

Rosalind Park

Planning Proposal



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Executive Summary

This Planning Proposal has been prepared on behalf of Leda Holdings Pty Ltd, the owners of the land known as Rosalind Park ('the site') and is submitted to Campbelltown City Council (Council) in support of an amendment to Campbelltown Local Environmental Plan 2015 (CLEP 2015).

The Site

The site comprises:

- 33 Medhurst Road, Menangle Park; and
- 101 and 111 Menangle Road, Menangle Park.

The site is legally described as Lots 1, 2 and 3 in DP 622362, Lot 1 in DP 589241, Lot 35 in DP 230946 and Lot 58 in DP 632328. The site is approximately 264ha in area and has historically been used for grazing purposes, quarrying and coal seam gas mining.

The site is located within the Campbelltown Council Local Government Area (LGA) and is zoned RU2 Rural Landscape under the Campbelltown Local Environmental Plan 2015 (CLEP 2015).

The Proposal

The Proposal aims to enable the redevelopment of the site for urban purposes in a sustainable manner by providing residential allotments of various sizes, commercial land, community and recreation facilities, as well as passive and active open space including the protection of riparian land, koala habitat, indigenous and non-indigenous heritage.

The Proposal seeks to amend the CLEP 2015 to:

- Rezone the site to a mix of residential, commercial, environmental, open space and infrastructure zones;
- Apply appropriate height and lot size controls; and
- Apply the terrestrial biodiversity and environmental constraint controls.

The Proposal will enable the delivery of an urban development comprising:

- Capacity for approximately 1,450 residential lots which will provide a range of lot sizes, densities and dwelling types;
- A village centre, centred around the existing federation-era homestead and gardens in the north;
- A neighbourhood centre, adjacent the school and playing fields in the south;
- A 3.2ha primary school site located adjacent the active open space;
- Allowance for a RFS Fire Station located in the south adjacent primary school and playing fields;
- An internal road and street network responding to the topography of the land, comprising a hierarchy of road and street typologies which will provide permeability and access through the site;
- The upgrade of Medhurst Road to a sub-arterial road with potential for future access across Menangle Creek to the adjoining lands to the south;

- Approximately 14.5ha of open space comprised of active and passive open spaces, incorporating multi-purpose sporting fields, local parks and linear open spaces;
- Approximately 76ha of land for environmental conservation, including bushland reserves, Koala habitat and riparian corridors, and
- Requirements for ancillary drainage infrastructure.

The urban design analysis has demonstrated the capacity of the site to accommodate a population of 5,437 persons. The Proposal is further supported by a number of guides, maps, technical studies and assessments that have informed the urban design analysis and resultant structure plan.

Strategic Context

The site has been earmarked for future urban development by the Department of Planning and Environment (DPE) within the 'Menangle Park Precinct and Mount Gilead Precinct' under the State Environmental Planning Policy (Precincts-Western Parkland City) 2021 (Western Parkland City SEPP).

The Western Parkland City SEPP is aimed at facilitating the release and rezoning of land for housing. However, the SEPP does not rezone the land. Existing land use zones and permissible uses identified under the CLEP 2015 continue to apply until rezoning occurs.

Much of the subject site has been identified as being 'urban capable land' for housing under the document Greater Macarthur 2040 – an interim plan for the Greater MacArthur Growth Area, prepared by DPE. A local planning (section 9.2) direction was issued by the Minister for Planning on 28 November 2019. The direction applies to all future rezoning proposals across Greater Macarthur Growth Area and requires any rezoning to be consistent with the interim plan dated 2018.

The Proposal is consistent with the NSW Government's Greater Sydney Region Plan – A Metropolis of Three Cities (March 2018) and Our Greater Sydney 2056 – Western Sydney District Plan (March 2018) through:

- The efficient use of land and infrastructure;
- Providing additional homes across a range of lot sizes that will promote a diversity in dwelling types to meet an evolving and diverse population with different cultural and socio-economic needs;
- Facilitating employment and housing opportunities that meets the needs of the Greater Macarthur Growth Area Region anticipated through the Greater Macarthur 2040 Plan (i.e. approximately 58,000 new dwellings in urban renewal precincts in the north and south of the Growth Area, as well as 40,000 local jobs);
- The provision of an additional 1,450 dwellings contributing to the 5-year dwelling target of 6,800 dwellings required in the Campbelltown LGA and 58,000 dwellings targeted for the Greater MacArthur Growth Area Region;
- The creation of a precinct that:
 - Increases walkability and bicycle access both within the site and to surrounding areas;
 - Provides public services and facilities to meet the changing needs of communities, including the provision of active open space areas (7.15ha) and passive open space areas (7.38ha);
 - Facilitates social infrastructure demands with the provision of a new public school;
 - Creates a community that is healthy, resilient and socially connected;
 - Houses the city by increasing housing supply and providing housing that is diverse and affordable;
 - Creating a city of great places, by increasing access to open space, creating great places and bring people together and providing land for environmental conservation. The structure plan prepared for the proposal has allocated land to be safeguarded for Riparian and Koala corridors;

- Providing connection by bike, public transport and car journey between new homes and the Campbelltown CBD, supporting this CBD as it is transformed into a 30 minute Metropolitan Cluster that will establish itself as an education, health and medical hub with the presence of Campbelltown public and private hospitals, Western Sydney University Campbelltown Campus, and TAFE NSW Western Sydney;
- Creating a stronger economy and employment opportunities, by providing a new village centre within the northern portion of the site and smaller neighbourhood centre within the southern part of the site adjacent proposed primary school;
- Increasing tree canopy across the site through the provision of active and passive open space, revegetated riparian and koala corridors, street planting and preservation of bushland areas;
- Protecting waterways with the enabling of water sensitive urban development;
- The setting aside of land for environmental conservation and protecting scenic quality landscapes;
- The efficient and sustainable use of resources to create an efficient city; and
- A structure plan that is resilient in its ability to be dynamic in its response to the needs and aspiration of people, now and into the future, by delivering healthy, safe and inclusive places for people of all ages and abilities that support active and socially connected communities, as well as adapting and responding to changes in technology and the climate.

The Proposal will provide a planning structure that delivers a range of densities, lot sizes and dwelling types supported by community and social frameworks that will support housing diversity and an ability to provide housing that appropriately responds to the changing needs of communities and lifestyles over time, as well as site constraints, including the conservation and preservation of protected lands.

Cumberland Plain Conservation Plan and Koala Habitat

The Cumberland Plan Conservation Plan (CPCP) is a conservation plan for Western Sydney that was gazetted on 17 August 2022. The CPCP identifies strategically important biodiversity areas to offset the biodiversity impacts of future urban development. The CPCP maps land into categories; Certified - Urban Capable land, Avoided land, Excluded land and Certified - major transport corridor. It also identifies areas of Koala Habitat and Strategic Conservation Area.

The CPCP maps the majority of the site as 'Certified Urban Capable' land with "Avoided Land" largely associated with the Koala corridor along the southern and eastern boundary with Menangle Creek. Part of the site being 111 Menangle Road is identified as Excluded Land. The Proposal is broadly consistent with the CPCP with the majority of the development confined to land certified as 'Urban Capable' land.

It is noted the proposal is seeking to partly rezone two (2) fingers of vegetation in the north-eastern corner of the site identified as Avoided Land, for urban development. Such fingers of vegetation line the banks of two (2) first order streams and are heavily weed infested and degraded. The Proposal seeks to offset the removal of this vegetation through the preservation and embellishment of a higher second order – riparian corridor in the centre of the site mapped as urban capable.

The CPCP includes a mechanism where landholders can submit a modification application to DPE to modify the extent of Certified – Urban Capable' land. Modifications to the CPCP to reflect the extent of landuses proposed under the Proposal are currently being sought under the separate modification process proposed by the DPE - CPCP team to resolve this inconsistency.

The Proposal is generally consistent with the Cumberland Plan Conservation Plan (CPCP) and the NSW Government's Chief Scientist and Engineer "Advice on the protection of the Campbelltown Koala Population" in relation to the provision of a Koala corridor along Menangle Creek.

The Proposal preserves 40.6 hectares of the site as Koala corridor and complies with the minimum corridor widths as specified by the Chief Scientist and Engineer Report and will include the provision of Koala fencing and revegetation.

Other Site Constraints

Detailed investigation of site constraints demonstrates the Proposal can achieve an integrated outcome for the site with regard to biodiversity, water management, European and Aboriginal archaeology, bushfire, contamination and other environmental features. The Proposal demonstrates that the proposed development is satisfactory with respect to:

- Transport and traffic;
- Biodiversity values and the preservation of key fauna and flora, including Cumberland Plain Woodland and koala habitat;
- Stormwater management and water quality;
- European and indigenous heritage;
- Open space and infrastructure assets, including existing easements and infrastructure assets across the site;
- Noise; and
- Bushfire.

Voluntary Planning Agreement

The Proposal is supported by an offer prepared by consultants Craig and Rhodes, to enter into both State and local Voluntary Planning Agreements (VPA), that seeks to align land and works contributions by delivering:

- Upgrades to Medhurst Road to a 4-lane sub-arterial road, including two (2) roundabouts with a new collector road connecting into the development, and a signalised intersection with Menangle Road.
- An acoustic wall barrier to assist noise attenuation from this future sub-arterial road.
- Land for a new 3.2ha primary school to be delivered to support the population growth generated from the proposed Rosalind Park Development.
- CPCP and Koala corridor lands to meet legislative requirements, including Koala fencing and Koala planting/revegetation.
- One (1) local collector road within the site to service future residents by linking local streets via a circular alignment to the two (2) roundabouts along Medhurst Road. This collector road will include five (5) roundabouts.
- Passive open space – comprising local parks and green space including land dedication and landscaping embellishments.
- Active open space - including two (2) playing fields, four (4) smaller sports courts to support local sports clubs and community events within the Rosalind Park development.
- Embellishment of the gas easement – includes embellishment of the gas pipe easements to function as linear passive open space and APZs.
- Bush Open Space – comprising two (2) reserves of local bushland identified as Avoided Land in the CPCP, to be dedicated.
- The provision of 15 bioretention basins and 15 Gross Pollutant Traps (GPTs) to ensure downstream water quality is protected from future pollutants including macronutrients, chemicals, suspended solids and physical waste.
- Rural fire station – aligning with growth to meet the needs of the growing population and the high presence of bushfire prone land within and adjacent to the site.

Full details of all land and development contributions provided in the VPA proposal, including associated costs has been prepared by Craig and Rhodes and is provided in VPA Report which supports the proposal.

Conclusion

The Proposal will result in increased levels of investment certainty for the region, combined with existing rezoning and development outcomes on surroundings site within the Campbelltown local government area (LGA). This level of investment will ensure a continuing commitment to housing affordability and land supply across the region.

The successful development of the site will assist the NSW Government in delivering 725,000 additional homes to meet the expected 1.7 million additional people living in Greater Sydney by 2036. Specifically for the Western District, it will further assist in meeting the target of 184,500 additional dwellings for the Western City District by 2036, equating to an average annual supply of 9,225 new dwellings per year to be delivered across the District by 2036. In doing so, it will provide a range of housing choices to cater for an evolving population by focusing growth and development around well-connected neighbourhoods that builds on the strengths of the site and the region to create a 30-minute city and an ability to preserve and enhance the region's natural assets.

This Proposal provides an analysis of the physical and strategic planning constraints and the opportunities of the site, and considers the relevant environmental, social, and economic impacts of the proposal and its strategic merit against the strategic framework it is set within.

The suitability and capacity of the site for the proposed range and intensity of uses taking into account the sites regional context and environmental, economic and social opportunities and constraints has been addressed and the redevelopment of the site will result in significant benefits for the south-west Sydney region and its residents.

It is requested that arising from the consideration of this Planning Proposal, Campbelltown City Council resolve to support the changes to CLEP 2015 as detailed in this Planning Proposal and forward the Planning Proposal to DPE for a Gateway Determination.

1.0 Introduction

1.1 Overview

The Proposal seeks to establish the site as an Urban Release Area (URA), which will ensure the integration of development across the site with the existing and proposed urban pattern established in the surrounding URAs of Menangle Park, Glenlee and Mount Gilead.

To ensure environmental outcomes are balanced against new urban land, the Proposal identifies, protects and manages environmentally sensitive areas across the site including riparian and koala corridors, biological linkages, remnant native vegetation and associated buffers.

The Proposal will establish guiding principles for development across the site to facilitate the timely provision of physical and social infrastructure, the orderly phasing of the development of land, the protection of items of environmental and cultural heritage and the management of stormwater.

The planning proposal is supported by a structure plan which comprises:

- Capacity for approximately 1,450 residential lots which will provide a range of lot sizes, densities and dwelling types;
- A village centre, centred around the existing federation-era homestead and gardens in the north;
- A neighbourhood centre, adjacent the school and playing fields in the south;
- A 3.2ha primary school site located adjacent to the active open space;
- Allowance for a RFS Fire Station located in the south adjacent primary school and playing fields;
- An internal road and street network responding to the topography of the land, comprising a hierarchy of road and street typologies which will provide permeability and access through the site;
- The upgrade of Medhurst Road to a sub-arterial road with potential for future access across Menangle Creek to the adjoining lands to the south;
- Approximately 17.45ha of open space comprised of active and passive open spaces, incorporating multi-purpose sporting fields, local parks and linear open spaces;
- Approximately 76ha of land for environmental conservation, including bushland reserves, Koala habitat and riparian corridors, and
- Requirements for ancillary drainage infrastructure.

Specifically, the Proposal seeks to amend Campbelltown Local Environmental Plan 2015 (CLEP 2015) to rezone land and establish controls as follows:

- Amend the LEP Land Zoning (LZN) Map Sheet 003 to nominate residential, commercial, environmental and open space zones across the site;
- Amend LEP Height of Buildings (HOB) Map Sheet 003 to nominate maximum permissible building heights;
- Amend LEP Lot Size (LSZ) Map Sheet 003 to nominate minimum lots sizes across the site;
- Amend LEP Lot Size for Dual Occupancy Development (LSD) Map Sheet 003 to nominate a minimum lot sizes for dual occupancies across the site;
- Amend LEP Urban Release Area (URA) Map Sheet 003 to nominate the site as an urban release area;

- Amend LEP Terrestrial Biodiversity (BIO) Map Sheet 003 to reflect amendments to vegetation across the site;
- Amend Land Reservation Acquisition (LRA) Map Sheet 003 to reflect areas identified as local open space and classified road; and
- Amend clause 4.1 of the LEP to include a new subclause 4.1J containing minimum lot size provisions for the Rosalind Park Precinct.

1.2 Scope and Format of the Planning Proposal

The Planning Proposal details the merits of the proposed changes to CLEP 2015 and has been structured in the following manner:

- **Section 1.0 Introduction** – Provides an introduction to the Planning Proposal.
- **Section 2.0 Site Analysis** – Provides a description of the site, its context and existing development, including identification of the land to which the changes are proposed.
- **Section 3.0 Statutory Framework** – Provides a summary of the key existing local planning controls that are relevant to the site.
- **Section 4.0 The Concept** – Provides a summary of the proposed development concept, the urban design approach and resultant structure plan for the site.
- **Section 5.0 The Planning Proposal** – Provides the Planning Proposal which has been prepared in accordance with the Department of Planning Industry and Environment's document Local Environmental Plan Making Guideline, dated December 2021 and consists of the following parts:
 - **Part 1 – Objectives and intended outcomes** – a statement of the objectives of the proposed Instrument.
 - **Part 2 – Explanation of provisions** – an explanation of the provisions that are to be included in the proposed instrument.
 - **Part 3 – Justification of strategic and site-specific merit** – justification of strategic and potential site-specific merit, outcomes, and the process for implementation.
 - **Part 4 – Maps** – existing and proposed maps, where relevant, to identify the effect of the planning proposal and the area to which it applies.
 - **Part 5 – Community consultation** – details of consultation undertaken with Government agencies, council or other authorities, and community consultation that is to be undertaken on the planning proposal post Gateway and during exhibition.
 - **Part 6 – Project timeline** – project timeline to detail the anticipated timeframe for the LEP making process.
- **Section 6.0 Conclusion and Recommendations** – provides the conclusions and recommendations to proceed with the Planning Proposal to Gateway Determination to amend CLEP 2015.

1.3 Supporting Plans and Documentation

This Proposal has been prepared with input from a number of technical and design documents which have been prepared to accompany the application. These documents are included as Attachments to this report and are identified in Table 1.

Document	Version	Author	Date
Water Cycle Management Report	Final	Craig & Rhodes	July 2022
Historic Heritage Assessment	V3	Eco Logical Australia	July 2022
Environmental Noise Assessment	Revision 2	TTM	8 August 2022
Landscape Concept Masterplan	Revision B	Distinctive	July 2022
Aboriginal Heritage Due Diligence Assessment	Version 4	Kayandel Archaeological Services	15 August 2022
Connecting with Country Report	Version 1.2	Kayandel Archaeological Services	5 August 2022
Strategic Bushfire Study	B213734-1	Australian Bushfire Protection Planners Pty Ltd	11 August 2022
Economic Benefits Assessment		Urbis	July 2022
Traffic Impact Assessment	Revision C-DR FINAL DRAFT	Stantec	29 July 2022
Social Infrastructure Needs Assessment		Urbis	August 2022
VPA Proposals	Final	Craig & Rhodes	11 August 2022
Servicing Report	Revision 3	Infrastructure and Development Consulting (idc)	12 August 2022
Structure Plan	Revision H	Design + Planning	3 August 2022
Urban Design Report	Rev A	Design + Planning	August 2022
Preliminary Geotechnical Investigation	Rev0	Douglas Partners	26 August 2022
Preliminary Site Investigation (Contamination)	R.001.Rev0	Douglas Partners	17 August 2021
Biodiversity Assessment Report	Version 01	Cumberland Ecology	8 September 2022
Rosalind Park Town Centre Tavern		Brewster Murray	August 2022

Table 1: Plans and documents accompanying this Planning Proposal

1.4 Background

1.4.1 Pre-lodgement Consultation

Consultation for the proposed development has been ongoing and includes consultation with Council, Department of Planning and Environment, as well as Agency staff. A summary of consultation undertaken to date is detailed below.

Council staff

Council staff have been consulted both formally and informally throughout the development of the proposed scheme.

A high level meeting was held with Council staff on 22 July 2021. Topics of discussion included an introduction to the proposal and proposed densities, filling and remediation of the existing quarry, closure of the gas plant and remediation, dedication of land, topography of the site, cut and fill, future housing products and associated approval pathway. The Menangle Road, Transit corridor and the Greater Macarthur Transport Strategy were also discussed, along with bushfire hazards and evacuation routes, koala corridor, integration with adjoining land parcels, transmission lines, Connecting with Country, water quality, highway noise, utilities and staging and planning approval pathway.

A joint meeting between Council and DPE was held on 16 November 2021. The key purpose of this meeting was to resolve the rezoning pathway. Other issues discussed were the timing of the draft CPCP the review of the Greater Macarthur Transport Strategy, and the process going forwards in terms of liaising with Council.

An introductory meeting was undertaken with Council on 1 March 2022. Key areas of discussion included the Draft CPCP, the review of the Greater Macarthur Transport Strategy, topography of the site, drainage and OSD requirements, community infrastructure, school infrastructure, provision of open space, roads, provision of a DCP, the existing quarry and its future, acoustic attenuation and process moving forwards.

A more formal Pre- Planning Proposal Application meeting was held with Council on 24 March 2022, where a more detailed overview of the Proposal was provided. Key issues discussed were the upgrade of Medhurst Road and its configuration, the required Transit Corridor location and the Greater Macarthur Transport Strategy, social impact/needs assessment, drainage requirements, state and regional infrastructure contributions, the quarry and servicing.

A meeting was held with Council social, community facilities and open space staff on 13 April 2022 to specifically discuss the Council's requirements for these facilities. Key areas of discussion included the likely population generation of the Proposal, metrics for open space calculation, connections to Office of Strategic Lands (OSL) land to the north, social, school and health infrastructure.

A further meeting was held on 9 August 2022, to specifically discuss the existing quarry, its remediation, future zoning, land dedication, embellishment, risk and security, and VPA process. From this meeting, further clarification on acquisition requirements was sought from the Department of Planning and Environment.

A site tour was undertaken with Council on 22 August 2022.

Department of Planning and Environment

A number of meetings have been held with DPE staff as part of the preparation of this planning proposal.

An initial introductory meeting was held with DPE staff on 10 August 2021. Key issues discussed included an explanation of the proposed ILP, the draft CPCP mapping, Koala Corridor A along Menangle Creek, RIC/SIC, Transit corridor and rezoning process.

A further meeting was held with DPE on 27 September 2021. Key issues discussed at this meeting included the progress of the review of the Greater Macarthur Transport Strategy, the Koala corridor and the Chief Scientist's recommendations, the draft CPCP and rezoning process and procedures.

A joint meeting between Council and DPE was held on 16 November 2021. This is described above.

Another meeting was held with the DPE on 23 March 2022 to obtain updates from the DPE CPCP team on the timing and mapping under the draft CPCP and the timing of the Greater Macarthur Transport Strategy.

A meeting was held with the DPE's CPCP Team on 16 June 2022 to discuss the specifics of the CPCP mapping and the transect requirements for the Koala Corridor along Menangle Creek. Koala corridor transect information was shared by DPE. A subsequent Koala corridor mapping catch up was held with DPE on 12 August 2022, with the landowner providing DPE with a copy of the proposed changes to the CPCP mapping.

Transport for NSW

A formal meeting was held with Transport for NSW and Campbelltown Council on 29 April 2022. The purpose of the meeting was to introduce TfNSW to the project and to obtain an update on the review of the Greater Macarthur Transport Strategy. Other key areas of discussion included the upgrade to Menangle Road, the location of the future transit corridor and Menangle Creek crossing, the proposed upgrade to Medhurst Road and likely intersection configuration with Menangle Road.

Schools Infrastructure NSW (SINSW)

An online meeting was held with SINSW representatives to discuss school provision in the surrounding area, future plans and options to address the primary and secondary school needs of the future population of the proposal site.

NSW Office of Strategic Lands

As the adjoining landowner of the Sugarloaf Farm precinct, immediately to the north of the Proposal, a meeting was held with the Office of Strategic Lands (OSL) on 26 April 2022 to provide OSL with an overview of the Planning Proposal and to obtain a broader understanding of the future direction of the OSL lands. Key issues discussed include vegetation, weed infestation, bushfire hazard, access and boundary relationship. The applicant agreed to share information with OSL in relation to the future direction of the Proposal.

A further meeting was held with the Office of Strategic Lands on 6 June 2022. This meeting enabled the LEDA to provide OSL an update on the Proposal and proposed Indicative Layout Plan and to discuss common issues to the project.

Utilities

Sydney Water and Endeavour Energy have been consulted as part of the preparation of the Planning Proposal in relation to the provision of sewer and gas on site.

Lend Lease

Lend Lease is the adjoining landowner and developer of Gilead Precinct 1 and Gilead Precinct 2, located immediately to the south of the site on the southern side of Menangle Creek. LEDA has consulted with Lend Lease on numerous occasions throughout the preparation of the Planning Proposal.

2.0 Site Analysis

2.1 Site Context and Locality

The site is located within the suburb of Menangle Park, being approximately 6.5km to the south-west of the Campbelltown CBD, 24.5km south of Liverpool CBD, and 65km south west of Sydney CBD (refer to Figure 1). Menangle Park forms part of the South-Western Sydney region and is within the local government area (LGA) of Campbelltown.

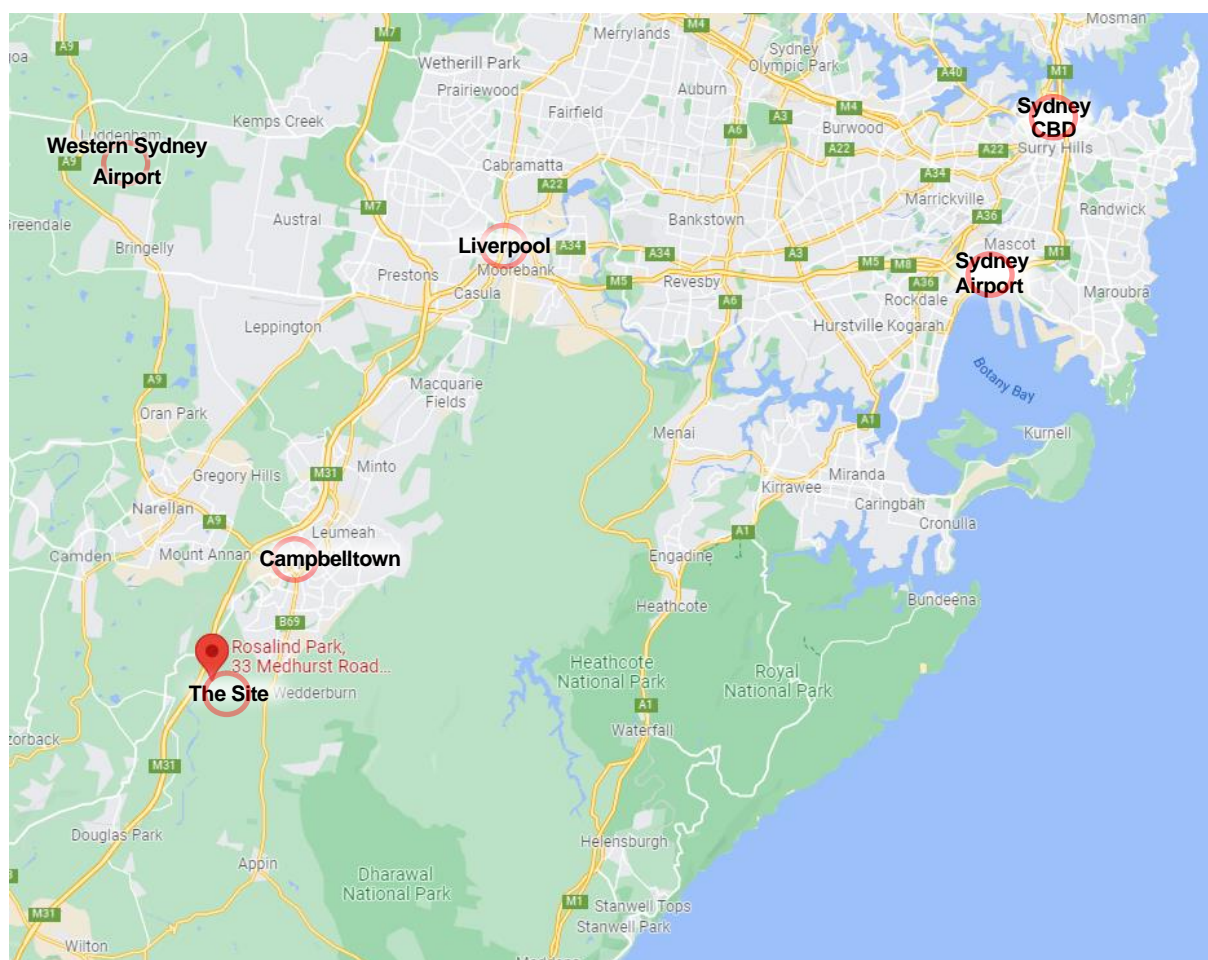


Figure 1: Strategic context diagram (Source: Google Maps)

Within the Greater Sydney Regional Plan (*A Metropolis of Three Cities*), the site is identified as being part of the Greater Macarthur Growth (GMGA) Land Release Area. The GMGA is earmarked by the NSW Government to accommodate the growing population of Sydney. Its role is reaffirmed within the Western City District Plan, which recognises its additional capacity for housing supply. Figure 2 depicts the site in the context of the Greater Sydney Region structure plan.

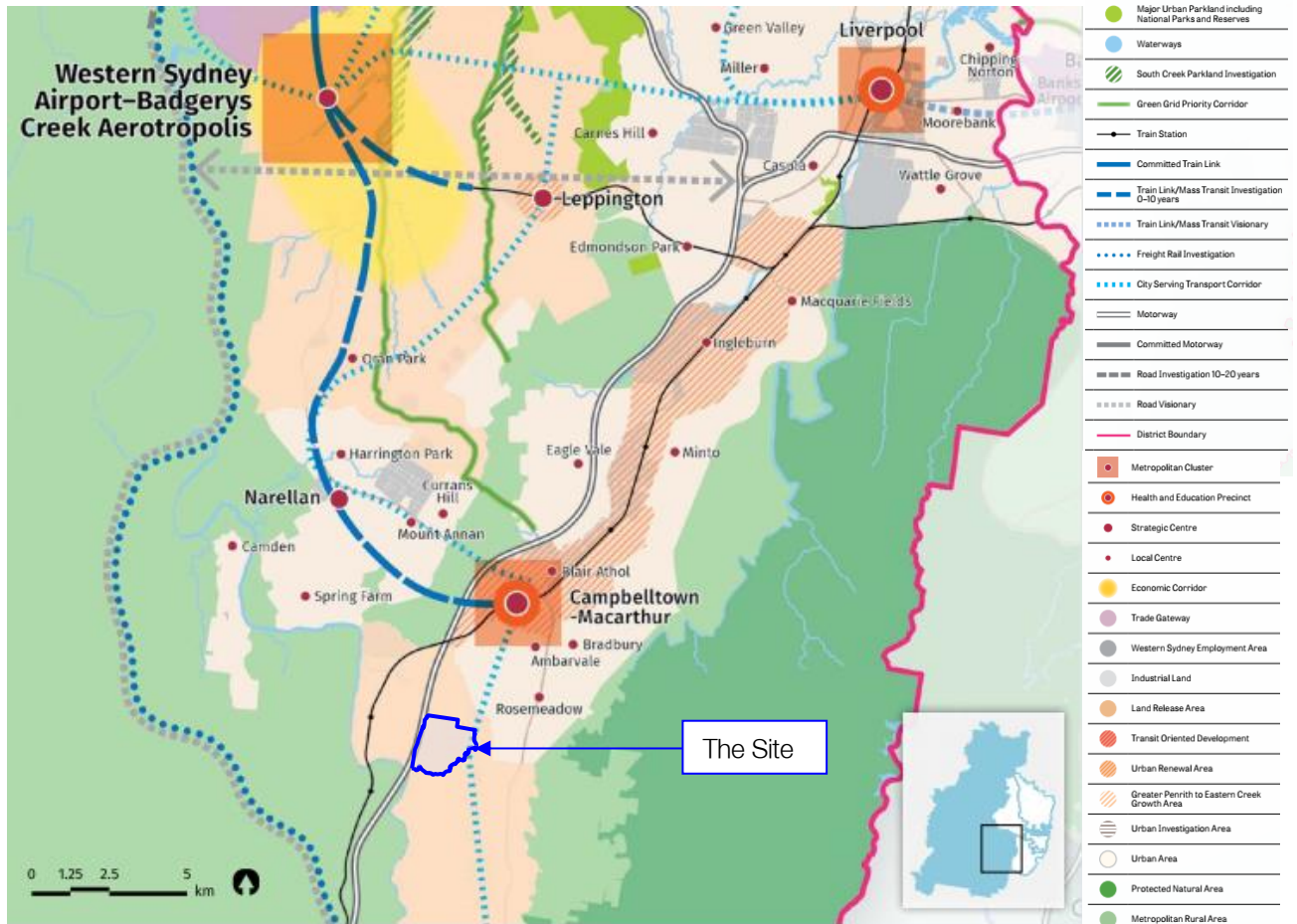


Figure 2: The site in context with the structure plan for the Western City District Region

Both Campbelltown CBD and Macarthur centre are part of a Metropolitan Cluster, located approximately 6.5km northwest of the site. This Metropolitan Cluster incorporates Macarthur and Campbelltown railway stations, Campbelltown CBD, Macarthur square shopping centre, Campbelltown Hospital and Western Sydney University Campbelltown Campus.

2.2 Surrounding Development

The site and the surrounding area of Menangle Park has historically been characterised by rural-residential development used for agriculture, equine businesses, and hobby farming. Menangle Park Station is 2.7 kilometres west of the site.

However, the area is undergoing change with surrounding land being rezoned to enable the development residential lots, commercial centres, employment lands, community and recreation facilities, as well as passive and active open spaces. This is consistent with the Greater Macarthur structure plan within the interim Greater Macarthur 2040 document.

Land immediately to the north of the site is known as 91 Menangle Road, Menangle Park. This land appears to be vacant and separates the Broughton Anglican College located further to the north. Immediately to the north-east of the site is the Sugarloaf Farm land holdings owned by the NSW Office of Strategic Lands and State Heritage Item.

Immediately to the west of the site is the Hume Highway. On the opposite side of the Hume Highway is the Menangle Park Urban Release Area (URA) currently being developed to accommodate new residential, commercial and open space areas and includes Menangle Park Raceway and Menangle Park Station.

To the east and south-east of the site on the opposite side of the State Heritage Listed Upper Canal is Mount Gilead Retirement Estate and the Mount Gilead URA, which has been zoned for a mix of low and medium density residential uses and open space.

Land to the south is generally used for agricultural purposes but is understood to be the subject of a separate Planning Proposal, referred to as Gilead 2.

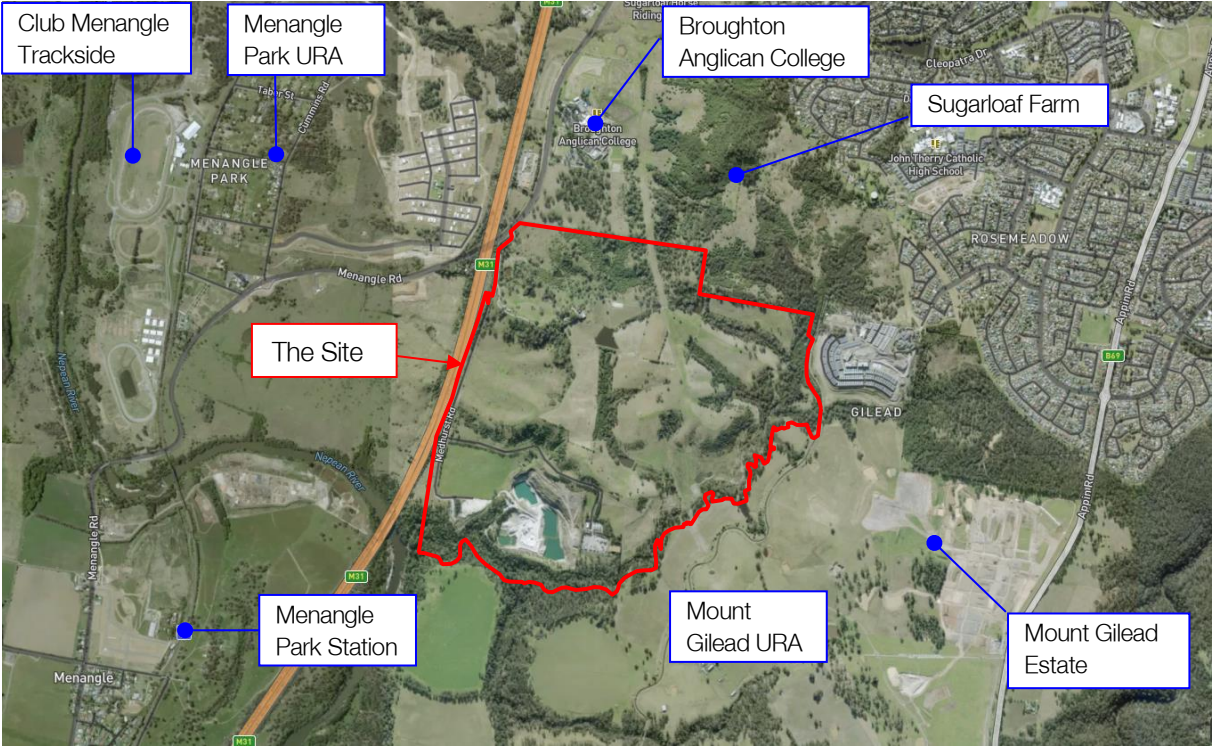


Figure 3: Site Location – Aerial Photo (Source: Metromaps)

2.3 Site Description

The site is of an irregular shape with an area of approximately 264 hectares and is approximately 1.9km from east to west and 1.5km from north to south. The site has a frontage to Menangle Road, Medhurst Road, and Hume Highway to its west. Menangle Creek borders the site to its south and southeast, while the state heritage listed upper canal borders the site to the east. The site adjoins rural residential land to its north.

The site is legally described as Lots 1, 2 and 3 in DP 622362, Lot 1 in DP 589241, Lot 35 in DP 230946 and Lot 58 in DP 632328.

The arrangement of lots and residential addresses are described in the below table.

Address	Lot	Deposited Plan (DP)
33 Medhurst Road, Menangle Park	Lot 2 Lot 3 Lot 35 Lot 58	DP 622362 DP 622362 DP 230946 DP 632328
111 Menangle Road, Menangle Park	Lot 1	DP 622362
101 Menangle Road, Menangle Park	Lot 1	DP 589241

Table 2: Site address details

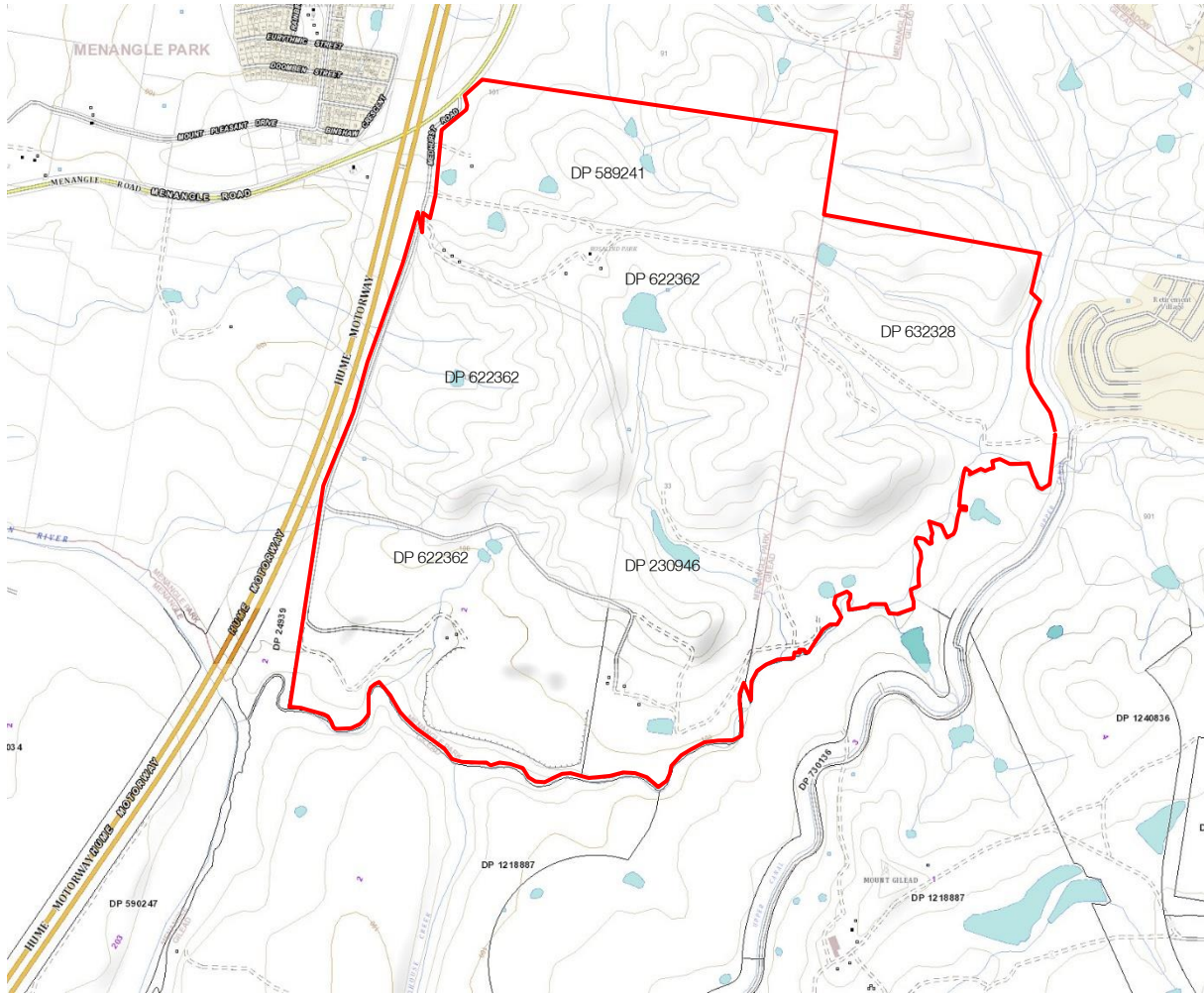


Figure 4: Land to which the Planning Proposal relate (Source: SIX Maps)

Gas and electricity easements traverse the site generally through its middle on a north-south axis.

Current and former land uses across the site include:

- Decommissioned AGL coal seam gas operations, including a number of gas wells and a gas treatment plant (Rosalind Gas Plant);
- Sandstone quarry and crushing/screening facility;
- Rural residential and agriculture (Rosalind Park – former dairy farm);
- Perennial horticulture; and
- Telecommunications facility (mobile phone tower).

These land uses and view of the site are illustrated in Figures 5-15.

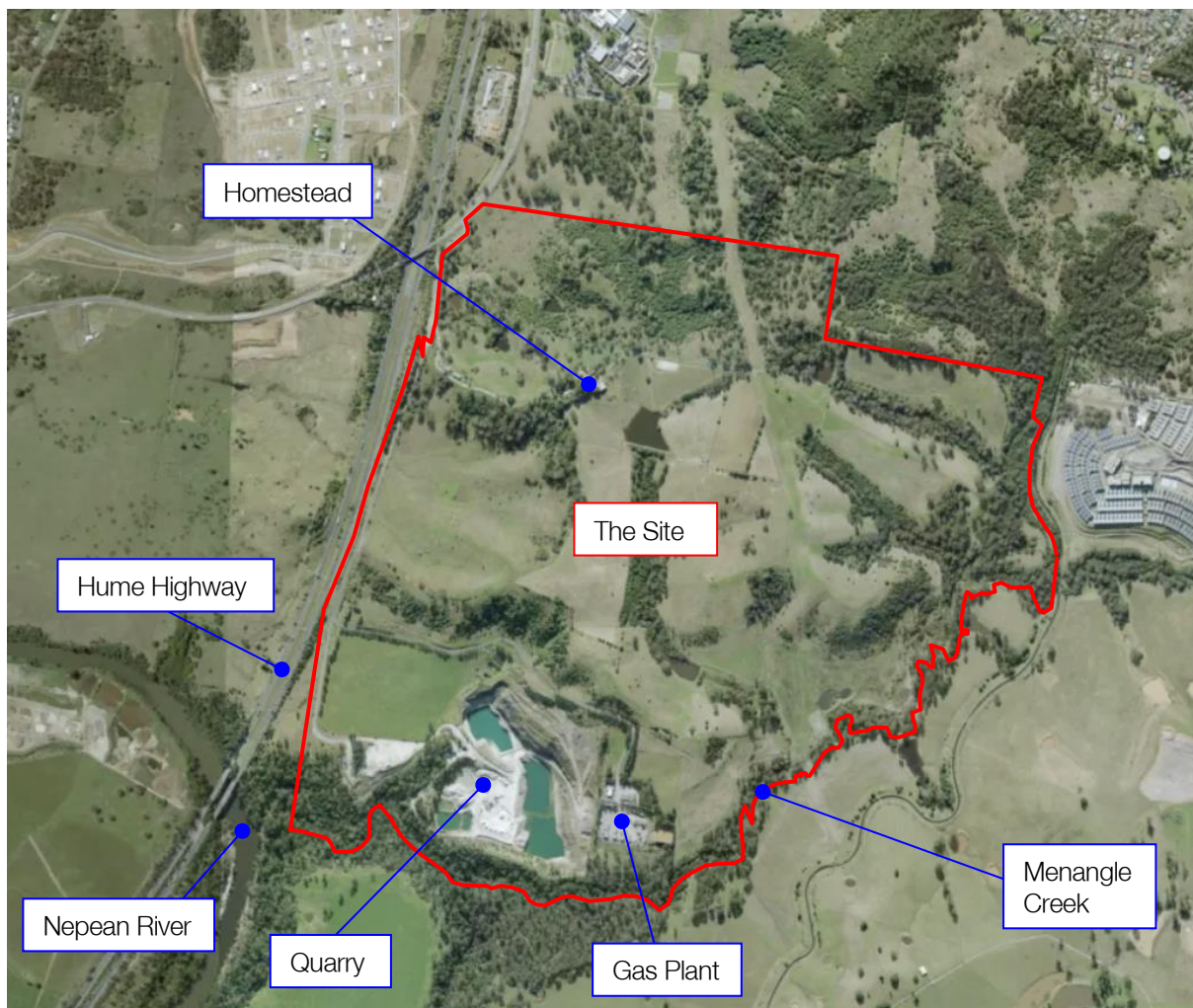


Figure 5: Map of site showing key elements (Source: Metromaps)



Figure 6: View looking north across site showing electricity easement



Figure 7: View looking southeast across site showing existing dam and central riparian corridor



Figure 8: View looking west across showing Hume Highway bordering the site to the west



Figure 9: View looking south southwest across site showing decommissioned gas plant



Figure 10: View looking north across site toward 111 Menangle Road



Figure 11: Aerial view of quarry looking west (Source: Design + Planning)



Figure 12: Existing infrastructure located on site – phone tower



Figure 13: Electricity stanchions



Figure 14: Federation-era dwelling



Figure 15: View showing existing farm buildings

2.4 Topography

The topography of the site is complex, comprising undulating to steep land (refer to Figure 16).

The southern end of the site includes steep escarpments along Menangle Creek and quarry high walls within the existing quarry. The land then rises gently from Menangle Creek in the south to form a series of ridgelines in the north. These ridgelines are incised by watercourses that flow typically east and south into Menangle Creek. A number of easterly and westerly spurs and an east-west orientated ridge line in the northern part of the site connects the dominant north-south ridges.

The land along the western edge and north is a series of rolling hills that typically fall to the west towards Medhurst and Menangle Roads.

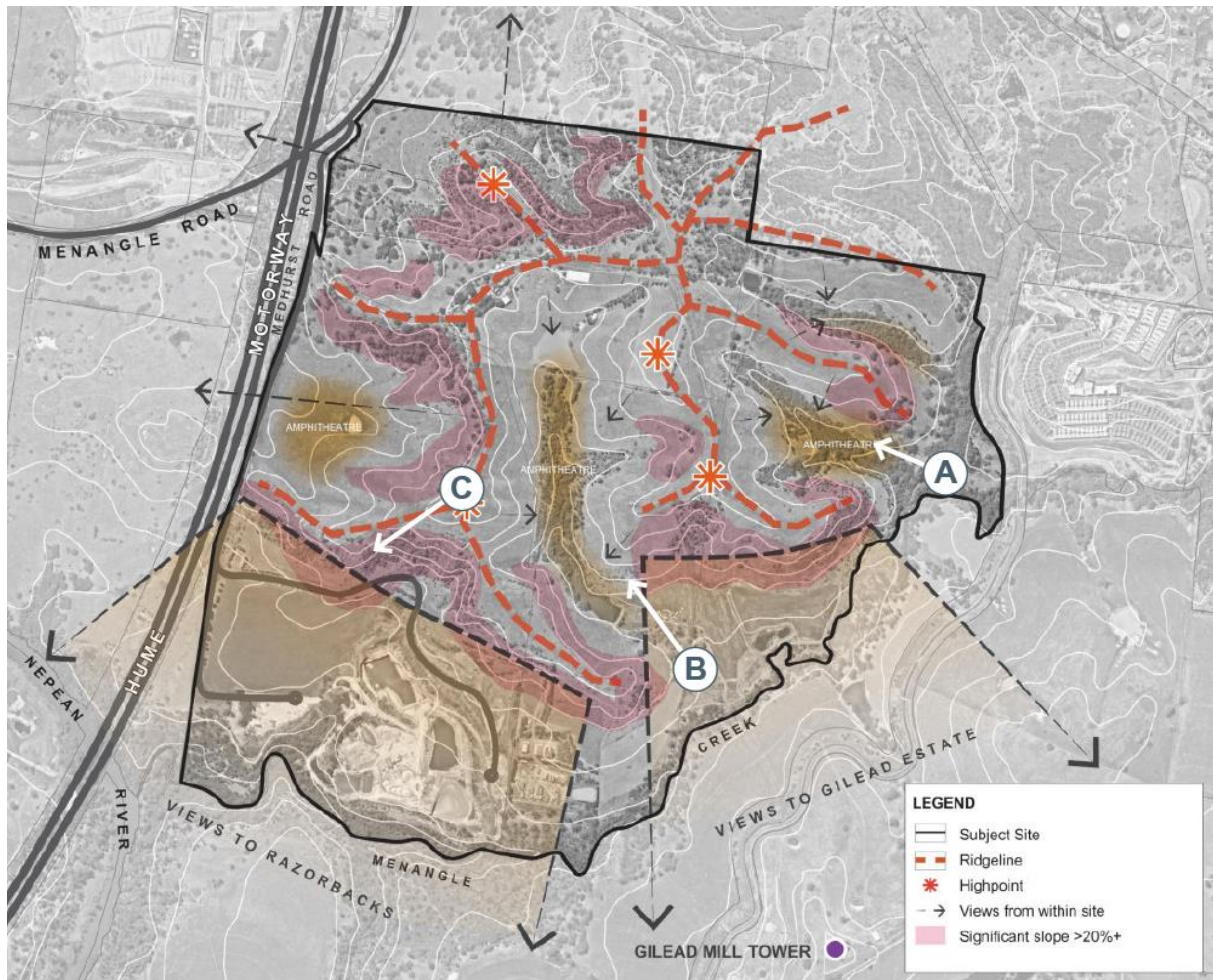


Figure 16: Landform and views map (Source: Urban Design Report, Planning + Design)

2.5 Hydrology

The site contains several small unnamed ephemeral watercourses that drain to the east and south into Menangle Creek, which ultimately flows into the Nepean River. Additional unnamed ephemeral watercourses are mapped in the north and west of the subject site. Watercourses in the far north flow north into a matrix of agricultural/rural land while the watercourses in the west flow towards the Hume Highway (refer to Figure 17).

A number of the mapped courses are no longer present as a result of past land practices, including the disused quarry in the south. Following the 'Strahler system', mapped watercourses present in the site includes 16 first order streams, four (4) second order streams, two (2) third order streams and one (1) fourth order stream.

There are five (5) dams across the site.

Drainage towards the west of the site drains into an existing structure running underneath the Hume Highway and is likely to ultimately flow into the Nepean River (approximately 1.3km south west).

The review of surface water bodies and the location of receiving surface water bodies by Douglas Partners, suggests that it is probable that the prevailing groundwater direction is towards the west / south-west, however some flow towards the east and south may be evident in the southernmost and easternmost parts of the site.

A groundwater bore search has identified three (3) bores within the site with their purpose ranging between industrial and domestic stock.

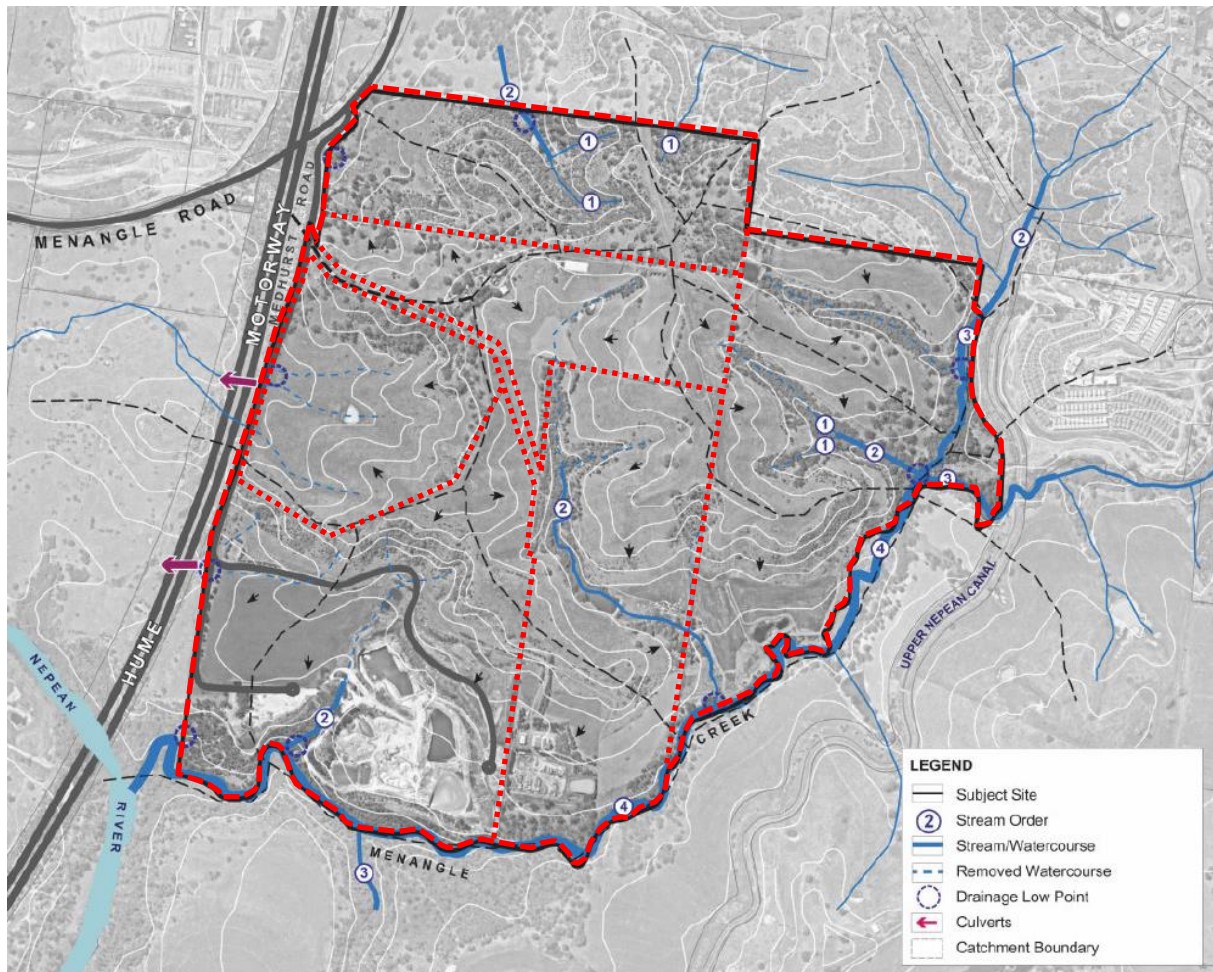


Figure 17: Hydrology map (Source: Urban Design Report, Planning + Design)

2.6 Flooding

A Water Cycle Management Report was undertaken for the site by Craig and Rhodes which included an assessment of flood risks across the site.

The report concludes that existing flood conditions within the three tributaries that traverse the site is well contained and does not overtop the banks. There is a presence of shallow sheet flooding throughout the site to depths up to 150mm, which can easily be managed within a drainage strategy.

2.7 Geology

Analysis undertaken by Douglas Partners indicates that the distribution of geologies across the site is predominantly underlain by Bringelly Shale and Ashfield Shale (refer to Figure 18).

It shows that most of the higher elevations and northern part of the site is underlain by Bringelly Shale which extends south across the site in line with existing ridgelines. Ashfield Shale underlies central areas, lower reaches, southern and western parts of the site.

This analysis also indicates the distribution of geologies across the southern boundary of the site to be underlain by rocks of the Hawkesbury Sandstone which is exposed in the Menangle Park Quarry.

A diatreme of Jurassic age comprising breccia, basalt and dolerite are mapped across the central southern and central part of the site.

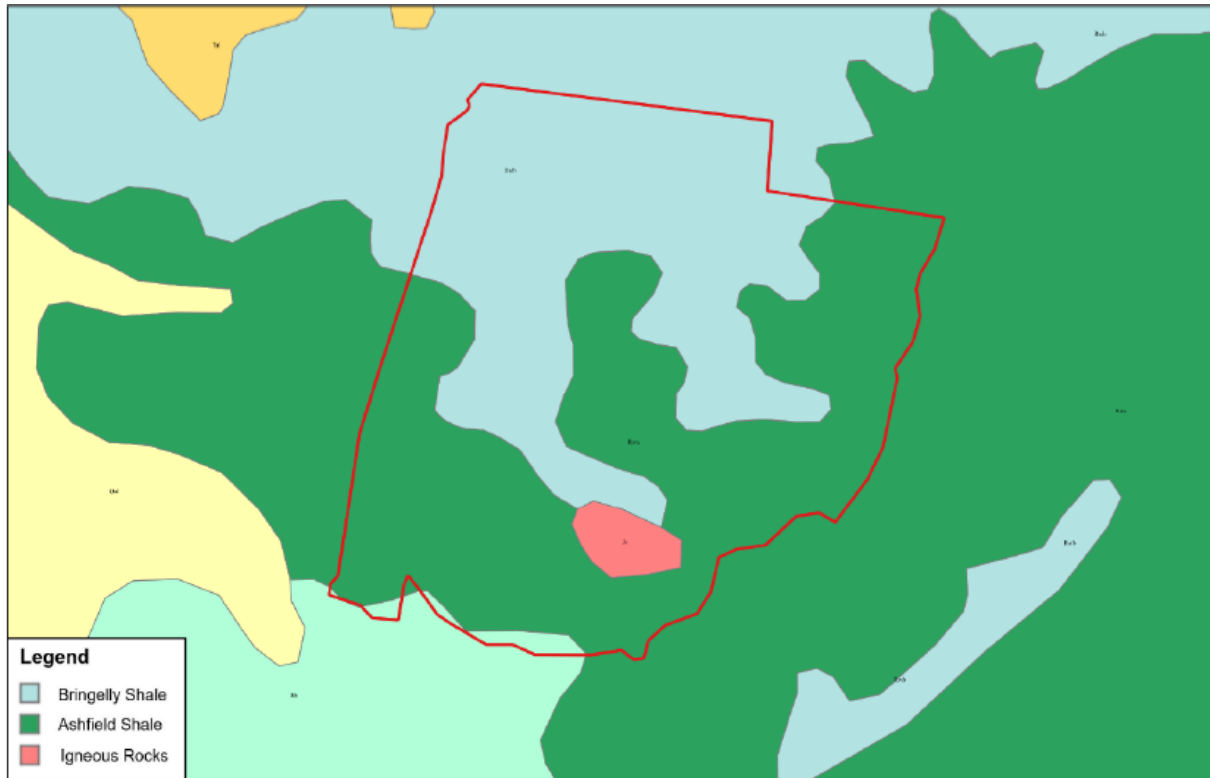


Figure 18: Geology assessment (Source: Douglas Partners)

2.8 Heritage

2.8.1 Indigenous Heritage

There are four (4) registered Aboriginal sites located on the site. These are located along the flats associated with Menangle Creek on the southern and eastern edge of the site (refer to Figure 19).

The findings of the Kayandel Aboriginal Heritage Assessment are discussed in Section 5.4.2.

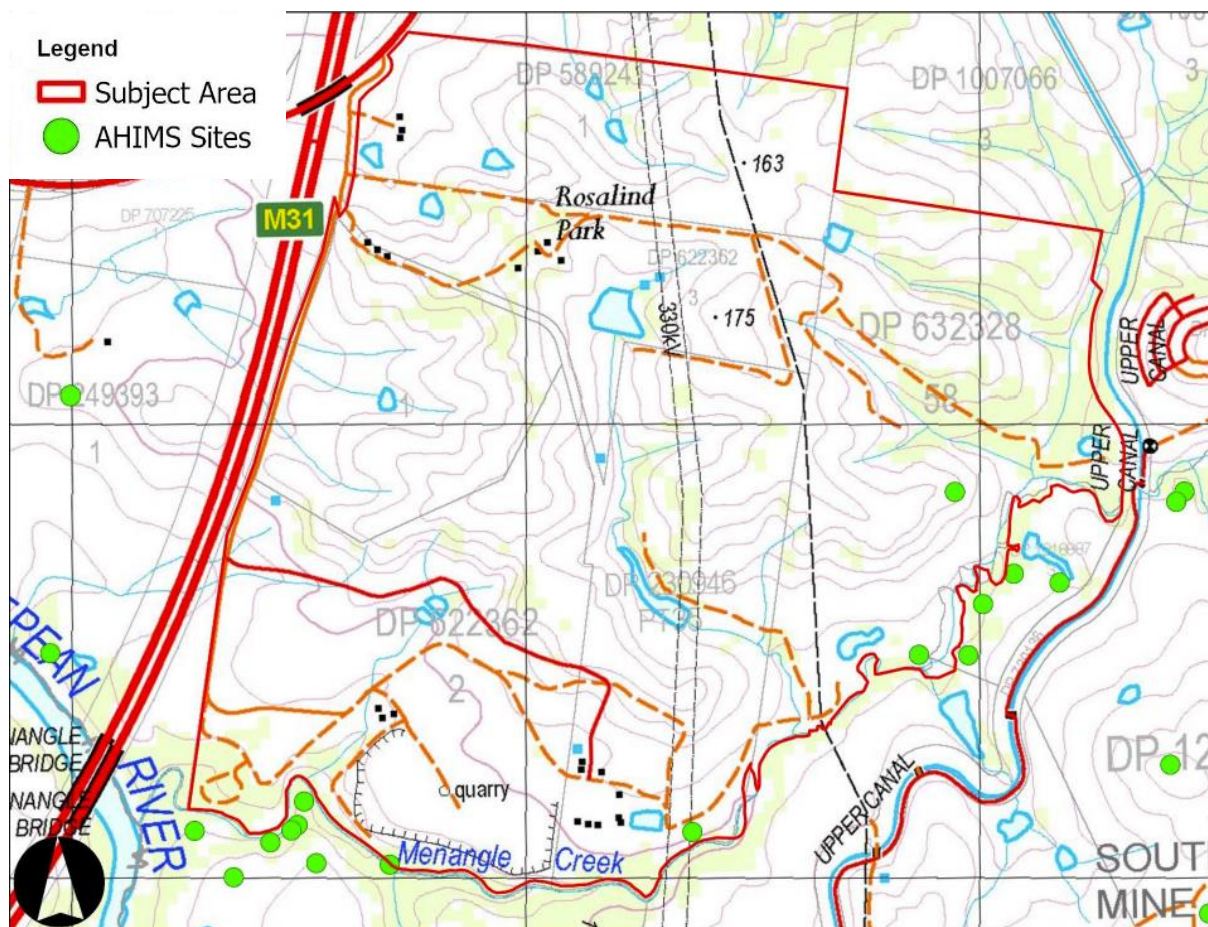


Figure 19: Map of identified AHIMS sites (Source: Aboriginal Heritage Due Diligence Assessment, Kayandel)

2.8.2 European Heritage

There are no listed heritage items on the site.

An assessment of the existing buildings on the site has been undertaken by Ecological and is discussed in Section 5.4.2.

2.9 Ecology

A Biodiversity Assessment Report has been completed for the site by Cumberland Ecology and is provided in support of this proposal.

The report identifies that the site has been extensively cleared of vegetation pre-1947 and is currently comprised of agricultural grasslands, wooded/forested riparian corridors, remnant trees occurring over previously cleared areas, planted vegetation as well as regrowth native vegetation occurring along steeper slopes that have been less accessible to livestock for grazing. With the exception of the steeper areas in the south of the site along Menangle Creek, all vegetation currently present has been highly modified from past land uses and contains little similarity to what was likely present pre-European colonisation.

2.9.1 Vegetation

The report identifies 13 vegetation types across the site (refer to Figure 20), with a number of these conforming to various threatened communities listed under the NSW *Biodiversity Conservation Assessment Act 2016* (BC Act) and/or Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act):

- Cumberland Shale Plains Woodland;

- Cumberland Shale Hills Woodland;
- Cumberland Shale Hills Woodland – derived native grassland;
- Cumberland Shale – Sandstone Ironbark Forest;
- Cumberland Moist Shale Woodland;
- Cumberland River-flat Forest;
- Hinterland Dry Rainforest;
- River Oak Open Forest of Major Streams;
- Phragmites australis and Typha orientalis coastal freshwater wetlands;
- Planted Native Vegetation;
- Exotic Dominated Vegetation;
- Dams; and
- Cleared Land.

Of these, seven (7) are listed as endangered, endangered ecological community (EEC) or critically endangered ecological community (CEEC) under the *BC Act* and/or *EPBC Act* (refer to Figure 20).

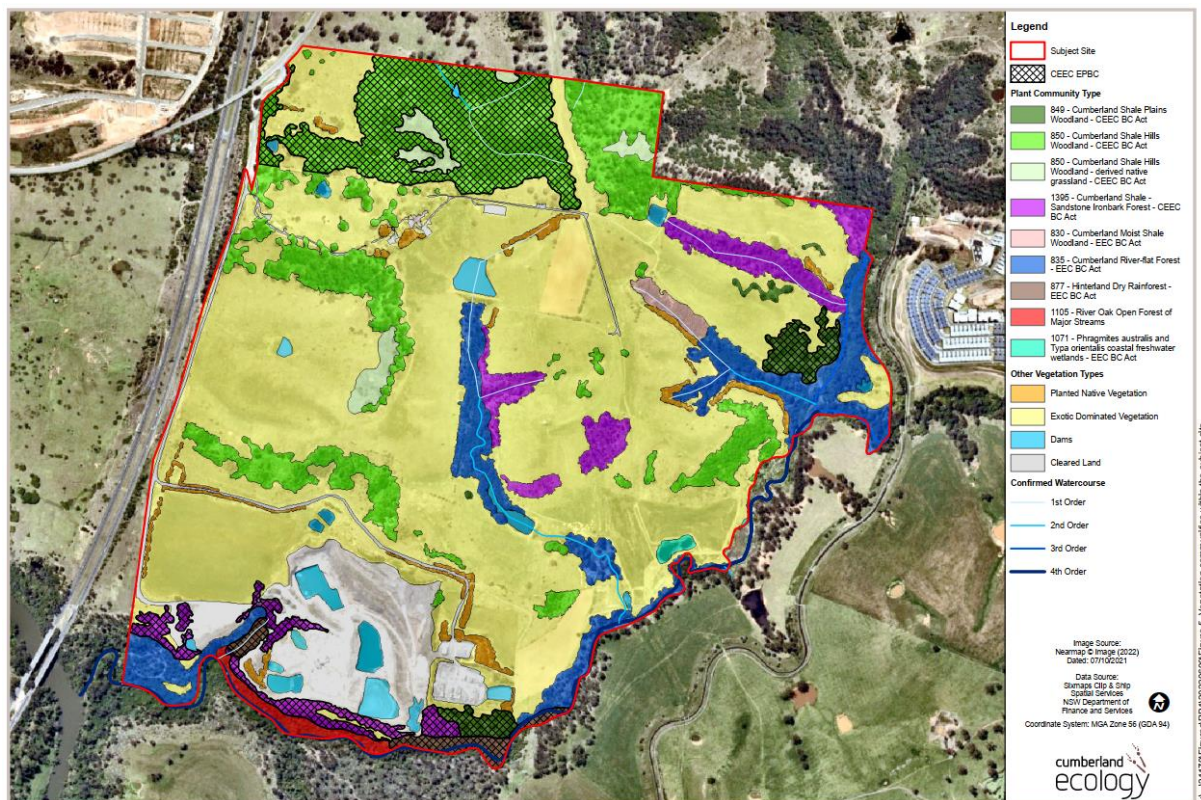


Figure 20: Vegetation communities within the subject site (Source: Cumberland Ecology)

Notwithstanding this it is noted that the Cumberland Plain Conservation Plan (CPCP) identifies the vast majority of the site as “Urban Capable”. This is discussed further in Sections 5.4.2 and 5.4.3.

2.9.2 Fauna

Fauna habitats within the site predominantly occur within the woodland and forest vegetation and to a lesser extent within previously cleared areas comprised of exotic vegetation. Woodland and forest vegetation generally occurs as narrow linear patches surrounded by exotic grassland, or as linear patches adjacent to

riparian corridors. To a large degree, the majority of the habitat within the site has been highly modified as a result of previous clearing and land uses.

Despite the modified nature and extent of the remaining habitat present, the site provides habitat features that provide foraging, shelter and breeding opportunities for native fauna, including threatened species.

While no threatened fauna species were recorded within the site during surveys undertaken by Cumberland Ecology, a BioNet Atlas of Australia (EHG 2022) search and Protected Matters Search Tool (DAWE 2022) search of the locality identifies a total of 32 threatened fauna species that are considered to have the potential to occur within the site.

Furthermore, it is noted that the site includes areas mapped as “Potential Koala Habitat” as well as “Strategic Linkage Areas” along Menangle Creek, under the Campbelltown Koala Plan of Management (CKPM) adopted by Council. The impact of the proposal on flora and fauna, including the Koala habitat, is described in detail in Section 5.4.3.

2.10 Bushfire Hazard

The site is mapped as being bushfire prone land on the Campbelltown Bushfire Prone Lands Map (refer to Figure 21).

The site comprises bushfire prone land, namely ‘Vegetation Category 1’ within the north and along the eastern and southern perimeter, ‘Vegetation Category 2’ generally across the centre of the site and ‘Vegetation buffer’ in the northeast, along the western boundary and within the southern portion of the site.



Figure 21: Extract from Campbelltown Bushfire Prone Land Map (Source: ABPP)

A Strategic Bushfire Hazard Assessment has been prepared for the Proposal and the findings of this are discussed in Section 5.4.3.

2.11 Acoustics

The site is impacted by various levels of noise due to the large scale of the site. The western boundary, in proximity to the Hume Highway, is dominated by road traffic noise from this road. The north-western corner of the site is affected by road traffic noise from both the Hume Highway and Menangle Road.

The central and eastern areas of the site are affected by a much lower level of road traffic noise. The existing quarry at the south of the site is being decommissioned as part of the overall proposal and therefore will not form part of the acoustic environment.

2.12 Access and Transport

A Traffic Impact Assessment (TIA) was undertaken by Stantec to determine existing conditions relating to the transport and road network, including traffic volumes, walking and cycling infrastructure, as well as existing travel behaviours.

2.12.1 Existing Road Network

Due to the rural nature of the site, a limited road network exists across the site. The surrounding road network is characterised by Menangle Road and Medhurst Road, which are summarised in the below extract from the TIA.

Road	Classification	Description
Menangle Road	State Road (Arterial Road)	<ul style="list-style-type: none"> North-south connector between Campbelltown centre and Picton Road at Maldon. Undivided carriageway configured with one travel lane in each direction set within a 13-metre-wide carriageway. 80km/h speed zoning, however, a 40km/h school zone begins about 300m north of the Medhurst Road intersection. Kerbside parking is not permitted.
Medhurst Road	Local Road	<ul style="list-style-type: none"> Local road orientated in a general north-south direction providing access to the quarry and other lots. Undivided carriageway permitting two-way movements set within a 7-metre-wide carriageway. Parts of the road (particularly near Menangle Road) exhibit potholes and show signs of deterioration. There is also no centreline or edge line pavement marking near Menangle Road. Default speed zone limit applies. Kerbside parking is not permitted. At southern extents it becomes a private road with a 40km/h posted speed limit.

Table 3: Surrounding Road Network (Source: Stantec)

An assessment of existing traffic volumes has been undertaken including an intersection survey at the Menangle Road/ Medhurst Road intersection, as well as automatic tube counts on Menangle Road. TTM notes the following finding from the assessment:

- Volumes are generally consistent throughout the weekdays.
- The dominant direction of travel is northbound during the AM period and southbound during the PM period.
- The weekday road network peak periods along Menangle Road occur at approximately 7:00am to 9:00am and 4:00pm to 6:00pm.
- The weekday average daily traffic volumes (in both directions) along Menangle Road were approximately 7,800 vehicles.

2.12.2 Public Transport

The TIA notes the following with regards to existing public transport at and around the site.

“The site has limited access to public transport, with a single bus stop on Menangle Road about 350 metres north of the Medhurst Road intersection which services the 889 bus route.

The 889 bus route travels from Menangle to Campbelltown via Menangle Park providing access to Campbelltown Train Station and has six services per day.”

An extract of the Campbelltown and Camden bus network map prepared by NSW Transport is provided by Stantec in their TIA. The map extract at Figure 22 shows the surrounding bus network.

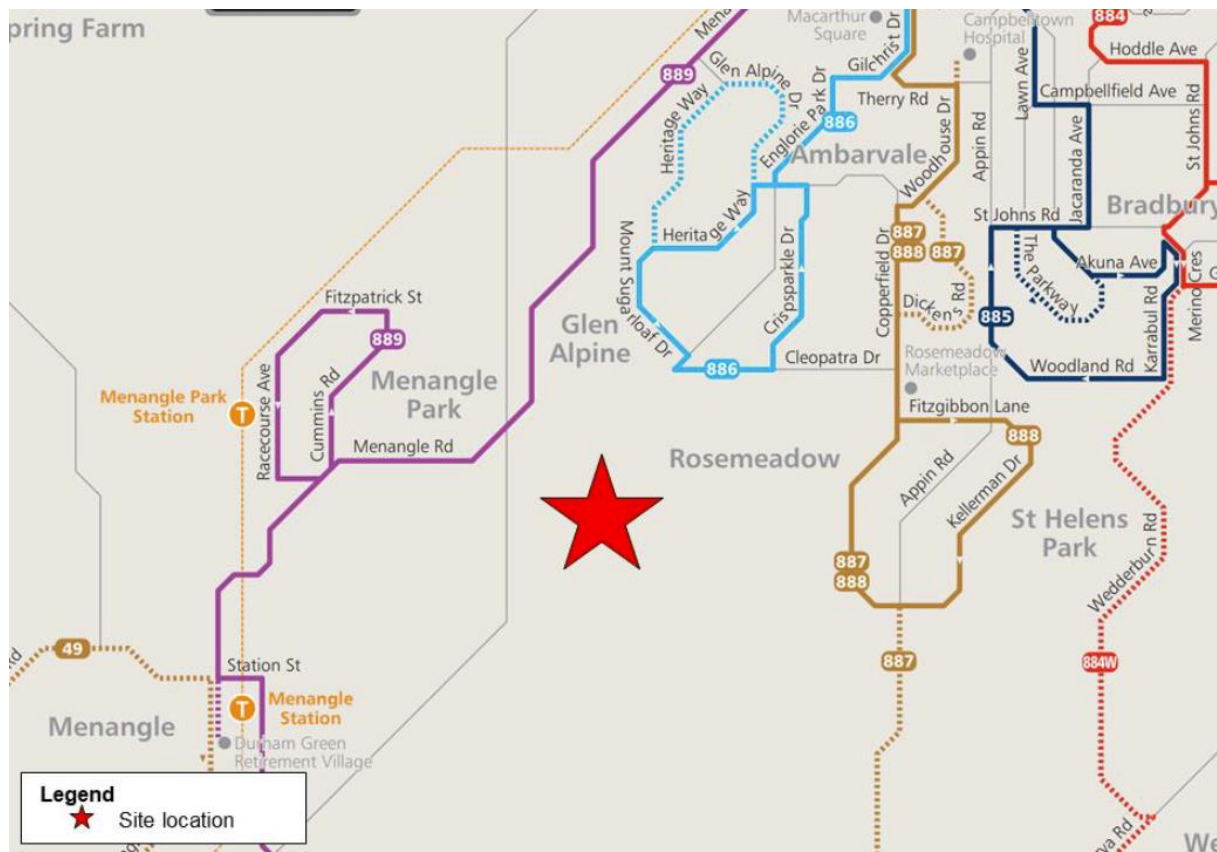


Figure 22: Surrounding bus network (Source: Stantec)

2.12.3 Pedestrian and Cycling

There is currently limited pedestrian or cycling infrastructure within and around the site and broader area, mainly due to the nature of land uses in the vicinity and the limited demand for such facilities at present. No formal footpaths are provided on Medhurst Road or Menangle Road.

The TIA notes that the “Campbelltown City Council cycling map indicates that an on-road cycle path is provided on Menangle Road, starting just south of Medhurst Road and connecting to Campbelltown centre to the north. Extension of this on-road cycle path is proposed to the south.”

An extract of the Campbelltown City Council Bicycle Plan, as detailed in the TIA, is provided below as Figure 23.

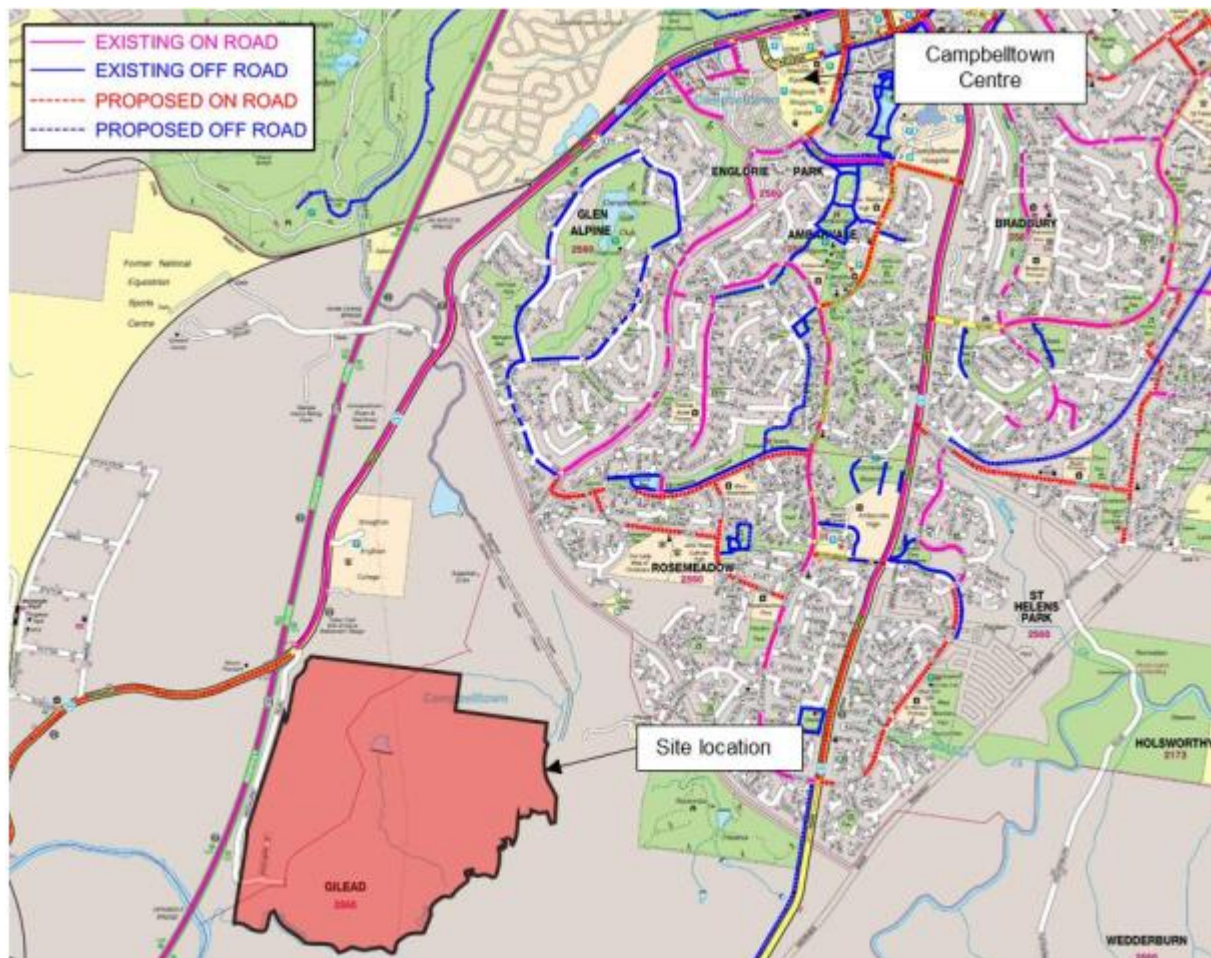


Figure 23: Surrounding bicycle routes (Source: Stantec)

2.13 Community and Social Infrastructure

There are no existing community facilities or social infrastructure on the site or within the immediate surrounding area at present. This is consistent with the site's current rural use and greenfield status.

2.14 Community/Cultural Facilities and Libraries

As a greenfield site 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 neighbouring suburbs such as Ambarvale, Glen Alpine, Rosemeadow and Spring Farm.

The Dahua masterplan located to the west within the Menangle Park Urban Release area proposes the delivery of a community centre of 1,000m²-1,300m². This may provide a library or cultural space, or contributions will be made by Dahua Group for a new off-site library or cultural facility.

The Mount Gilead development located east of the site also proposes a community centre of 500sqm.

At a regional level, as part of the Campbelltown City Council's Reimagining Campbelltown masterplan, a new regional level multi-purpose 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.

2.14.1 Medical Facilities

There is currently limited access to health centres from the site. The closest GPs are in Rosemeadow and St Helens Park, around 1-2km north-east of the site. Campbelltown Hospital and Campbelltown Private Hospital are also located approximately 5km from the site.

It is likely that the Dahua masterplan town centre will also include at least one medical centre. This is likely to support some of the general health needs of the incoming population of the proposal.

Higher order health needs are likely to be met by facilities within the Campbelltown city centre.

2.14.2 Emergency Services

The closest NSW Fire and Rescue station is located at No. 66 Broughton Street, Campbelltown, approximately 8km to the northeast of the site. The Campbelltown F&R Station is a permanently manned (full time) station.

The Menangle NSW Rural Fire Service Station is located at 90 Menangle Road, Menangle, approximately 4km from the site. This is a volunteer station which is not permanently manned.

2.14.3 Shopping Centres

Macarthur Square, Marketfair and Campbelltown Mall are mid-large scale neighbourhood shopping centres located approximately 5km north east from the site in the Campbelltown CBD. Key fresh food retail offerings include Coles, Woolworths, and Campbelltown Country Fresh. A wide range of dining, fast food, retail and social services are provided within the shopping centres.

2.14.4 Childcare Facilities

No childcare facilities are provided on the site. There is one (1) childcare centre within a 2km radius of the site: Bellbirds Early Learning Centre. The childcare centre provides care for children aged 6 weeks to 5 years.

2.14.5 Primary and High Schools

There are six (6) education facilities within a 2km radius from the site:

- Broughton Anglican College: a private combined co-educational primary and secondary school;
- Thomas Acres Public School: a government co-educational primary school;
- Rosemeadow Public School: a government co-educational primary school;
- Mary Brooksbank School: a government co-educational primary school for students with moderate and severe intellectual disabilities;
- Our Lady Help of Christians Catholic Primary School: a catholic co-educational primary school; and
- John Therry Catholic College: a Catholic co-educational secondary school.

The site is currently in the catchment area for Douglas Park Public School. The school is a considerable distance from the site; an approximately 12km commute. Significant population growth and development (approximately 11,000 additional lots) is projected around the Douglas Park area, therefore Douglas Park public school will not be able to accommodate additional needs of the future population of the proposal site.

The new primary school planned as part of the Dahua development in Menangle Park will be at maximum size and at capacity and therefore will not be able to accommodate additional needs of the future population of the proposal site.

There are several new primary schools planned in the surrounding area, however these too will be at capacity and will not be able to accommodate needs the future proposal site population.

2.14.6 Tertiary Education

The Western Sydney University has a campus at Campbelltown approximately 5km to the north of the site.

2.14.7 Open Space and Recreation

Within 400m of the site there is very limited local open space.

A portion of Noorumba Reserve falls within the 400m boundary. Noorumba Reserve provides a place for passive activation and has an extensive range of tracks and trails.

Within a 2km radius of the site there is around 300ha of open space. A large portion of this is Noorumba Reserve and Mount Pleasant. Some of the open space areas also fall within other masterplan site areas.

There are two sport and recreation facilities within a 2km radius from the site:

- Haydon Park: sporting field for rugby or soccer; and
- Oswald Reserve: grass athletic field and two rugby league fields.

3.0 Statutory Framework

This section provides a summary of the key planning controls that are relevant to the site.

It is noted an assessment against the relevant State Environmental Planning Policies (SEPP's) is provided in Attachment 8.

3.1 State Environmental Planning Policy (Transport and Infrastructure) 2021

The Transport and Infrastructure SEPP aims to facilitate the efficient delivery of Infrastructure across the State.

Any future development in regards to Infrastructure provision on this site will be required to fulfill this SEPP at Development Application (DA) stage. This will include consultation with the relevant authorities for works in the vicinity of the electricity and gas easements, any access/works to Menangle Road, and the design of any schools.

3.2 State Environmental Planning Policy (Resilience and Hazards) 2021

The Resilience and Hazards SEPP provides a statutory framework for further investigations and suitable remediation through the rezoning and Development Application process.

In accordance with Chapter 4 of the SEPP, the consent authority will need to be satisfied that the site can be made suitable for the proposed use. This is typically demonstrated through the submission of a preliminary site contamination assessment at the rezoning phase with detailed site investigations required prior the issuing of development consent.

Any future development in regards to contamination and remediation on this site will be required to fulfil this SEPP at Development Application stage.

3.3 State Environmental Planning Policy (Precincts—Western Parkland City) 2021

This SEPP sets controls for the North West and South West Growth Centres of Sydney. In relation to the Greater Macarthur Growth Area, the SEPP formalises this area as that identified in the *NSW Government's Greater Macarthur 2040: An interim plan for the Greater Macarthur Growth Area*. The Greater Macarthur Growth Area Precinct Boundary is that identified on the relevant map within the SEPP.

The SEPP however does not rezone the site. Clause 3.11 of the SEPP identifies that the provisions applying to the carrying out of development on land in Menangle Park Precinct and Mount Gilead Precinct within the Greater Macarthur Growth Area are those contained within the *Campbelltown Local Environmental Plan 2015* (refer to Section 3.3).

3.4 State Environmental Planning Policy (Biodiversity and Conservation) 2021

3.4.1 Chapter 4 – Koala habitat 2021

Chapter 4 aims to encourage the conservation and management of areas of natural vegetation that provide habitat for koalas to support a permanent free-living population over their present range and reverse the current trend of koala population decline.

Chapter 4 introduces development controls for areas of koala habitat. It requires a development application to be consistent with the approved koala plan of management that applies to the land. Any future development applications will be required to be consistent with this.

Chapter 4 also has a requirement for the preparation of Koala plans of management for areas listed in Schedule 2. Schedule 2 of the SEPP identifies that Chapter 4 applies to the City of Campbelltown Council. The Campbelltown Comprehensive Koala Plan of Management (CCKPOM) satisfies this requirement.

3.4.2 Chapter 6 – Bushland in urban areas

Where relevant, future vegetation removal will need to comply with the provisions of Chapter 6 of the SEPP and other companion legislation.

3.4.3 Chapter 9 - Hawkesbury-Nepean River

Chapter 9 of the SEPP aims to protect and enhance the Hawkesbury-Nepean River.

The SEPP identifies a series of planning policies and recommend strategies to be considered including total catchment management, environmentally sensitive areas, water quality and quantity, cultural heritage, flora and fauna, scenic quality, agriculture and aquaculture, rural residential development, urban development, recreation and tourism and the Metropolitan Strategy.

The SEPP applies to the site given the location within the Hawkesbury-Nepean catchment.

3.4.4 Chapter 13 – Strategic Conservation Planning

Chapter 13 of the SEPP came into effect on 17 August 2022 upon the making of the Cumberland Plain Conservation Plan (CPCP). The Chapter aims to ensure:

- a) to ensure development in the nominated areas is consistent with the biodiversity certification under the *Biodiversity Conservation Act 2016*, Part 8 and strategic assessment under the *Environment Protection and Biodiversity Conservation Act 1999* of the Commonwealth, Part 10,
- b) to facilitate appropriate development on biodiversity certified areas,
- c) to identify and protect areas with high biodiversity value or regionally significant biodiversity that can support ecological functions, including threatened ecological communities, species and areas with important connectivity or ecological restoration potential,
- d) to avoid or minimise impacts from future development on biodiversity values in areas with high biodiversity value,
- e) to support the acquisition of priority areas with high biodiversity value as conservation lands in perpetuity.

The SEPP introduces development controls for general, avoided land, strategic conservation areas and certified urban capable land.

3.5 Campbelltown Local Environmental Plan (CLEP) 2015

3.5.1 Zoning

The site is zoned RU2 Rural Landscape under CLEP 2015 (refer to Figure 24).

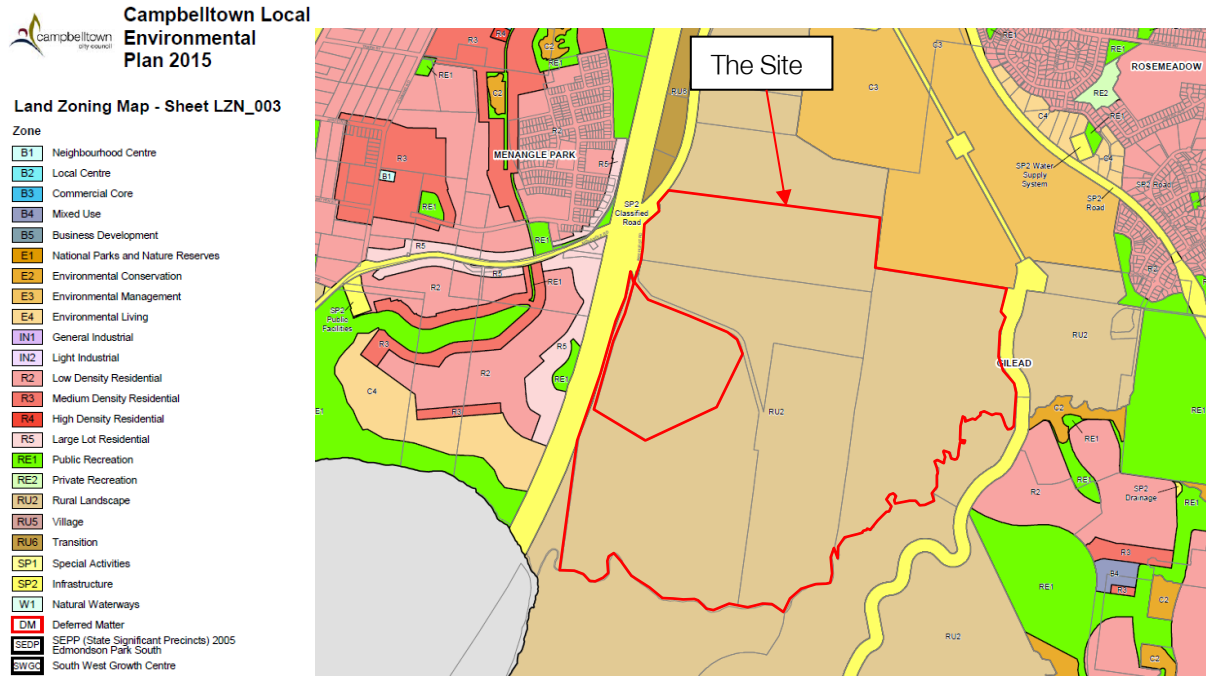


Figure 24: Extract from CLEP 2015 Land Zoning Map

The objectives of the RU2 Rural Landscape zone are:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base;
- To maintain the rural landscape character of the land;
- To provide for a range of compatible land uses, including extensive agriculture;
- To preserve and enhance bushland, wildlife corridors, natural habitat and water resources, including waterways, ground water and riparian land;
- To protect and enhance areas of scenic value, and the visual amenity of prominent ridgelines, by minimising development and providing visual contrast to nearby urban development; and
- To promote healthy lifestyles by ensuring land is available for the local production and consumption of fresh food.

3.5.2 Development Standards

The key applicable development standards applying to the site under the current LEP controls are:

- Minimum lots size – 100ha (Clause 4.1); and
- Height of buildings – 8.5m (Clause 4.3).

3.5.3 Heritage Conservation (Clause 5.10)

The site does not contain any heritage listed items within Schedule 5 of CLEP 2015, nor is it located within a Heritage Conservation Area (HCA) (refer to Figure 25).

Several heritage items are located adjacent to the site to the northeast. There is also a heritage item adjacent to a section of Lot 35 DP 230946 which is outside of the site but may be used for a future traffic bridge to connect the site to Menangle Road.

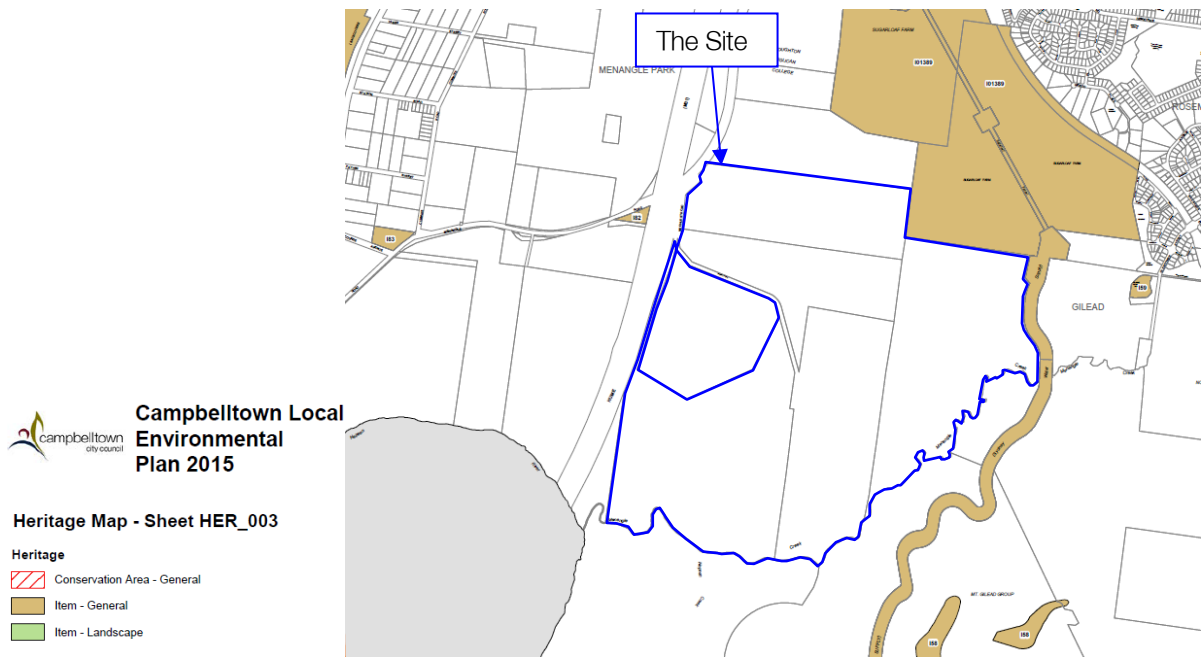


Figure 25: Extract from CLEP 2015 Heritage Map

4.0 The Concept

4.1 Overview

This Planning Proposal is submitted to Campbelltown City Council (Council) in support of an amendment to Campbelltown Local Environmental Plan 2015 (CLEP 2015) on behalf of Leda Holdings Pty Ltd, the owners of the site.

The Proposal aims to enable the redevelopment of the 264 hectare site for urban purposes in a sustainable manner by providing residential allotments of various sizes, commercial land, community and recreation facilities, as well as passive and active open space including the protection of riparian land, koala habitat, indigenous and non-indigenous heritage.

An urban design report and a Structure Plan have been prepared for the site by Design + Planning Pty Ltd to demonstrate the capability of the site to accommodate the vision and to guide future planning (refer to Figure 26). The Structure Plan responds to the site's unique opportunities and constraints, identifies the parameters and outcomes for future development and describes key elements of the environmental strategies that are proposed.

The urban framework of the structure plan provides sufficient scope and flexibility to respond to future changes in planning and open space, transport infrastructure, market demand, lifestyle and demography. This flexibility will allow for the site to be developed in stages. The structure plan has also been designed for energy and resource efficiency, flexibility in the use of property, public spaces and service infrastructure.

In summary, the structure plan comprises:

- Capacity for approximately 1,450 residential lots which will provide a range of lot sizes, densities and dwelling types;
- A village centre, centred around the existing federation-era homestead and gardens in the north;
- A neighbourhood centre, adjacent to the school and playing fields in the south;
- A 3.2ha primary school site located adjacent to the active open space;
- Allowance for a RFS Fire Station located in the south adjacent primary school and playing fields;
- An internal road and street network responding to the topography of the land, comprising a hierarchy of road and street typologies which will provide permeability and access through the site;
- The upgrade of Medhurst Road to a sub-arterial road with potential for future access across Menangle Creek to the adjoining lands to the south;
- Approximately 14.5ha of open space comprised of active and passive open spaces, incorporating multi-purpose sporting fields, local parks and linear open spaces;
- Approximately 76ha of land for environmental conservation, including bushland reserves, Koala habitat and riparian corridors, and
- Ancillary drainage infrastructure.



Figure 26: Illustrative Structure Plan (Source: Design + Planning)

Detailed planning and design for urban development will be addressed as part of ongoing future applications for subdivision, open space and infrastructure works that will be submitted to Council as part of a staged process.

4.2 Connecting with Country

The site is within the lands of the Tharawal people, who named the wider locality 'Menangle', meaning 'the place of many swamps' after the lagoons which occur naturally in the area. The Tharawal people utilised the locality's ridgelines as vantage points and for travel, while also depending on the region's water sources of the Nepean River and its tributaries such as Menangle Creek.

It is this undulating terrain, vegetated areas, creeks (including Menangle Creek) and internal and external views that provide the robust natural elements for establishing strong connection to country within the site.

Kayandel heritage consultants have prepared an initial Connecting with Country (CwC) Report setting out the steps/ process for indigenous involvement in the project, the process is ongoing and further consultation will include other indigenous groups and representatives during the planning proposal and development application stages.

The assessment to date has involved consultation with the Cubbitch Barta Native Title Claimants Aboriginal Corporation (CBNTCAC) whose representatives imparted a recognition for the travel routes and vantage

points along the site's ridgelines and the importance of Menangle Creek as a water source and for rock shelters suitable for occupation.

The design evolution of the Rosalind Park Structure Plan has captured the CwC recommendations, with the existing landscape features being the main influence of the layout. The Structure Plan integrates open space which celebrates local and external views to the Razorbacks and the Greater Macarthur landscape, including distant views to the Southern Highlands. Additionally, local flora will be utilised in the revegetation of the Menangle Creek riparian corridor and where appropriate utilised throughout the open spaces and street verges of the project.

Figure 27 illustrates the urban design approach to the site recognising and enhancing these site specific natural features and how the urban fabric is proposed to be integrated into such features.

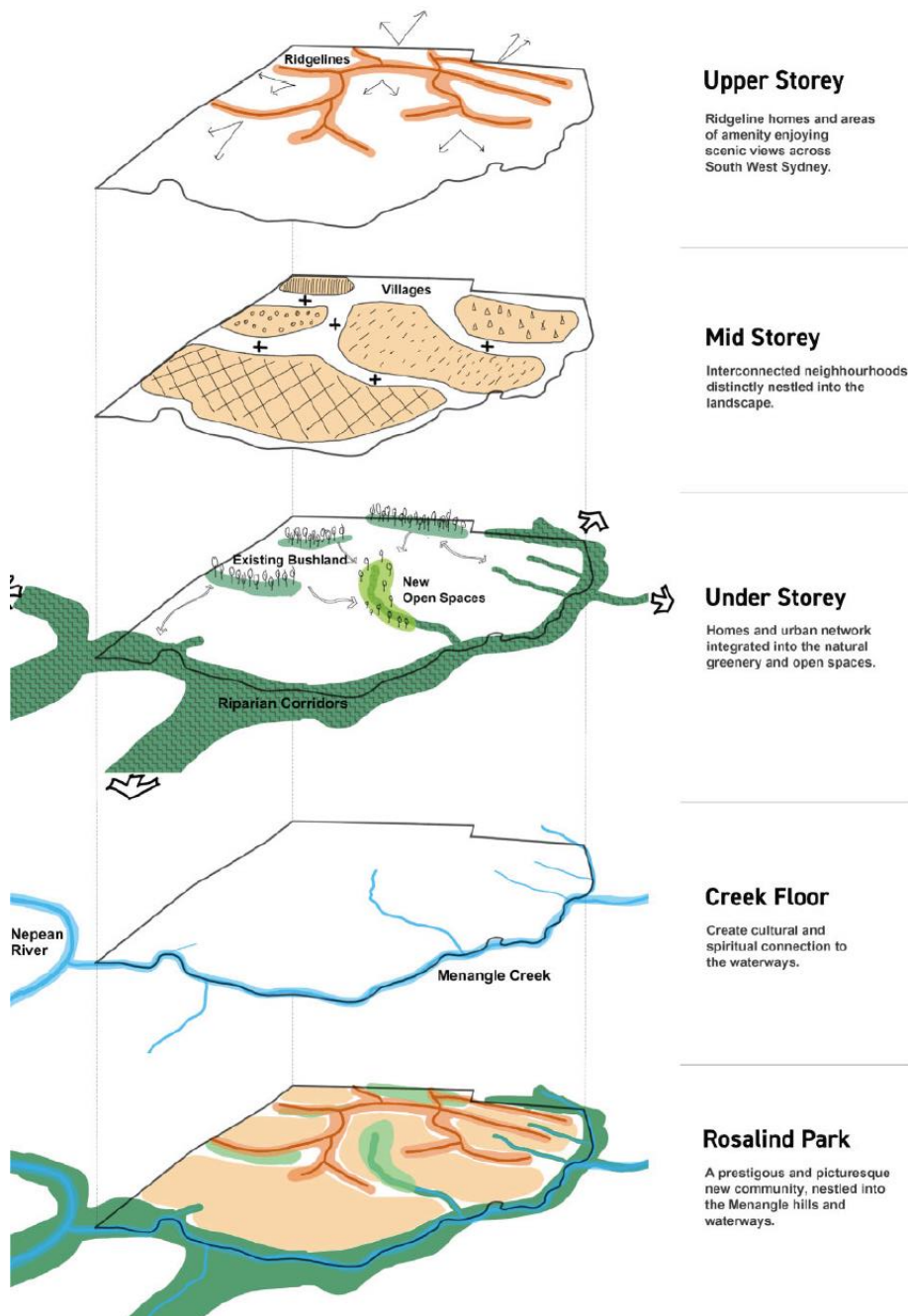


Figure 27: Urban Design Response to natural features (Source: Urban Design Report, Design + Planning)

The CwC report also provided four (4) recommendations to guide the future development of Rosalind Park.

These include:

- Place Naming – Place naming throughout public spaces to contribute to cultural celebration through acknowledging Country and celebrating culture. These include street names and public spaces.
- Artwork Installations - Celebrate culture through artwork, mural installations, or presentation of key artefacts found during future heritage assessments.
- Cultural Design – Embed culture and celebrate local stories through the design and layout of places and buildings.
- Aboriginal Place – Space within Rosalind Park for Aboriginal communities to gather and connect to culture and Country. This includes native gardens and artworks.

These four recommendations can be accommodated within future development of the site.

4.3 Urban Design

The Urban Design Report prepared by Design and Planning illustrates the key site characteristics in Figure 28.

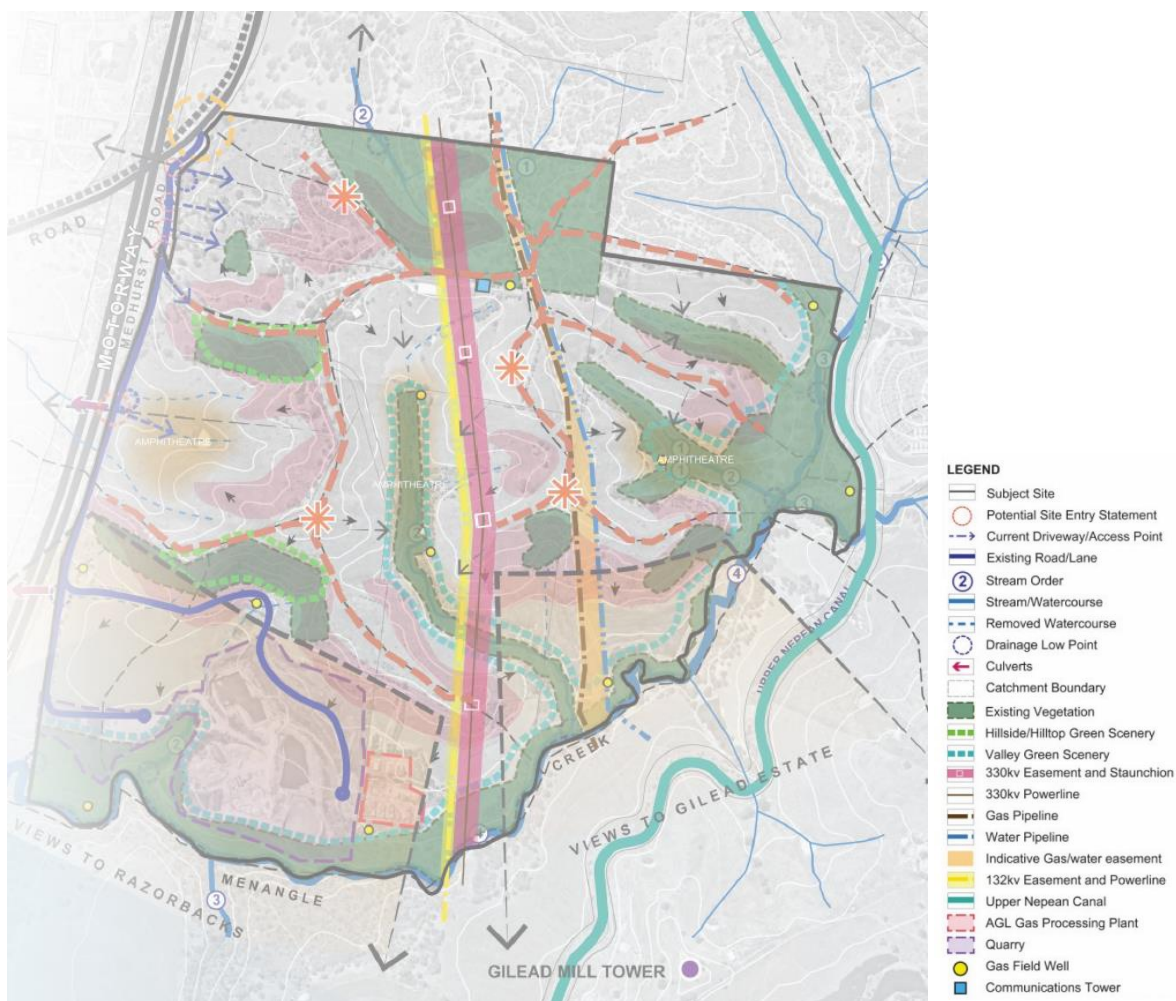


Figure 28: Key site characteristics (Source: Urban Design Report, Design + Planning)

Based on these characteristics the Urban Design Report identifies the following site specific design considerations:

- Ensure the design responds to Country and celebrates the unique cultural features of the site.
- Respond to the unique site topography by celebrating the central corridor and leveraging view corridors both internal and external to the site.
- Preserve and integrate areas of ecological value and riparian corridors (including Menangle Creek) with public open spaces.
- Integrate accessible local parks into the established villages which promote community interaction and healthy living.
- Create a logical road network which links identified villages and significant local land uses.
- Provide a diverse mix of allotment types which contribute to housing diversity while responding to the unique site topography including larger lots along the ridgelines, with smaller allotments focused on transport corridors, the neighbourhood and village centres, the school and playing fields.
- Create a network of interconnected pedestrian and cycle paths which direct people where they want to go and promote active transport for local trips.
- Where possible embellish infrastructure easements and integrate them into the open space and pedestrian network promoting active transportation.
- Provide active recreation space to cater for the growth and recreation demands of Rosalind Park.

4.4 Structure Plan

Key features of the structure plan are:

- A framework that responds to the topography of the site including its ridge lines, water courses, vegetation and other natural features to create a strong underlying connection to this landscape structure;
- Development of a diverse road hierarchy that provides for flexibility of development of varying residential densities and supporting land uses including the creation of collector road, a key structural link that connects the precincts distinct characters, land use types and densities;
- A local street network that delivers engaging and active streets that promotes permeable connections and accessibility, trip containment, walking, cycling;
- A village centre, integrating the existing federation-era dwelling as part of the former Rosalind Farm to provide opportunities for its adaptive reuse. The Village Centre will serve the day to day needs of local residents and be a key identity and focal point for the Rosalind Park community;
- Capitalisation on existing views and creation of new views and vistas, particularly from the existing ridgelines and the federation-era dwelling as part of the former Rosalind Farm. Significant green space has been located at important locations with roads being aligned with the existing topography to maintain important views and vistas;
- A range of densities and dwelling types providing opportunities for increased housing diversity and affordability;
- Walking and cycling networks designed to provide access for residents to key amenities within the site (village centre, school, open space, and residential areas) and linking up to regional networks;
- Provision of an extensive passive and active open space and landscape / vegetation network that shapes an identity and character responsive to the topography of the site and integrates a liveable, robust network of parks, reserves, corridors and streetscapes; and
- Use of water bodies, performing both an aesthetic and functional (water sensitive urban design) purpose, as a contributing element of the public domain.

4.5 Land Uses and Distribution

The proposed land uses and distribution across the site are identified in Table 4.

Land Uses	Area (ha)	Rezoning Area
Residential	91.4	35%
Neighbourhood Centre	0.35	0.1%
Village Centre	2.05	0.8%
School	3.2	1.2%
Rural Fire Service	0.10	0.03%
Sub-Arterial Roads	4.7	1.8%
Roads (Collector and Local)	42.6	16.1%
Potential Future Roads	1.2	0.4%
Open Space	36.3 Includes: Passive OS (Parks) – 7.3 Active OS (Playing Fields) – 7.1 Easement OS – 2.9 Landscape & Verge OS – 18.8	13.6%
Drainage	5.6	2.1%
Environmental Conservation	25.1	9.5%
Riparian Corridor	51.3 (includes Koala Corridor 40.67)	19.4%

Table 4: Rosalind Park Land Use Allocation (Source: Planning + Design)

4.5.1 Commercial

The Proposal seeks to provide two small areas for commercial land use, being a Village Centre and a Neighbourhood Centre, located in the north and south of the site respectively.



Figure 29: Extract of Structure Plan showing location of Village and Neighbourhood Centres

Village Centre

The Proposal seeks the adaptive reuse of the federation-era farm house/homestead precinct, comprising dwelling house and associated rural out buildings into a Village Centre.

The Village Centre will be focal point of the precinct, which is located in a commanding position on the highpoint of the site and enjoying sweeping views in all directions. This precinct will help to define and activate the area, particularly during evenings and weekends, creating a sense of place, vibrancy and liveliness to the area.

An indicative concept for the Village Centre has been prepared by Brewster Murray architects and supports the Planning Proposal. Imagery from this document are illustrated at Figures 30 to 33 and an extract of the Concept Plan is provided at Figure 34.

The Concept Plan identifies the precinct has the potential to accommodate a variety of uses including for the purposes of entertainment, including tavern, restaurant/retail/café space, farmers markets and exhibition building. This precinct will also be utilised as an Emergency meeting and refuge point. This precinct is located in the northern half of the site and would be delivered early in the development to provide services to the future population.



Figure 30: Example of a restored dwelling suitable for adaptive reuse (Source: Brewster Murray)



Figure 31: Indicative image for the beer garden/entertainment area (Source: Brewster Murray)



Figure 32: Photomontage of outdoor dining at the Village Centre (Source: Brewster Murray)



Figure 33: Photomontage of indicative garden entry to the Village Centre (Source: Brewster Murray)



Figure 34: Indicative Concept for Village Centre (Source: Brewster Murray Architects)

Neighbourhood Centre

A neighbourhood centre is proposed within the southern portion of the site, adjacent to the proposed school and active open space.

The neighbourhood centre will comprise local retail and commercial land uses to provide for the local day to day convenience retail needs of future workers and residents.

An indicative layout for the neighbourhood centre prepared by Brewster Murray architects is illustrated at Figure 35.



Figure 35: Indicative Concept of Neighbourhood Centre (Source: Brewster Murray Architects)

Future Development Control Plan (DCP) will include provisions in relation to the design of both the village and neighbourhood centres.

4.5.2 Residential

Rosalind Park will provide approximately 91 hectares of residential zoned land delivering approximately 1,450 dwellings. This will be delivered in a mix of housing types in a range of dwelling densities. This will provide opportunities for increased housing diversity and choice to meet the needs of future residents and workers.

Medium density residential areas (i.e. 15-18 dw/ha and 18-20 dw/ha) will be located in the middle and southern portions of the site close to the neighbourhood centre, school and areas of active open space. These areas will have a building height of 2-3 storeys respectively. Lower density residential areas (i.e. 10-12 dw/ha) will generally be located on the fringes and more topographical sensitive areas and will have a maximum building height of 1-2 storeys.

An indicative mix of housing may include:

Housing Type	Density Range (dw/ha)	Approximate Density Mix
Larger Lot Residential	10-12 dw/ha	25%
Low Density Residential	12-15 dw/ha	50%
Smaller Lot Residential	15-18 dw/ha	15%
Medium Lot Residential	18-20 dw/ha	10%

Table 5: Dwelling Mix (Source: Design + Planning)

The actual dwelling mix and yield for each dwelling type will be determined as part of future detailed applications for each stage. The structure plan specifically does not pre-determine the number of dwellings or

mix within each future stage. Dwelling mix is subject to change over the significant time period for implementation of the development as market requirements change.

4.5.3 Education

A new 3.2ha primary school site is located within the southern portion of the site, adjacent to the active open space (refer to Figure 36). Representatives from School Infrastructure NSW (SINSW) have confirmed a 2ha primary school site adjoining open space is appropriate.



Figure 36: Proposed primary school location (Source: Design + Planning)

4.5.4 Open Space, Recreation and Public Domain

The structure plan provides for approximately 14.5ha of public open space in the form of local active and passive open space, including parks and sporting fields.

The open space comprises nine (9) local parks providing eight (8) for passive open space uses and one (1) active open space. Additional open space, in addition to the 14.5ha, is provided along the electrical easement and lineal open space provided around the perimeter of the site in the form of a managed APZ. A breakdown of the proposed public open space is provided in Table 6.

Open Space Type	Net Size (ha) / (m²)
Passive Open Space	7.38ha / (73,770m²)
Active Open Space	7.15ha / (71,472m²)
Easement Open Space	2.92ha / (29,215m²)

Table 6: Proposed Open Space – summary (Source: Design + Planning)

The proposed open space hierarchy and arrangement across the site is shown in Figure 37.

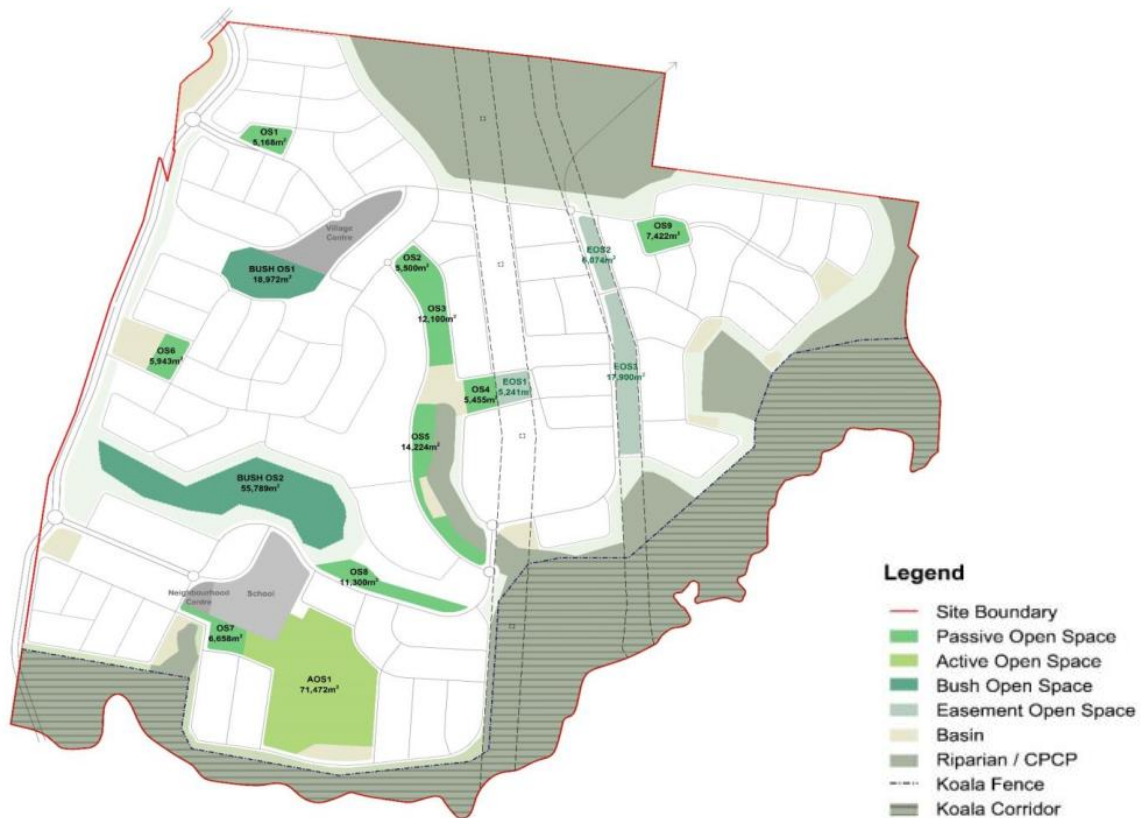


Figure 37: Proposed Open Space – location (Source: Design + Planning)

A Landscape Concept Masterplan prepared by Distinctive Landscape Consultants is provided in support of this proposal (refer to Figure 38).



Figure 38: Indicative layout landscape masterplan (Source: Distinctive)

The landscape masterplan details a vision for the site that will:

- Deliver a benchmark landscape and public domain outcome within a progressive master-planned community;
- Establish a cohesive approach to the landscape master plan that relates closely to the urban design principles and layout;
- Create distinctive landscapes in conjunction with the urban design and built form strategy for the site;
- Provide a memorable experience for residents and visitors, building on a strong identity for the site and the creation of a significant sense of place;
- Respond to past and existing land use, existing topography and existing landscape character including riparian corridors, and former agricultural and mining uses;
- Optimise access and connectivity to all public open spaces, with a focus on walkability and cycle network;
- Develop maintenance and management strategies in consultation with Council to ensure high quality public domain outcomes;
- Maximise opportunities for pedestrian/cyclists interaction with the environment which will enhance sense of identity and accountability of community;
- Establish koala corridors by securing land and preserving natural habitat; and
- Increase urban tree canopy through the provision of connected high quality landscaped active and passive open space, riparian corridor and tree lined streets.

4.5.5 Conservation

The Proposal seeks to retain approximately 76 hectares of the site for conservation and enhancement of local biodiversity, including Cumberland Plain Woodland and koala habitats.

The conservation areas include:

- Bushland in the north of the site on Lot 1 DP588241;
- Bushland adjacent to the Village Centre;
- Bushland in the south of Lot 1 DP 622362, and
- Menangle Creek riparian corridor and tributaries.

The location of these areas are illustrated in Figure 39.

The site includes areas mapped as 'Potential Koala Habitat' as well as 'Strategic Linkage Areas' along the Menangle Creek riparian corridor. The Koala Corridor is proposed to be retained in accordance with the SEPP (Biodiversity and Conservation) 2021.

The Koala Corridor is located along the Menangle Creek corridor and is consistent with the Chief Scientist's and Engineer Report for Corridor A and the provision of a connection between the Nepean River and the Gilead lands to the east.

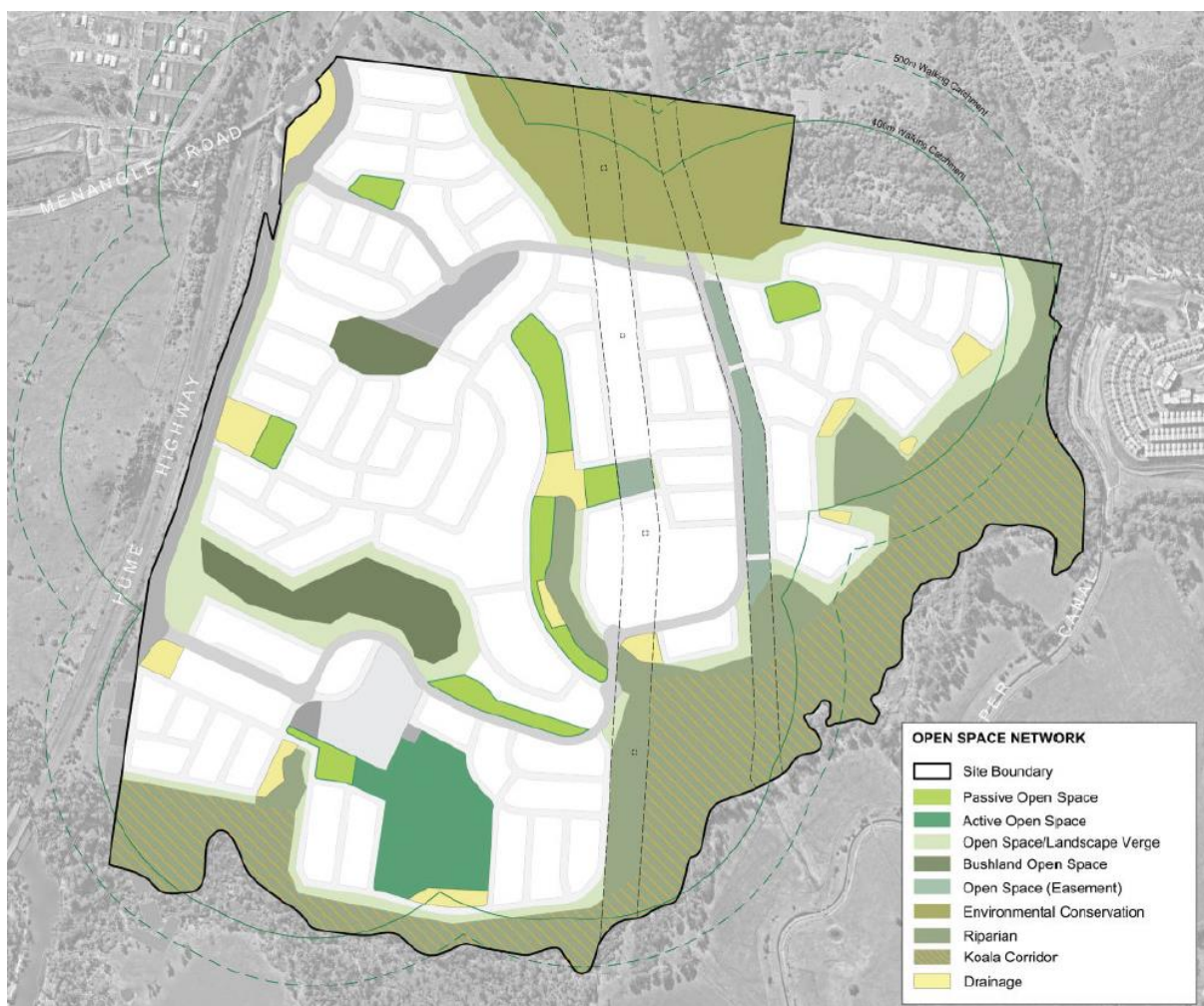


Figure 39: Proposed areas of conservation (Source: Design + Planning)

4.6 Emergency Services

The structure plan also provides land to the east of the neighbourhood centre for the establishment of a new NSW Rural Fire Service Brigade Station. This will allow for the construction of a station capable of providing service coverage to the Site and the future urban development to the north and south.

The Village Centre also provides a refuge and emergency meeting point in the northern part of the site.

4.7 Vehicular Access and Street Network

Vehicular access to the site will be provided by Menangle Road and an upgraded Medhurst Road, a proposed sub-arterial road. Access to future residential areas will generally be via intersections along Medhurst Road into proposed Entry and Collector Roads.

The internal road network and streets respond to the site's topography and gradients, adjusted to proposed open space areas. The collector road will be serviced by a local and perimeter road network providing access to residential areas. Allowances have been made for future connections to the north and south.

Details of the proposed road and street types, including road reserve widths, hierarchy and layout in accordance with the structure plan are detailed in Table 7 and Figure 40.

Road Type	Total Road Reserve Width
Sub-Arterial Road	36.4m
Boulevard Entry	29.1m
Boulevard	24.0m
Collector Road	20.0m

Table 7: Proposed Road / Street Types

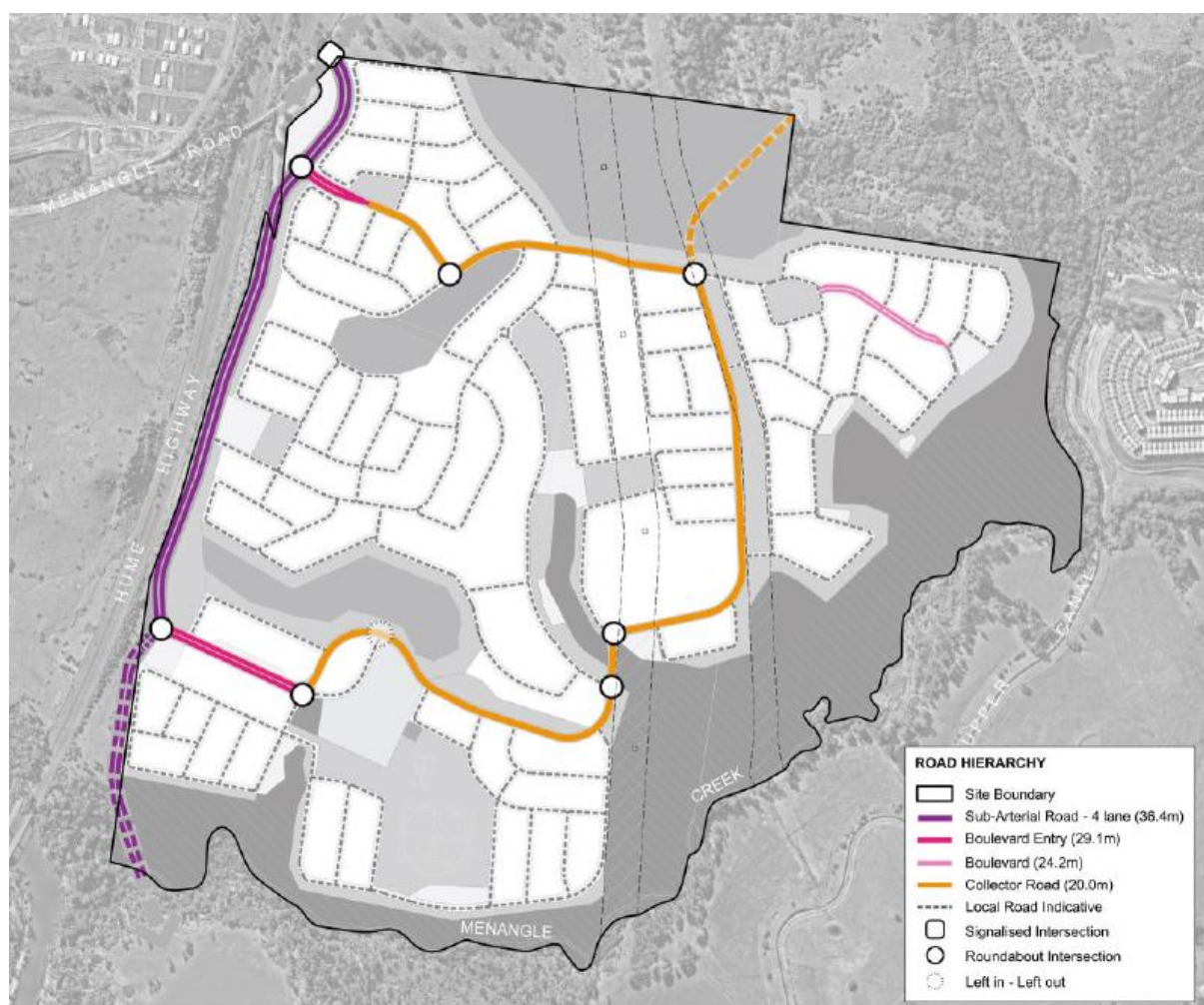


Figure 40: Road Hierarchy Plan (Source: Design + Planning)

Streets within the site will play an important feature of the public domain, creating permeability through the site, connecting people and providing the opportunity to create a distinctive landscape setting for the community.

They are a major component of the public domain and will influence form the main distinguishing feature of residential areas and quality of life for future residents.

For streets, the key landscape principles include the following:

- Create a clear landscape hierarchy and character for streets;
- Provide a high quality landscape continuously along each street to reinforce the overall landscape vision;
- Create a comfortable, safe, pedestrian friendly, shady avenue streets;

- Create a strong visual avenue tree planting;
- Provide for the management of bushfire risk; and
- Promote visual and physical connectivity between streets and areas of CPCP.

The proposed street tree planting for the site is contained within the Landscape Masterplan prepared by Distinctive provided in support of this proposal.

Detailed cross-sections of proposed roads / streets are provided in Figures 41-47.

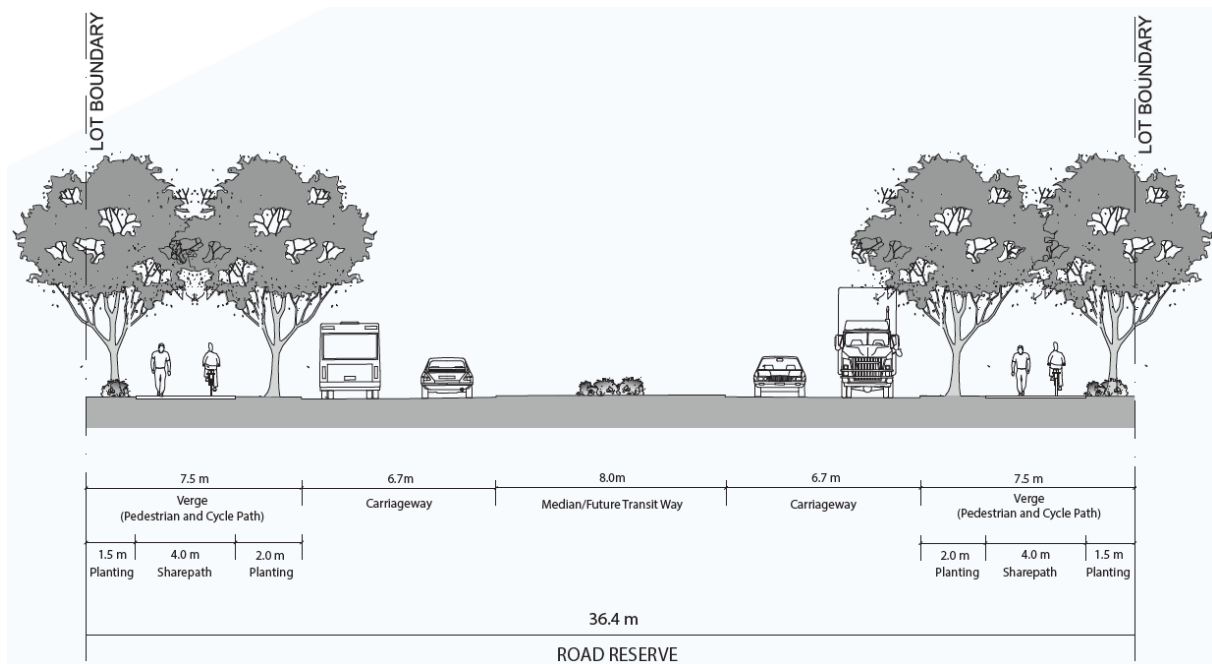


Figure 41: Sub-Arterial Road - cross section (Source: Design + Planning)

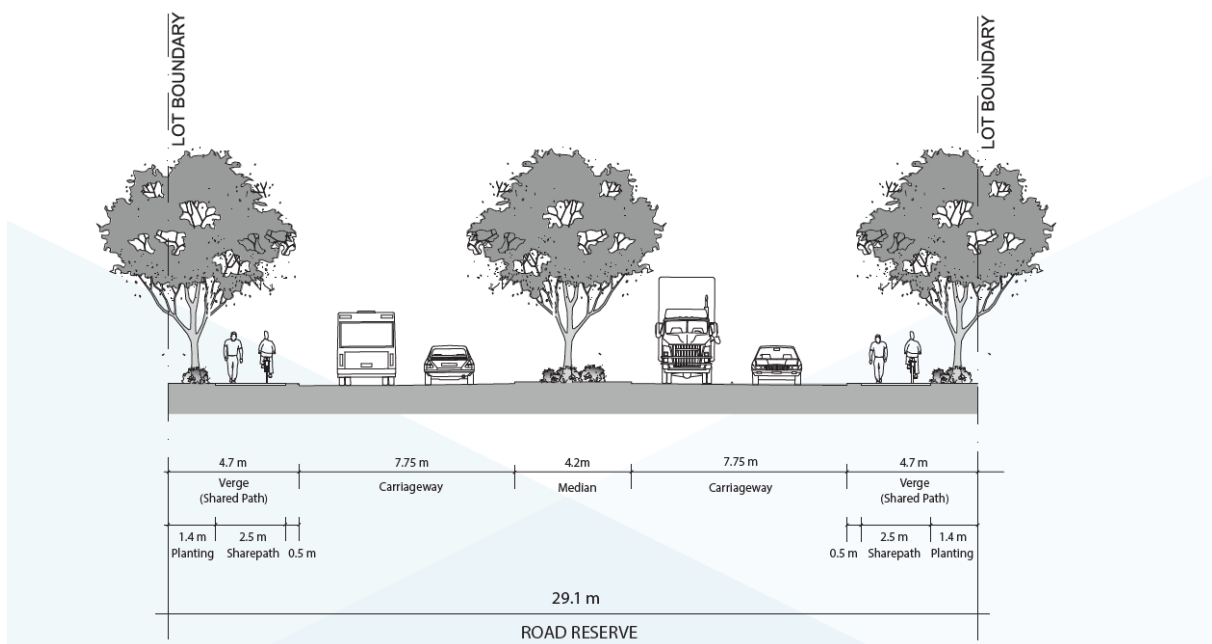


Figure 42: Boulevard Entry (Collector Road) - cross-section (Source: Design + Planning)

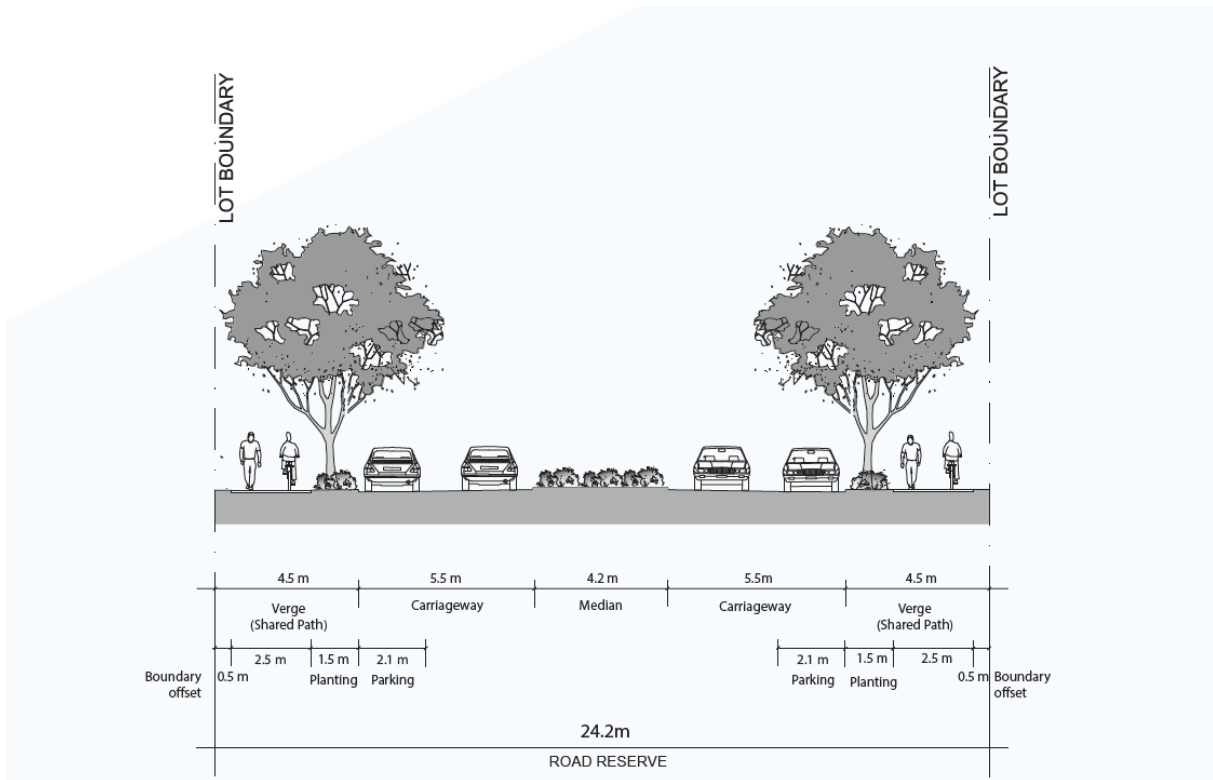


Figure 43: Boulevard Road (Local Road) - cross-section (Source: Design + Planning)

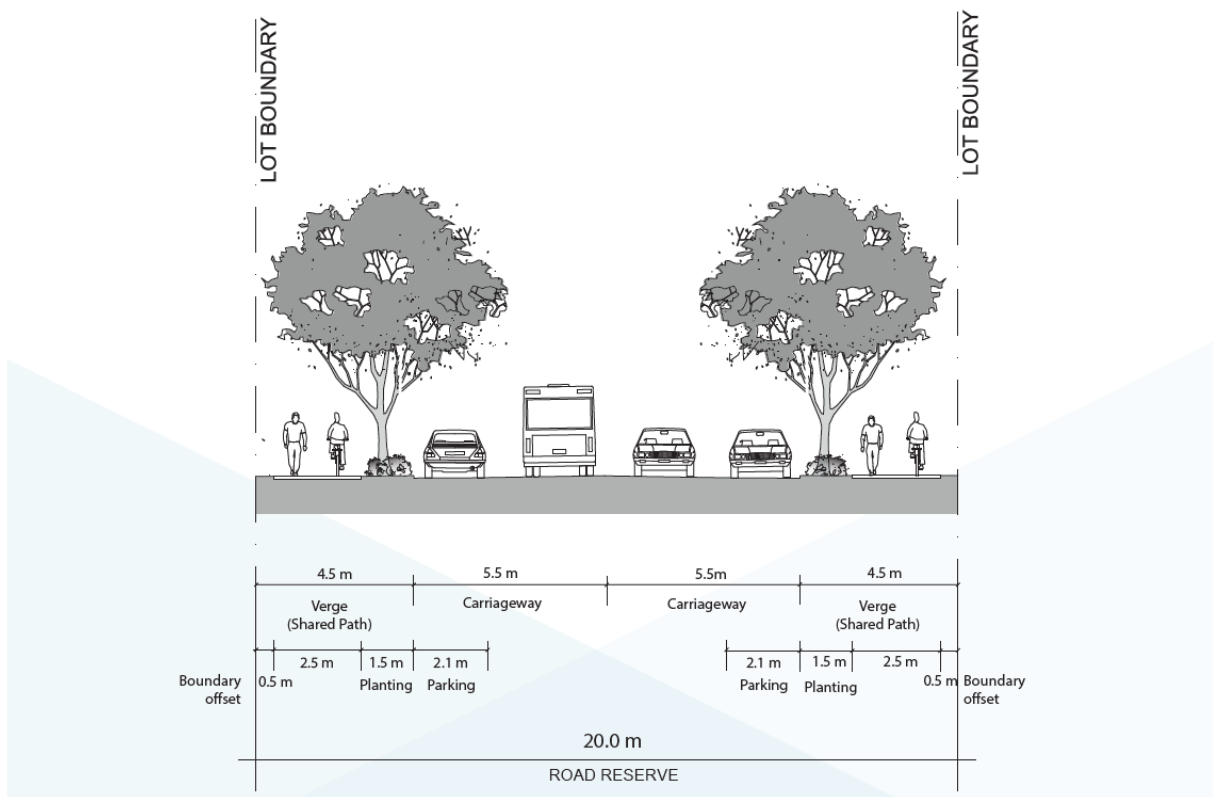


Figure 44: Collector Road (Source: Design + Planning)

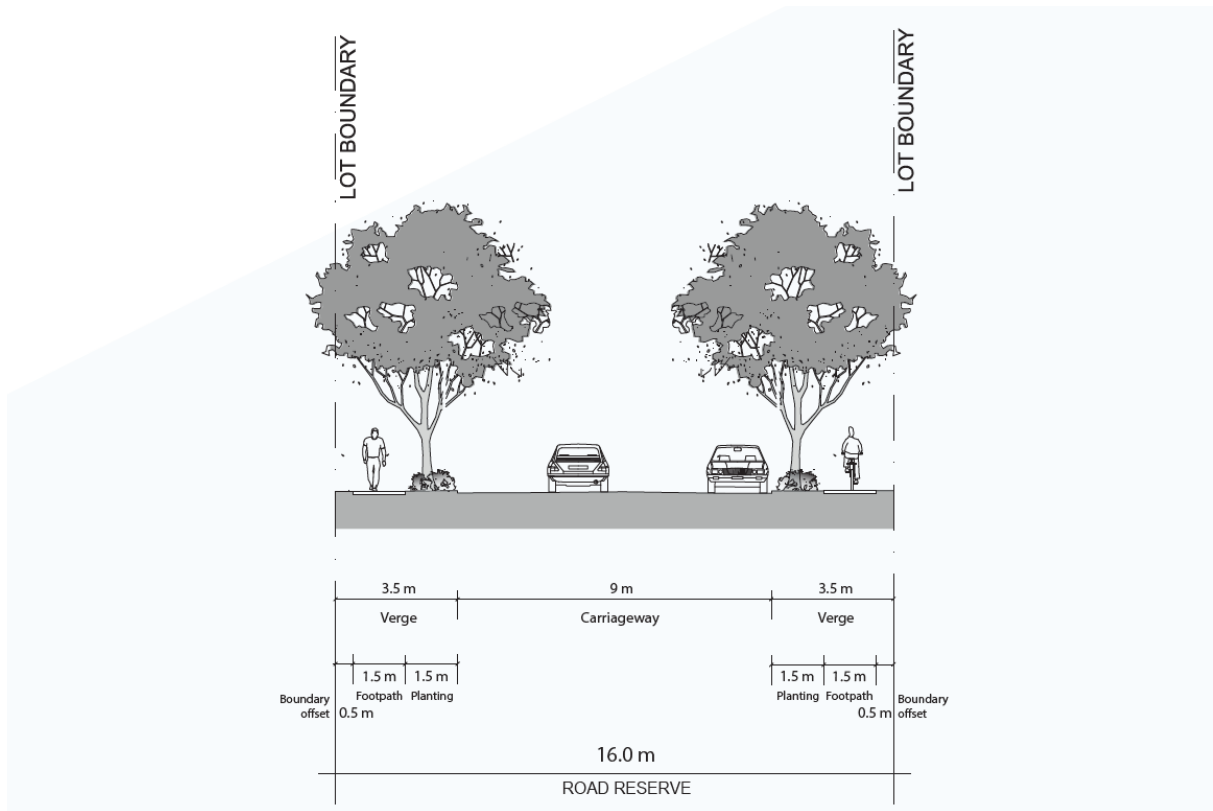


Figure 45: Local Road (Source: Design + Planning)

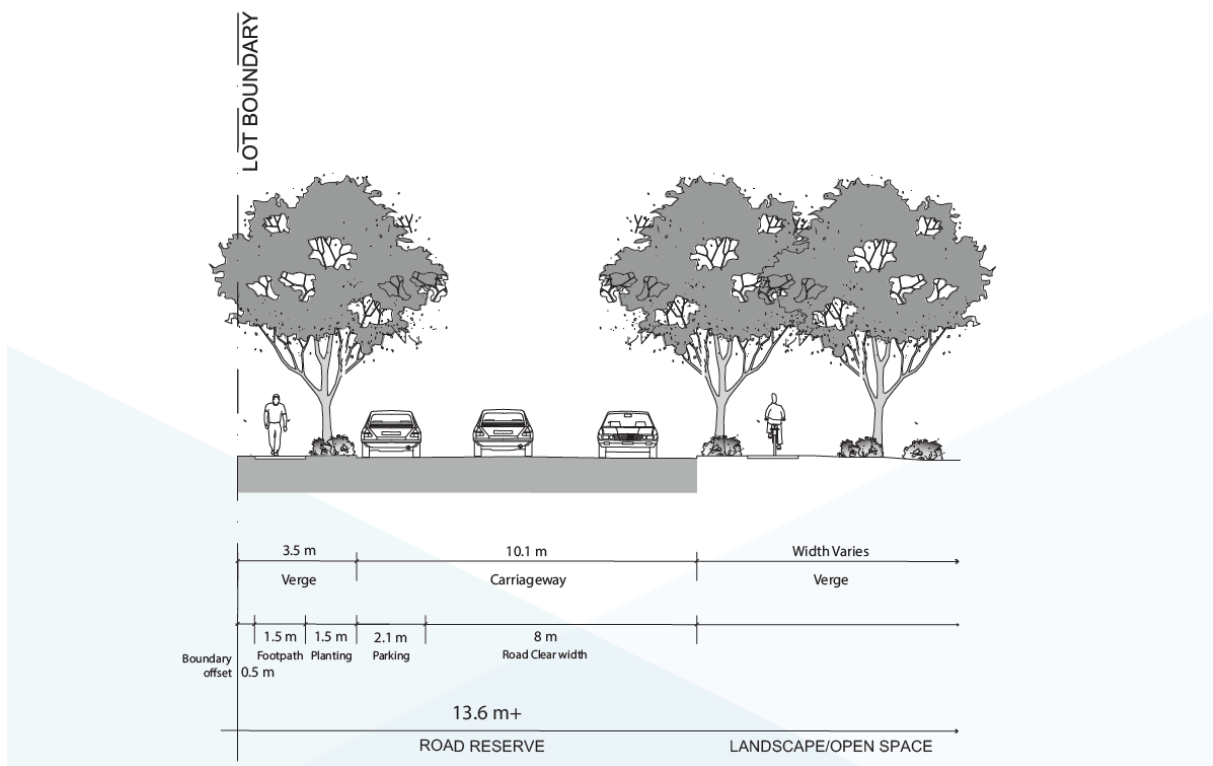


Figure 46: APZ Perimeter Road with Parking (Source: Design + Planning)

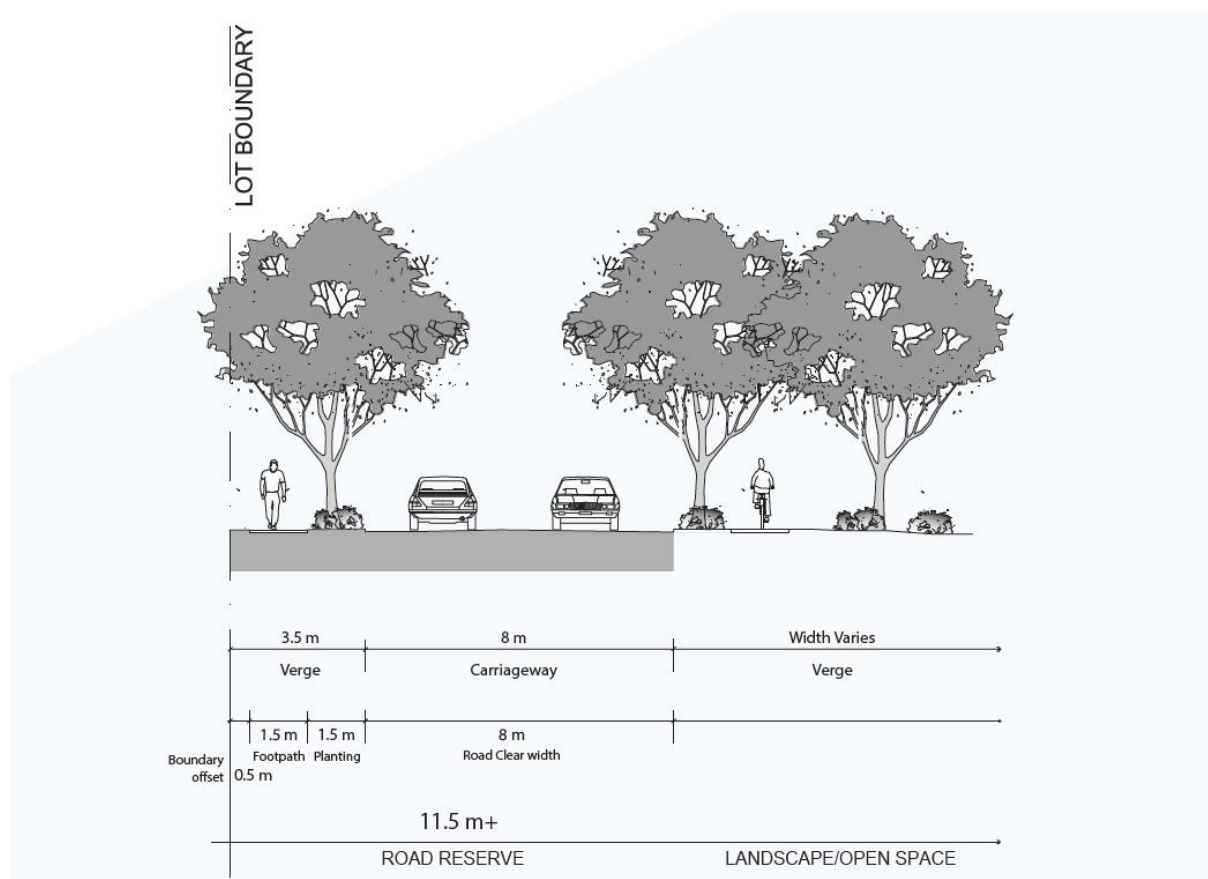


Figure 47: APZ Perimeter Road without Parking (Source: Design + Planning)

4.8 Public Transport

Public transport route across the site will follow the orbital collector road which connects the northern and southern entry points off Medhurst Road. Bus public transport connection to Macarthur Square, Macarthur station, and Campbelltown City Centre and associated facilities.

Bus stops will be strategically located along the collector road to maximise pedestrian accessibility to public transport and will travel the edge of the eastern linear green space corridor. The bus route also intersects two (2) linear green space corridors both in the north and south (refer to Figure 40). The public transport network accesses the Village Centre in the north, as well as the neighbourhood centre, school, and active open space area located in the south. The relationship between the open space corridors and the collector road bus stops seeks to create a strong pedestrian link between residential development, active transport routes and public transport infrastructure while servicing the school and commercial land uses.

4.9 Pedestrian and Cycle Network

A network of pedestrian and cycle paths is proposed within open space and riparian corridors and along the street network providing high levels of connectivity within the site, including residential areas, new primary school and village centre. The proposed cycle and pedestrian network are shown in Figure 48.

The structure plan envisages:

- Pedestrian links and cycle networks designed to complement and activate conservation and open space areas;
- Safe and well-connected cycle and pedestrian networks providing healthy opportunities for residents and workers to move around the site, as well as promoting walkability; and

- A reduction in the focus of car travel throughout the site and subsequent reduced travel times for residents and workers promoting.

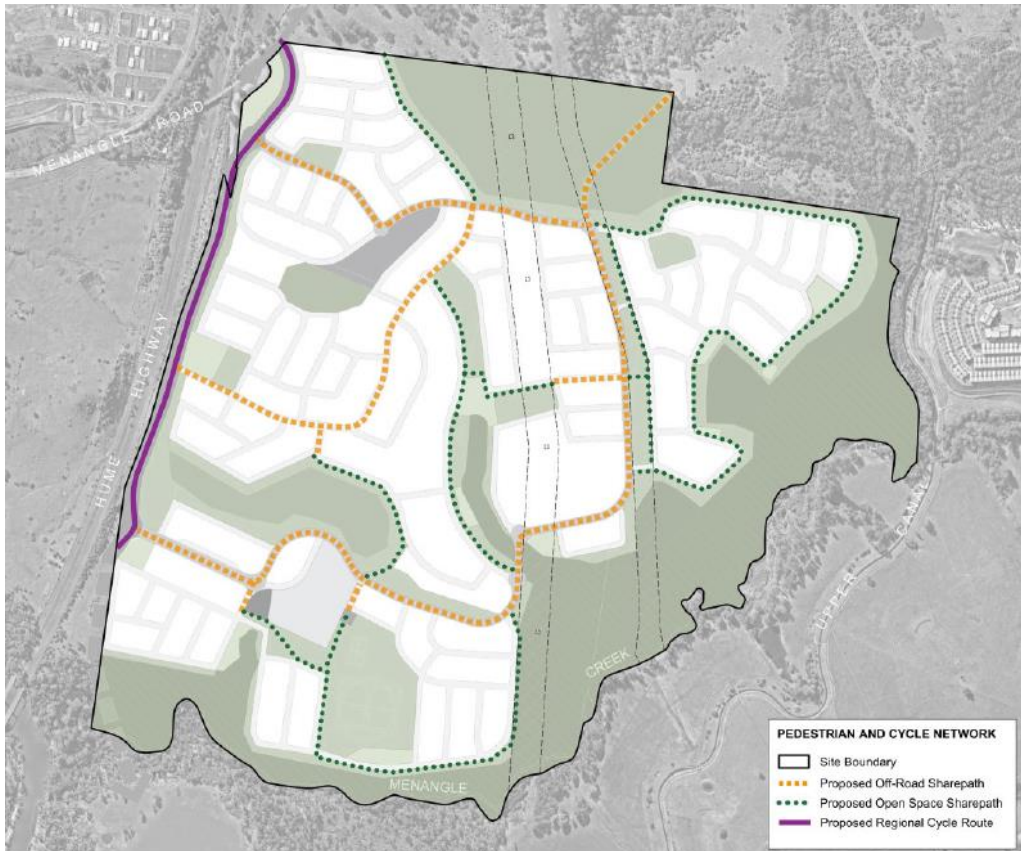


Figure 48: Proposed pedestrian and cycle network (Source: Design + Planning)

4.10 Water Cycle and Water Sensitive Urban Design (WSUD)

The proposed water cycle and flood management strategy detailed in the Water Cycle Management Report prepared by Craig & Rhodes, focuses on mitigating the impacts of the development on the total water cycle and maximising the environmental, social and economic benefits achievable by utilising responsible and sustainable stormwater management practices.

Key opportunities for WSUD in the structure plan include:

- Implementation of WSUD devices including rain water tanks, Proprietary Gross Pollutant Traps (GPTs) and Bioretention basins/systems; and
- Integrating WSUD devices into the riparian corridors and complimenting them with innovative landscape solutions. This may come in various forms such as basins, swales or vegetated channels;
- Note: no OSD is required for the site

The treatment of water through WSUD devices is expected to limit the Stream Erosion Index (SEI) to between 1 and 2. SEI calculations will need to be shown during detailed design at a later stage of the Development Application.

Table 8 details the stormwater quality performance targets have been established based on the neighbouring Menangle Park Precinct site specific DCP controls for pollutant retention targets.

Pollutant	Typical % Reduction	Stretch target % Reduction
Total Suspended Solids (TSS)	85%	85%
Total Phosphorus (TP)	65%	70%
Total Nitrogen (TN)	45%	55%
Gross Pollutants	90%	90%
Stream Erosion Index (SEI)	1.0 – 3.5	1.0 – 2.0

Table 8: Stormwater Quality Performance Targets (Source: Craig & Rhodes)

4.11 Utilities and Servicing

A Servicing Report has been prepared by IDC and accompanies the proposal.

The IDC Servicing Report identifies the likely servicing requirements the provision of potable water, sewer and electricity services to support the proposed development of approximately 1,450 lots. The report confirms the following.

Drinking Water

Sydney Water have confirmed that the site is located in the Rosemeadow Reservoir's supply catchment. SWC have also indicated that trunk main servicing for the site can either come for this system, or the 1,200mm Trillity main that runs through the site.

Sewer

The site is situated within the Glenfield Water Recycling Plant (WRP) sewer catchment. Assuming the development of the site will yield approximately 1,450 lots, an Equivalent Population (EP) of 5,100 can be expected. The Servicing Report identifies there are two sewer servicing options being connection to the existing sewer network within Rosemeadow to the east or SP1185 to the northwest. The capacity of both networks will need to be clarified with Sydney Water.

Electricity

The site is located within the Endeavour Energy (EE) electrical supply zone. Early EE engagement advice suggests early stages of the development (the first 300 lots) are likely to be able to be supplied without the need for lead-ins. However, following stages will require an 11kV feeder to the site from the Menangle Park Zone Substation with spare ducts over a distance of 4,000m.

5.0 The Planning Proposal

5.1 Overview

This section addresses the DPE publication *Local Environmental Plan Making Guideline* (December 2021).

This section provides:

- Part 1 – Objectives and intended outcomes;
- Part 2 – Explanation of provisions;
- Part 3 – Justification of strategic and site specific merit;
- Part 4 – Maps;
- Part 5 – Community consultation; and
- Part 6 – Project timeline.

5.2 Part 1 – Objectives and intended outcomes

5.2.1 Objective

The objectives of the Planning Proposal (PP) are to amend *Campbelltown Local Environmental Plan 2015* (CLEP 2015) to facilitate development of the subject site for urban purposes and in doing so facilitate the conservation of important cultural and landscape assets.

5.2.2 Intended Outcomes

The PP request intends to amend the CLEP 2015 to establish the following outcomes:

- Establish the Rosalind Park Urban Release Area (RPURA);
- Rezone land within the RPURA to enable it to be developed for urban purposes in a sustainable manner by providing for approximately 1,450 residential allotments of various sizes, village and neighbourhood centre, education facilities, passive and active open space including protection of significant areas of riparian land (containing high quality vegetation), koala habitat, and items of both indigenous and non-indigenous heritage;
- Identify, protect and manage environmentally sensitive areas within the RPURA including riparian corridors, biological linkages, koala habitat remnant native vegetation and associated buffers;
- Establish guiding principles for development within the RPURA to facilitate the timely provision of physical and social infrastructure, the orderly phasing of the development of land, the protection of items of environmental and cultural heritage and the management of stormwater;
- Ensure appropriate supporting infrastructure is facilitated;
- Enhance the protection of sensitive ecological communities, including endangered and critically endangered species;
- Provide a diverse open space network;
- Detail a statutory planning framework to assist in realising the site as an Urban Release Area; and
- Minimise local hazards.

5.3 Part 2 – Explanations of provisions

5.3.1 Campbelltown (Sustainable City) Development Control Plan (CDCP) 2015

Development on the site will be subject to the provisions of CDCP 2015.

Should the Planning Proposal be supported, Volume 2 of CDCP 2015 will be amended to include a site-specific development control plan for the site.

5.3.2 Campbelltown Local Environmental Plan 2015

The *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (Western Parkland City SEPP) is aimed at facilitating the release and rezoning of land for housing. The SEPP however does not rezone land, instead relying on the continuation of existing land use zones and permissible uses identified under the CLEP 2015 until rezoning occurs. As such, land within the RPURA currently falls under the provisions of CLEP 2015.

The Proposal aims to:

- Amend the land use zones and development standards relating to minimum lot size, building height, floor space ratio, land acquisition and subdivision requirements for certain forms of development;
- Increase the provision of open space land; and
- Increase the protection of land identified as being terrestrial biodiversity and environmental constraints, including riparian corridors and critically endangered koala habitat.

Specifically, the Proposal seeks to amend CLEP 2015 as follows:

Amendment to the Urban Release Area Map

The Proposal seeks to amend LEP Urban Release Area (URA) Map Sheet 003 to nominate the site as an urban release area in accordance with the draft map shown at Attachment 1.

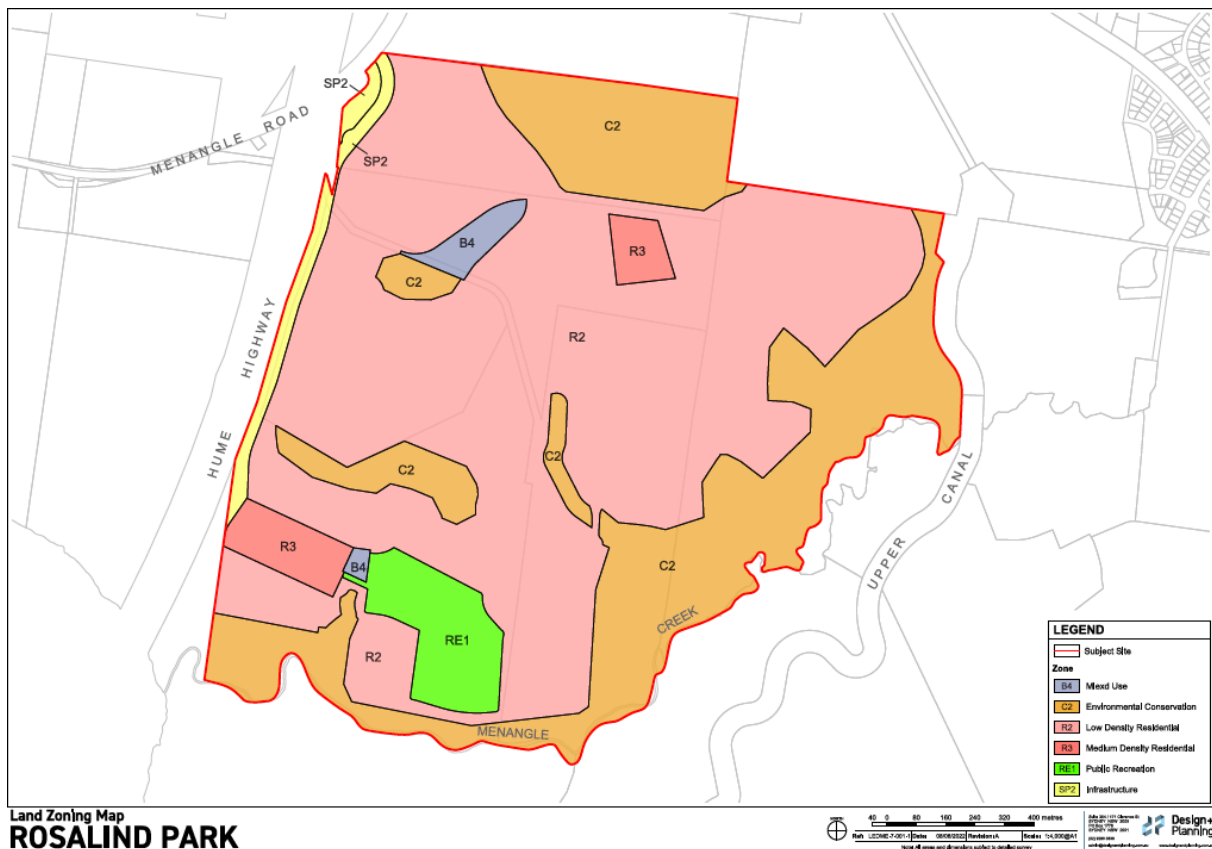
Amend the LEP Land Zoning Map

The Proposal seeks to amend the LEP Land Zoning (LZN) Map Sheet 003 to nominate residential, commercial, environmental and open space zones across the site in accordance with the draft map shown at Attachment 2. The proposed zones are identified in Table 9.

Zone	Location
R2 Low Density Residential	Majority of the residential land
R3 Medium Density Residential	two small areas of increased density in the north and south of the site
B4 Mixed Use (or M4)	Village Centre and Neighbourhood Centre
C2 Environmental Conservation	Menangle Creek Riparian and Koala Corridor Central Riparian Corridor Northern Bushland Village Centre Bushland Central Bushland
RE1 Public Recreation	Quarry Site
SP2 Infrastructure	Medhurst Road widening

Table 9: Proposed zoning

An extract of the zoning map is provided at Figure 49.



Amend the LEP Height of Buildings Map

The Proposal seeks to amend the LEP Height of Buildings (HOB) Map Sheet 003 to nominate maximum permissible building heights in accordance with the draft map shown at Attachment 3.

Three building height controls are proposed across the site:

- 10m R2 Low Density Residential zones
- 12m R3 Medium Density Residential zones
- 15m B4 Mixed Use zones

The increased height in the Low Density Residential zones is so to provide greater flexibility for the built forms to navigate the steeper topography on the site.

Amend the LEP Lot Size Map

The Proposal seeks to amend LEP Lot Size (LSZ) Map Sheet 003 to nominate minimum lots sizes across the site in accordance with the draft map shown at Attachment 4.

Three minimum lot sizes are proposed across the site, comprising:

- 200m² R3 Medium Density zones
- 400m² R2 Low Density zones
- 600m² R2 Low Density zones in the steeper parts of the site

An extract of the proposed LEP Lot Size Map is illustrated in Figure 50.



Figure 50: Proposed Lot Size Map (Source: Design and Planning Pty Ltd)

Amend the LEP Lot Size Map for Dual Occupancy Development

The Proposal seeks to amend LEP Lot Size for Dual Occupancy Development (LSD) Map Sheet 003 to nominate a minimum lot sizes for dual occupancies across the site in accordance with the draft map shown at Attachment 5.

Two minimum lot sizes are proposed for dual occupancy development across the site:

- 600m² R2 Low Density Residential zone; and
- 950m² R2 Low Density Residential zone (steeper areas).

Amend LEP Terrestrial Biodiversity (BIO) Map

The Proposal seeks to amend LEP Terrestrial Biodiversity (BIO) Map Sheet 003 to reflect amendments to vegetation across the site in accordance with the draft map shown at Attachment 6. This map identifies the areas of the site proposed to be zoned C2 Environmental Conservation, which coincides with Koala corridor, riparian corridor and bushland areas of the site.

Amend Land Reservation Acquisition (LRA) Map

The Proposal seeks to amend the LEP Land Reservation Acquisition (LRA) Map Sheet 003 to reflect areas identified as classified road in accordance with the draft map shown at Attachment 7.

The proposed LRA Map identifies the land required for road widening and upgrade of Medhurst Road to an arterial road along the western boundary of the site.

Amend Clause 4.1 to insert a new subclause 4.1J

The Proposal seeks to amend the LEP to insert a new subclause 4.1J providing an exception to the minimum lot sizes for land in Rosalind Park.

4.1J Exception to minimum lot sizes for certain land in Rosalind Park Urban Release Area

- (1) This clause applies to land in Zone R2 Low Density Residential and identified as “Rosalind Park Urban Release Area” on the Urban Release Area Map.
- (2) Land to which this clause applies may be subdivided, with development consent, to create lots with a size less than the minimum lot size shown on the Lot Size Map if—
 - (a) the subdivision will result in not more than 20% of the total residential lots being mid-sized lots and not more than 20% of the total residential lots being small-sized lots on the land, and
 - (b) each resulting small-sized or mid-sized lot will not be on a corner allotment, and
 - (c) no more than 3 contiguous resulting lots sharing a street frontage will have a lot size of less than 400m², and
 - (d) each resulting mid-sized lot will have a street frontage that is between 11.5m, and
 - (e) each resulting small-sized lot will have a street frontage that is between 10m, and
 - (f) the consent authority is satisfied that each resulting small or mid-sized lot will be located within 200m of a planned or existing bus route, community centre or open space.
- (3) In this clause—

mid-sized lot means a lot with a size that is at least 345m² but not more than 400m².

small-sized lot means a lot with a size that is at least 300m² but less than 345m².

Whilst the proposal is generally seeking a minimum lot size of 400m² (and 600m² in the steeper areas) across the R2 Low Density Residential zone, the purpose of this clause is to provide a level of flexibility in lot sizes. The site has a unique topography with numerous ridges and valleys in a number of directions. This clause will allow for some narrower (and therefore smaller lots) to allow lots to transition the resultant grades from the existing topography of the site.

5.3.3 Campbelltown Development Control Plan 2015

The Planning Proposal request will be the subject of a future amendment to the prevailing Development Control Plan. This companion planning document will be the subject of separate consideration, however it is intended that the DCP amendment will be prepared for public exhibition with the Planning Proposal.

5.4 Part 3 – Justification of strategic and site-specific merit

This section addresses the need for the rezoning, identifies the background studies undertaken, why the Planning Proposal is the best approach, and what the community benefits will be.

5.4.1 Section A – need for the planning proposal

Q1. Is the planning proposal a result of an endorsed LSPS, strategic study or report?

RPURA is identified within both the Greater Sydney Region Plan and Western City District Plan as a land release area within the Greater Macarthur Growth Area. Its role as an urban release area has further been reinforced at a district planning level within the document Greater Macarthur 2040. This document and the nomination of land as an urban release area has been prepared as a result of numerous studies and investigations.

It is also informed by Campbelltown Council's LSPS which details Council's intention for growth and development within the LGA to 2040, having regard to regional and local policy and infrastructure commitments. For the Greater Macarthur Growth Area, in which the site resides, it identifies proposed transport links, a city serving rapid bus corridor, proposed land release areas, and a green grid priority corridor. The site is identified as 'proposed land release area' as shown in the structure plan at Figure 51.

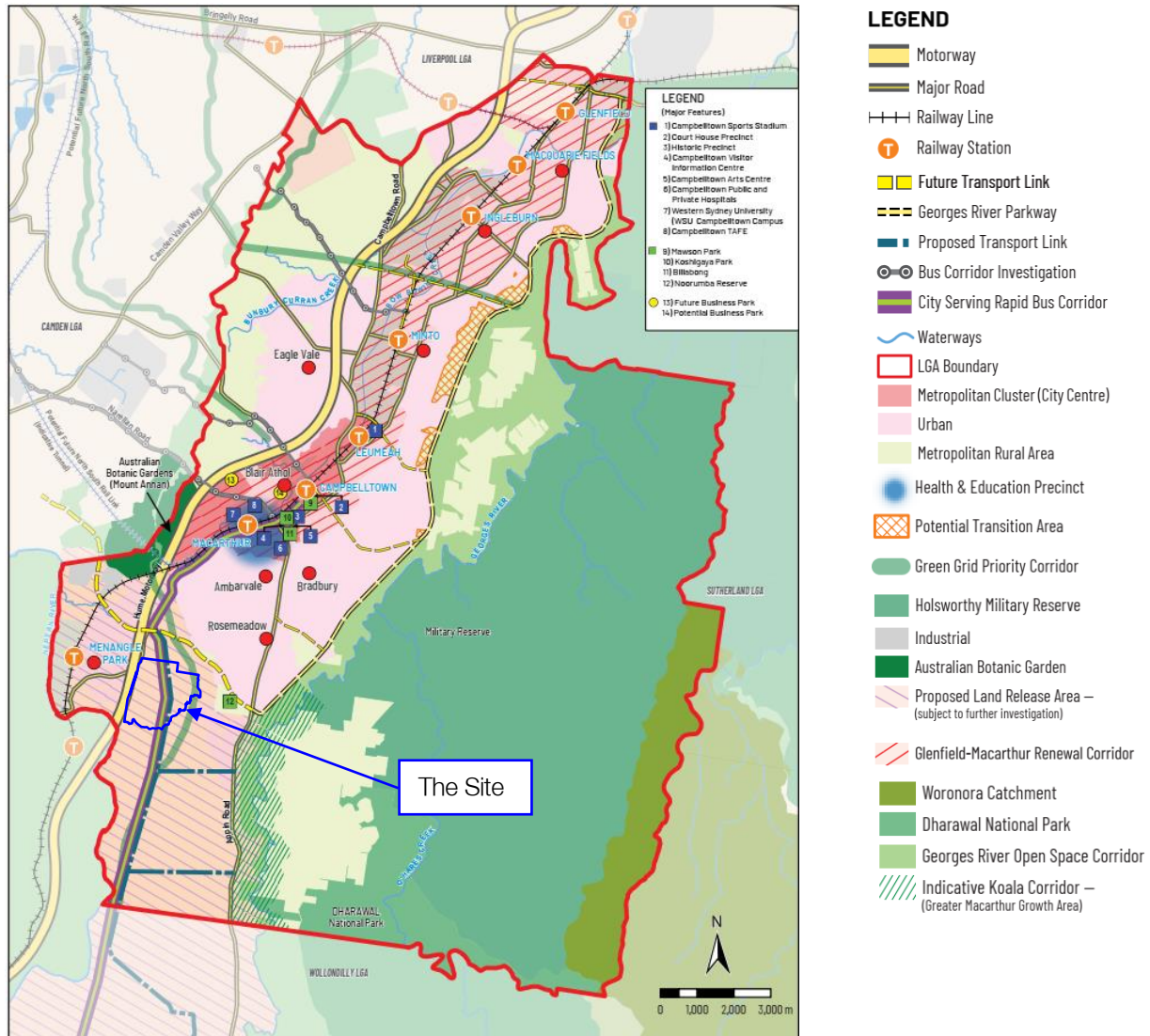


Figure 51: Structure Plan (Source: Campbelltown LSPS)

In support of this Planning Proposal request, 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 development planning for the RPURA. Accordingly, this Planning Proposal request is supported by a number of technical studies, guides, maps and reports as detailed below:

- Water Cycle Management Report prepared by Craig & Rhodes;
- Historic Heritage Assessment prepared by Eco Logical Australia;
- Environmental Noise Assessment prepared by TTM;
- Landscape Concept Masterplan prepared by Distinctive;
- Aboriginal Heritage Due Diligence Assessment prepared by Kayandel;
- Connecting with Country Report prepared by Kayandel;

- Strategic Bushfire Study prepared by ABPP;
- Economic Benefits Assessment prepared by Urbis;
- Traffic Impact Assessment prepared by Stantec;
- Social Infrastructure Needs Assessment prepared by Urbis;
- VPA Proposals prepared by Craig & Rhodes;
- Servicing Report prepared by IDC;
- Structure Plan prepared by Design + Planning;
- Urban Design Report prepared by Design + Planning;
- Preliminary Geotechnical Investigation prepared by Douglas Partners;
- Preliminary Site Investigation (Contamination) prepared by Douglas Partners; and
- Biodiversity Assessment Report prepared by Cumberland Ecology;

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

A Planning Proposal to amend CLEP 2015 is the only relevant means of achieving the objectives and intended outcomes.

5.4.2 Section B – Relationship to the strategic planning framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

Greater Sydney Region Plan - A Metropolis of Three Cities (March 2018)

Prepared by the NSW State Government, the Greater Sydney Region Plan (GSRP) was released on 18 March 2018 to guide land use planning decisions for the next 20 years. It sets a vision and priorities for managing Greater Sydney's growth and focuses on the importance of infrastructure and collaboration, liveability, productivity, and sustainability, and provides objectives, strategies and actions aimed at achieving these outcomes.

The GSRP guides strategic land use planning for Greater Sydney and divides the area into three interconnected cities: the Eastern Harbour City (centred around the Sydney CBD); the Central River City centred around Parramatta and the Olympic Park Peninsula, and the Western Parkland City (the Western City), which is centred around the Western Sydney International (Airport) and the Aerotropolis (Figure 52).

The site is located within the Western Parkland City within the area nominated as Greater Macarthur located south of Campbelltown-Macarthur Metropolitan Cluster (refer to Figure 52). Menangle Park Station provides connections to Campbelltown-Macarthur Metropolitan Cluster and Liverpool Metropolitan Cluster beyond.

Potential rail connections are identified linking Campbelltown-Macarthur Metropolitan Cluster to Narellan Strategic Centre, Sydney Airport-Badgerys Creek Aerotropolis and beyond.

The GSRP sets a strategy for Greater Sydney that district plans implement at a local level. This includes setting strategies for accommodating Sydney's future population growth, identifying the need to deliver 817,000 new jobs and 725,000 new homes by 2036. The Plan identifies that the most suitable areas for new housing are in locations close to jobs, public transport, community facilities and services. The plan was developed with the Metropolitan Transport Plan, Future Transport 2056 and the State Infrastructure Strategy. These plans identify state infrastructure to support broad-scale land-use planning.

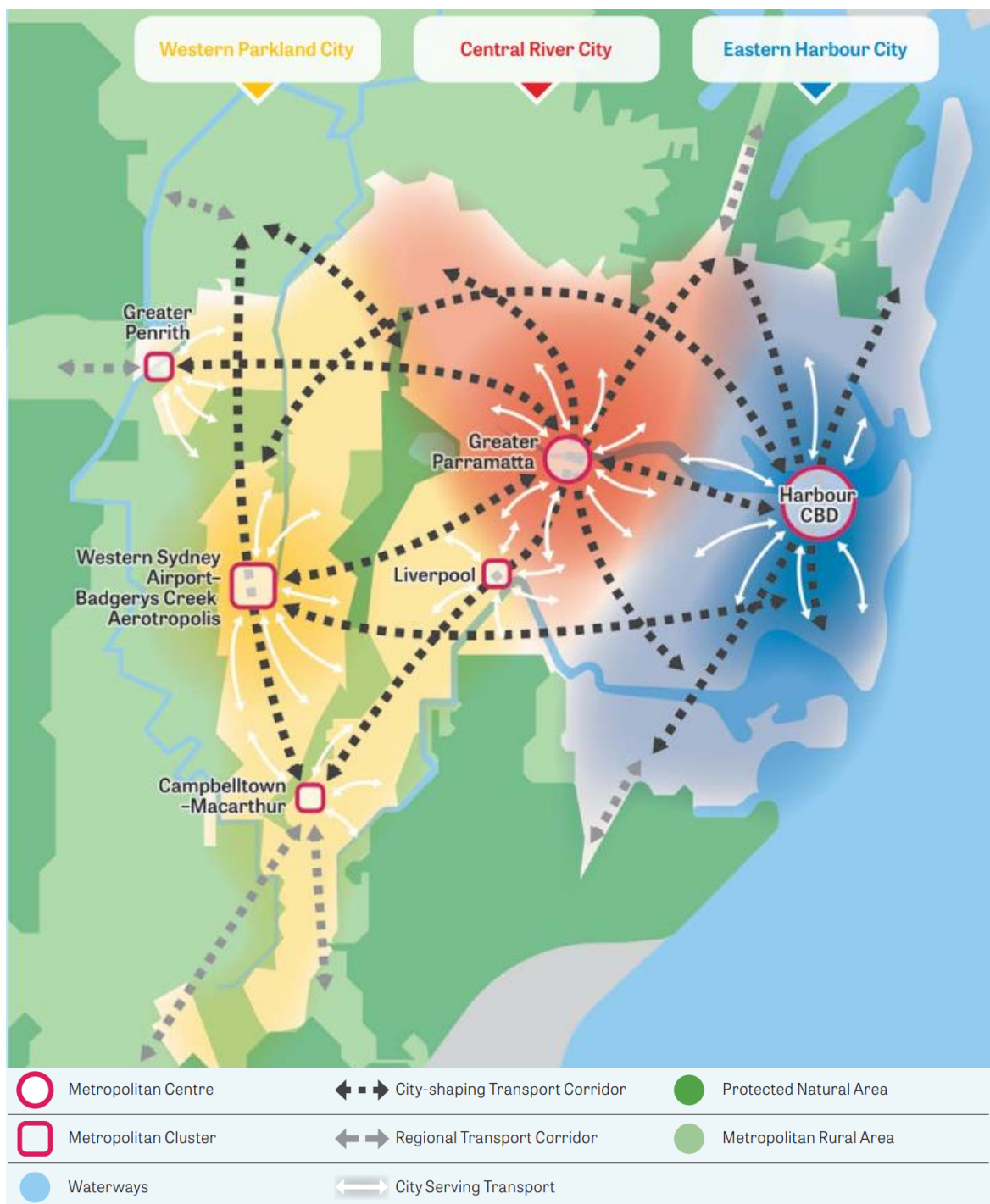


Figure 52: A metropolis of three (3) cities (Source: A Metropolis of Three Cities – the Greater Sydney Region)

An assessment of the Proposal against the relevant Directions and Objectives of GSRP is provided in Table 10 in support of this proposal. The Proposal is generally consistent with the GSRP particularly as the proposal seeks to ensure that development outcomes leverage the strategic location of the site within an identified land release area, providing opportunities to accommodate additional housing supply in alignment with the strategic direction of the Plan for this locality and to best utilise infrastructure.

Specifically, the Proposal is able to demonstrate alignment with the broad directions of the GSRP through:

- The provision of additional residential floor space within proximity to Campbelltown – Macarthur, confirming its status as a Health and Education Precinct, whilst increasing the percentage of dwellings located within 30 minutes by public transport of a strategic centre;
- Assisting in achieving its target of an additional 184,500 new dwellings by 2036, in an area identified as being within the Greater Macarthur Growth Area;
- Facilitating development of a site in alignment with investment in regional and district infrastructure, including transport services and employment;
- Providing housing in appropriate locations for growth, including areas that have demonstrated capacity for rezoning for residential development;
- Providing opportunities for urban form, diversity in residential land use mix with high amenity outcomes within both public and private domain;
- Providing residents' access to jobs and services;
- Accelerating housing supply, choice and affordability and building great places to live; and
- Protecting the natural environment by facilitating the conservation of wildlife and riparian corridors.

Western City District Plan

The Western City District Plan (the District Plan) supports the implementation of the GRSP at a district level, setting out the aspirations and strategic planning context for Greater Sydney's Western District, which includes the local government areas of Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith, and Wollondilly.

The District Plan provides more detail with respect to the anticipated growth in housing and employment in the Western City District and amongst other things, is intended to inform the assessment of planning proposals. Accordingly, the District Plan contains planning priorities and actions to guide the growth of the Western City District while improving its social, economic and environmental assets.

The District Plan identifies the site 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 (Precincts—Western Parkland City) 2021*. However, unlike the majority of land release areas, CLEP 2015 is the principal environmental planning instrument that applies to the land.

The District Plan sets a target of 184,500 additional dwellings for the Western City District by 2036. This equates to an average annual supply of 9,225 new dwellings per year to be delivered across the District by 2036.

An assessment of the Proposal against the relevant Directions and Priorities of the District Plan is provided in support of this proposal. In addition, the Proposal is able to demonstrate its consistency with the broad directions of the District Plan through:

- Providing opportunities for new housing to meet the demand of different housing types, tenure, price points, preferred locations and design;
- Providing opportunities for new housing that is well coordinated with local infrastructure to create liveable, walkable neighbourhoods with direct and safe pedestrian connections, and access to jobs, services and public transport;
- Assisting Council in achieving its target of additional dwellings;

- Embellishing the unique character and distinctive physical and natural attributes of the land, including riparian corridors, native vegetation and district views. This results in a structure plan that incorporates a network of green spaces, natural systems and semi-natural systems. These spaces and systems will:
 - Support and improve the health of exciting waterways and catchments;
 - Protect and enhance remnant flora, fauna, and urban bushland;
 - Create opportunities for increased urban tree canopy and green ground cover; and
 - Allow for the incorporation of parks and open spaces to fulfil the wide needs of the community;
- Reducing the exposure to natural and urban hazards by building resilience to the shocks and stresses created by climate change and existing infrastructure. Accordingly, the proposal anticipates and seeks to remove:
 - Acoustic impacts created by transport movements along the Hume Highway by appropriate design and location of local roads and their corresponding open space;
 - Bushfire risk with appropriate management of asset protection zones (APZs) built into the proposed subdivision plan; and
 - Extreme heat waves with increased tree canopy cover, particularly street planting, as well as integration of riparian corridors into the site.

Key Directions & Planning Priorities			
Greater Sydney Region Plan	Western City District Plan	Consistent	Response
Infrastructure and collaboration			
A city supported by infrastructure			
Objective 1 – Infrastructure supports the three cities	Planning Priority W1 Planning for a city supported by infrastructure	Yes	The necessary social and physical infrastructure required to support the proposal have been identified and an outline strategy for their delivery provided, including suggested framework for informing the principles and content of a Voluntary Planning Agreement (VPA).
Objective 2 – Infrastructure aligns with forecast growth			
Objective 3 – Infrastructure adapts to meet future needs			
Objective 4 – Infrastructure use is optimised			
A collaborative city			
Objective 5 – Benefits of growth realised by collaboration of governments, community, and business	Planning Priority W2 Working through collaboration	Yes	<p>The realisation of the Proposal and subsequent development applications (DAs) will require collaboration with various government agencies, Council, the development sector and existing and envisaged community.</p> <p>It is expected that as part of the Gateway Determination, Council will undertake public consultation to</p>

Key Directions & Planning Priorities

seek the views of relevant agencies and interested persons.

Part 4 – Liveability

A city for people

<i>Objective 6 –</i> Services and infrastructure meets communities' changing needs	<i>Planning Priority W3</i> Providing services and social infrastructure to meet people's changing needs	Yes	The Proposal, including proposed planning controls and supporting infrastructure, provides a framework for people focused planning outcomes that are adaptable to changing market and demographic demands.
<i>Objective 7 –</i> Communities are healthy, resilient and socially connected	<i>Planning Priority W4</i> Fostering healthy, creative, culturally rich and socially connected communities		Diversity in housing typology, community infrastructure, commercial facilities, access to open space and transport infrastructure means future residents will be capable of living a healthy, resilient, and socially connected community.
<i>Objective 8 –</i> Greater Sydney's communities are culturally rich with diverse neighbourhoods			
<i>Objective 9 –</i> Greater Sydney celebrates the arts and supports creative industries and innovation			

Housing the city

<i>Objective 10 –</i> Greater Housing Supply	<i>Planning Priority W5</i> Providing housing supply, choice, affordability, with access to jobs, services and public transport	Yes	The Proposal will result in both an increase to the supply and diversity of housing within proximity to employment zones. The proposed delivery of new residential zones, will support a greater variety of new homes and price points than currently achievable across the site and within the LGA.
<i>Objective 11 –</i> Housing is Diverse and Affordable			

A city of great places

<i>Objective 12 –</i> Great places that bring people together	<i>Planning Priority W6</i> Creating and renewing great places and local centres, and respecting the District's heritage	Yes	The Proposal is underpinned by a clear vision for the site, establishing a residential subdivision within a landscaped setting. This is reflected in the structure plan and proposed development controls.
<i>Objective 13 –</i> Environmental heritage is identified,			The structure plan is largely guided by the existing topography of the site,

Key Directions & Planning Priorities

conserved and enhanced

allowing for the new urban components to be balanced by the retention and enhancement of those natural elements.

As such, the structure plan will promote access to a diverse range of open space resources, including both passive and active open space. Commercial and education facilities will be available, allowing for the adaptive reuse of existing structures and allocation of land for a new public school.

Sensitive ecologically communities and their landscapes will be conserved, including riparian corridors, areas of Cumberland Plain Woodland and koala habitats.

A broad ranging infrastructure will generally be provided commensurate with a proposal of this nature.

Part 5 – Productivity

A well-connected city

<i>Objective 14 –</i> A metropolis of three cities - Integrated land use and transport creates walkable and 30- minute cities	<i>Planning Priority W7</i> Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City	Yes	Direct access is proposed to higher order roads, including an upgraded Medhurst Road, and Menangle Road, a classified road. Existing roads are to be upgraded, intersections enhanced, and alternate movement means (pedestrian/cycle) integrated to provide a highly permeable structure, facilitating appropriate public, private and active transport options. The proposed collector road will accommodate a future bus route through the site providing increased connectivity throughout the site and to surrounding centres and employment lands.
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Jobs and skills for the city

<i>Objective 23 –</i> Industrial and urban services land is planned, retained and managed		Yes	The Proposal will provide a small quantum of employment lands in the north-western portion of the site, identified on the structure plan as a village centre and small
<i>Objective 24 –</i>			

Key Directions & Planning Priorities

Economic sectors are targeted for success			<p>neighbourhood centre located in the south of the site.</p> <p>These employment lands are provided relative to the site, and wider area including commercial lands that form part of a new town centre and subsequent commercial/employment opportunities at Menangle Park to the west and Mount Gilead to the east.</p> <p>Furthermore, significant local construction and maintenance employment opportunities will evolve.</p>
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Part 6 – Sustainability

A city in its landscape

<i>Objective 25 –</i> The coast and waterways are protected and healthier	<i>Planning Priority W12</i> Protecting and improving the health and enjoyment of the District’s waterways.	Yes	<p>The Proposal seeks to conserve and embellish sensitive remnant ecological communities and riparian zones. This includes areas identified as Cumberland Plain Woodland and Koala habitat.</p> <p>Furthermore, it provides a green grid dimension through structured and informal recreation areas and linkages.</p> <p>The existing topography and the scenic and cultural landscape this contributes to is protected by the inclusion and arrangement of active and passive open spaces across the Site. Furthermore, these species will be embellished through both conservation and contributory planting and public domain infrastructure to ensure a high quality to meet the demands of the community.</p> <p>A sustainable street tree planting regime is to be implemented via the DCP.</p>
<i>Objective 26 –</i> A cool and green parkland city in the South Creek corridor.	<i>Planning Priority W14</i> Protecting and enhancing bushland and biodiversity.		
<i>Objective 27 –</i> Biodiversity is protected, urban bushland and remnant vegetation is enhanced	<i>Planning Priority W15</i> Increasing urban tree canopy cover and delivering Green Grid connections.		
<i>Objective 28 –</i> Scenic and cultural landscapes are protected	<i>Planning Priority W16</i> Protecting and enhancing scenic and cultural landscapes		
<i>Objective 29 –</i> Environmental, social and economic values in rural areas are protected and enhanced	<i>Planning Priority W18</i> Delivering high quality open space		
<i>Objective 31 –</i> Public open space is accessible, protected and enhanced			
<i>Objective 32 –</i>			

Key Directions & Planning Priorities

The Green Grid links paths, open spaces, bushland, and walking and cycling paths.

An efficient city

Objective 33 –
A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change

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

Planning Priority W19
Reducing carbon emissions and managing energy, water and waste efficiently

Yes

The Proposal would provide a highly permeable and accessible street and open space network that supports both private vehicle usage, as well as public and active transport options – reducing private vehicle dependency for local trips and promoting healthy lifestyles.

Water management is addressed by appropriate stormwater management and implementation of BASIX requirements at the dwelling construction stage.

The Proposal promotes a range of WSUD measures, including a number of water quality treatment solutions.

Measures to minimise adverse potential urban heat island impacts will be addressed via the DCP. As detailed in the supporting Urban Design Report, this will include retention of existing trees, incorporation of urban bushland, tree planting, WSUD, street and park designs. Opportunities to implement mechanisms to address building material and reflectivity are also available for implementation.

A resilient city

Objective 36 –
People and places adapt to climate change and future shocks and stresses

Objective 37 –
Exposure to natural and urban hazards is reduced

Objective 38 –
Heatwaves and extreme heat are managed

Planning Priority W20
Adapting to the impacts of urban and natural hazards and climate change

Yes

Appropriate water and bushfire hazard management strategies underpin the proposal and opportunities to proactively address potential urban heat island impacts.

These include mechanisms such as WSUD, tree planting and application of generous asset protection zones (APZs).

Key Directions & Planning Priorities

Part 7 – Implementation

Objective 39 –
A collaborative approach to city planning

Yes

The Proposal has been prepared in consultation with a range of stakeholders, including DPE, Council and state agencies.

Engagement with the community and stakeholders will be further undertaken as part of any formal exhibition process as an outcome of a favourable Gateway determination.

Table 10: Consideration of Greater Sydney Regional Plan & Western City District Plan

Greater Macarthur 2040

Greater Macarthur 2040: An Interim Plan for the Greater Macarthur Growth Area (the Macarthur Plan), is a land use and infrastructure implementation plan which sets a vision for the Growth Area as it develops and changes. It aims to enhance the region's liveability, productivity and sustainability.

It provides a framework for the future of the two elements of the Greater Macarthur Growth Area:

- In the north, the urban renewal of the rail corridor from Glenfield to Macarthur, and
- In the south, the development of land release areas from Menangle Park to Appin.

This plan is supported by a structure plan/strategy for major items of State and local infrastructure, including public transport, roads, schools, green infrastructure and open space and medical and community facilities. The Greater Macarthur Growth Area structure plan outlines how the south of the Growth Area will develop.

The structure plan identifies the site as including urban capable land, traversed by an indicative transport corridor and easements, an indicative east west connection to the north, the State heritage listed Upper Canal and Mount Gilead heritage curtilage to the east, and areas of the site subject to a final Cumberland Plain Conservation Plan (refer to Figure 54).

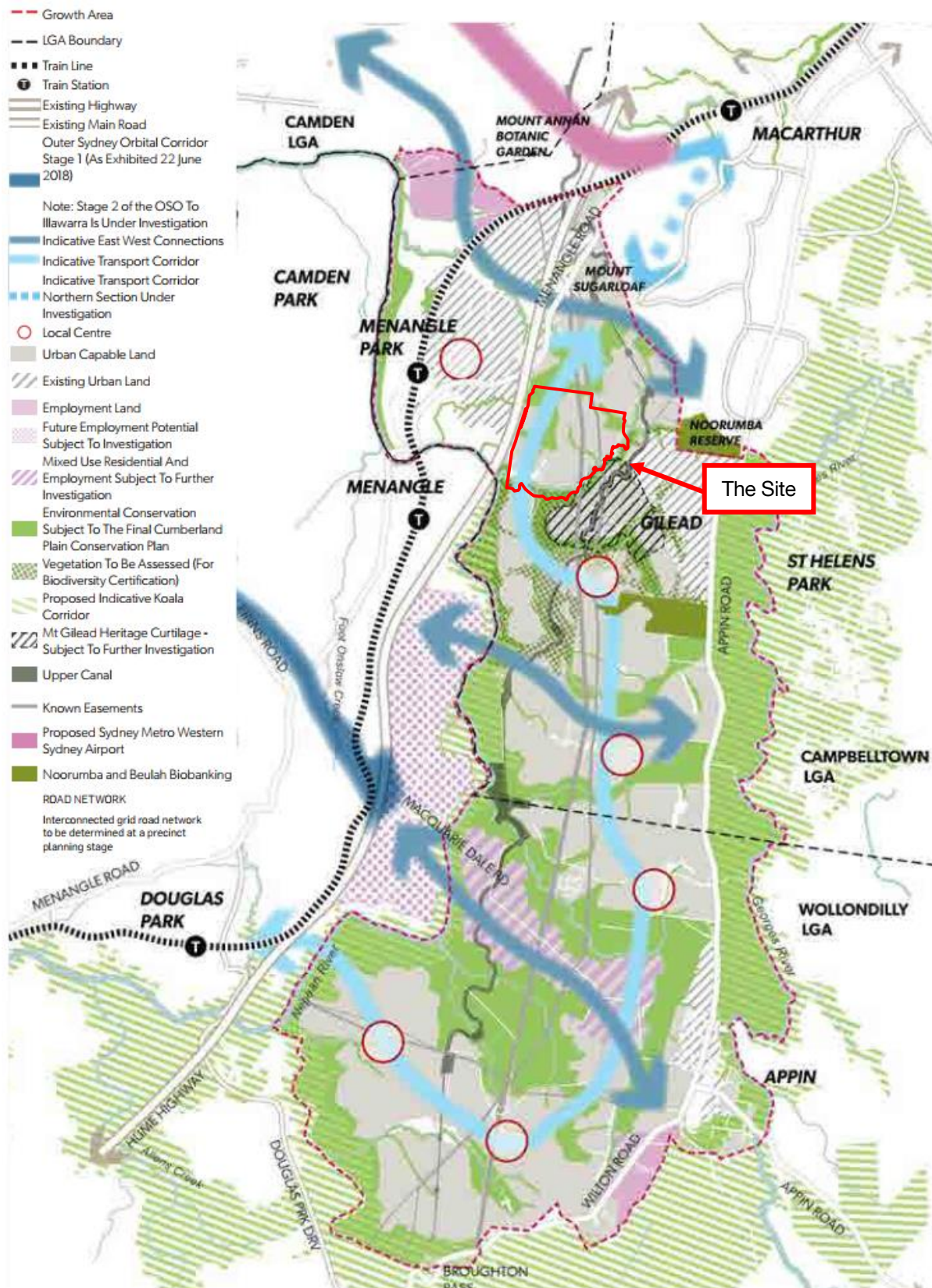


Figure 54: Greater Macarthur Structure Plan (Source: Greater Macarthur 2040)

The Macarthur Plan is based on five (5) themes (Place, Land Use, Movement, Landscape and Built Form) which provide a framework to guide development and identify the infrastructure needed to support

growth. The Macarthur Plan includes strategic land use and infrastructure planning across the Growth Area. To do this, it identifies 12 precincts within the Growth Area, of which the site is located in the Gilead Precinct (refer to Figure 55).

The Macarthur Plan notes as a key action that Glenlee, Ingleburn and Gilead North Precincts will be rezoned as a first priority, as agreed with Campbelltown City Council, Camden Council and Wollondilly Shire Council. The Macarthur Plan also notes that precinct rezoning will be utilised to avoid fragmentation and to allow the efficient delivery of infrastructure. The Proposal therefore aligns with this sequencing of rezoning, establishing a framework for the delivery of infrastructure across the growth area, particularly areas to the south.



Figure 55: Greater Macarthur Growth Area Precincts Map - extract (Source: Greater Macarthur 2040)

The Proposal demonstrates consistency with the Macarthur Plans ambition for new land release precincts to deliver low to medium density homes along with employment. Specifically for the Gilead Precinct, the proposal aligns with the following goals:

- Achieve higher density residential development around the future centres and along the transport corridor.

This is reflected in the structure plan that includes small lot residential in the south of the precinct around the proposed school, neighbourhood centre and areas of active open space.

- Rezone and release land for urban development.

Accordingly, the Proposal seeks to rezone land for urban development, providing a framework for the delivery of residential, commercial, community and open space land uses, its associated infrastructure, as well as environmental management and conservation.

- Deliver around 15,000 new homes within a scenic landscape.

The Proposal will result in the delivery of approximately 1,450 new homes, incorporating a range of dwelling types across a range of lot sizes.

- Conservation of biodiversity corridors and waterways.

The Proposal seeks to conserve and embellish sensitive remnant ecological communities and riparian zones. This includes areas identified Cumberland Plain Woodland and koala habitat.

- Create a central transport corridor to connect public transport to the Campbelltown to Macarthur rail lines. The Proposal will include upgrades to Medhurst Road along the site's western edge, consistent with the alignment of the indicative transport corridor. This road upgrade will allow for future expansion and connectivity to the south of the Gilead growth area in line with the Structure Plan at Figure 55.
- Create road upgrades and connections to Appin and Douglas Park.

The Proposal will provide necessary upgrades to Medhurst Road, incorporating upgraded connections to Menangle Road. This updated transport infrastructure will contribute to future connections to Appin and Douglas Park to the south.

A number of objectives and planning principles are provided within each of the five themes for compliance where precinct planning is proposed. An assessment of the Proposal against the key objectives and planning principles is provided below.

Heritage

European Heritage

A Historic Heritage Assessment of the site was undertaken by Eco Logical. The assessment found the site does not have any listed heritage items, however it is located in a landscape of early land grants and State significant farming properties. The Mount Gilead property, Sydney Water Upper Canal, Camden Park Estate, Sugarloaf Farm and Belgenny Farm are State heritage listed items within the vicinity of the site.

The Heritage Assessment details the presence of a Federation-era (1890-1915) house with gardens and associated farm buildings, being located within the north-western portion of the site (Lot 3 DP622362). The report establishes that these items do not reach the threshold for local significance, however the site is considered to contribute to the surrounding historical landscape and that the proposed redevelopment of the house would result in a positive heritage outcome.

The assessment also notes that the proposed subdivision and redevelopment of the site is unlikely to cause any direct impacts or indirect impact to the following heritage items with tree screening and retention of open space near heritage items being proposed:

- 'Upper Canal Sydney (Pheasants New Weir to Prospect Reservoir)' (SHR Item No. 01373);
- 'Sugarloaf Farm' (SHR Item No. 01389);
- 'Menangle Landscape Conservation Area' (WLEP 2011 Item No. C6); and
- 'Mount Gilead' (CLEP 2015 Item No. I58) heritage items are located within the vicinity (600 m) of the study area.

Aboriginal Cultural Heritage

An Aboriginal Heritage Assessment (AHA) was undertaken by Kayandel Archaeological Services. The AHA identifies that there are a total of 101 Aboriginal sites registered within a 4km area of the site, with four (4) being located on the site. Another nine (9) sites were located within proximity of the site, being within 100m of the subject area. The four (4) registered Aboriginal sites within the site are located on the flats associated with Menangle Creek on the southern and eastern edge of the site (refer to Figure 56).

No other previous unrecorded Aboriginal objects or sites were identified in Kayandel's survey of the site.

Kayandel also prepared a preliminary evaluation of archaeological sensitivity within the site (refer to Figure 56). The crests located close to water sources, the flats associated with Menangle Creek, and Menangle

Creek itself have been assessed as archaeologically sensitive landforms, with further investigation and impact assessment of these identified areas to be undertaken prior to development application (DA) stage.

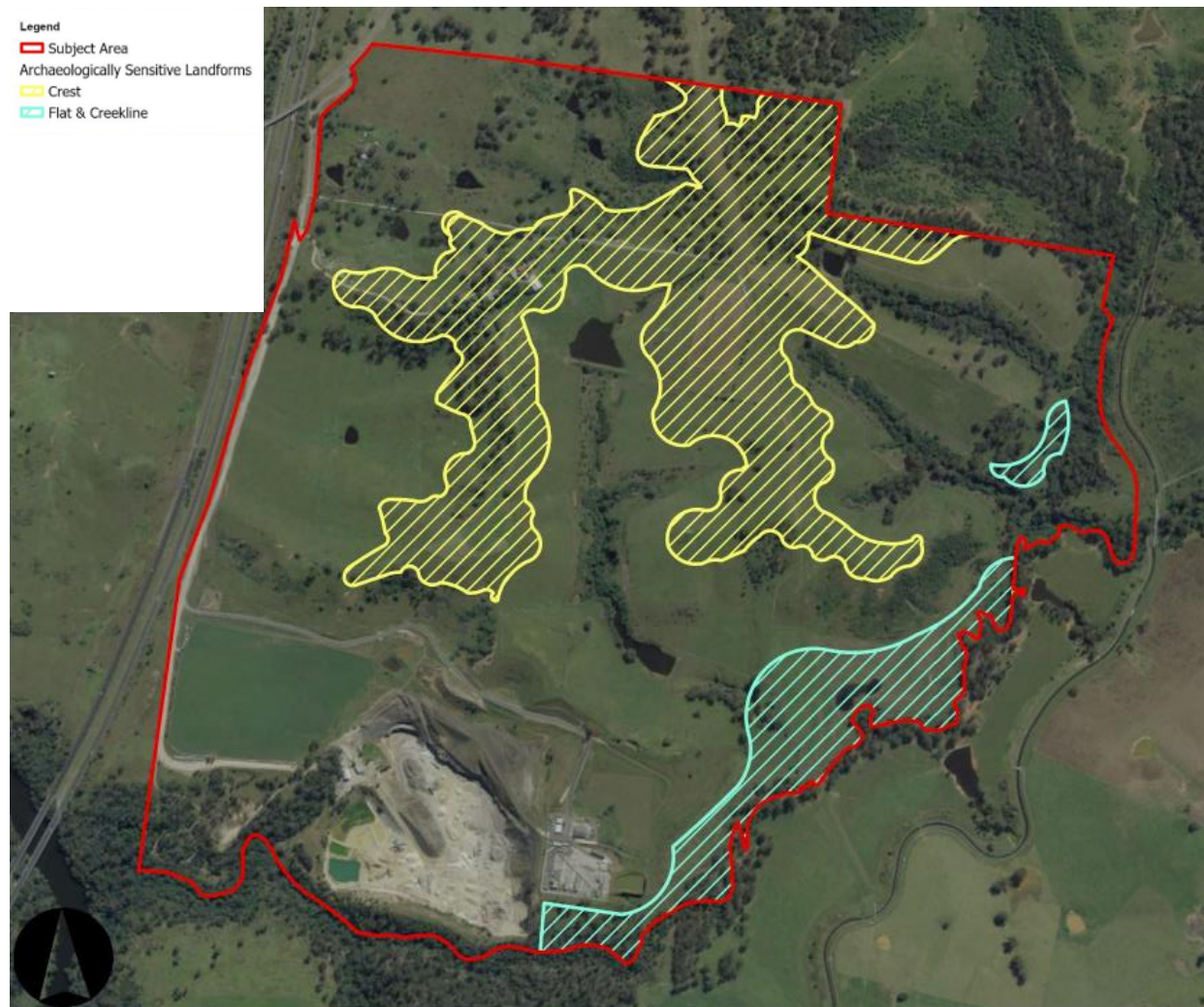


Figure 56: Archaeological Sensitive Landforms (Source: Kayandel)

In developing the structure plan, the Proposal is informed by Aboriginal Cultural Heritage Assessments, including an AHIMS search, field survey and consultation with the Aboriginal community. The result of this work has provided guidance on Aboriginal sites and archaeologically sensitive locations, including landforms. It has provided direction on the proposed layout of the structure plan, as well direction on further investigations that would be required at development stage.

An assessment of non-Aboriginal heritage has been undertaken, across the site, focusing on the existing federation-era house, landscaped gardens and outbuildings as part of the former Rosalind Farm. The assessment determined that there are not heritage items located on the site and that existing structures associated with Rosalind Farm do not warrant heritage status.

Notwithstanding this, the Proposal seeks to retain the federation-era dwelling and the associated gardens and outbuildings, in part, to allow for their upgrade and inclusion as part of an adaptive re-use strategy to be incorporated into the village centre. This is illustrated in the Village Centre Proposal prepared by Brewster Murray architects which accompanies the proposal.

Public Domain

The Proposal will provide an opportunity for the delivery of high-quality public domain spaces associated with a range of zones, their land uses, and the delivery of infrastructure, including roads. In doing so, the Proposal is able to:

- Through the use of roads, pedestrian and cycle paths, as well as open space, provide permeability through the site, as well as connectivity for the community to move between land uses;
- Promote the retention and embellishment of key landscape areas, including bushland areas, riparian corridors, and significant landforms;
- Embellish existing site constraints such as the gas easement to provide opportunities for new public domain areas;
- Provide a range of public domain spaces, including streets, passive and active open space, to meet the needs of a diverse community, as well as provision its associated infrastructure, including appropriate furniture, bus stops, street lights, seating bins and bicycle parking;
- Ensure new public domain environments can affectively accommodate a range of end-users, including pedestrians, cyclists and motor vehicles as required. The arrangement of open space and roads has been carefully structured around the existing site topography, to ensure these spaces are and will be accessible and safe to all (wheelchairs, prams, visually impaired);
- Promote through the adaptive re-use of existing buildings and their landscaped curtilage, a relationship with the site's past; and
- Implement through the provision of site-specific controls as part of an amended DCP, requirements for a Green Plan that will underpin the neighbourhood structure and identify how a 40% tree canopy cover, green links, tree-lined streets and shaded environments can be achieved.

Land Ownership

The Proposal demonstrates consistency with the NSW Government's commitment to the delivery of housing, jobs, infrastructure, and services as set out on the Macarthur Plan. Accordingly, the Proposal will:

- Rezone land for public release which will be subdivided and developed for new homes;
- Provide a variety of housing choice that is affordable to suit the needs and lifestyle of the local community;
- Create local centres that provide employment opportunities, services and facilities by locally owned and operated businesses that serve the local community;
- Provide transport infrastructure to enable vehicle movement throughout the Greater Macarthur Growth Area;
- Provide the necessary regional infrastructure, including schools, open space, parks, and recreation facilities; and
- Protect key conservation areas, including riparian and koala corridors.

Regional Infrastructure

The provision of new regional infrastructure to service the growth will be incorporated in a Special Infrastructure Contributions (SIC) scheme. This is detailed in the VPA Proposal prepared by Craig and Rhodes consultants and accompanying this Proposal. The Proposal includes:

- Upgrading of Medhurst Road to a sub-arterial road, and land for education;
- Dedication of a 3.2ha primary school site;
- Dedication of land for a fire station; and

- Dedication of land for the Koala conservation and associated fencing.

The necessary infrastructure for the land release areas in the south of the Growth Area will be funded by developers generally at no additional cost to government.

Utilities

The Proposal is supported by a services and social infrastructure assessment which identifies existing infrastructure, planned and committed infrastructure, as well as infrastructure requirements of the structure plan.

In response the Proposal has through the structure plan and supporting technical studies been able to demonstrate an ability to incorporate and deliver infrastructure elements relating water, wastewater, electricity, telecommunications, NBN, roads, stormwater and water management, public transport, walking and cycling facilities. It also includes social infrastructure requirements relating to education and open space facilities.

Landscape

Landscape character

The Proposal seeks retain its key landscape form and identify of undulating open hills, vegetated ravines and riparian corridors. It is this landscape that contributes to the site's scenic qualities, particularly when viewed from surrounding areas.

The structure plan is informed by a biodiversity/landscape assessment, which has provided guidance on key landscape features of the area that require retention, including riparian corridors and areas of existing vegetation, including Cumberland Plain Woodland and koala habitat.

A sustainable street tree planting regime is to be implemented via the DCP that will respond to the street and open space networks, development density and form, and align with the landscape character and topography of the area.

Biodiversity

The Proposal seeks to conserve and embellish sensitive remnant ecological communities and riparian zones. This includes areas identified Cumberland Plain Woodland and koala habitat. In doing so, the Proposal is able to demonstrate an ability to:

- Implementation of the CPCP with the dedication of approximately 41ha to Koala Corridor with a total of approximately 76ha of land allocated as conservation lands.
- Protect land with biodiversity value and provide a sensitive urban interface that supports and enhances the significance of corridors and reserves. This is achieved through the use of open space and roads;
- Avoid and minimise impact on threatened species and endangered ecological communities though the retention and protection of Cumberland Plain Woodland;
- Protect the integrity and continuity of wildlife by ensuring sufficient corridors to support koala communities and their protection through the treatment of barriers to roads, and exclusion fencing to the public;
- Retain vegetation inside corridors in open space networks; and
- Locate bushfire asset protection zones and stormwater infrastructure outside of areas with high biodiversity value.

Sustainable Design

Measures to achieve sustainable design outcomes, including minimising adverse potential urban heat island impacts will be addressed via the DCP. This will include mechanisms to address building material reflectivity and urban bushland, including tree planting requirements. The structure plan responds to potential acoustic impacts with the use of landscaped zones to ensure appropriate setback are achieved from busy roads, including the Hume Highway, Medhurst and Menangle Roads.

In addition, new housing will be subject to sustainability initiatives implemented through the State Governments' BASIX requirement.

Open space, Green Grid and tree canopy (recreation, walking and cycling)

The Proposal will provide an integrated approach to open space with provision for an open space network that supports a range of passive and active open spaces and their facilities. Furthermore, the arrangement of open space and road network will support opportunities for the integration of clear cycle and pedestrian routes that accommodate a range of users.

This road and open space network will provide a green grid dimension through structured and informal open space areas and linkages, providing opportunities for increased planting of canopy trees.

Details relating to the incorporation of walking and cycling paths, including their integration in to the road network will be addressed via the DCP.

Water

The Proposal promotes a range of WSUD measures, including a number of water quality devices (i.e. gross pollutant traps and bioretention systems) that will assist capturing water flows, treating the water and returning it to the natural drainage landscape of Menangle Creek and its associated tributaries.

Furthermore, the biodiversity and ecological values of riparian corridors have been mapped and protected through their incorporation into the structure plan, including conservation of Cumberland Plain Woodland habitat within these corridors

Bushfire

The Proposal is informed by a bushfire study which demonstrates capability of the structure plan, and future development, to comply with the provisions of Planning for Bushfire Protection (PBP) 2019, including provision for asset protection zones (APZs).

Waste

Measures to manage and minimise waste will be addressed via the DCP. The proposed road hierarchy prepared a part of the structure plan demonstrates an ability to support local resource recovery and waste management managed across the LGA, including kerbside collection.

The implementation of BASIX as a sustainability requirement at development stage will introduce opportunities for the sustainable and efficient use of resources including water and energy from housing.

Air Quality

Responding to potential air quality impacts created by emissions from traffic along the existing Hume Highway and upgraded Medhurst Road, the Proposal seeks to ensure that new residential uses and school will be appropriately setback with local roads and landscaped areas strategically placed to provide a buffer to these sensitive land uses. Further, the highly permeable and accessible street and open space

network will support public and active transport options – reducing private vehicle dependency for local trips.

Built Form

The Proposal takes a place-based approach to its design, with regard also given to the objectives of the document 'Better Placed' prepared by GANSW. The structure plan is informed by a number of supporting documents that ensure its approach responds accordingly. A summary of its compliance with 'Better Placed' is outlined below. In doing so it is also able to demonstrate the Proposal's ability to take a place-based approach to the development of the precinct, that provides diverse dwelling typologies and a design for people and the environment at its core.

The proposal responds to the objectives of 'Better Placed' as follows:

- Better fit – contextual, local and of its place.

The structure plan is guided by the existing topography of the site, its environmental functions, as well as its archaeological and European history, allowing for urban components to be balanced by the retention and enhancement of natural and built form elements. Open space is incorporated to preserve and enhance these natural elements, and to identify the scenic qualities of the site established by the undulating open hills, vegetated ravines and riparian corridors. Existing buildings with historic qualities and attachment to the character of the site is proposed to be preserved and with opportunities for their adaptive reuse created as part of the proposed village centre.

- Better performance - sustainable, adaptable and durable.

Sustainability and resilience against climate change is achievable through the implementation of design standards established through state and local controls, including BASIX and the DCP. Opportunities for active transport, including pedestrian and cycling are accomplished through the use of open space and roads allowing residents to prioritise these methods of movement over private vehicles for local trips. Open space will allow opportunities for the retention and embellishment of planting, particularly the conservation of Cumberland Plain Woodland and riparian corridor habitat. The road network will allow for an abundance of street planting, assisting with cooling through canopy trees above/around dwellings.

- Better for community - inclusive, connected and diverse.

The Proposal through varying low and medium density residential zones, will allow for a diversity in housing types, affordability, and tenure. The incorporation of commercially zoned land will provide diversity in land uses which together with the integration of residential uses and open space will provide an economic framework that supports engaging places and resilient communities.

Access through walking, cycling and public transport is promoted through the use of open space and roads, with an aim at reducing private car usage required for local trips and in turn reducing traffic impacts, air pollution and household transport costs.

The incorporation of a village and neighbourhood centre to provide access to the day-to-day needs of goods and services, as well as education and sports facilities will further reduce the need for vehicle usage.

- Better for people - safe, comfortable and liveable.

Indicative modelling of amended contours achieved through future earthworks will allow for increased accessibility across the design of streets, open spaces and buildings, allowing people to move freely across the site. Scenic qualities experienced both within and from the site will be preserved, and enhanced through the retention of topographical elements, including hills and riparian corridors. Local and district views are promoted as key elements of the site to promote enjoyment and prosperity of residential and visitors.

Roads and open spaces will incorporate the planting of canopy trees to provide protection and shading from the sun, and will be complimented with facilities, including street furniture and signage for wayfinding to activate and enhance resident and visitor experience.

- Better working - functional, efficient and fit for purpose.

A range of residential zones that promote diversity in lot sizes and resultant dwelling types will provide opportunities for housing to be tailored to the topographical and natural elements of the site, including presence of riparian corridors and Cumberland Plain Woodland habitat. This ensures that the design of roads, open spaces, future school, commercial and residential land uses are practical and appropriate for their location, will not restrict usage and allow for adaptation and change to ensure long-term functionality.

- Better value - creating and adding value.

The Proposal seeks to take advantage of its location, leveraging on the existing characteristics and qualities of the site to increase social, economic, and environmental benefits to the community. This is realised through the adaptation and incorporation of local and district views to the design of the structure plan to ensure a quality in design that supports and encourages further good design in the locality or neighbouring areas, raising the standards of the wider area, and multiplying value over time to deliver both social and economic value for investors and users of the site.

- Better look and feel - engaging, inviting and attractive.

A key feature of the Proposal is its location and setting across a topography that exhibits steeply undulating terrain and plateaus above watercourses. It is these elements that create a visual setting for the site that has guided the development of the structure plan. Built form and open space will complement this landscape allowing for an urban setting that is diverse and proportionate in scale to the surrounding natural environment.

Land Use

Housing

The structure plan responds accordingly to the natural topography of the site with larger lots being required in locations that will preserve the character of this area established by the scenic hills.

The Proposal will result in both an increase to the supply and diversity of housing to support a broad demographic of the population, including a range of ages. This will be reflected in a diversity of housing typologies achievable across proposed low and medium density residential zones.

The proposed delivery of new residential zones will support a greater variety of new homes and price points than currently achievable across the site and within the LGA. This includes an approximate 1,450 new dwellings set against the 15,000 potential dwelling targets established for Gilead.

The proposal will accommodate a range of density zones, and include:

- Larger low density residential lots (10-12 dw/ha);
- Low density residential lots (12-15 dw/ha);
- Smaller low density residential lots (15-18 dw/ha); and
- Medium Density Residential (18-20 dw/ha).

In accordance with the Macarthur Plan, these density zones will align with the R2 Low Density and R3 Medium Density Residential zones.

Local economy / Centres

The Proposal will include provision for a village centre within the north-west of the site and neighbourhood centre located within the south-west of the site adjacent the school, and active and passive open space. The village centre will incorporate a pub/hotel and restaurant providing food and beverage opportunities to service both the immediate precinct and also the wider area.

The inclusion of these commercial lands will provide a range of goods and services to meet the needs of the local community and may include specialty shops, cafés and food services, offices and retail services, education and health facilities.

The location of these centres responds to existing structures, including the federation era house and associated gardens and outbuildings, as well as future school and playing fields. Each centre will be located on the proposed collector road, providing a range of access options and encouraging the use of public transport, walking and cycling.

Social Infrastructure / Health / Education

While it is expected that the contribution of housing and population density will create additional demand for infrastructure and health services, early indications from Council have provided guidance that these essential services will be provided elsewhere within larger centres.

A Social Infrastructure Needs Assessment prepared in support of the Proposal has determined that the site and projected population will generate need for a new primary school. Accordingly, the structure plan allocates land for a 3.2ha primary school adjacent village centre and open space.

Resource extraction / Agriculture

The site has a history of quarrying, coal seam gas mining and farming. Accordingly, the staging of the Proposal reflects the decommissioning and removal of these historic uses.

In support of the Proposal, a Contamination Assessment has been undertaken to identify potential areas of environmental concern (PAEC) and related Contaminants of Potential Concern (COPC) which may arise from previous and current land uses.

The results of this assessment have determined that the level of contamination found on the site is typical of other rural properties in the area, with the exception of the presence of the quarry and gas infrastructure. Notwithstanding the presence of these features, the site could be made suitable for the proposed uses following further investigation and any required remediation.

In line with the Macarthur Plan, the Proposal is able to demonstrate an ability to protect future residents from risks relating to these former uses. Furthermore, it is able to minimise any potential conflicts with agricultural land being located within a designated land release area as outlined in the Macarthur Plan, Regional and District Plans.

Movement

Public Transport

Public transport opportunities are created throughout the site along a collector road that will accommodate buses, connecting between residential areas with the primary school, key open spaces, village and neighbourhood centre, as well as future connections to Menangle Park, Macarthur and Campbelltown railway stations.

Cycling and walking

The Proposal, through its arrangement of open space and road network, will provide local walking and cycling network facilities to encourage walking and cycling within the site.

Connections and crossings

The upgrade of Medhurst Road and connection to Menangle Road will provide improved north-south connections to enable the efficient movement of people and services. This road upgrade will allow for future connections to the south along the indicative transport corridor.

New walking and networks will integrate with public transport networks to reduce dependency on private car use, particularly for local trips.

Road network

The proposed road network has been largely guided by the topography of the site and the presence of endangered ecological communities, including Cumberland Plain Woodland habitat and riparian and koala corridors. The arrangement of roads around the perimeter of the site has also been used to assist in the application of asset protection zones (APZs) to minimise risk to bushfire and design requirements for future dwellings. It also has an added benefit in providing a border to the koala habitat bounded by koala-proof fencing as part of the road reserve landscaping.

A road hierarchy is proposed that responds to associated public transport, walking and cycling networks across the Site. The proposed network will provide opportunities for future connection to the indicative transport corridor that continues south through the growth area.

Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Community Strategic Plan (CSP) - Campbelltown 2027

Campbelltown 2027, Council's Community Strategic Plan establishes a vision and coordinated direction for the LGA that addresses a range of planning, economic, community and environmental issues to guide the future direction of planning policies around job and housing opportunities to 2027.

Council's vision for the Campbelltown LGA as outlined in the Plan is as follows: *Campbelltown City - designed for ambition, innovation and opportunity*. The Proposal is consistent with this vision in that it promotes a diverse and inclusive city by incorporating job opportunities close to home for local residents, enabling a range of housing choices to support different lifestyles, creating safe, well maintained, activated and accessible public spaces, ensuring future development is sustainable and resilient, as well as conserving the natural environment and the city's biodiversity.

In doing so the Proposal will ensure access to adequate infrastructure and services, whilst providing opportunities for housing diversity that is resilient in its design and accessible to employment, open space and services. The Proposal promotes opportunities for future residents to access to public transport and its integration between active transport modes. It provides the opportunity for a pedestrian and cyclist focus and supports the responsible management of growth and development, with respect for the environment, heritage and character of the Campbelltown LGA.

Local Strategic Planning Statement (LSPS) (March 2020)

The Local Strategic Planning Statement (LSPS) details Campbelltown City Council's plan for the community's social, environmental and economic land use need over the next 20 years. The LSPS provides context and direction for land use decision making within the Campbelltown Local Government Area (LGA). It seeks to:

- Provide a 20 year land use vision for the Campbelltown LGA;
- Outline the characteristics that make our city special;
- Identify shared values to be enhanced or maintained; and
- Direct how future growth and change will be managed.

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 supports the relevant priorities and actions of the Campbelltown LSPS, particularly the priorities identified within the themes of 'A vibrant and liveable city', 'A respected and protected natural environment', and 'Infrastructure and collaboration'. These are outlined in Table 10.

Campbelltown Local Strategic Planning Statement	Proposal
Liveability A vibrant and liveable city	
Planning Priority 1: Creating a great place to live, work, play and visit.	<p>The Proposal will provide new public domain in the form of passive and active open space, as well as spaces associated with commercial land uses that will provide high quality public realms that compliment adjoining land uses that will activate these areas and facilitate community integration.</p> <p>New parks and sporting fields, as well as walking and cycling networks will promote opportunities for healthy communities. The location of both village and neighbourhood centres, as well as primary school will also increase the standard of living through high levels of walkability to these uses and the facilities and services they provide.</p> <p>Opportunities for urban shade will be maximised by protecting existing trees and incorporating appropriate landscaping and increased planting of canopy trees in open space areas and streetscapes.</p>
Planning Priority 2: Providing high quality, diverse housing.	<p>The Proposal will provide for a diversity of housing within the LGA to accommodate community demands for housing amongst Campbelltown's growing population.</p> <p>Differing lot sizes and densities achievable across the site will result in a range of high-quality dwelling typologies that are appropriate for their location.</p> <p>The location of dwellings responds to regional and local directives relating to preferred locations for urban growth, with the site being located within an identified urban release area. The Proposal will assist in achieving the target of 15,000 dwellings within the Gilead precinct provided under the Greater Macarthur 2040 Plan.</p>
Planning priority 3: Embracing our heritage and cultural identity.	<p>The Proposal identifies and promotes the conservation of environmental heritage and sensitive environmental areas.</p> <p>The structure plan has been designed taking direction from the existing topography and site</p>

Campbelltown Local Strategic Planning Statement

Proposal

features this creates, including views and vistas to and from the site, riparian and koala corridors, and remnant Cumberland Plain Woodland habitat.

The retention and embellishment of these natural features responds to biodiversity and archaeological assessment work undertaken.

While the site does not hold any identified items of European heritage, or structures necessitating listing, the Proposal will provide opportunities for the retention of historic structures on site, allowing for the interpretation of their historic use and association with the land.

An understanding of sensitive landforms, AHIMS sites and connecting with country, provides guidance on the future adaptation of the land for urban purposes whilst respecting and celebrating its archaeological heritage.

The proposal demonstrates an ability to manage development outcomes having appropriate regard to environmental and heritage considerations

Sustainability

A respected and protected natural environment

Planning Priority 5: Embracing our unique landscape setting.

The Proposal provides a mechanism to secure and restore threatened and endangered species, including Cumberland Plain Woodland habitat and koala and riparian corridors. This is generally consistent with the CPCP, with the exception of two (2) narrow corridors of vegetation proposed to be removed from the north-east corner of the site and be offset with the retention of the central riparian corridor. The applicant is currently in discussion with DPE in relation to modification to the CPCP. This is addressed further in Section 5.4.2.

The arrangement of open space will allow for the implementation of WSUD to sustainably manage the water cycle across the site and assist in maintaining water quality and catchment health across the broader hydrological system.

The Proposal recognises and celebrates the distinctive topography of undulating hills and ravines that frame the arrangement of land uses and development standards, including location of residential and open space zones, as well as proposed dwelling densities and lot sizes.

Campbelltown Local Strategic Planning Statement**Proposal**

Planning Priority 6: Respecting and protecting our natural assets.

The Proposal presents opportunities for the repurpose and reuse of a former sandstone quarry, which will be remediated and filled for the purpose of providing active open space areas.

The Proposal will preserve and protect areas of threatened and endangered fauna and flora. Collaboration with DPE and Council has resulted in the mapping and preservation of Cumberland Plain Woodland habitat and koala corridors.

The arrangement of open space, including areas of remnant natural bushland, will be accessible, attractive, and safe places for the recreation and wellbeing of the community. A diversity of open spaces will also promote different uses and access arrangements for different community needs.

The proposed street hierarchy will also allow for the planting of canopy trees across the site, which alongside areas of open space and protected habitat will contribute to the site's contribution of a canopy coverage of 16-25% for that portion designated as Menangle Park, and 26-40% for that portion designated as Gilead.

Contributions to green links shown in Council's open space and green grid diagram are realised through the arrangement and embellishment of riparian and Koala corridors across the site.

Planning Priority 7: Managing our use of finite resources.

The Proposal will provide opportunities at development stage for waste management and resource recovery in line with Council's policies.

Building heights are proposed to reflect the urban character and scale of the site across commercial and residential areas. The arrangement of open space is generally framed by the proposed road network which will provide a safeguard to ensure solar access is not restricted in open space areas.

Opportunities to implement WSUD into the stormwater cycle network will assist in improving water quality and catchment health across the site and broader catchment.

Planning Priority 8: Adapting to climate change and building resilience

Appropriate water and bushfire hazard management strategies underpin the proposal and opportunities to proactively address potential urban heat island impacts. These include mechanisms such as WSUD, tree planting and application of generous asset protection zones (APZs).

Campbelltown Local Strategic Planning Statement**Proposal**

Opportunities exist to implement a sustainable street tree planting regime to improve canopy cover across roads and pathways. Opportunities for sustainable dwelling design initiatives via the DCP. Further, the inclusion of water treatment facilities across the site will assist in filtering urban stormwater run-off within the landscape, contributing to urban cooling and an improved local ecology.

Collaboration with Council and DPE has resulted in the protection of key riparian and koala corridors across the site, Cumberland plan habitat, and environmental value they contribute to the site and wider area.

**Productivity
A thriving, attractive city**

Planning Priority 11: Striving for increased local employment

The provision of commercial land in the form of a Neighbourhood and Village centre will provide local employment opportunities across the site and wider region, complementing centres approved for Menangle Park and Mount Gilead.

**Infrastructure & Collaboration
A successful city**

Planning Priority 13: connecting our city via strategic links.

The Proposal would provide a highly permeable and accessible street and open space network that supports walking and cycling as an alternative method of transport.

The upgrade of Medhurst Road and its intersection with Menangle Road will provide improved connections to key employment centres within the Campbelltown LGA, in the Western Economic Corridor, the Aerotropolis, the Western Sydney International and more broadly across the District, the Region and beyond. It will also provide opportunities for future connections to the south through the proposed land released area, shown as indicative transport corridor within the Macarthur 2040 Plan and to the north east.

Planning Priority 14: Ensuring infrastructure aligns with growth

The Proposal demonstrates an outcome of collaboration with State and Local government regarding the implementation of the State Infrastructure Contributions (SIC) Levies for the site. The incorporation of canopy planting, pedestrian and cycle infrastructure into the proposed street network will improve amenity and facilitate use for local recreation by residents.

The proposal will allow for increased tree canopy with the inclusion of planting along street, within open space areas. This will be complimented with

increased water surfaces with the inclusion of detention basins will assist in ensuring amenity outcomes are directly correlated with the requirements for infrastructure.

Table 11: Consistency with Campbelltown Local Strategic Planning Statement (LSPS)

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Future Transport Strategy 2056

Future Transport 2056 sets the 40-year vision, directions, and principles for customer mobility in NSW, guiding transport investment over the longer term. Future Transport 2056 was developed collaboratively with the Greater Sydney Commission, Infrastructure NSW and the Department of Planning, Industry and Environment to ensure transport and land use planning align and complement each other, delivering an integrated vision across the State.

The Proposal is generally consistent with the six (6) state-wide principles and their visions under the Future Transport 2056 document. In particular, the Proposal will:

- Promote liveability, amenity and the economic success of future communities and the site through enhanced transport connections and infrastructure, including roads, cycling and pedestrian facilities, as well as access to public transport.
- Ensure the incorporation public spaces and their access are key components of the structure plan design where people can meet and enjoy their leisure time, including, parks, sportsgrounds and public domain incorporated into commercial lands.
- Ensure people are able to safely and easily access new public domain spaces, school, as well as residential and commercial lands by walking, cycling and public transport, encouraging people to be more physically active, and improving opportunities for mental health and increased social interactions and recreational opportunities.
- Increase access to transport by providing a framework to expand the public transport network, as well as active transport modes.
- Provide transport infrastructure that is accessible and equitable.
- Promote walking and cycling as transport methods for local trips within the site to support environmentally, economically and socially sustainable transport outcomes that aim to tackle climate change, create liveable places, reduce congestion, and support the better health and wellbeing of the community.

Furthermore, the Proposal applies place-based planning principles to its design by recognising the unique character of the site and promoting transport infrastructure and services needs that reflect local character and the movement needs of the local community. This place-based approach to the planning, and design of the Proposal, ensures that the transport networks proposed recognise the network of public spaces formed by roads and streets and the spaces these adjoin and impact including residential, commercial and open space areas. This will assist in achieving the regional goal of a '30-minute city', ensuring people have better access to jobs, education, and essential services.

Cumberland Plain Conservation Plan

The Cumberland Plain Conservation Plan (CPCP) came into effect on 17 August 2022 to protect Western Sydney's biodiversity and support its growth to 2056 and beyond. In particular, the CPCP seeks to avoid and

minimise negative impacts to biodiversity and offset residual impacts on biodiversity from future development in the Growth Areas. This includes the Greater Macarthur Growth Area.

The CPCP contributes to the Western Parkland City by supporting the delivery of housing, jobs and infrastructure while protecting important biodiversity including threatened plants and animals. The CPCP takes a landscape approach to offsetting these impacts and includes a range of specific conservation measures for koala habitat in the Greater Macarthur Growth Area, where koala populations in Campbelltown and Southern Highlands overlap ('the southern Sydney koala population').

Under the CPCP, the site includes the following land categories:

- Certified – Urban Capable;
- Excluded;
- Non-certified;
- Strategic Conservation Area; and
- Important Koala Habitat.

This is illustrated in Figures 57 to 59.



Figure 57: CPCP Land Category Mapping (Source: DPE CPCP Viewer)



Figure 58: Extract of CPCP Mapping identifying Protected Koala Habitat and Restoration (Source: DPE CPCP Viewer)



Figure 59: Extract of CPCP Mapping identifying Strategic Conservation Area (Source: DPE CPCP Viewer)

As illustrated in the CPCP mapping at Figure 55, the majority of the land is identified as 'Certified – Urban Capable' land under the CPCP. Areas identified as 'Certified – Urban Capable' land under the CPCP are areas that will be certified under the *Biodiversity Conservation Act 2016* (BC Act 2016) as having the biodiversity approvals to progress development. Such areas will not require further site-specific biodiversity assessments as these areas have been strategically chosen to avoid and minimise impacts on biodiversity values.

Any areas of the site not proposed to be 'Certified – Urban Capable' that will be zoned for development by the project will require site-specific biodiversity assessments, in accordance with the Biodiversity Assessment Report Method (BAM) provided by Cumberland Ecology in support of the Proposal. Namely, this will apply to Lot 1 DP 622362, being No.111 Menangle Road, which is identified as Excluded Land on the CPCP mapping.

As illustrated on Figures 57 58 and 59, the CPCP maps identifies parts of the site along predominantly the eastern and southern boundary along Menangle Creek as 'Important Koala Habitat', 'Restoration area for Koala Habitat' and 'Strategic Conservation Area'. This correlates with what is referred to as Corridor A under the Chief Scientist and Engineer Report "Advice on the protection of the Campbelltown Koala population", (April 2020). The Proposal importantly delivers a 40.67ha Koala Corridor along the eastern and southern boundaries of the site largely consistent with the Koala Habitat mapping and Strategic Conservation Area mapping of the CPCP and the recommendations of the Chief Scientist and Engineer Report. This is illustrated in Figure 60. The proposed Koala corridor width complies with the Chief Scientist's minimum transect widths of 395m.



Figure 60: Indicative Structure Plan with proposed Koala Corridor outlined in blue (Source: Design & Planning Pty Ltd)

However, it is noted that the Proposal seeks some variations to the CPCP mapping. Figure 61 provides a comparison between the CPCP mapping and the Planning Proposal. Most notably the two "fingers" of vegetation in the north-east corner of the site (coloured purple), where the proposal impacts on the CPCP Avoided areas. These two "fingers" contain vegetation of diminished value due to highly invasive weed infestation in both corridors. This area is proposed to be offset by the conservation of vegetation in the central riparian corridor currently identified as "Urban Capable" which holds higher conservation value in addition to areas shown in pale blue, which are otherwise excluded.

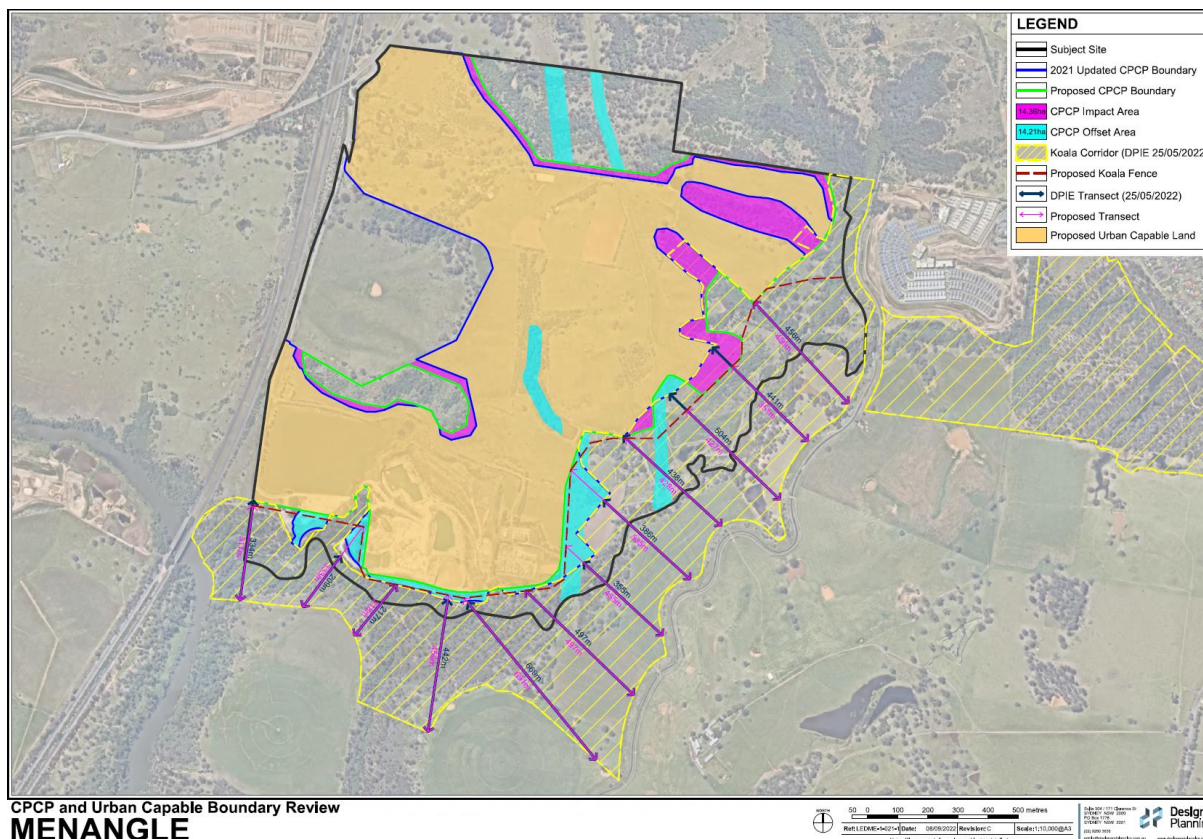


Figure 61: CPCP and Urban Capable Boundary mapping (Source: Design + Planning)

In this context, it is noted that the proponent is currently holding ongoing discussions with the DPE's CPCP Team regarding the extent of 'Certified – Urban Capable' land and a modification to the CPCP mapping will be sought via the modification process identified on the CPCP website.

Accordingly, the structure plan has been developed in consultation with DPE in relation to the CPCP, as well as Cumberland Ecology, in an attempt to modify areas that hold reduced conservation value, while retaining those areas that hold higher conservation value. This is evidenced by the Proposal retaining the majority of land proposed to become 'Strategic Conservation Area' under the CPCP. This includes the retention of land identified in the CPCP as 'Important Koala Habitat' and land identified in the Campbelltown Comprehensive Koala Plan of Management (CKPOM) as 'Strategic Koala Linkage' that links to Mount Gilead to the east and the Nepean River to the southwest.

The structure plan provides for approximately 76ha of conservation lands in the form of Bushland open space, riparian corridors / CPCP and Koala Corridors. A breakdown of these proposed conservation lands are provided in Table 11. Proposed conservation lands and their arrangement across the site, including koala corridors is shown in Figure 37.

Open Space Type	Net Size (ha)
Bush Open Space	25.1
Riparian Corridor	51.3 (including Koala Corridor)
Koala Corridor	40.67

Table 12: Proposed Conservation lands – summary

Cumberland Ecology note in their Biodiversity Assessment Report that the layout of the structure plan:

“...has sought to retain vegetation and habitat across the site considered to have the highest biodiversity value with consideration of the following: listing status under the BC Act and EPBC Act, connectivity to offsite habitat, consistency with the Draft CPCP, CKPOM and Gilead Koala Conservation Plan, and riparian areas.

As a result, the project will retain a minimum of ~80 ha of land of the 264ha present within the subject site (i.e. retention of 30% of all land available), noting that ~168 ha of the subject site is currently comprised of already cleared land and Exotic Dominated Vegetation. Of the land to be retained, ~51 ha conforms to a BC Act listed TEC, which equates to the retention of ~61% of all TECs present (total of ~84 ha) within the subject site. The TECs to be retained are also considered to provide the most suitable habitat for threatened species, meaning that ~61% of the most suitable threatened species habitat (flora and fauna) will also be retained.

Although an estimated 39% of the TECs (and threatened species habitat) present within the subject site may be removed by future development, much of this is proposed to become ‘Certified – Urban Capable’ land under the Draft CPCP. This means that the removal of much of the TECs proposed to be removed by the project has already been accounted for on a strategic level (i.e. DPIE has assumed these areas will be removed to facilitate the development needs of the region).”

Importantly, the proposal proposes a structure plan that is considered to be consistent with the objectives of the Gilead Koala Conservation Plan as well as the CKPOM. The inclusion of a Koala corridor in alignment with the Gilead Koala Conservation Plan and CKPOM will ensure suitable habitat for the species that has connectivity to adjoining areas will be retained and managed in the long-term, increasing the species long-term viability in the region.

State Infrastructure Strategy

The State Infrastructure Strategy (the Strategy) sets out Infrastructure NSW’s independent advice to the NSW Government on the State’s needs and strategic priorities for infrastructure over the long term.

The Strategy, *Staying Ahead: State Infrastructure Strategy 2022-2042* is framed around nine (9) long-term objectives, each with a dedicated chapter. The Strategy makes 57 recommendations (including sub-recommendations) to the NSW Government aimed at improving outcomes and living standards for the people of NSW. The Proposal is able to demonstrate alignment with a number of strategic directions and their recommendations in that the Proposal:

- Demonstrates a coordinate approach to planning for infrastructure, land use and service delivery to meet future housing, employment and community needs;
- Will include updates to land use controls that reflect its current status as urban capable land;
- Will deliver more housing, jobs, amenities and services in locations where there is planned capacity for infrastructure;
- Through the design and, assessment process, the structure plan presents a framework for the development of the site that actively reflects the sites history, culture, heritage and infrastructure;
- Embeds into its structure plan a strategic and practical approach to managing biodiversity; and
- Will provide increased opportunities for effective water management, water quality and water security across the site through the management of stormwater and riparian systems, and implementation of WSUD.

To complement the implementation of the Strategy, the DPE has exhibited a number of contribution reforms in 2021 which includes the State Infrastructure Contribution levy and an accompanying SEPP that proposed to apply a broad-based state contribution across Greater Sydney. It is intended that all draft and determined State Infrastructure Contributions (SICs) will be replaced by the new RIC regime once it has been determined.

The latest advice is that the new State contributions regime will commence in September 2022. Once in effect a number of State infrastructure charges will be applied to assist in the realisation of state infrastructure outcomes, to be tested and delivered commensurate to the Proposal.

Section B – relationship to the strategic planning framework

Q.6. Is the planning proposal consistent with applicable SEPPs?

An analysis of the Planning Proposal against the relevant State Environmental Planning Policies (SEPPs), is provided in the table provided in support of the Proposal at Attachment 8.

The analysis at Appendix 8 demonstrates that the Proposal is generally consistent with all relevant SEPP's with the exception of Chapter 13 of the SEPP (Biodiversity and Conservation) 2021, in relation to parts of the CPCP mapping on the site.

As identified in relation to Question 5, the proposal is generally consistent with this mapping and the delivery of a Koala corridor in accordance with the requirements of the CPCP and the Chief Scientist's and Engineer report. The Proposal identifies approximately 40.67ha of the site to be conserved as a Koala Corridor in accordance with the transect requirements of the DPE CPCP team.

However, it is acknowledged that the proposal seeks to remove two areas of vegetation identified as Koala Habitat, which are located in the north-east corner of the site. These areas line the banks of two Category 1 creeks that are highly weed infested and contain degraded vegetation. The loss of these areas is proposed to be offset through the retention of and revegetation of the central riparian corridor, which has been identified as urban capable.

In this context, the Proposal in its current form is inconsistent with the mapping under the CPCP and therefore Chapter 13 of the SEPP (Biodiversity and Conservation) 2021. Notwithstanding this, the landowner is currently liaising with the DPE CPCP team with the view to seeking a modification to the CPCP mapping to deliver consistency.

The Proposal is considered to be generally consistent with Chapter 4 of the SEPP and the Campbelltown Comprehensive Koala Plan of Management (CCKPoM).

Q.7 Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?

An analysis of the Planning Proposal against the the applicable Ministerial Directions (issued under Section 9.1 of the *Environmental Planning and Assessment (EP&A Act 1979)*, is provided in support of the Proposal at Attachment 9.

The Proposal is consistent with all Ministerial Directions with the exception of Planning Direction 3.6 – Strategic Conservation Planning, which came into effect on 17 August 2022 on the making of the Cumberland Plain Conservation Plan. The objective of the Direction is to protect, conserve and enhance areas with high biodiversity value.

The Direction applies to avoided land or a strategic conservation area and identifies that a Planning Proposal must not rezone land identified as avoided land or strategic conservation area to residential.

The Planning Proposal is largely consistent with this Direction for the vast majority of the site. However, the Proposal is currently inconsistent with this Direction, where it proposes to rezone both avoided land and strategic conservation land in the NE corner of the site. The reasons for this inconsistency have been addressed in detail in the above sections in relation to the CPCP, as the Proposal seeks to remove degraded Category 1 riparian corridors and offset this with the retention of, upgrading and revegetation of another higher order Category 2 riparian corridor which is identified as urban capable land.

As identified earlier in this report, the landowner commenced discussions with DPE CPCP Team prior to the making of the CPCP on 17 August 2022 and a formal modification process being created. These discussions included modifications to draft CPCP mapping for the site. Since the gazettal of the CPCP, the landowner has continued to liaise with DPE CPCP Team with the view to resolving this issue and ensuring that the Proposal and CPCP are consistent. A formal request for modification of the CPCP has been lodged with DPE. Notwithstanding this, it is considered that the current inconsistency is considered justified as it will deliver an improved environmental outcome.

5.4.3 Section C – environmental, social and economic impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

Flora and Fauna

A Biodiversity Assessment Report (BAR) has been prepared by Cumberland Ecology which identifies 13 vegetation types across the site (refer to Figure 20), with a number of these conforming to various threatened communities listed under the NSW *Biodiversity Conservation Assessment Act 2016* (BC Act) and/or Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Of these 13 vegetation types, seven (7) are listed as endangered, endangered ecological community (EEC) or critically endangered ecological community (CEEC) under the *BC Act* and/or *EPBC Act*.

Having regard to site analysis and potential ecological impacts associated with the proposal and structure plan, Cumberland Ecology makes the following comments/conclusions:

- Vegetation Removal.
 - The majority of the subject site to be impacted by future development aligns with the proposal for this land to become ‘Certified – Urban Capable’ land under the CPCP (refer to Figure 55). This means that the majority of the vegetation and associated habitat required to be cleared to facilitate the proposal would be accounted for on a strategic level (i.e. DPE has assessed these areas as having reduced biodiversity value and assumed their removal to facilitate the development needs of the region).
 - The majority of the vegetation is susceptible to clearing by future DAs as a result of the project comprising Exotic Dominated Vegetation that holds limited biodiversity value.
 - Areas proposed to become ‘Riparian’, ‘Koala Corridor’ or ‘Managed Bushland’ under the structure plan will be entirely avoided while all other areas may be entirely cleared by future development.
 - It is anticipated that the extent of impacts on vegetation communities and habitat facilitated by the project will not extend beyond the areas to be rezoned for development. These impacts are proposed to be ameliorated through the retention of some of the largest patches of native vegetation with connectivity to offsite habitat within areas to be become ‘Riparian’, ‘Koala Corridor’ or ‘Managed Bushland’ under the structure plan.
 - Future DAs lodged within areas that are not ‘Certified – Urban Capable’ land under the CPCP will have to demonstrate the avoid, minimise, offset hierarchy of the BAM, likely resulting in the further retention of vegetation within areas zoned for development. Therefore, the potential impacts on vegetation are a ‘worst-case’ scenario of what impacts could be facilitated by the project.
 - While no threatened species have been documented within the site by Cumberland Ecology in developing the BAR, it is noted that future development within the site may result in the removal of potential habitat for 13 threatened flora species and 32 threatened fauna species considered to have the potential to occur within the subject site.
 - It is considered unlikely that future development within the subject site will result in a significant impact on any threatened species, due to the amount of suitable threatened species habitat being retained as well as the generally degraded condition of the habitat to be removed.

- While the project will facilitate the removal of a number of fauna habitat features, it will also ensure the retention of habitat features within areas proposed to be retained which will ensure that suitable habitat for native species that has connectivity to offsite habitat remains in the subject site. Furthermore, in response to the removal of fauna habitat, Cumberland Ecology note that such impacts can be appropriately ameliorated through the retention of habitat as well as the implementation of the mitigation measures as part of future DA processes.
- Koala Habitat / CPCP
 - As mentioned previously, Chapter 4 of the Biodiversity and Conservation SEPP applies to the site and the CKPOM has been approved for the LGA, whilst Chapter 13 ‘Strategic Conservation Planning’ applies the CPCP mapping to the site. Under both the CPCP and the CKPOM, the site includes areas mapped as ‘Potential Koala Habitat’, as well as ‘Strategic Linkage Areas’ along Menangle Creek (refer to Figure 37). The project will result in the retention of all ‘Strategic Linkage Areas’ mapped under the CKPOM; however some ‘Potential Koala Habitat’ mapped by the CKPOM and the CPCP is proposed to be rezoned for urban development and therefore will be removed by future development facilitated by the project. This has been discussed earlier in this report.
 - The structure plan provides for approximately 76ha of conservation lands in the form of Bushland open space, riparian corridors / CPCP and koala corridors. A breakdown of these proposed conservation lands are provided in Table 4 and includes 40.67ha of land dedicated to Koala Corridor. Proposed conservation lands and their arrangement across the site, including koala corridors is shown in Figure 58.
 - The location of the proposed koala corridor includes areas identified as ‘Important Koala Habitat’ within the CPCP, the ‘Secondary Corridor’ (Corridor A) identified in the Chief Scientist & Engineer Report, all areas identified as ‘Strategic Linkage Areas’ in the CKPOM and adjoins the adjacent koala corridor detailed in the Council endorsed Gilead Koala Conservation Plan.
 - Exclusion fencing will be installed as part of the koala corridor, likely restricting any koala usage of areas outside the corridor currently mapped as ‘Potential Koala Habitat’ under the CKPOM (i.e. currently mapped ‘Potential Koala Habitat’ will no longer be potential habitat as access to the areas will be restricted). It is further noted that any areas that become ‘Certified – Urban Capable’ under the final CPCP will not need to demonstrate consistency with the CKPOM as detailed in Chapter 4 of the Biodiversity and Conservation SEPP.
- The proposal and supporting structure plan is considered to be consistent with the objectives of the Council endorsed Gilead Koala Conservation Plan, Chief Scientist & Engineer Report, as well as the CKPOM. The inclusion of a koala corridor in alignment with the Gilead Koala Conservation Plan, Chief Scientist & Engineer Report and CKPOM will ensure suitable habitat for the species that has connectivity to adjoining areas will be retained and managed in the long-term, increasing the species long-term viability in the region.
- With consideration of the substantial areas of habitat to be retained by the project as well as large areas of the site certified as ‘Urban Capable’ land under the CPCP, it is considered that the future development in line with the structure plan is achievable under the biodiversity legislation and planning controls relevant to the project.

Refer to the Biodiversity Assessment Reports prepared by Cumberland Ecology for more information.

Q9. Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

Acoustics

An Environmental Noise Assessment (ENA) has been undertaken by TTM to determine the potential noise impacts of the surrounding road network on residential areas of the proposed development.

With respect to the existing acoustic environment, the ENA notes that:

"The development is impacted by various levels of noise due to the large scale of the site. The western boundary, in proximity to the Hume Highway, is dominated by road traffic noise from this road. The north-western corner of the site is affected by road traffic noise from both the Hume Highway and Menangle Road.

The central and eastern areas of the site are expected to be affected by a much lower level of road traffic noise. The ambient noise environment in these areas is typically dominated by the natural environment including sounds of insects, wildlife and wind in vegetation. The existing quarry at the south of the site is being decommissioned as part of the overall proposal and therefore will not form part of the acoustic environment once the development is complete."

Having regard to potential acoustic impacts identified by TTM, and proposed residential areas within the structure plan, the ENA makes the following comments/conclusions:

- The proposed development is subject to road traffic noise intrusion from the Hume Highway, Menangle Road and future upgrade of Medhurst Road.
- Road traffic noise levels are predicted to exceed the day-time criteria of 60 dB(A) Leq, Day at the western side of the development in some instances. Additional noise attenuation measures will be required for the future dwellings proposed to be built on the noise affected lots.
- Road traffic noise levels are predicted to exceed the night-time criteria of 55 dB(A) Leq, Night at a greater level than the day-time criteria. Therefore, the night criteria is the most stringent and will determine the noise affected lots of the development. Additional noise attenuation measures will be required for the future dwellings proposed to be built on noise affected lots.
- The impact of a 3m high acoustic barrier along the site boundaries was modelled to assess the likely noise attenuation it would provide and whether it would provide beneficial additional noise shielding within the constraints of being feasible, practical, and reasonable. The modelling indicated that the implementation of this acoustic barrier would provide a maximum noise reduction of 3-4 dB at only a few selected locations and that the noise attenuation diminishes quickly as distance is increased from the barrier.
- Additional noise attenuation measures such as, acoustic design and noise control treatments, including lot/dwelling orientation, internal space planning, architectural and mechanical noise control treatments, will be required for the affected lots to achieve the internal noise criteria contained in the NSW SEPP Infrastructure.
- Traffic generated from the development is not expected to cause a significant increase in road traffic noise to existing noise sensitive properties

The ENA demonstrates that the proposal as detailed in the structure plan is reasonable and that acoustic impacts can be managed appropriately, and in accordance with legislative requirements as part of any future development application. Refer to the ENA prepared by TTM for more information.

Bushfire

As identified in Section 2.10, the Bushfire Prone Lands Map (refer Figure 21) identifies that the site is bushfire prone land, comprising namely 'Vegetation Category 1', 'Vegetation Category 2' and 'Vegetation buffer'.

A Strategic Bushfire Study (the Study) has been prepared by Australian Bushfire Protection Planners Pty Ltd (ABPP). The Study outlines the legislative framework governing bushfire assessment and management across the site. In line with this legislative framework, an assessment of bushfire risk against the site and the proposal is undertaken. Mechanisms for managing these risks are established and then analysed against the proposal for their appropriate inclusion.

In terms of existing risk and potential fire paths, the Study notes the following:

“The rezoning precinct is currently surrounded by undeveloped land which is subject to upslope fire events from the north, northwest, west, southwest southeast and northeast.”

Furthermore, the Study notes that development to the west of the Hume Highway as part of the Menangle Park Precinct will mitigate bushfire risk from the north-west and the west. This same outcome is expected for land located to the south and south-west of the site that is considered for future residential subdivision. The development of this land will mitigate bushfire risk from the south and south-west direction.

However, land from the south-west zoned RU4 will remain a fire path towards the western corner of the site. Similarly, land to the north-east of the site zoned C3 and will be retained for conservation and will remain a northeast fire path in perpetuity.

Having regard to the above analysis and understanding of surrounding development, Figure 59 shows potential fire paths post development of surrounding land.

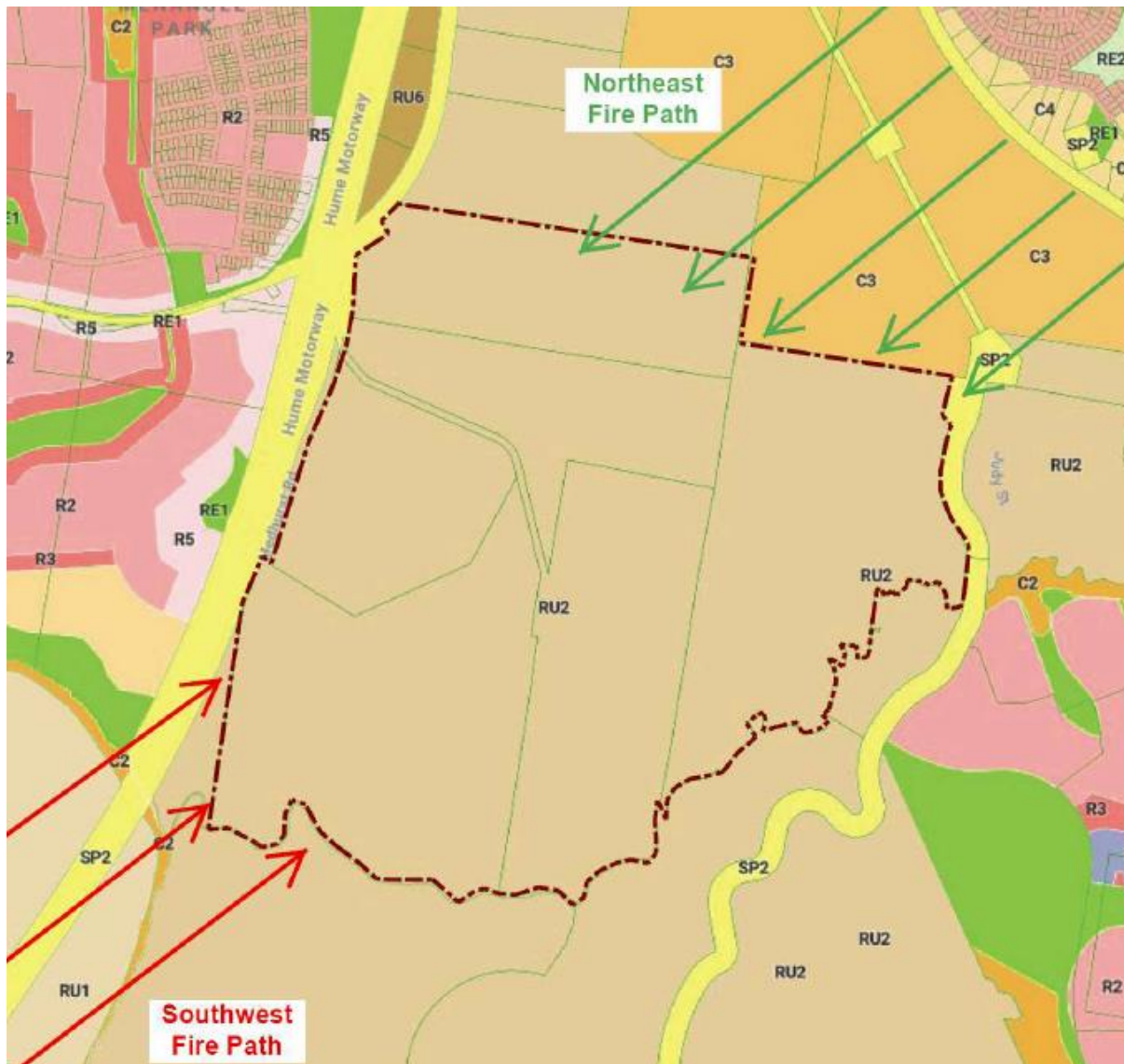


Figure 62: Plan of potential fire paths - post development of surrounding land (Source: ABPP)

The Proposal notes a reduced bushfire to the northwest and west of site by the future development of the Menangle Park Growth Area and the future urban development on the land to the south and south-east of the site (refer to Figure 62). However, ABPP note the following external and internal areas that will remain as a bushfire risk to the site:

- External
 - Vegetation within the C3 zoned land to the northeast; and
 - Vegetation on the RU4 zoned land to the southwest of the site – west of the Hume Highway.
- Internal
 - Retention of vegetation within the site, including in the riparian corridor to Menangle Creek and internal open space areas.

Having regard to the potential bushfire risk to the site from internal and external sources, and the proposed structure plan, the Study makes the following comments/conclusions:

- The provision of Asset Protection Zones (APZs) to the external and internal hazards addresses the requirements of Table A1.12.5 of *Planning for Bushfire Protection 2019* and reduce the bushfire risk to the residential development.
- A review of the access provisions has found that a hazard remains to the southeast of Menangle Road – the primary emergency exit from the site, where there is no alternate egress from the site. However, to address this non-compliant access requirement, a Neighbourhood Safer Place has been recommended, combined with the provision of a site for a new fire station will provide coverage for the estate and surrounding development.
- The proposed Structure Plan prepared by Design & Planning achieves compliance with the Strategic Planning provisions of Chapter 4.1 and Chapter 4.2 *Planning for Bushfire Protection 2019* and the aim and objectives of *Planning for Bushfire Protection 2019*.

Refer to the Strategic Bushfire Study prepared by ABPP for more information.

Contamination

A Preliminary Site Investigation (Contamination) (PSI) has been prepared by Douglas Partners to identify past and present contaminating activities and provide a preliminary assessment of site contamination, as well as commenting on the need for further investigation and / or management where required.

The PSI has identified 93 Potential Areas of Concern (PEAC) across the site (refer to Figures 63 and 64). The PSI has identified the following uses and their contamination risk associated with the PEAC:

- Medium to High Risk
 - Menangle Park Recycling Facility – possibility that asbestos impacted material has been imported.
 - Rosalind Park Gas Plant (RPGP), gas and gas wells – noting planned remediation of the RPGP and gas wells, however potential for ongoing gas leakage.
- Low Risk
 - All other PEACs across the site – associated with identified ground disturbance or localised filling.

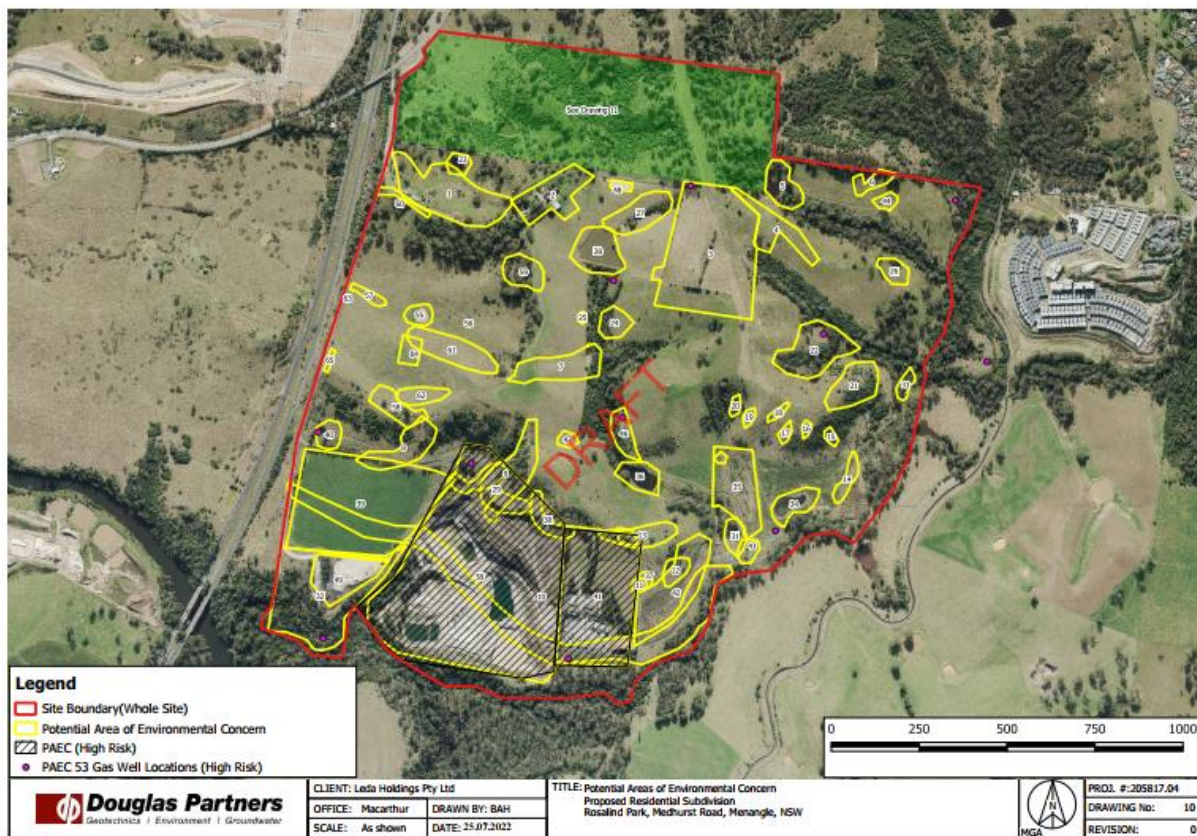


Figure 63: Potential Areas of Environmental Concern (Source: Douglas Partners)

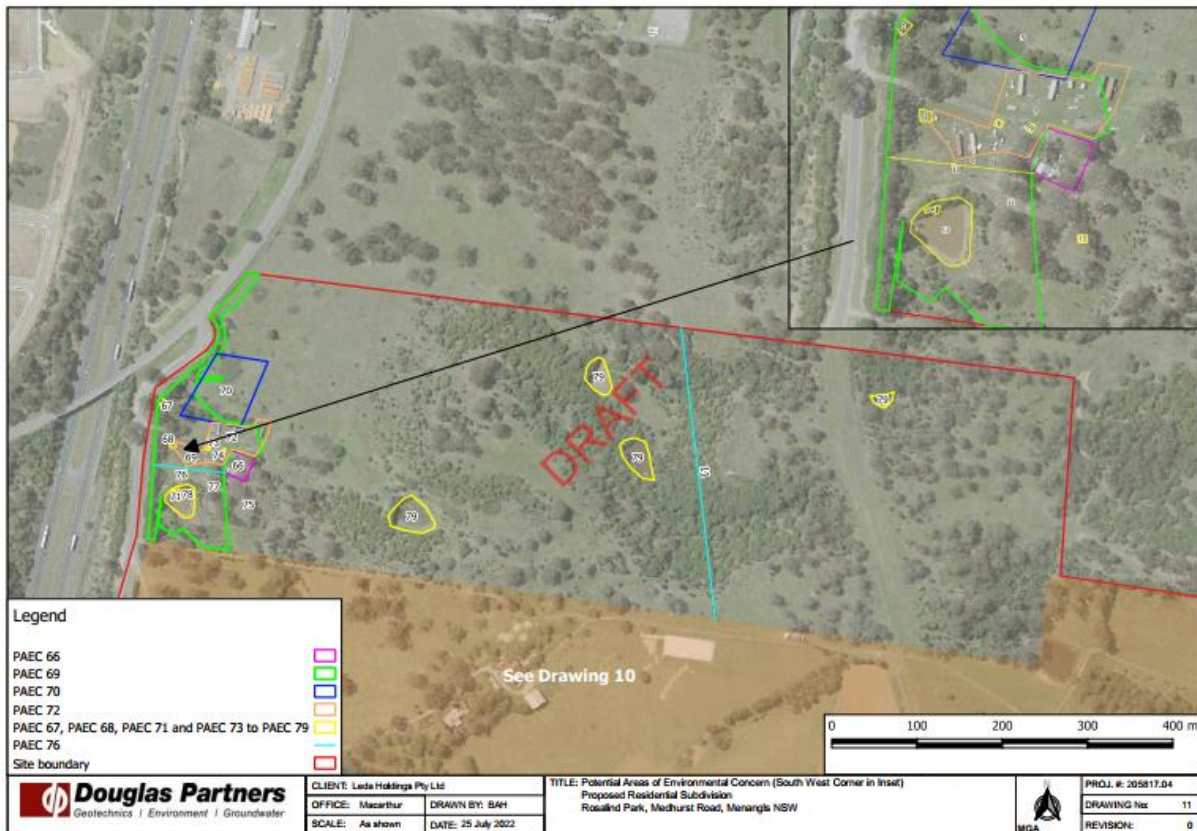


Figure 64: Potential Areas of Environmental Concern – Lot 1 in DP589241 (Source: Douglas Partners)

Having regard to potential contamination across the site, and identified PEAC, the PSI concludes that:

“...the level of contamination found on the site is typical of other rural properties in the area, with the exception of the presence of the quarry and gas infrastructure. However, notwithstanding the presence of these features, it is expected that the site could be made suitable for the proposed reuse following further investigations” in line with the below commentary from Douglas Partners:

- No intrusive testing was completed as part of the PSI. As such, there could be further PEAC that could not be identified as part of the assessment methodology undertaken as part of the PSI.
- A number of PEAC comprise areas of ground disturbance. Where these are confirmed to be areas of filling, the potential for these areas to be impacted with hazardous materials should be taken into account.
- The preparation of a sampling plan and completion of intrusive investigation is required to ascertain which PEAC need to be reclassified as an Area of Environmental Concern (AEC). Subject to modelling of AECs, the extent of each AEC and the level of contaminants of concern should be determined through investigation.
- Further limited assessment of the non PEAC areas of the site will be required at DA stage to confirm the inferred low potential for contamination.
- Potential groundwater contamination is not considered to be significant for the majority of the site, unless soil contamination is found within an AEC or within the background area.

Refer to the Report on Preliminary Site Investigation (Contamination) (the PSI) prepared by Douglas Partners for more information.

Mine Subsidence

The site falls within the South Campbelltown Mine Subsidence District.

The Proposal demonstrates a capability to prevent damage to life, property and the environment given development impacts associated with the proposal's intent for low density residential areas, school, village, and neighbour centres. However, to determine relevant mine subsidence considerations that will underpin the Proposal, consultation with Subsidence Advisory NSW to determine the extent of previous and proposed mining and consideration given to the effects of subsidence on surface infrastructure should be undertaken by Council (the relevant planning authority) as part of the consultation process.

As part of staged subdivision and early works Development Applications (DAs) across the Site, approval from Subsidence Advisory NSW under section 22 of the *Coal Mine Subsidence Compensation Act 2017* will be progressively required.

Traffic Assessment

A Traffic Impact Assessment (TIA) was undertaken by Stantec to determine existing conditions relating to the transport and road network, including traffic volumes, walking and cycling infrastructure, as well as existing travel behaviours. The TIA also provides an assessment of parking and traffic in relation to the proposal.

The traffic modelling makes the following conclusions:

- Based on the target yield the Medhurst Road site is estimated to generate 2,154 vehicle trips during the AM peak hour and 1,893 vehicle trips during the PM peak hour. Considering only external trips (i.e., not travelling within the site) and discounting the school trips in the PM peak hour (since the school PM peak traffic volumes would occur outside the road network peak hour), the proposed development would generate 1,637 and 1,378 vehicle trips in the AM and PM peaks respectively.
- The site is located near the Menangle Park Urban Release Area (URA) which is predicted to provide 3,500 dwellings and other community, recreational, educational and employment uses. Based on stated assumptions the development at full completion (Stages 1, 2 and 3) is estimated to generate

3,333 vehicle trips during the AM peak hour and 3,224 vehicle trips during the PM peak hour. Only a portion of this traffic will utilise Menangle Road to access their destinations and travel through the Medhurst Road/ Menangle Road intersection.

- The Medhurst Road / Menangle Road intersection has been considered under two (2) scenarios:
 - Scenario 1: Year of Opening (2032) – Medhurst Road development and Menangle Park URA at full completion with Menangle Road upgraded to a four-lane divided carriageway and average background growth rate of 2.5 percent per annum.
 - Scenario 2: 10-Year Design Horizon (2042) – Scenario 1 with additional background growth of 2.5 percent per annum for a 10-year period and school fully operational.
- Under a priority-controlled layout (with four-lane carriageway on Menangle Road) the intersection of Medhurst Road / Menangle Road would operate at LOS F during both the AM and PM peak hours, with significant queues and delays. Therefore, intersection upgrades are required to cater for the anticipated future traffic volumes.
- A signalised intersection option, with auxiliary turn lanes on Menangle road and a dual lane approach on Medhurst Road has been considered. Under the signalised layout in both scenarios the intersection is expected to operate near capacity given the high degree of saturation. However, the assessment has adopted a number of conservative assumptions and the intersection operation is expected to be better in practice due to other road network changes and public transport infrastructure improvements in the pipeline that will be implemented over the next 20 years.
- Concept layouts for the two (2) internal site roundabouts have also been considered. The analysis indicates that both intersections would operate at LOS A during the AM and PM peak hours under the 2032 and 2042 scenarios. Where LOS A refers to Level of Service.

Having regard to the above, and other conclusions made in the TIA, Stantec note that overall, the proposal can be supported from a traffic and transport perspective. Refer to the TIA prepared by Stantec for more information.

Flooding

A Water Cycle Management Report has prepared for the site to address flood risk and stormwater quality having regard to surface runoff and the drainage network for the final scheme. The assessment concludes that:

- Modelling of the existing conditions across the proposed development site show that the flooding within the three tributaries that traverse the site is well contained and does not overtop the banks.
- Modelling of the proposed conditions subject to the implementation of the structure plan shows that whilst there are significant changes within the site due to the changed levels, there are no flood impacts off site, particular on the proposed Menangle Park development.
- The flood analysis indicates that the majority of riparian corridors across the site are generally safe in a developed scenario for people, vehicles and buildings in a 1% AEP flood hazard event (refer to Figure 65).
- The use of a detention basin strategy be avoided due to the site being at the downstream of the catchment there is a risk that site runoff peaks will coincide with peaks in Menangle Creek.
- That a drainage strategy be developed (at development application stage) to deal with the shallow sheet overland flows.

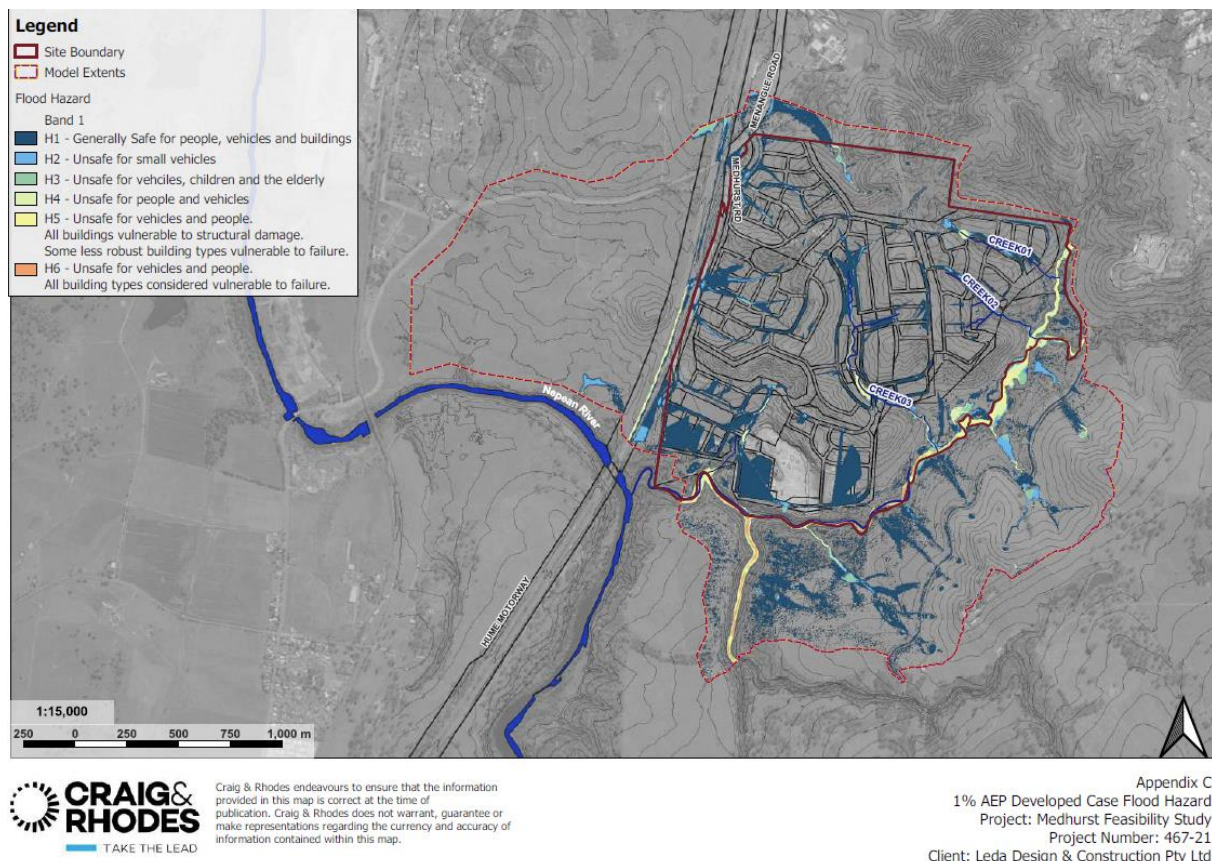


Figure 65: 1% AEP Developed Case Flood Hazard (Source: Craig & Rhodes)

Consequently, the report recommends that:

- The use of a detention basin strategy be avoided due to the site being at the downstream of the catchment there is a risk that site runoff peaks will coincide with peaks in Menangle Creek; and
- That a drainage strategy be developed (at development application stage) to deal with the shallow sheet overland flows.

Q10. Has the planning proposal adequately addressed any social and economic effects?

The proposal and its structure plan are informed by a range of studies, reports and assessments that give consideration to such matters including but not limited to indigenous archaeology and connecting with country, heritage, water cycle management, biodiversity, acoustic impacts, infrastructure needs and contamination.

Accordingly, though this analysis, the proposal is able to demonstrate it would result in positive social and economic effects. The proposal would result in short and medium-term employment opportunities related to development and construction activities associated with the sub-divisional works and the subsequent erection of dwellings, commercial and education facilities, as well as the development of landscaped areas, including passive and active open space, as well conservation lands.

An Economics Benefit Assessment has been undertaken by Urbis alongside other consultant documentation in support of the proposal. The assessment makes the following conclusions:

- The construction of the proposed development would generate an average total of 501 jobs over the 10-year development period.
- The development phase will generate a total Gross Value Added (GVA) of \$796.6 million to the NSW economy during the 10-year construction period.

- The ongoing operation of the proposed school and retail precinct development upon completion will also create economic value to the local economy. The operation of the proposed development will have the potential to deliver \$14.9 million direct and indirect annual gross value added to the economy.
- Upon completion of the development, the ongoing operations from the school and the southern retail precinct will generate new employment in the local economy.
- The school will have a capacity of 1,000 students while the southern retail precinct will deliver 1,800m² of retail space.
- The operational phase of the development will generate a total net increase of 145 jobs, including 125 direct jobs and 20 indirect jobs.
- Direct jobs are associated with the future intended uses on the site. Using a density of 13.5 students per staff for the school and 35m² per job for the retail, the school and southern retail precinct will support 125 jobs.

Refer to the document Economic Benefit Assessment prepared by Urbis for more information.

The increased supply of diverse housing stock would have positive social impacts, particularly in terms of enhanced housing opportunities and housing affordability. The proposed development will facilitate 1,450 additional residential dwellings in Menangle Park. Adopting an average household size of 3.38, 1,450 residential dwellings will support a residential population of 4,901 upon completion. Additionally, an increase in the resident population would potentially have positive social and economic impacts on the proposed village and neighbourhood centres. Adopting an average retail spending of \$17,600 per capita (constant \$2021 dollars in 2036), Urbis in their assessment work have estimated that total retail spending by the future population will be in the order of \$86.3 million in real terms in 2036. Urbis further note that this could translate to supporting ~10,800m² of retail floorspace at average productivity levels, which could potentially support 308 direct jobs in the retail industry.

The proposal would deliver a range of passive and active open space, incorporating integrated within residential lands to create an urban framework that is resilient in response to the impacts of climate change.

Furthermore, the proposed open space and road network will provide opportunities for active transport as well as a bus network, promoting healthy lifestyles and reducing a reliance on private motor vehicles use for local trips.

Social infrastructure impacts would importantly be addressed via proposed state and local VPAs and relevant State Infrastructure Contribution (SIC) and 7.11 contributions.

5.4.4 Section D – Infrastructure (Local, State and Commonwealth)

Q11. Is there adequate public infrastructure for the planning proposal?

As detailed in the supporting VPA Proposals document, prepared by Craig and Rhodes, the proposal will facilitate the development of a residential development accommodating approximately 1,450 new lots of varying typologies, lot sizes and densities in areas within proximity to open and green space to ensure ample amenity for residents.

The proposal includes a neighbourhood and village centre of approximately 3,510m² and 20,538m² respectively to support commercial and retail land-uses to service the surrounding residents and support local jobs.

Additionally, the proposal will include the delivery of the following public infrastructure:

- Passive open space land dedication and embellishment;

- Land conservation areas designated for riparian and koala corridors including revegetation and protective fencing;
- Active open space land dedication and embellishment of 2 playing fields and 4 sports courts;
- Land and works associated with new roads including a sub-arterial, collector, boulevard, local roads and pedestrian and cycleway;
- Land for social infrastructure including a new school and fire station; and
- Land and works for Water Quality Bioretention Basins and Gross Pollutant Traps (GPTs).

The proposal is further supported by a Social Infrastructure Needs Assessment prepared by Urbis, which outlines a number of social infrastructure requirements generated as a result of the proposal, to be provided on site, or within the broader area in line with Council's relevant contributions plan.

To facilitate the above infrastructure outcomes, Leda Holdings Pty Ltd is prepared to dedicate land for public uses and complete infrastructure works in accordance with the structure plan under separate VPAs with both the State Government and Campbelltown City Council in order to demonstrate that the development, once rezoned, would accommodate the required public infrastructure for new residents.

The supporting document VPA Report prepared by Craig and Rhodes outlines the following local, State and Regional contribution framework and rates that have relevance to the proposal.

Local Infrastructure

Campbelltown Council's Local Infrastructure Contributions Plan (2018)

With respect to 7.11 and 7.12 contribution applicable to the proposal, Craig & Rhodes note the following:

The site is located within Campbelltown Council's Local Infrastructure Contributions Plan (2018) area. While the proposal consists of mainly residential lots, the inclusion of the partial non-residential village centre makes the proposal (and future development) applicable to both Section 7.11 and 7.12 contributions.

In the event of any mixed-use conflict, the contribution method which produces the greater amount will be the method used for that application. Considering the number of residential lots is significantly higher than any non-residential land-uses proposed, the Section 7.11 contributions will be applied to the development.

The current Section 7.11 indexed contribution rates listed within the plan (last updated March 2022) are capped at a total of \$20,000 per dwelling. The indexed rate is subject to change by the next quarter accounting for an updated CPI. A breakdown of contribution costs per infrastructure item as detailed by Craig and Rhodes are provided as an extract in Table 13.

Rateable Unit	Open Space & Recreation Facilities	Community Facilities	Traffic, Transport & Access Facilities	Cycleways	Town Centre Public Domain Facilities	Plan Management & Administration	Total
Per Resident (a)	\$4,152.33	\$1,192.97	\$1,172.57	\$403.74	\$251.27	\$105.23	\$7,278.11
Secondary Dwellings or Senior Living Dwelling	\$6,726.19	\$1,932.81	\$1,900.60	\$655.01	\$406.96	\$169.66	\$11,791.23
Studio or 1 Bed dwelling	\$6,726.19	\$1,932.81	\$1,900.60	\$655.01	\$406.96	\$169.66	\$11,791.23
2 Bed Dwelling	\$7,929.90	\$2,278.57	\$2,239.91	\$772.05	\$479.98	\$200.80	\$13,901.21
3 or More Bed dwelling(b)	\$11,409.00	\$3,278.00	\$3,223.00	\$1,111.00	\$691.00	\$288.00	\$20,000.00

Table 13: Campbelltown Section 7.11 Indexed Rate – March 2022 (Source: Craig and Rhodes)

For the Local contribution rates, \$20,000 per lot has been adopted. This results in a total 7.11 contribution of \$29,000,000, based on a number of assumptions including a total 1,450 dwellings/lots yield. Refer to the document VPA Proposals prepared by Craig and Rhodes for more information.

Local Voluntary Planning Agreement

The value of dedicated land and works proposed for the proposed development is estimated at a total of \$84,374,050 in local contributions. The local contribution offered comprises a proposed value of \$60,065,450 in land dedications and \$24,308,600 in infrastructure works.

A summary of proposed land and works and their associated costs for inclusion in the VPA is provided below. Refer to the document VPA Proposals prepared by Craig and Rhodes for more information.

• Collector Roads	\$29,333,550
• Open Space	\$42,790,500
• Bioretention Drainage Basins	\$9,250,000
• Gross Pollutant Traps (GPTs)	\$3,000,000
• Total	\$84,374,050

State Infrastructure

State Voluntary Planning Agreements

The value of dedicated land and works proposed for the proposed development is estimated at a total of \$76,109,768 in state contributions. The State contribution offered comprises a proposed value of \$38,905,500 in land dedications and \$37,204,268 in infrastructure works.

A summary of proposed land and works for inclusion in the VPA is provided below.

• Medhurst (Regional) Road	\$41,717,700
• New Primary School (Land)	\$8,013,000
• Fire Station (Land)	\$267,250
• Biodiversity and Koala Conservation Corridors	\$16,161,472
• Total	\$66,159,422

Refer to the VPA Report prepared by Craig and Rhodes for more information.

Proposed Contributions

The DPE has exhibited a number of contribution reforms in 2021, including the SIC levy and an accompanying SEPP that proposed to apply a broad-based state contribution across Greater Sydney, replacing all draft and determined SICs with a new RIC regime. Once in effect, the three following State infrastructure charges will be:

- A base contribution rate (RIC) – applied across the Sydney Metro region;
- Strategic Biodiversity Component (SBC) – applied in areas under biodiversity agreements; and
- Transport Project Component (TIC) – applied in designated areas around significant transport investment like new rail and metro stations.

The NSW Government has permitted a discount rate in the first and second financial year of the implementation of the base contribution RIC to allow industry stakeholders and consent authorities to adapt to the new changes.

The proposed RIC and SBC (if determined) would apply to the proposal and is summarised in Table 14, extracted from the Craig and Rhodes document VPA Proposals.

Component	Development Type	July 22 – June 23 Rates	July 23 – June 2024 Rates	July 24 and Onwards Rates
Base Contributions	Low-density Houses	\$6,000/dwelling or lot	\$9,000/dwelling or lot	\$12,000/dwelling or lot
	Commercial	\$7.5/sqm	\$11.25/sqm	\$15/sqm
	Retail	\$7.5/sqm	\$11.25/sqm	\$15/sqm
SBC	Low-density Houses	\$5,000/dwelling	\$5,000/dwelling	\$5,000/dwelling
	Commercial	\$30/sqm	\$30/sqm	\$30/sqm
	Retail	\$30/sqm	\$30/sqm	\$30/sqm

Table 14: RIC Rates by component and development types inclusive of discount rates (Source: Craig and Rhodes)

However, given the new RIC regime has not yet been implemented, and no other SVPAs in the area have based their contribution on these lower rates, it is not proposed to utilise the RIC rates.

State contribution rates for the Rosalind Park development will instead be derived from the draft SIC rates and comparing that to contribution rates that have been adopted under existing VPAs for neighbouring development.

As mentioned above, the Mount Gilead SVPA was approved in May 2019 with a contribution of \$40,000/dwelling. This was based on the available rates within the draft GMGA SIC. The Menangle Park SVPAs included other notional contribution rates that were lower than the draft SIC. The State contribution rate that will be adopted for the Rosalind Park development will follow the precedent of the Mount Gilead SVPA and draft GMGA SIC.

The proposed nominated State contribution will be \$40,000/lot.

Refer to the document VPA Report prepared by Craig and Rhodes for more information.

5.4.5 Section E – State and Commonwealth Interests

Q11. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

As identified in Section 1.4.1, the landowner has consulted with a number of state authorities and agencies as part of the preparation of the Proposal.

Notwithstanding this, consultation with relevant state and Commonwealth public authorities will be undertaken in accordance with a Gateway determination.

5.5 Part 4 – Maps

The following LEP maps are proposed to be amended as part of this Planning Proposal.

CLEP 2015	Amendments
Land Zoning Map – Sheet LZN_003	Nominate applicable residential, commercial, environmental conservation, recreation and infrastructure zones across the site.
Height of Buildings Map –Sheet (HOB)_003	Nominate a maximum permissible building height of 10m, 12m and 15m on part of the site.
Lot Size Map – Sheet (LSZ)_003	Nominate minimum lots sizes of 200m ² , 400m ² and 500m ² across the site.
Lot Size for Dual Occupancy Development Map - Map – Sheet (LSD)_003	Nominate a minimum lot size of 700m ² and 950m ² across the site.
Urban Release Area Map – Sheet (URA) _003	Nominate the site as an urban release area.
Terrestrial Biodiversity Map – Sheet (BIO)_003	Nominate extents of vegetation across the site.
Land Reservation Acquisition Map – Sheet (LRA)_003	Nominate extents of local open space and classified road.

Table 15: Summary of LEP Mapping Amendments

5.6 Part 5 – Community Consultation

Pre-Lodgement Consultation

Pre-lodgement consultation on the Proposal is outlined in Section 1.4.1.

Post Lodgement Consultation

Part 1 of Schedule of the *EP&A Act 1979* requires the relevant planning authority to consult with the community in accordance with the Gateway Determination.

Accordingly, public consultation will be undertaken in accordance with the requirements of the Gateway Determination, the DPE 'Local Environmental Plan Making Guideline' and Council's community engagement framework.

It is expected that community consultation will be pursued consistent with standard practice of:

- Notification of surrounding land owners;
- Public notification in local newspaper/s;
- Notification on Council's website; and
- Availability at Council's customer service centre.

Should further consultation be required, this can be managed through the Gateway Process.

5.7 Part 6 – Project Timeline

The project timeline will be guided by the Planning Authority. The landowner is however, committed to pursuing the Planning Proposal and completing any required studies that may arise from a Gateway Determination.

An indicative timeframe is provided in Table 16.

Stage	Timeframe and / or Date
Consideration by Campbelltown Council	Sept 2022 – February 2023
Planning Proposal referred to DPE for Gateway Determination	February 2023*
	(*Subject to resolution of modification to the CPCP mapping)
Gateway Determination issued by DPE	May 2023
Commencement and completion of public exhibition period	June 2023
Consideration of submissions	September 2023
Consideration of the Planning Proposal post-exhibition	September 2023 – December 2023
Submissions to DPE to finalise the LEP	December 2023
Gazettal of LEP Amendment	February 2024

Table 16: Indicative Project Timeline

6.0 Conclusion and Recommendations

This Planning Proposal for Rosalind Park has been prepared in accordance with Section 3.33 of the *EP&A Act 1979* and the relevant guidelines prepared by NSW Department of Planning and Environment, including *A Guide to Preparing Planning Proposals*.

The Proposal aims to enable the redevelopment of the site for urban purposes in a sustainable manner by providing residential allotments of various sizes, commercial land, community and recreation facilities, as well as passive and active open space including the protection of riparian land, koala habitat, indigenous and non-indigenous heritage.

The Planning Proposal seeks to amend the CLEP 2015 to facilitate:

- Capacity for approximately 1,450 residential lots which will provide a range of lot sizes, densities and dwelling types;
- A village centre, centred around the existing federation-era homestead and gardens in the north;
- A neighbourhood centre, adjacent to the school and playing fields in the south;
- A 3.2ha primary school site located adjacent to the active open space;
- Allowance for a RFS Fire Station located in the south adjacent primary school and playing fields;
- An internal road and street network responding to the topography of the land, comprising a hierarchy of road and street typologies which will provide permeability and access through the site;
- The upgrade of Medhurst Road to a sub-arterial road with potential for future access across Menangle Creek to the adjoining lands to the south;
- Approximately 14.5ha of open space comprised of active and passive open spaces, incorporating multi-purpose sporting fields, local parks and linear open spaces; and
- Approximately 76ha of land for environmental conservation, including bushland reserves, Koala habitat and riparian corridors, and
- Requirements for ancillary drainage infrastructure.

The proposal promotes a range of residential zones, a diversity in lot sizes and resultant dwelling types that will provide opportunities for housing tailored to the topographical and natural elements of the site, including presence of riparian corridors and Cumberland Plain Woodland habitat. This ensures that the design of roads, open spaces, conservation lands, future school, commercial and residential land uses are practical and appropriate for their location, will not restrict usage and allow for adaptation and change to ensure long-term functionality.

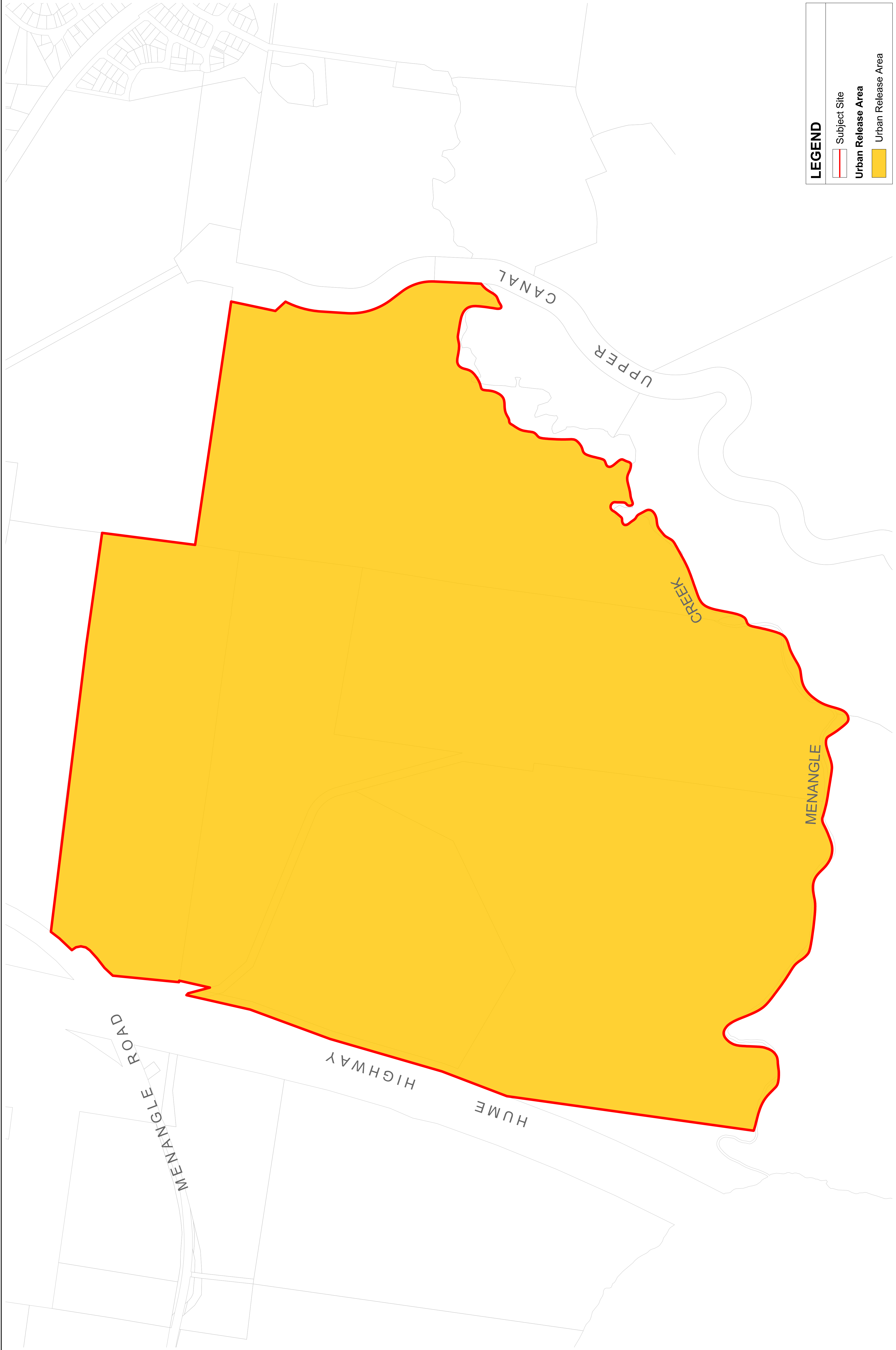
The proposal addresses the suitability and capacity of the site for the proposed range and intensity of uses taking into account the sites regional context and environmental, economic and social opportunities and constraints. Accordingly, redevelopment of the site will result in significant benefits for the south-west Sydney region and its residents.

Importantly, the Planning Proposal is generally consistent with Council and NSW Government priorities to ensure the conservation of native fauna and flora, whilst providing increased housing in a nominated proximity to existing centres, that are benefited by access to services, facilities and public transport. In this regard the proposal responds to the site's location within a nominated growth area and designation of urban capable land. Furthermore, the proposal is able to appropriately balance the requirements for conservation with development outcomes in accordance with objectives and directives for the site at a regional and district level.

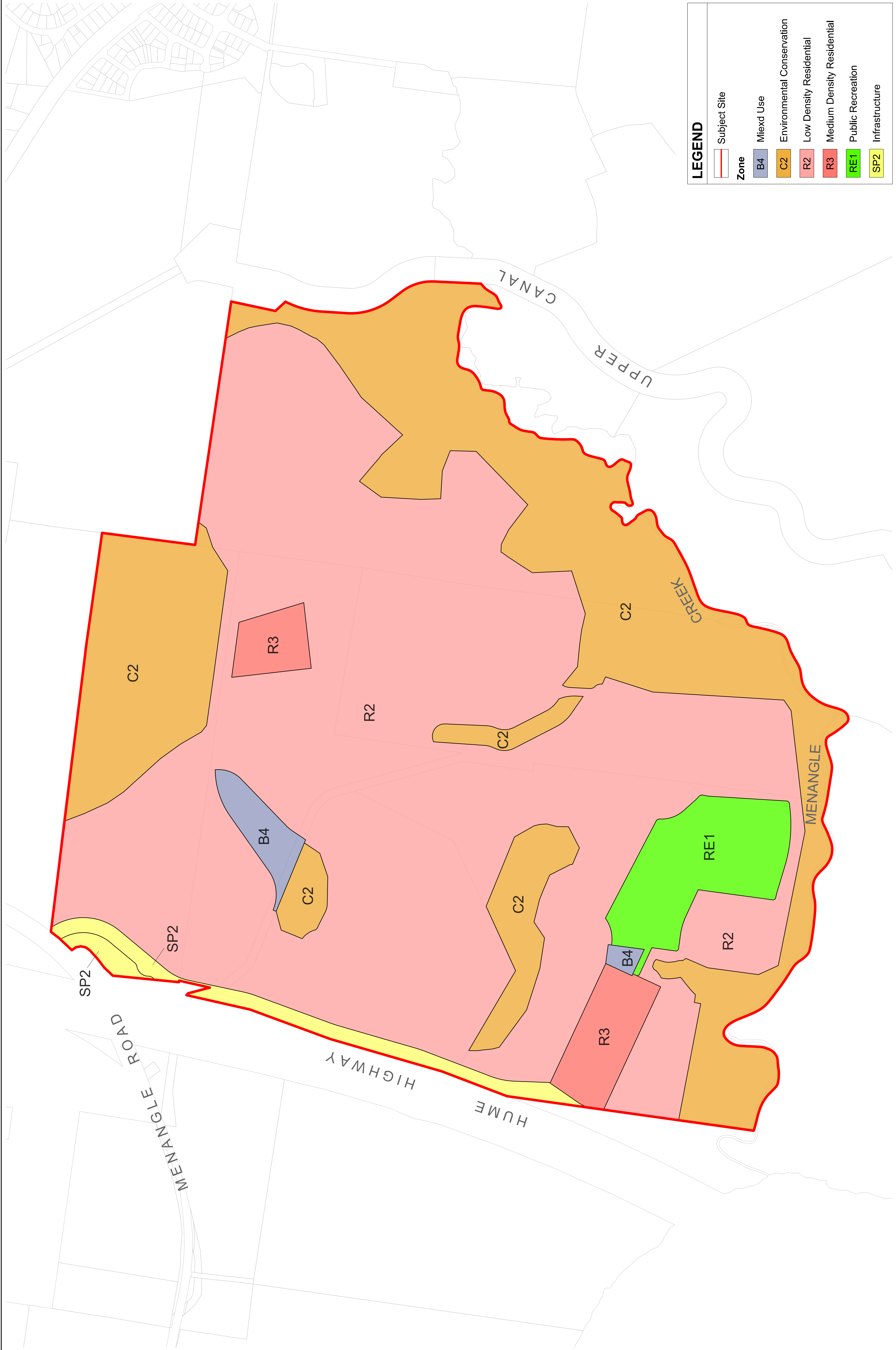


Attachments

Attachment 1 – Proposed Urban Release Area Map



Attachment 2 – Proposed Zoning Map



LEGEND

Subject Site

Zone

B4

Mixed Use

C2

Environmental Conservation

R2

Low Density Residential

R3

Medium Density Residential

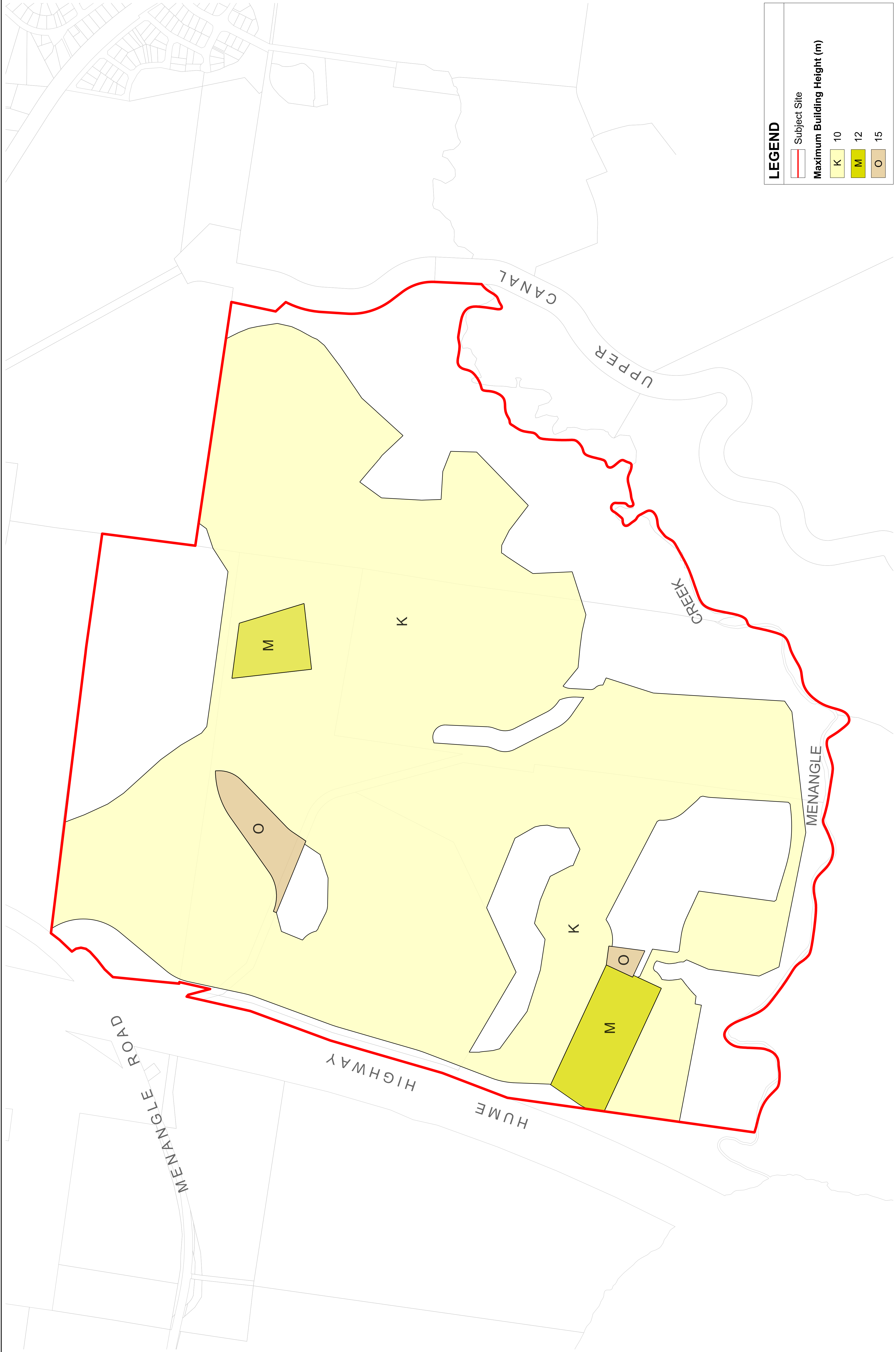
RE1

Public Recreation

SP2

Infrastructure

Attachment 3 – Proposed Height of Buildings Map



LEGEND

- Subject Site
- Maximum Building Height (m)
 - K 10
 - M 12
 - O 15

Attachment 4 – Proposed Lot Size Map



LEGEND

Subject Site

Minimum Lot Size (sq.m)

B

200

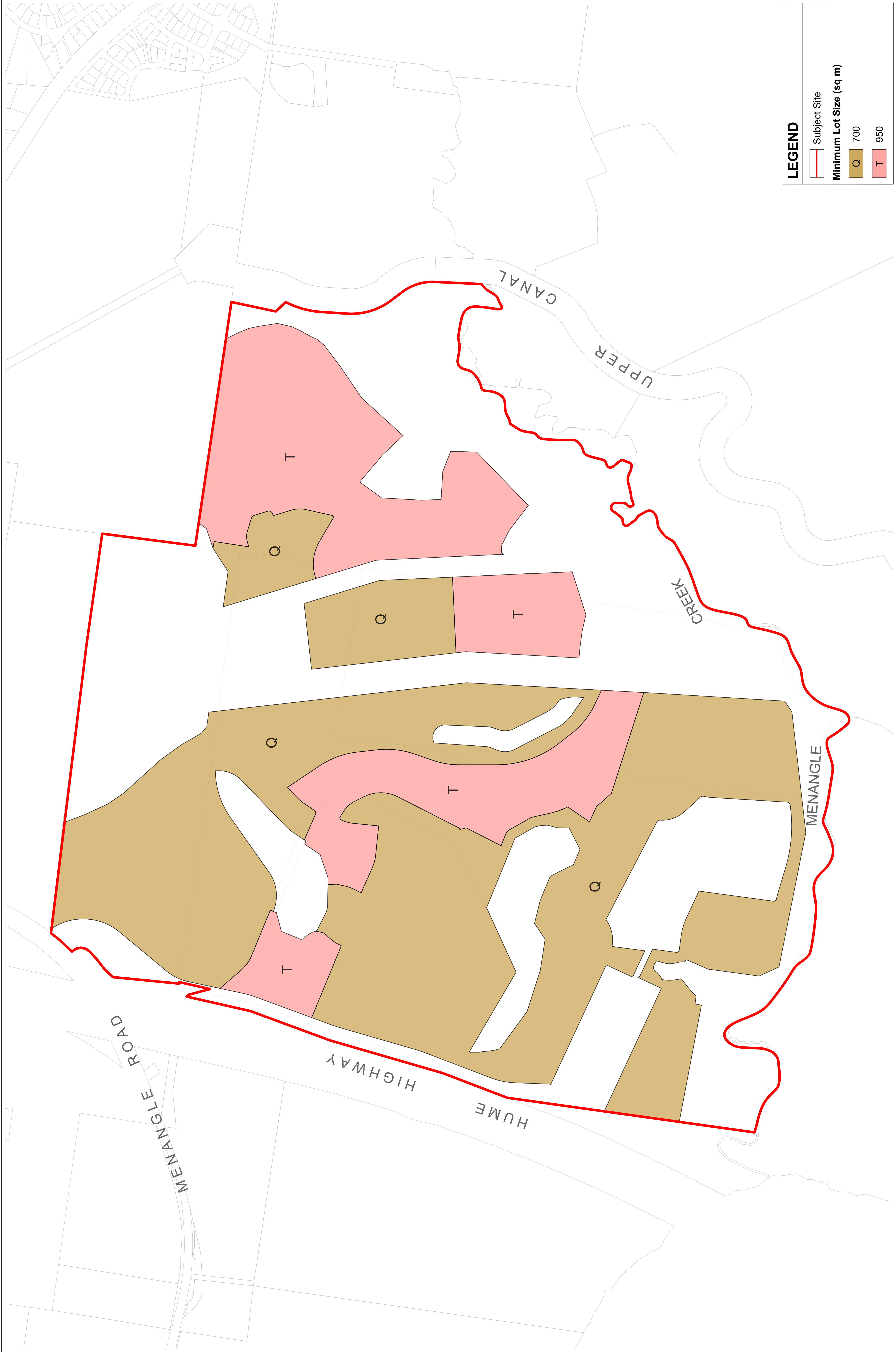
F1

400

I

500

Attachment 5 – Proposed Lot Size Map for Dual Occupancy Development



Attachment 6 – Proposed Terrestrial Biodiversity Map



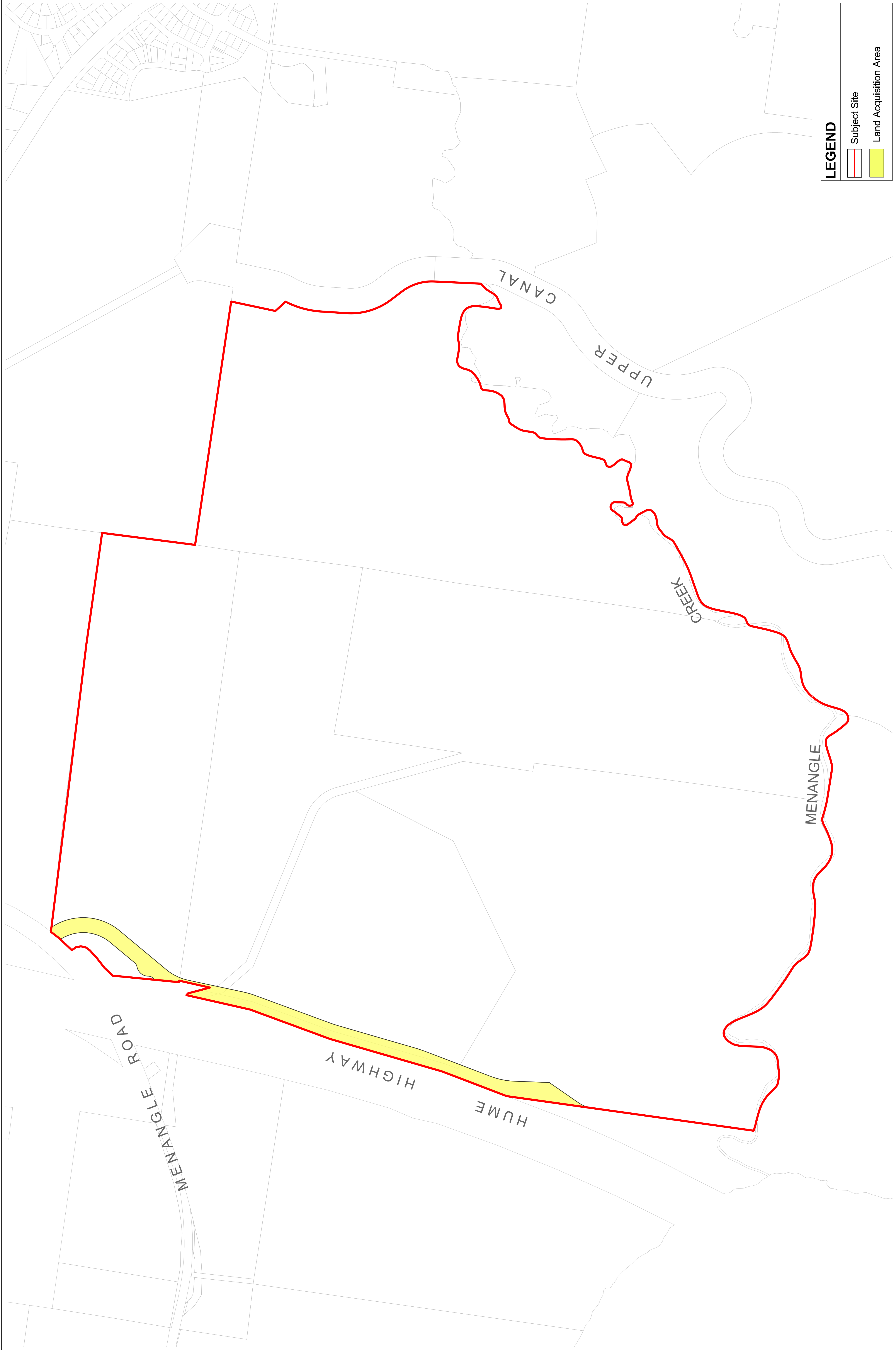
LEGEND

Subject Site

Urban Release Area

Terrestrial Biodiversity

Attachment 7 – Proposed Land Reservation Acquisition Map



Attachment 8 – SEPPs Assessment Table

Section B – relationship to the strategic planning framework

Q.6. Is the planning proposal consistent with applicable SEPPs?

SEPP Title	Consistency	Comment
SEPP (Biodiversity and Conservation) 2021	Yes	<p><u>Chapter 4 – Koala habitat 2021</u></p> <p>Chapter 4 aims to encourage the conservation and management of areas of natural vegetation that provide habitat for koalas to support a permanent free-living population over their present range and reverse the current trend of koala population decline.</p> <p>Chapter 4 introduces development controls for areas of koala habitat. It requires a development application to be consistent with the approved koala plan of management that applies to the land. Any future development applications will be required to be consistent with this.</p> <p>Chapter 4 also has a requirement for the preparation of Koala plans of management for areas listed in Schedule 2. Schedule 2 of the SEPP identifies that Chapter 4 applies to the City of Campbelltown Council. The Campbelltown Comprehensive Koala Plan of Management (CCKPOM) satisfies this requirement.</p> <p>It is noted that Section 6.2.4 of the CCKPOM requires a Planning Proposal to demonstrate consistency with the CCKPOM, so as to identify the likely impact on koala habitat and population, of the type of development proposed to be facilitated by the rezoning.</p> <p>Section 6.3.1(i) of the CCKPOM requires a rezoning or DA to establish if the land being the subject of the application contains any potential koala habitat by way of a Vegetation Assessment Report (VAR).</p> <p>Notwithstanding the requirement of the CCKPOM for a VAR, the CPCR mapping has already undertaken this work and has identified that the site contains 'Important Koala Habitat' and areas for 'Restoration for important Koala Habitat in the Georges River Koala Reserve'. This is located along the southern and eastern boundary of the site along Menangle Creek.</p> <p>The proposal is generally consistent with this mapping and the delivery of a Koala corridor in accordance with the requirements of the CPCR and the Chief Scientist's report. The Proposal</p>

SEPP Title	Consistency	Comment
		<p>identifies approximately 40.67ha of the site to be conserved as a Koala Corridor in accordance with the transect requirements of the DPE GPCP team.</p> <p>It is acknowledged that the proposal seeks to remove two areas of vegetation identified as Koala Habitat, which are located in the north-east corner of the site. These areas line the banks of two Category 1 creeks and are highly weed infested and degraded vegetation. The loss of these areas is proposed to be offset through the retention of and revegetation of a the central riparian corridor, which has been identified as urban capable.</p> <p>In this context the Proposal is considered to be generally consistent with Chapter 4 of the SEPP and the Campbelltown Comprehensive Koala Plan of Management (CCKPoM).</p> <p><u>Chapter 6 – Bushland in urban areas</u></p> <p>Where relevant, future vegetation removal will need to comply with the provisions of Chapter 6 of the SEPP and other companion legislation.</p> <p><u>Chapter 9 - Hawkesbury-Nepean River</u></p> <p>Chapter 9 of the SEPP aims to protect and enhance the Hawkesbury-Nepean River. The Proposal includes open space and conservation zones for identified riparian lands and those consisting of natural environment and terrestrial biodiversity under CLEP 2015. Any future DA's will need to consider clauses 7.3 Riparian Land and Water Courses, 7.5 Preservation of the natural environment and 7.20 Terrestrial Biodiversity.</p> <p>Furthermore, these zones will provide for an appropriate buffer between the riparian interface and proposed urban purposes. Any future DA's will need to demonstrate consistencies with the zoning objectives and any other relevant considerations under Chapter 9 of the SEPP.</p> <p><u>Chapter 13 - Strategic conservation planning</u></p> <p>Chapter 13 of the SEPP was came into effect on 17 August 2022 upon the making of the Cumberland Plain Conservation Plan (GPCP). The Chapter aims to ensure</p>

SEPP Title	Consistency	Comment
		<p>a) to ensure development in the nominated areas is consistent with the biodiversity certification under the Biodiversity Conservation Act 2016, Part 8 and strategic assessment under the Environment Protection and Biodiversity Conservation Act 1999 of the Commonwealth, Part 10,</p> <p>b) to facilitate appropriate development on biodiversity certified areas,</p> <p>c) to identify and protect areas with high biodiversity value or regionally significant biodiversity that can support ecological functions, including threatened ecological communities, species and areas with important connectivity or ecological restoration potential,</p> <p>d) to avoid or minimise impacts from future development on biodiversity values in areas with high biodiversity value,</p> <p>e) to support the acquisition of priority areas with high biodiversity value as conservation lands in perpetuity.</p> <p>The SEPP introduces development controls for general, avoided land, strategic conservation areas and certified urban capable land.</p> <p>The Planning Proposal generally seeks to rezone land certified as urban capable land. However, it is acknowledged that the Planning Proposal is proposing to rezone some areas of 'Avoided Land' for urban development within the NE corner of the site. This has been explained in detail in Section ___ of the Planning Proposal report.</p> <p>Those areas of 'Avoided Land' proposed to be rezoned for urban development are proposed to be offset through the retention and revegetation of the central riparian corridor which is identified as 'Urban Capable Land'.</p> <p>Whilst the Proposal is therefore currently inconsistent with the SEPP at the time of lodgement of the Planning Proposal with Council, the landowner is currently liaising with the Department of Planning and Environment's CPCP Team with the view to seeking modifications to the avoided land and urban capable land mapping to ensure that the Proposal is consistent with the CPCP mapping.</p> <p>Therefore, based on the above factors it is proposed that the Proposal will be consistent with the SEPP.</p>
SEPP (Building Sustainability Index: BASIX) 2004	Yes	The proposal is not inconsistent with the application of the SEPP for future residential development.

SEPP Title	Consistency	Comment
		The Proposal will not contradict or hinder the application of the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	Yes	The proposal is not inconsistent with the SEPP and the provisions of which would apply to future developments.
SEPP (Housing) 2021	Yes	<p>The Proposal will not contradict or hinder the application of the SEPP.</p> <p>The proposal does not prejudice the application of the SEPP and development of the various forms of affordable housing.</p> <p>The proposal does not preclude future merit based provisions of housing for seniors and people with a disability.</p> <p>The Proposal will not contradict or hinder the application of the SEPP.</p> <p>Any future advertising/signage will be assessed in accordance with the provisions of the SEPP.</p> <p>The Proposal will not contradict or hinder the application of the SEPP.</p>
SEPP (Industry and Employment) 2021	Yes	
State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development (2002)	N/A	Not Applicable
SEPP (Planning Systems) 2021	Yes	The proposal is not inconsistent with the SEPP and the provisions of which would apply to future developments, including the development of a new school on the site.
SEPP (Precincts—Central River City) 2021	N/A	Not Applicable
SEPP (Precincts—Eastern Harbour City) 2021	N/A	Not Applicable
SEPP (Precincts—Regional) 2021	N/A	Not Applicable
SEPP (Precincts—Western Parkland City) 2021	Yes	This SEPP sets controls for the North West and South West Growth Centres of Sydney. In relation to the Greater Macarthur Growth Area, the SEPP formalises this area as that identified in the <i>NSW Government's Greater Macarthur 2040: An interim plan for the Greater Macarthur Growth Area</i> . The

SEPP Title	Consistency	Comment
		<p>Greater Macarthur Growth Area Precinct Boundary is that identified on the relevant map within the SEPP.</p> <p>The SEPP however does not rezone the site. Clause 3.11 of the SEPP identifies that the provisions applying to the carrying out of development on land in Menangle Park Precinct and Mount Gilead Precinct within the Greater Macarthur Growth Area are those contained within the <i>Campbelltown Local Environmental Plan 2015</i>.</p> <p>The Proposal will not contradict or hinder the application of the SEPP.</p>
SEPP (Primary Production) 2021	N/A	Not Applicable
SEPP (Resilience and Hazards) 2021	Yes	<p>The Resilience and Hazards SEPP provides a statutory framework for further investigations and suitable remediation through the rezoning and development application process.</p> <p>The site has been identified as having low areas of contamination associated with its former use(s). Accordingly, a detailed site investigation will be required prior the issuing of development consent.</p> <p>The Proposal will not contradict or hinder the application of the SEPP.</p>
SEPP (Resources and Energy) 2021	N/A	Not Applicable
SEPP (Transport and Infrastructure) 2021	Yes	<p>The Transport and Infrastructure SEPP aims to facilitate the efficient delivery of Infrastructure across the State.</p> <p>Any future development in regards to Infrastructure provision on this site will be required to fulfil this SEPP at Development Application (DA) stage.</p> <p>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 would be subject to assessment at the development assessment stage, in accordance with the SEPP.</p> <p>The Proposal will not contradict or hinder the application of the SEPP.</p>

Attachment 9 – Ministerial Directions Assessment Table

Section B – relationship to the strategic planning framework

Q.7 Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?

S9.1 Direction Title	Consistency	Comment
Focus area 1: Planning Systems		
1.1 Implementation of Regional Plans	Yes	The proposal is consistent with the Greater Sydney Region Plan and Western City District Plan as detailed in Table 10 of this report.
1.2 Development of Aboriginal Land Council land	N/A	Not Applicable
1.3 Approval and Referral Requirements	Yes	The proposal does not contain provisions that require additional concurrence requirements.
1.4 Site Specific Provisions	Yes	The proposal relates to the 'standard instrument' <i>Campbelltown Local Environmental Plan 2015</i> (CLEP 2015). The proposal is inconsistent with this Direction as it will impose a development standard within the CLEP 2015. However, the purpose of the proposed 4.1J is to facilitate a diverse range of housing types across the precinct and provide flexibility in lot size to navigate steep topography. Therefore, this inconsistency is considered justified as it will support housing affordability within the Campbelltown LGA.
Focus area 1: Planning Systems – Placed-based		
1.5 Parramatta Road Corridor Urban Transformation Strategy	N/A	Not Applicable
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	Not Applicable
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Not Applicable

S9.1 Direction Title		Consistency	Comment
1.8	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Not Applicable
1.9	Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A	Not Applicable
1.10	Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	N/A	Not Applicable
1.11	Implementation of Bayside West Precincts 2036 Plan	N/A	Not Applicable
1.12	Implementation of Planning Principles for the Cooks Cove Precinct	N/A	Not Applicable
1.13	Implementation of St Leonards and Crows Nest 2036 Plan	N/A	Not Applicable
1.14	Implementation of Greater Macarthur 2040	Yes	The proposal is generally consistent with the <i>Greater Macarthur 2040: An Interim Plan for the Greater Macarthur Greater Area</i> as detailed in Section B of the Proposal.
1.15	Implementation of the Pyrmont Peninsula Place Strategy	N/A	Not Applicable
1.16	North West Rail Link Corridor Strategy	N/A	Not Applicable
1.17	Implementation of the Bays West Place Strategy	N/A	Not Applicable
Focus area 2: Design and Place			
[This Focus Area was blank when the Directions were made]			
Focus area 3: Biodiversity and Conservation			
3.1	Conservation Zones	Yes	The Proposal has identified environmentally sensitive areas and seeks to protect these with appropriate open space and conservation zoning.

S9.1 Direction Title	Consistency	Comment
		Preservation is to be afforded by Clause 7.20 in respect of Terrestrial Biodiversity and the zoning of certain lands RE1 – Public Recreation and E2 – Environmental Conservation.
3.2 Heritage Conservation	Yes	<p>A Historic Heritage Assessment undertaken to support the Proposal does not recognise the existing federation-era dwelling, its associated gardens and structures as warranting heritage listing, however the dwelling and its associated garden and structures will be considered for their adaptive reuse capabilities at the development application stage, largely in an interpretive manner.</p> <p>The cultural landscape would be altered in accordance with its urban release status. Aboriginal Archaeological significance will not be compromised by the Proposal, and appropriate methods for the assessment and management of any items and relics undertaken at DA stage.</p>
3.3 Sydney Drinking Water Catchments	N/A	Not Applicable
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	Not Applicable
3.5 Recreation Vehicle Areas	N/A	Not Applicable
3.6 Strategic Conservation Planning	No	<p>Planning Direction 3.6 came into effect on 17 August 2022 on the making of the Cumberland Plain Conservation Plan. The objective of the Direction is to protect, conserve and enhance areas with high biodiversity value.</p> <p>The Direction applies to avoided land or a strategic conservation area.</p> <p>The Direction identifies that a Planning Proposal must not rezone land identified as avoided land or strategic conservation area to residential.</p> <p>The Planning Proposal is largely consistent with this Direction for the vast majority of the site. However, the Proposal is currently inconsistent with this Direction, where it proposes to rezone both avoided land and strategic conservation land in the NE corner of the site.</p> <p>The reasons for this inconsistency have been addressed in detail in the Planning Proposal report and largely centre around the Proposal seeks to remove degraded Category 1 corridors</p>

S9.1 Direction Title	Consistency	Comment
		and offset this with the retention of, upgrading and revegetation of another riparian corridor which is identified as urban capable land. This inconsistency is considered justified as it will deliver an improved environmental outcome.
Focus area 2: Resilience and Hazards		
4.1 Flooding	Yes	<p>A Water Cycle Management Report has been prepared in support of the Proposal. The report undertakes hydraulic modelling to model both existing conditions and flooding across the site, as well as changes due to the subdivision detailed in the concept plan/masterplan.</p> <p>Evidence of this modelling shows that there is a presence of shallow sheet flooding throughout the site to depths up to 150mm, which can easily be managed within a drainage strategy and that whilst there are changes in levels across the site, there are no flood impacts off site.</p> <p>Accordingly, the Proposal is able to demonstrate an ability to effectively manage flooding through appropriate stormwater management strategies to ensure acceptable flooding and stormwater management outcomes.</p> <p>Not Applicable</p>
4.2 Coastal Management	N/A	
4.3 Planning for Bushfire Protection	Yes	<p>A Strategic Bushfire Study has been prepared in support of the Proposal which has regard to Planning for Bushfire Protection 2019.</p> <p>The proposal demonstrates an ability to effectively manage bushfire risk through the implementation of asset protection zones (APZ), provision of a new NSW Rural Fire Service Brigade Station within the concept plan/masterplan, establishment of a neighbourhood Safer Precinct (Community Hub), and delivery of infrastructure, including an extension of a reticulated water supply to service the Site.</p>
4.4 Remediation of Contaminated Land	Yes	<p>Land Capability Studies have been undertaken in support of the Proposal which conclude that the site can be made 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.</p>
4.5 Acid Sulfate Soils	Yes	<p>Reference to the Acid Sulfate Soils (ASS) Risk Map published by the Department of Land and Water Conservation indicates the site is an area of extremely low probability of acid sulfate soil conditions.</p>

S9.1 Direction Title	Consistency	Comment
4.6 Mine Subsidence and Unstable Land	Yes	<p>Reference to the digital data obtained from the NSW Mine Subsidence Board in 2011 indicates the site is located within the South Campbelltown mine subsidence district.</p> <p>The Proposal demonstrates a capability to prevent damage to life, property and the environment given development impacts associated with the proposal's intent for low density residential areas, school, village, and neighbour centres. However, to determine relevant mine subsidence considerations that will underpin the Proposal, consultation with Subsidence Advisory NSW to determine the extent of previous and proposed mining and consideration given to the effects of subsidence on surface infrastructure should be undertaken by Council (the relevant planning authority) as part of the consultation process.</p>
Focus area 5: Transport and Infrastructure		
5.1 Integrating Land Use and Transport	Yes	<p>The Proposal provides for the integration of land uses with appropriate supporting infrastructure and accessibility.</p> <p>The Proposal seeks to promote transport infrastructure and servicing needs that reflect local character of the Site, and the movement needs of the community. This place-based approach to the planning ensures that the transport networks proposed recognise the network of public spaces formed by roads and streets and the spaces these adjoin and impact including residential, commercial and open space areas.</p> <p>In doing so, the Proposal will promote enhanced transport connections and infrastructure, including access to roads, cycling and pedestrian facilities, as well as public transport, allowing people to move safely and easily between new public domain spaces, school, as well as residential and commercial lands by walking, cycling and public transport.</p> <p>A VPA with the Department of Planning and Environment to support delivery infrastructure will be progressed in support of the Proposal.</p>
5.2 Reserving Land for Public Purposes	Yes	<p>The proposal seeks to introduce provision for a range of public open spaces to support the development, including public services, and facilities it seeks to create.</p> <p>This includes land nominated for active and passive open space, as well as conservation purposes. The reservation of these lands will be facilitated either through the Voluntary Planning Agreement or by nomination of lands on the Lands Reservation Acquisition Map.</p>

S9.1 Direction Title	Consistency	Comment
5.3 Development Near Regulated Airports and Defence Airfields	N/A	Not Applicable
5.4 Shooting Ranges	Yes	There are no shooting ranges proximate to the development.
Focus area 6: Housing		
6.1 Residential Zones	Yes	<p>The Proposal will support the delivery of new residential zones that will provide a variety of housing types across a range of allotment sizes. This includes an approximate 1,450 new dwelling set against the 15,000 potential dwelling targets established for Gilead within the Greater Macarthur 2040 Plan.</p> <p>The Proposal will provide for a diversity of housing within the LGA to accommodate community demands for housing amongst Campbelltown's growing population. The Proposal will accommodate a range of density zones, including:</p> <ul style="list-style-type: none"> • Larger Lot Residential (10-12 dw/ha) • Low Density Residential (12-15 dw/ha) • Smaller Lot Residential (15-18 dw/ha) • Medium Density Residential (18-20 dw/ha) <p>Differing lot sizes and densities achievable across the site will result in a range of high-quality dwelling typologies that are appropriate for their location.</p> <p>The location of dwellings responds to regional and local directives relating to preferred locations for urban growth, with the Site being located within an identified urban release area. The Proposal will assist in achieving the target of 15,000 dwellings within the Gilead precinct provided under the Greater Macarthur 2040 Plan.</p> <p>Proposed yields will support the delivery of essential infrastructure to be undertaken in a coordinated manner to ensure the economic feasibility of the development, as well as social and environmental cohesion between land uses. With the nomination of the site as an Urban Release Area, the coordination of housing with infrastructure will be provided in line with the</p>

S9.1 Direction Title	Consistency	Comment
		requirements of Part 6 of <i>Campbelltown Local Environmental Plan 2015</i> (CLEP 2015) and Planning Agreements as they apply to the land.
6.2 Caravan Parks and Manufactured Home Estates	N/A	Not Applicable
Focus area 7: Industry and Employment		
7.1 Business and Industrial Zones	Yes	<p>The proposal seeks to include a Village centre within the north west portion of the site, which will encompass the adaptive reuse of the existing federation-era dwelling and its associated gardens and structures.</p> <p>A small neighbourhood centre is also proposed within proximity of the proposed school.</p> <p>The inclusion of these commercial lands will encourage employment growth by providing sustainable centres within a local context without adversely impacting centres located at Gilead Menangle Park, as well as the higher order centres of Campbelltown and Macarthur.</p>
7.2 Reduction in non-hosted short term rental accommodation period	N/A	Not Applicable
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	Not Applicable
Focus area 8: Resources and Energy		
8.1 Mining, Petroleum Production and Extractive Industries	N/A	Not Applicable
Focus area 9: Primary Production		
9.1 Rural Zones	No	<p>The site is currently zoned RU2 Rural landscape.</p> <p>The subject land is identified as forming part of the lands described as Land Release Area being captured within the Greater Macarthur Growth Area, as indicated in the Sydney Region Plan and Western City District Plan. This framework for the delivery of this land is detailed in</p>

S9.1 Direction Title	Consistency	Comment
		<p>the document Greater Macarthur 2040, a land use and infrastructure implementation plan that set a vision for the Growth Area.</p> <p>Therefore, this inconsistency is considered justified as the Proposal has been prepared in accordance with the relevant priorities, principles and objectives of the Sydney Region Plan, Western City District Plan and Greater Macarthur 2040 interim plan. According to, it would not be appropriate to maintain agricultural uses across the site.</p>
9.2 Rural Lands	N/A	<p>Not Applicable.</p> <p>This direction applies when a relevant planning authority prepares a planning proposal for land outside the local government areas (LGAs) of Lake Macquarie, Newcastle, Wollongong and LGAs in the Greater Sydney Region (as defined in the <i>Greater Sydney Commission Act 2015</i>) other than Wollondilly and Hawkesbury.</p> <p>In accordance with the definition of Greater Sydney Region within the <i>Greater Sydney Commission Act 2015</i>, Campbelltown Council is identified as an LGA within the Greater Sydney Region.</p>
9.3 Oyster Aquaculture	N/A	Not Applicable
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	Not Applicable