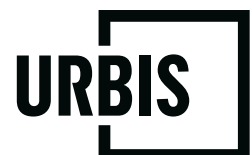




# PLANNING PROPOSAL

Macarthur Gardens North  
Precinct, Campbelltown

Prepared for  
**LANDCOM**



## URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P%52168
Report Number	Draft 02



The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming  
Artist Hayley Pigram  
Darug Nation  
Sydney, NSW

## Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

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# EXECUTIVE SUMMARY

This planning proposal has been prepared by Urbis Ltd on behalf of Landcom and seeks to amend the Campbelltown Local Environmental Plan (2015) for the site known as the Macarthur Gardens North Precinct (MGN), located at Goldsmith Avenue, Campbelltown. An existing concept masterplan and approval under DA/3944/2021/DA-SW applies to the MGN Precinct. This concept approval granted consent for a mixed-use development of multiple tower forms, up to 32m in height and with 1,250 dwellings. The site is currently undergoing earthworks to facilitate this. This planning proposal seeks to build on the concept DA by facilitating an uplift to unlock additional housing on the site.

The amendments, alongside the lodgement of a concurrent amending Concept DA with Campbelltown Council, will facilitate the delivery of an additional 375 dwellings, equating to an uplift from 1,250 to 1,625 dwellings in the MGN Precinct. Under this proposal, a minimum of 10% of the total number of dwellings across the entire site, or 162 dwellings, will be allocated to affordable housing.

In light of the NSW Government's and Campbelltown Council's current and recent priorities for housing and TODs, this planning proposal will deliver a precinct that:

- Is aligned with the NSW Government's current strategic planning priorities for the Western City District, the Campbelltown-Macarthur 'collaboration area', and the Macarthur Precinct, as well as more recent and ambitious priorities to deliver greater market rate and affordable housing, particularly through TODs.
- Is underpinned by an enabling planning framework that conserves the existing masterplan while also increasing the supply of market rate and affordable housing in a highly suitable location.
- Capitalises on an opportunity to deliver a genuinely enhanced mixed-use and TOD development around Macarthur station, consistent with the NSW Government's TOD criteria and within 30-minute proximity to employment and key centres such as Campbelltown-Macarthur and other strategic centres in South-west Sydney.
- Is consistent with Campbelltown Council's strategic planning and housing priorities and advocacy, as evidenced by Council's submissions to the Terms of Reference inquiry into the development of the NSW Government's TOD program methodology.
- Is holistic and supported by an approved masterplan and public domain, as well as the necessary enabling infrastructure, including utilities and access infrastructure.

To achieve this vision, the proposal seeks to amend the CLEP 2015 and the CDCP 2015 by:

- Amending the height of the building map in select locations to a range of building heights from 32m to 85m.
- Inserting a new local provision under Part 7 that requires a minimum of 10% of the total dwellings in the MGN Precinct to be allocated for affordable housing.
- Inserting minor amendments to Chapter 16 *Macarthur Gardens North Precinct* under CDCP 2015, to align the existing site-specific development controls with the objectives and intent behind the proposed CLEP 2015 amendments.

In addition to the above amendments, this planning proposal also seeks an amendment to the Land Use Zoning Map, which would zone the land along the Bow Bowling Creek Reserve, south of the collector road, as RE1 Public Recreation. This amendment is administrative in nature only and is only sought to align the land use zoning of the site with the intended land uses under the approved Concept Masterplan, and the executed voluntary planning agreement which includes the dedication of this land to Council for public use. It is also proposed to remove the 32m height of building control that applies to the land (Bow Bowling Creek Reserve), as it would no longer be relevant.

## BACKGROUND

The lodgement of this planning proposal follows preliminary consultation with the Department of Planning, Housing, and Infrastructure, which confirmed that Landcom and the planning proposal are eligible for the accelerated rezoning pathway for social and affordable housing projects, introduced by the NSW Government in May 2024.

This planning proposal has therefore been prepared in accordance with the accelerated rezoning pathway criteria. This follows from the submission of a formal scoping proposal with DPHI on 15 October 2024, where detailed feedback was provided by DPHI on 13 November 2024.

Landcom has also undertaken pre-lodgement engagement with Campbelltown Council and Transport for NSW throughout 2024. Matters raised through pre-lodgement discussions with these agencies, as well as DPHI, have been addressed as part of this planning proposal.

Further, it is to be noted that Landcom has recently executed a Planning Agreement with Campbelltown City Council, dated 11 September 2024 (REF# LAN\_LAN23001\_051). The Planning Agreement relates to the site, legally described as part Lot 1097 in DP1182558.

Under Part 1, clause 7 of the executed Planning Agreement, s7.11 and s7.12 under the EP&A Act 1979 are turned off. However, the application of s7.24 (Provision of Regional Infrastructure) still applies to the Development.

The local Planning Agreement has a value of \$27,620,650, with Schedule 2 of the Agreement setting out the itemised works and value. The identified works will be carried in accordance with the Planning Agreement, and concurrent with the relevant future detailed development application(s) on the site.

## SITE CONTEXT

The MGN precinct is located at Goldsmith Avenue, Campbelltown, and is approximately 18ha in size. It is situated within the Macarthur Precinct, along the T8 Rail corridor, immediately adjoining the Macarthur Train Station. It is located in between many complementary land uses on the periphery of the Campbelltown-Macarthur CBD. Surrounding land uses include the Macarthur Square Shopping Centre to the south and the Western Sydney University and TAFE NSW Campbelltown Campuses to the north.

The site is currently comprised of a single registered lot and is primarily zoned 'R4 High Density Residential', with a small portion zoned MU1 Mixed Use under the CLEP 2015. As discussed above, there are existing approvals that have been granted on the site. The most relevant being the concept development application (DA) 3944/2021/DA-SW (as modified), which was granted consent on 14 December 2022, for a concept masterplan involving a "*high density residential and mixed-use development (to be known as Macarthur Gardens North)*". Under this concept DA, approval was granted for building envelopes with a maximum height of 32m, as well as subdivision into 10 superlots (lots 10-20).

## PLANNING PROPOSAL

This planning proposal is prepared in accordance with DPHI's '*LEP making guidelines August 2023*'.

### Strategic Merit

- The planning proposal responds to the existing strategic planning priorities for the region, including the Greater Sydney Region Plan, the Western City District Plan which identified the Campbelltown-Macarthur Area as a 'collaboration area' to deliver the planning outcomes identified in the Western City District Plan. The planning proposal is also consistent with the growth outcomes under the Macarthur Precinct Plan,
- The planning proposal also aligns with the local strategic planning priorities in the Campbelltown Local Strategic Planning Statement and the materplanning guidance under the 'Re-imagining Campbelltown Masterplan', in particular its building height guidance.
- The NSW Government's priorities around housing and TODs are simultaneously addressed in this planning proposal, as it seeks to deliver an enhanced market rate and affordable housing outcome for the MGN Precinct, in a transit-oriented location.
- The planning proposal is consistent with the relevant State Environmental Planning Policies and Section 9.1 Ministerial Directions, in particular ministerial direction '*1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor*'.

### Site-Specific Merit

- The proposal is considered to have site-specific merit as it involves the development of land that has been identified for new housing in the Macarthur Precinct and has been previously demonstrated as being urban capable under the approved concept DA.



- The additional technical studies undertaken to support the increased height under the planning proposal demonstrate that the site is readily capable of enabling the additional uplift. The indirect impacts associated with the height, in particular relation to overshadowing, visual impact, and traffic, are acceptable.
- The MGN Precinct is highly accessible and is located along the T8 Rail Corridor and immediately adjacent to Macarthur Station. It is surrounded by various complementary land uses, including education infrastructure and the Campbelltown CBD. The Macarthur Precinct is a key area for growth that will provide new housing to support Campbelltown's population growth.
- The MGN precinct is capable of delivering an additional 375 dwellings under this planning proposal, including affordable housing. The proposed planning framework importantly preserves the approved masterplan for the MGN Precinct, including proposed ground floor activation, public and communal open space.

Accordingly, it is recommended that this Proposal is endorsed to enable a Gateway determination by DPHI.

# 1. INTRODUCTION

## 1.1. OVERVIEW

This report has been prepared in support of a proposed amendment to the Campbelltown Local Environmental Plan (LEP) 2015 (CLEP 2015) for the Macarthur Gardens North (MGN) Precinct located at Goldsmith Avenue, Macarthur, within the Campbelltown Local Government Area (LGA) (the site). The proposal aims to enhance the supply of market rate and affordable housing and facilitate the delivery of a transit-oriented mixed-use development (TOD). The NSW Government considers a TOD to be a land use planning approach that encourages sustainable and mixed-use development around transport and aims to create vibrant and walkable communities.

This planning proposal responds to NSW Government policy priorities around facilitating the delivery of greater market and affordable housing, particularly through sustainable and mixed-use development around transport to create vibrant and walkable communities. In May 2024, the Department of Planning, Housing, and Infrastructure (DPHI) announced an accelerated rezoning pathway for the state's housing agencies for projects that deliver social and affordable housing. More recently, the Minister for Planning and Public Spaces has also written to all Councils and planning panels to *"prioritise the delivery of housing when assessing development applications and rezoning schemes, so that the entire planning system is geared to addressing the housing shortfall."* The Minister further asked that Councils also *"prioritise the opportunity to deliver homes as part of merit considerations where, on balance, dwelling numbers may warrant a scale or built form that is different from or greater than the outcome originally anticipated."*

Landcom is an agency eligible for the accelerated rezoning pathway and, in response to this strategic context, has identified an opportunity to enhance the delivery of market rate and affordable housing within the MGN Precinct. The site is adjacent to Macarthur Train Station, and the existing land use planning approach aligns strongly with NSW Government's broad based TOD criteria and international best practices. The site is strategically positioned to deliver new housing density, including affordable housing, close to public transport, consistent with the criteria for the accelerated rezoning pathway. A formal scoping report was submitted to DPHI on 15 October 2024. Feedback and confirmation that the planning proposal is eligible for the pathway were provided by DPHI on 13 November 2024.

The site is currently comprised of a single registered lot and is primarily zoned 'R4 High Density Residential,' with a small portion zoned MU1 Mixed Use under the CLEP 2015. Several approvals have been granted on the site, one of which remains critically relevant to this planning proposal. This is the concept development application (DA) 3944/2021/DA-SW (as modified), which was granted consent on 14 December 2022, for a concept masterplan involving a *"high density residential and mixed-use development (to be known as Macarthur Gardens North)."* Under this concept DA, approval was granted for building envelopes with a maximum height of 32m, as well as a subdivision into 10 superlots (lots 10-20). The height is consistent with the existing Height of Building (HOB) Control under the CLEP 2015. Registration of the approved subdivision is expected by June 2025.

In light of the NSW Government's recent emphasis on housing supply (including affordable housing) and TOD opportunities associated with the site, Landcom has identified an opportunity to align the MGN precinct with the progression of strategic planning in the region and the urgency associated with unlocking greater housing supply close to train stations. This necessitates an increase in the HOB applicable to the site. The proposed LEP amendment, therefore, seeks to amend the maximum HOB control from 32m to stepped heights ranging from 32m (9 storeys) to a maximum of 85m (24 storeys). This would facilitate a dwelling yield of 1,625 dwellings (375 additional), of which a minimum of 10% would be allocated to affordable housing in accordance with a site-specific LEP clause.

This planning proposal also seeks to zone the land known as Bow Bowing Creek Reserve, which is intended for public use under the approved concept masterplan, as RE1 Public Recreation. The land was previously zoned as R4 High Density Residential, which is not the accurate and intended use of the land. This change has been informed by ongoing consultation with Council, and the executed voluntary planning agreement that also includes the dedication of this land to Council.

In parallel with the Planning Proposal process, an amending concept DA is also being lodged with Campbelltown City Council in accordance with *Part 3 Division 3.5, Clause 3.39 (Making and consideration of certain development applications)* under the Environmental Planning and Assessment Act 1979 (EP&A Act 1979). The intent of the amending concept DA is to update the existing concept DA approval with new building envelopes that reflect the additional height proposed under this Planning Proposal.

In accordance with the strategic planning context, this planning proposal responds to the strategic planning priorities of the Campbelltown-Macarthur region, which was identified as a ‘collaboration area’ under the Western City District Plan (**WCDP**). An outcome of this was the adoption of the ‘Re-imagining Campbelltown Masterplan (2020)’ (**Campbelltown Masterplan**). The planning proposal further aligns with Campbelltown Council’s policy priorities and advocacy surrounding TODs, where Council has historically advocated for greater consideration of station precincts within the LGA. Formal recognition of the site in the TOD program is not being sought.

## 1.2. PROJECT OBJECTIVES

The Planning Proposal and amended concept DA are interlinked, and therefore the below objectives are shared across both applications.

- **Increased housing supply, including affordable housing:** The project aims to increase the maximum building height, which will enable the creation of 375 additional dwellings, from the previous concept DA. These new homes will be conveniently located adjacent to the Macarthur Train Station, promoting transit-oriented living. A minimum of 10% of the overall MGN precinct is proposed to be allocated to d affordable housing. Under this planning proposal the amount of affordable housing delivered on the site would therefore increase proportionately.
- **Preserve the existing masterplan:** By lodging an amended concept DA, the project intends to maintain the components of the existing masterplan that aren't directly affected by the proposed building height amendments. This includes preserving the subdivision layout, landscaping and other detailed work components associated with the MGN Precinct. As part of preserving the approved concept masterplan, the land use zoning of Bow Bowing Creek Reserve will be amended to RE1 Public Recreation.
- **Enable Future Development Applications:** The project will pave the way for future detailed DAs. These will align with the amended concept DA, ensuring future developments are in harmony with the revised planning provisions.

## 1.3. REPORT STRUCTURE

This Planning Proposal request has been prepared in accordance with *Section 3.33* of the EP&A Act 1979 and the Department of Planning, Housing and Infrastructure’s ‘*Local Environmental Plan Making Guidelines*’, dated August 2023.

The report is structured as follows:

- **Section 2:** Overview of the site history, description of the site and it’s context.
- **Section 3:** Comprehensive overview of the MGN project history
- **Section 4:** Outline of the statutory context and existing planning controls
- **Section 5:** Outline of the existing strategic policy context
- **Section 6:** Description of the proposed vision and alignment with concurrent Concept DA.
- **Section 7:** Statement of the objectives and intended outcomes of the proposal, explanation of the provisions and summary of the justification of the proposal, including an environmental assessment.
- **Section 8:** Conclusion and justification.

## 1.4. PROJECT TEAM

This Planning Proposal has been prepared through significant collaboration with the project team and is supported by a range of technical inputs as shown in **Table 1** below.

Table 1 Planning Proposal Project Team

Technical Input	Consultant	Appendix
Urban Design Report (including Visual Impact Assessment)	Urbis	Appendix A

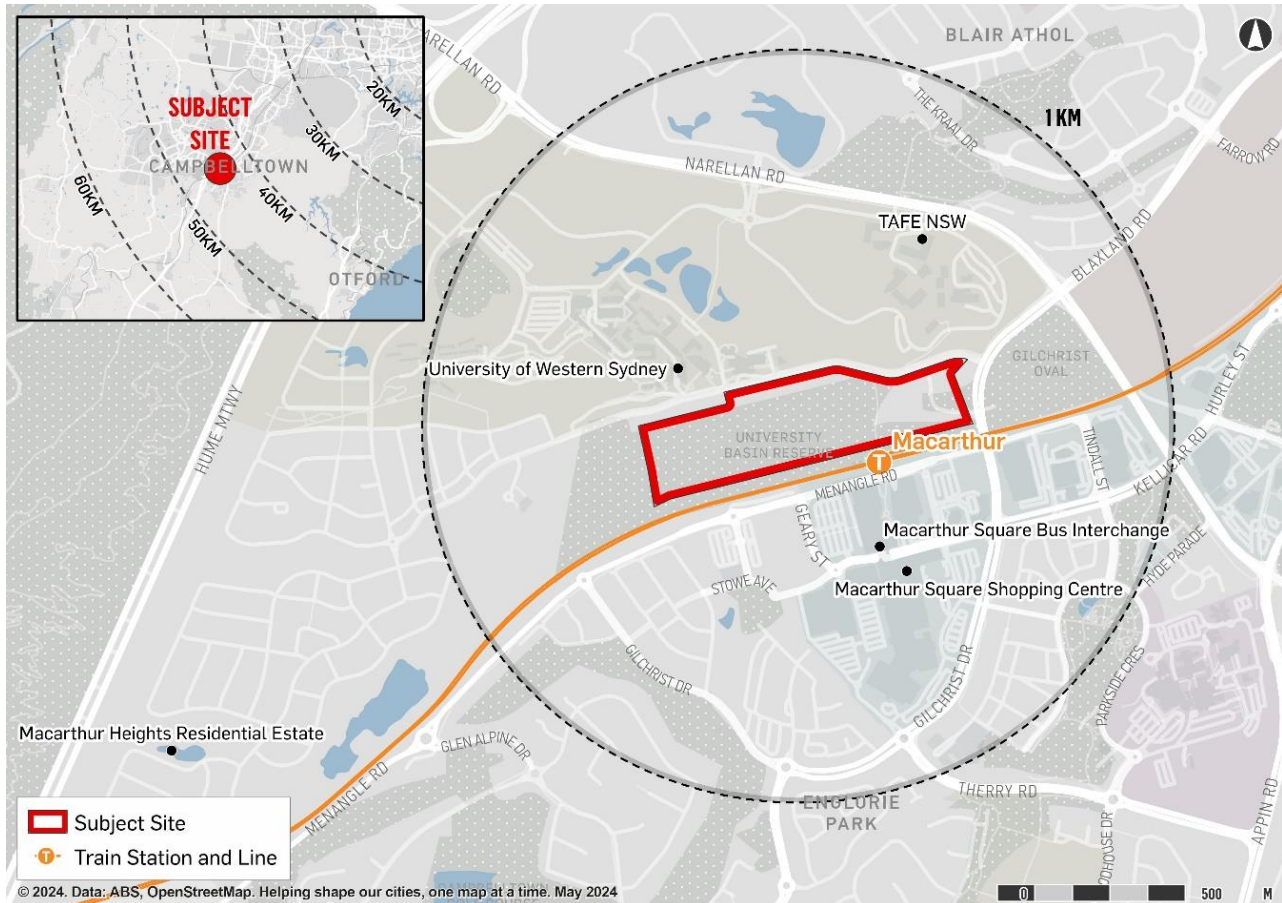
<b>Technical Input</b>	<b>Consultant</b>	<b>Appendix</b>
<b>Traffic and Transport Assessment</b>	SCT Consulting	<b>Appendix B</b>
<b>Community Needs Assessment</b>	Urbis	<b>Appendix C</b>
<b>Noise Impact Statement</b>	Renzo Tonin & Associates	<b>Appendix D</b>
<b>Utilities Report</b>	IDC Consulting	<b>Appendix E</b>
<b>Preliminary Engagement Report</b>	WSP	<b>Appendix F</b>
<b>Revised site specific DCP</b>	Urbis	<b>Appendix G</b>
<b>Biodiversity Compliance Letter</b>	Ecological	<b>Appendix H</b>
<b>Flood Compliance Letter</b>	J. Wyndam Prince	<b>Appendix I</b>

## 2. SITE ANALYSIS

### 2.1. SITE LOCATION

The Planning Proposal relates to land at Goldsmith Avenue, Campbelltown, which is legally described as Lot 1097 DP 1182558 (or the site). A new subdivision layout was approved under 3944/2021/DA-SW (as modified) and is expected to be registered over the site by June 2025.

Figure 1 Regional Context Map



Source: Urbis

### 2.2. SITE DESCRIPTION

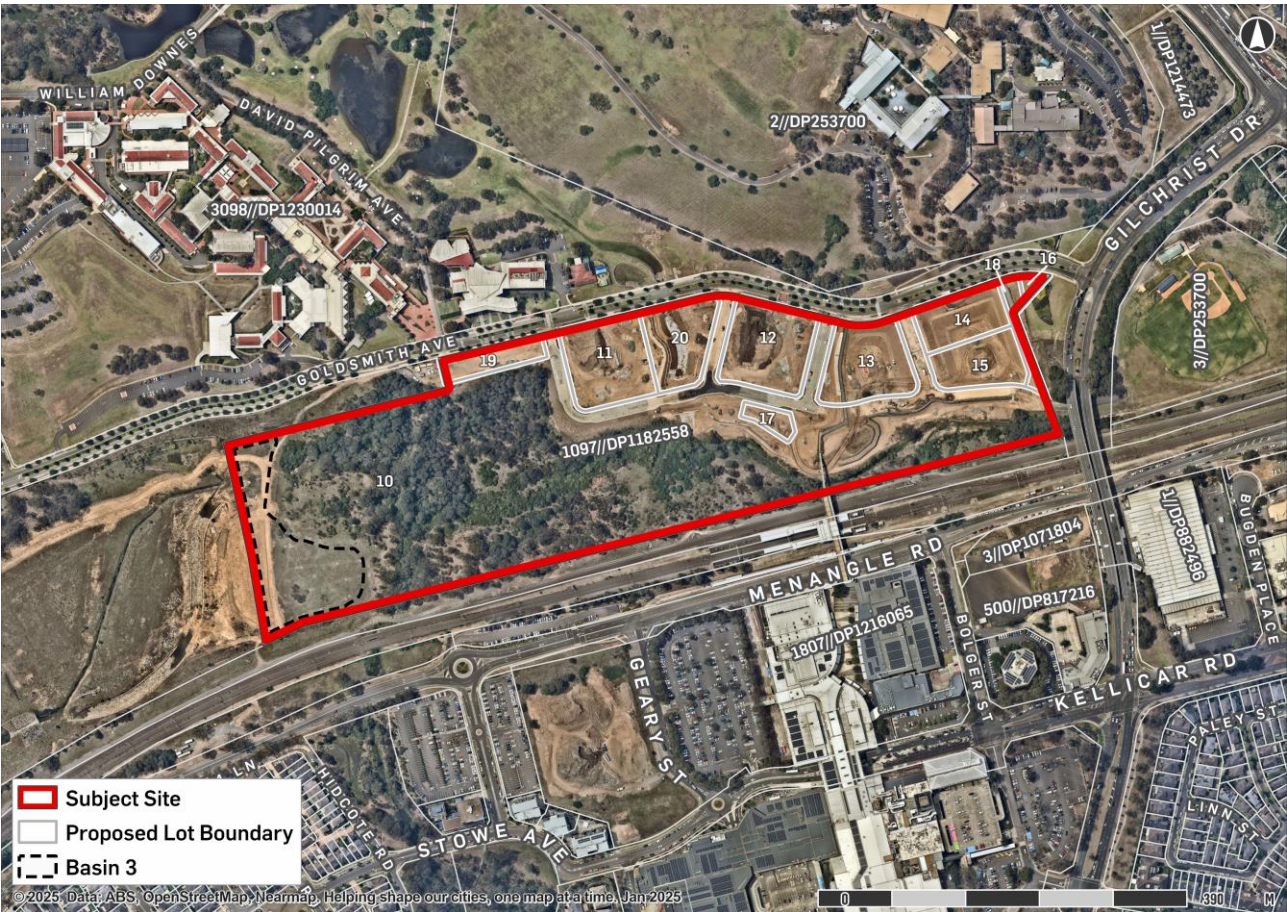
This site is rectangular in shape and is approximately 18ha in size.

It is also partly occupied by a detention basin (referred to nominally as **Basin 3**) located along the western boundary of the site. Basin 3 is associated with sporting fields to the west and an operable consent under DA/845/2015. Basin 3 is of no relevance to this planning proposal and is not considered part of the MGN Precinct.

An aerial of the site is shown below in **Figure 2**. The aerial notes the existing legal description and boundaries of the site, as well as the approved lots 3944/2021/DA-SW (not yet registered). Site details including adjoining land uses are provided in **Table 2**.



Figure 2 Aerial Photograph



Source: Urbis

Table 2 Site Description

Site Characteristic	Description
Country	Dharawal
Local Government Area (LGA)	Campbelltown
Legal Description (Title Particulars)	<ul style="list-style-type: none"><li>Existing Registered Lot: Lot 1097 DP 1182558</li><li>Proposed Super Lots: Lot 11-20</li></ul>
Number of existing lots	1
Site Ownership	Landcom
Site Area	<ul style="list-style-type: none"><li>Site total - 18ha</li><li>MGN Precinct (excluding Basin 3)– 16.58ha</li></ul>
Site Frontage	<p>The site is partly rectangular in shape, with frontages to the following:</p> <ul style="list-style-type: none"><li>Goldsmith Avenue – 695m</li><li>Gilchrist Drive – 162m</li><li>The T8 Rail Corridor – 875m</li></ul>
Topography	<p>The site has been undergoing enabling and bulk earthworks in accordance with a consent under 1571/2015/DA-CW. The intent of which has been to facilitate the level changes necessary to accommodate the future development of the MGN Precinct.</p> <p>The site, prior to disturbance sloped down from an RL of 79m at Goldsmith Avenue to an RL of 68.0m at Bow Bowling Creek River.</p>
Vehicular/Site Access	<p>The site is currently accessible from multiple points. It is partly accessible from Macarthur Station via an uncovered pedestrian footpath that traverses through the Precinct, towards Goldsmith Avenue, and which serves as the main pedestrian link</p>

Site Characteristic	Description
	between the station and the Western Sydney University and TAFE NSW Campbelltown campuses.
	There is also an existing vehicular access point from Goldsmith Avenue
Adjacent land uses North	To the north is Hume Highway and the Narellan Road inter-junction. Northwest of the site is the Western Sydney University Campbelltown Campus, and then to the northeast is the Campbelltown TAFE NSW Campus. Further northeast is the Mount Annan Botanic Gardens
Adjacent land uses South	Immediately south, is Macarthur Station and the T8 Rail Corridor. Across the T8 Rail Corridor, and further south, is the Macarthur Square Bus Interchange and the Macarthur Square regional shopping centre. Extensive residential land uses and Campbelltown Private Hospital are situated further south.
Adjacent land uses East	To the immediate east of the site, across Gilchrist Drive is Gilchrist Oval. Approximately 2km to the northeast along the T8 Rail Corridor is the Campbelltown CBD which is characterised by a variety of commercial, civic, residential and some light industrial uses.
Adjacent land uses West	To the west of the site after Basin 3 is land identified for future sporting fields. Following the sport fields is the proposed Campbelltown Sports and Health Centre of Excellence. Macarthur Heights Residential Estate is located further northwest along the alignment of the Hume Motorway
Infrastructure & Services	<p>In summary, the site benefits from surrounding transport, health and education infrastructure, including:</p> <ul style="list-style-type: none"> <li>▪ The Hume Motorway and Narellan Road</li> <li>▪ T8 Rail Corridor and Macarthur Station</li> <li>▪ Macarthur Bus Interchange</li> <li>▪ WSU Campbelltown Campus</li> <li>▪ TAFE NSW Campbelltown Campus</li> <li>▪ Campbelltown Private Hospital</li> <li>▪ Campbelltown Arts and Cultural Centre</li> <li>▪ An existing Sydney Water sewer line traverses the southern portion of the site. There is also an existing 11kV transmission line traversing north south and bisecting the precinct. Potable water can be made available to the MGN Precinct.</li> </ul>

## 2.3. SITE CONTEXT

### 2.3.1. Regional Context

The site is strategically located in Macarthur immediately adjacent to Macarthur Station. It is also located immediately adjacent to the Campbelltown-Macarthur Central Business District (CBD) and is approximately 55km from Parramatta CBD and 30km south from the future Western Sydney Airport (WSA) and Aerotropolis.

Macarthur train station provides train services along the T8 Rail Corridor direct to Central Station in Sydney CBD.

The site is located within and in proximity to several strategic and local centres, most of which were identified under the Greater Macarthur Growth Area (GMGA) program and have since been established as priority planning precincts. These centres include the following:

- **Macarthur Precinct**

The Macarthur Precinct (Macarthur) was initially identified under the *'Macarthur to Glenfield Urban Renewal Corridor Strategy'*. Macarthur is a complementary centre to Campbelltown CBD, which together form the Campbelltown Macarthur Regional City Centre. Macarthur is a major destination for retail, tertiary education and health services, including Macarthur Shopping Centre, Campbelltown Private Hospital, and the WSU and TAFE NSW Campbelltown campuses, and lower density housing.



Macarthur is framed by two main road corridors, including the Hume Motorway to the Northwest and Narellan Road to the Northeast. Both of which converge alongside the alignment of the T8 Rail Corridor to the east and west of the site.

Macarthur is anchored by Macarthur Station. The boundary of the Macarthur Precinct is nominally based on an 800m-1.5km catchment around Macarthur Station. By 2036, an additional 4,650 dwellings and 4,200 jobs are forecast to be delivered in the precinct.

- **Campbelltown Central Business District**

Campbelltown CBD is located approximately 44km south west of Sydney CBD, with Campbelltown Station providing direction connections to Sydney CBD and other major local and strategic centres to the north of Campbelltown. The precinct is forecast to accommodate 3,600 additional dwellings and 6,650 additional jobs by 2036.

Campbelltown CBD is the major business and cultural centre for the region and supports a range of land uses including commercial, retail, civic and residential. The Campbelltown CBD is also anchored by a train station (Campbelltown Train Station) which splits the CBD into an eastern and western portion. The eastern side consists of a mix of retail, commercial, civic and residential uses, while light industrial and bulky good uses predominantly make up the western side.

- **Leumeah to Glenfield**

In addition to Macarthur and Campbelltown CBD, there are a number of local centres along the T8 rail corridor. These centres include Macquarie Fields, Ingleburn, Minto, Leumeah, and Glenfield, all of which are intended to support new housing in the GMGA.

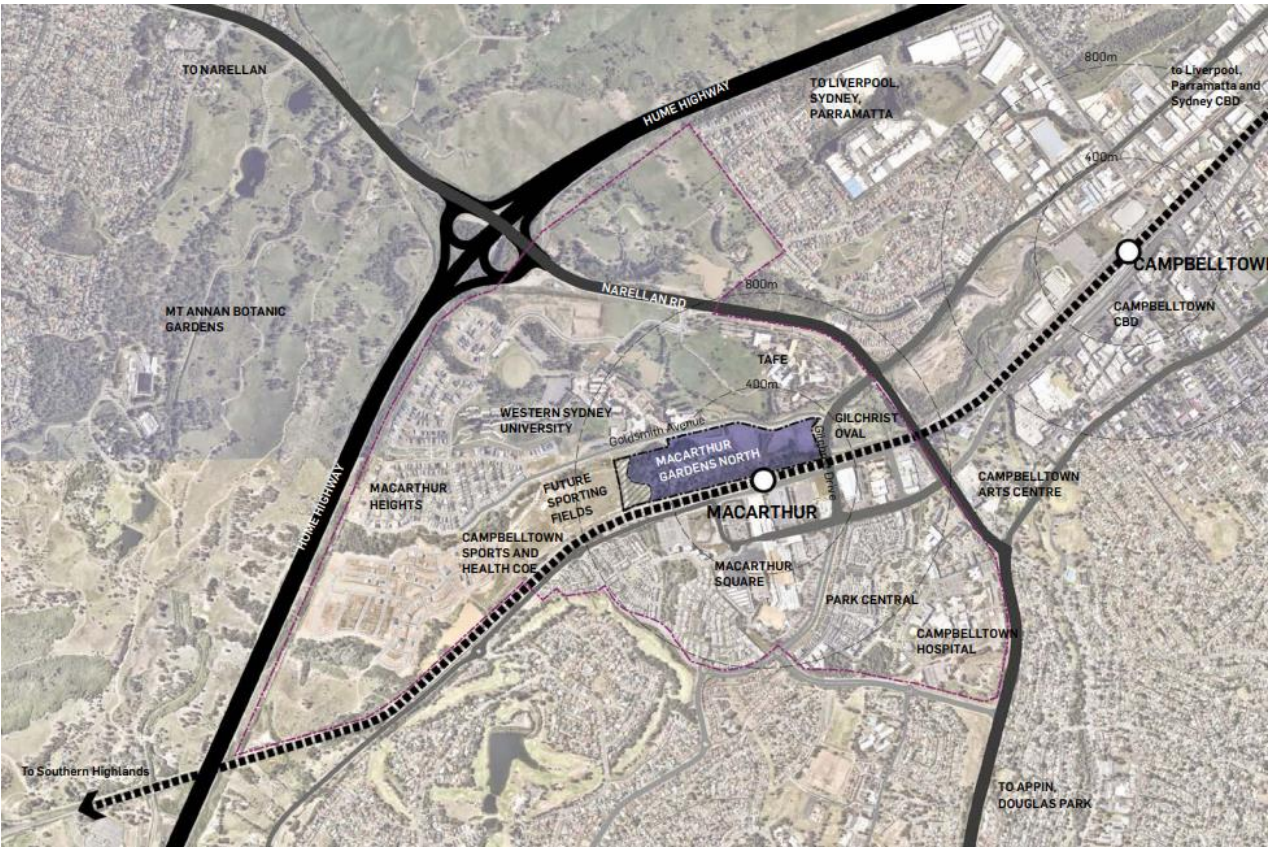
Notably, Glenfield is intended to become a regional sporting and education destination. It was rezoned on 16 July 2021 and will support 7,000 new dwellings and 2,900 jobs alongside playfields and the upgrade of the Hurlstone Agricultural High School.

- **Western Sydney Airport – Badgerys Creek Aerotropolis**

The site will have direct access and connectivity to the WSA and Aerotropolis to the north. The Aerotropolis will consist of various land uses and precincts that will surround the WSA, and that will benefit and develop in parallel with the future operation of the Airport. It will function as an economic hub, which is forecast to create 200,000+ jobs for the region.

**Figure 3** below provides an overview of the site's context and surrounding land uses.

Figure 3 Site Context



Source: Urbis

## 3. BACKGROUND

### 3.1. PROJECT HISTORY

The site has an extensive development history, which is tied to the ongoing development of the MGN Precinct. An overview of these DAs is provided directly below (Refer **Table 3**). Outlined in red is 3944/2021/DA-SW (as modified) which is the approved concept DA for the MGN Precinct.

Table 3: Development History

DA Reference	Description	Status
293/2013/DA-CW	<i>Stage 1 Bulk earthworks comprising the re-contouring of part of the MGN site with excess material from the Macarthur Heights Stage 1 Subdivision and Major Estate Works</i>	Activated and works completed.
1594/2015/DA-CW	<i>Interim bulk earthworks across the MGN site to enable future subdivision</i>	Activated and works completed.
1571/2015/DA/CW	<i>Bulk earthworks involving clearing of land, cut and fill, realignment of Bow Bowing Creek and revegetation</i>	Was activated until 30 August 2023. Surrendered in accordance with Condition 37 of DA-3944/2021/DA-SW, discussed directly below
3944/2021/DA-SW	<i>Concept master plan for a high density residential and mixed-use development (to be known as Macarthur Gardens North), and construction of stage 1 of the master plan, encompassing roads, parks, civil works, landscaping and subdivision of the site into superlots.</i>	Original concept DA for the MGN Precinct and enabling works. Consent for masterplan and works proposed to be surrendered following the approval of the concurrent LEP amendment and new concept masterplan DA.
3944/2021/DA-SW/A	<i>Modification of an existing master plan consent for a high density residential and mixed-use development (to be known as Macarthur Gardens North), and construction of stage 1 of the master plan, encompassing roads, parks, civil works, landscaping and subdivision of the site into superlots.</i>	Modification to the existing concept DA, and in effect is proposed to be surrendered following the approval of the LEP amendment and concurrent concept masterplan DA

### 3.2. APPROVED CONCEPT DA FOR MGN (3944/2021/DA-SW)

#### Summary of Approval:

This section provides an overview of the approved concept DA, in order to highlight the extent of the proposed changes under this planning proposal.

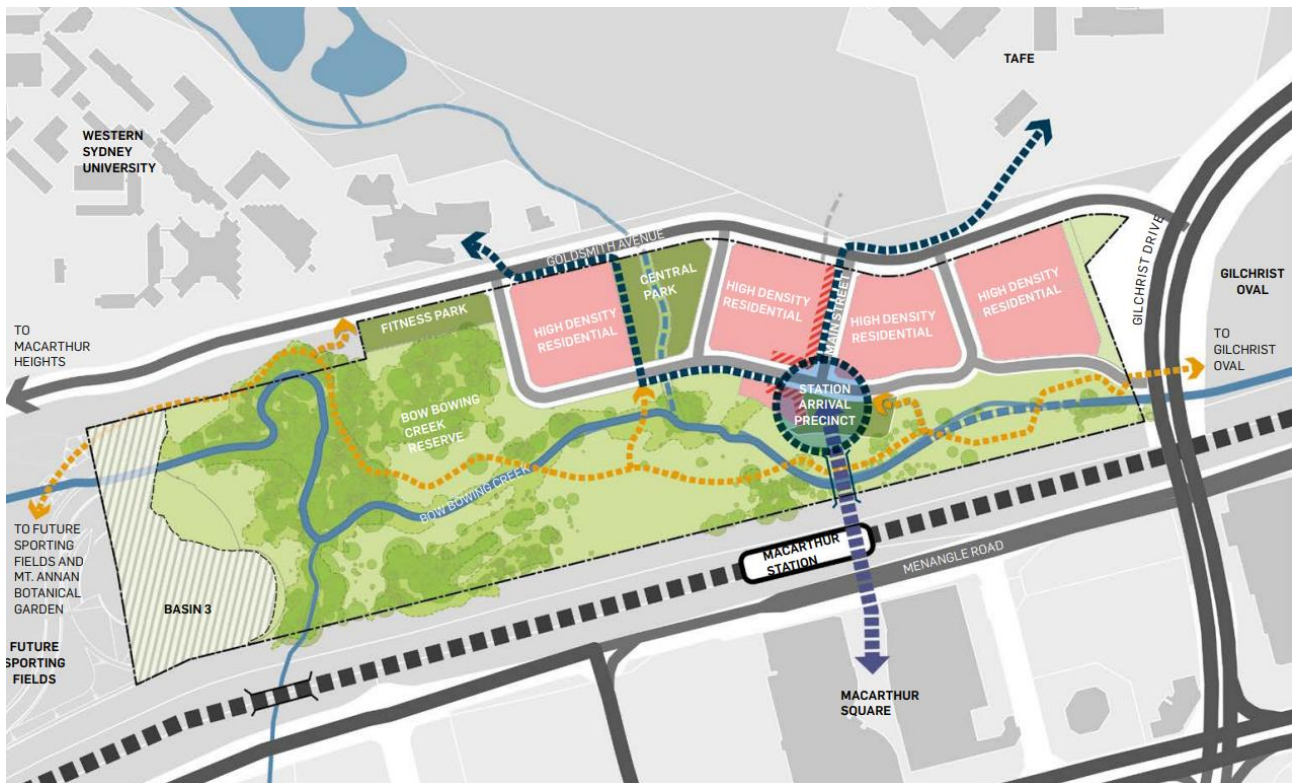
In summary the approved concept DA (as modified) sought the following:

- Six building envelopes of varying heights, ranging in heights, up to 32m (ranging from 3-9 storeys in steeped heights)
- 1,250 apartment dwellings, with 10% allocated to affordable housing units, equating to 100,527m<sup>2</sup> of residential floor space, and 1,960m<sup>2</sup> of non-residential floor space.
- Provision of two basement levels, accommodating approximately 1,145 residential and 21 non-residential car parking spaces, together with eight car-share vehicle spaces, and approximately 517 bicycle parking spaces.
- Provision of 1.98ha of active open space comprising three parks (including Station Arrival Plaza), and a further 9.67ha of passive open space (Bow Bowing Creek Reserve).

- Construction of widened pedestrian bridge to Macarthur Station (subject to a separate approval).

An extract of the approved masterplan is shown in **Figure 4** below. No material changes to this masterplan are sought

Figure 4 Approved Concept Masterplan



Source: Urbis

### **Approved Building Envelopes**

Alongside the masterplan, the approved concept DA also involved the approval of six (6) building envelopes.

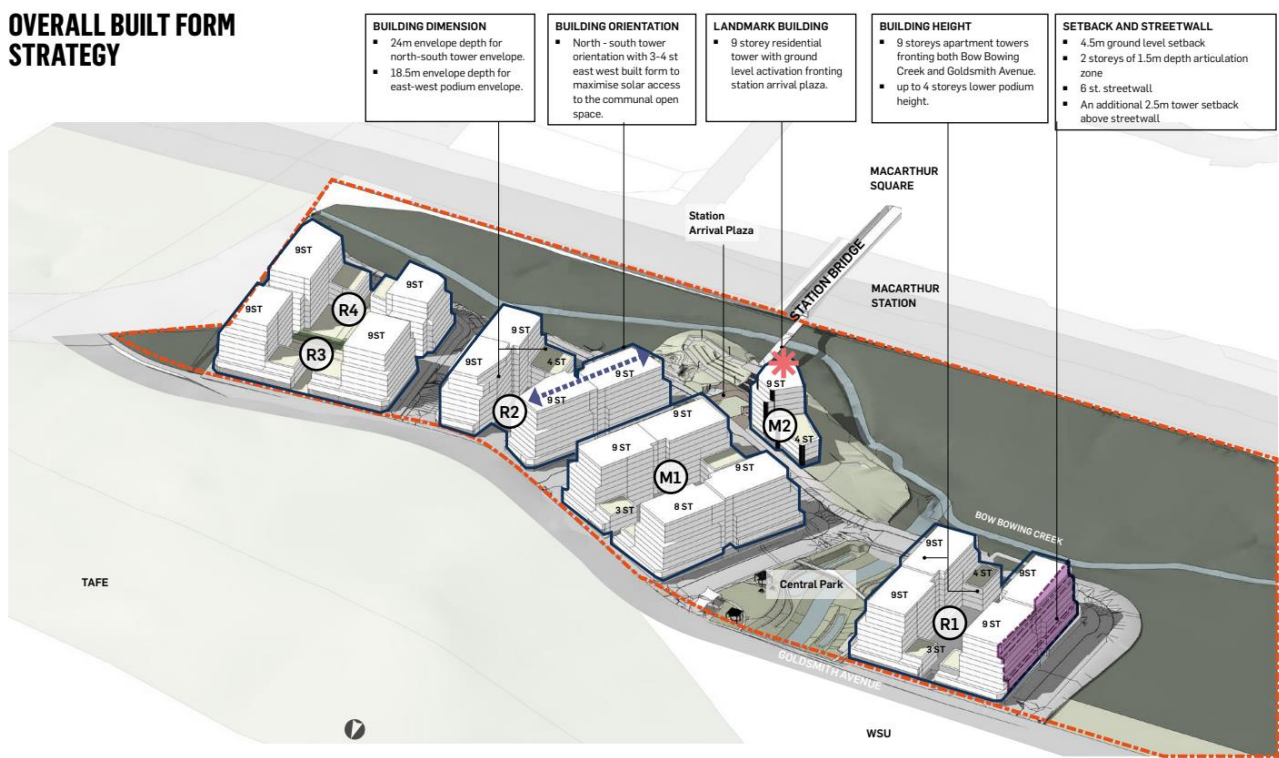
For reference the plans referred to each building envelope as a '*Residential Lot*' or '*Mixed-Use Lot*' (shortened as i.e., R1 or M1). This was in reference to the building footprint and its nominal land use and was for ease of identification only. These labels had no bearing on the actual proposed lot on which they would be located. For consistency, the use of these building footprint references (i.e., R1 and M1) have been carried over into this planning proposal submission and the concurrent concept DA.

The 6 building envelopes averaged 9 storeys in height, with a mix of 3-4 storey podiums. A Station Arrival Plaza and a slim 9 storey building envelope functioned as the gateway to the precinct from Macarthur Station.

The approved concept building envelopes (with their accompanying building reference) are shown in **Figure 5** below.



Figure 5 Approved concept building envelope plans



Source: Urbis

Under the approval, the maximum height achieved on the site was 32m. A summary of the maximum height achieved by the building envelopes is provided below in **Table 4**. A note has been made against each building envelope as to whether a change is proposed under this planning proposal.

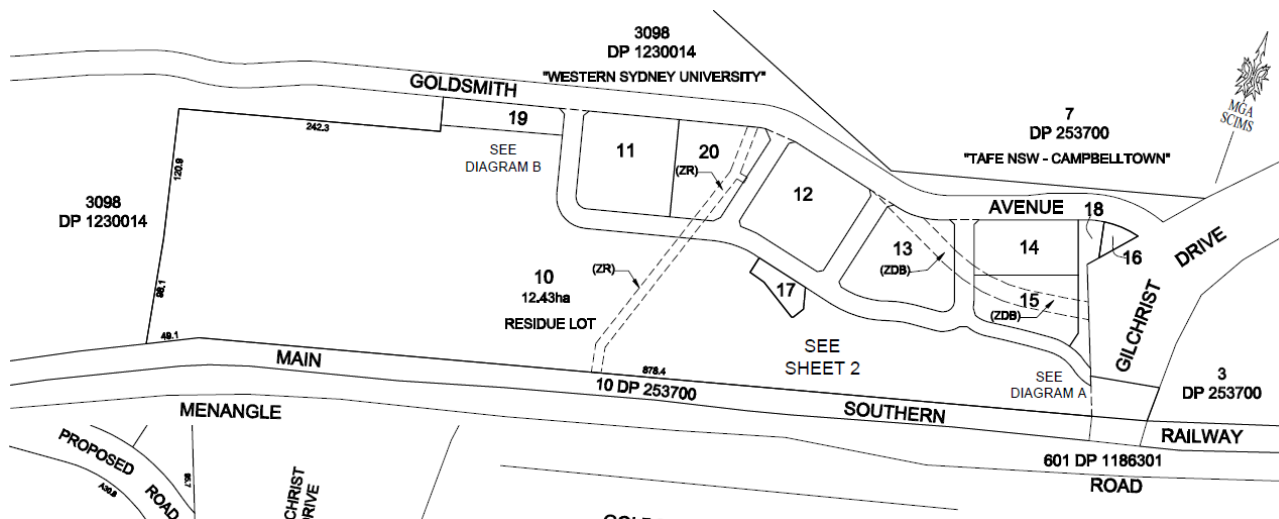
Table 4 Approved Concept Building Envelope Summary

Building Reference	Approved Height	LEP amendment proposed
Residential Lot 1 (R1)	32m	Yes
Residential Lot 2 (R2)	32m	Yes
Residential Lot 3 (R3)	32m	No
Residential Lot 4 (R4)	32m	Yes
Mixed Use Lot 1 (M1)	32m	Yes
Mixed Use Lot 2 (M2)	32m	Yes

**Approved Subdivision**

Alongside the above, approval was also granted for the subdivision of the site into various super lots which would accommodate the proposed building footprints. The site was subdivided into superlots 10-20. An extract from the proposed subdivision plan is provided below (Refer to **Figure 6**).

Figure 6 Proposed Subdivision (under 3944/2021-SW-DA)



Source: Landcom

Registration of these superlots are expected by June 2025. Therefore, the legal description of the site with the Land Registry Services (LRS) has not yet been changed. For reference, a breakdown of the approved lots and the approved building envelopes they correspond with are shown below (Table 5).

A note is made as to whether this planning proposal applies to the approved building envelope and superlot.

Table 5 Summary of proposed lots

Proposed Lot	Corresponding Building	LEP amendment proposed
Lot 10	N/A	N/A
Lot 11	Residential 1 (R1)	Yes
Lot 12	Mixed Use 1 (M1)	Yes
Lot 13	Residential 2 (R2)	Yes
Lot 14	Residential 3 (R3)	No
Lot 15	Residential 4 (R4)	Yes
Lot 16	N/A	N/A
Lot 17	Mixed Use 2 (M2)	Yes
Lot 18	N/A	N/A
Lot 19	N/A	N/A
Lot 20	N/A	N/A

Despite the above lots not yet being registered with the LRS, reference is made to these lots throughout this planning proposal.

No changes are sought to the subdivision under the concurrent concept DA.

## 4. PRE-LODGEEMENT

Prior to the lodgement of the planning proposal, Landcom and representatives from the project team have held meetings with the DPHI, TfNSW and Council to discuss the planning proposal. The purpose of these meetings has namely been to discuss the preparation of the planning proposal and likely potential built and environmental impacts.

A summary of the matters discussed are provided in the tables below.

### 4.1. PRE-LODGEEMENT CONSULTATION WITH DPHI

#### Preliminary Consultation with DPHI

Prior to lodgement of this planning proposal, various meetings were held with DPHI to discuss the proposal. Meetings were held between throughout 2024, including a project briefing, inception and formal pre lodgement meeting in October. A summary of the initial inception meetings in June is provided below.

Table 6 Pre-Lodgement Discussions

Matter	Section of this Report
<b>Inception Meeting – 14 June, 2024</b>	
<u>Scoping Report</u> Scoping Report and TfNSW Scoping memo provided to DPHI. No issues or concerns were raised.	This planning proposal incorporates feedback and advice provided to the scoping report. This has led to the refinement of the proposal.
<u>Planning approach</u> Landcom noted that a planning proposal and amended concept DA are being lodged concurrently over the site in accordance with Clause 3.39 (Making and consideration of certain development applications) of the Environmental Planning and Assessment Act 1979 (EP&A Act 1979).	An amended concept DA is being lodged concurrently over the site. However, as mentioned, for the DA to be permissible, an LEP amendment is required.  Therefore, this planning proposal has been prepared in accordance with Clause 3.39 of the EP&A Act 1979. Detail on how this planning proposal aligns with the concept DA is discussed in Section 8, while the LEP controls that require amending, are explained in Section 9.1 and 9.2
<u>Technical matters</u> Key technical matters may need to be re-investigated as part of the planning proposal, including traffic, infrastructure capacity, acoustic and visual impact	The key technical matters identified and discussed in the meeting with DPHI have been re-considered and assessed in <b>Section 7.3</b>
<u>Priority Rezoning Pathway</u> The priority rezoning pathway for is available to Landcom if it facilitates affordable housing. Landcom has committed to allocating 10% of the residential floor space within the MGN Precinct to affordable housing .	The planning proposal allocates 10% of the proposed residential dwellings to affordable housing. The commitment and proposed site-specific affordable housing clause is outlined in <b>Section 7</b> .

#### Accelerated Rezoning Pathway for social and affordable housing projects

A meeting was also held with DPHI on 15 October, 2024, to review Landcom's eligibility for the accelerated rezoning pathway. The completed candidate profile to assess Landcom's eligibility for the pathway is attached for information purposes as **Appendix J**.

In this meeting, detailed feedback was provided by DPHI on the scoping report. A letter was issued on 13 November 2024, confirming the planning proposal qualifies for the accelerated rezoning pathway, and detailed the matters to be addressed prior to lodgement of the planning proposal.

Matter	Section of this Report
<u>Traffic Modelling and Report</u> The proposal includes a draft Traffic and Transport Assessment. It is requested that an update to the assessment be completed to address the following:	The Traffic modelling and report that has been prepared to date, in support of this planning proposal is attached as <b>Appendix B</b> .



Matter	Section of this Report
<ul style="list-style-type: none"> <li>▪ Update the traffic and transport assessment with revised yields, including any mitigation measures needed to manage potential operational impacts on the surrounding and State Road network such as queuing;</li> <li>▪ Utilise the SIDRA modelling adopted with the approved development consent to inform the increased yield scenario, and including SIDRA modelling summaries</li> <li>▪ Include the status of the proposed pedestrian bridge and concept design for this (if available)</li> <li>▪ Include analysis and commentary on built-form outcomes of additional height and whether this may interact with Sydney Trains operations</li> <li>▪ Undertake further consultation with TNSW and Campbelltown Council's Strategic Transport Officer on the proposal and amend the modelling and report to address issues and requirements raised, and to include consultation outcomes.</li> </ul>	<p>The findings of the report are discussed in <b>Section 7.3.3</b> of this planning proposal.</p>
<p><u>Flooding</u></p> <p>A high-level review and memo of the previous study prepared to support the existing Concept DA consent is requested to be included in the planning proposal package to address flooding impacts on the site and support the proposal.</p> <p>The proposal states that flooding has been resolved during the current consent assessment. However, the DA consent for 3944/2021/DA-SW shows there are potentially unresolved flooding impacts.</p> <p>The review of the flood study will also need to address the suitability of the site for any sensitive uses such as the proposed childcare.</p>	<p>Flooding impacts have been reconsidered as part of the planning proposal and the proposed height increase. A high level flooding compliance letter has therefore been prepared by J.Wyndham, and is attached as <b>Appendix I</b>. The findings of the letter are considered in <b>Section 7.3.3</b> of this planning proposal.</p>
<p><u>Noise Study</u></p> <p>A revised environmental noise/acoustic assessment should be undertaken to confirm that the proposal is consistent with 'Development near Rail Corridors and Busy Roads'.</p> <p>The revised assessment should also provide any noise mitigation measures in designing the building including but not limited to building orientation, setbacks, and acoustic treatments.</p>	<p>Following consultation with DPHI, the draft Noise Impact Statement prepared by Renzo Tonin &amp; Associates for the scoping proposal was updated to note compliance with the 'Development near Rail Corridors and Busy Roads' interim guidelines. The letter is attached as <b>Appendix D</b> and is considered in <b>Section 7.3.3</b> of this planning proposal.</p>
<p><u>Development Control Plan</u></p> <p>The current proposal does not reference or include a site-specific Development Control Plan (DCP). In consultation with Council, it is recommended that a revised site-specific DCP be prepared and exhibited with the planning proposal.</p> <p>The intent of the site-specific DCP is to:</p> <ul style="list-style-type: none"> <li>▪ Safeguard building height articulation under the proposed maximum height of building (HOB) provisions;</li> <li>▪ Safeguard solar access to public domain/public open spaces; and</li> <li>▪ Provide for public cross-site links to improve accessibility and access (east-west through super lots).</li> </ul> <p>In consultation with Council, it is recommended that a revised site-specific DCP be prepared and exhibited with the planning proposal. In the event that the Council does not require a DCP to be prepared, a clause would be introduced to the LEP to require a revised site-specific DCP to be prepared.</p>	<p>Administrative amendments to the site-specific development control plan that currently applies to the MGN precinct, is proposed. The amended draft site-specific DCP is attached as <b>Appendix G</b>.</p> <p>Given that there is already a site-specific DCP in force over the site, there is no requirement to provide a LEP clause that requires the provision of a site-specific DCP.</p> <p>The existing site-specific DCP provides safe guards for building heights an public cross-site links. However, amendments to the Section 16.7 of the DCP are proposed so safeguard solar access to the public domain, in particular public open space.</p> <p>Consultation regarding updates to the site-specific DCP with Council are live and ongoing, with the DCP expected to be resolved concurrent to the planning proposal process with DPHI.</p>

Matter	Section of this Report
<p><u>Biodiversity and Ecology</u></p> <p>A biodiversity report has not been provided in the initial scoping study. The report published in support of the existing Concept DA consent (for 3944/2021/DA-SW) highlights the site contains endangered and critically endangered plant species and identifies the presence of the Cumberland Plain Land Snail as well as assumed Myotis Macropus bats on the site. The additional heights have not had an ecological impact assessment completed. An amendment to this study is required to assess ecological impacts of the proposal.</p>	<p>Following consultation with DPHI, a Biodiversity Compliance Letter has been prepared by EcoLogical and is attached as <b>Appendix H</b>. The letter considers the indirect overshadowing impacts that result from the proposed increase in height, which are discussed in <b>Section 7.3.3</b> of this planning proposal.</p>
<p><u>Affordable Housing Requirement</u></p> <p>It is recommended that a clause be introduced into the LEP requiring the provision of 10% affordable housing for the site as indicated in the proposal.</p> <p>It is noted that according to the urban design study Building R3 provides for 175 dwellings and Building R4 provides for 164 dwellings.</p> <p>Further detail is required on the strategy proposed for affordable housing including a timeline for provision, mechanisms for delivery, and proposed approach/strategies for ongoing management.</p> <p>More information is needed on this strategy, such as:</p> <ul style="list-style-type: none"> <li>▪ Length of tenure as affordable housing</li> <li>▪ Distribution of affordable housing</li> <li>▪ Ownership</li> <li>▪ Proposed construction of which affordable homes i.e. will this/these be constructed by Landcom, built by others under contract and/or management of Landcom, or constructed by others?</li> <li>▪ Dedication i.e. is the intent to provide an entire building to the Council or an accredited Community Housing Provider (CHP) at no cost?</li> <li>▪ Who will manage the affordable homes?</li> <li>▪ Has Landcom commenced consultation with these groups on the proposal?</li> </ul>	<p>A site-specific LEP clause is proposed under this planning proposal, which will require the provision of a minimum of 10% affordable housing in the MGN Precinct. The proposed provision is outlined in <b>Section 7.2</b> of this planning proposal.</p>
<p><u>Urban Design Study</u></p> <p>Both the proposal and Urban Design Report are required to be updated to address the following:</p> <ul style="list-style-type: none"> <li>▪ <b>Strategic alignment:</b> Further detail on alignment with strategic policies and 9.1 Ministerial Directions</li> <li>▪ <b>Approach to delivery of additional communal open space:</b> Further clarity around the strategy to increase communal open space if the base building configuration is retained as per the consent (the proposal states there is a proposed increase of 4,071m<sup>2</sup>). The revised concept plan illustrates this appears to be provided by new north-facing accessible roof-level communal spaces. The provision of these new communal open spaces is required to be reflected in the revised site-specific DCP.</li> <li>▪ <b>Confusing content:</b> Clarity is needed on the statement, or removal of the statement, on page 10 "Given the alignment of the CLEP 2015 with strategic planning directions, and the almost 20-year time frame back to the CLEP 2002 controls, it is considered that the outcomes for the site identified within the CLEP 2015 are most relevant to the site"</li> </ul>	<p>The Urban Design Report, attached as <b>Appendix A</b> to this planning proposal has been updated to address DPHI commentary, where necessary.</p> <p>Ongoing clarification can be provided to DPHI during assessment as to how the comments have been addressed.</p> <p>Strategic alignment, specifically consistency with Section 9.1 Ministerial Directions is demonstrated in this planning proposal.</p>

Matter	Section of this Report
<ul style="list-style-type: none"> <li>▪ <b>Floor to floor height assumptions and alignment with proposed HOB:</b> Further detail is to be provided on the assumptions for land uses, proposed floor-to-floor heights, and closer alignment with the proposed new HOB provisions.</li> <li>▪ <b>Safeguarding height variation in super lots:</b> The intent to deliver varied tower heights along the southern façade of the super lots is clearly illustrated in the urban design study and revised Concept Plan. Further work is required to safeguard this proposed height articulation, such as the inclusion of a finer grain height map/provisions in the site-specific DCP controls.</li> <li>▪ <b>Building separation:</b> Further clarification is needed on building separation between R3 and R4. This is shown to be 21m and does not strictly comply with the Apartment Design Guidelines (ADGs) at the upper levels. As this is north facing (in the case of R4) it is likely that this facade will be habitable. Further detailed testing of the proposal against the ADG is recommended in this area.</li> <li>▪ <b>Cross ventilation:</b> Given some of these apartments are single aspect the ability to deliver natural cross ventilation is queried. It is recommended that this is reviewed and confirmed.</li> <li>▪ <b>Solar access:</b> While solar access to the proposed communal open spaces with the development is demonstrated, additional detail and analysis is needed on solar access impacts to the public domain and public open spaces (i.e. outside the super lots). It is recommended that this includes a comparison between the original Concept DA and the revised proposal and quantifies the solar access for key sections/elements of the open space network.</li> <li>▪ <b>Visual impacts:</b> Further justification of proposed tower heights in relation to the existing topography and view lines as highlighted in the Reimagining Campbelltown City Centre master Plan, with particular regard to the 24-storey tower and its impacts on the relationship to the horizon and hilltops. It is also recommended that the visual analysis include some shorter-distance views, such as from the rail bridge, public open spaces, and Goldsmith Avenue.</li> <li>▪ <b>Through site links and increased permeability:</b> Provision of increased east-west permeability through public mid-block connections through super lots to improve public access.</li> </ul>	
<p><u>Education and Childcare</u></p> <p>The amended proposal's incoming population will include approximately 152 primary school aged children and 94 high school students.</p> <p>Although these numbers in isolation do not constitute the need for a new school, additional schools will be</p>	<p>Consultation and coordination with SINSW will occur as required as part of the lodgement of this planning proposal.</p>

Matter	Section of this Report
<p>required to service broader growth. Consultation and coordination with Schools Infrastructure NSW is required to discuss how the incoming populations needs for school places could be met through existing school capacity or through school upgrades or new schools in surrounding areas.</p>	
<p><u>Utilities</u></p> <p>The utilities report provided to support the scoping proposal appears to be based on infrastructure and servicing needs for an additional 275 dwellings, representing an increase from 1,250 to 1,560 dwellings. This does not align with the proposal which seeks to provide 375 additional dwellings representing an increase from 1,250 to 1,625 dwellings.</p> <p>Accordingly, the utilities assessment will need to be updated to align with the proposed increase in dwellings, including a review of the following:</p> <ul style="list-style-type: none"> <li>▪ Capacity of 250mm diameter trunk main located along Goldsmith Avenue</li> <li>▪ Proposed water demand calculations</li> <li>▪ Proposed sewer network calculations, equivalent population and capacity of Bow Bowing Carrier, and</li> <li>▪ Electrical demand Calculated Diversified Load and supply of additional feeder and relocation of underground and overhead powerlines.</li> </ul> <p>In addition, further consultation with relevant agencies is required to support the proposal and outcomes of consultation included in the revised utilities report.</p>	<p>The figures quoted in the utilities report have been corrected. The updated utilities report is attached as <b>Appendix E</b>. To clarify, utility and infrastructure capacity in the MGN precinct is sufficient to support the additional 375 dwellings.</p>
<p><u>Agency and Council Consultation</u></p> <p>Further agency consultation is required with the following key agencies before exhibition of the planning proposal:</p> <ul style="list-style-type: none"> <li>▪ Schools Infrastructure NSW: regarding existing capacity and need for upgrades given the increase of dwellings.</li> <li>▪ Transport for TNSW: engagement regarding alignment with strategic policy, modelling, upgrades to the surrounding road network, and to inform updated transport and traffic report.</li> <li>▪ Utility providers: consultation with relevant utility providers to review and validate utilities and servicing capacities, planned upgrades, infrastructure delivery timing, and to inform updated utilities report.</li> <li>▪ Campbelltown City Council: to review and support strategic alignment, address visual sensitivity and design issues, and in relation to the new/revised site-specific DCP. Consultation on traffic and transport matters is also required with Council's Strategic Transport Officer.</li> </ul>	<p>Preliminary consultation with Transport for NSW and Council has occurred as part of the pre-lodgement of this planning proposal.</p> <p>Consultation with TfNSW and Council, as well as Schools Infrastructure NSW and relevant utility providers will occur as part of the lodgement of this planning proposal.</p>

## 4.2. CONSULTATION WITH COUNCIL

Landcom has had two meetings with Campbelltown City Council, with an inception meeting initially in November 2023. The purpose of the meetings was to discuss detailed design matters, related to the amending concept DA, specifically the pedestrian footbridge and proposed uplift in density at the site. These

detailed design matters, while a DA matter, are the outcomes that the planning proposal intends to facilitate. Therefore, consultation with Council in regard to the DA are included below for information.

Table 7 Summary of Consultation with Campbelltown City Council

Matter	Response
<b>Meeting 03/11/23</b>	
<u>Building Heights</u> Council emphasised the need to consider the landscape, being a 'city in a valley'. The proposal should also identify the RLs for the tall buildings and ensure the heights do not impact the view towards the scenic hills and that they have a relationship with the surrounding hills.	The planning proposal has considered and justified the proposed building heights in alignment with the 'city in a valley' setting and design guidance under the Campbelltown Masterplan.
<u>Public Reserve Overshadowing</u> Proposal should consider overshadowing impact to the existing Bow Bowing Creek public reserve. Its anticipated the impact would be minimal.	The planning proposal has considered overshadowing impacts within the Urban Design Report, attached as <b>Appendix A</b> . These impacts are also discussed in <b>Section 7.3.3</b> of this planning proposal.
<u>Retail floor space</u> Proposal should review the retail floor space demand. Its anticipated that the change would likely and could be accommodated within the rezoned land and existing retail floor space.	The quantum of retail floor space was reconsidered under this planning proposal. It was determined that the increase in dwellings was too minimal to justify a re-assessment of the retail floor space and a further increase. The quantum of retail floor space, as approved, has been retained.
<u>Planning Pathway</u> Three building design scenarios were presented to Council. Scenario 3, which the proposal is nominally aligned with would, require a planning proposal. Council raised that the proposal should consider traffic, design excellence and amendments to the VPA.	A planning proposal is being submitted in accordance with Council's advice. The design quality of the proposal and traffic have been reconsidered in in <b>Section 7.3.3</b> . No amendments to the planning agreement executed on title were determined necessary.

## 4.3. CONSULTATION WITH AGENCIES AND STAKEHOLDERS

In accordance with the pre-lodgement process, the following NSW Government agencies provided preliminary responses to the Scoping Proposal.

Table 8 Summary of NSW Government Agency Consultation

Matter	Section of this report
<b>TfNSW – 20/03/24</b>	
<u>Scoping Report</u> The proponent and TfNSW discussed the requirements for the Transport Scoping proposal. These requirements included (but were not limited to): <ul style="list-style-type: none"> <li>Car parking rates</li> <li>Detailed traffic assumptions</li> <li>Identification of existing transport hubs and connections</li> </ul>	Car parking rates, assumption, methodologies and existing transport connections were clarified in the revised Transport Scoping Proposal sent to DPHI, which is attached as <b>Appendix B</b> .  The final outcomes of the Traffic and Transport Assessment, prepared by SCT Consulting and are discussed within <b>Section 7.3.3</b>
<u>Intersection upgrades</u> TfNSW require clarification around what traffic amelioration measures would be required. Landcom noted that future upgrades by Council/TfNSW would ameliorate any traffic impacts from the additional yield.	As part of the of the revised Traffic and Transport Assessment, the need for further intersection upgrades was considered. This is discussed within <b>Section 7.3.3</b> , which concludes that the additional traffic impacts are acceptable and do no necessitate any physical improvements to existing intersections.

## **4.4. ONGOING CONSULTATION**

It is anticipated that ongoing consultation with the relevant state agencies and service providers will occur post-gateway and during the assessment of the planning proposal ahead of public exhibition.

Discussions between Campbelltown City Council, DPHI and Landcom remain live and ongoing. In particular with relation to the site-specific DCP amendments, Campbelltown City Council are looking to progress this concurrent with the planning proposal process.

In accordance with ongoing consultation that has occurred with Council and DPHI, the planning proposal has since been updated to incorporate a proposed land use zoning change. Specifically, the planning proposal now seeks to amend the Land Use Zoning Map, to zone the land known as Bow Bowing Creek Reserve from R4 to RE1 Public Recreation. This would also reflect the execution of the voluntary planning agreement, which includes the dedication of said land to Council.

## 5. PLANNING FRAMEWORK

### 5.1. STRATEGIC PLANNING CONTEXT

The Planning Proposal is consistent with and supports a range of strategic planning outcomes established by Council and the NSW Government.

This section provides a brief overview of the strategic planning policies governing development in NSW and how the vision and intended outcomes under this planning proposal will implement or otherwise be consistent with the relevant plans and policies.

Detailed consistency of the proposal with the relevant State and local strategic planning documents is demonstrated in **Section 6** of this report.

#### 5.1.1. Government priorities

The Commonwealth and NSW Government's current strategic imperatives are focused on addressing the housing crisis and facilitating greater well-located housing supply. On a National level, the Commonwealth Government has established a National Housing Accord, which sets an aspirational target of building \$1.2 million well located homes over 5 years from mid-2024.

In response, the NSW Government has set a five-year housing completion target of 377,000 new well-located homes to be built by FY 29. The increased emphasis on housing supply is also evidenced in the NSW Government's various housing policy reforms, in particular through the introduction of the accelerated rezoning pathway for NSW Government housing agency projects that deliver affordable housing, and amendments to the State Environmental Planning Policy (Housing) 2021 to facilitate greater market rate, affordable housing supply, particularly around train stations.

The greater emphasis on housing supply is expected to be reflected in updated planning priorities and housing targets set in the '*Greater Sydney Region Plan*' and corresponding '*District Plans*'. Updates to these plans are understood to have commenced in early 2024. In the interim the Minister for Planning and Public Spaces has written to all Council's and planning panels to "*prioritise the delivery of housing when assessing development applications and rezoning schemes, so that the entire planning system is geared to addressing the housing shortfall*".

While the site is not formally identified under the NSW Government's TOD Program, it is consistent with the government's TOD criteria. Further, it aligns with Campbelltown Council's TOD policy priorities and advocacy as evidenced in their written submission on 28 March 2024 during the NSW Legislative Council's terms of reference inquiry into the development of the TOD program methodology. Their submission noted that "*Campbelltown Local Government Area is well-placed to accommodate high-quality density along its railway corridor, sustainably and affordably*."

#### 5.1.2. Greater Sydney Region Plan: A Metropolis of Three Cities

A Metropolis of Three Cities: Greater Sydney Region Plan (The Region Plan), provides a 40-year vision to 2056 and establishes a 20-year plan to manage growth and change for the Greater Sydney region. The Region Plan is built on a vision of three cities – The Western Parkland City, the Central River City and the Eastern Harbour City – "*where most residents live within 30 minutes of their jobs, education and health facilities, services and great places*".

The site is located within the Western Parkland City, which The Region Plan identifies as an emerging new city, that is expected to grow from 740,000 residents in 2016 to 1.1 million residents by 2036. The vision for the Western Parkland City is for it to be anchored by the WSA and Aerotropolis, Liverpool, Greater Penrith and the Campbelltown-MacArthur region. Together these will form the Western Economic Corridor. The city will also be supported by city-shaping transport infrastructure, including direct connections to Wollongong and Canberra and more broadly, north-south and east-west mass transit connections to the WSA and Aerotropolis. It's intended that north-south train connections will incorporate the health and education infrastructure within Campbelltown-MacArthur, into the Western Economic Corridor.

Notable strategic directions and objectives for the Greater Sydney Region, include the following:

- **Direction 2: A Collaborative City**
  - Objective 5: Benefits of growth realised by collaboration of governments, community and business



- **Direction 4: Housing the City**

- Objective 10: Greater Housing Supply
- Objective 11: Housing is more diverse and affordable

- **Direction 6: A well-connected city**

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

The proposal aligns with the aims of the Region plan as it intends to contribute to the delivery of greater housing supply and housing diversity in the Western Parkland City through new apartment dwellings and affordable housing.

### 5.1.3. Western City District Plan

The Western City District Plan builds on the directions and objectives established in the Region Plan, at a district level. It sets out the planning priorities and actions for achieving a liveable, productive and sustainable future district that will improve the quality of life for existing and future residents,

The site is located within the Western City District, an additionally demarcated city within the Western Parkland City (**Figure 7**). The Western City District is expected to accommodate 464,450 new residents, 370,200 jobs and 184,500 dwellings by 2026. The district will accommodate and support growth through the release of new land and development within the growth areas, and in economic and transport corridors. It will also be anchored by the WSA and Aerotropolis, with several planning and transport initiatives to support its integration with the district.

In the district, the site is located within a ‘*collaboration area*’, which are areas identified (formerly by the Greater Sydney Commission) for place-based collaboration through cross-stakeholder involvement (i.e., various government agencies, organisations and the community). The relevant planning priority for collaboration areas are – “***Planning Priority W2: Working through collaboration, with the objective being to have the benefits of growth realised by collaboration of governments, community and business.***”

The site is also located on the periphery of the Greater Macarthur Growth Area and further, within the Glenfield to Macarthur Renewal Corridor which has been identified to accommodate new housing supply. Further relevant planning priorities include the following:

- **Planning Priority W5:** Providing housing supply, choice and affordability, with access to jobs, services and transport.
- **Planning Priority W7:** Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City Growing and strengthening the metropolitan cluster.

The proposal aligns with the District Plan as it provides housing supply and choice for the growing Western Parkland City, in an identified growth corridor. It also builds on the strategic planning for the Campbelltown-Macarthur Collaboration Area.

The map illustrates the Western Sydney Aerotropolis, highlighting the proposed rail corridor (indicated by a thick blue line) and various locations. Key locations include Wetherill Park, Fairfield Heights, Fairfield West, Wokely, Canley Heights, Cabramatta, Liverpool, Chipping Norton, Moorebank, Wattle Grove, Macquarie Fields, Ingleburn, Minto, Blair Athol, Campbelltown, Macarthur, Bradbury, Ambarvale, Rosemeadow, Narellan, Harrington Park, Currans Hill, Mount Annan, Spring Farm, Camden, and Leppington. The map also shows the Western Sydney Airport-Badgers Creek Aerotropolis. A scale bar indicates distances from 0 to 5 km, and an inset map shows the location of the aerotropolis within New South Wales.

#### 5.1.4. Greater Macarthur 2040 (interim plan 2018)

The interim plan identifies the Campbelltown-Macarthur area as metropolitan cluster that will provide substantial housing and employment for the Western City District. To achieve this, the interim plan identifies various goals, objectives and principles against each of the above discussed themes. These include:

- **Place:** A range of building heights, the retention of Gilchrist's character, and a large floor plate campus style office park west of the station.
- **Landscape:** the provision of an integrated open space and street network with walking and cycling opportunities. Biodiversity values are protected. Buildings are water and energy efficient and embed ESD principles.
- **Built form:** precinct planning should take a place-based approach, that is designed for people, is aesthetically pleasing and welcoming, and is focused on environmental sustainability.
- **Land Use:** Macarthur was initially envisaged to complement Campbelltown with world class health facilities, integrated educational establishments, more diverse housing, a premier retail precinct and attractive public spaces. Around 4,650 new dwellings were initially targeted.

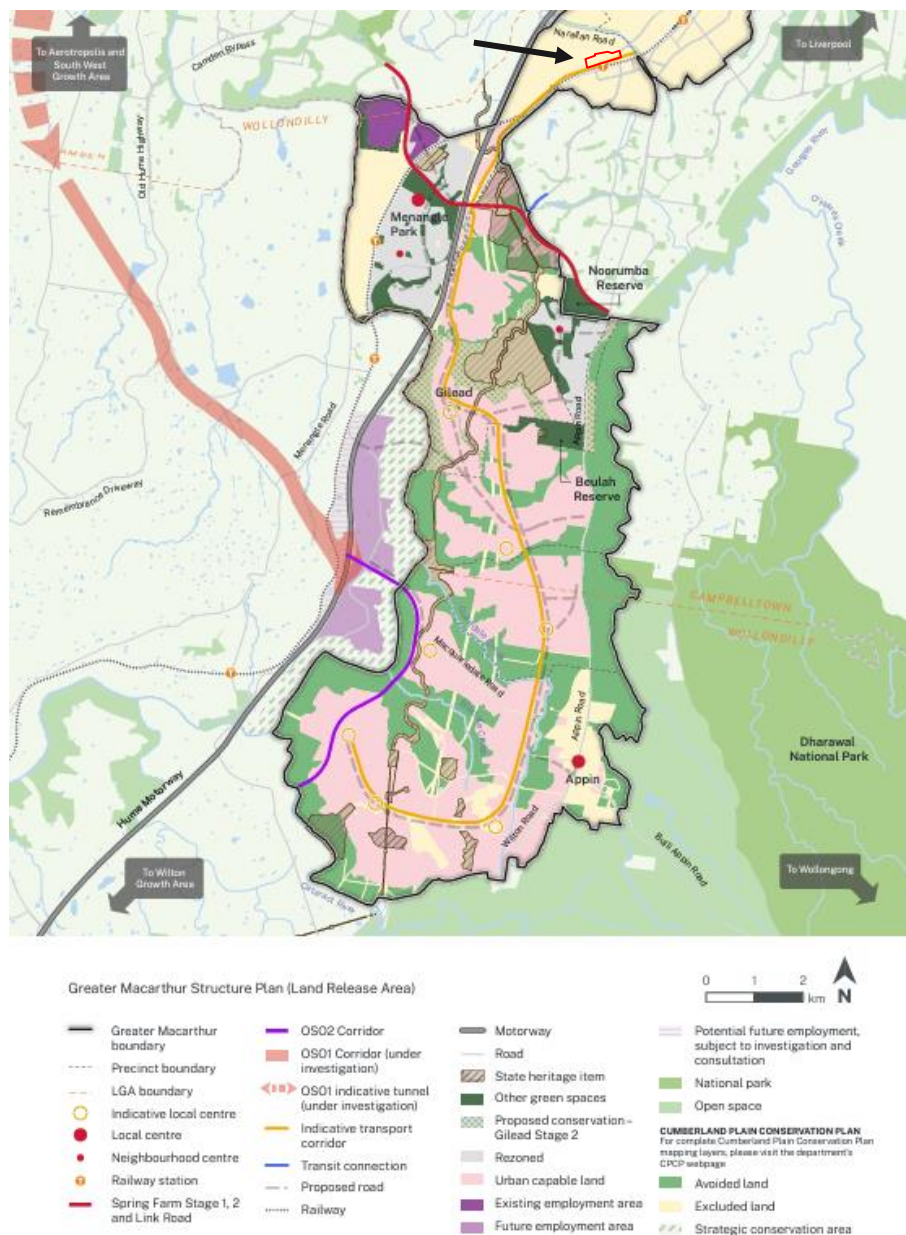
Precinct planning for the MGN Precinct is generally consistent with the design principles under each theme discussed above. It's noted that the 4,650 dwellings forecast targeted for Macarthur, has been refined. This is discussed in **Section 5.1.10**.

The interim plan is further superseded by the Greater Macarthur Growth Area Structure Plan and Guide, 2022 discussed directly below. The proposed additional 375 dwellings none-the-less contribute to this previous target.

### 5.1.5. Greater Macarthur Growth Area Structure Plan 2022 & Guide

The Greater MacArthur Interim Plan 2018 was superseded by the Greater Macarthur Structure Plan (Structure Plan) & Guide published in 2022. The Structure Plan and guides build on the Interim Plan and provides an updated strategic and land use framework for the Greater Macarthur Growth Area. The more detailed Structure Plan now encompasses the area of the GMGA stretching from Menangle Park to Appin in the South. The Macarthur Precinct is 'excluded' from the Structure Plan and Guide update.

Figure 8 Greater Macarthur Growth Area Structure Plan 2022 ('excluded' site)



Source: Greater Macarthur Growth Area Structure Plan 2022

Following the rezoning of the Glenfield to Macarthur Precinct, more detailed precinct planning responsibilities were returned to Campbelltown City Council. Consistency with the Macarthur Precinct Plan and Council's

relevant precinct planning policies, such as the Campbelltown Masterplan are demonstrated further within this planning proposal.

### 5.1.6. Future Transport 2056 (2022 version)

The Future Transport Strategy (Future Transport) was released 5 September 2022 and is intended to replace Future Transport 2056: Shaping the Future (Future Transport 2056), which was published in 2018. The intention of this new strategy is to take into account events, such as the Covid-19 Pandemic, drought, bushfires, floods and global upheaval which has altered the trajectory of many social, economic and cultural trends in NSW. Future Transport also considers the recent strategic re-imagining of the 'Metropolis of Three Cities' into a 'Six Cities Region' underpinned by the three additional cities of the Lower Hunter and Newcastle City, the Illawarra-Shoalhaven City and the Central Coast City.

Future Transport therefore provides a "refreshed" take on the vision established under Future Transport 2056 and outlines a vision and strategy for the management of transport services and infrastructure across NSW. Future Transport's vision for Greater Sydney is similarly built around the concept of a 30-minute city, characterised by an integrated network of city-shaping, city-serving, and centre servicing corridors. The vision now consists of three transport outcomes, underpinned by 14 strategic directions with associated actions to realise these directions and outcomes. These outcomes are:

- Connecting our customers' whole lives
- Successful places for communities
- Enabling Economic Activity

These outcomes will be used to guide transport services and infrastructure in Greater Sydney to 2056. Transport networks in the Western Parkland City will continue to be developed in order to support economic activity and job creation, successful and sustainable places, and an integrated 30-minute city.

Under the outcome of '*connecting our customers whole lives*', a key transport response is to "*enhance 30-minute metropolitan cities*". The intent of this response is to encourage less reliance on cars and to improve access to employment and infrastructure by public transport

The plan identified that strategic transport corridors which include city-shaping, city-serving and centre-serving networks will integrate the city with 30-minute connections to strategic and metropolitan centres. The WSA and Aerotropolis will be a key economic enabler for the region, with the city integrated through existing and planned north-south and east-west rail connections.

### 5.1.7. Staying Ahead: NSW State Infrastructure Strategy 2022-2042

The NSW Infrastructure Strategy 2022-2042 (SIS) sets out Infrastructure NSW's independent advice to the NSW Government on the state's infrastructure needs and strategic priorities. It is framed around 9 long-term objectives, and 57 recommendations aimed at improving outcomes and living standards across the state. Objective 10 of the SIS seeks to Integrate infrastructure, land use and service planning. Key strategic directions under this objective are to coordinate integrated land use planning to address future housing, employment and industry needs and regularly update planning regulation and land use controls to reflect current circumstances.

A key recommendation and immediate priority that emerged from the SIS is to "*deliver more housing, jobs, amenities and services in location where there is spare capacity in existing and planned infrastructure*". This includes directing planning and growth around existing and planned transport networks, including public transport infrastructure such as passenger rail stations and interchange hubs.

The MGN Precinct is located immediately adjacent to an existing rail station. Its additionally benefited by a bus interchange located to the south of the site. The Campbelltown-Macarthur Region and CBD is being supported by investments in transport infrastructure and north-south connections, in particular potential rapid bus networks that will link Campbelltown with the WSA and Aerotropolis.

### 5.1.8. Campbelltown Local Strategic Planning Statement

The Campbelltown Local Strategic Planning Statement (CLSPS) adopted in March 2020, sets out the strategic vision for the LGA. It identifies the land use planning directions for Campbelltown over the next 20 years, to 2040. The four key themes which underpin the land use vision are: a vibrant, liveability city; a respected and protected natural environment; a thriving, attractive city; and a successful city.

Under the CLSPS, it is forecasted that the population will grow from 233,000, up to 275,778 people by 2040.

Under the CLSPS Structure Plan (**Figure 9**) the site is located within the Macarthur-Campbelltown Centre, which is considered the regional centre for south-west Sydney. It provides jobs and high order facilities for the Macarthur Region and functions as one the key metropolitan centres for the Western Parkland City. It further outlines the urban structure for the Glenfield to Macarthur Growth Corridor and associated precincts.

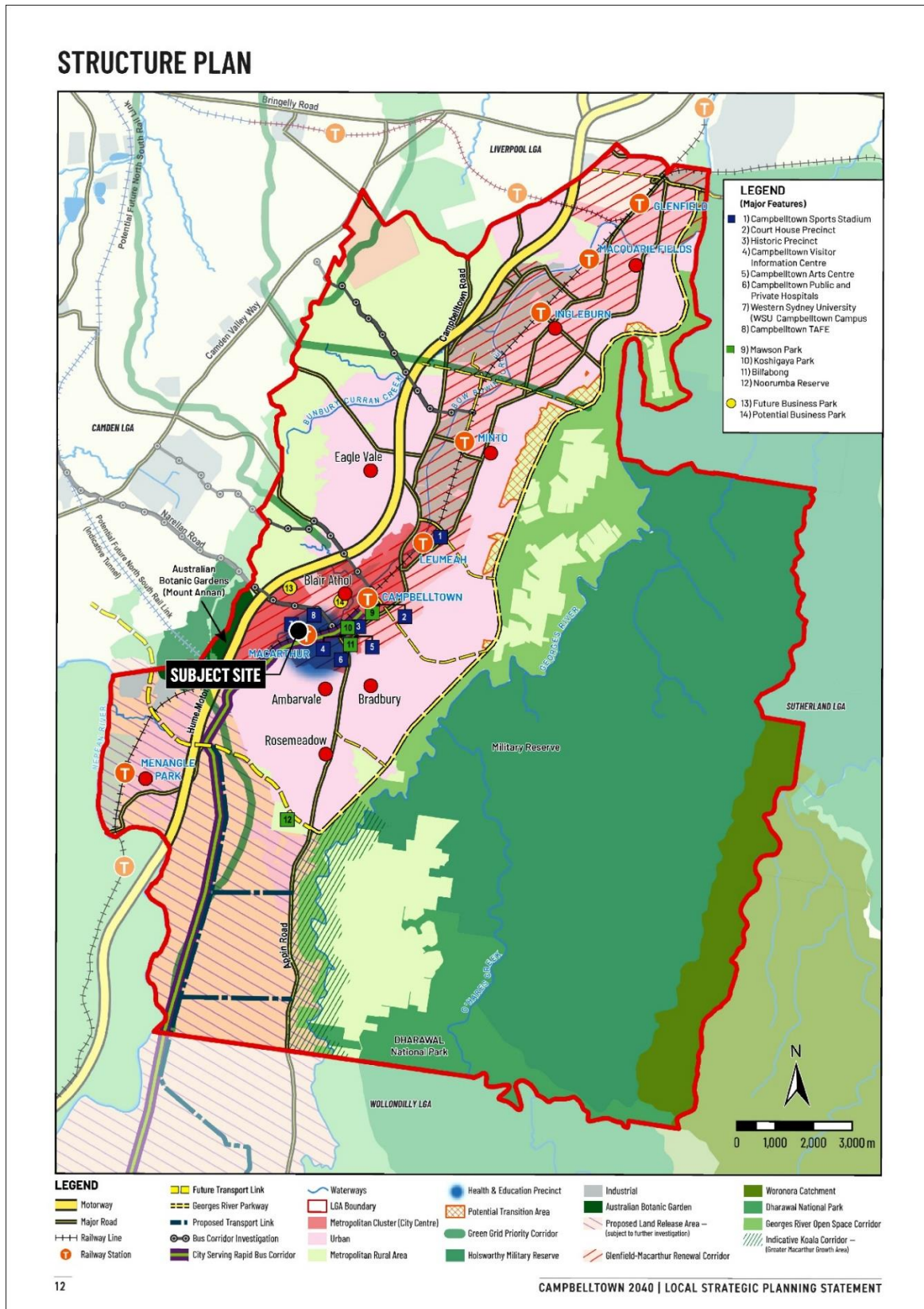
Within the Glenfield to Macarthur Growth Corridor, the site is located in the Macarthur Precinct. Under the Structure Plan, the Macarthur Precinct is intended to accommodate 4,650 dwellings. It is also identified alongside parts of the Campbelltown and Leumeah Precincts, as a Metropolitan City Centre. This is more broadly referred to as the Metropolitan City Cluster. Relevant planning prioritise for the Macarthur Precinct and site, including the following:

- **Planning Priority 1:** Creating a great place to live, work, play and visit
- **Planning Priority 2:** Creating high quality, diverse housing – with projections indicating a longer-term demand for 26,700 dwellings by 2036

The LEP amendment contributes to the renewal of the Glenfield to Macarthur Renewal Corridor, and the strengthening of the Campbelltown-Macarthur Metropolitan Cluster.



Figure 9 Campbelltown LSPS Structure plan extract



Source: Campbelltown LSPS

### 5.1.9. Glenfield to Macarthur Urban Renewal Corridor Strategy

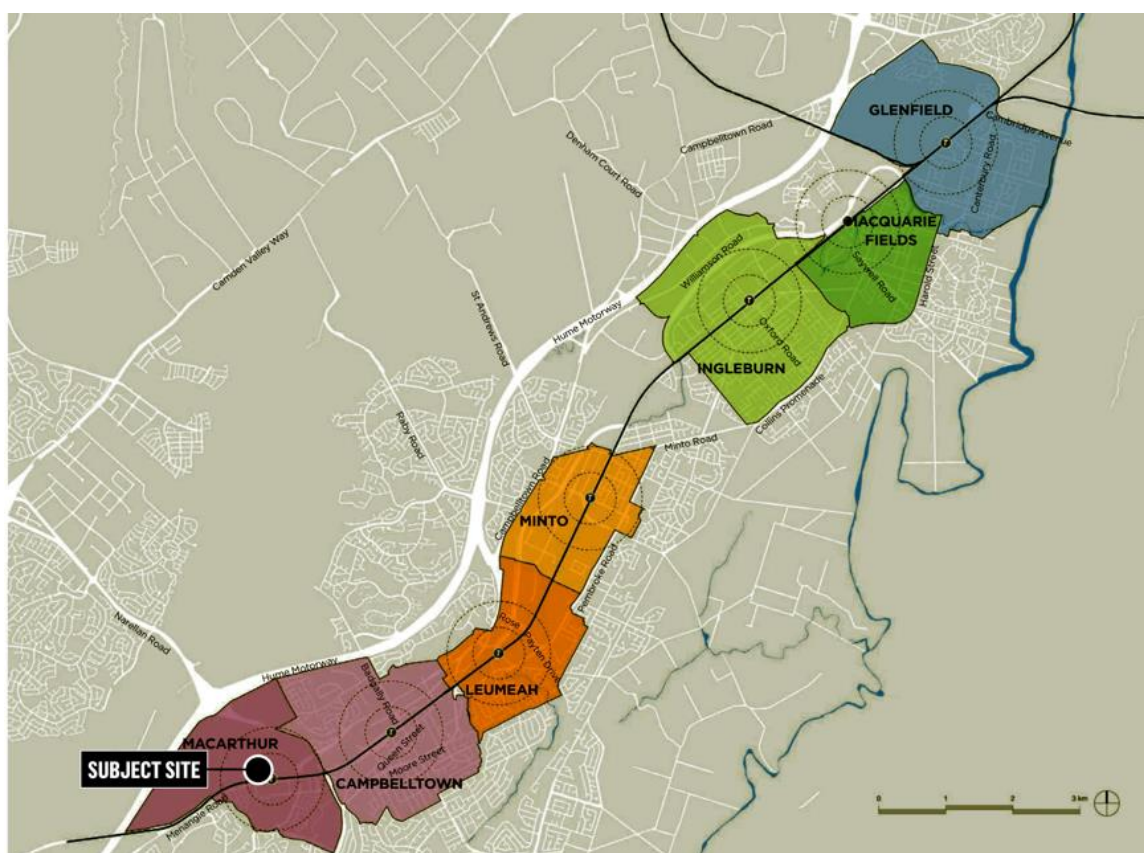
The Glenfield to Macarthur Urban Renewal Corridor Strategy (Glenfield to Macarthur Strategy) was a previous urban renewal strategy for the region adopted in 2015. It sought to outline the future vision and character for a number of precincts within the Campbelltown LGA over the next 20 years. These in particular were Glenfield, Macquarie Fields, Ingleburn, Minto, Leumeah, Campbelltown and Macarthur.

The vision for Macarthur was for it to form a broader regional centre with Campbelltown CBD, guided by certain urban design and planning principles. At the time, it was anticipated that a variety of housing types, totalling 5,000, would be built within the corridor by 2036.

The vision for the site under the Glenfield to Macarthur Strategy was primarily for medium density residential land uses, as well as mixed use, retail and/residential land uses around the station pedestrian link.

The strategy ultimately established the framework for the later implementation of the Macarthur Precinct Plan, discussed directly below. The Glenfield to Macarthur Strategy has since been superseded by the Macarthur Precinct Plan.

Figure 10 Glenfield to MacArthur Urban Renewal Strategy



Source: Glenfield to Macarthur Urban Renewal Strategy

### 5.1.10. Macarthur Precinct Plan

The Macarthur Precinct Plan (the Precinct Plan), implemented in 2017, builds on the Glenfield to Macarthur Strategy, published in 2015. The Glenfield Macarthur Urban Renewal Strategy was a strategic planning framework developed in coordination between DPHI and Council, for a number of train station precincts between Glenfield and Macarthur. Following consultation in late 2015, planning was finalised for six of the seven precincts, including the Macarthur Precinct.

The Precinct is defined by major key road corridor, including the Hume Motorway to the North and Narellan Road to the east. The precinct boundary extents to a radius of 800m-1.5m around Macarthur Station.



The precinct is anchored by Macarthur Station as well as other key landmark developments, including Macarthur Saure Shopping Centre, Campbelltown Public and Private hospital, as well the Western Sydney University and TAFE NSW Campbelltown Campus.

key aspects of the vision for the precinct include the following:

- **Housing:** provide a variety of housing types within walking distance of the station to cater for all members of the community.
- **Built form:** provide a range of building heights, with increased heights close to the station to maximise pedestrian activity and increase trade for local businesses.
- **Built form:** provide opportunities for high-rise mixed-use development along Kellicar Road, close to the station.
- **Open space and public domain:** enhance the activity around Macarthur Station with pedestrian friendly streets, outdoor dining, street tree planting, inviting public gathering spaces and attractive street furniture.
- **Open space and public domain:** strengthen connections between the station and the University and TAFE.
- **Movement:** improve connectivity and pedestrian movement to the train station and other areas in the precinct

The Precinct Plan outlines the envisioned land uses and character for specific sites within the precinct. It identifies the site for primarily medium rise (3-6 storeys) and part mixed retail and residential development (7 storeys and over). It anticipates that around 4,650 additional dwellings could be delivered in the precinct by 2036, which equates to 230 dwellings per year.

It is noted that ultimately that *“the underlying demand for new dwellings in Macarthur remains strong”* and that *“over time, there is likely to be increasing demand for medium and high rise residential housing close to the station”*. This may suggest that demand may increase beyond the forecasts established in the precinct plan.

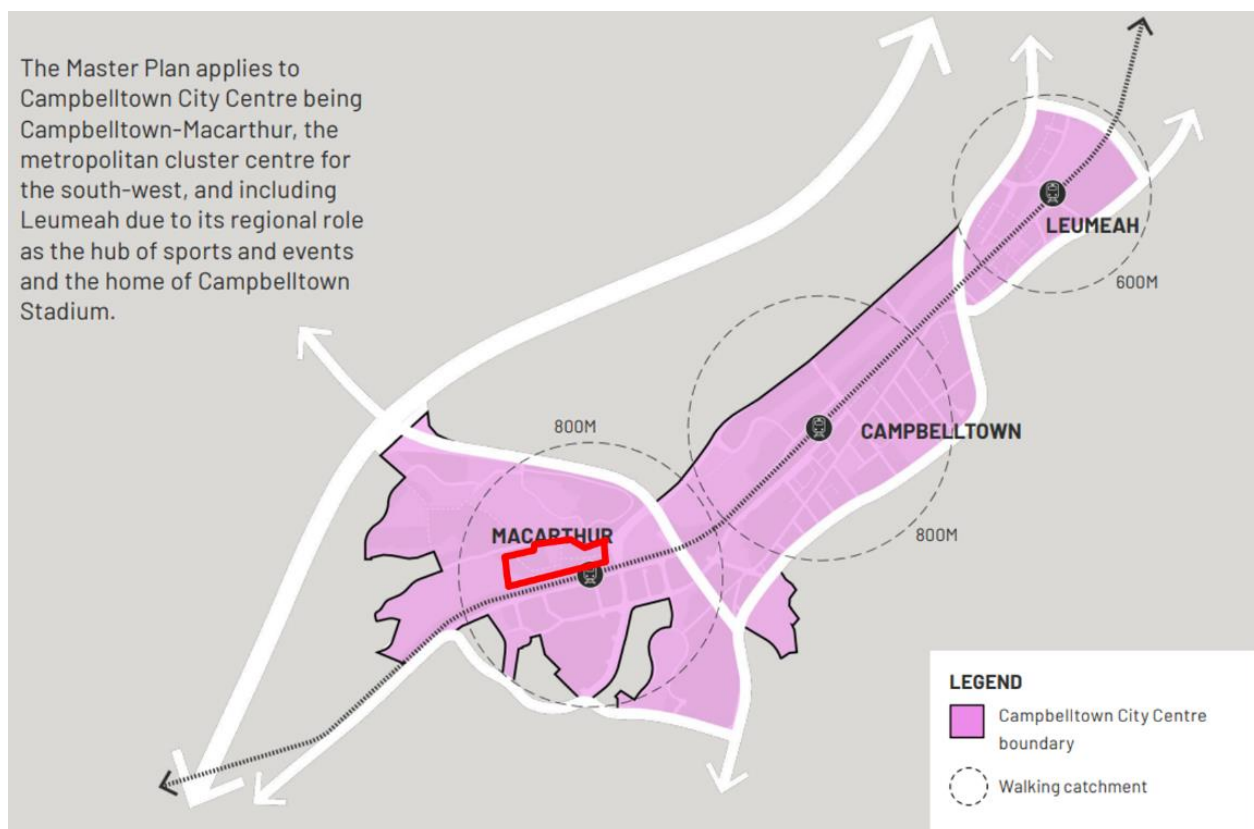
### 5.1.11. Re-Imagining Campbelltown Masterplan 2020

The Re-Imagining Campbelltown Masterplan 2020 (the Campbelltown Masterplan) following the Campbelltown-Macarthur region being identified as a collaboration area under the Western City District Plan. It was prepared in concert with the Campbelltown-Macarthur Place Strategy, in order to identify actions requiring a high degree of multi-stakeholder collaboration to fully implement the outcomes for the collaboration area under the Western City District Plan. The Campbelltown Masterplan outlines actions that can be solely led by Council to implement the vision and outcomes for Campbelltown-Macarthur.

Under the Campbelltown Masterplan, the Campbelltown-Macarthur region is anticipated to deliver approximately 15,509 new homes in Macarthur and the broader LGA expected to deliver approximately 28,000 additional homes by 2040. This equates to approximately 27% of this additional growth in Macarthur. As a result, the Campbelltown Masterplan outlines a series of ‘growth pillars’ and 25 commitments which will underpin Council’s decision-making process and approach to guiding growth in the city centre.

The Campbelltown Masterplan outlines the key areas within the city centre which Council will focus on to guide spatial interventions and decision making. These centres include Campbelltown CBD; The Macarthur Health & Innovation District and Leumeah. The site is located within the Macarthur Health & Innovation District (the Macarthur District). These individual precincts, as well as the site’s location within the Macarthur District, is shown below.

Figure 11 Extract from Campbelltown Masterplan



Source: Campbelltown Masterplan

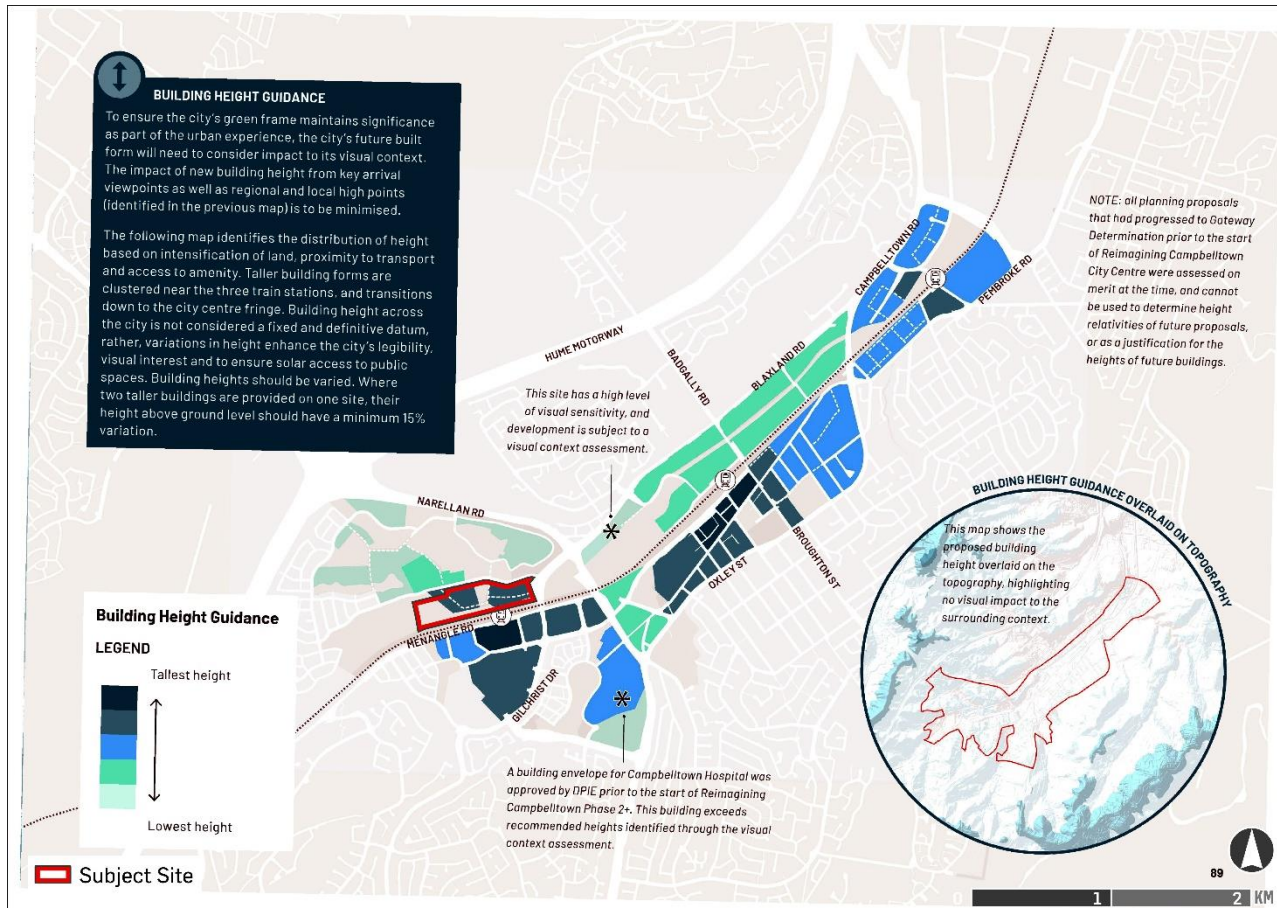
The vision for the Macarthur District is for it to be a mixed-use precinct, with high density residential living and a new connection across the rail corridors. It's also intended to foster wellbeing and recreation, particularly through its incorporation of Bow Bowling Creek.

One of the most relevant growth pillars includes – *Pillar 5 – City & Bush*: the aim of which is to “*embrace growth for a vibrant, compact and diverse city centre, infused in green*”. For each growth pillar, including Pillar 5, there are a series of more specific commitments and outcomes that intended to help realise the aims of the pillar. The relevant commitment under Pillar 5 includes the following:

- Commitment 5.3: Create a memorable, legible and green built form which celebrates its ‘City Centre in a Valley’ setting. A key outcome under commitment 5.3 is – a city skyline framed in green – where “*The City Centre’s skyline is varied and diverse, with buildings heights contributing to visual interest and overall legibility*”...“*Towers are slim form and building separation allows views through the buildings to the hills beyond.*”

Under the Campbelltown Masterplan, building height guidance (refer **Figure 12**) for the Macarthur District is also provided in order to achieve the intended commitments and outcomes. Its notes that guidance on building height is more specially provided to “*ensure the city’s green frame maintains significance as part of the urban experience*”, where “*building forms are clustered near the three train stations, and transitions down to the city centre fringe.*”

Figure 12 Building Height Guidance Map



Source: Campbelltown Masterplan

The Planning Proposal provides building heights that are consistent with the building height guidance map. It proposes a cluster of taller buildings due to its location around the train station. The buildings step down in height towards Goldsmith Avenue and the city fringe to the north.

Variations in building height are also proposed, i.e., 32-85m and will therefore create visual interest along the Campbelltown skyline, and will provide a landmark building adjacent to the train station.

### 5.1.12. Campbelltown Local Housing Strategy

The Campbelltown Local Housing Strategy (LHS) outlines the strategic vision for the LGA to 2040, in alignment with the themes of the Region and District Plan, and the CLSPS. It provides guidance on the likely future housing requirements for the medium and long term. Key objectives of the LHS under its housing framework are:

- To set out a strategy for meeting the housing needs of the future population noting up to 36,000 additional dwellings will be needed by 2036.
- To encourage the provision of new housing in locations that support the 30-minute city principle established by the Greater Sydney Commission<sup>30</sup> and the vitality of local centres and Campbelltown regional centre
- Facilitate the urban renewal of walkable catchments in the Glenfield to Macarthur Corridor to increase housing diversity and maximise the efficient use of existing infrastructure

- Support housing growth in the Campbelltown CBD consistent with the vision of Reimagining – Campbelltown City Centre Master Plan

The LHS establishes a framework for housing delivery as well suggested courses of actions. It notes an estimated capacity for 4,800 dwellings in the LGA and the existing target for 4,650 additional dwellings as per the Precinct Plan (discussed above).

It acknowledges that the initial vision under DPHI's Glenfield to Macarthur Strategy (now the Precinct Plan) had a *“growth potential for 8,250 dwellings for the Campbelltown, Macarthur and Leumeah precincts”*. However Council's Campbelltown Masterplan conversely notes that *“is likely that Campbelltown may ultimately need to accommodate a population in the order of 120,000 to 180,000 people in the City Centre”* and that there is capacity to actually deliver an *“additional 15,609 homes across the three centres of Macarthur, Campbelltown and Leumeah by 2040”*.

The LHS ultimately recommends that Council continue to plan for housing delivery in Macarthur, consistent with the recommendations of *Reimagining – Campbelltown City Centre Master Plan*. This is what has ultimately prompted Landcom to reconsider the design for the MGN, and to align it with the recommendations of the current Campbelltown Master Plan and the current housing need to address the housing shortfall in accessible and well serviced locations.

## 5.2. STATUTORY PLANNING CONTEXT

The following provides an overview of the existing statutory context, relevant legislation, policies and applicable environmental planning instruments (EPI). These include the following:

- *Environmental Planning and Assessment Act 1979 (EP&A Act 1979)*
- *Environmental Planning and Assessment Regulation 2021 (EP&A 2021)*
- *Section 9.1 Ministerial Directions*
- *Environmental Protection and Biodiversity Conservation Act 1999 (EPBC 1999)*
- *Biodiversity Conservation Act 2016 (BCA 2016)*
- *Campbelltown Local Environmental Plan 2015 (CLEP 2015)*

### 5.2.1. Relevant Legislation

The following provides an overview of the relevant legislation, excluding the CLEP 2015:

Table 9 Relevant Legislation

Legislation	Description
NSW EP&A Act 1979	<p>The EP&amp;A Act 1979 is the principal piece of legislation for planning and development assessment in NSW. It promotes orderly and economic use and development of land, with good amenity and design, within a framework of ecologically sustainable development.</p> <p>It is noted that nothing in the EP&amp;A Act 1979, as per Clause 3.39 – Making and consideration of certain development applications, prohibits an applicant from lodging a DA concurrent with a planning proposal, specifically if the approval of the DA would require an LEP amendment to permit the development.</p> <p>In light of this, the Planning Proposal has been prepared in respect of all the matters requiring consideration through a state assessed Planning Proposal. Accordingly, this Proposal is made to DPHI and has been prepared in accordance with Section 3.33 of the EP&amp;A Act 1979 and the guidelines published by the DPHI, specifically, a 'A Guide to Preparing Local Environmental Plans' (September 2022).</p>
Environmental Planning and Assessment Regulations 2021	The Regulations are the accompanying legislation to the EP&A Act. It prescribes the regulations for the functioning and administering of the EP&A Act across NSW.
Section 9.1 Ministerial Directions.	The Section 9.1 Ministerial Directions under the EP&A Act 1979 requires planning proposal authorities to address a range of matters when seeking to rezone land. A

Legislation	Description
	direction may require planning proposals to be strictly consistent or substantially consistent with the terms of the direction.
	It is noted that ultimately, a Planning Proposal cannot be prevented from being made or otherwise affected on the basis of anything in a Ministerial Direction.
Environmental Protection and Biodiversity Conservation Act 2016	The EPBC Act 1999 is the Commonwealth's central framework for the protection of the Australian environment. It provides for the conservation and protection of biodiversity and natural and cultural places and heritage. It further promotes the principles for ecologically sustainable development which are achieved through conservation and sustainable resource use.
Biodiversity Conservation Act 2016	The BC Act 2016 is the NSW Government's principal framework the protection of the environment across NSW. The framework provides mechanisms to protect and conserve biodiversity and eco-systems, and similar to the EPBC Act, it promotes the use of the ecologically sustainable development principles.

## 5.2.2. Campbelltown Local Environmental Plan 2015

The CLEP 2015 is the principal EPI applying to the site and the Planning Proposal.

### 5.2.2.1. Land Use Zoning

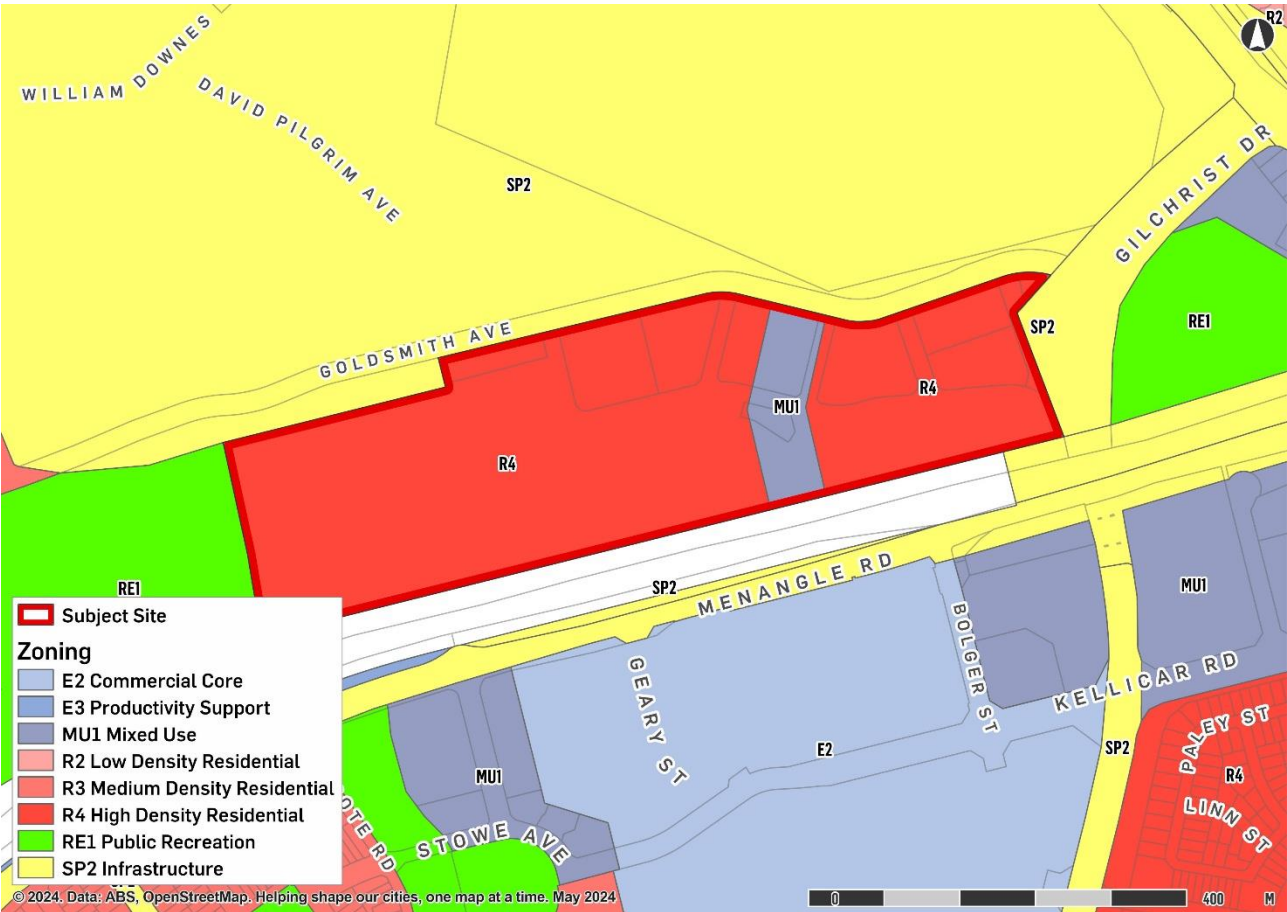
The site is zoned primarily R4 High Density Residential and Part MU1 Mixed Use (refer **Figure 11**). The relevant zone objectives include:

Table 10: Zone Objectives

R4 Zone Objectives	MU1 Zone Objectives
<ul style="list-style-type: none"> <li>To provide for the housing needs of the community within a high-density residential environment.</li> <li>To provide a variety of housing types within a high-density residential environment.</li> <li>To enable other land uses that provide facilities or services to meet the day to day needs of residents.</li> <li>To encourage high density residential development in close proximity to centres and public transport hubs.</li> <li>To maximise redevelopment and infill opportunities for high density housing within walking distance of centres.</li> <li>To enable development for purposes other than residential only if that development is compatible with the character and scale of the living area.</li> <li>To minimise overshadowing and ensure a desired level of solar access to all properties.</li> </ul>	<ul style="list-style-type: none"> <li>To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.</li> <li>To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.</li> <li>To minimise conflict between land uses within this zone and land uses within adjoining zones.</li> <li>To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.</li> <li>To encourage the timely renewal and revitalisation of centres that are undergoing growth or change.</li> <li>To provide a focal point for commercial investment, employment opportunities and centre-based living.</li> </ul>



Figure 13 Land Use Zoning Map



Source: Urbis

The proposed changes to the Land Use Zoning Map are detailed in **Section 7.4**.

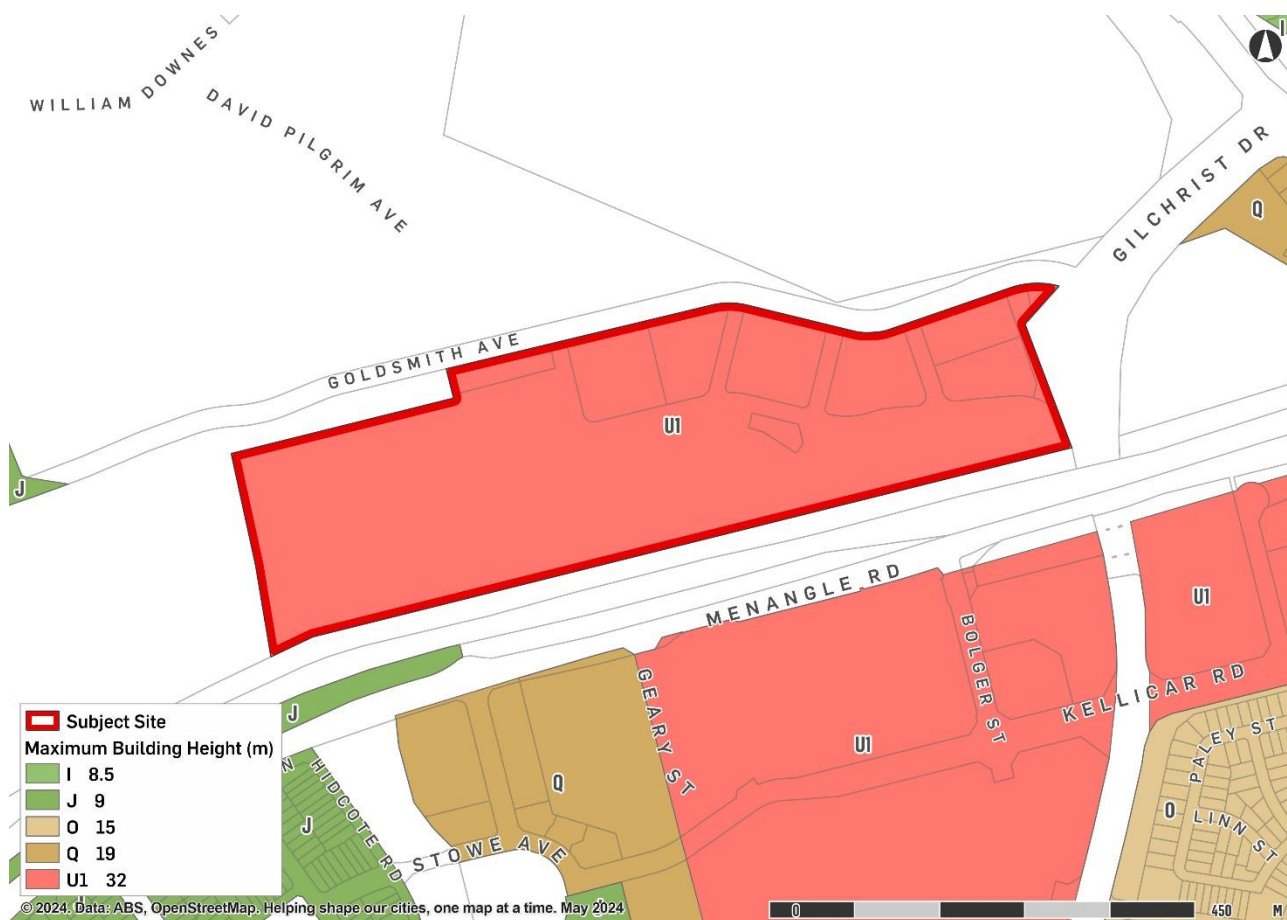
### 5.2.2.2. Building Height

The site has a maximum building height of 32m (refer **Figure 12**), which applies to the entirety of the site. The objectives of the height of building control:

- to nominate a range of building heights that will provide a transition in built form and land use intensity across all zones,
- to ensure that the heights of buildings reflect the intended scale of development appropriate to the locality and the proximity to employment centres and transport facilities,
- to provide for built form that is compatible with the hierarchy and role of centres,
- to assist in the minimisation of opportunities for undesirable visual impact, disruption to views, loss of privacy and loss of solar access to existing and future development and to the public domain.

The proposed changes to the Height of Building Map are detailed in **Section 7.4**.

Figure 14 Height of Building Map



Source: Urbis

### 5.2.2.3. Floor Space Ratio

The site has no maximum FSR.

No change is proposed.

### 5.2.2.4. Heritage

The site is not identified as a local heritage item, nor is it located within a heritage conservation area. However, there are several local heritage items and a heritage conservation area within the locality as listed below.

No change is proposed

#### **5.2.2.5. Terrestrial Biodiversity**

The site is mapped as containing Terrestrial Biodiversity. Under Clause 7.20 of the CLEP 2015 the following pre-condition is noted:

- 4) development on land to which this clause applies unless the consent authority—
  - (a) has taken into account the objectives of this clause, and
  - (b) is satisfied that the development is sited, designed, constructed and managed to avoid adverse impacts on native biodiversity or, if an adverse impact cannot be avoided—
    - (i) the development minimises disturbance and adverse impacts to remnant vegetation communities, threatened species populations and their habitats, and
    - (ii) measures have been considered to maintain native vegetation and habitat parcels of a size, condition and configuration that will facilitate biodiversity protection and native flora and fauna movement through biodiversity corridors, and
    - (iii) the development includes measures to offset the loss of biodiversity values.

No change is proposed.



## 6. PROPOSED DEVELOPMENT OUTCOME

### 6.1. VISION

The vision for the MGN precinct is to facilitate the development of a transit-oriented development that encourages sustainable and mixed-use community centred around Macarthur Station. While the MGN is not formally recognised as a TOD precinct under the NSW Government's TOD Program, its land use and planning approach strongly aligns with general TOD principles. Ultimately, the MGN Precinct will be strategically positioned to deliver new housing density and retail uses close to public transport.

It intends to build on the vision established under the approved MGN concept masterplan and to facilitate an enhanced transit-oriented and mixed-use development outcome that delivers greater market rate and affordable housing in a highly suitable location.

Key design principles that have underpinned the planning proposal are to mainly Introduce a variation of heights that ascend closer to the train station, and to create a varied and diverse skyline, where building heights contribute to visual interest, overall legibility, and placemaking.

Figure 15 MGN Precinct CGI



Source: Urbis

### 6.2. BUILT FORM STRATEGY

A key part of the vision is to also align the site with the commitments made under the Campbelltown masterplan. Specifically, *commitment 5.3 – Create a memorable, legible and green built form which celebrates its ‘city centre’ in a valley’ setting*, in which “*The City Centre’s skyline is varied and diverse, with buildings heights contributing to visual interest and overall legibility*”. The incorporation of additional height onto the building envelopes has been informed by a detailed built form strategy, which can be summarised through the following design outcomes:

- **Transition podium height:** Maintenance of a 1.5m deep articulation zone on the first 2 storeys which delineates and creates a terrace typology and frontage across the whole MGN Precinct. An additional

2.5m setback is maintained above the 6<sup>th</sup> storey to define the street wall and provide a transition to the tower element of the building.

- **North-south oriented residential blocks and sensible height:** Continue orientating all residential blocks north-south length ways to ensure residential units achieve internal amenity. Heights are varied across the MGN Precinct from 3 to 24 storeys in response to the urban context, amenity and potential impacts. A limit of 4 storeys has been placed on the east-west longitudinal podiums to maximum solar access to communal open space
- **Landmark building:** A maximum 24 storey (85m) landmark residential building adjacent to the 'Station Arrival Plaza', a key public open space under the approved concept masterplan, to define a bold arrival into the MGN Precinct and to provide a visual landmark within the urban fabric.
- **Building envelope dimension and separation:** Continue to provide building separation in accordance with ADG criteria and approved concept masterplan.

The above design outcomes are illustrated in the built form strategy extract below.

Figure 16 Built Form Strategy



Figure 11 Built Form Strategy

LEGEND	
	Macarthur Gardens North
	1.5m - 3m Articulation Zone (2 storeys)
	Lower Podium (3-4 storeys)
	Upper Podium/ Streetwall (6 storeys)
	Tower (9 - 18 storeys)
	Landmark Tower (24 storeys)

Source: Urbis

Therefore, the vision of the proposal aligns with the Campbelltown Masterplan as it:

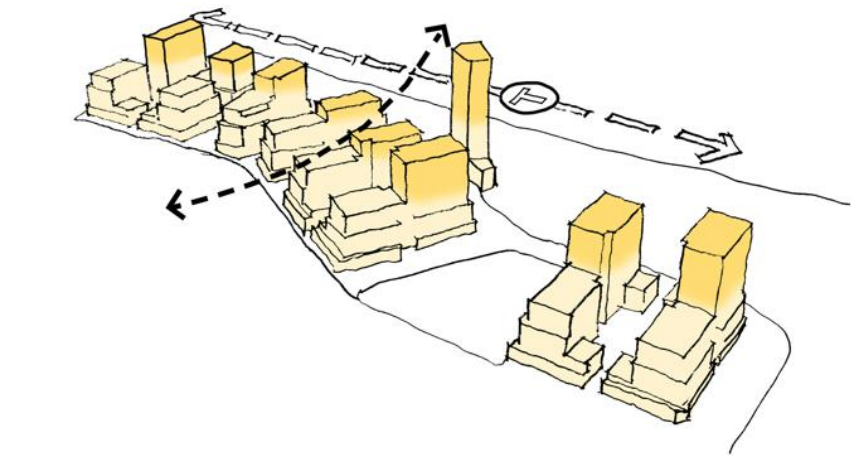
- **Respects and responds to the natural environment**, maintaining views to surrounding hills and treetops.
- **Creates a varied skyline**, with varying building heights to create visual interest.
- **Uses a tall building to create a landmark** for wayfinding, with lower buildings also used to provide solar access
- Provides **building heights that are tallest towards Macarthur Train Station**, consistent with the Building Height Guidance map under the Campbelltown Masterplan.



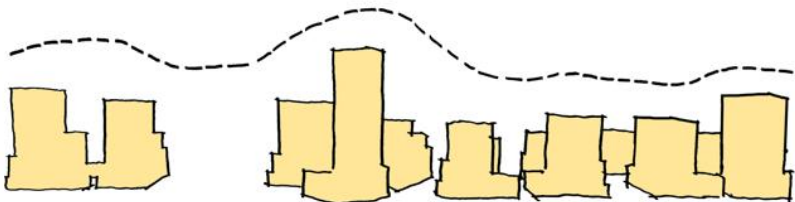
Conceptual drawings from the Urban Design Report, which illustrates the proposal's alignment with the above points is shown below.

Figure 17 Built form strategy -varied heights

VARIED HEIGHTS ASCENDING TOWARDS  
TRAIN STATION



VARIED SKYLINE



Source: Urbis

6.3. REFERENCE SCHEME (KEY METRICS)

In support of the proposed amendments to the LEP and the associated height of building development standard, detailed building envelope plans (or a **reference scheme**) has been prepared by Urbis as part of the Urban Design Report (**Appendix A**). In summary, the reference scheme demonstrates a mixed-use development, with high density residential and ground floor non-residential land uses, including communal, passive and active open space.

The planning proposal does not propose a change in the land use zoning or configuration of the land use as approved under 3944/2021/DA-SW. The planning proposal only seeks to intensity the residential land uses on the site. These would be distributed across the approved building envelopes. The intensity of the non-residential uses, more specifically the ground floor retail and commercial uses is not being changed.

The following table provides a summary of how the additional residential height and associated residential land uses have been distributed across the individual building envelopes and the MGN Precinct.

Table 11 Individual building envelope summary

Building Ref	Footprint m <sup>2</sup> (% of site)	Land Use	Height (and storeys)	Residential GFA m <sup>2</sup>	Commercial GFA m <sup>2</sup>	Indicative Unit Mix
M1	8, 101 (4.9%)	High density residential & ground floor non-residential	56 (16)	29,981	1,608	45 x studio 128 x 1 bed 161 x 2 bed 39 x bed Total: 373
M2	1,208 (0.7%)	High density residential &	85 (24)	11,331	352	24 x 1 bed 82 x 2 bed

Building Ref	Footprint m <sup>2</sup> (% of site)	Land Use	Height (and storeys)	Residential GFA m <sup>2</sup>	Commercial GFA m <sup>2</sup>	Indicative Unit Mix
		ground floor non-residential				22 x 3 bed Total: 128
R1	7,885 (4.8%)	High density residential	62 (18)	34,438	N/A	33 x studio 104 x 1 bed 197 x 2 bed 70 x 3 bed Total: 404
R2	7,336 (4.4%)	High density residential	49 (14)	26,699	N/A	36 x studio 143 x 1 bed 138 x 2 bed 26 x 3 bed Total: 343
R3	4,895 (3.0%)	High density residential	32 (9)	12,585	N/A	6 x studio 64 x 1 bed 53 x 2 bed 21 x 3 bed Total: 144
R4	4,995 (3.0%)	High density residential	62 (18)	21,203	N/A	17 x studio 48 x 1 bed 97 x 2 bed 71 x 3 bed Total 233

## 6.4. DENSITY AND HEIGHT

The building height increases from 32m in select locations to part 49m, 56m, 62m, and 85m. The transition in height across the MGN Precinct and building forms becomes more pronounced towards Macarthur Train Station. The perceived bulk and scale along the Gilchrist Drive frontage is minimised, through the continued use of the approved 3-4 storey podium envelopes and the capping of the building heights along this frontage to 32m, in accordance with the approved concept DA.

As the built form transitions south, the R1, M1, R2 and R4 buildings only then increase in height to 49m, 56 and 62m. The M2 Building, which is closest to Macarthur Station, presents as a slenderer tower that reaches a height of 85m, and serves as the landmark building for the MGN Precinct.

The below cross section (**Figure 18**) provides an indicative illustration of the transition in heights from the M1 building to the M2 building. It demonstrates the transition and varying of heights across the MGN precinct, which are accentuated through building setbacks, separation and recessing of the built form.

Figure 18 Cross Section of MGN Precinct



Source: Urbis

The height increase therefore ranges from 17m (at the podiums along Gilchrist Drive), to a maximum of 85m for the M2 building. It is only concentrated in selected parts of the southern parts of the MGN Precinct. The below figure specifically the select parts on the building envelopes where the additional height, and therefore intensification of land uses and distribution is occurring (Refer **Figure 19** overleaf).

The additional height results in an increase in 375 apartment dwellings, inclusive of 162 affordable housing dwellings. This equates to an increase in the residential GFA from 100,527m<sup>2</sup> to 136,237m<sup>2</sup>, which is a net addition of 35,710m<sup>2</sup> of residential GFA. The density of non-residential uses on the site does not change.

Figure 19 Proposed change to height of building



Source: Urbis

## 6.5. LAND USE

No changes are proposed to the intended land uses under the approved concept masterplan for the MGN Precinct. However, the Bow Bowing Creek Reserve land, south of the internal collector road is currently zoned R4 High Density Residential. In accordance with the approved concept masterplan, the intended use

of the land is for passive open space, and the function of the riparian corridor. Ultimately it will be dedicated to Council in accordance with the executed voluntary planning agreement.

To provide greater certainty to Council and the public of the intended land use, it is therefore necessary to zone the land as RE1 Public Recreation. The eastern stormwater basins and the Station Arrival Plaza to the south of the collector road will retain the R4 zoning, to avoid potential permissibility issues within the RE1 zone.

This change is considered administrative in nature and does not represent a fundamental change to the approved land uses in the MGN Precinct.

## **6.6. OPEN SPACE**

No fundamental changes are proposed to the design or provision of public and communal open space approved under 3944/2021/DA-SW. However, as a result in the increase of building height, a proportionate increase in 0.14ha of communal rooftop and podium communal open space will be provided, taking the approved communal open space from 1.19ha to 1.60ha. This will improve access to open space for future residents.

The overall provision of 108,747m<sup>2</sup> of public open space is maintained. This includes the retention and revegetation of Bow Bowing Creek Reserve and riparian corridor, which will enhance the natural amenity of the MGN Precinct and occupy 57.0% (9.4ha) of the site. Bow Bowing Creek Reserve will also include a 1.2km pedestrian and cycle way along the riparian corridor alignment. The intent to retain the open space and riparian corridor within Bow Bowing Creek Reserve, is further demonstrated through Landcom's intent to zone it as RE1 Public Recreation.

The approved active open space in the form of the Station Arrival Plaza, Central Park South and the Fitness Park are also retained. Each of the approved building envelope footprints contains a minimum of 7% deep soil within the communal open space, in accordance with the site-specific DCP and ADG.

## **6.7. AFFORDABLE HOUSING STRATEGY**

In accordance with the planning proposal's qualification for the accelerated rezoning pathway for social and affordable housing projects in NSW, the planning proposal will facilitate the delivery of a minimum 10% of the 1,625 dwellings as affordable housing.

This equates to a minimum 162 affordable housing dwellings once the planning proposal is gazetted. Under the previous concept DA, a minimum of 125 affordable housing dwellings were to be delivered. Therefore, as a result of the planning proposal, an addition of 37 (at minimum) affordable housing dwellings will be delivered on the site.

The intended outcome for affordable housing on the site, is for the affordable housing dwellings to be concentrated primarily within the 'R3' Building (approx. 144 units) with the remainder being (approx. 18) to be located in a yet to be determined building on site. The preparation of a DA for the R3 building is currently underway, noting that the existing controls that apply to that portion of the site, remain unchanged.

The intent is for the affordable housing dwellings to be dedicated to and managed by a Community Housing Provider. The specific provider has not yet been determined. Its Landcom's understanding that the provider will construct and operate the affordable housing dwellings for a minimum of 15 years. Other strategies for their initial construction are currently not being considered.

Consultation with a community housing provider, will occur in due course. Landcom will look to leverage off its current strong relationships with various community housing providers.

To demonstrate Landcom's overall commitment to enabling affordable housing on the site, a site-specific affordable housing clause is proposed to be inserted into the CLEP 2015. This clause is discussed further in **Section 7**.

## **6.8. PLANNING AGREEMENTS AND DEVELOPER CONTRIBUTIONS**

Landcom has recently executed a Planning Agreement with Campbelltown City Council, dated 11 September 2024 (REF# LAN\_LAN23001\_051). The Planning Agreement relates to the site, legally described as part Lot 1097 in DP1182558.

Under Part 1, clause 7 of the executed Planning Agreement, s7.11 and s7.12 under the EP&A Act 1979 are turned off. However, the application of s7.24 (Provision of Regional Infrastructure) still applies to the Development.

The local Planning Agreement has a value of \$27,620,650, with Schedule 2 of the Agreement setting out the itemised works and value. The identified works will be carried in accordance with the Planning Agreement, and concurrent with the relevant future detailed development application(s) on the site.

## 6.9. DEVELOPMENT CONTROL PLAN AMENDMENT

As part of the preparation of this planning proposal, the Campbelltown (Sustainable City) Development Control Plan 2015, Volume 2, Part 16: Macarthur Gardens North will be amended (Refer to **Appendix G**). This includes the relevant updates to the relevant sections, to reflect the uplift and revised building heights. This includes all figures that use the masterplan and illustrate building overshadowing, and key metrics for the MGN Precinct.

Considering the above, the proposed amendments to the Site-specific DCP are purely administrative and do not fundamentally alter the objectives and scope of the existing controls. The site-specific DCP will continue to provide design guidance around the following:

- The vision and objectives
- Natural systems
- Access and movement
- Built form
- Residential flat buildings and mixed-use development
- Landscape and public domain
- Ecologically sustainable development



## 7. THE PLANNING PROPOSAL

The Planning Proposal request has been prepared in accordance with *Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act)* and DPHI LEP Making Guidelines, dated August 2023.

This section addresses each of the matters to be addressed as outlined in the guidelines, including:

- Objectives and intended outcomes
- Explanation of provisions
- Justification including need for proposal, relationship to strategic planning framework, environmental, social and economic impacts and State and Commonwealth interests.
- Draft LEP maps which articulate the proposed changes
- Likely future community consultation

### 7.1. PART 1: OBJECTIVES AND INTENDED OUTCOMES

The primary objective of the planning proposal is to facilitate the uplift of the MGN precinct, which is a key site within the Campbelltown-Macarthur region as envisioned under strategic planning context.

The key objectives and intended outcomes of the planning proposal are:

- To be consistent with the existing R4 Zone and MU1 Zone objectives
- Align the MGN Precinct with NSW Government's growing policy emphasis on housing supply and TODs, and Council's strategic priorities for housing and growth in Macarthur, as well as the masterplan guidance within the Campbelltown Masterplan.
- Unlock new market rate and affordable housing, specifically 375 additional dwellings, through the proposed additional height
- Introduce a site-specific provision to ensure the delivery of affordable housing across the entire MGN precinct, however this is to be applied in the context of the overall number of dwellings delivered, and not on a building-by-building basis.
- Conserve the existing masterplan and enhance the approved building envelopes on the site
- Enable future detailed DAs that are consistent with the density and height envisaged for the site
- Provide a land use planning framework that clearly aligns with the intended uses and outcomes of the approved concept masterplan and the executed voluntary planning agreement.

### 7.2. PART 2: EXPLANATION OF PROVISIONS

#### 7.2.1. Intended Provisions

The objectives and intended outcomes of the Planning Proposal will be achieved through the following amendment:

- Increase the maximum height of building on the site in select locations, to a maximum height of 85m.
- Amend the Land Use Zoning Map to zone the part of the site known as Bow Bowing Creek Reserve (excluding the eastern stormwater basins and Station Arrival Plaza), as RE1 Public Recreation. Accordingly, it is also sought to amend the Height of Building Map by removing the 32m maximum height control across the Bow Bowing Creek Reserve land.
- Insert a site-specific clause under Part 7: Additional local provisions, with the following wording:

*7.32 Residential development in Macarthur Gardens North*

*(1) The clause applies to Land identified as Area X on the Clause Application Map.*

- (2) *The consent authority must not grant development consent to development to which this clause applies **unless it is satisfied that at least 10%** of the proposed dwellings on the Land are used for the purposes of affordable housing.*

The intended provisions are illustrated on the proposed LEP mapping in **Section 7.4** of this report.

#### 7.2.1.1. Rationale for Proposed LEP Amendments

The LEP amendment seeks to align the MGN precinct with the strategic planning priorities of the State and Council, as well as Council's masterplan guidance under the Campbelltown Masterplan. The below provides a summary of the rationale for each proposed LEP amendment

- **Height of Building:** The LEP amendment to the height of building map is required to facilitate the height increase and to make permissible the concurrent amending concept DA. Therefore, this planning proposal is being lodged concurrently with the concept DA in accordance with *Division 3.5, Clause 3.39 (making and consideration of certain development application)* under the *EP&A Act 1979*.
- **Land Use Zoning:** The LEP amendment to the Land Use Zoning Map is required to align it with the approved concept masterplan, as well as the executed voluntary planning agreement which includes the dedication of this land to Council. The amendment is considered administrative.
- **Affordable Housing:** The rationale for the site-specific affordable housing clause is to ensure a minimum quantum of affordable housing dwellings are delivered on the site as a whole, under future DAs.

### 7.3. PART 3: JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

The LEP Making Guideline identifies that the Minister (or delegate) must be satisfied that the proposal has strategic and site-specific merit and that identified potential impacts can be readily addressed during the subsequent LEP making stages.

Consistent with the assessment criteria outlined in the LEP Making Guidelines, **Table 12** below outlines an assessment against the criteria for strategic and site-specific merit.

Table 12 Strategic and site-specific merit assessment

Assessment Criteria	Response	Consistency
<b>Strategic merit – does the proposal:</b>		
<i>Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site.</i>	<p>The planning proposal gives effect to the Region and District Plan, as well as the Macarthur Precinct Plan. It will facilitate the delivery of greater housing supply and housing diversity, including affordable housing in the Western Parkland City.</p> <p>It builds on and responds to the actions identified for the Campbelltown-Macarthur collaboration area, specifically by implementing the masterplan guidance under the Campbelltown Masterplan.</p>	Yes
<i>Demonstrate consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan.</i>	<p>The planning proposal is consistent with the LSPS and other local strategic planning documents, including the local housing strategy and Campbelltown Masterplan.</p> <p>In particular it contributes to the renewal of the Glenfield Macarthur Renewal Corridor and will facilitate market rate and affordable housing consistent with the local housing strategy and design guidance of the Campbelltown Masterplan.</p> <p>In addition, the planning proposal is consistent with Council's view that the train stations in the Campbelltown LGA demonstrate strong alignment with general TOD principles.</p>	Yes

Assessment Criteria	Response	Consistency
<i>Respond to a change in circumstances that has not been recognised by the existing planning framework.</i>	<p>This planning proposal is consistent with the existing strategic framework.</p> <p>The planning proposal simultaneously recognises and is consistent with the NSW Government's recent priorities around housing and TODs.</p> <p>It acknowledges the anticipated updates to the Region and District Plan, and the Minister for Planning and Public Space's recent correspondence to Councils and planning panels around prioritising projects in the Greater Sydney Region that address the housing crisis and deliver increased housing supply.</p>	N/A
<b>Site-specific merit – does the proposal give regard and assess impacts to:</b>		
<i>The natural environment on the site to which the proposal relates and other affected land.</i>	<p>Matters for consideration relating to the natural environment were assessed and considered in detail under 3944/20201/DA-SW. This includes consideration of matters such as biodiversity, bushfire, flooding and contamination.</p> <p>Regardless, additional technical assessments have been undertaken where necessary, including with biodiversity, flooding, visual impact, and traffic. The assessments determined that the land remains suitable for the proposed mixed-use development of the site.</p>	Yes
<i>Existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates.</i>	<p>The planning proposal builds on the approved concept masterplan and building envelopes on the site under 3944/2021/DA-SW, while proposing a strategically aligned level of uplift.</p> <p>The planning proposal is consistent with the Campbelltown Masterplan and is therefore generally consistent with the envisaged future character, uses and density of the Macarthur Precinct and the Campbelltown Masterplan.</p>	Yes
<i>Services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.</i>	<p>Essential public utilities, including electricity, water and sewer remain available for the MGN Precinct. Capacity for public utilities servicing has been previously demonstrated under 3944/2021/DA-SW.</p> <p>Given the proposed increase in density, infrastructure servicing and capacity has been reconsidered. There is sufficient capacity for electricity, water and sewer connections to be reticulated to the additional dwellings in the precinct.</p>	Yes

### 7.3.1. Section A – Need for the Planning Proposal

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

**Yes.**

The proposal is consistent the strategic directions and guidance of the Campbelltown Masterplan, in particular the need to deliver an additional 15,609 dwellings (part of which in Macarthur) by 2040. This is opposed to the 8,250 formerly identified under DPHI's Glenfield to Macarthur Strategy. This also builds upon the vision for the Campbelltown-Macarthur Collaboration Area, established under the Western City District Plan.

More specifically and in accordance with the Campbelltown Masterplan, the proposal seeks to enable an uplift of the MGN Precinct, in alignment with the building height guidance, and outcomes around a 'City

*Centre in a Valley Setting'* under commitment 5.3. The uplift will result in 375 additional dwellings, including affordable housing.

The Campbelltown Masterplan is a key local strategic planning document that seeks to implement the outcomes of the broader Region and District Plan. Therefore, the proposal will give effect to the following documents:

- Greater Sydney Region Plan – A Metropolis of Three Cities
- Western City District Plan
- Campbelltown Local Strategic Planning Statement.
- Campbelltown Local Housing Strategy
- Macarthur Precinct Plan
- Re-imagining Campbelltown Masterplan

The alignment of this planning proposal with the objectives of these documents is discussed further below.

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

**Yes.**

This planning proposal which seeks to increase the maximum height of building is consistent with government policy approaches to planning proposals and is considered the best means of achieving the objectives and intended outcomes.

A clause 4.6 variation was initially considered to vary the maximum height of building development standard on the site. The maximum height currently permitted is 32m, with the maximum increase sought being 85m. This represents a 162.625% increase and variation to the development standard. The variation was considered too significant to consider as a viable planning pathway.

Given that the proposed increase in height would align with the vision under the Campbelltown Masterplan, it was considered more appropriate to rezone the site to reflect the natural progression in strategic planning for the Campbelltown-Macarthur CBD and region. It was further considered that a DA-specific proposal would not create certainty for future development of the site, and that an LEP amendment was appropriate and consistent with the objectives of the EP&A Act, for facilitating orderly and economic development.

### 7.3.2. Section B – Relationship to Strategic Planning Framework

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

**Yes.** The Planning Proposal will give effect to the objectives and actions of the applicable regional and district planning strategies described in **Section 4.1** of this report and detailed below:

Table 13 Relationship to Strategic Planning Framework

Objective	Assessment	Consistency
<b>Government Priority</b>		
<b>Government Housing Priorities</b>	<p>The commonwealth and NSW Government's current strategic imperatives are focused on addressing the housing crisis and facilitating greater and well-located housing supply. This has led to the establishment of the National Housing Accord, where in response to this, the NSW Government has set a 5-year housing completion target of 377,000 new homes by FY29.</p> <p>As a result, the NSW Government has been undertaking reforms to facilitate projects that deliver increased market rate and affordable housing supply. In May 2024 the NSW Government also established an accelerated rezoning pathway for NSW Government housing agencies that seek to deliver social and affordable housing. Landcom and this planning proposal have successfully qualified for this</p>	Yes

Objective	Assessment	Consistency
	<p>accelerated rezoning pathway, with this planning proposal having been prepared in accordance with DPPI's selection criteria.</p> <p>The planning proposal provides an enhanced housing outcome on the site, over the previous concept approval. The uplift and commensurate 375 new dwellings, as well as the proportionate increase in affordable housing will contribute to the NSW Government's existing and new housing targets. The planning proposal is further consistent with the Minister for Planning and Public Space's recent correspondence to Council's and planning panels, instructing them to prioritise and deliver greater housing supply.</p> <p>The MGN Precinct while not formally identified under the NSW Government's TOD Program, nonetheless, strongly aligns with general TOD principles and the government's priorities around locating housing supply around train stations. This view is equally shared by Campbelltown Council, as evidenced by their 28 March 2024 submission to the Terms of Reference TOD Program inquiry.</p>	
<b>Greater Sydney Region Plan: A Metropolis of Three Cities</b>		
<b>Direction 2: A collaborative city</b>		
<b>Objective 10:</b> Benefits of growth realised by collaboration of governments, community and business	<p>The planning proposal responds to the design guidance of the Campbelltown Masterplan. The Campbelltown Masterplan in part relates to an outcome of the Campbelltown-Macarthur Collaboration Area, which was identified under the Region and District Plan, and which sought to outline strategic actions that can be solely Council-led and don't require a high-degree of multi-stakeholder collaboration.</p> <p>The planning proposal more specifically responds to the commitments and design guidance under the place framework of the Campbelltown Masterplan.</p>	Yes
<b>Direction 2: Housing the City</b>		
<b>Objective 10:</b> Greater housing supply	This objective relates to the NSW Government's aim to provide ongoing housing supply and a range of housing types in the right locations. Specifically, 725,000 additional dwellings by 2036. The GMGA will contribute towards these targets. In accordance with these targets and the need for additional housing supply in the GMGA, the planning proposal will facilitate the delivery of an additional 375 dwellings, in addition to the concept approval.	Yes
<b>Objective 11:</b> Housing is more diverse and affordable	<p>This objective relates to the delivery of greater housing supply that is affordable and diverse. Affordable housing refers to housing for lower income households, particularly moderate, low and very low-income households. Government agencies such as Landcom and Property NSW are identified as agencies that will need to play an active role of facilitating affordable housing supply and social infrastructure in accordance with this objective. The planning proposal maintains the commitment to deliver 10% of the MGN Precinct as affordable housing. The proposed LEP provision reflects this commitment.</p> <p>The planning proposal also supports the delivery of diverse housing for the Campbelltown-Macarthur region, including the addition of 375 new apartment dwellings ranging from studios, to 1–3-bedroom dwellings. This will complement the predominantly existing stock of low density and detached housing the LGA.</p>	Yes
<b>Direction 6: A well-connected city</b>		
<b>Objective 14:</b> A Metropolis of Three Cities	<p>This objective relates to the delivery of a 30-minute city, where the benefits of integrated land use and transport planning are fully realised, where jobs, services, and quality public spaces are in easy reach of people's homes.</p> <p>The site's strategic location will deliver on the 30-minute city vision by delivering an in-principle TOD, with housing supply close to amenities, goods and services and proximity to quality public spaces.</p>	Yes



Objective	Assessment	Consistency
<b>Western City District Plan</b>		
<b>Planning Priority W2:</b> Working through collaboration	<p>Under Planning Priority 2, several '<i>collaboration areas</i>' were established in the Western City District to implement the intended outcomes of the District Plan. The preparation and adoption of the Campbelltown Masterplan represents a key outcome of this process. This planning proposal adopts the design guidance under the place framework of the Campbelltown Masterplan and is therefore consistent with this planning priority.</p> <p>In accordance with this planning priority, the MGN Precinct therefore represents an appropriate level of multi-lateral collaboration between Landcom and DPHI, as well as with Campbelltown Council.</p>	Yes
<b>Planning Priority W5:</b> Providing housing supply, choice and affordability with access to jobs, services and public transport	<p>This planning priority gives effect to Objective 10 and 11 of the Region Plan. More specifically it identifies the Glenfield to Macarthur Corridor, including the precinct of Campbelltown and Macarthur as opportune locations to deliver more housing close to public transport.</p> <p>The planning proposal is consistent with this planning priority as it will provide for further high-density housing, approximately 375 additional dwellings close to Macarthur Train Station. Housing affordability is also addressed, as the planning proposal maintains the commitment to deliver 10% affordable housing. As a result of this planning proposal, there is an increase from 125 to 162 affordable housing dwellings on the site.</p>	Yes
<b>Planning Priority W7:</b> Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City	<p>The planning proposal maintains the integrated land use and transport structure for the MGN precinct. It will facilitate the delivery of additional residential density in the form of 375 dwellings in a transit and well-connected location.</p> <p>The MGN precinct is anchored by an approved, integrated and pedestrian oriented urban structure which connects residents to Macarthur Train Station, passive and active recreation space within and adjacent to the site. The urban structure is also supported by approved pedestrian connections to northern and southern land uses, including WSU and TAFE NSW to the north, and Macarthur Square Shopping Centre and the broader CBD to the south.</p> <p>The planning proposal does not alter the MGN precinct's approved integrated transport and land use planning structure. By maximising residential density on the site, it enhances the benefit of the integrated land use and transport structure.</p>	Yes

**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?***

**Yes.** The Planning Proposal is consistent with the following relevant local strategy and planning studies as described in **Section 5** of this report and detailed below:

Table 14 Relationship to Local Strategic Plans

Planning Priority	Consistency
<b>Campbelltown Local Strategic Planning Statement</b>	
<b>Planning Priority 1:</b> Creating a great place to live, work, play and visit	<p>This priority aims to provide a high-quality lifestyle for the existing and future community of Campbelltown. This will be achieved through improved social infrastructure, services and high-quality and a desirable public realm that responds to Campbelltown's natural and rural landscapes.</p> <p>Key actions under this planning priority are to collaborate with the NSW Government and agencies in delivering, as well to deliver on the Campbelltown Masterplan. The planning proposal does not alter the approved provision of infrastructure, services and open space in the MGN Precinct. Landcom remains committed to collaborating with Council to deliver the MGN Precinct and contribute to the renewal of the Glenfield Macarthur Renewal Corridor in accordance with the Campbelltown Masterplan.</p>

Planning Priority	Consistency
<b>Planning Priority 2:</b> Creating high quality, diverse housing	<p>Under Planning Priority 2, demand forecasts indicate a longer-term demand for 26,700 dwellings by 2036, with a higher growth scenario indicating a potential need for 40,000 additional dwellings. The delivery of the required housing supply is targeted in part for the GMGA, and other growth precincts such as the Macarthur Precinct.</p> <p>Housing supply will also need to be diverse and affordable housing in accordance with the needs of the growing and socially diverse population.</p> <p>The planning proposal adds 375 apartments dwellings, including affordable housing to the existing approval for the MGN Precinct.</p>

#### Campbelltown Local Housing Strategy 2041

<b>Objective 2:</b> To focus new housing within the existing urban area and designated growth areas to protect the important semi-rural character of the LGA and the Metropolitan Rural Area.	The MGN Precinct is not within a semi-rural area of the Metropolitan Rural Area. The planning proposal will provide for an additional 375 dwellings within the approved building footprints of the MGN Precinct. The MGN Precinct is within the Macarthur Precinct, which is an existing urban area, and is within an established growth precinct.
<b>Objective 3:</b> To provide a diversity of housing types to meet the needs of all households within the Campbelltown LGA community.	The 375 additional dwellings range in typology from studio to 1-3 bedroom apartment dwellings. The apartment dwellings will add to the supply and diversity of housing choice within the LGA. This includes affordable housing which will be proportionately increased in the MGN Precinct as a result of this planning proposal.
<b>Objective 4:</b> To encourage the provision of new housing in locations that support the 30-minute city principle established by the Greater Sydney Commission <sup>30</sup> and the vitality of local centres and Campbelltown regional centre	<p>The 375 additional dwellings are located immediately adjacent to Macarthur Station and the broader Campbelltown-Macarthur CBD.</p> <p>Macarthur Station provides connections to other notable centres to the north, including Liverpool, and Parramatta. The proximity to existing public transport and a metropolitan centre will support the creation of a 30-minute city.</p>
<b>Objective 6:</b> Support housing growth in the Campbelltown CBD consistent with the vision of Reimagining – Campbelltown City Centre Master Plan	The planning proposal will facilitate building envelope amendments through a concurrent concept DA, which strongly aligns with the design guidance and strategic directions of the Campbelltown Masterplan.

An assessment against Council's and other relevant local strategies is provided below.

Table 15 Relationship to relevant local strategies

Local Strategy	Consistency
<b>Macarthur Precinct Plan</b>	
Housing	The planning proposal provides new apartment dwellings within immediate walking distance of the Macarthur Station.
Built form	The planning proposal contributes to the diversity of building heights within the MGN Precinct. The buildings heights, such as on the 'M2' building are greatest next to Macarthur Station.
Open space and public domain	The planning proposal does not alter the approved open space network and public domain within the MGN Precinct, nor does it alter the connections between Macarthur Station, WSU and the TAFE.
Movement	The planning proposal does not alter the approved movement network and connectivity between Macarthur Train Station and other areas in the Macarthur Precinct.

Local Strategy	Consistency
<b>Re-Imagining Campbelltown Masterplan 2020</b>	
<b>Commitment 5.3: Create a memorable, legible and green built form which celebrates its 'city centre in a valley' setting.</b>	
A city skyline framed in green	<p>The Campbelltown Masterplan provides building height guidance to ensure the city's green frame maintains significance as part of the urban experience. The intent is to ensure the city centre's skyline is varied and diverse, with building heights contributing to visual interest and overall legibility. It notes that towers should also be '<i>slim</i>' with building separation that allows for views to the hills beyond. Taller buildings should also be concentrated towards existing train stations.</p> <p>The planning proposal and the proposed 375 additional dwellings over the existing approval enhances the variety of heights across the MGN Precinct. The northern portions of the R1, M1, R2 and R4 buildings are capped at 32m and then transition south, towards the train station to heights of 49, 56 and 62m. The M2 building which is located closest to Macarthur Station and adjacent to the Station Arrival Plaza presents as a tall and more slender tower form, that reaches a height of 85m.</p> <p>The proposed building envelopes for the buildings have been designed in a way to conserve views to the hills and ridgeline beyond the precinct. This includes the use of building separation between the R1, M1 and R2 and R4 building in accordance with the ADG. Furthermore, the massing of the individual buildings is broken up with separations starting at 18m (for the building elements that are 5-8 storeys) and up to 31m (for the building elements that are 9 stores and above). This results in a permeable built form which provides considerable sightlines between and within the individual buildings.</p> <p>The Visual Impact Assessment prepared by Urbis as part of the Urban Design Report (<b>Appendix A</b>) notes in particular that the tallest tower form on the site (the M2 building) presents as a '<i>slim</i>' tower form that ultimately does not project above the distant ridgeline when viewed from viewpoint 03, a sensitive and key distant view. The permeability and sightlines through the built form are also most evident when viewed from Narellan Road West (View 04) and when looking North-west from Appin and Therry Road.</p> <p>The planning proposal evidently contributes to a variety of building heights, with a high degree of permeability. The height of the M2 building further allows it to function as a landmark building for the MGN precinct as well as Macarthur Train Station.</p> <p>Building separation and setbacks remain in accordance with the existing concept approval. The slenderness of the M2 tower form is maintained to provide view corridors towards the scenic hills and surrounding landscape.</p>
Place responsive buildings and spaces to navigate the city centre	<p>The Campbelltown Masterplan emphasises that buildings and places within Campbelltown should respond to place and contribute to the city centre's legibility and way finding.</p> <p>The planning proposal maintains the approved design of the public domain and provision of passive and active open space. Buildings have also been oriented to maximise amenity and solar access to the communal open space and the public domain.</p> <p>The building envelopes also use human scale and varied podium heights ranging from 3-9 storeys (max 32m) along the Goldsmith Avenue frontage and along the frontage of Bow Bowing Creek towards Macarthur Station. Additional recessing, ground level and street wall setbacks ranging from 1.5-4m are used to transition the building heights.</p> <p>The varied heights and use of a landmark building at the Station Arrival Plaza also enhances the legibility of the skyline and Campbelltown CBD. It will ultimately function as a way-finding marker in the pedestrian network.</p> <p>The addition in height therefore enhances the MGN Precinct's commitment to a place-based outcome that responds to its context and existing environmental features.</p>

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

The planning proposal is consistent with a number of applicable state government strategies. Consistency with these plans is summarised in the below table

Strategic Plan	Assessment	Consistency
Future Transport 2056 (Future Transport)	<p>A key outcome of Future Transport 2056 is the creation of 30-minute cities, and to incentivise less private vehicle use and greater public transport patronage.</p> <p>The planning proposal contributes to the creation of 30-minute cities by maximising density on a site with immediate proximity to Macarthur Station, which is along the T8 Rail Corridor. The T8 Rail Corridor provides direct connections through Macarthur to Central Station in the Sydney CBD, as well as other regional centres in south and south western Sydney.</p>	Yes
NSW Infrastructure Strategy 2022-2042 (SIS)	<p>The planning proposal aligns with the strategic directions and recommendations from the SIS under the objective of integrating infrastructure, land use and service planning.</p> <p>A key strategic direction is to “regularly update planning regulation and land use controls to reflect current circumstances”. The planning proposal seeks an amendment to the land use controls to align with the current NSW Government’s priorities around housing and TODs whilst also remaining consistent with the strategic directions under the Region and District Plan.</p> <p>A recommendation and immediate priority from the SIS is to “deliver more housing, jobs, amenities and services in location where there is spare capacity in existing and planned infrastructure”. This includes directing and planning growth around existing public transport infrastructure such as rail station. The MGN Precinct is located immediately adjacent to Macarthur Station and is additionally benefited by a bus interchange located to the south of the site, which is part of the Macarthur Square shopping centre.</p> <p>The gazettal of this planning proposal and approval of the concurrent DA will allow for further delivery of housing around public transport, consistent with this recommendation.</p>	Yes
The Macarthur Precinct Plan (Precinct Plan)	<p>The Precinct Plan is the planning framework for the development and growth of the Glenfield Macarthur Urban Renewal Corridor. The planning proposal does not alter the MGN Precinct’s consistency with the precinct plan as it will:</p> <ul style="list-style-type: none"> <li>Facilitate the delivery of further housing within walking distance of Macarthur Train Station</li> <li>Enable a range of building heights, in particular a taller building close to Macarthur Station</li> <li>Not alter the provision of public space and pedestrian networks around the MGN Precinct.</li> </ul> <p>The Precinct Plan envisages building heights in the range of 3 to 7 storeys and over, with an anticipated dwelling forecast of 4,650 dwellings by 2036. These projections have since been refined in the Campbelltown Masterplan. Council’s local housing strategy directs housing delivery to be facilitated in accordance with the Campbelltown Masterplan.</p> <p>The Campbelltown Masterplan ultimately notes that an additional 15,609 homes across the three centres comprising of Macarthur, Campbelltown and Leumeah are required by 2040. Therefore, while the Macarthur Precinct Plan initially envisaged building heights of only 3-6 storeys and part 7 storeys and over across the MGN Precinct, this vision has since been built upon by the design guidance and dwelling forecasts of the Campbelltown Masterplan and housing strategy.</p>	Yes

Strategic Plan	Assessment	Consistency
	<p>The greater housing outcome on the site is also supported by the Minister for Planning and Public Space's written instructions to all Councils and planning panels to consider rezoning applications on merit, particularly when proposals are greater than the outcome originally anticipated. However, in the case of the MGN Precinct a greater housing outcome has been established for the site under the Campbelltown Masterplan and housing strategy. In the instance of a perceived inconsistency, planning proposals should regardless be considered on the basis of merit on whether they are geared towards addressing the housing shortfall.</p> <p>The planning proposal is consistent with the Campbelltown Masterplan and through the addition of 375 new dwellings over the concept approval, contributes to addressing the housing shortfall in NSW.</p>	

**Q6. *Is the planning proposal consistent with applicable State Environmental Planning Policies?***

**Yes.** The Planning Proposal is consistent with relevant State Environmental Planning Policies (SEPP) as identified and discussed in **Table 16** below.

Table 16 Consistency with SEPPs

SEPP	Assessment	Consistency
<b>State Environmental Planning Policy (Precincts — Western Parkland City) 2021</b>	Not applicable to this planning proposal. The CLEP 2015 is the applicable EPI over the site.	N/A
<b>State Environmental Planning Policy (Biodiversity and Conservation) 2021</b>	<p><u>Chapter 2 vegetation in non-rural areas</u></p> <p>The aims of this chapter are to protect the biodiversity values of trees and other vegetation in non-rural areas of the State and to preserve the amenity of these areas through the preservation of trees and other vegetation.</p> <p>Tree removal on the site has already been carried out in accordance with the approval under 3944/2021/DA-SW and other associated consents, including 1571/2015/DA-CW, which covered tree removal and excavation. A Biodiversity Assessment Report prepared for 3944/2021/DA-SW concluded that the proposal will not significantly impact the existing Cumberland Plain Woodland Community.</p> <p>As part of the approved revegetation and open space plan under 3944/2021/DA-SW, tree canopy coverage on the site will increase from 26.75% to 53.6%. This planning proposal will not alter that improvement.</p> <p>Chapter 3 &amp; 4 Koala Habitat Protection 2021 (and 2020) The site is located under the Koala Development Application Map. Campbelltown Council has an operational Koala Plan of Management (KPoM). As a result, the controls under Chapter 3 and 4 do not apply and an assessment against the Council's KPoM would be required. In accordance with the above, the Biodiversity Assessment Report, prepared as part of 3944/2021/DA-SW also assessed the MGN Precinct in accordance with Chapter 3 and 4 and Council's KPoM.</p> <p>It concluded that the proposed development is consistent with the aims of the KPoM, given the minor reduction of potential feed trees, absence of previously mapped core Koala habitat, few historical records and the severe fragmentation of the site.</p> <p>The planning proposal scope relates to an increase in building heights only. No further impacts in regard to Koala habitat are anticipated.</p>	Yes



SEPP	Assessment	Consistency
State Environmental Planning Policy (Resilience and Hazards) 2021	<u>Chapter 4 remediation of land</u>	Yes
	<p>Clause 4.6 requires, in the event of a change of land use, the planning authority to consider whether the land is contaminated, and if the land can be suitably remediated for the proposed use.</p> <p>Previous investigations at the site prepared by JBS&amp;G Australia Pty Ltd, under 3944/2021/DA-SW, found no indicators of significant or widespread contamination. Some minor environmental management activities were recommended, including removal of scattered litter and validation of stockpiles, and removal and off-site disposal of remaining material.</p> <p>These environmental management activities have been undertaken under 3944/2021/DA-SW. The site has therefore been made suitable for the proposed residential uses and broader development.</p>	
	<u>Chapter 2 Infrastructure</u>	Yes
State Environmental Planning Policy (Transport and Infrastructure) 2021	<p>This chapter aims to facilitate the effective delivery of infrastructure across the state by, among other things, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure and transport infrastructure.</p> <p>Under Clause 2.100, the proposal is for development adjacent to a rail corridor that is likely to be adversely affected by rail noise or vibration. A Noise and Vibration Impact Assessment was previously prepared by Renzo Tonin and Associates in support of 3944/2021/DA-SW. A Statement from Renzo Tonin &amp; Associates has been prepared, verifying the validity and applicability of the recommendations under the previous Noise and Vibration Impact Assessment. They note that the recommendations can be applied to the additional building storeys to be facilitated under this planning proposal and the concurrent amending concept DA.</p> <p>In accordance with Clause 2.122 Traffic Generating Development, the planning proposal will result in the development of 300 or more residential dwellings (specifically the uplift). Therefore, future DAs will require notification with TfNSW in accordance with Schedule 3 of the SEPP. SCT Consulting has already prepared a revised Traffic and Transport Assessment in support of this planning proposal (<b>Appendix B</b>), which considered the additional yield and potential traffic generation. A key finding of this assessment was that background traffic volumes have reduced between the period of 2019 and 2024, and in light of reduced parking requirements, impacts to traffic performance on the surrounding network will be acceptable.</p>	
	<u>Chapter 4 Major Infrastructure Corridors</u>	
	<p>The aim of this chapter to identify land for future infrastructure corridors and to protect those corridors from development that would adversely impact on the operation of that corridor.</p> <p>The site is located adjacent to land identified as a Major Infrastructure Corridor. The lot boundary of the site is within 25m of the major infrastructure corridor, and therefore under Clause 4.9 of the CLEP 2015, excavation in, above, below or adjacent to future infrastructure corridors needs to be considered at the DA stage. As part of the assessment for 3944/2021/DA-SW, it was determined that the MGN Precinct does not encroach into or undermine the operability of the infrastructure corridor. Further consideration is not warranted until the detailed DA stage.</p>	
State Environmental Planning Policy (Housing) 2021	<p>In accordance with the SEPP the proposal will:</p> <ul style="list-style-type: none"> <li>▪ Enable the development of diverse housing types</li> </ul>	Yes

SEPP	Assessment	Consistency
	<ul style="list-style-type: none"> <li>Encourage the development of housing that will meet the needs of the more vulnerable members of the community, including very low to moderate income households</li> <li>Ensuring new residents with a reasonable level of amenity</li> <li>Promote the planning and delivery of housing in locations that will make good use of existing and planned infrastructure and services</li> <li>minimise adverse climate and environmental impacts of new housing development; and</li> <li>promote the importance of designing housing in a way that reflects and enhances its locality.</li> </ul>	
<b>State Environmental Planning Policy (Sustainable Buildings) 2022</b>	Detailed compliance for residential and non-residential development under Chapter 2 and Chapter 3 will need to be considered at the detailed DA stage. In accordance with the consent under 3944/2021/DA-SW, a minimum 5 Star Green Star Community Rating is sought to be maintained. This will be documented at the detailed DA stage.	

**Q7** *Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?*

**Yes** – The Planning Proposal is consistent with the Ministerial Directions under section 9.1 of the EP&A Act relevant to the Planning Proposal as identified and summarised in **Table 17**.

This includes consistent with the Ministerial Direction 1.9 Implementation of the Glenfield to Macarthur Urban Renewal Corridor.

Table 17 Consistency with s9.1 Ministerial Directions

Ministerial Planning Directions	Assessment	Consistency
<b>Planning Systems</b>		
<b>1.1 Implementation of Regional Plans</b>	The proposal is consistent with the land use strategy, goals, directions and actions contained within the Metropolitan Regional Plan.	Yes
<b>1.2 Development of Aboriginal Land Council land</b>	Not applicable to this planning proposal. The site is not identified within the land application area under Chapter 3 of the <i>State Environmental Planning Policy (Planning Systems) 2021</i> .	N/A
<b>1.3 Approval and Referral Requirements</b>	The direction aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development. The proposal responds by amending the CLEP 2015, to enable the concurrent lodgement of a new concept DA	Yes
<b>1.4 Site Specific Provisions</b>	The planning proposal includes a new site-specific provision for the site to reflect Landcom's commitment to deliver a minimum quantum of affordable housing. This provision does not duplicate an existing development standard or provision under the CLEP 2015. It will ensure the MGN Precinct is developed in an orderly and efficient manner, in accordance with the strategic and housing needs of the community.	Yes
<b>1.4A Exclusion of Development Standards from Variation</b>	No development standards are proposed to be excluded from the application of clause 4.6 in standard instrument local environment plans.	
<b>1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor</b>	The planning proposal is consistent with the precinct plan, planning principles and priorities for the urban renewal area under the Macarthur Precinct Plan.	Yes

Ministerial Planning Directions	Assessment	Consistency
<b>1.14 Implementation of Greater Macarthur 2040</b>	The planning proposal is generally consistent with the principles and objectives of the interim plan. The interim plan has since been superseded by the Structure Plan and Guide 2022 which defers detailed precinct planning for the Glenfield to Macarthur Precincts to Campbelltown City Council. The planning proposal is generally consistent with the relevant strategic and precinct planning policies for the Macarthur Precinct.	Yes
<b>Biodiversity and Conservation</b>		
<b>3.1 Conservation Zones</b>	The proposal does not alter approved mechanisms to protect and conserve Bow Bowing Creek Reserve and Cumberland Plain Woodland.	Yes
<b>3.2 Heritage Conservation</b>	There are no local or state heritage items located within the site, or immediately adjoining.	N/A
<b>3.3 Sydney Drinking Water Catchments</b>	The site is located outside of the Sydney Drinking Water Catchment.	
<b>3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs</b>	Not applicable.	N/A
<b>3.5 Recreation Vehicle Areas</b>	Not applicable.	N/A
<b>3.6 Strategic Conservation Planning</b>	Not applicable	N/A
<b>3.7 Public Bushland</b>	The objective of this direction is to protect bushland in urban areas, including rehabilitated areas, and ensure the ecological viability of the bushland is maintained. In accordance with this direction, the proposal does not approved mechanisms to protect and conserve Bow Bowing Creek Reserve and Cumberland Plain Woodland.	Yes
<b>3.8 Willandra Lakes Region</b>	Not applicable.	N/A
<b>3.9 Sydney Harbour Foreshores and Waterways Area</b>	Not applicable.	N/A
<b>3.10 Water Catchment Protection</b>	The planning proposal does not alter the approved water cycle management mechanisms under 3944/2021/DA-SW.	N/A
<b>Resilience and Hazards</b>		
<b>4.1 Flooding</b>	<p>The objective of this direction is to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005.</p> <p>As part 3944/2021/DA-SW, it was determined that the site is well clear of the 1% AEP flood extent and that flood levels downstream of the site would not be increased as a result of the development of the MGN Precinct. A flood impact compliance letter has been prepared by J. Wyndham Prince (attached as <b>Appendix I</b>) which confirms that no change to the compliance with flood planning levels is proposed under this planning proposal.</p>	Yes
<b>4.2 Coastal Management</b>	The site is noted located within a coastal zone.	N/A
<b>4.3 Planning for Bushfire Protection</b>	In accordance with this direction, the site has established asset protection zones (APZs) and design mechanisms under	Yes

Ministerial Planning Directions	Assessment	Consistency
	3944/2021/DA-SW which have sought to protect life, property and the environment of bushfire hazards.	
<b>4.4 Remediation of Contaminated Land</b>	Previous investigations at the site, conducted by JBS&G Australia Pty Ltd under 3944/2021/DA-SW, determined that there were no indicators of widespread contamination. Some minor management activities were recommended. Based on these investigations, the site has been deemed suitable for the proposed residential uses and broader development. Therefore, further consideration of contamination is not necessary.	Yes
<b>4.5 Acid Sulfate Soils</b>	It is anticipated that the probability of acid sulfate soils on site is low. It is anticipated that the site can be made suitable for the proposed future development.	Yes
<b>4.6 Mine Subsidence and Unstable Land</b>	Not applicable.	N/A
<b>Transport and Infrastructure</b>		
<b>5.1 Integrating Land Use and Transport</b>	Consistent with this direction, the planning proposal facilitates additional housing supply in a transit-oriented location. The proposal will: <ul style="list-style-type: none"> <li>Improve access to housing, jobs and services by walking, cycling and public transport</li> <li>Reduces dependence on cars</li> <li>Supports the efficient and viable operation of public transport</li> </ul>	Yes
<b>5.2 Reserving Land for Public Purposes</b>	The proposal does not create, alter or reduce existing zonings or reservations of land for public purpose.	Yes
<b>5.3 Development Near Regulated Airports and Defence Airfields</b>	Not applicable.	N/A
<b>5.4 Shooting Ranges</b>	Not applicable.	N/A
<b>Housing</b>		
<b>6.1 Residential Zones</b>	The objectives of this direction are to encourage diverse use and make efficient use of existing infrastructure and services. The planning proposal does not change the residential land use zoning of the MGN Precinct. It will support an additional 375 dwellings on top of the existing approval under 3944/2021/DA-SW. It further makes use of the existing infrastructure and public transport connections adjacent to the site. In total it will support the delivery of 1,625 dwellings in a variety of building typologies including studio, one-, two- and three-bedroom apartments with 10% allocated to affordable housing units.	
<b>6.2 Caravan Parks and Manufactured Home Estates</b>	Not applicable.	N/A
<b>Industry and Employment</b>		
<b>7.1 Employment Zones</b>	The objectives of this direction include to encourage employment growth in suitable locations and support the viability of identified centres. The planning proposal only relates the addition of residential dwellings. However, for clarity and consistency with this direction the planning proposal maintains the provision of non-residential floor space in the Mixed-Use Zone portion of the site, as approved under 3944/2021/DA-SW.	N/A

Ministerial Planning Directions	Assessment	Consistency
7.2 Reduction in non-hosted short-term rental accommodation period	Not applicable.	N/A
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.	N/A
Resources and Energy		
8.1 Mining, Petroleum Production and Extractive Industries	Not applicable.	N/A
Primary Production		
9.1 Rural Zones	Not applicable.	N/A
9.2 Rural Lands	Not applicable.	N/A
9.3 Oyster Aquaculture	Not applicable.	N/A
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.	N/A

### 7.3.3. 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 as a result of the proposal?*

No. The site is not identified as being environmentally sensitive land with respect of critical habitat or threatened species, populations or ecological communities, or their habitats.

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

Built and natural environment impacts from the development of the MGN Precinct were considered under 3944/2021/DA-SW. The increase in the maximum building height under this planning proposal and the concept DA, represents an increase of 375 new dwellings. Therefore, the likely impacts of the proposal have only been considered with respect to the increase in dwellings, which results in an increase from 1,250 to 1,625 dwellings in the MGN Precinct overall. The following environmental effects were reconsidered under this planning proposal.

#### **Solar access**

Shadow diagrams illustrating the additional overshadowing from the increased height are provided in the Urban Design Report, prepared by Urbis at **Appendix A**. The overshadowing impacts on communal open space and the approved public parks in the MGN Precinct were analysed between 9am and 3pm in mid-winter. As part of the analysis, the approved Station Arrival Plaza, Central Park, and Fitness Park in the MGN Precinct were considered. The locations of these approved parks and communal open spaces are not being altered.

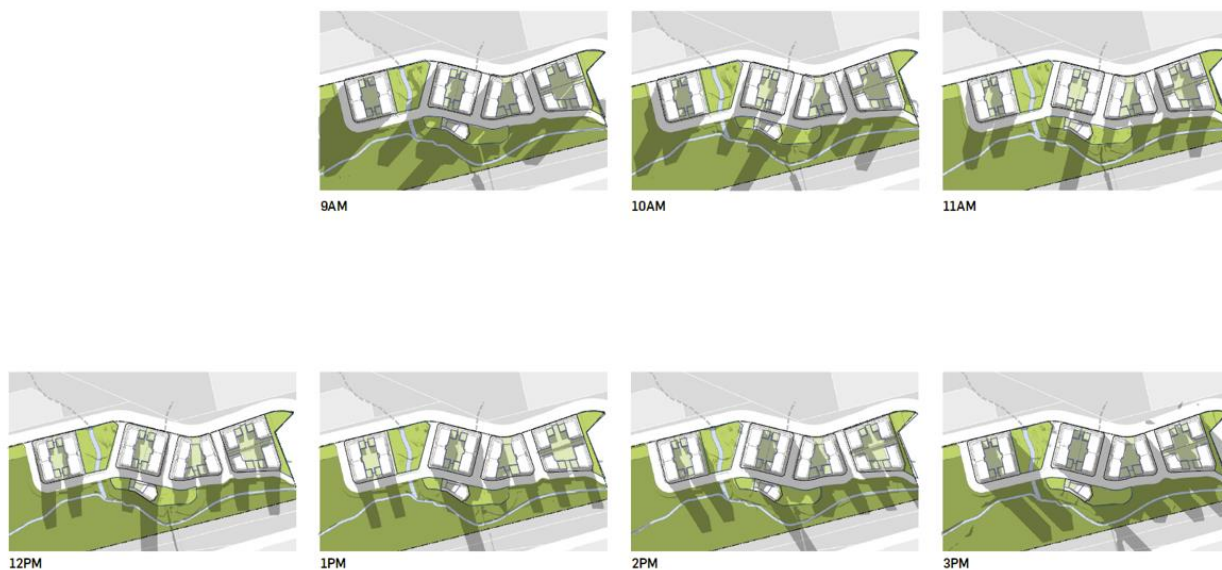
It is noted that the land uses to the north are non-residential in nature and relate to educational establishments, including Western Sydney University and TAFE NSW. Regardless, the overshadowing generated by the additional heights is generally cast south across parts of Bow Bowing Creek Reserve and the T8 Rail Corridor (refer to Figure 20).

Under the Apartment Design Guide (ADG), the minimum requirement for solar access is that at least 50% of principal communal open space receives a minimum of 2 hours of sunlight in mid-winter between 9am and



3pm. According to the shadow diagrams in the Urban Design Report, solar access to communal open space will be greater at key hours around midday, between 11am and 1pm.

Figure 20 Shadow Diagrams



Source: Urbis

Overall, the MGN Precinct exceeds the ADG requirement of 50% solar access for communal open spaces, achieving more than 2 hours of sunlight for the majority of these areas. On average, 81.1% of communal open space receives the required solar access. Each building's communal open space meets this requirement individually, with the R3 Building achieving the least at 55.7% and the R4 Building achieving the most at 96.6%. Additionally, 88.4% of all active open spaces, including the Station Arrival Plaza, Central Park, and Fitness Park, receive a minimum of 2 hours of sunlight in mid-winter between 9am and 3pm.

It is noted that the buffer provided by Bow Bowling Creek Reserve and the rail corridor prevents overshadowing of the urban land uses to the south. Therefore, the additional overshadowing within the MGN Precinct is considered acceptable.

### **Biodiversity**

EcoLogical previously prepared a Biodiversity Development Assessment Report in support of the approved concept DA under DA/3944/2021/DA-SW (as modified). It assessed impacts to biodiversity values and determined the credit requirements for residual impacts for the DA to PCT 849, PCT 835, PCT 1071, the Southern Myotis and the Cumberland Plain Land Snail. In light of the proposed increase in height, EcoLogical have considered the indirect impacts associated with shading, specifically to the riparian corridor, as a result of the planning proposal and concurrent amending concept DA. This has been considered in a Biodiversity Compliance Letter attached as **Appendix H**.

To assess the indirect impacts, EcoLogical considered best practice guidelines from Sydney's draft guidelines for stormwater infrastructure in the Aerotropolis and Mamre Road Precincts. These guidelines recommend that vegetation in trunk drainage channels receive a minimum 1 hour of solar access to ensure adequate light penetration for vegetation. The shadow diagrams used in this assessment were prepared by Urbis and are appended to the back of that letter.

Ecological noted that shadowing of the riparian corridor will occur, however there will be periods of sunlight in midwinter. Restoration of the riparian corridor is achievable, however species selection for replanting may need to consider which species are best adapted to lower levels of direct sunlight. The assessment has concluded that the increase in yield would not result in additional direct or indirect impacts to native vegetation and no additional offsets are required.

### **Flooding**

Flooding impacts were considered as part of the approved concept DA under DA/3944/2021/DA-SW (as modified). As part of the approval, J. Wyndham Prince undertook a Dam Break Assessment and a Flood

Impact Assessment. At the time it determined that the impacts to 'Basin 3' to the west would be 'Very Low' and therefore acceptable. The flood impact assessment also concluded that the MGN precinct would not have an adverse impact upstream and downstream from the site in the 1% AEP storm event.

In light of the proposed increased in height, J.Wyndham Prince have noted in a Flood Compliance letter, attached as **Appendix I**, that the proposed design does not result in a change to the design surface of the MGN masterplan, including the proposed building footprint and road layout, and therefore any flood studies and TUFLOW modelling undertaken for the site previously, remains relevant.

### **Visual Impact**

A visual impact assessment (VIA) was also prepared as part of the Urban Design Report in **Appendix A**. The methodology of the VIA includes the identification of an objective visual baseline, which considers the site and surrounding land uses, and analyses the extent of the visual effect or quantum of changing use visual aids from key locations. It also includes consideration of visual computability with the existing and desired future character of the site.

The VIA acknowledges that the MGN Precinct is located next to Macarthur Train Station and is surrounded by residential communities, a regional retail centre, and significant social and green infrastructure. The visual character of the site can be characterised into two broad areas. The north east is considered a highly modified landscape that is currently undergoing extensive earthworks and has been mostly cleared. The south west contains Bow Bowing Creek Reserve and is relatively undisturbed.

Four view points from the surrounds were considered for the assessment. This included the following:

- **Viewpoint 1: North-west view from Appin Road & Therry Road:** From a distance of 1.45km, this viewpoint is characterised by open expanse of turf, rows of trees, and at the mid-ground, tree canopy and residential roof forms, followed by further tree canopy and the Mount Annan Botanic Garden
- **Viewpoint 2: West from Narellan Road Bridge:** From a distance of 475m, the view includes road and rail corridor in the foreground, the open expanse of Gilchrist Oval in the mid ground, followed by then densely vegetated topography west of the site.
- **Viewpoint 3: South east from Khosa Lookout:** From a distance of 1.75km the foreground is comprised of large mature trees, with distant views characterised by a wide expanse of upper tree canopy and low height building roof form. Some isolated examples of taller built form include Campbelltown Hospital and some residential flat buildings.
- **Viewpoint 4: Narellan Road West:** From a distance of 600m, the foreground is characterised by the undulating turfed topography of the WSU campus, with the distant view characterised by tree canopy and the upper section of development around Macarthur Square, Campbelltown Hospital and distant ridgelines to the south east.

The location of the viewpoints are identified in **Figure 21** below.

Figure 21 Viewpoints 1-4



Source: Urbis

In summary, the assessment found that the proposal is generally viewed in a wide visual composition and does not block views to scenic or highly valued features, nor any heritage items. The overall visual impact from each view point can be summarised as following (refer **Figure 22**):

- Viewpoint 1 – Low impact
- Viewpoint 2 – Low impact
- Viewpoint 3 – Low impact
- Viewpoint 4 - Low-medium impact

The below photos, through the use of computer generated imagery illustrates the proposed visual effects of the planning proposal from each of the viewpoints shown above.



Figure 22 Viewpoints 1-4



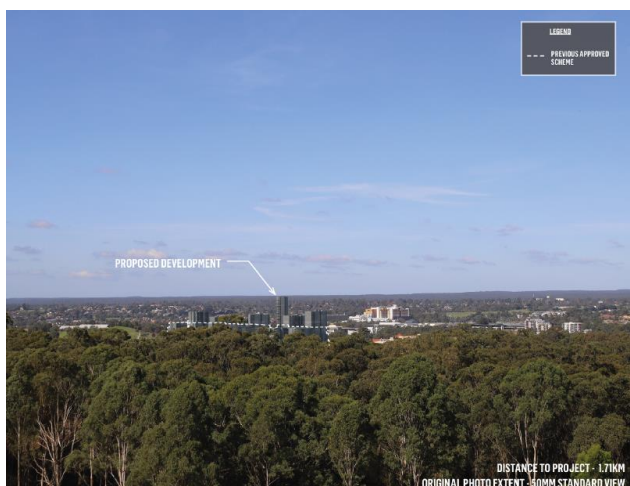
Picture 1 Viewpoint 1

Source: Urbis



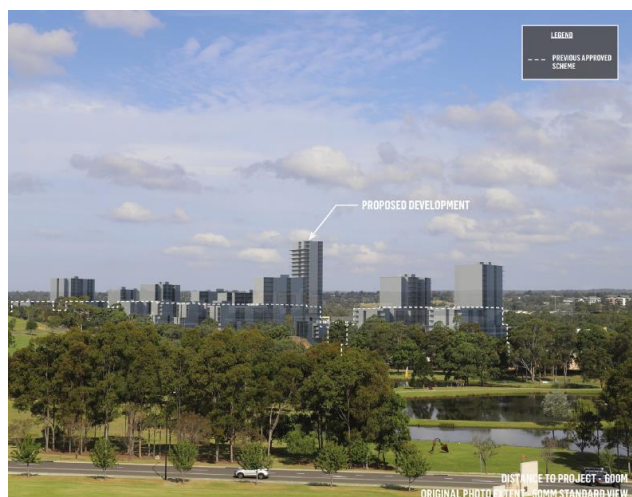
Picture 2 Viewpoint 2

Source: Urbis



Picture 3 Viewpoint 3

Source: Urbis



Picture 4 Viewpoint 4

Source: Urbis

In light of the above the VIA found that the built form of the proposal is not dissimilar in character from the surrounding visual context. The additional height only creates low to medium visual effects (extent of visual change) on the majority of the baseline factors. In conclusion:

- The visual impact for the assessed viewpoints ranges from Low to Low-medium.
- The proposal does not block views to any heritage items or areas of unique scenic quality.
- From distant views the proposal is viewed in a wide visual composition which reduces the visibility and visual impact of the proposal.
- In light of the existing visual context and baseline factors, the level of visual effects of the proposal were ultimately found to be acceptable.

As a result, the level of visual effects generated by the additional height were ultimately found to be acceptable. The taller buildings envisaged under the planning proposal are consistent with similar development located along major transport corridors.

### **Traffic and Parking**

SCT Consulting have previously prepared a Transport and Traffic Report (2021) in support of the concept DA under 3944/2021/DA-SW, which was for 1,250 apartments. It assessed road network performance, parking requirements and provision, concluding that the car parking provision would be adequate and that

additional trips generated by the MGN Precinct would have minor impacts on the performance of the surrounding intersections.

SCT were subsequently re-engaged to assess the additional yield proposed under this planning proposal, which takes the yield from 1,250 to 1,625 apartments, including 162 affordable housing dwellings. The report focuses on the net development yield only.

A key outcome of the re-assessment was finding that the overall traffic context, specifically background traffic volumes have generally reduced over the last five years since 2019 and the conducting of the previous Transport and Traffic Report (2021). This was determined by the collection of new traffic volume data at key signalised intersections of Narellan Road & Western Sydney University, and Gilchrist Drive & Goldsmith Avenue. A key finding was that traffic volumes at both intersections had decreased in both the AM and PM peak hours. This was with the exception of the WSU access approach and the Gilchrist Drive approach, which showed that there had been some increase in 'development' traffic.

The need for intersection upgrades as result of the increased dwelling yield was also considered. The previous Traffic and Transport Assessment (2021) indicated that the additional trips generated by the MGN site will have minimal impact on the performance of surrounding intersections by 2029. All assessed intersections are expected to maintain the same Level of Service (LoS) with or without the MGN site, except for the intersections at Narellan Road | Western Sydney University Access Road and Kellicar Road | Gilchrist Drive, where the LoS will change from B to C during the AM peak. This change is still considered acceptable in an urban context.

If future analysis shows an increase in trips, intersection modelling can be updated to reassess performance and identify potential interventions. However, unless the modelling demonstrates a need for physical upgrades, there is no requirement for intersection improvements. Therefore, Landcom will proceed with the previously approved scheme, as the uplift does not justify the financial investment in road network upgrades.

In light of the above context, the transport assessment concluded that:

- **The site has excellent public and active transport accessibility:** Overall a future public and active transport mode share of approximately 40 percent is assumed, reducing the future private vehicle trips from 63 percent to 43 percent
- **The affordable housing component will reduce parking requirements:** While the revised yield increases the requirements for car parking from 1,166 to 1,501, this increase is ultimately minimised given that parking rates for affordable housing are less than market rate housing.
- **Revised trip rates assumptions can be applied:** The Housing SEPP (2021) reduces the parking requirements for affordable housing, consequently generating fewer private vehicle trips compared to market housing). The revised analysis results in a reduction of 15 (AM) and 37 (PM) trips compared to the approved master plan.
- **Revised background growth assumptions can be applied:** Background traffic volumes have generally reduced over the last five years, with overall total intersection flows having been reduced.
- **The SIDRA modelling revealed that network performance is heavily impact by background traffic:** Compared to the approved masterplan, the networks perform better. The planning proposal has negligible impacts on the performance of the surrounding road network and critical intersections.

In summary, while the revised yield results in an additional 375 dwellings for the MGN Precinct, traffic and transport impacts will be minimised.

### **Acoustic**

Renzo Tonin & Associates has previously prepared an environmental noise and vibration assessment in support of 3944/2021/DA-SW. The existing assessment provided acoustic glazing and façade recommendations in two groups, one set of recommendations being for Ground Level, Level 1 and Level 2 where topography and shielding from structures is important, and then another set of recommendations for Level 3 to Level 9, where there is wider exposure and views to surrounding road and rail noise sources.

For Levels 3 to 9, the worst exposure to noise was already considered. Renzo Tonin & Associates note that the addition of new levels above Level 9 are not further noise affected, and that the treatments and facades recommendations applied to Level 3 and 9 can also be applied above Level 9. They further note that the worst exposure to noise was already considered in the level 3 to 9 and that the remaining levels would be compliant with the Development near Rail Corridors and Busy Road – Interim Guideline (December 2008).



## **Ecologically Sustainable Development**

An Ecologically Sustainable Development Report was prepared by WSP in support of 3944/2021/DA-SW (as modified). In this report, it was noted that the MGN Precinct has the potential to achieve (as a minimum) a 5-star green star communities rating, which is demonstrative of 'Australian Excellence'. The green star rating tool recognises good development across five pillars and 31 potential credits, which relate to design, governance, environment, economic and social outcomes at the master planned level.

The MGN Precinct ultimately achieved a greater amount of credit above the 5-star minimum. No change is sought to this target under this planning proposal, and a 5-star green star communities rating remains a commitment of Landcom for the MGN Precinct. Further, Landcom's sustainability team has conducted a review of the revised design and proposal against the ESD targets for the site, to determine whether the uplift in yield from 1,250 to 1,625 will impact the green star outcome. It was noted that there are a limited amount of credits that concern yield, and are mainly related to the liveable housing Australia certification, minimum NatHERS requirements, and energy and water modelling. These requirements are already being achieved and will be carried forward into the design of the additional dwellings.

Regardless, since the project achieved an excess of credits then the 5-star minimum, a hypothetical impact of 1 or 2 credits would ultimately not affect the MGN Precinct's ability to achieve the 5-star minimum. Landcom and the MGN Precinct fully intends to continue supporting the Green Star Community rating into the future. At this point in time, a renewed green star certification is not considered necessary.

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

**Yes.**

The planning proposal will enable the delivery of approximately 375 additional dwelling in the MGN Precinct, taking its total to 1,625 dwellings overall. This will have positive social and economic impacts through the supply of new and diverse housing, including affordable housing .

The MGN Precinct will accommodate additional residents, and therefore potentially increase demand for social infrastructure. Its noted that an assessment was previously prepared by Urbis in support of the concept DA under 3944/2021/DA-SW (as modified). An addendum letter has therefore been prepared by Urbis to assess the implications of the additionally dwellings and residents proposed on the site. It concluded that:

- The amended proposal's increase in population is minimal and will not trigger the need for a community centre of library.
- The amended proposal generates a potential 152 primary school aged children and 94 high school students. As per the 2021, the numbers still no go constitute the need for a new school.
- Demand is generated an addition of 20 spaces, from 76 under the previous proposal. The only requirement is that future detailed planning should consider the inclusion of a childcare centre on the site.
- Demand for two general health practices are generated, which does change from the recommendation under the 2021 assessment.

The proposal will also have positive economic impacts to the economy and employment. The planning proposal notably does not change the MGN Precinct's intended provision of 1,960m<sup>2</sup> of non-residential floor space.

The non-residential floor space will still contribute to the creation of direct and in-direct jobs, and economic growth in the region during its operation. The addition of 375 dwellings over the existing approval will also contribute to further construction activity and employment on the site during construction.

The Planning Proposal will therefore have positive social and economic benefits for the broader community.

## **7.3.4. Section D – Infrastructure (Local, State and Commonwealth)**

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

The site has been previously zoned for urban purposes. Infrastructure and servicing arrangements for the MGN precinct were approved under 3944/2021/DA-SW (as modified). While a change in the zoning and

approved land use is not proposed, the residential yield will increase as a result of the additional building height..

Therefore, the available public infrastructure for the site has been considered. As part of the concept approval, a Civil Engineering, Service & Infrastructure Report was prepared for the site by Infrastructure & Development Consulting (IDC), dated December 2021. A revised version of this report has been prepared by IDC to reflect the proposed increase in residential density. The revised report also reflects the latest Sydney Water and Endeavour Energy Growth Servicing Plans. The following is noted:

- Electricity: Based on previous assessment, it is noted that the existing 11kV feeders have limited capacity and new feeder will still likely be required to support the development can be constructed from the Campbelltown Zone Substation.
- Potable water: The site will still likely be supplied via a 250mm trunk main located in Goldsmith Avenue. A 150-200mm diameter watermain is required and could be provided as a single 200mm main or as a series of smaller mains. Each future lot will be able to have frontage to a water main.
- Wastewater: The site will still only require the equivalent of a 225mm-300mm diameter main to service the development which be accommodated in the existing Bow Bowing Carrier (750mm) in diameter. Each lot will have a frontage to a sewer main.
- The site can also be readily serviced by NBN.co and gas by Jemena. Telstra 5G network coverage is available over the site.

Ultimately, IDC concluded that the increase in residential density on the site, can be readily serviced by the available infrastructure.

### 7.3.5. 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?**

The Gateway Determination will advise the public authorities to be consulted as part of the Planning Proposal process. A number of public authorities were consulted as part of the Scoping Proposal and pre-lodgement stage of this planning proposal. Any issues raised will be incorporated into this planning proposal following consultation in the public exhibition period.

The following agencies/stakeholders are expected to be consulted as part of the Gateway process:

- TfNSW
- Council
- Sydney Trains

## 7.4. PART 4: MAPS

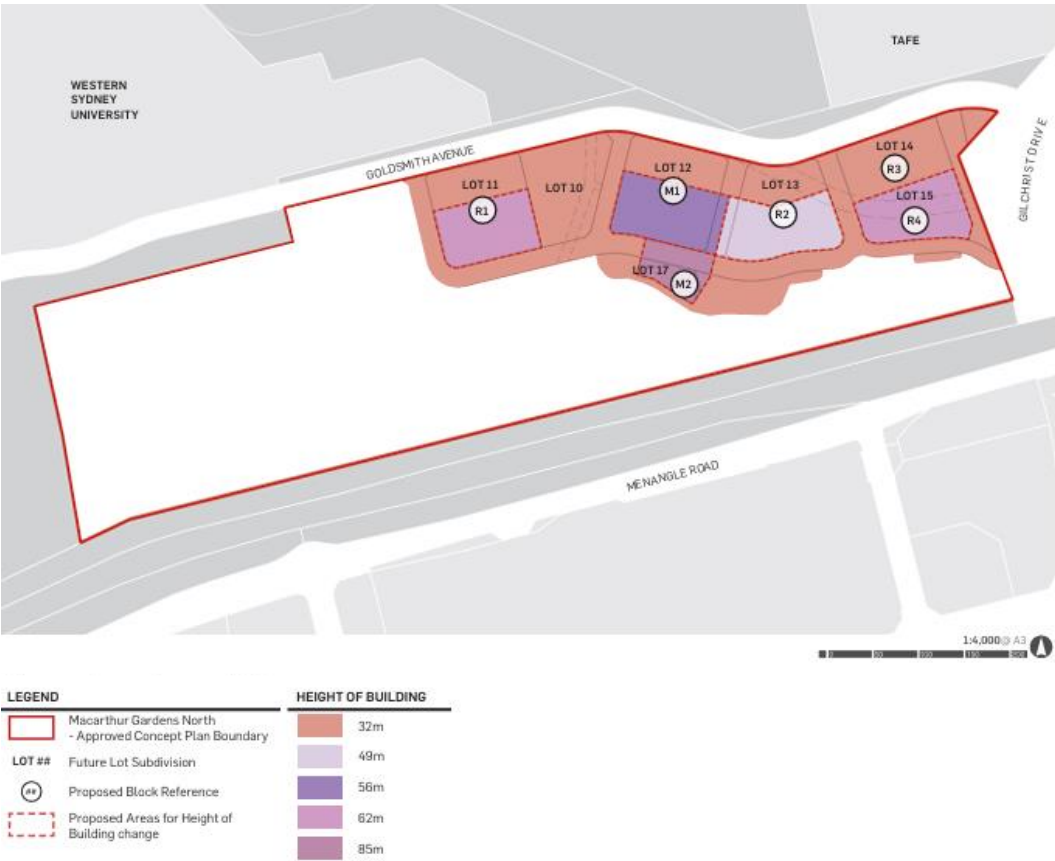
This planning proposal seeks to amend the below maps contained in the Campbelltown Local Environmental Plan 2015. The maps have been prepared to show the new height proposed on the site, and the new RE1 Public Recreation Zone for Bow Bowing Creek Reserve.

The proposed maps are consistent with the intended outcomes for the Planning Proposal as identified in **Section 7**.

The part of the site mapped with a maximum height of building of 32m represents the existing and retained maximum height of building control under the CLEP 2015.

The proposed map amendments are provided in Figure 23 below, and can also be found in **Appendix A**.

Figure 23 Proposed Height of Buildings Map



Source: Urbis

Figure 24 Proposed Land Use Zoning Map



Source: Urbis

## 7.5. PART 5: COMMUNITY CONSULTATION

Section 3.34 of the EP&A Act requires the relevant Planning Proposal Authority to consult with the community in accordance with a Gateway Determination.

In accordance with the requirements of the LEP Making Guideline, it is expected that the Planning Proposal will be publicly exhibited for at least 28 days. In accordance with Division 3.4 of the EP&A Act 1979, and as part of the Gateway Determination, consultation will be undertaken with any relevant agencies and stakeholders.

Preliminary consultation has already been undertaken by Landcom for the proposed increase in building height and dwelling yield to be facilitated under this planning proposal. WSP was engaged to design and implement a community and stakeholder engagement plan, and then provide a summary and outcomes report to be submitted alongside the planning proposal (attached as **Appendix F**). A variety of tools and techniques were used to engage the community including targeted online engagement, community newsletters and community pop up stalls supported by display boards, project postcards and project team personnel. A number of key themes arose following community feedback, which included the following:

- **Traffic, access and parking**, including increased traffic, lack of parking and status of the pedestrian footbridge
- **Planning and design**, including density, local character and identity and open space
- **Housing**, including availability, timing and cost
- **Construction** impacts

Key stakeholder groups were also contacted via direct contact and letters, offering 1:1 briefings by the project team. These were supported by a tailored slide decks providing specific project information relevant to each group. The following stakeholder groups were engaged and briefed on the project.

- Macarthur Heights Community Group
- Campbelltown City Staff
- Western Sydney University
- TAFE NSW
- Campbelltown Hospital
- GPT and Lendlease (owners of Macarthur Square)
- Campbelltown Chamber of Commerce

In summary, the engagement evidenced community support for the proposed increase in building height and subsequent dwelling yield, with there being recognition for the strong need for new affordable housing in the Campbelltown LGA. Concerns were raised in relation to overdevelopment, height and impacts on amenity, local character and identity as well as traffic, access and parking.

The above outcomes have been considered as part of the preparation and draft of the planning proposal and will be considered further as part of its finalisation. In addition to the above preliminary community engagement, and in accordance with the requirements of the EP&A Act 1979 and DPHI's '*A Guide to Preparing Local environmental Plans*', the following notification and public exhibition of the planning proposal is expected to occur, at a minimum:

- A public notice in local newspaper(s);
- Notification on the Campbelltown City Council website
- Written correspondence to owners and occupiers of adjoining and nearby properties and relevant community groups; and
- Further consultation with TfNSW and DPHI

# 7.6. PROJECT TIMELINE

The following table sets out the anticipated project timeline in accordance with the LEP Making Guideline. The key milestones and overall timeframe will be subject to further detailed discussions with DPHI and Council.

Table 18 Anticipated Project Timeline

Process	Timeframe	Projected Date
Pre Scoping Meeting	--	14 June 2024
Scoping Proposal lodged to DPHI	--	15 October 2024
Response to Scoping Proposal	20 working days	13 November 2024
Application Preparation	60 working days	November 2024
Planning Proposal lodged to DPHI	5 working days	December 2024
DPHI Review	25 working days	30 January 2025
Public Exhibition and review of submissions	20 working days	February 2025
Post Exhibition Amendments	40 working days	April 2025
Finalisation of planning proposal	35-60 working days	June 2025



## 8. CONCLUSION

The planning proposal seeks to amend the Campbelltown Local Environmental Plan 2015, in particular the height of building and Land Use Zoning Map, and to further insert an affordable clause in the LEP. The planning proposal will therefore contribute to delivering an enhanced Macarthur Gardens North Precinct (MGN) that supports 1,625 dwellings and aligns with NSW Government's priorities to deliver well located housing supply.

This planning proposal has been prepared in accordance with the NSW Government's accelerated rezoning criteria for affordable housing projects, and in lockstep with the NSW Government's priorities to increase the amount of market rate and affordable housing, particularly around train stations. The planning proposal also responds to the strategic planning priorities of the Campbelltown-Macarthur region and 'collaboration area', the vision for the Macarthur Precinct and the Campbelltown CBD under the 'Re-imagining Campbelltown Masterplan (2020)'.

The proposed LEP amendments are seeking to specifically:

- **Increase the current maximum height of building** in select locations in the MGN precinct, with heights ranging from 32m (9 storeys) to 85m (24 storeys). The enabling planning framework will therefore facilitate the addition of 375 dwellings to the MGN Precinct, increasing the number of dwellings on the site from 1250 to 1,625.
- **Align the land use zoning with the masterplan** for the MGN precinct, by zoning the land referred to as Bow Bowling Creek Reserve as RE1 Public Recreation. Accordingly, remove the 32m height control on that land.
- **Introduce a site-specific affordable housing clause** that will require the provision of a minimum 10% as affordable housing to be provided across the MGN Precinct, resulting in a minimum of 162 dwellings for affordable housing through the overall uplift.

An amending concept DA will be lodged concurrently with this planning proposal to Campbelltown Council, to enable future lodgement of detailed DAs to deliver housing in accordance with the amended LEP controls.

The proposed amendments to the CLEP 2015 align with the NSW Government's and Council's strategic priorities around housing, as well as the existing strategic planning priorities for the Macarthur region. The planning proposal allows for a considered approach to the uplift of the MGN precinct which retains and adds to the existing public benefits, particularly through the additional affordable housing dwelling. It unlocks much needed housing for the area and state whilst not creating any additional or unacceptable impacts to the existing natural and built environment.

The planning proposal will generate significant economic and community benefit for the following reasons:

- **Site Context:** The proposal is considered to have site-specific merit given that adjoins Macarthur Train Station on land that is considered highly urban capable, as demonstrated in the approved concept DA.
- **Strategic Context:** The proposal has strategic planning merit as it will facilitate an increase in market rate and affordable housing around an existing train station, consistent with both the existing strategic planning framework, as well as more recent and ambitious government priorities around housing and TODs.
- **Community Benefits:** The planning proposal retains the existing public domain offering proposed under the concept DA and masterplan, including the ground floor activation and enhanced connectivity between the surrounding land uses and Macarthur Station. The maintenance of a commitment to delivering affordable housing will address the more acute housing needs of the community.
- **Environmental Impacts:** The planning proposal has considered the potential built and environmental impacts associated with the increase in building height. The planning proposal and additional uplift has a considered design that will facilitate additional housing in the MGN Precinct without creating additional or unacceptable environmental impacts in particular relating to overshadowing, visual impact and traffic.

In summary, it is considered that the planning proposal would result in significant public benefits by proposing planning controls that are consistent with the strategic planning context and that facilitate the redevelopment of a key site within Campbelltown-Macarthur for much needed housing, including affordable housing.

The planning proposal request has been prepared in accordance with DPHI guidelines and is considered appropriate as it has significant strategic and site-specific merit as set out in the planning proposal report. Accordingly, it is recommended the Proposal is endorsed to enable a Gateway determination by DPHI.

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# APPENDIX A      URBAN DESIGN REPORT (& VIA)





# APPENDIX B      TRAFFIC AND TRANSPORT ASSESSMENT

# APPENDIX C      COMMUNITY NEEDS ASSESSMENT

# APPENDIX D      NOISE IMPACT STATEMENT

# APPENDIX E      UTILITIES REPORT

# APPENDIX F      PRLEIMINARY ENGAGEMENT REPORT



# **APPENDIX G      REVISED SITE-SPECIFIC DEVELOPMENT CONTROL PLAN**

# APPENDIX H     BIODIVERSITY COMPLIANCE LETTER

**APPENDIX I      FLOOD COMPLIANCE LETTER**

