



CAMDEN COUNCIL

PLANNING PROPOSAL

Amendment No. 15 – Glenlee

(Version – January 2018)

Attachment - Report to Council Meeting
Attachment – Alteration of Gateway Determination

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BACKGROUND SUMMARY

The subject site of Glenlee is shared by two local government areas being Camden Council and Campbelltown City Council. Both Councils at their respective meetings on 23 April 2013, resolved to proceed with seeking a Gateway Determination for the rezoning of the Glenlee area.

A separate Gateway Determination was issued to each Council on 3 July 2013. Extensions to the Gateway for the completion of the LEP have been granted to the Councils. The current Gateway expires on 9 July 2018. The LEP process has been coordinated as a Joint Planning Proposal by the Councils.

A Project Plan and Communications Strategy, which details the planning process and outputs was signed by both Councils and the Proponent on 30 August 2013. As per the above Strategy, a Project Control Group (PCG) and Project Working Group (PWG) were established to guide the management of the LEP process. These groups have since held subsequent meetings to discuss and resolve upcoming issues and ensure effective management of the LEP process.

The Planning Proposals for each Council are generally consistent with the aim to rezone the Glenlee site for predominantly industrial use, part environmental conservation with provisions for a proposed road corridor.

Progress on the Gateway to date has been the completion of the required 13 Specialist Studies. The Specialist Studies have provided detailed findings with recommendations to minimise the potential adverse impacts and to ensure quality environmental outcomes from the Planning Proposal.

The Gateway Determination required consultation to be undertaken with 28 various State Agencies and Public Authorities. The consultation as undertaken has received no outstanding objections from the Planning Proposal, subject to conditions from the State Agencies and Public Authorities.

As a result of the Specialist Studies and consultation undertaken with State Agencies and Public Authorities, the Councils had proposed amendments for a revised Gateway from the Department of Planning and Environment (DPE). This includes findings from the Traffic Study & Modelling that there is additional capacity within the road network to allow for an increase to the gross floor area (GFA) cap for warehousing and industrial development as imposed by the original Gateway.

The findings from the Ecological and Riparian Corridor study have also recommended further protection of the remnant native vegetation on site and its rehabilitation with the replacement of the E3 Environmental Management Zone by a more suitable E2 Environmental Conservation Zone.

Councils received a revised Gateway from DPE on 4 October 2017, which is included in the **Appendix**. The main amendments in the revised Gateway include an increase to the Gross Floor Area cap to a total of 90,000 sqm for warehousing and general industrial use as a result of the revised Traffic Studies and modelling subject to conditions from State Agencies RMS and TfNSW. Amendments to zoning include the replacement of the E3- Environmental Management zone with an E2 – Environmental Conservation Zone and the removal of the IN2 – Light Industrial zone.

Other amendments include changes to development standards in the IN1 – General Industrial zone to ensure consistency between Councils.

Locality

The 107.6 hectare, Glenlee site extends across the Camden LGA and into the adjoining Campbelltown LGA. The larger land portion of the site is within the Campbelltown LGA, whilst all road access to Glenlee is via the Camden local road network. Glenlee operates as an intermodal site with a privately owned rail siding (4.2km in length) used for freight purposes, which connects to the Main Southern Railway Line.

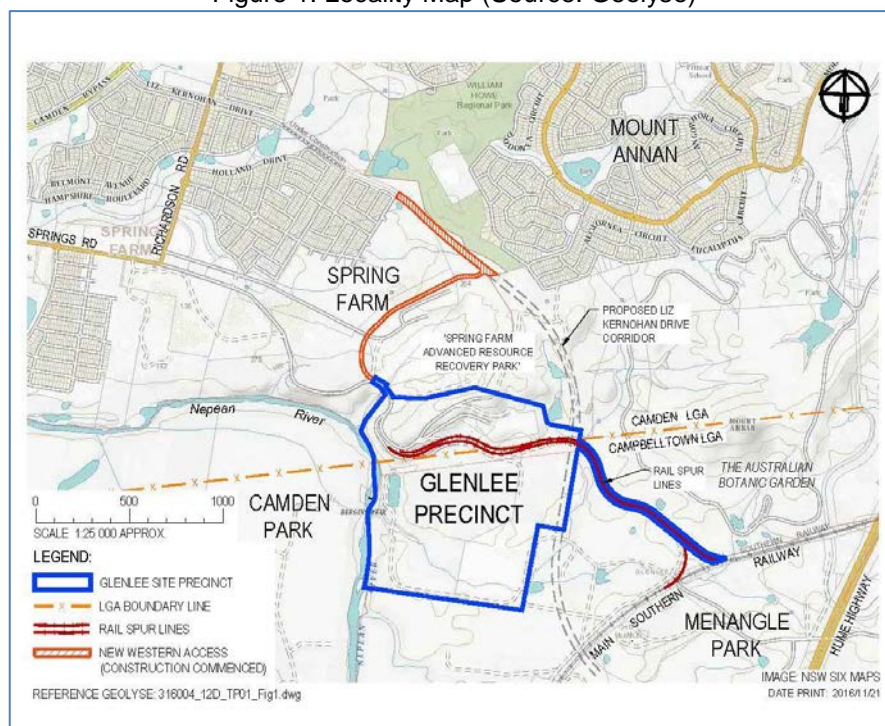
The subject land is currently zoned RU1 Primary Production in the Camden LGA. Glenlee has primarily been used for industrial related purposes for a number of years and currently accommodates the industrial uses of the Sada Services landholding (truck depot, coal washery and reject coal emplacement), Camden Soil Mix (truck depot, green waste and recycling facility), and TRN (truck depot).

Adjoining the boundaries of Glenlee is Spring Farm Advanced Resource Recovery Park (SFARRP) to the north, Australian Botanic Gardens to the east and the Nepean River to the west.

The nearest residential area to Glenlee within Camden LGA is Spring Farm, located to the north and west of SFAARP. In the Campbelltown LGA, the nearest residential area to the southeast of Glenlee is the proposed Menangle Park Residential Release Area.

Glenlee House is a dwelling of State Heritage significance, which is located outside the subject site and visible from the site approximately 1-2km towards the west of the M31 Hume Motorway. The subject site of Glenlee and the Local Government boundaries are shown in **Figure 1**.

Figure 1: Locality Map (Source: Geolyse)



PURPOSE OF PLANNING PROPOSAL (PP)

The purpose of this PP is to rezone land within the Glenlee Precinct by amending Camden Local Environmental Plan 2010 (CLEP 2010) to permit the development of the land mainly for industrial focused purposes, together with lands for environmental conservation with provision for a proposed road corridor as future infrastructure.

The intention of the PP is to allow the land to be redeveloped in a form or manner compatible with the Site's context (current industrial land uses and essentially a brownfield site) within the immediate area.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The main objective of the Planning Proposal is to rezone the subject lands under Camden Local Environmental Plan (LEP) 2010 from RU1 Primary Production zone to a predominantly IN1 General Industrial zone. The rezoning to industrial land is conditional and restricted via a gross floor area cap (GFA) on the amount of warehousing and industrial which can be developed. The purpose of the GFA cap is to ensure traffic generation from the proposal does not exceed the capacity of the road network. The GFA cap is 90,000sqm, which applies collectively to both Camden and Campbelltown LGAs for the entire Glenlee Precinct.

Other outcomes from the rezoning will include an E2 Environmental Conservation zone to the riparian lands and environmentally sensitive areas with future provision for a road corridor to be zoned as SP2 Infrastructure zone.

As such, the Planning Proposal will rezone the subject lands from RU1 Primary Production zone to the following zones:

- IN1 General Industrial;
- SP2 Infrastructure;
- E2 Environmental Conservation Zone.

The development standards to be achieved and applicable only to land zoned IN1 General Industrial include:

- Minimum lot size of 4000sqm;
- Maximum building height limit of 12m;
- Floor space ratio of nil.

The above development standards for zone IN1 General Industrial were amended to be consistent with General Industrial zone IN1 for the Glenlee land within Campbelltown City Council under the revised Gateway Determination (issued on 4 October 2017).

The current and proposed LEP maps are provided in **Appendix 1**.

Refer to **Figures 2 & 3** that illustrates the existing and proposed zones for Glenlee.

Figure 2: Existing Zoning (Source: Council)

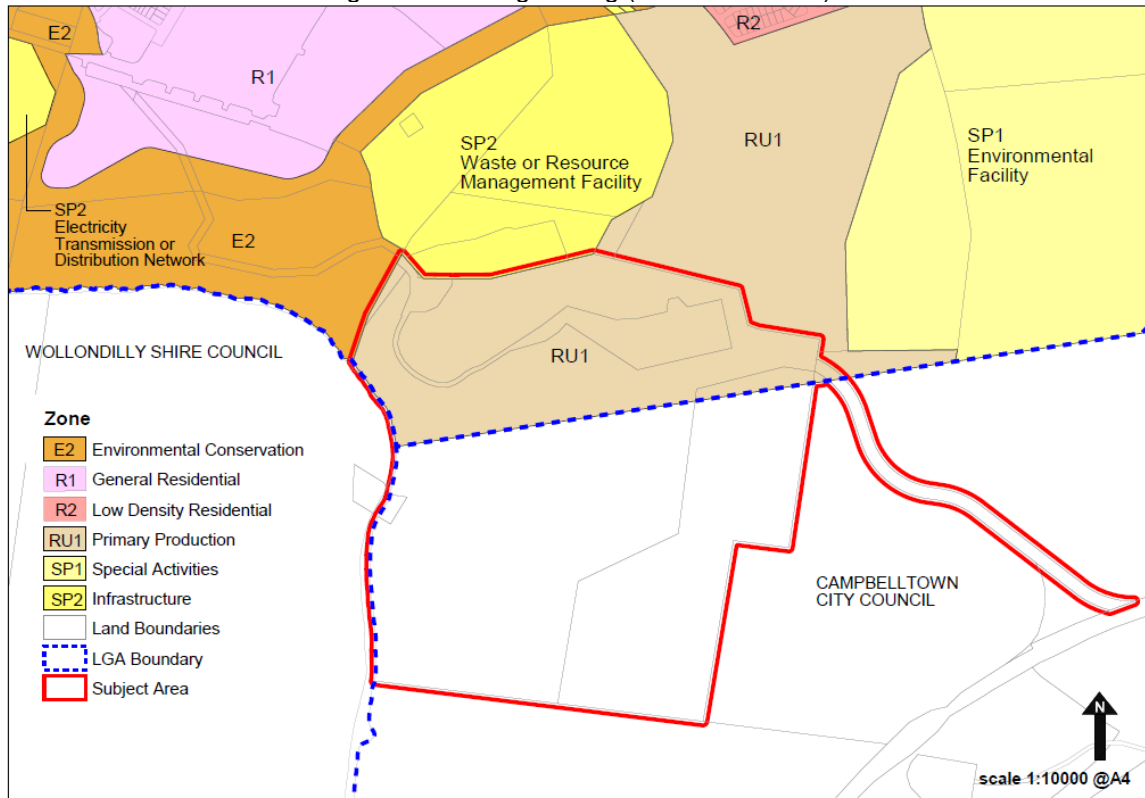
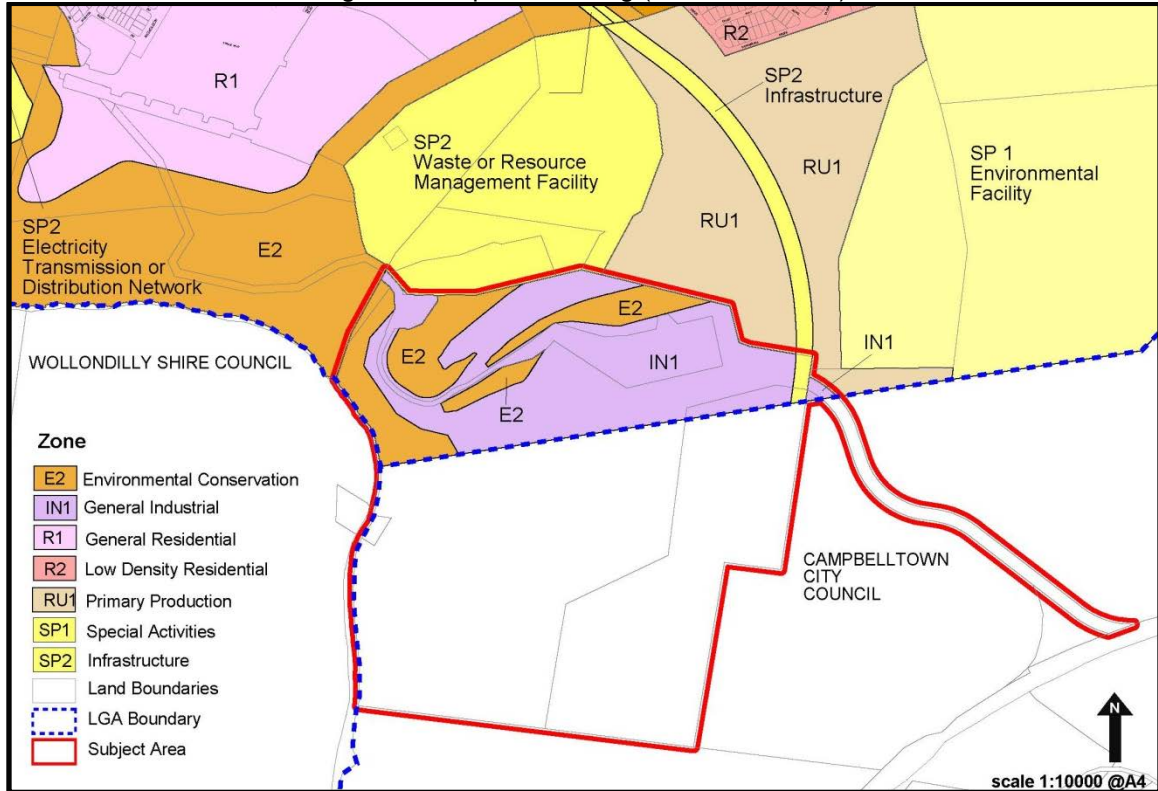


Figure 3: Proposed Zoning (Source: Council)



The delivery of the abovementioned objectives are supported by the following visions and intended outcomes for the subject site:

- A sustainable and coordinated extension to the Spring Farm and Menangle Park

Urban Release Areas will be achieved in the form of employment areas close to residential areas.

- The natural systems will be conserved and enhanced. These natural systems will provide habitat linkages between the Nepean River, Bush Corridor in Spring Farm and the Australian Botanic Gardens.
- Water quality of the Nepean River will be maintained through the provision of sustainable systems having regard to Water Sensitive Urban Design (WSUD) principles that underpin an integrated Water Cycle Management Strategy.
- Improvements to existing road network will be undertaken with the long term plan to provide road access from the site via Liz Kernohan Drive to the M31 Motorway.

PART 2 – EXPLANATION OF PROVISIONS

The Camden Local Environmental Plan 2010 will be amended in the following way:

- Land Zoning Map – from RU1 Primary Production zone to:
 - IN1 General Industrial zone;
 - SP2 Infrastructure zone;
 - E2 Environmental Conservation Zone.

Other proposed amendments to Camden Local Environmental Plan (LEP) 2010 will only apply to the land zoned IN1 General Industrial. These include a change from the minimum lot size of 40 ha to 4000sqm; a change to the building height limit from 9.5m to 12m and a floor space ratio of nil. The existing and proposed amendments under Camden LEP 2010 are summarised below in **Table 1**.

Table 1: Existing and Proposed Amendments under Camden LEP 2010

Camden LEP 2010 Development Standards	Existing	Proposed
Zoning	RU1 Primary Production zone	IN1 General Industrial Zone
	RU1 Primary Production zone	E2 Environmental Conservation Zone
	RU1 Primary Production zone	SP2 Infrastructure
Minimum Lot Size	40ha	4000sqm (applies to IN1 zone only)
Height of Buildings	9.5m	12m (applies to IN1 zone only)
Floor Space Ratio	Nil	nil
Land Reservation Acquisition	Nil	Proposed Road Corridor as SP2 Infrastructure
Maximum Gross Floor Area (Glenlee)	Total GFA of 12,500 sqm for warehousing or 10,000sqm for general industrial use (or a combination of both.)	Total GFA of 90,000 sqm for warehousing & general industrial use

The following LEP Sheet Sets 14, 17 and 18 will be amended to reflect the above.

Note, the above provisions for Camden LEP 2010 includes 4 changes to the planning proposal as endorsed by Council and the current Gateway Determination. The primary changes include the following:

- an increase to the GFA cap of 90,000sqm, which prohibits development of warehousing and industrial uses over this gross floor area;
- the replacement of the E3 Environment Management Zone by an E2 Conservation Zone;
- The removal of an IN2 Light Industrial Zone;
- The maximum building height is to be increased from 11m to 12m for IN1 General Industrial zone.
- A reduction in the minimum lot size of 40 ha to 4000sqm for IN1 General Industrial zone.
- A floor space ratio of nil for IN1 General Industrial zone will apply.

These changes are discussed further below.

Proposed Amendments sought to Gateway Determination prior to Public Exhibition

Increase to GFA Cap

As previously discussed, the Gateway Determination imposed a gross floor area (GFA) cap to restrict the quantity of warehousing and industrial development on the site, given the limited road access via Camden LGA and uncertainty as to the timing of new road infrastructure.

The detailed Traffic Study and modelling has identified that the road network has additional capacity to support the increase in the GFA cap from 12,500 sqm for warehousing to 90,000sqm, subject to further upgrades at the intersection of Liz Kernohan Drive and Camden By Pass. The proposed increase to GFA cap is supported by the RMS and TfNSW, subject to conditions.

The original Gateway has since been revised to reflect the new GFA cap of 90,000 sqm for warehousing under the current Gateway, which applies collectively to both Camden and Campbelltown LGAs for the entire Glenlee Precinct.

Replace E3 Environmental Management Zone with E2 Environmental Conservation Zone

The Gateway Determination proposed an E3 Environment Management Zone to apply to riparian and environmentally sensitive lands on the site. The E3 Environment Management Zone was found to be unsuitable, given that “dwellings” are still permitted within this zone. Further, development standards which restrict the height, size and density of a residential development are not applicable to this E3 zone as per the issued Gateway Determination.

It was recommended that an E2 - Environmental Conservation Zone which prohibits “dwellings” would be the more suitable zone to complement the environmental attributes of this land. The consultation undertaken with the Office of Environment and Heritage (OEH) has shown their support for the E2 Environmental Conservation zone.

As a result, both Councils have amended the planning proposal with the replacement of the E3 Environmental Management Zone with an E2 Environmental Conservation Zone under the revised Gateway Determination.

Other Amendments

Other minor amendments that were sought in the revised Gateway were to remove the incorrect reference to an IN2 – Light Industrial zone and have only one industrial zone for the site, i.e. IN1 General Industrial zone. Under the Gateway, the development standards as applicable to the IN2 – Light Industrial zone will then apply to the IN1 – General Industrial, which include:

- Minimum lot size of 4000sqm;
- Maximum building height limit of 12m;
- Floor space ratio of nil.

Note Camden Council did not propose a Light Industrial zone - IN2 in the original Planning

Proposal and the IN2 zone was considered to be an incorrect reference issued in the original Gateway Determination.

The maximum building height as issued in the Gateway is proposed to be increased from 11m to 12m for the Industrial zone. The increase in building height from 11m to 12m is proposed to align and to ensure consistency with the maximum building heights permitted for industrial zones under LEP controls in Campbelltown City Council.

Refer to **Table 2** below, which shows the existing Gateway and the amendments under the revised Gateway Determination.

Table 2: Proposed Amendments to be sought in a Revised Gateway Determination

Gateway Determination	Existing	Proposed
Zoning	IN1 General Industrial Zone & IN2 Light Industrial Zone	IN1 General Industrial Zone (only)
	E3 Environmental Management Zone	E2 Environmental Conservation Zone
GFA cap	GFA cap to be set at a total of 12,500 sqm for warehousing or 10,000sqm for general industrial use (or a combination of both).	GFA cap to be set at a total of 90,000 sqm for warehousing & general industrial use
Development Standards for Industrial Zoning	FSR 1:1 Building Height - 11m Lot Size – 2000sqm	FSR - nil Building Height - 12m Lot Size – 4000sqm

PART 3 – JUSTIFICATION

Section A – Need for the Planning Proposal

1. Is the planning proposal a result of any strategic study or report?

The Planning Proposal is not prepared as a result of any specific strategic study or report. However, the proposed use of the subject site as an industrial precinct is considered to contribute to “employment lands,” which is considered a high priority as identified in the Draft Greater Sydney Region Plan, which is discussed in Section 4 of the Planning Proposal.

Camden LGA falls within the Draft Western City District. A key priority as identified in the Draft Western City District Plan is to create a “Productive City” to deliver local jobs to support a diverse range with access to transport.

Glenlee will contribute to the existing industrial lands to create new employment opportunities at the local level of Camden LGA and strengthen the productivity baseline at the district level to further add value to the Western City.

Glenlee will also contribute to new job targets as identified as a key action within the Draft Western City District Plan, which is discussed in Section 4 of the Planning Proposal.

The planning of Spring Farm Parkway is highlighted as an action for future infrastructure to be provided as per the Draft Western City District Plan. The Glenlee Planning Proposal will include future provision for the proposed road corridor of Spring Farm Parkway to link with Camden Bypass via Liz Kernohan Drive and extend to the M31 Hume Motorway. The Spring Farm Parkway will provide further relief to Narellan Road and Appin Road and support development in the proposed Menangle Park and Gilead areas.

The earlier strategic planning documents, Metropolitan Strategy (2005) and the draft South West Subregional Strategy had identified the Glenlee Precinct for investigation for future employment opportunities. The land was also defined as proposed employment in the draft Metropolitan Strategy to 2031.

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

It is considered that the Planning Proposal provides the best way of achieving the intended outcome. The current zoning only permits agricultural uses to be undertaken on the site. The only means of achieving uses of an industrial nature, outside of existing use rights for the current industrial use would be a planning proposal to rezone the lands to a complimentary zone.

3. Is there a net community benefit?

The Draft Centres Policy 2009 and Department of Planning and Infrastructure ‘Guidelines for preparing a Planning Proposal’ require a Net Community Benefits Test to be undertaken new centres. Whilst the Planning Proposal is not a centre, the evaluation criteria for conducting a “net community benefit test” is provided in **Table 3** below.

Table 3 - Net Community Benefits Test

Evaluation Criteria	Determination Y/N	Comment
<p>Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800m of a transit node)?</p>	Y	<p>The proposed rezoning is in accordance with the overarching metropolitan plan - "A Plan For Growing Sydney" and the Draft Greater Sydney Region Plan and the Draft Western City District Plan (refer to Section B – Question 4 below). The land has been identified as employment lands within a number of strategic documents referred to in this report. The rezoning of the site will realise the objectives of such documents.</p>
<p>Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?</p>	Y	<p>The subject site is not specifically identified within a key strategic employment precinct, however, the potential use of the site "as an intermodal site" is consistent with the Draft Western City District Plan. The Plan aims to protect land to serve Sydney's transport needs, including intermodal sites and associated corridors.</p> <p>The site of Glenlee is also identified within the Greater Macarthur Priority Growth Area, which aims to coordinate land use and infrastructure planning. This Plan aims to support the future development of areas such as Menangle Park and Gilead areas. Glenlee is located in the vicinity of Menangle Park, which will provide opportunities for employment lands to the local community of Menangle Park.</p>

Evaluation Criteria	Determination Y/N	Comment
Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landowners?	N	<p>The proposed rezoning is unlikely to create a precedent within the locality or change the expectations in respect of the site. The adjoining lands to the northwest and southeast are either zoned for urban purposes (Spring Farm) or under investigation for urban purposes (Menangle Park). The subject site is therefore considered to be an area in between two major release areas, including the existing Mount Annan Estate.</p> <p>Importantly, the land will integrate with the Menangle Park Urban Release Area and Urban Growth's employment aspirations.</p>
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	Y	<p>All other spot rezonings before Council in the Camden Local Government Area generally comply with Council's strategic direction. This proposal also complies with the higher level Government Strategies and Council's strategic direction.</p>
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	Y	<p>The site when rezoned will facilitate permanent employment close to residential areas.</p> <p>The proposal will also create employment through the construction stages to provide the infrastructure and industrial buildings, delivering an economic benefit to the community.</p> <p>The PP will not result in the loss of employment lands.</p>
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	N	N/A

Evaluation Criteria	Determination Y/N	Comment
<p>Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future transport?</p>	Y	<p>The existing public infrastructure will be required to be upgraded to meet the needs of the proposal with regards to the intersection at Camden By Pass and Liz Kernohan Drive. The site will also require improved access for pedestrian and cyclists. New bus services are also proposed to cater for the site. Whilst the existing road network is considered to be acceptable, there is a long term plan for vehicular access to link with the site via the proposed Spring Farm Parkway, which will provide access to connect with the M31 Motorway.</p> <p>The site is connected to the main southern railway line via a private rail line. There is capacity for freight services from the site by rail.</p>
<p>Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?</p>	Y	<p>The proposal will result in less travel distances with employment being located near local residential areas, such as Spring Farm and Mount Annan.</p> <p>From the air quality study undertaken, it was indicated that the proposal may have a minor increase in greenhouse gas emissions, which is considered to be acceptable.</p>
<p>Are there significant Government investments in infrastructure or services in the area where patronage will be affected by the proposal? If so, what is the expected impact?</p>	N	<p>The proposal will aid the business plan for the construction of the Spring Farm Parkway, which will require significant investment in public infrastructure. The site will also</p>

Evaluation Criteria	Determination Y/N	Comment
		utilise the existing infrastructure and services of the local road network. The developer will extend and upgrade infrastructure to service the development as detailed in the technical studies and identified in Section C – Question 9 below.
Will the proposal impact on land that the Government has identified a need to protect (e.g. and with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?	N	<p>Conservation initiatives will be focused on the environmental conservation land as identified in the proposal.</p> <p>The land identified for industrial purposes is not mapped as flood affected.</p>
Will the LEP be compatible or complementary with surrounding adjoining land uses? What is the impact on the amenity in the location and wider community?	Y	The proposed local industrial precinct is near the residential area of Mount Annan and Spring Farm. The amenity of these Residential areas will be Maintained by the existing air quality/odour buffer in place between dwellings located in Spring Farm and the existing Spring Farm Resource Recovery Facility.
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	N	The development does not involve the rezoning of land to a commercial zone. As such, the proposal is unlikely to negatively impact on nearby commercial facilities/centres.
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	N	The Glenlee Industrial precinct is not a centre and will not function as a centre. It will support the functions of other key centres such as Camden and Narellan.

Evaluation Criteria	Determination Y/N	Comment
What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?	Y	<p>The development of the Site would not be realized for employment purposes, as incremental urban development occurs to the east and west and The demand for employment lands increases.</p> <p>The PP would result in the land being remediated, employment generation would occur, ecological land would be rehabilitated and improved water quality would result.</p> <p>Should the proposal not proceed, the lands would remain being used for industrial purposes, but without the required zoning in place. If the rezoning is not realised, then the potential employment opportunities that emanate will not occur and the Site will remain in its current state. It is clear that the development of the Site for industrial purposes will create employment opportunities for the LGA and the District.</p>
Will the public domain improve?	Y	A draft Development Control Plan has been prepared that seeks to create a high quality public domain. The potential exists for pedestrian/cycle linkages within and surrounding the site.

Overall, the proposal will provide a net community benefit for the following reasons:

- It constitutes a balanced and appropriate use of land and is in keeping with the residential area in the vicinity and that of development planned for lands immediately adjoining, although somewhat removed given the topography of the site.
- Significant employment job opportunities will be realised.
- Flora and fauna corridors will be progressively rehabilitated in correlation with the progression of development.
- The proposal will not result in any significant adverse environmental impacts.
- It will create local employment opportunities through the construction jobs

associated with the civil and building works to the benefit of the local economy.

- Site remediation and interface with adjoining lands.
- The proposal can leverage from the existing rail infrastructure on the site.

Section B – Relationship to strategic planning framework.

4. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including “A Plan for Growing Sydney – December 2014” and exhibited draft strategies)?

A Plan for Growing Sydney

A Plan for Growing Sydney provides a framework for strengthening the global competitiveness of Sydney and delivering strong investment and jobs growth in Western Sydney. This metropolitan plan for Sydney is proposed to be amended with the draft Greater Sydney Region Plan. The new strategic direction is focused on the concept of Greater Sydney as a metropolis of three cities, the eastern, central and western city.

The proposed amendment will accompany new draft district plans for the Sydney Region. The District Plans will sit in the middle of the hierarchy of metropolitan, district and local planning for the Greater Sydney Region.

Glenlee is located within the Camden and Campbelltown LGAs and falls within the Draft Western City District Plan. A key priority as identified in the Draft Western City District is to create a “Productive City” to deliver local jobs to support a diverse range with access to transport.

Glenlee will contribute to the new industrial lands to create employment opportunities at the local level of Camden LGA and strengthen the productivity baseline at the district level to further add value to the Western City.

Glenlee will contribute to new job targets as identified as a key action of the Draft Western City District Plan.

“A Plan for Growing Sydney” reinforces the Government’s vision for Sydney as “a strong global city, a great place to live.”

To achieve this vision, the Government has set down the four goals below that Sydney will be:

- a competitive economy with world-class services and transport;
- a city of housing choice with homes that meet our needs and lifestyles;
- a great place to live with communities that are strong, healthy and well connected; and
- a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The strategy is the Government’s action plan, which will deliver the above goals for Sydney. Each goal has a number of priority areas (directions which provide a focus for the actions). The actions include:

- accelerating urban renewal across Sydney at train stations, providing homes closer to jobs;
- growing a more internationally competitive Sydney CBD;
- growing Greater Parramatta as Sydney’s second CBD;
- transforming the productivity of Western Sydney through growth and investment;

- enhancing capacity at Sydney's Gateways – Port Botany, Sydney Airport and Western Sydney Airport;
- delivering the infrastructure that is needed;
- promoting Sydney's arts and culture, tourism and entertainment industries;
- protecting our natural environment; and
- managing long-term growth.

A Plan for Growing Sydney is consistent with the following directions which specifically relate to the Planning Proposal:

- Ensure adequate land for economic activity, investment and jobs in the right locations using new employment capacity targets.
- Promote employment in Western Sydney by facilitating growth in Strategic Centres and developing employment lands with detailed land use and infrastructure plans.
- Prepare and implement measures to assist development of low cost space for creative industries and business start-ups.
- Strengthen existing and emerging freight and industry clusters.
- Build the capacity of Sydney's rail freight network.

The Planning Proposal is further consistent with the above actions in that it will specifically provide the following:

- 1) The subject site has been identified in a number of planning documents for employment lands. The Site is located close to the residential areas of Spring Farm, Mount Annan and Narellan Vale, including the future Menangle Park Release Area. The development of the site will provide a boost to the local economy, making provision for local jobs and investment. The rezoning of the land is consistent with this Strategy and provides such land close to where people live, thereby reducing the number of employment trips outside the region, increasing productivity and reducing environmental impacts.

The subject site is a 'Brownfield' site, currently being used for 'industrial' uses for a number of years; however it is currently zoned for rural purposes. The site will promote further employment opportunities when fully developed. Currently the site is under-utilised with a majority of the site used for low-key uses, mainly to due to the fact that emplacement of coal reject operation is currently being undertaken. When the coal reject operations are completed, there will be a level platform to enable the land to be developed for industrial related uses. Infrastructure has been addressed in a number of technical reports.

- 2) An opportunity exists for start-up businesses to occur on the site as the emplacement operations are completed or when the land is ready for development.
- 3) The site will be connected to major road networks, such as connection with the M31 Motorway, when the proposed Spring Farm Parkway is extended from Liz Kernohan Drive. On and off ramps are proposed as part of the regional road network and the Menangle Park Release Area. The connection of these roads will strengthen freight services in the region and beyond.
- 4) As stated, the site has an existing rail siding, which connects to the Main Southern Rail Network. This siding provides for opportunities for freight related businesses to establish on the Site, once developed for industrial purposes. The presence of the existing siding presents specific site characteristics that could be enhanced to promote freight and logistics-type industries to locate at Glenlee.

Draft Western City District Plan

The Draft Western City District Plan supercedes the draft South West District Plan, which was released by the Greater Sydney Commission in October 2017. The draft Western City District Plan is seeking to guide the growth of the District within the context of Greater Sydney's three cities to improve the District's social, economic and environmental assets.

The subject site is within the Western Parkland City.

The Planning Proposal is consistent with the priorities for the draft Western City District Plan as outlined in the table below:

Table 4: Relevant Priorities under draft Western City District Plan

Draft Western City District Plan	Compliance Statements
Planning Priority W7: Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City.	The Planning Proposal aligns with this priority by providing a future transport corridor to connect the proposed industrial precinct of Glenlee with the future construction of Spring Farm Parkway to the M31 Hume Motorway.
Planning Priority W10: maximising freight and logistics opportunities and planning and managing industrial and urban services land.	The Planning Proposal aligns with this priority by creating a new industrial precinct to allow opportunities for freight and logistics businesses.
Planning Priority W14: Protecting and enhancing bushland and biodiversity.	The Planning Proposal aligns with this priority with the protection of the remnant native vegetation on site and its further rehabilitation. It will allow environmentally sensitive land and riparian corridors on the site to be rezoned as environmental conservation and will create a suitable buffer surrounding the industrial land.

Glenlee Planning Proposal is considered to be consistent with these priorities in the Draft Western District Plan and will create employment lands close to local residential areas with access to transport; contributing to new job targets and further strengthen the productivity of the locality,

district and overall Western Parkland City.

Draft Greater Sydney Region Plan

The Draft Greater Sydney Region Plan was released by the Greater Sydney Commission in October 2017. The draft Plan is seeking to meet the needs of a growing and changing population by transforming Greater Sydney into a metropolis of three cities – the Western Parkland City, The Central River City and the Eastern Harbour City.

The Planning Proposal is consistent with the priorities for the Draft Greater Sydney Region Plan as outlined in the table below:

Table 5: Relevant Priorities under Draft Greater Sydney Region Plan

Draft Greater Sydney Region Plan	Compliance Statements
Productivity Objective 23: Industrial and urban services land is planned, protected and managed.	The Planning Proposal aligns with this objective by creating a new industrial precinct, which is well planned, protected and managed.
Sustainability Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced	The Planning Proposal aligns with this objective as it protects remnant native vegetation and conserves a riparian corridor with an E2 Environmental Conservation Zone.

5. Is the planning proposal consistent with the local Council's Community Strategic Plan, or other local strategic plan?

Community Strategic Plan

Council approved the Community Strategic Plan (CSP) in June 2017, superceding the Camden's previous Strategic Plan, "Camden 2040 – A Strategic Plan for Camden." The Plan is a road map for a long term community vision with key directions, objectives, strategies and indicators.

The Planning Proposal is consistent with the CSP's key Directions. In particular, a key Direction under the CSP is to provide for "*a prosperous economy,*" with the following Strategies:

Strategy 3.1.1

Ensure employment, tourism and educational opportunities are expanded across the Camden LGA.

Strategy 3.1.4

Strengthen and support business growth and attract new industries.

The planning proposal is consistent with the Plan and specifically with the above Strategies, which will create an Industrial Precinct within the local area, which will provide an opportunity to be used to attract, enable and support a diversity of employment and industry type.

Camden Rural Lands Strategy

Council adopted the Camden Rural Lands Strategy (RLS) at its meeting held on 26 September 2017. As the Strategy was not adopted at the time the Planning Proposal was submitted to

Council, it is acknowledged that the proponent has not had an opportunity to address the Strategy.

The RLS applies to land zoned rural within the Camden LGA (excluding the South West Priority Growth Area). The intent of the Strategy is to protect Camden’s remaining rural land and to protect the quality of scenic landscapes, vistas, ridgelines or heritage values.

The subject land is currently zoned RU1 Primary Production in the Camden LGA. The following attributes of Glenlee is noted in response to the assessment criteria for rezoning proposals outlined in the RLS:

- Glenlee has primarily been used for industrial related purposes for a number of years and currently accommodates industrial uses.
- A large area of the site is specifically designated for reject coal emplacement.
- The land is not classified as high class agricultural land on the Land Classification Map.
- The previous Strategic Plans under the Metropolitan Strategy (2005) and the South West Subregional Strategy had previously identified the Glenlee Precinct for Investigation for future employment opportunities.
- The Department of Primary Industries (Agriculture) had no objections to the rezoning the land to industrial during the initial consultation stage.

Given the historical and current use of the subject land for industrial purposes, it is considered that the proposed rezoning of Glenlee will not adversely impact on the operation of existing rural enterprises. Further, the proposed rezoning of Glenlee is planned to have essential services including the future upgrading of roads and other required infrastructure within proximity to residential areas and is considered to be a logical extension to existing urban areas.

Accordingly, it is considered that the proposed rezoning of Glenlee is not inconsistent with the Rural Lands Strategy.

6. Is the planning proposal consistent with applicable state environmental planning policies?

The proposal is subject to the provisions of a range of State Environmental Planning Policies. The subject policies are noted below in Table 3 and importantly do not prohibit and/or significantly constrain the Planning Proposal.

Table 6 - Consistency with State Environmental Planning Policies

SEPP	Comment
State Environmental Planning Policy No 1 – Development Standards	Not applicable. (As referenced in Camden LEP 2010. Clause 4.6 of LEP makes provision for variations to development standards)
State Environmental Planning Policy No 4 – Development without Consent and Miscellaneous Exempt and Complying Development	Not inconsistent (As referenced in Camden LEP 2010. Clause 6 and Parts 3 and 4 do not apply)
State Environmental Planning Policy No 6 – Number of Storeys in a Building	Not inconsistent (Maximum building height will be subject to maximum height expressed in metres)
State Environmental Planning Policy No 15 – Rural Land sharing	Not applicable (Camden is not included in the land applicable schedule)
State Environmental Planning Policy No 19 – Bushland in Urban Areas	Not applicable (Camden is not included in the land applicable schedule)
State Environmental Planning Policy No 21 – Caravan Parks	Not applicable (Caravan Parks are prohibited under the proposed zones as currently prevailing in Camden LEP 2010)
State Environmental Planning Policy No 22 – Shops and Commercial Premises	Not inconsistent
State Environmental Planning Policy No 26 – Littoral Rainforests	Not applicable
State Environmental Planning Policy No 29 – Western Sydney Recreational Area	Not inconsistent
State Environmental Planning Policy No 30 – Intensive Agriculture	Not applicable
State Environmental Planning Policy No 32 Urban Consolidation (Redevelopment of Urban Land)	Not applicable
State Environmental Planning Policy No 33 – Hazardous and Offensive Development	Not inconsistent for land zone IN1.
State Environmental Planning Policy No 36 – Manufactured Home Estates	Not applicable (Camden is in the Sydney Region which is excluded from the Policy's application)
State Environmental Planning Policy No 44 – Koala Habitat Protection	Not inconsistent

SEPP	Comment
State Environmental Planning Policy No 50 – Canal Estate Development	Not applicable
State Environmental Planning Policy No 52 – Farm Dams and Other Works in Land and Water Management Plan areas	Not applicable
State Environmental Planning Policy No 53 – Metropolitan Residential Development	Not applicable
State Environmental Planning Policy No 55 – Remediation of Land	Applicable (refer to technical study and Site Auditor's Interim Advice that preliminary investigations of site are adequate. Phase 2 investigations to be undertaken later, when site is to be developed as site conditions may change. Remedial Strategies are adequate, technically feasible and environmentally justifiable.
State Environmental Planning Policy No 59 – Central Western Sydney Regional Open Space	Not applicable (Land not located in Central Western Sydney)
State Environmental Planning Policy No 60 – Exempt and Complying Development	Not inconsistent (Will be relevant to industrial development)
State Environmental Planning Policy No 62 – Sustainable Aquiculture	Not permitted in the proposed zones
State Environmental Planning Policy No 64 – Advertising and Signage	Not inconsistent
State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development	Not applicable
State Environmental Planning Policy No 70 – Affordable Housing (revised schemes)	Not applicable
State Environmental Planning Policy No 71 – Coastal Protection	Not applicable
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Not applicable

SEPP	Comment
State Environmental Planning Policy (Exempt and Complying Codes) 2008	Not inconsistent
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	Not applicable
State Environmental Planning Policy (Infrastructure) 2007	Not inconsistent
State Environmental Planning Policy (Major Development) 2005	Not inconsistent
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007	Not inconsistent – Coal Seam Gas operation is located in the area. The proposal and future use of the site can be suitably managed to meet the requirements of all legislative and best practice guidelines.
State Environmental Planning Policy (Rural Lands) 2008	Inconsistent – the land is not classified as high class agricultural land on the Land Classification Map. Both the Metropolitan Strategy (2005) and the Draft Greater Sydney Region Plan have Identified the Glenlee Precinct for Investigation for future employment opportunities. The Site is currently used for industrial related uses and the current rural zone does not reflect these uses. The Department of Primary Industries (Agriculture) has no objections to the rezoning the land to industrial in the initial consultation stage.
State Environmental Planning Policy (Sydney Region Growth Centres) 2006	Not applicable
State Environmental Planning Policy (Temporary Structures) 2007	Not applicable
State Environmental Planning Policy (Western Sydney Employment Area) 2009	Not applicable
State Environmental Planning Policy (Western Sydney Parklands) 2009	Not applicable
Sydney Regional Environmental Plan No 20 (SREP 20)	Not inconsistent
Sydney Regional Environmental Plan No. 9 (No.2) (Extractive Industries)	Not applicable

The subject SEPP's do not prohibit and/or significantly constrain the PP.

7. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

Yes, the Section 117 Directions detail matters to be addressed in LEPs so as to achieve particular principles, aims and objectives or policies.

The planning proposal is consistent with the applicable Ministerial Directions (s.117 Directions) see **Table 7** below.

Table 7 – Consideration of Ministerial Directions

s.117	Direction	Applicable	Consistent	Comments
1 Employment and Resources				
1.1	Business and Industrial Zones	Y	Y	Essentially, the proposal is industrial in nature and not inconsistent with the permissible land uses under the Standard Template. The Planning Proposal will adopt the objectives within the proposed zones. The Planning Proposal will increase the amount of industrial floor space available for the area and overall District. The Planning Proposal is consistent with the other strategies that nominate the site as a candidate area for employment.
1.2	Rural Zones	Y	N	The Site is currently used for industrial related uses and the current rural zone does not reflect these uses. The land is not classified as high class agricultural land on the Land Classification Map. The Department of Primary Industries (Agriculture) has no objections to the Planning Proposal in the initial consultation stage.
1.3	Mining, Petroleum Production and Extractive Industries	Y	Y	The site overlies coal exploration and other extractive resources. Consultation with NSW Dept of Industry (Resources & Energy) and the Mine Subsidence Board was undertaken as part of the Gateway. There were no objections raised by these Agencies & advice was received that the Planning Proposal is unlikely to impact on the extraction of resources in the near to medium terms.

1.5 Rural Lands	Y	Y	The land is not considered to be prime agricultural land. The land is currently used for industrial uses. The site is considered to be a brownfield site and is proposed to be rezoned for industrial related uses.
s.117	Direction	Applicable	Consistent
Comments			
2. Environment & Heritage			
2.1 Environment Protection Zones	Y	Y	Refer to comments above and the various technical studies. Yes. Flora and fauna corridors proposed by the rezoning. Proposed conservation provisions in zoning of land. The Planning Proposal will provide habitat corridor linkages with the Spring Farm Bush Corridor, the Nepean River and ABG. It is considered that the proposal is consistent with the objective of this direction.
2.3 Heritage Conservation	Y	Y	Yes. A site has been identified in the technical studies, but is not located within the site. A Heritage Impact Study has recommended that there will be no loss to heritage significance to the items and any impacts can be adequately mitigated.
s.117	Direction	Applicable	Consistent
Title	Comments		
3. Housing Infrastructure & Urban Developments			

4 Integrating Land Use & Transport	Y		The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives: improving access to housing, jobs and services by walking, cycling and public transport, increasing the choice of available transport and reducing dependence on cars, reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, supporting the efficient and viable operation of public transport services, and providing for the efficient movement of freight.	Yes. Integration of land use and transport is fundamental to the Planning Proposal. The site for future industrial lands is ideally located close to residential urban release areas to reduce distance travelled by car. The site also has existing rail access with potential for intermodal expansion.
s.117 Title	Direction	Applicable	Consistent	Comment
4. Hazard & Risk				
4.1 Acid Sulphate Soils	Y		Y	No. The property is not known to be affected by acid sulfate soils according to Council's map. This has been addressed in the technical reports.
4.2 Mines Subsidence and Unstable Land	Y		Y	Yes. The Site is no longer located within a Mine Subsidence area. Consultation with NSW Dept of Industry (Resources & Energy) and the Mine Subsidence Board had previously raised no objections to the Planning Proposal.
4.4 Planning for Bushfire Protection	Y		Y	Yes. Addressed in the bushfire assessment report. The required APZs can be managed on site and buildings can be designed and constructed to meet standards.
s.117 Title	Direction	Applicable	Consistent	Comments
5 Regional Planning				

5.1 Implementation of Regional Strategies	Y	Y	Yes. The PP is consistent with regional strategies. Refer to comments above. The site has been identified as a 'candidate' site for employment for the region. The Site can create a number of employment opportunities as envisioned by these strategies.	
6. Local Plan Making				
6.1 Approval and Referral Requirements	Y	The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	This Planning Proposal is consistent with the provisions of Camden LEP 2010 and the objective with this Direction.	
6.2 Reserving Land for Public Purpose	Y	Y	Yes. The proposal involves rezoning a portion of the land for future infrastructure, i.e. the proposed Spring Farm Parkway as actioned in the Draft Western City District Plan. No objections were raised to the Planning Proposal during consultation with the RMS & TfNSW. Council will proceed with further discussions with RMS to investigate the assignment of the acquisition role for the land during the process.	
6.3 Site Specific Provisions	N	The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.	In this case, the proposed IN1 General Industrial zone will be imposed with a maximum GFA for the proposed development of warehousing and industrial land. This is to ensure that the that capacity of the road network will be adequate and that the proposal will not result in adverse traffic impacts to the surroundings.	
7. Metropolitan Planning				
Implementation of the Metropolitan Strategy	Y	The objective of this direction is to give legal effect to the vision, transport and land use strategy, policies, outcomes and actions contained in the Metropolitan Strategy.	Yes. The subject land is identified in the Metropolitan Strategy as employment land. The proposal is consistent with the Strategy.	
s.117 Title	Direction	Applicable	Consistent	Comments

Direction Implementation of the A Plan for Growing Sydney	7.1Y	Y	The Planning Proposal is consistent with 'A Plan for Growing Sydney,' Draft Greater Sydney Region Plan and the Draft Western City District Plan.
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Section C – Environmental, social and economic impact.

8. 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?

It is unlikely that this proposal will have adverse impacts on critical habitat or threatened species, populations or ecological communities, or their habitats. The flora and fauna aspects of this proposal have been addressed in the specialists studies and are summarised below.

The Ecological Assessment revealed overall, the ecological values of the site are highly degraded due to the coal washery activities including the emplacement of reject material, clearing, major weed incursion, fragmentation of habitat, and barriers to the movements of fauna.

The site does contain some remnant native vegetation predominately confined to the riparian zone along the Nepean River and in the northwest of the site comprised of 2.4 ha Cumberland Plain Woodland (CPW) and 7.1 hectares of River-flat Eucalypt Forest (RfFF). The CPW as assessed on site, does not meet the condition criteria under the Commonwealth Environment Protection & Biodiversity Conservation Act 1999 (EPBC Act).

The Study identified 3 potential ecological corridors within the Glenlee site, which are recommended to be contained as Vegetation Management Zones including Zone A

adjacent to Nepean River, Zone B comprised between the Nepean River and the Australian Botanic Gardens in the north of the site and Zone C associated with the modified drainage line known as Caleys Creek.

The study has recommended an environmental protection zone to be applied to the 3 ecological corridors and a Vegetation Management Plan (VMP) be prepared be prepared for each of the corridors to allow for further rehabilitation of the native vegetation communities on the site. The requirement for a VMP to be prepared and implemented for each of the corridors is proposed as a DCP control in Camden DCP 2011, which will be triggered by the first DA on the site.

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

The draft planning proposal and associated technical studies have indicated that the subject site can feasibly accommodate the proposal. A summary of the specialist studies are provided below:

Transport and Access

The Gateway Determination imposed a gross floor area (GFA) cap to restrict the quantity of warehousing and industrial development on the site, given the limited road access to the site via Camden LGA only and the uncertainty on the timing of new road infrastructure. The GFA aims to ensure traffic generation from the proposal does not exceed the road network capacity.

The preliminary traffic calculations undertaken prior to Gateway estimated the GFA cap to be set at a total of 12,500 sqm for warehousing or 10,000sqm for general industrial use (or a combination of both).

The detailed Traffic Study has recommended the previous GFA cap to be increased to 90,000sqm, subject to further road upgrades to the intersection of Liz Kernohan Drive and Camden By Pass in the short to medium term (by 2021). All other intersections are considered to perform satisfactorily to accommodate the proposed increase to the GFA cap.

The increase in the GFA cap to 90,000sqm is supported by Roads and Maritime Services (RMS) and Transport for NSW (TfNSW), subject to conditions. These conditions include that the full scope of intersection works, associated triggers (GFA cap) and a funding mechanism for road upgrade works are identified and agreed between all stakeholders prior to the gazettal of the LEP.

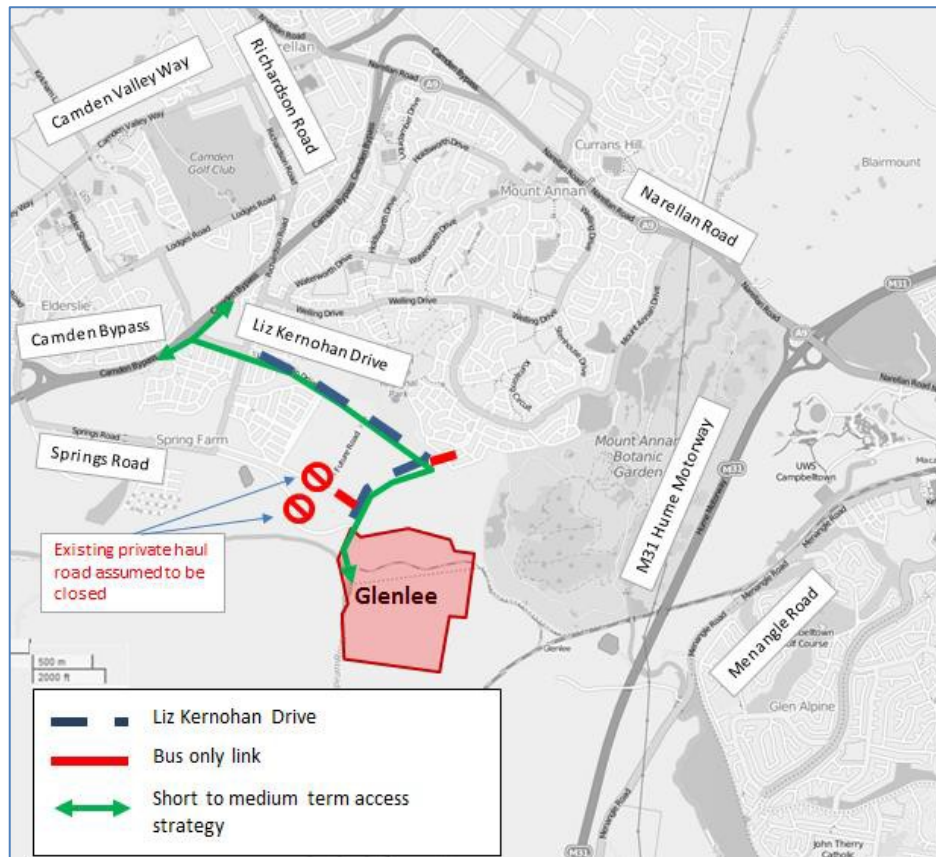
The GFA cap is 90,000sqm under the revised Gateway, which will apply collectively to both Camden and Campbelltown LGAs for the entire Glenlee Precinct.

The Gateway Determination required a “map of road access strategies” to be provided for “short, medium term and long terms” as maps. The road access strategies for short to medium and long terms are discussed below and illustrated in the maps.

Short to Medium Term (2017- 2021) Access Strategy

The short to medium term (2016-2021) strategy relies upon the extension of Liz Kernohan Drive to connect to a local road that is being constructed on the western side of the Spring Farm Advanced Resource Recovery Park (SFARRP), which will connect to the Glenlee site. It is anticipated that these new sections of road will be completed prior to the Glenlee Precinct being developed.

Figure 4 - Short to Medium Term (2017- 2021) Access Strategy

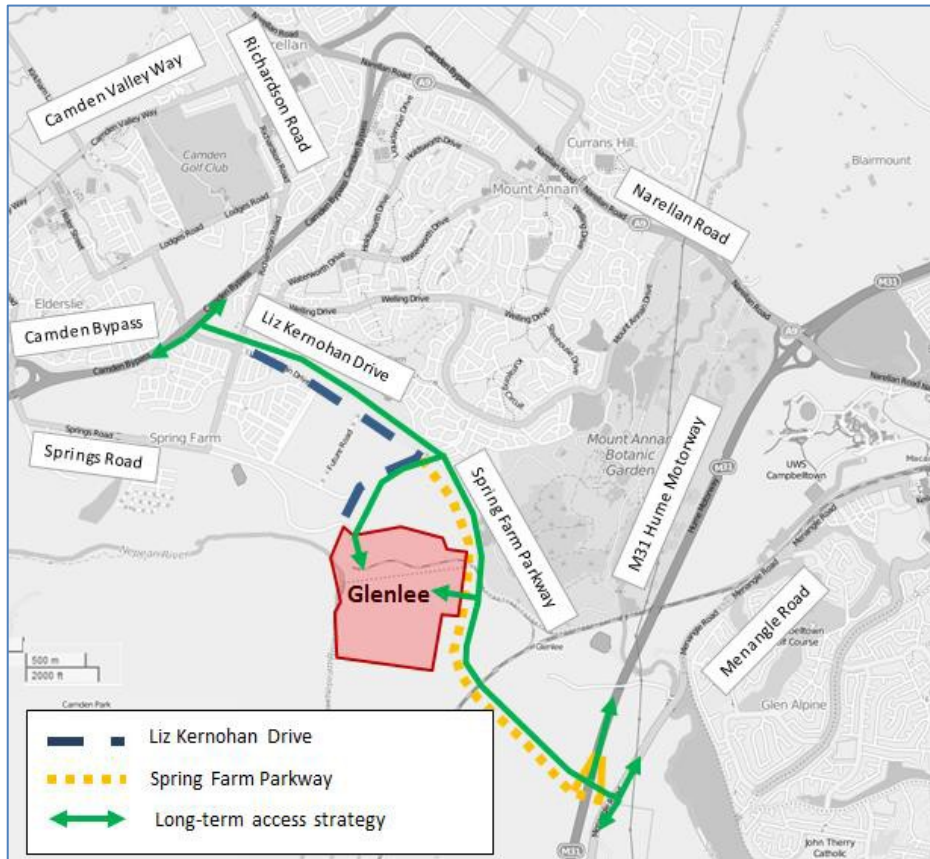


Long Term (2031) Access Strategy

The long-term access strategy of Glenlee assumes the construction of Spring Farm Parkway to the M31 Hume Motorway and Menangle Road. Traffic to and from Glenlee would access the M31 Hume Motorway via Spring Farm Parkway and the new interchange with the freeway. This would reduce the amount of traffic on Narellan Road. Smaller amounts of heavy vehicle traffic heading towards Camden By Pass would continue using Liz Kernohan Drive. As Spring Farm Parkway is completed, additional access would be provided to the eastern side of Glenlee.

If the section of Spring Farm Parkway between Liz Kernohan Drive and the M31 Hume Motorway does not proceed, the access strategy for Glenlee will be the same as the medium term access strategy.

Figure 5: Access Strategy for Long Term (Source: Aecom)



Land Capability Report

The Land Capability study as undertaken by Aecom includes assessment of mine subsidence issues and geotechnical issues including the reports from Douglas & Partners regarding settlement loading of the coal emplacement on the site.

The study states that whilst the possibility of mine subsidence is a potential constraint to development, the impacts of mine subsidence can be managed through conventional engineering design measures.

The geotechnical assessment overall states that the redevelopment of the emplacement for commercial or industrial land use is considered feasible from a geotechnical perspective.

The studies recommend that the geotechnical constraints of the site can be managed and mitigated by ground treatment and that the redevelopment for industrial land use is considered feasible from a geotechnical perspective. The findings and recommendations from the Geotechnical Studies were also peer reviewed.

Council has also prepared a draft DCP to include controls to ensure the geotechnical stability of any proposed development on the site.

Bushfire

The site is identified as being “bushfire prone land.” Accordingly a bushfire assessment by Eco Logical Australia dated April 2016 and an Addendum dated November 2016 was prepared in accordance with Planning for *Bushfire Protection (NSW Rural Fire Service 2006.)*

The future building types, design and construction standards are unknown at the rezoning stage. The report recommended that the proposed indicative layout plan based on the proposed zoning be designed to accommodate an APZ of a dimension compliant with the PBP Acceptable Solutions for residential development.

The assessment further states that an APZ of this size will ensure that the development will not experience direct flame contact and further added, that a design solution can be developed at later stages in the planning process.

The report recommends various APZ based on vegetation communities and the slope of land in regards to future bushfire hazard. The NSW RFS recommended an alternative APZ based on their assessment of the vegetation communities. Council has adopted the RFS recommendation on the APZ:

- Interface A – 15 metres
- Interface B – 30 metres
- Interface C – 25 metres
- Part Interface D (southern boundary – 30 metres
- Part Interface D (western boundary) – 45 metres.

A combination of bushfire protection measures, based on PBP, are recommended to manage the bushfire threat, which include the provision of Asset Protection Zones, adequate access, water supply for fire-fighting, and the installation of utilities.

This bushfire assessment demonstrates that the subject land is capable of accommodating future industrial development with the appropriate bushfire protection measures and bushfire planning requirements prescribed by s.117 (2) Direction 4.4 – “Planning for Bush Fire Protection” (EP&A Act) and *Planning for Bushfire Protection* (RFS 2006).

Contamination

The Precinct has generally been used for industrial related purposes studies. As such, the following contamination studies were undertaken by Aecom including a *Phase 1 Contamination Assessment*, *Phase 2 Contamination Assessment - Sampling and Analytical Quality Plan and Remediation Strategy*.

The primary potentially contaminated areas (PCAs) on the site were identified as the fuel storage areas and workshop facilities. Despite all fuel storage areas being appropriately bunded, it is considered that there is the potential for some spillage of petroleum products outside the bunded areas over time.

The extent and nature of contamination is required to be confirmed by a Phase 2 contamination assessment at which time the remedial strategies will need to be reviewed and a remediation action plan (RAP) (including detailed methodologies) prepared for the Precinct.

It is noted that an EPA accredited auditor has reviewed the 3 contaminations studies above and other relevant reports. The EPA accredited auditor has provided the following interim advice:

- *contamination studies and information provided for the proposal is adequately complete for the purposes of identifying a range of potential contamination issues at the site as part of the site investigation process.*

- *that the appropriate level of investigations for the site at this stage of the planning process (i.e., rezoning) are preliminary (phase 1) investigations aimed at reviewing the site*
- *history and site activities in order to identify potentially contaminated areas (PCAs) and associated contaminants of potential concern (COPCs).*
- *The auditor does not consider that it is appropriate to conduct detailed (phase 2) investigations given that the site is not proposed to be redeveloped until a substantial time in*
- *the future and because ground conditions may change as a result of continuing activities being undertaken at the site.*
- *That a detailed (phase 2) investigations will be required prior to redevelopment of the site, in order to confirm the suitability of the land for the intended uses.*
- *The auditor has reviewed the remedial strategy (AECOM 2015c) and considers that the proposed remedial approaches applicable to the identified potential contamination issues at the site (if identified) are:*
 - i. technically feasible;*
 - ii. environmentally justifiable; and*
 - iii. consistent with relevant laws, policies and guidelines in place at the time of preparation of the Remediation Strategy.*

Council's Specialist Officer has reviewed the interim advice letter and contamination studies and is satisfied with the site auditor's recommendation.

Noise and Vibration

The study forecasts operational noise based on the expected development of the site with a typical mix of warehousing, intermodal terminal and concrete batching plant uses. The report recommends that operational noise can be managed with correct site planning and assessment of individual sites to comply with established environmental noise criteria under Industrial Noise Policy (INP).

The study also provides an acoustic assessment for the residential development located along the Liz Kernohan Drive from the expected traffic volumes associated with warehousing from a maximum proposed gross floor area (GFA) cap of 90000 m².

The study concluded that the expected traffic volumes from the proposal equates to a relative small increase in noise level for both Day and Night periods. Given that only a small increase in noise levels is forecasted, Council's Environmental Specialist Officer has advised that no additional acoustic treatments will be required, as a result of the proposed 90000m² GFA at Glenlee.

In addition, the proposed DCP controls for Camden DCP 2011 will reinforce compliance with the noise criteria standards for Industrial Noise Policy (INP) with an Acoustic Report required for all development applications in Glenlee.

Non-indigenous Heritage / Visual and Landscape Assessment

The specialist studies prepared by Musecape for Non-indigenous Heritage and Visual and Landscape Assessment dated 24 February 2015 state that the Planning Proposal will produce changes in the landscape but these changes can be managed within acceptable limits provided strict adherence is paid to development design guidelines, landscape controls and subsequent management.

It is considered that the proposed development can be achieved without unacceptable visual and

landscape impacts on the State Heritage Register listed properties ‘Glenlee’ and ‘Camden Park Estate’ or on the major Government-owned scientific, educational and recreational asset that is the Australian Botanic Garden, Mount Annan.

Air Quality/ Odour Assessment

The assessment undertaken for Air Quality/ Odour Assessment prepared by Aecom dated May 2016 has indicated the proposed rezoning may have the potential to impact on local air quality based on future land use impacts.

Rezoning would result in the replacement of existing industrial activities on site with other industries. Cessation of current onsite activities may have the potential to improve local ambient air quality through a reduction in particulate and odour emissions, though this may be temporary, depending on the type of proposed industry to be development in the future. Further that there may be restrictions placed on the types of industrial development such as light industries, warehouses or distributions centres, which are not associated with potential impacts to air quality.

The report also states that based on the above findings, future industrial development at Glenlee would be required to assess the air quality impacts for each individual development. Cumulative assessment of air quality impacts on nearby sensitive receivers may also be required where proposed developments of a similar nature with regard to emission of air pollutants are proposed; such as fine particulates or odour. The level of assessment for each development would be determined on a case by case basis.

Indigenous Heritage

The assessment undertaken for Indigenous Heritage prepared by Cultural Heritage Connections dated July 2014 states that the majority of the study site has been assessed as having nil-low archaeological sensitivity.

The potential for Aboriginal objects to occur in these areas is low. Further, the majority of the site is highly disturbed with no further investigation required and development may proceed with caution.

Four heritage items have been identified in the study. Two items were located at the southern end of the site having low archaeological potential. Two items were located near the northern road having moderate archaeological potential.

The sites are protected under the NP&W Act and an Aboriginal Heritage Impact Permit (AHIP) must be obtained prior to their disturbance or removal. Further consultation with Aboriginal stakeholders will be required for any additional assessment where test excavation or AHIP application is required.

Riparian Corridor Study

The Riparian Corridor Study undertaken by Aecom dated May 2016 identified three potential biodiversity corridors within the site as per the ecological assessment. However, the key recommendation of this report concludes that the emplacement batters should be rehabilitated to a riparian / bushland corridor up to 80m in width, in conjunction with a chitter, fill soil and compost mix. The report demonstrates that these rehabilitated batters have the potential to take up a biodiversity role that was

earlier envisaged for the East-West Terrestrial Link between the Nepean River and the Australian Botanic Gardens.

10. How has the planning proposal adequately addressed any social and economic affects?

It is likely that the proposal will provide a positive social and economic benefit to the South West District. The proposal will contribute and provide additional diversity in the supply of an identified need for employment generating uses. The Net Community Benefits Test demonstrates a positive outcome for the region

Section D – State and Commonwealth interests.

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

The Traffic Impact Assessment Report prepared by Aecom dated 20 May 2016 and modelling undertaken by AECOM has recommended the GFA cap could be increased to 90,000sqm.

This is subject to further road upgrades to the intersection of Liz Kernohan Drive and Camden By Pass in the short to medium term (by 2021). All other intersections are considered to perform satisfactorily to accommodate the proposed increase to the GFA cap. The specific upgrades required to the Liz Kernohan Drive and Camden By Pass intersection include 2 extensions of the right turn storage lane on the eastern and southern approach of the intersection.

In the long term, should the Spring Farm Parkway not be built, an additional requirement will be a short through lane of 200m on both the Northern approach and southern departure.

The site is connected to the main southern railway line via a single private rail line and operates as an intermodal site. As such, there is capacity for freight services from the site by rail.

Utility and service infrastructure are readily available to the site. However, these services will require upgrade to accommodate the higher demand. Consultation with the relevant utility providers will be required to appropriately plan the required upgrades to service the proposal.

12. What are the views of state and Commonwealth public authorities consulted in accordance with the gateway determination?

The Gateway determination as issued requires consultation with State or Commonwealth Public Authorities. This will include:

Consultation required under section 34A of the EP&A Act where the Responsible Planning Authority (RPA) is of the opinion that critical habitat or threatened species populations, ecological communities or their habitats will or may be adversely affected by the planning proposal;

- Consultation required in accordance with a Ministerial Direction under section 117 of the EP&A Act: and

- Consultation that is required because in the opinion of the Minister (or delegate), a State or Commonwealth public authority will or may be adversely affected by the proposed LEP.

It is envisaged that the State and Commonwealth public authorities listed below would be consulted pending the outcome of a revised Gateway Determination. Council would be responsible for carrying out this consultation in accordance with Section 57 of the EP&A Act. In this regard it is considered that the following authorities will need to be consulted as part of the Planning Proposal:

Gateway Department Name	Current Department Name
Transport for NSW	Transport for NSW
	Transport for NSW – Railcorp
RMS	Transport for NSW – RMS
	Transport for NSW STA
Fire and Rescue NSW	Fire and Rescue NSW
NSW Trade and Investment	NSW Trade and Investment – Mineral Resources and Energy
NSW Trade and Investment – Minerals and Petroleum	NSW Dept of Industry – Resources and Energy Division
NSW Dept of Primary Industries – Agriculture	NSW Dept of Industry – Agriculture NSW
	NSW Dept of Industry – NSW Office of Water
Hawkesbury-Nepean Catchment Authority	Water NSW
Landcom	Urban Growth
OEH	OEH – NSW Heritage Division
	OEH – Environment Division
AGL	Unchanged
Sydney Water	Unchanged
Telstra	Unchanged
Endeavour Energy	Unchanged
Australian Botanic Gardens	Unchanged
Mines Subsidence Board	Unchanged
NSW Rural Fire Service	Unchanged
Cubbitch Barta Native Title Claimants Aboriginal Corporation	Unchanged
Australian Rail Track Corporation (owner of the rail spur)	Unchanged
Busways	Unchanged
Tharawal Local Aboriginal Land Council	Unchanged
Tharawal Aboriginal Corporation	Unchanged

Mygunyah Camden Aboriginal Residents Group	Unchanged
Campbelltown Council	unchanged
Wollondilly Council	unchanged
NSW Environment Protection Authority	unchanged

PART 4 - MAPS

Existing & Proposed Maps - Camden LEP 2010

Maps: Zoning; Lot Size; Height of Buildings; Floor Space Ratio; Land Reserve Acquisition.

Figure 1: Existing Map - Zoning (Source: Council)

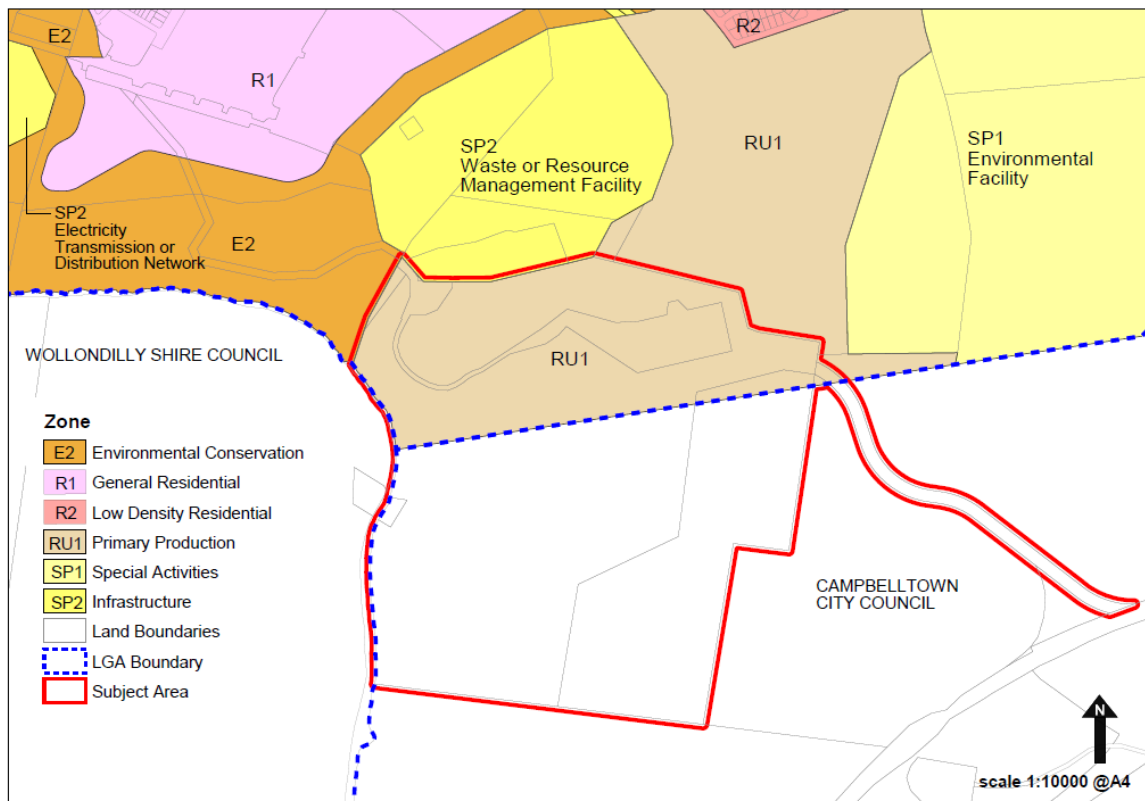


Figure 2: Proposed Map - Zoning (Source: Council)

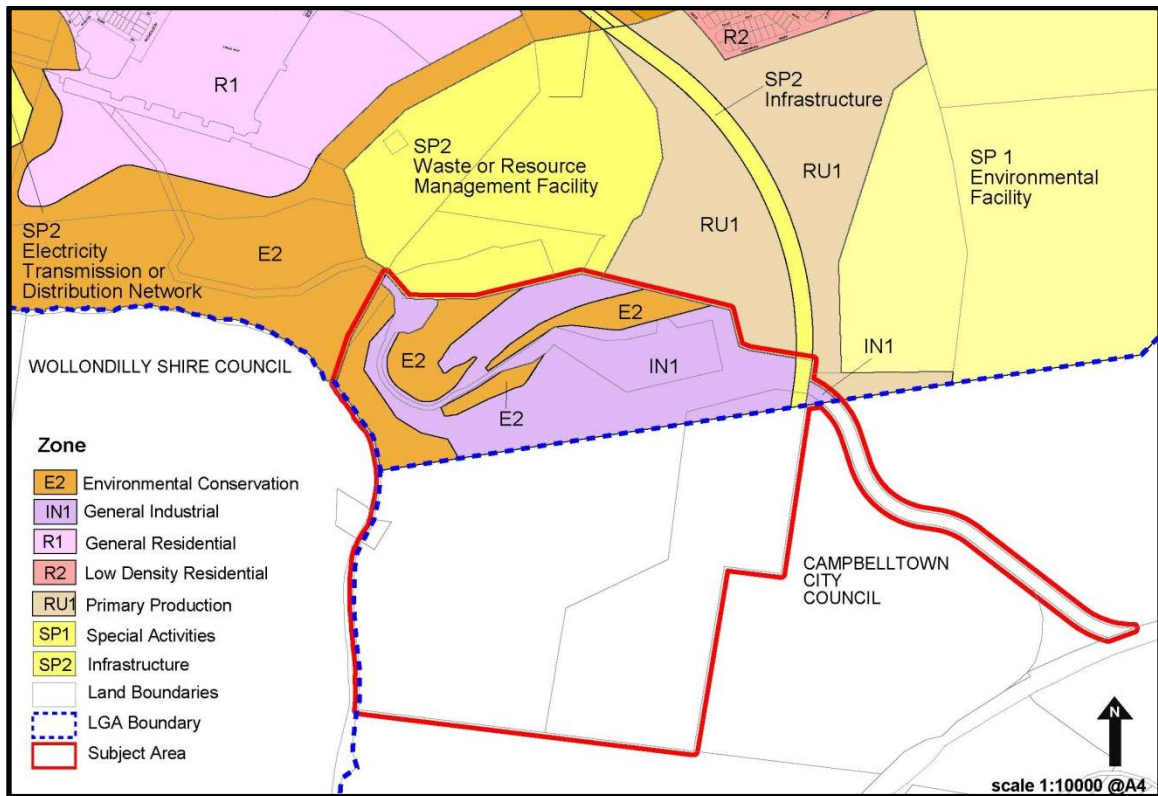


Figure 3: Existing Map - Lot Size (Source: Council)

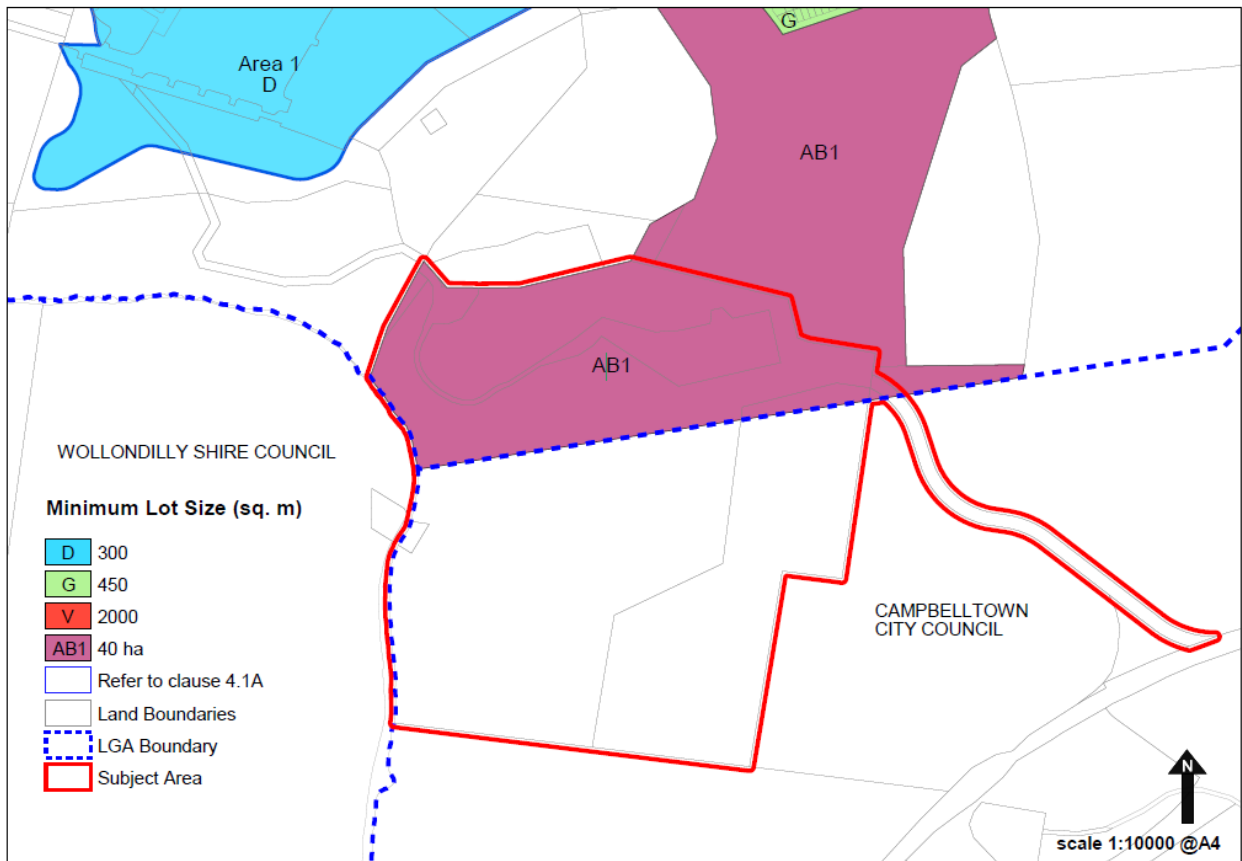


Figure 4: Proposed Map - Lot Size (Source: Council)

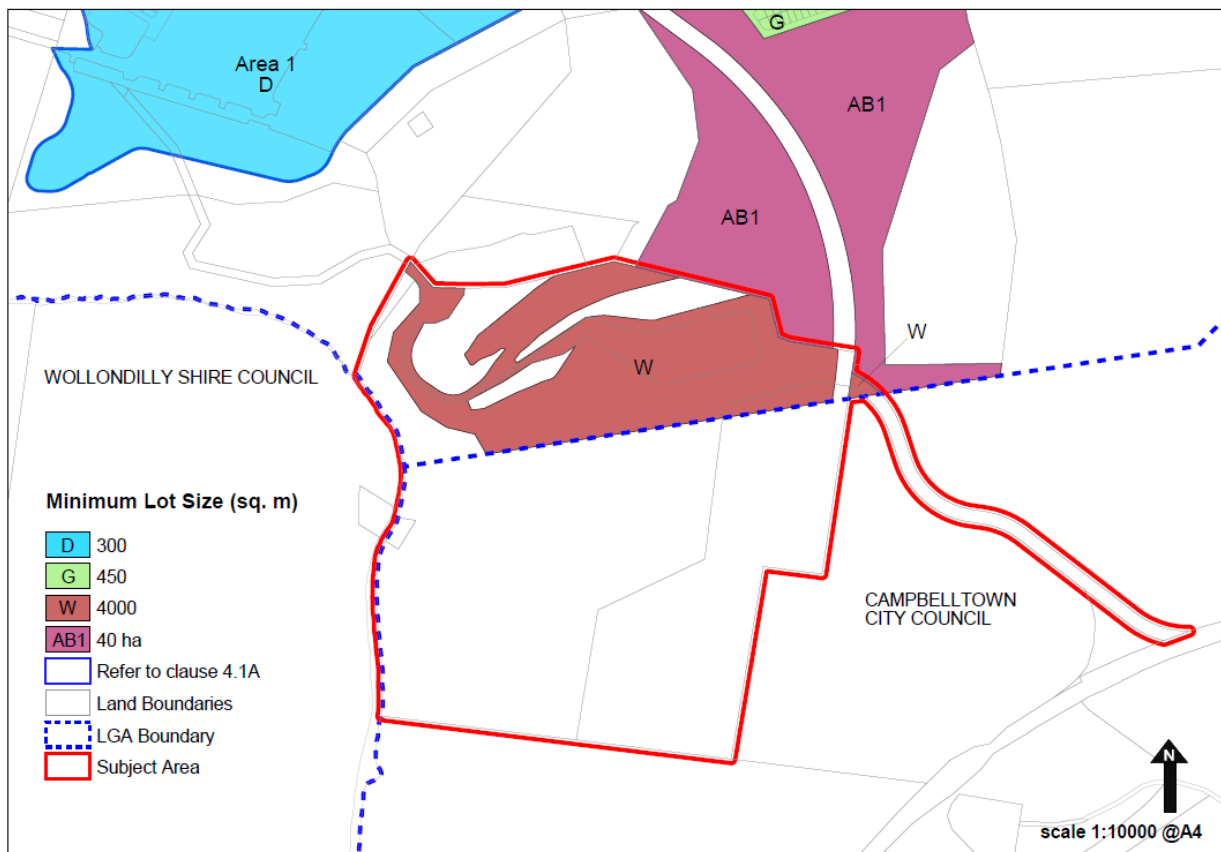


Figure 5: Existing Map - Height of Building Map (Source: Council)

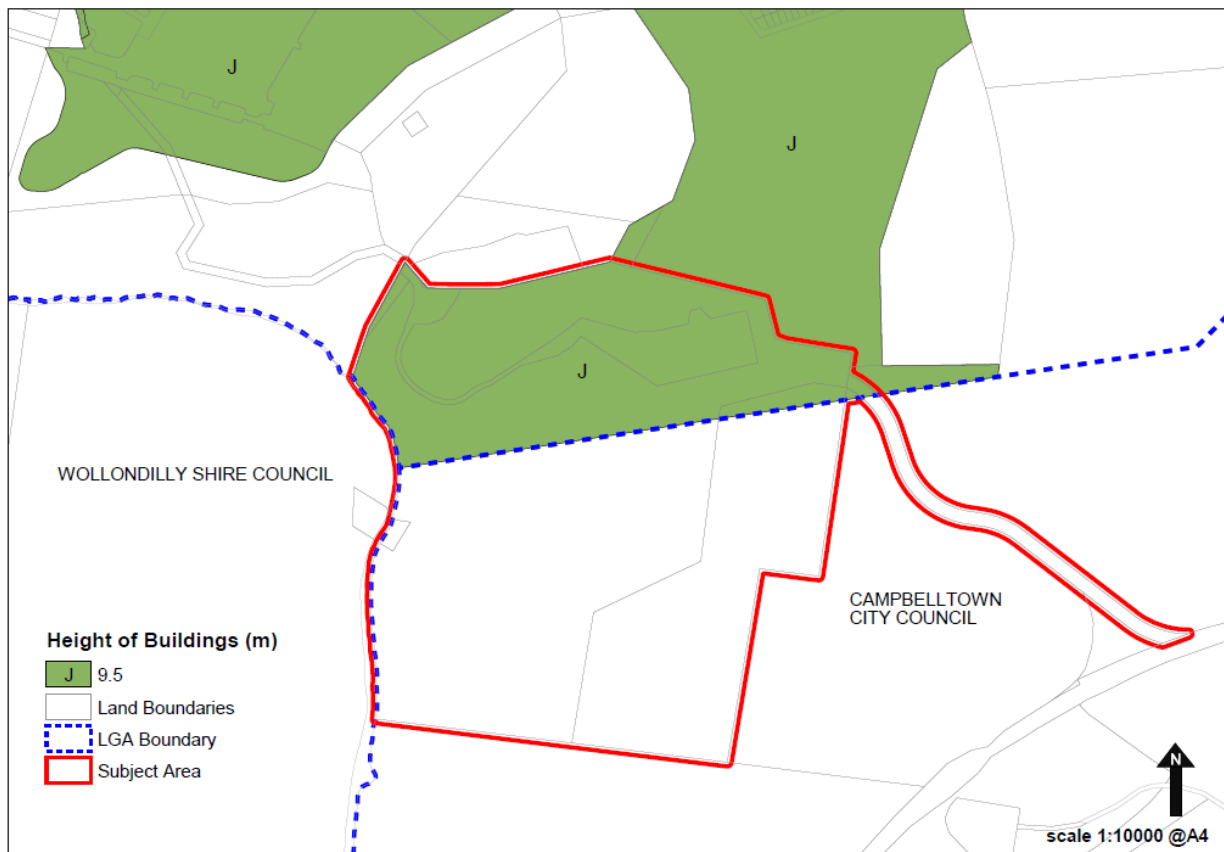


Figure 6: Proposed Map - Height of Building (Source: Council)

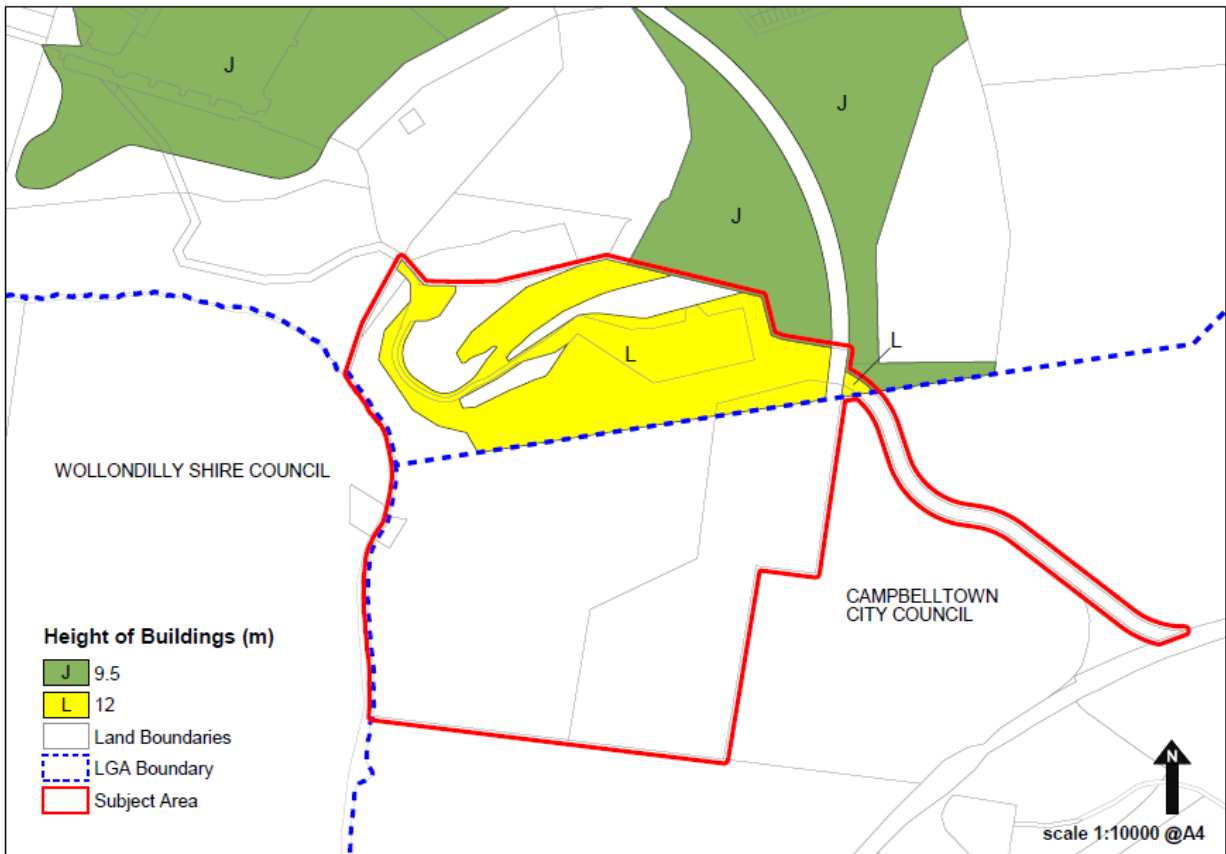


Figure 7: Existing Map - Land Reserved for Acquisition (Source: Council)

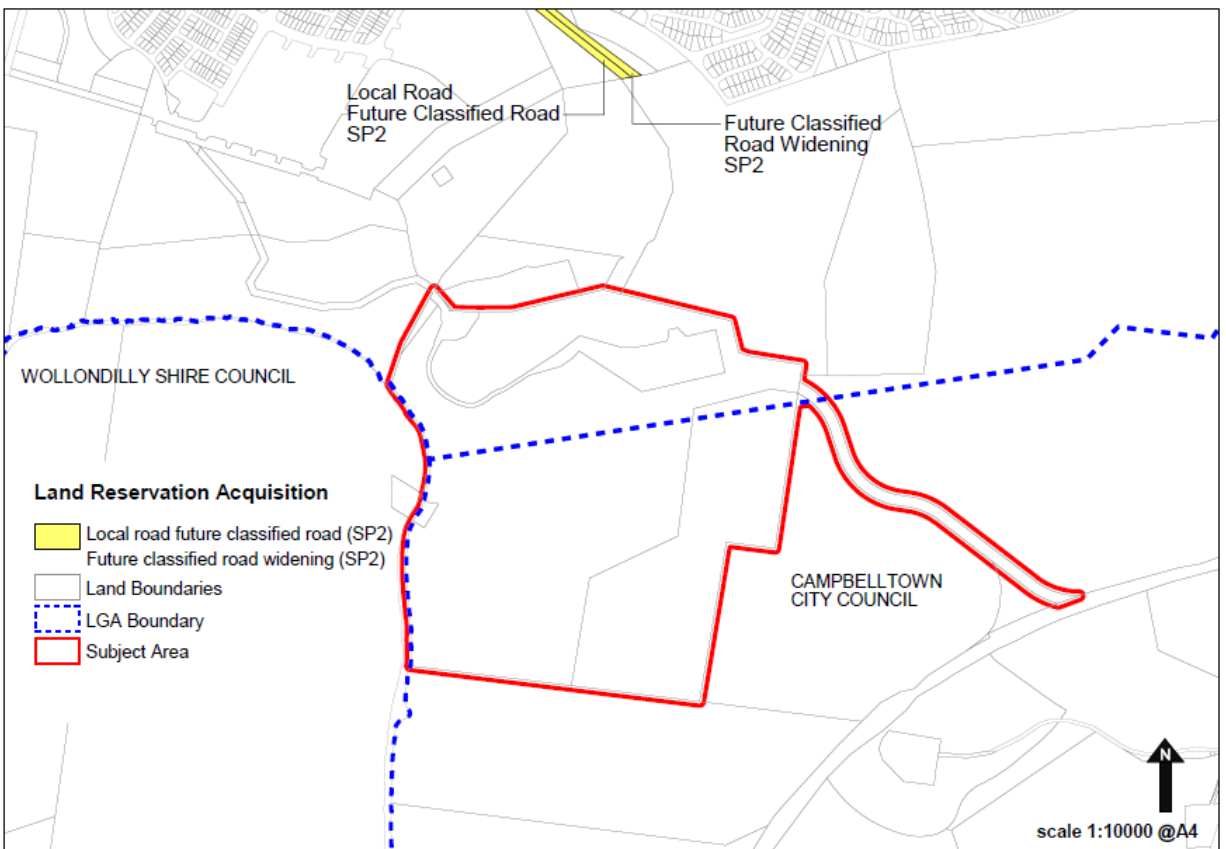


Figure 8: Proposed Map - Land Reserved for Acquisition (Source: Council)

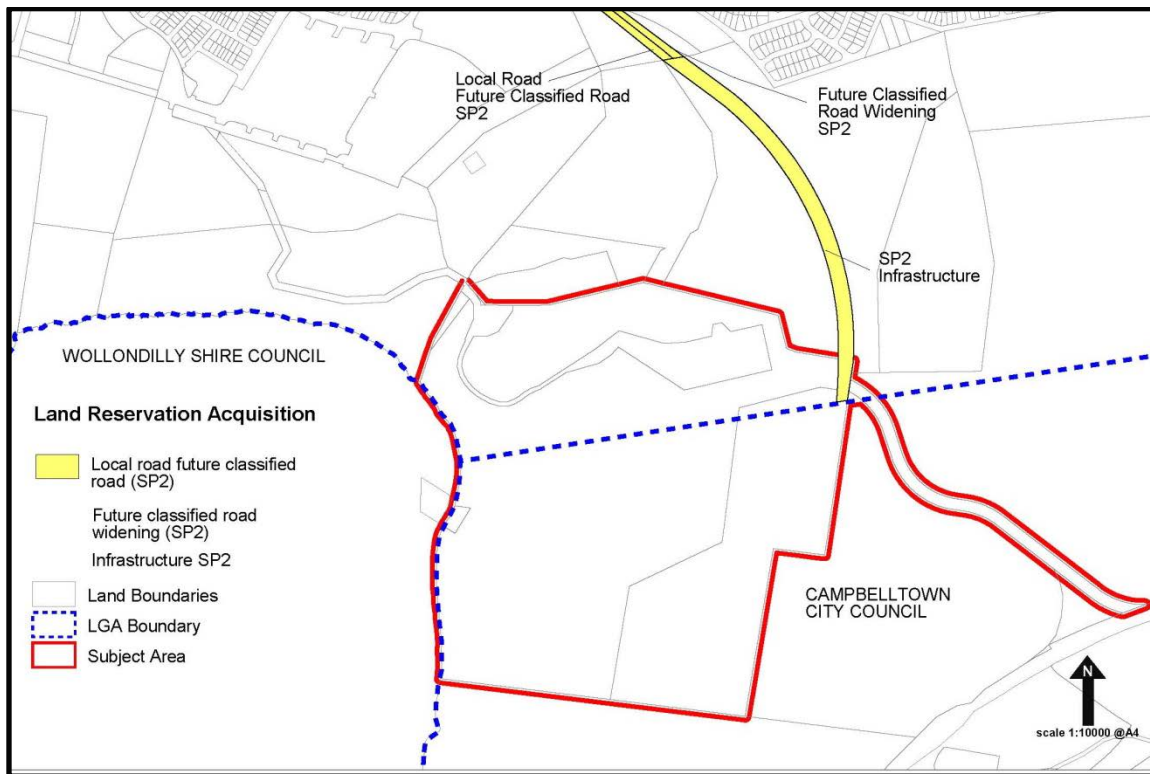
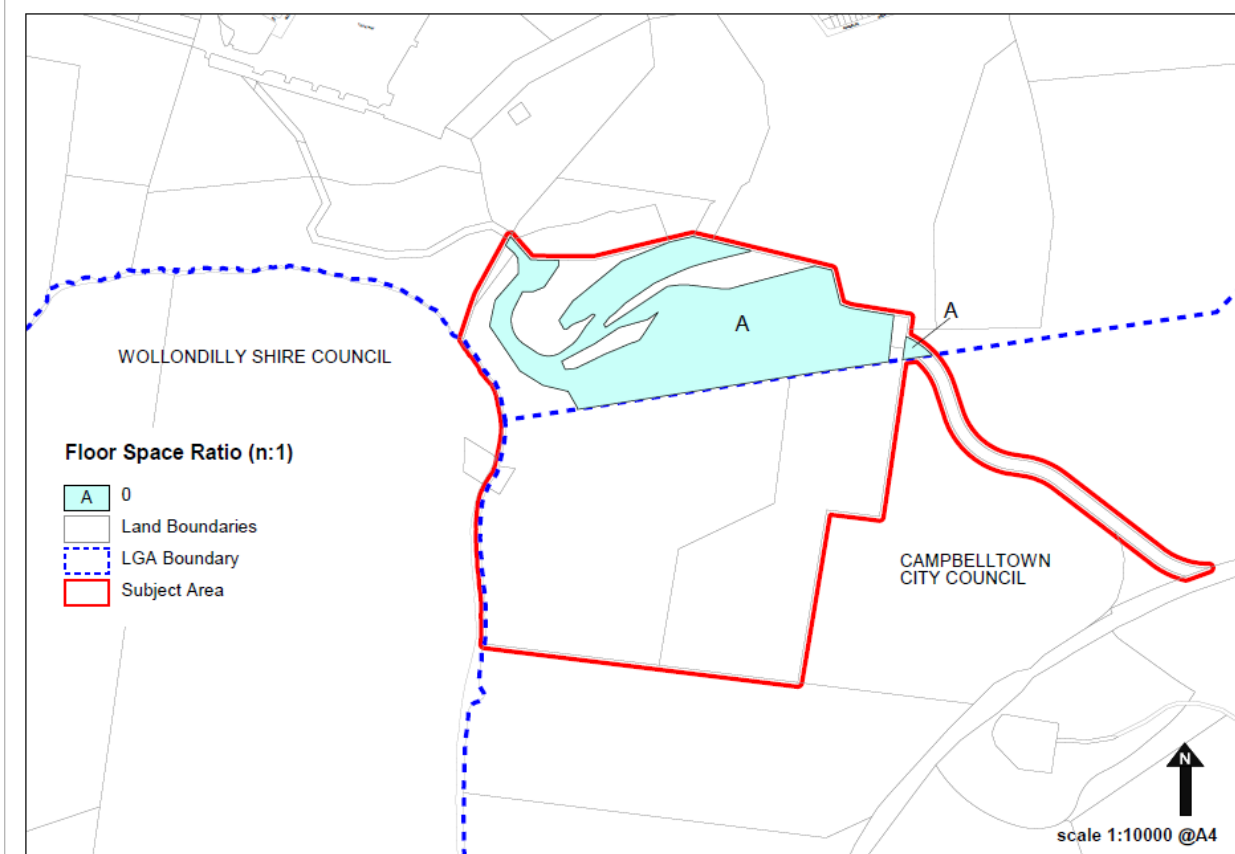


Figure 9: Proposed Map – Floor Space Ratio (Source: Council)
 Note - Floor Space Ratio does not apply currently to subject land under Camden LEP 2010



Taking into consideration the above, the following LEP maps require amendment and/or creation:

- Land Zoning Map
 - 1450_COM_LZN_014_010_20130827
 - 1450_COM_LZN_017_020_20150928
 - 1450_COM_LZN_018_010_20120202
- Lot Size Map
 - 1450_COM_LSZ_014_010_20131107
 - 1450_COM_LSZ_017_020_20150928
 - 1450_COM_LSZ_018_010_20110916
- Heights of Buildings Map
 - 1450_COM_HOB_014_010_20130522
 - 1450_COM_HOB_017_020_20150928
 - 1450_COM_HOB_018_010_20100705
- Floor Space Ratio Map
 - 1450_COM_FSR_014_010_YYYYMMDD (to be created)
 - 1450_COM_FSR_017_020_20140808
 - 1450_COM_FSR_018_010_YYYYMMDD (to be created)
- Land Reservation Acquisition Map
 - 1450_COM_LRA_017_020_20140808
 - 1450_COM_LRA_018_010_YYYYMMDD (to be created)

The required Maps have been prepared in accordance with the Standard Technical Requirements for LEP maps.

PART 5 – COMMUNITY CONSULTATION

The Planning Proposal is being advertised in accordance with the requirements of the Gateway Determination, which requires public exhibition for a total period of 28 days and as resolved by Council prior to exhibition.

The Planning Proposal and proposed amendments including the Draft DCP will be publicly exhibited for a period of 28 days. The public exhibition will occur concurrently with Campbelltown City Council's Planning Proposal for Glenlee as required under the Gateway Determination.

During the exhibition, the community including landowners, whom may be directly impacted by the Proposal, will be notified and have an opportunity to make a submission.

PART 6 – PROJECT TIMELINE

The Planning Proposal is subject to the Revised Gateway Determination being issued. The estimated timeframe for the finalisation of the Planning Proposal was initially 18 months. An extension of 12 months has since being granted due to the time taken to complete the majority of the Specialist Reports.

Commencement date of Gateway determination	10 July 2013
Timeframe for the completion of required technical information	September 2016
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	November 2016 – February 2018
Commencement and completion dates for public exhibition period	17 January – 16 February 2018
Dates for public hearing (if required)	N/A
Timeframe for consideration of submissions	March 2018
Timeframe for the consideration of a proposal post exhibition	May 2018
Date of submission to the Department to finalise the LEP	May/June 2018
Anticipated date RPA will make the plan (if delegated)	July 2018
Anticipated date RPA will forward to the Department for notification	July 2018

APPENDICIES

- **Specialist Studies (provided under separate cover)**
- **Gateway Determination**
- **Joint letter from RMS & TfNSW**