

PE9

Planning Proposal - Employment Lands - Moreton Park Road, Menangle

55MCOO

TRIM 5645

EXECUTIVE SUMMARY

Council has received a Planning Proposal (formerly known as a rezoning application) for Employment Lands in the vicinity of Moreton Park Road, Menangle. The subject land is situated southeast of Menangle village straddling the Hume Highway/F5 Corridor. The land is bordered to the west by the Main Southern Railway and the Nepean River to the east and is located on both sides of Moreton Park Road. The subject site is approximately 600 hectares in size of which the planning proposal identifies approximately 240 hectares to be rezoned for employment uses.

This report provides an outline and a preliminary assessment of the planning proposal. It includes and considers the key matters raised in submissions received during the preliminary community consultation process.

The report acknowledges the site's potential for employment lands, however it also acknowledges that there are number of unresolved matters affecting its suitability, capacity, and appropriate timing.

Accordingly the report recommends that Council indicate its in-principle support for the planning proposal subject to it being amended and resubmitted by the applicant so as to address the following matters:

- a. The need to reducing the scale of the proposal to reduce its landscape and heritage impacts
- b. Key Policy Directions from the Draft Growth Management Strategy P1, P2, P5, P11, P12, P14, P15, P17, P18, P21
- c. Relevant Key Directions of the draft South West Sub-regional Strategy relating to the inter-relationship of this site to the longer term development of Macarthur South
- d. Comparison with other potential future land uses which do not require a planning proposal (rezoning) process; and,
- e. Assessment criteria from the draft GMS.

The Report also recommends therefore that the planning proposal not be forwarded to the Minister for a '*Gateway determination*' at this stage.

It is considered that the above matters should be addressed by the proponent in consultation with Council's Strategic Planning staff with additional information and a revised proposal being subject to community notification and consultation with the Department of Planning, MACROC and major infrastructure providers before Council can consider supporting the proposal and sending to the Gateway Planning Process

A further recommendation is for Council to continue to seek from the Department of Planning a coherent subregional and metropolitan approach to employment lands. This should occur through the finalisation of the Metropolitan Strategy review, completion of a final Southwest Subregional Strategy and consideration of the findings of the proposed NSW freight Strategy.

BACKGROUND

In late February 2010 Council received a Planning Proposal for Employment Lands in the vicinity of Moreton Park Road, Menangle. (The proposal which was originally submitted to Council in December 2009 included residential and open space components in addition to the employment lands. Those residential and open space components were then subsequently removed from the proposal. The applicant states that they have been “deferred pending the outcomes of Council’s Growth Management Strategy”).

The planning proposal has been made pursuant to section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The new ‘Gateway’ plan-making provisions of the EP&A Act replaces the former process, whereby Council resolved to amend a local environmental plan in response to a rezoning application. The new legislative requirements are discussed further in the Policies and Legislation section of this report.

The planning proposal has been submitted in the context of the site’s potential role in providing employment lands of local and regional significance on the Hume Highway/F5/Main Southern Rail Line corridor. There is reference to the employment potential of this location in:

- The 1991 Regional Environmental Study for Macarthur South
- Department of Planning’s Draft South West Subregional Strategy
- Council’s Economic Development Strategy
- Wollondilly Shire Vision 2025.

RELEVANCE TO COMMUNITY STRATEGIC PLAN OUTCOMES

ECONOMY

- EO-1 An economic base which is broader, more competitive, more flexible and more resistant to cyclical economic swings
- EO-2 Employment-generating industries that are both more effective in strengthening Wollondilly’s economy and more environmentally friendly
- EO-3 Sufficient skills training and enterprise support to stimulate Wollondilly’s economy development and meet the employment needs of residents

ENVIRONMENT

- EO-3 The Wollondilly community lives and works more sustainably

The proposal has a clear relationship to the above outcomes of the Community Strategic Plan. The planning proposal has the potential to assist in delivering all of these outcomes.

CONSULTATION

To date, the proponent has provided publicly accessible information in the following ways:

- November 2008 community workshop at Menangle House, Menangle attended by residents, Council staff and some Councillors;
- January 2009 and ongoing Menangle Pastoral Company website;
- March 2009 briefing session for key stakeholders and some nearby landowners
- May 2009 briefing session with representatives of Menangle Action Group and Durham Green
- October 2009 community information session at Menangle House attended by community members, Council staff and some Councillors

Notice of community information sessions was provided by letter box drops, some letters sent by post, leaflets and notices at Menangle General Store and the Anglican Church and a notice in the Macarthur Chronicle.

The proponent has made a commitment in the Planning Proposal to consult “*beyond the statutory requirements under the Environmental Planning and Assessment Act, 1979*”. It is recommended that Council’s Community Services staff and Strategic Planning staff collaborate to prepare an appropriate community engagement strategy before referring the planning proposal to the Gateway Process.

Preliminary community consultation

In accordance with Council’s notification policy, preliminary consultation with adjoining and potentially affected residents in the vicinity of the proposal was undertaken to ascertain the views and opinions of the community. A total of 80 written submissions were received on the proposal, including a community poll. Of the submissions received (not including the community poll which is discussed separately below) 67 submissions oppose the proposal, 7 support the proposal and 5 are neutral.

The majority of Menangle and surrounding residents do not support the planning proposal for various reasons. The major themes in the submissions received in opposition to the proposal include:

- impact on village character;
- heritage impacts on Menangle village and broader environment;
- negative impact on the heritage significance and current operation of *Gilbulla* as a Christian spiritual retreat facility;
- inconsistency with Council’s ‘Rural Living’ Vision;
- lack of critical infrastructure to support the proposal;
- significant traffic impact to Menangle village and surrounding local roads from commuter traffic accessing the proposed employment lands;
- the proposal if approved will set a precedent for further development of employment lands in the locality;
- there is an adequate supply of employment land in South West Sydney;
- it is impractical to assume that all traffic associated with the employment lands will access the site via the proposed interchange with the freeway;

- the proposed interchange should be designed to allow for local traffic in addition to traffic generated by the development.

General comments in support of the proposal include:

- provision of local employment opportunities;
- support for local businesses;
- minimal impact on Menangle village and the Nepean River;
- assist in reducing commuter congestion on F5/M5;
- provision of local jobs to support increased population growth in South West Sydney;
- provision of additional funds to spend on local infrastructure.

Community poll

The Menangle Community Association and Menangle Action Group conducted a community poll on the proposal. The results are summarised below:

- 239 homes responded.
- 466 people responded.
- 442 oppose the proposal; 9 support the proposal; and 15 people declined to comment.
- General comments in opposition include: *'Rural Living' only; inappropriate rezoning; protect the river; green space; keep rural residential; protect the historic rural area; offensive proposal*.
- General comments in support included: *'4000 jobs is a big thing'*.

Other submissions received from Menangle Community Association and Menangle Action Group

Other correspondence has been received from these groups which is relevant to the proposal:

- Letter to Councillors dated July 16th 2010 summarising their concerns.
- A *"Menangle Draft Community Vision"* Statement which outlines the community's vision for the future of the locality

A summary table of all submissions received is provided in Attachment 3.

Comment

In reviewing the responses received from the preliminary community consultation there is an overwhelming amount of community opposition to the proposal. Menangle residents are, in the vast majority, opposed to the development of the land for employment uses as they fear this will ultimately affect their way of life and the rural ambience of the village. They consider Menangle (and its surrounding context) to have heritage, landscape, agricultural and environmental values which are threatened by the proposal.

Roads and Traffic Authority

The NSW Roads and Traffic Authority (RTA) were consulted as an adjoining landowner. In response the RTA has raised concerns regarding the timing of the proposal in relationship to future development of Macarthur South and has also given advice regarding the proposed freeway interchange.

In regard to the proposal relationship to future development of Macarthur South, the RTA advises that:

'The RTA strongly objects to any significant rezoning of land in the Macarthur South area prior to the release of a comprehensive structure plan for the area. The subject lands represent a significant proportion of the proposed employment lands in South Macarthur and their rezoning could reasonably be expected to indicate commitment to bring forward other substantial land releases in Macarthur South, particularly residential releases north of the Cataract River'.

'In the absence of a comprehensive structure plan for the orderly development of Macarthur South, the RTA is not in a position to provide informed comment on the traffic and transport impact of the proposed rezoning'.

In relation to the proposed freeway interchange, the following comments were provided by the RTA:

'1. that in addition to providing access to the lands affected by the proposed rezoning, any interchange would also need to service the transport needs of the wider region'.

'2. that the northern bridge carrying Moreton Park Road over the Hume Highway is not considered a suitable location for an interchange serving the needs of the wider region'.

'3. that the Hume Highway reserve in the vicinity of Finns Road allows for an interchange that has the potential to service the future traffic needs of the South Macarthur area and the wider region, including movements between the Illawarra (using the Appin-Bulli Road east of Appin) and South West Sydney. The RTA has no current plans or funding for the design or construction of an interchange or for any road links to an interchange. Accordingly, if the rezoning were to occur, and if the RTA deemed it acceptable for the rezoned land to have access to the Hume Highway, the RTA would require that all costs associated with construction of an interchange and its connection to the existing road network be borne by the proponent'.

A copy of the advice received from the RTA is provided in Attachment 4.

Department of Planning

Council has received correspondence from the Department of Planning in relation to the planning proposal. The advice requests that:

'the Department is keen to ensure that there are no undue delays in arranging for Council to consider the proposal, which is potentially of regional significance'.

The Department's advice focuses on the issue of Council needing to expedite its assessment of the proposal. The letter however does not provide any detailed strategic input on the merits of the proposal. There is therefore no reference to the proposal's relationship to the future development of Macarthur South region for residential and employment uses. Advice on whether the proposal fits within a Metropolitan or Subregional approach to employment lands is limited to the following statement:

'as you are aware, the subject land is identified in the draft South West Subregional Strategy as potential employment land to be investigated. In addition, the supply of appropriately located employment lands in South West Sydney is identified as a critical initiative in the Metropolitan Strategy'.

Council has submitted a written request to the Department for a meeting to discuss their advice, the significance of the proposal, and to ascertain their Metropolitan and Subregional approach to planning for employment lands and the features the Department consider to constitute 'an appropriate location' to assist in the assessment of the proposal. To date Council has not received a response from the Department.

A copy of the advice received from the Department of Planning is provided in Attachment 5.

Council's Economic Development Advisory Group

Council's Economic Development Advisory Group discussed the proposal at its meeting of 23rd June 2010. At the meeting, it was resolved to establish a sub-committee to examine the proposal in more detail. In summary, the sub-committee do not support the proposal. In this regard they have provided the following comments:

- the need to generate employment lands from a socio and economic point of view is acknowledged, however the identification of new employment lands needs be undertaken in conjunction with the development of a overall master plan.
- a master plan should examine the role and sustainability of agricultural or rural productive lands, and broader environmental and ecological issues in identifying future employment lands
- the cumulative impact to food supply and security from the conversion of productive arable land along the Nepean river to industrial lands needs to be evaluated.
- quality agricultural land long the Nepean River should not be alienated a from agricultural uses.
- there are alternative sites of lesser agricultural quality located on the F5/Main Southern Rail that could potential provide for employment land uses that align withy the principles of Council's Economic Development Strategy, broader metropolitan and transport planning and support of productive agricultural land.
- the rezoning of this land for employment uses is not supported.

Further community consultation

If this proposal progresses further community consultation opportunities will occur as part of the preparation and exhibition of a draft local environmental plan. In accordance with the new 'gateway' process, Council has the opportunity to recommend the engagement process and other consultation appropriate for this proposal. The engagement process can be prepared when the proposal is amended in accordance with the recommendation.

Council's Internal Consultation

Council's Manager, Infrastructure Planning has considered the proposal and has advised that further consultation and assessment is required on the potential traffic and transport impacts of the proposal, particularly with regard to planned developments affecting Menangle Park and Campbelltown / Camden, as well as the wider Macarthur South strategic framework.

Recent advice from Department of Planning regarding the Metropolitan Strategy Review Process

On 27th July 2010 senior Council officers attended a briefing session given by the Department of Planning regarding the current review of the Metropolitan Strategy. At that briefing session senior Department of Planning representatives advised that a coordinated strategic approach to the location of employment lands, freight networks, logistics clusters, intermodal facilities etc is currently being pursued through the development of the NSW Freight Strategy, the Metropolitan Transport Plan, and the revised Metropolitan Strategy and subregional strategies. They therefore considered the Moreton Park Road proposal to be pre-empting the findings of this overarching strategic analysis. Furthermore they advised that the Metropolitan Strategy Review was intending to maintain the current policy position on Macarthur South, i.e. that major development within Macarthur South is not warranted and not supported. The Moreton Park Road proposal was acknowledged as being also affected by this overall policy position on Macarthur South. This advice from the Department of Planning supports the recommendation attached to this report.

PROPOSAL

The planning proposal seeks Council's support to commence the process to rezone 240 hectares of land in the vicinity of Moreton Park Road Menangle for employment land uses.

Specifically, the planning proposal covers the following allotments of land:

- Lot 13 in DP249218 – No. 535 Moreton Park Road, Menangle.
- Lot 5 in DP248225 – No. 545 Moreton Park Road, Menangle.
- Lot 6 in DP248225 – No. 549 Moreton Park Road, Menangle.
- Lots 8 & 10 in DP248255 – No. 565 Moreton Park Road, Menangle.
- Lot 203 in DP590247 – No. 610 Moreton Park Road, Menangle.
- Lots 104, 105 & 106 in DP249189 – No. 610 Moreton Park Road, Menangle.
- Lots 1, 2 & 9 in DP248255 – No. 610 Moreton Park Road, Menangle.
- Lot 1 in DP 550689 – No. 610 Moreton Park Road, Menangle.
- Lot 1 in DP802151 - No. 775 Moreton Park Road, Menangle.

The map provided in Attachment 1 demonstrates the land included in the planning proposal bordered by a thick black line.

The key elements of the planning proposal are outlined under the following headings.

Objectives and potential uses

The objectives, as stated in the planning proposal are to:

- *‘provide and allow for high quality employment generating uses that will provide for office / light industrial / warehousing logistics and wholesale / trade retail uses and thereby help to reduce the leakage of jobs, spending and resources of the Wollondilly and South West region;*
- *enable the site’s role as ‘employment lands’ as identified in the NSW Draft South West Subregional Strategy;*
- *provide infrastructure that appropriately services development at the site and supports the needs generated by users of the site; and,*
- *enable the opportunities identified in the preliminary structure plan to be realised’.*

Land use zones

To achieve the objectives of the planning proposal the following land use zones pursuant to the Standard Instrument (Local Environmental Plans) Order 2006 are proposed:

- B7 Business Park;
- B5 Business Development;
- IN1 General Industrial, and;
- IN2 Light Industrial.

In addition to the above zones, the proposal incorporates provisions for the *SP2 Infrastructure* zone to accommodate onsite wastewater infrastructure (sewer treatment plant) to service future development on the site. The potential application of the proposed land uses zones would be subject to further studies and consideration by Council.

The proposal does not include specific final land uses for the subject lands. Instead the planning proposal identifies what the likely permissible uses are within the proposed zones. Therefore it is likely that future land uses on the site would be market driven.

It should be noted that the deferred element of the planning proposal includes a proposal for mixed residential and open spaces uses for land immediately north of Menangle village. The deferred element proposed to rezone approximately 19 hectares for residential uses to accommodate up to 180 dwellings and 10 hectares for open space uses to accommodate a sportsfield and recreational facilities.

To achieve this outcome, the following land uses zones pursuant to the Standard Instrument (Local Environmental Plans) Order 2006 were proposed:

- R1 General Residential;
- R2 Low Density Residential;
- RE1 Public Recreation.

Preliminary structure plan

Key elements of the preliminary structure plan (provided in Attachment 2) are summarised as follows:

- 54 hectares of employment land between of the Main Southern Rail Line, freeway and Moreton Park Road (land west of the freeway);
- 92 hectares of employment land between the freeway and Moreton Park Road (land east of the freeway);
- 82 hectares of employment land between Moreton Park Road and the Nepean River (land east of Moreton Park Road); and,
- 9 hectares of employment land between the freeway, Moreton Park Road freeway and *Gilbulla* (land east of the freeway).

To provide access to the proposed employment lands, the preliminary structure plan incorporates internal access roads, an underpass to link employment lands on both sides of Moreton Park Road and access to the freeway, as described below.

Further elements of the plan include a shuttle bus and shared pathway between the Menangle village / train station and the employment lands.

Freeway interchange

The proposal includes the construction of a freeway interchange immediately to the south of the subject site on land owned by the NSW Roads and Traffic Authority (RTA) to service the future employment lands. However, the proposal does not include the provision of private vehicle access from Menangle and the broader area to the freeway. The advice and comments of the RTA are included in the Consultation section of this report under the heading *Roads and Traffic Authority*. The Assessment of Proposal section of this report under the heading *Proposed Freeway Interchange* provides further discussion on the proposed interchange.

POLICIES OR LEGISLATION

Planning Proposals

The planning proposal has been prepared in accordance with section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and relevant Department of Planning guidelines including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. The planning proposal addresses the matters required by the Director-General to be addressed in all planning proposals.

The planning proposal that has been submitted is requesting the rezoning of the subject land. If Council wishes to proceed with the proposal to rezone the land, Council must resolve to support the planning proposal and to forward it to the Minister for Planning for a '*Gateway Determination*'.

“Gateway” determination

The gateway determination is a checkpoint for planning proposals before significant resources are committed to carrying out technical studies and investigations. It enables planning proposals that are not credible or well-founded or not in the public interest to be stopped early in the process before resources are committed to detailed studies and investigations, and before State and Commonwealth Public Authorities are asked to commit their own resources to carrying out assessments.

At the gateway determination, the Minister will decide:

- whether the proposal is justified on planning grounds;
- whether the planning proposal should proceed (with or without variation);
- whether the planning proposal should be resubmitted for any reason (including for further studies or other information, or for the revision of the planning proposal);
- the community consultation required;
- any consultation required with State or Commonwealth Public Authorities;
- whether a public hearing by the Planning Assessment Commission or other specified person or body is required;
- the timeframes for the various stages of the procedure to make the draft amendment;
- whether the function of making the LEP is to be exercised by the Minister for Planning or delegated to Council.

If the gateway determination recommends that the planning proposal has merit and should proceed, the proposal will be publicly exhibited to obtain the views of community and referred to State or Commonwealth Public Authorities (as specified by the gateway determination). All submissions received during the public exhibition and consultation shall be reported to Council.

Under the new plan making procedures the planning proposal and supporting studies are placed on public exhibition. The written draft local environmental plan amendment (the draft LEP) is prepared by the Parliamentary Counsel when the planning proposal is finalised, immediately before it is made by the Minister or delegate. The LEP takes effect when it is published on the NSW legislation website.

Council’s options / role

It is important to note that once Council resolves to *support* a Planning Proposal then that proposal from then on effectively becomes *Council’s* planning proposal. This is important as it relates to the very significant issue of whether or not Council believes that the planning proposal should be amended before it should be supported.

It has been suggested that Council does not have to make a decision on the planning proposal and can instead effectively defer the decision “up-the line” by referring the proposal on to the Gateway process. This is not considered correct as the legislation and guidelines clearly require a decision from Council.

Council's options are therefore to either:

1. Resolve to support the planning proposal. This option effectively means that the Planning Proposal as it stands would be sent to the Gateway determination process. Unresolved matters in this scenario are therefore assumed to be *capable* of resolution through future studies etc. as determined by the Gateway process
2. Resolve not to support the planning proposal. The applicant could then choose to revise/amend their proposal or to seek other avenues such as Part 3A. (Note that there are no appeal rights through the Land and Environment Court against Council's refusal to support a planning proposal).
3. Resolve that the planning proposal needs to be amended before it can receive Council support and then be forwarded for Gateway determination. This means the applicant would be given an indication of support in principle, but would need to revise the proposal to address a range of Council concerns and then resubmit.

This third option is the recommended approach adopted in this report.

Part 3A of the EP&A Act, 1979

As noted above, the Department of Planning appear to be indicating support for the proposal. If Council does not support the proposal the applicant may apply direct to the Department of Planning for '*Major projects approval*' under Part 3A of the Environmental Planning and Assessment Act.

ASSESSMENT OF PROPOSAL

The need for employment lands in the local context

Over 60% of the labour force travels outside the Shire for their work, although this figure is not unusual for an urban-rural fringe location. The labour forces of adjoining Local Government Area's show similar characteristics.

Of the 60% plus who regularly travel outside the Shire, almost all travel to an adjoining local government area. It should be noted that because of the widely dispersed geographic area over which the Shire extends it can be more convenient for some people to travel to an adjoining LGA to work rather than travelling within their own LGA (such as Warragamba and Silverdale residents working in Penrith and Liverpool, or Appin residents working in Campbelltown).

This is very significant as it underscores the idea that employment growth within the *subregion* is as significant to the well-being of Wollondilly's residents as is *local* employment growth. It also means that while it is desirable to reduce this figure, its importance as an indicator of our employment well-being should not be overstated. The Shire's attributes as a tree-change location will continue to attract new residents who move here and willingly choose to commute out of the Shire to work. For this reason we may be unlikely to see any significant reduction in the travel to work figures in the foreseeable future.

Nevertheless, the need for additional employment lands in the local context is well established in Council documents such as the *Community Strategic Plan* (CSP) and the *Economic Development Strategy* (EDS).

The CSP recognises *'that when planning for new employment lands that a variety of locations, employment types and the social and environmental implications will need to be considered in order to deliver positive local and regional employment outcomes'*.

The Economic Development Strategy recommends that 250 hectares of land is identified and rezoned for employment generating uses. The proposal contributes to achieving this goal.

Industrial land supply

Wollondilly currently has limited industrial land supply and much of the vacant industrial land is ineffective in any real sense of being truly on the market. This is because of issues and constraints which make the "vacant" land unsuitable and/or unavailable.

From the various studies and documents that exist on the issue of industrial land supply in Western Sydney and the Southwest Subregion, there is clearly a universally held view that the supply needs to be increased into the future. Wollondilly Council therefore has to consider its responsibilities regarding the supply of new industrial lands both at a local level and also at a subregional level. Proposals for new employment lands need to be viewed not only in terms of the benefits for Wollondilly residents but also in the regional context to support containment and employment opportunities for Macarthur residents generally.

What this means is that there may be proposals put forward which have a limited capacity for employment generation for Wollondilly residents but which demonstrate greater potential employment benefits when examined at a subregional level. This subregional responsibility is an issue which will need to be considered in the context of the proposed strategic employment lands collaboration being commenced by the MACROC Councils. Having a subregional perspective on the issue of employment also reflects the reality of Wollondilly's workforce travel patterns as mentioned above.

Draft South West Subregional Strategy

The draft Southwest Subregional Strategy produced by the Department of Planning makes reference to this location:

'Moreton Park Road, Menangle (adjoining the Hume Highway) was identified in the Macarthur South Regional Environmental Study (RES) as potential high quality Employment Land because of its high level of exposure and access to Sydney and Illawarra markets, and to markets in southern New South Wales, Victoria and Canberra. It is therefore expected to be attractive for logistics, warehousing and manufacturing businesses and contribute significantly to local employment opportunities close to home for Macarthur South residents. The RES also proposed a major transport link through this land, providing access from the proposed urban areas in the Appin Development Area to the F5 Freeway, South Rail Line and Menangle Road.'

At present the land is isolated from any workforce and there is no public transport access. Interim development at Macarthur South should not limit options for urban development and infrastructure in the future and have regard to the principles in the State Plan of providing jobs close to residential areas and with good public transport access’.

These statements clearly link the concept of employment lands in this location to the future development of Macarthur South and raise important questions regarding the site’s isolation from major population centres and public transport.

Wollondilly Vision 2025

The Wollondilly Vision 2025 document makes reference to this general location by including the following statement on its maps:

“Investigate possible future employment opportunities between Menangle and the Freeway. Consider buffer planting as a visual and noise barrier”.

The same document also states that the Vision for Menangle is “a consolidated village centre and maintained rural setting”.

The Vision 2025 document clearly does not provide a robust planning framework against which to assess this proposal and so its statements should therefore not be given undue importance. Furthermore the document is being superseded by the Council’s draft Growth Management Strategy.

Council’s Draft Growth Management Strategy (GMS)

Council’s draft GMS is expected to be on exhibition at the time Council considers this report. (Council’s preferred position was that this Planning Proposal not be submitted and not be assessed until the GMS has been finalised. This preference has been communicated to the proponents and the Department of Planning).

In general terms the draft GMS nominates the F5 freeway corridor in the Macarthur South area as a potential location for future employment lands. As noted in the sections below this land is inevitably attractive to large scale logistics / warehousing / intermodal uses but also has significant potential to accommodate light industrial / general industrial uses.

The following draft GMS Key Policy Direction is particularly relevant to this corridor:

P14 *Council will consider proposals for employment land developments in Macarthur South provided they:*

- *Are environmentally acceptable*
- *Can provide significant local and/or subregional employment benefits*
- *Do not potentially compromise the future orderly master planning of the Macarthur South area*
- *Provide for the timely delivery of necessary infrastructure.*
- *Are not ancillary to, dependent on, or linked to broader housing developments*

Comments in relation to the various aspects of Key Policy Direction **P14** are provided below

Environmentally acceptable

This is yet to be determined by a variety of detailed specialist studies to identify and manage all potential environmental constraints and impacts and develop management and mitigation options to determine whether the proposal can be reasonably compatible. At this stage the degree of environmental constraint is not known but is unlikely to prevent development of the site.

Provide local and / or sub-regional employment

The proposal has the potential to provide employment. However, more details are required to determine the density, scale, type of employment and likely impacts at local and regional levels.

Future Master planning of Macarthur South

This proposal has significant impact on the future planning for the Macarthur South are due to:

- the large size of the site;
- the potential for future housing to be proposed on the remainder of the land; and
- major infrastructure works particularly the construction of a new freeway interchange.

Major changes to land uses within Macarthur South should generally not be supported unless and until a master plan has been developed and adopted in collaboration with the Department of Planning, Campbelltown and Wollondilly Councils and the major infrastructure providers.

However, the land within the freeway / railway corridor is likely to be identified for future employment uses as part of any future master planning process. Therefore Council may be prepared to consider this proposal but only after other issues (as listed in the recommendation to this report) have been addressed by the proponent in consultation with Council and the community have had an opportunity to comment on all additional information.

Timely Delivery of Infrastructure

Infrastructure to be investigated includes (but is not limited to):

- a new freeway interchange
- a rail siding(s)
- electrification of the rail line and electrified rail passenger services to Menangle Station
- upgrading of the commuter facilities of Menangle Railway Station
- changes to time tabling for train services to Menangle Station
- potential works to improve safety and capacity of Menangle Road, Picton Road, Appin Road; and
- the Maldon Dombarton Rail link

At this stage these infrastructure works are considered not to be timely given that no significant resources are intended to be dedicated to the Macarthur South area.

Linked to broader housing development

While the current proposal is not linked to a housing development there is potential for a future proposal to develop the remainder of the site for residential housing. The likelihood and timing of such a proposal is at the discretion of the landowners.

General Key Policy Directions in the GMS

The following are other relevant Key Policy Directions from the Draft GMS along with comments relevant to the proposal.

P1 *All land use proposals need to be consistent with the Key Policy Directions and Assessment Criteria contained in this GMS in order to be supported by Council.*

The proposal is not consistent with all Key Policy Directions and Assessment Criteria. It is recommended that the proposal not be supported in its current form and that amendments are required before it can be supported to a point where it can be submitted to the Gateway Planning Process.

P2 *All land use proposals need to be compatible with the concept and vision of "Rural Living" (defined in Chapter 2 to the GMS)*

The proposal is not compatible with the concept and vision of 'Rural Living'. It is recommended that the proposal not be supported in its current form and that amendments are required before it can be supported to a point where it is suitable to submit to the Gateway Planning Process.

P3 *All Council decisions on land use proposals shall consider the outcomes of community engagement*

It is recommended that a tailored community engagement program needs to be prepared collaboratively with Council's Strategic Planning Unit and Community Services Unit before submitting the proposal to the Gateway Planning Process.

P5 *Council is committed to the principle of appropriate growth for each of our towns and villages. Each of our settlements has differing characteristics and differing capacities to accommodate different levels and types of growth (due to location attributes, infrastructure limitations, geophysical constraints, market forces etc)*

The scale of growth in this proposal must be considered in the context of the public interest of the local community, the net community benefit and the local and regional dynamics for employment lands and the potential implications of providing the necessary infrastructure.

Macarthur South Key Policy Directions in the draft GMS

***P11** Council does not support major urban release within the Macarthur South area at this stage.*

The proposal is not consistent with this Key Policy Direction.

***P12** Council considers that in order to achieve sound long-term orderly planning for the eventual development of Macarthur South an overall Master plan is required*

The proposal precedes a master plan for Macarthur South but may be considered acceptable dependent upon the proponent's capacity to provide additional information and the subsequent assessment of this information by Council and the community feedback on this information.

***P13** Council will not support further significant new housing releases in Macarthur South beyond those which have already been approved. Small scale residential development in and adjacent to the existing towns and villages within Macarthur South will be considered on its merits*

No large scale housing releases are linked to the proposal at this time. However, it could be reasonably anticipated that, at some time in the future, a planning proposal may be submitted for residential development of the remainder of the site.

***P14** (already discussed above)*

Employment Key Policy Directions in the GMS

***P15** Council will plan for new employment lands and other employment generating initiatives in order to deliver positive local and regional employment outcomes*

More information is required and this information must be the subject of further consultation with State and regional authorities (specifically the Department of Planning and MACROC) before Council can reconsider the proposal.

***P16** Council will plan for different types of employment lands to be in different locations in recognition of the need to create employment opportunities in different sectors of the economy in appropriate locations.*

The location of the proposal has the potential to take advantage of two significant transport routes being the freeway and Southern Rail Line.

Integrating Growth with Infrastructure Key Policy Directions in the GMS

***P17** Council will not support residential and employment lands growth unless increased infrastructure and servicing demands can be clearly demonstrated as being able to be delivered in a timely manner without imposing unsustainable burdens on Council or the Shire's existing and future community.*

The State government has determined that major infrastructure shall not be dedicated to the Macarthur South area at this time and therefore it is unreasonable to expect that necessary infrastructure will be delivered in a time frame compatible with the potential rezoning of the land for employment uses. Provision of necessary infrastructure is beyond the resource capacity of Council. More information is required to investigate the realistic potential provision of all necessary infrastructure.

Rural and Resource Lands Key Policy Directions in the GMS

P21 Council acknowledges and will seek to protect the special economic, environmental and cultural values of the Shire's lands which comprise waterways, drinking water catchments, biodiversity, mineral resources, agricultural lands, aboriginal heritage and European rural landscapes

The site requires special measures for protection of the Nepean River, biodiversity, mineral resources, agricultural lands and items and places of heritage significance. It is recommended that the proposal not be supported in its current form and that amendments are required to address these issues before it can be supported to a point where it is suitable to submit to the Gateway Planning Process.

Draft GMS - Relevant Assessment Criteria Evaluation

A detailed evaluation of the proposal against the relevant assessment criteria of the draft GMS is provided in Attachment 6.

Wollondilly Economic Development Strategy.

The proposal has been assessed against the key aspects of Wollondilly's Economic Development Strategy (EDS). As noted above the EDS recommends that up to 250 hectares of land should be rezoned for industrial purposes. This target figure was based on broad assumptions but nevertheless the proposal is clearly consistent with this aim of increasing industrial land supply. Council's EDS also acknowledges the potential of the F5 Freeway Corridor to accommodate important employment lands.

Need for Subregional and Metropolitan employment land strategy

MACROC's Economic Development Officer has made the following observation in a recent paper submitted to Council regarding this planning proposal:

'Because of the existence of the transport corridor that links Macarthur to Inner Sydney and to the Northwest Sydney through M7, it is conceivable that logistics and warehousing could become the predominant industrial land use in the future. In this context it is important to map out future roles of possible transport/warehousing hubs and the relationship between them: Moorebank, Minto, and Menangle right through to Port Kembla. Hence a regional vision is needed which will enable proper planning to be undertaken for the requisite infrastructure and desired land uses for different hubs'.

Determining how much industrial land is needed overall, where it should go and which type should go where needs further analysis, involving:

- Metropolitan and Subregional approaches to industrial land supply release being pursued by the Department of Planning. These issues are expected to be given revised direction through the upcoming revision of the Metropolitan Strategy and the finalisation of the SW Subregional Strategy.
- Subregional planning collaboration being commenced by the MACROC Councils to develop agreed strategies on the location and type of new employment lands needed throughout the Macarthur Area.

The NSW Government has also announced that it will be releasing a Freight Strategy in mid 2010. This Freight Strategy could have significant relevance to achieving a coordinated approach to employment land distribution.

Note that at this point in time there is no overall master plan for Macarthur South to guide Council in its assessment on whether the proposed location for employment lands is suitable in the sub regional context.

Council must therefore recognise that at this point in time there is no cohesive overarching strategy for employment lands in the subregion to guide future land use decisions. This is particularly the case for freight, logistics and warehousing facilities. If it is assumed that there is a high likelihood of this land ultimately being used for these types of uses (see discussion below) it requires Wollondilly to be able to take a subregional (or even a metropolitan) perspective. This is because the employment outcomes may not be significant at a local level, but nevertheless regionally significant.

But taking on that subregional responsibility requires subregional collaboration and an agreed overarching strategy. So a key question for both Council and State agencies when looking at this planning proposal is whether a collaborative subregional view needs to be established before definitive decisions on this proposal can be made.

General suitability of the location for employment lands.

Notwithstanding the previous comments regarding the need for a coordinated approach to employment lands, the merits of this location need to be considered.

In general the lands along the freeway/rail line corridor have different capacities to accommodate employment uses given varying levels of constraints. Some sections of the corridor for example have significant watercourses, vegetation and topographic issues while other sections pose challenges regarding the maintenance of landscape character and residential amenity.

Although the entire freeway/rail line corridor is nominally shown on the Structure Plans attached to the draft GMS, the Wilton Interchange location has been highlighted as a preferred potential location for future employment lands and possibly institutional developments (particularly associated with health and tertiary education). The prospect of the Maldon-Dombarton Rail link completion in the future also adds to this potential.

The subject site's potential access to the Main Southern Rail Line and the Hume Highway corridor gives it direct linkages to inner, western and northern Sydney via the M5/M7/M2 corridors and to Port Kembla via Picton Road. At an interstate level this corridor is also the main link between Sydney/Canberra and Sydney/Melbourne. This corridor also has potential direct links to Wollongong / Port Kembla via the proposed Maldon-Dombarton rail link. So from a transport network point of view, the site is potentially highly suitable to employment uses that need access to such networks.

This supports the points below regarding the most likely employment uses which will be attracted to the site.

Land use types and employment yield

The employment outcome which will be achieved by the planning proposal can not be determined at this stage. It will ultimately depend on a range of factors, but most particularly the types and range of industries and other land uses that establish there. To some extent this can be controlled / guided through planning mechanisms such as zoning, lot size restrictions, development control plans etc. However these planning mechanisms should not unduly restrict the operation of the market regarding the best (most economic) uses for the site.

This level of uncertainty regarding the ultimate land uses on the site and the resulting employment outcome will be a significant issue if the proposal is to proceed. The following sections make some broad assumptions about three possible land use outcomes:

1. Freight/logistics/warehousing
2. Business Park
3. Manufacturing/light industry

Land use outcomes – 1. Freight/logistics/warehousing

Increasing trade dependence, greater specialisation of firms and technological advances in distribution, storage and purchasing have led to higher demand for freight, logistics and intermodal activities. These kinds of uses will continue to be attracted to large land holdings which are close to Sydney markets and which have high accessibility to major road networks and rail networks.

The F5 freeway corridor running through Wollondilly's Macarthur South area is therefore a potential location for these types of land uses, so it is reasonable to assume that the site could attract this type of industry.

In considering the site's suitability for warehousing and logistics it is widely known that such uses yield relatively low job densities when compared to mixed uses (e.g. manufacturing and offices). This view needs to be balanced however with the recognition that there are potentially significant business multiplier effects arising from these activities. In other words, having an overall efficient and competitive logistics and freight distribution system has potentially very broad economic (as well as environmental) benefits for Sydney and potentially for the State.

A significant challenge for Wollondilly is that these benefits may seem almost intangible at the local level and outweighed by local impacts, whether perceived or real. The most obvious impacts are those associated with increased traffic and the adverse effects on landscape and rural character (given the substantial scale at which these uses operate and the bulky and stark nature of the buildings and infrastructure required).

Land use outcomes – 2. Business Park

The proposal outlines that the future employment generating uses on the site may include the development of a business park.

Business parks have the potential to generate a significant number of jobs and therefore would be a desirable form of development in Wollondilly. However, the market feasibility of a business park in Wollondilly is questionable at this point in time or in the near future.

Their success would usually rely on:

- Direct access to a large pool of professional workers.
- Good access by road and public transport.
- High quality buildings and office accommodation in an overall high quality urban design / landscape setting.
- High quality amenities within the business park – cafes, gyms, schools, retail stores etc
- High class executive living in close proximity
- Plentiful car parking
- Presence of a prominent anchor tenant that creates a catalyst for head offices to locate to the precinct
- Proximity to a commercial centre which is served by public transport and has a wider range of business services.
- Competitive rents.

Some of the above attributes may be able to be achieved in the proposed location but the likelihood of this occurring would be much greater in the context of future large scale coordinated urban release within the Macarthur South area. Under that scenario a master planned approach to the location of housing, business parks, industrial lands, commercial centres and key supporting infrastructure could be achieved. Note that at this point in time there is no such overall master plan for Macarthur South.

Considering the above factors, the feasibility of the site being developed for a business park in the near future is seriously questioned.

Land use outcomes – 3. Manufacturing/light industry

Traditionally, Wollondilly has a small number of manufacturing industries centred on industries such as poultry production, cement, iron and steel, and furniture production. Light engineering firms support broader local industries and businesses such as coal mining and agriculture. Generally, they are typically smaller operations which directly service the local community and which employ local residents.

From an employment prospective, manufacturing and light industries are preferable to freight and logistics uses as a higher employment density can be achieved, thereby providing greater job opportunities for local residents.

It is considered that the proposed employment lands could accommodate manufacturing and light industrial uses. However the suitability of the site for freight and logistics may cause those types of uses to dominate over manufacturing and light industrial uses. Should the planning proposal proceed the likely end use will be largely driven by market forces.

Heritage

The specific land subject to the planning proposal does not contain any known items of heritage however it is considered that the area is likely to contain places and/or items of significance, particularly Aboriginal heritage significance considering its Nepean River frontage. Further detailed heritage studies will be required to ascertain the full extent of European and/or Aboriginal heritage significance.

Based on a preliminary assessment of the application it is reasonable to conclude that the European heritage impacts of the proposal relate predominantly to visual impacts on landscapes and curtilage.

It is widely acknowledged that Menangle and the surrounding rural landscape are rich in history and heritage value. The subject site was formerly part of the Camden Park Estate and contains remnant infrastructure associated with the dairying use of the land. Menangle village, a heritage conservation area listed in the Wollondilly Local Environmental Plan (LEP) 1991 and Draft LEP 2010 is located approximately one kilometre northwest of the subject site. *Gilbulla*, formerly part of the Camden Park Estate, a heritage item listed in the Wollondilly LEP 1991 and draft LEP 2010, is surrounded by the subject site, although only land immediately to the south and east is proposed for employment uses.

The future development of the subject site for employment uses will potentially impact on the heritage significance of the broader area. Significant views from local heritage listed items under the Wollondilly LEP 1991 such as *St James Church* situated on the knoll in Menangle and *Gilbulla* would be considerably changed should the planning proposal be supported at its proposed scale. The potential to reduce the proposal's impact on the heritage significance of Menangle village and *Gilbulla* is discussed further below.

Visual exposure of the site

The site has significant visual exposure when viewed from the Freeway, Moreton Park Road, and the Main Southern Rail Line and has long distance views from Menangle Road. The southern and eastern facing slopes of Menangle village have significant views over the northern parts of the subject site. This is particularly the case for properties located south and east of the knoll where St James Church is situated extending south to the Durham Green Seniors Living development. Properties with a north-east aspect on Menangle Road between Spaniards Hill and Finns Road have significant long distance views over the proposal site.

The visual impact assessment accompanying the planning proposal identifies three prominent ridgelines that traverse the subject site, running in a north-northwest, north and northeast direction generally from a south western origin. There are two landmark high features of the site: the first located between the freeway and Main Southern Rail Line containing a dwelling, outbuildings, and mature trees (part Lot 1 in DP802151); the second located between the freeway and Moreton Park Road in the vicinity of the northern bridge over Moreton Park Road and opposite the entrance to *Gilbulla* that features a storage dam and trees (part lots 105 & 106 DP 249189).

The two landmark high features and associated ridgelines are clearly visible from Menangle village and sections of Menangle Road (as described above), the Main Southern Rail Line, Moreton Park Road and the freeway. It is considered that the visual impact to Menangle village and environs could be minimised by scaling back the extent of land proposed to be rezoned. The potential to reduce the visual impact of the proposal is discussed in assessment of the *preliminary structure plan* below.

The overall visual setting of Menangle village and environs will ultimately change if the proposal proceeds at its current scale, which in turn impacts on the heritage significance and setting of the village. The conversion of farmland straddling the Hume freeway into employment lands will significantly alter the rural landscape gateway vista currently experienced when entering the Shire from Campbelltown on the Hume freeway.

Proposed amendments to structure plan

By reducing the scale of the proposal there is scope to significantly reduce the visual impact on:

- Menangle village,
- Properties with a north-east aspect on Menangle Road between Spaniards Hill and Finns Road; and
- Gilbulla

This in turn will assist in mitigating potential impacts on the heritage significance and setting of Menangle village and Gilbulla.

To achieve this outcome it is considered that the proposal should be amended to reduce the amount of land included on the preliminary structure plan, described as follows:

- Reduce the proposed 54 hectares of employment land between of the Main Southern Rail Line, freeway and Moreton Park Road (land west of the freeway) to approximately 15 hectares to exclude the visually prominent crest, slopes and large dams. The proposed amendment relates to part Lot 1 in DP802151.
- Reduce the proposed 92 hectares of employment land between the freeway and Moreton Park Road (land east of the freeway) to approximately 68 hectares to exclude the visually prominent ridgeline and north-western facing slopes. The proposed amendment relates to part Lots 104, 105 & 106 in DP 249189.

- Remove the 9 hectares of employment land between the freeway, Moreton Park Road freeway and *Gilbulla* (east of the freeway) in its entirety to remove visually significant land as viewed from Menangle village and *Gilbulla*. The proposed amendment relates to part Lot 203 in DP590247).

It must be recognised that the above amendments do not resolve the visual impact of the proposed development on residents and users of Moreton Park Road.

Proposed Freeway interchange

It is understood that any future development for employment land uses will necessitate the construction of a freeway interchange. The RTA requires the proponent pay for the all costs associated with its construction and connection to the existing road network, as there is no funding allocated to its design and construction. The RTA's position is that the interchange will need to be designed to service the current and future traffic needs of the wider region in addition to providing access to the proposed employment lands.

Therefore the timing for delivery of the proposed freeway interchange is critical to the future development of employment lands at the proposed location. The provision of such infrastructure prior to the release of any employment lands represents a significant capital outlay which may have bearing on the likely success of the proposal.

The assumption that all traffic generated by the development will access the site via the proposed freeway change needs further analysis through detailed traffic modelling. Traffic management methods may be needed to ensure that this occurs, otherwise there would be unacceptable traffic impacts on local road networks

Public Transport

Public transport options to support the proposed employment lands are limited, although the planning proposal includes the provision for a continuous bus loop from the employment lands to Menangle railway station to ferry workers to the site. It is considered that this option is unfeasible considering the limited and infrequent number of commuter services on the Main Southern Rail Line. In addition, it may be more feasible for workers to drive directly to the site if commuting from the areas of the Shire not serviced by rail, and other local government areas located on a different rail network (e.g. Wollongong and Penrith).

Therefore there is likely be a heavy reliance of private motor vehicle usage to commute to and from the proposed employment lands, which does not accord with the principles of integrated land use and transport planning by providing increased public transport options for workers.

Other Infrastructure

The subject land is not provided with reticulated sewage system or potable water supply; therefore the proposal incorporates the provision for a sewer treatment plant to service the future development of the site and is accompanied by a *preliminary water and wastewater servicing strategy*. Any sewer treatment facility should maximise dual reticulation opportunities for reuse to support future employment uses on the subject land to minimise discharge of treated effluent into the Nepean River.

The provision of water supply, the availability of natural gas, and any amplification of the electricity supply to support future development needs further evaluation.

Natural environmental

The planning proposal was accompanied by *Constraints and Opportunities Mapping* that identified the key environmental constraints and opportunities for future development of the site. Key ecological constraints to the development of the land include the presence of endangered ecological communities (EEC's) including Shale Sandstone Transitional Forest and Cumberland Plain Woodland and aquatic habitat including farm dams and the Nepean River which forms the eastern boundary of the subject site.

In order to mitigate the potential impacts of development to native flora and fauna, the *Constraints and Opportunities Mapping* recommends the following measures are employed:

- *'retention and protect EECs in high constraint areas with conservation areas;*
- *provide a buffer for 'high' constraint areas (namely ECs of high conservation value and watercourses). The width of the buffer area will be determined upon the nature of the adjacent land use;*
- *retention and protect aquatic habitat and watercourses for native frogs and waterbirds;*
- *protect watercourses and associated riparian vegetation to maintain water quality and protect potential habitat for threatened and non-threatened native flora and fauna;*
- *retain hollow-bearing trees and stags (dead standing trees) wherever possible;*
- *undertake weed management during and after construction to minimise the incursion of weeds into the EECs and within the watercourses'.*

The scale of proposed employment lands included in the preliminary structure plan appears to exclude riparian zones and heavily vegetated areas of the site. However the provision of buffers to protect significant vegetation, preservation of farm dams and intermittent watercourses, hollow bearing trees and stags will need to be examined in more detail.

Rural Resource Lands Impact

The subject land is considered to be productive rural and resource lands. From an agricultural prospective, the subject land currently supports intensive horticulture and cattle grazing and in the past supported dairies, a cattle feedlot, a piggery, horticulture and irrigated agriculture drawing from the Nepean River. The proposal would sterilise 240 hectares of arable farm land with water harvesting rights from the Nepean River.

The land is within the Southern Coalfields district and contains a considerable underground coal resource subject to current and future longwall mining. The impact of future development of the subject land to the coal resource and an evaluation of the proposed development against longwall mining proposals needs to be examined in detail, as this may have bearing on the likely success of the proposal. There is a strong likelihood that any future development for employment land uses may be restricted until such time that coal extraction and the effects of mine subsidence are complete.

Assessment of proposal in relation to the Menangle Park Local Environmental Study

Menangle Park is located north of Menangle township adjoining the Nepean River in Campbelltown Local Government Area. Rezoning of this rural area is under consideration and Campbelltown Council is currently exhibiting a Local Environmental Study (LES) and specialist studies for public comment. The proposal includes the development of:

- 3,400 residential dwellings,
- 31 hectares for employment uses
- 6 hectares for town centre uses
- 1 primary school

This area is located directly north west of the Moreton Park site. Given its proximity an assessment of the LES findings was undertaken to determine whether there are any concerns or issues of relevance for Council to consider in relation to the Moreton Park Road proposal.

Proposed Menangle Park Employment Lands

According to the LES the provision of employment lands in Menangle Park is seen as an important opportunity to provide jobs in close proximity to future residents of the area. Both the Metropolitan Strategy and the Draft South West Sub Region Strategy have nominated a new employment area for Menangle Park, which is considered to be strategically located to support a range of employment uses.

The LES findings indicate that there are a number of existing constraints to the establishment of employment lands at Menangle Park: These are:

- *No direct access to M5*
- *The site is unsewered*
- *Large areas are flood prone*
- *The site is not within proximity of a major centre*
- *If developed along with residential uses, employment activity must be low impact – i.e. cannot be heavy industrial*

It was found that:

“the Menangle Park site is a poor candidate for a business park given its distance from Campbelltown CBD, lack of direct access to the M5, poor public transport access and unremarkable landscape. The existence of a skilled workforce and concentration of manufacturing activity offers some potential for manufacturing related synergies. On balance however, the site would require significant investment before a business park is a possibility. The current lack of direct motorway access will act as a considerable disincentive for time-sensitive industries or those requiring high volume vehicle movements. Though the Spring Farm Arterial will improve access, the area still suffers from a perceived remoteness. In a local context, the site is not especially close to Campbelltown CBD so does not benefit from access to its services”.

These findings are important in the context of the Moreton Park Road proposal as similar economic and access issues are pertinent to that proposal.

Other Issues

Sixteen studies were undertaken to support the LES. These studies identify a range of issues which are of interest and concern to the Moreton Park Road proposal:

Transport

Menangle Park currently has no direct vehicular access to the M5 motorway. The nearest access/egress ramps to the M5 are located at Narellan Road and Picton Road. The Narellan Road ramp is at capacity in peak periods. The Transport study proposes an access ramp to the north from a new arterial road known as the Spring Farm Parkway which is located on the northern outskirts of the Menangle Park Structure Plan but the study notes that this access ramp is not essential for the Menangle Park development to proceed. The Transport study also notes that on a regional level additional links to the M5 would result in considerable network benefits including reductions in vehicle kilometres travelled, vehicle hours travelled and vehicle delays.

The Moreton Park planning proposal is on the opposite side of the M5 motorway and could provide a southern access ramp which may improve access to Menangle Park. The northern access ramp off the proposed Spring Farm Parkway would not be a desirable access point for the Moreton Park development given its location adjoining the residential area and the lack of a direct road link. However a detailed traffic assessment for the Morton Park proposal would be required to assess all possibilities and impacts in regard to M5 access and egress.

Reference to Campbelltown City Council Strategic traffic model may prove of assistance in any traffic study. This study indicates that roads in the vicinity of the Menangle Park site are operating to capacity. The impact of traffic in the Campbelltown area from development of the Moreton Park site should be studied.

A regional cycleway is proposed in Menangle Park with connections to Camden and Campbelltown. Planning to link this cycleway to Wollondilly Shire and the Moreton Park Road site should be undertaken.

Electrification of the railway line to the proposed redeveloped Menangle Park is considered financially unviable. In addition it is noted that ARTC national freight network proposals will limit the capacity of the line to 2 passenger services per hour or less south of Macarthur Station. To ensure there is adequate public transport to service Menangle Park a *high quality* bus service is proposed. The potential linking of such services to the Moreton Park site should be assessed as part of any transport study.

The Menangle Park Transport study indicated that Railcorp had noted proposals for a high speed rail line with 2 options which would involve the straightening of the rail line south of Menangle Park while a third would be a dedicated line parallel to the M5 although which side had not been determined. No recommendation has been adopted at this stage but this still may be a consideration in relation to the Moreton Park planning proposal.

Air Quality

There are existing major sources of dust and odour in the Menangle Park study area including Camden Soil mix, Camden Gas Project, Menangle Sand and Soil, Jacks Gully Waste treatment. Future sand and soil extraction may also create dust impacts.

South Western Sydney is recognised as an area where photochemical smog from other parts of Sydney tends to gather and the air quality study indicated that the ozone levels in summer months currently exceed safe criteria. Air quality studies of the Moreton Park Road proposal will also need to examine such issues.

Flooding

The flood modelling for Menangle Park indicated that flooding occurs over the Moreton Park land although there was no detailed analysis of its impact in this area. The Flood study made reference to the large storage area on the south-western side of the Nepean River which is a reference to the land north of the Menangle township. It is possible that development at Menangle Park could increase flooding of this area although the LES proposes a range of flood mitigation measures and provides for water sensitive urban design. The Flood study also mentioned the impact of mining subsidence on ground levels and therefore flood levels and suggested that further examination of this be undertaken. Development of the Moreton Park land may increase flooding which may also impact on the Menangle Park development. Studies to examine flooding and also the relation of mine subsidence to flood levels should be undertaken.

Infrastructure

The Infrastructure study for Menangle Park indicated that an additional elevated water reservoir is required and duplication of pipes from existing reservoirs. To provide sewerage services requires either major upgrades or augmentation to the West Camden or Glenfield STP. Alternatively a new STP could be provided. Recycled water could only be provided via a local STP and would require an elevated reservoir to facilitate storage and reticulation of recycled water.

A zone substation is required to provide electricity to service the Menangle Park development and would take 3-5 years to establish. Telstra has advised that they have insufficient local infrastructure to meet demand. No gas service is located in the vicinity of Menangle Park

All services except (for sewage possibly) can be provided from trunk services. The development of Moreton Park could facilitate the development of these services and assist in their economic viability.

Vegetation

Implementation of the proposed Menangle Park development will impact on 25.4 ha of native vegetation. Vegetation communities to be impacted include River-flat Eucalypt Forest on Coastal Floodplains (RFEF) and Shale Plains Woodland (SPW), a sub-community of Cumberland Plain Woodland (CPW). RFEF is listed as an endangered ecological community (EEC) under the *Threatened Species Conservation (TSC) Act 1995*. The LES for Menangle Park includes provisions for offsetting native vegetation impacted by the development. This offsetting includes proposals for rehabilitation and revegetation. A similar approach would be beneficial for Moreton Park and should be examined as part of any study into vegetation.

Key conclusions to be drawn from the Menangle Park LES:

- Further assessment of the economic viability of the Moreton Park Road proposal is required to ensure that the employment generating uses are sustainable in the regional context.
- Access to the M5 motorway is a key requirement for this planning proposal to succeed and should involve consideration of linkages to Menangle Park.
- The development of Menangle Park should be considered in relation to the Moreton Park planning proposal particularly in terms of potential impacts with regard to noise, air quality and flooding.
- The economic provision of infrastructure in Menangle Park particularly in terms of sewer and recycled water would nevertheless be assisted by the development in Moreton Park and should be assessed.
- Any impact on vegetation should consider offsetting as proposed in the Menangle Park development. Rehabilitation and revegetation of vegetation communities should form an important part of any such offsetting proposals.

Glenlee Employment Lands

Glenlee Rezoning – Glenlee is also located in Campbelltown. This rezoning seeks to encourage the following activities:

- Intra-modal train operations including servicing and maintenance
- bulk materials handling
- container handling and storage
- manufacturing development
- distribution centres
- minerals processing
- concrete batching
- warehousing & logistics

An assessment of whether the proposal for the Moreton Park land will be duplicating employment lands proposed at Glenlee needs consideration. This should be part of the much needed subregional approach to employment lands.

SUMMARY OF FINANCIAL IMPLICATIONS

At this stage this matter has no direct financial impact on Council. However if the proposal goes forward, the funding and delivery of necessary infrastructure will be a critical issue. This will be likely to necessitate planning agreements with both Council and the State government.

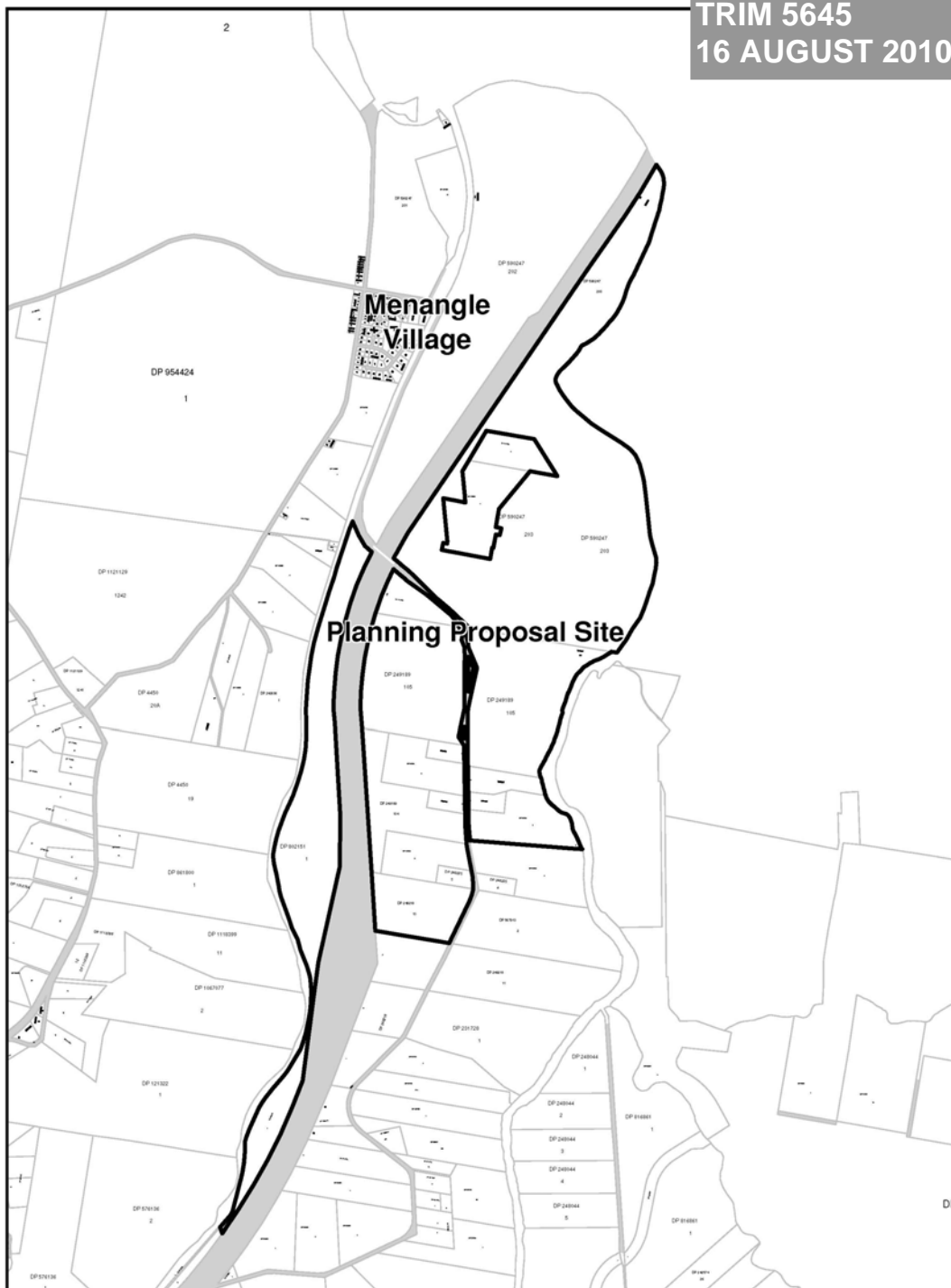
ATTACHMENTS

1. Subject Land
2. Preliminary Structure Plan
3. Summary table of submissions.
4. Roads and Traffic Authority letter dated 13 May 2010.
5. Department of Planning letter dated 27 May 2010.
6. Draft Growth Management Strategy – Relevant Assessment Criteria Evaluation.

RECOMMENDATION

1. That Council indicate its in-principle support for the planning proposal subject to it being amended and resubmitted by the applicant so as to address the following matters:
 - a. The need to reducing the scale of the proposal to reduce its landscape and heritage impacts
 - b. Key Policy Directions from the Draft Growth Management Strategy P1, P2, P5, P11, P12, P14, P15, P17, P18, P21
 - c. Relevant Key Directions of the draft South West Sub-regional Strategy relating to the inter-relationship of this site to the longer term development of Macarthur South
 - d. Comparison with other potential future land uses which do not require a planning proposal (rezoning) process; and,
 - e. Assessment criteria from the draft GMS.

2. That Council not endorse the planning proposal at this stage and therefore not forward the proposal to the NSW Minister for Planning for a gateway determination.
3. That the above matters should be addressed by the proponent in consultation with Council's Strategic Planning staff with additional information and a revised proposal being subject to community notification and consultation with the Department of Planning, MACROC and major infrastructure providers before Council can consider supporting the proposal and sending to the Gateway Planning Process
4. That Council continue to seek from the Department of Planning a coherent sub-regional and metropolitan approach to employment lands. This should occur through the finalisation of the Metropolitan Strategy review, completion of a final Southwest Subregional Strategy and consideration of the findings of the proposed NSW freight Strategy.
5. That the persons who made submission regarding this matter be notified of Council's decision.



Location Map
Planning Proposal - Moreton Park Employment Lands



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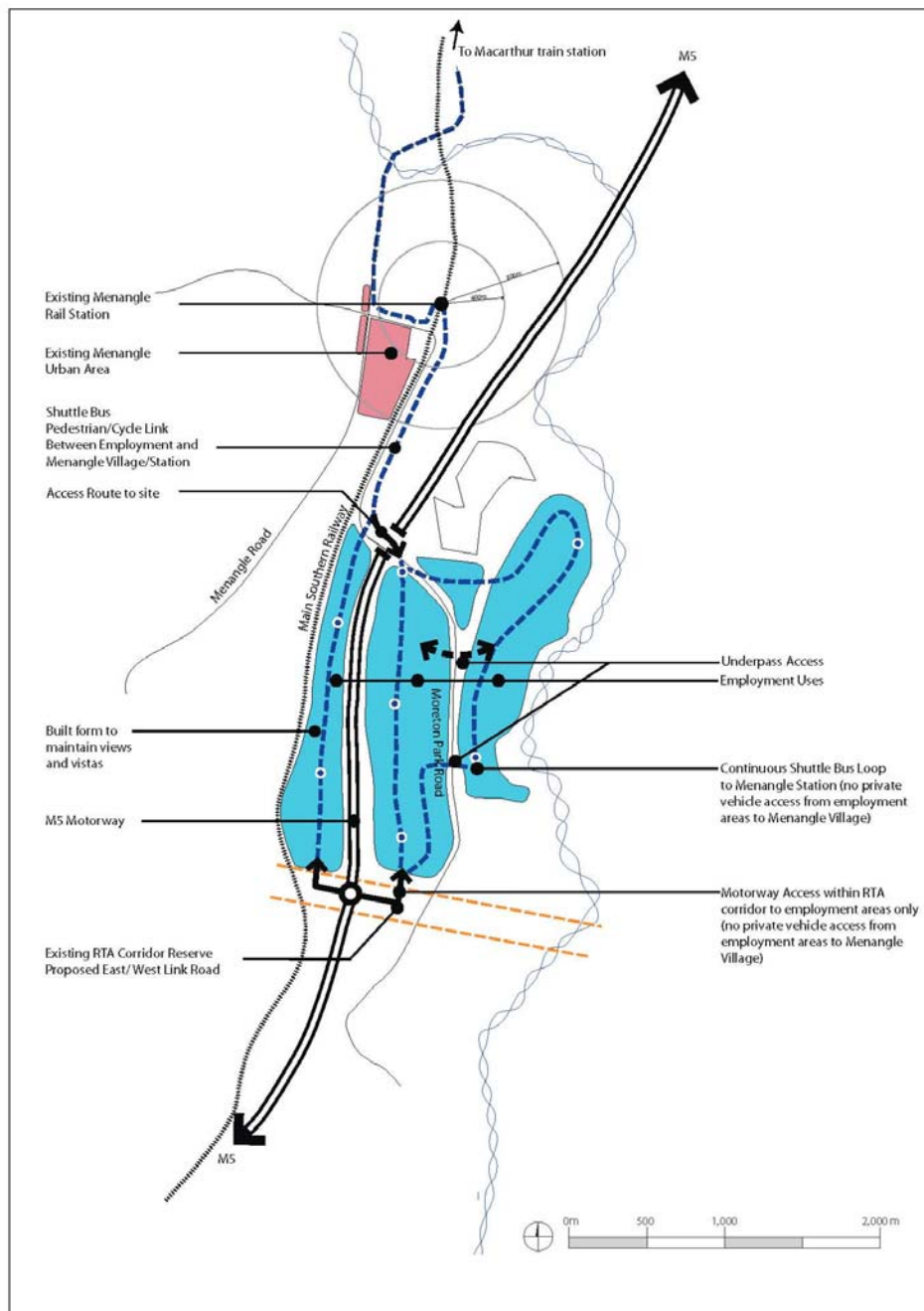
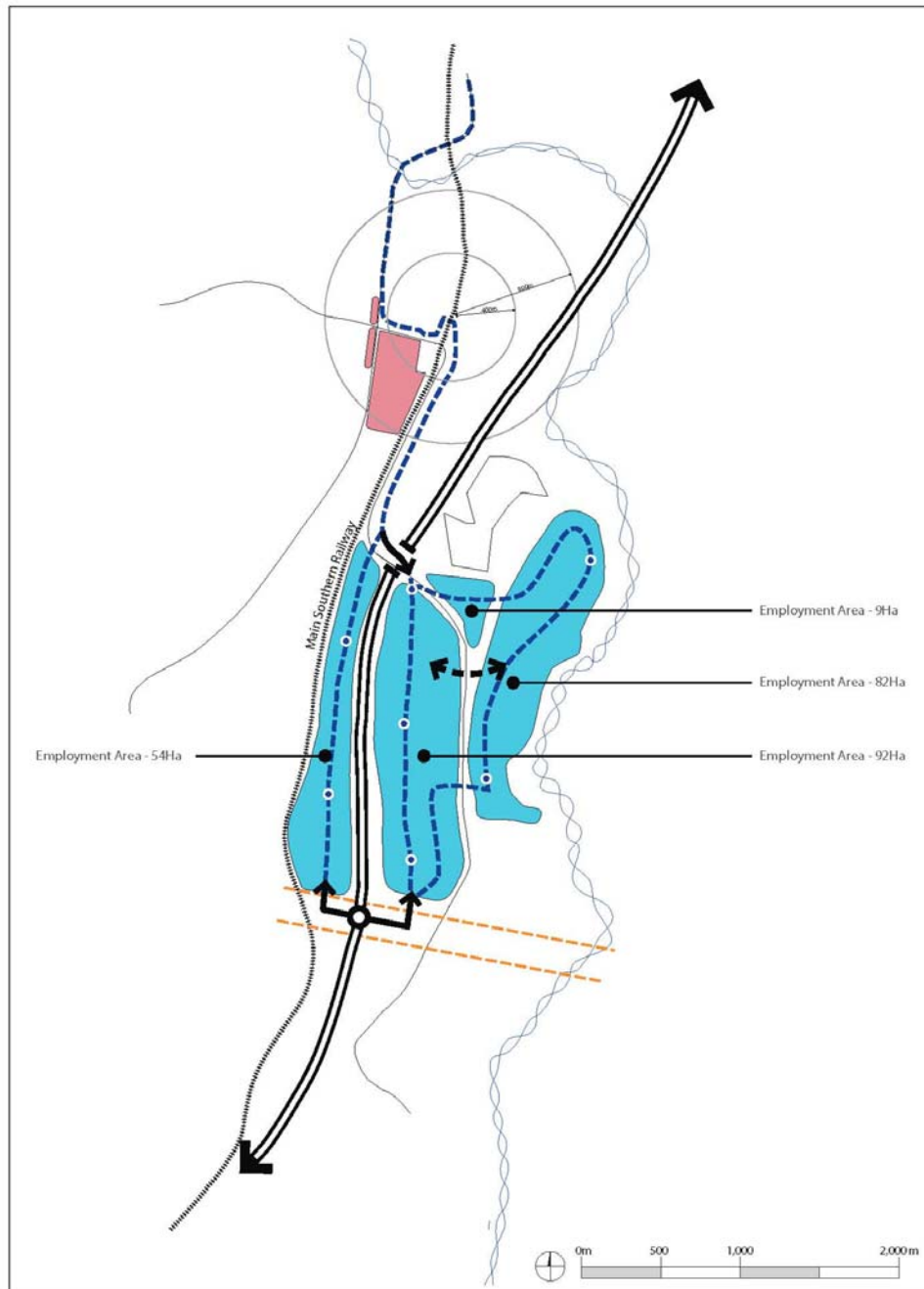


Figure 3 Preliminary Structure Plan

PLANNING PROPOSAL SUBMISSION TO WOLLONDILLY SHIRE COUNCIL ON MORETON PARK ROAD, MENANGLE ELTON CONSULTING



Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT
TRIM 5645
16 AUGUST 2010

3

**Planning &
Economy**

Summary table of submissions received – Preliminary notification 22 March - 23 April 2010

Submission Number	Support Oppose Neutral	Key issues raised in Submission
1	Oppose	<ul style="list-style-type: none"> Strongly disapprove of the proposal. Purchased in Menangle for the rural atmosphere. Menangle is an old English / hamlet / rural village that should be preserved.
2	Oppose	<ul style="list-style-type: none"> Proposal revisits Railport development proposed in 2005. There are other lands e.g. Maldon more suitable for such a proposal. There will be detrimental noise, visual, and traffic impacts associated with the proposal. Acknowledges opportunities for employment associated with the proposal No infrastructure is proposed that would benefit the local community such as water, sewerage, access to freeway road network. Impact on the rural amenity and lifestyle of the village. Proposal would devalue property. Proposal would set a precedent for further unsuitable developments if approved.
3	Neutral	<ul style="list-style-type: none"> Acknowledges opportunities for employment associated with the proposal. Proposal would dramatically change the ambience of the area visually and through increased traffic. Increased traffic flows through village needs consideration. What is proposed for the remainder of the land not proposed as employment lands? Suggests that recreation and cycle access along the Nepean River should be included in the proposal. Proposal will impact on Moreton Park Road as a popular cycling route.
4	Support	<ul style="list-style-type: none"> Full support of the proposal. Increased demand for rental; and owner occupier homes during and post construction will have a positive affect on property values. Proposal will provide local job opportunities for future generations, currently the choices are limited. Business parks can provide additional features such as open space, public places, community halls, convenience stalls and restaurants. Opponents should visit the Norwest and Ryde business parks / precincts Opportunity to convert the rotolactor / creamery site into a restaurant Proposal will have a positive impact on the community.
5	Oppose	<ul style="list-style-type: none"> Very good argument not to build anything in the historic area of Menangle. Area should be reserved as green space for Sydney, river recreation, and productive farmland. Area's history, rural lifestyle and open spaces are why residents live here. There is no demand for employment lands locally with growth nominated between Oran Park and Luddenham, and existing industrial land available at Smeaton Grange, Jacks Gully, Picton and Maldon. Negative effects on the Nepean River, traffic, trucks during construction phase, noise and odour impacts. Water, power and sewerage infrastructure is insufficient. Proposal would set a precedent for further unsuitable developments if approved. Continuous bus loop from Menangle station to the site is unrealistic. There will be a traffic impact to local streets from future employees that choose not to access to the site from the F5.

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT
TRIM 5645
16 AUGUST 2010

3

Planning &
Economy

		<p>Sydney; wildlife corridor; historical association to the Camden Park Estate and development of agriculture in Australia.</p> <ul style="list-style-type: none"> Education and tourism draw large numbers to the region: Elizabeth Macarthur Agricultural Institute draws 6000 students on day trips, 15000 people at Belgenny Farm on open days; 4000 at Camden Park on open days; and, 2000 in Menangle. There is potential to build upon the existing education and tourism attractions of the area. A curtilage should be established around Menangle to preserve it from development. The local population makes a conscious decision to work outside the Shire as they value the attributes of the Menangle area. Complementary development has potential to occur locally: intensive agriculture and food production; tourism ventures that capitalise on the attributes of the region (agriculture, heritage and education); an agricultural museum.

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT 3
TRIM 5645
16 AUGUST 2010Planning &
Economy

76	Oppose	<ul style="list-style-type: none"> ▪ The RTA commercial lease with the Service Centre at Pheasants Nest contains an exclusion clause precluding any other service centre between Sally's Corner (approximately 3 km south of the Illawarra Highway junction) and the Cross roads at Ingleburn (a total of 85 kilometres). ▪ There is a large dam on the subject land (between the F5 and Main Southern rail Line) that provides habitat for black swans and other bird life. ▪ This area should be protected and kept free of pollution. ▪ The area is a tourist attraction and worthy of protection.
77	Neutral	<ul style="list-style-type: none"> ▪ The proposal needs to be evaluated in the context of providing local and regional employment opportunities. ▪ The demand, uptake and currently availability of employment land in the local and regional context needs establishing ▪ There is an absence of a coordinated strategic approach to employment land in the subregion. ▪ The current proposal could be evaluated in the context of other proposal and planning for employment lands on the Hume Highway/M5/Main Southern Rail Line corridor. ▪ The site's characteristics lend itself to freight, logistics and warehousing uses. ▪ It is considered that the site does not have the necessary attributes to establish a business park.
78	Oppose	<ul style="list-style-type: none"> ▪ Identifies the key assets of the land between Menangle and Douglas Park and the surrounding environment. ▪ The area has a high concentration of environmental, historical, visual and cultural assets that should feed into the future vision for the area. ▪ The proposal for employment lands does not fit within this vision. ▪ The area should be retained for its biodiversity, agricultural, visual catchment and heritage values. ▪ Fears the proposed freeway interchange will not be achievable in the short term, meaning traffic associated with the employment lands will negatively impact on Menangle and the local road network
79	Oppose	<p>The proposal should be rejected on the following grounds:</p> <ul style="list-style-type: none"> ▪ The community believes the development is inappropriate. ▪ The approval will be a mandate for expansion in the future which is unacceptable. ▪ A thorough assessment has not been done, as was called for in the Macarthur South Paper 1991 (MSP 1991). ▪ There is a distinct lack of infrastructure with no reliable funds to develop them. ▪ Menangle Village will be a thoroughfare during construction and a car park for the employees later. ▪ The development does not capitalise on the existing historical and natural assets. ▪ It is too close to historic Gilbulla and provides no curtilage for it. (MSP 1991). ▪ It will be right in the middle of the area of Macarthur South that was recommended as an 'important rural backdrop-Menangle Hills' that <i>should be retained</i>' (MSP 1991). ▪ It is too close to the 'undisturbed but under threat' wildlife corridors. (MSP 1991). ▪ The proposal contravenes the Cumberland Plain recovery work on the EMAI site. ▪ Need to reverse the loss of agricultural land in the Sydney Basin - a mixture of small intensive farming operations for fresh food production and employment mixed with a Carol's Road style rural community. ▪ There is no mandate for this type of facility in this area. Other employment opportunities are already expanding in the planned and existing retail and industrial areas (e.g. Macarthur Square, Factory Outlet Centre, Narellan Town centre) ▪ Campbelltown's -Glenlee Industrial Park will be 10km away. ▪ The Camden/M5 off ramp could well be connected to Menangle Park. ▪ The remainder of the proponents 650 hectares is good agricultural land.
80	Oppose	<ul style="list-style-type: none"> ▪ A future vision for Menangle should embrace the valued features of the region: its cultural landscape, the Menangle hills – gateway to

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT
TRIM 5645
16 AUGUST 2010

3

Planning &
Economy

		<ul style="list-style-type: none"> operations, and does not need to be affected by industrial developments almost on its banks. There is ample industrial land available in the sub region. Other councils in the Sydney area are now regretting letting residential and industrial developments proceed, losing valuable green space and food production. Wollondilly should learn from other Council's development mistakes. Menangle residents have been let down by Wollondilly Council over the hall and former school sites.
73	Oppose	<ul style="list-style-type: none"> Views from the historic house 'The Pines' on Menangle Road at Menangle Park will be negatively impacted upon. The proposal will turn the rustic and historic area around Menangle village turned into a replication of the industrial land located adjacent to the M7 at Prestons. Such industrial parks are heartless, between 4:30 pm and 7 am and on weekends they are dead areas attracting crime, vandalism and graffiti. The development would destroy one of the foundation villages of Australia's rural history. Consider the impact of increased urbanisation and industrialisation on food supply and arable farm land to support Sydney's growing population.
74	Support	<ul style="list-style-type: none"> Supports proposal form a safety aspect, as it may reduce the number of people walking along the Moreton Park Road, which is too narrow to support this activity. The proposal may hasten proposed upgrades to the bridge over the rail line. There are more advantages than disadvantages to the proposal (employment, recreation, tourism, business, safer environment, Public facilities, educational centres) Will provide employment opportunities for future generations.
75	Oppose	<p>RTA Submission</p> <ul style="list-style-type: none"> The subject land falls within the Macarthur South area. The Department of Planning's South West Subregional Strategy confirms that housing and employment targets can be met without development in Macarthur South. The Minister for Planning has confirmed that development in Macarthur South is unviable at this time. Department of Planning documents indicate there is no case for development in Macarthur South until the growth centres are developed (expected post 2031). The subject lands represent a significant proportion of employment lands for Macarthur South. Rezoning the land could bring forward other substantial land release in Macarthur South. The NSW Roads and Traffic Authority (RTA) objects to any significant rezoning in the Macarthur South area prior to the release of a comprehensive structure plan. In the absence of a comprehensive structure plan the RTA cannot comment on the traffic and transport impact of the proposal. The proposed freeway interchange would also need to service the transport needs of the wider community in addition to the proposed employment lands. The northern bridge carrying Moreton Park Road over the Hume Highway is not considered to be a suitable location for an interchange serving the needs of the wider region. The Hume Highway reserve in the vicinity of Finns Road allows for an interchange to service the future needs of South Macarthur area and the wider region, including movements between the Illawarra (using the Appin- Bulli Road) and South West Sydney. The RTA has no current plans or funding for the design and construction of an interchange at this location or any road links to it. If the rezoning were to proceed and the RTA deems it acceptable to have access to the Hume Highway, all cost associated with the interchange construction and connection to the existing road network would be borne by the proponent.

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT
TRIM 5645
16 AUGUST 2010

3

Planning &
Economy

		<ul style="list-style-type: none"> ▪ Rural nature, the environment and tranquility attracts people to the area. ▪ Incompatible land use considering the proximity to the Nepean River and its tributaries. ▪ The Moreton Park Road area acts as a wildlife corridor between the Nepean River, woodland grazing land and dams. ▪ Proposal is inconsistent with the Aboriginal and European heritage significance and values of the Menangle / Douglas Park area. ▪ It is misleading to state that there will be no impact to the local road network. ▪ The proposed shuttle buses from Menangle Station will utilise Moreton Park Road and not all workers will need or desire to access the site via the proposed freeway interchange. ▪ There is a lack of critical infrastructure to support the proposal (water, power, and sewer) and the proposal lacks detail on how this will be provided. ▪ There will be detrimental noise, visual, air and traffic impacts associated with the proposal. ▪ An objective of the proposal is to have significant job opportunities available by the time resident's move to the region. ▪ The Government is not looking at accelerated growth locally until full development of the growth centres is realised. ▪ There are underutilised employment/business parks developments in Picton, Smeaton Grange and Jack's Gully. ▪ There is significant community opposition to the proposal.
70	Oppose	<ul style="list-style-type: none"> ▪ Proposal is unnecessary and unsuitable for the area. ▪ Moved into Menangle for the quiet semi-rural lifestyle. ▪ Quality of life would be affected by the development. ▪ Moved to the area to escape the disastrous development of Ingleburn and Minto industrial parks. ▪ Prior to the development of the Ingleburn and Minto industrial parks, the noise and traffic had similar characteristics to how Menangle is now - peak traffic and the occasional truck. ▪ Post development the traffic became so bad that an extra 15 minutes was added to any journey and the noise impacts were severe. ▪ House prices decreased as a result. ▪ Moved to Menangle because of the quiet lifestyle – free from noise of industrial parks and the noise and traffic associated with them. ▪ Voted for Council for their promotion of 'Rural Living' for the Shire and intentions to protect our heritage, rural lifestyle, and natural features. ▪ Rezoning an area that is currently agricultural is not in line with food supply, rural lifestyle, protecting our rivers, natural features and heritage. ▪ Enforcing trucks to solely use the proposed freeway interchange and not local road network will be problematic. ▪ Concern for the upland creeks and tributaries feeding into the Nepean River which are vital. ▪ Alternate options for the site should be considered in preference to industrial uses. ▪ Moved to Menangle because of the quiet rural lifestyle. ▪ Proposal will adversely affect living conditions. ▪ Proposal is contradictory to Council's efforts to maintain Menangle as a historical village through the provisions of <i>Development Control Plan No. 41 – Menangle Village</i>. ▪ Negative traffic implications will result from the development. ▪ Moreton Park Road is presently used by many in the Menangle community for their fitness: walkers, joggers, runners, and cyclists will be adversely affected by the development. ▪ The proximity of this development to the Nepean River would further endanger its safety. It is already under threat by mining
71	Oppose	<ul style="list-style-type: none"> ▪ Moved to the area to escape the disastrous development of Ingleburn and Minto industrial parks. ▪ Prior to the development of the Ingleburn and Minto industrial parks, the noise and traffic had similar characteristics to how Menangle is now - peak traffic and the occasional truck. ▪ Post development the traffic became so bad that an extra 15 minutes was added to any journey and the noise impacts were severe. ▪ House prices decreased as a result. ▪ Moved to Menangle because of the quiet lifestyle – free from noise of industrial parks and the noise and traffic associated with them. ▪ Voted for Council for their promotion of 'Rural Living' for the Shire and intentions to protect our heritage, rural lifestyle, and natural features. ▪ Rezoning an area that is currently agricultural is not in line with food supply, rural lifestyle, protecting our rivers, natural features and heritage. ▪ Enforcing trucks to solely use the proposed freeway interchange and not local road network will be problematic. ▪ Concern for the upland creeks and tributaries feeding into the Nepean River which are vital. ▪ Alternate options for the site should be considered in preference to industrial uses. ▪ Moved to Menangle because of the quiet rural lifestyle. ▪ Proposal will adversely affect living conditions. ▪ Proposal is contradictory to Council's efforts to maintain Menangle as a historical village through the provisions of <i>Development Control Plan No. 41 – Menangle Village</i>. ▪ Negative traffic implications will result from the development. ▪ Moreton Park Road is presently used by many in the Menangle community for their fitness: walkers, joggers, runners, and cyclists will be adversely affected by the development. ▪ The proximity of this development to the Nepean River would further endanger its safety. It is already under threat by mining
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Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT 3
TRIM 5645
16 AUGUST 2010

63	Oppose	<ul style="list-style-type: none"> There is a business park in Smeaton Grange. Negative impact to village lifestyle. Residents have chosen to live there because of the unique village lifestyle surrounded by semi rural properties. Residents take pride in their community and are active in the history, the local church and have strong environmental values and care for the natural environment of wildlife and the river. The township of Menangle will be affected by an increase in noise, traffic, pollution not to mention the volume of traffic and buses to and from the station.
64	Oppose	<ul style="list-style-type: none"> Purchased property on Moreton Park Road for the rural lifestyle, peaceful, quiet lifestyle The proposed development will destroy this and negatively impact Moreton Park Road residents on a daily basis. The charm that is Menangle Village would be lost with this development. Vista of Menangle from the freeway will be ruined. Maldon is more suited to further industrial development. Area should be retained as rural.
65	Oppose	<ul style="list-style-type: none"> Community values our historical buildings, historical landmarks, our surrounding green belt, and our relatively peaceful lifestyle. Moreton Park Road is well utilised by cyclists and walkers. The proposal threatens both the rural and peaceful character of this historically significant area. Local roads cannot cope with additional increased traffic flow that will eventuate from the development. Menangle should be retained as green space to buffer the encroaching suburbs of Campbelltown toward the Shire's boundary.
66	Oppose	<ul style="list-style-type: none"> Proposal will have detrimental impacts on the adjoining heritage listed Glibulla Proposal will impede on the continued use of Glibulla as a Christian spiritual retreat facility. There will be detrimental noise, visual, air and traffic impacts associated with the proposal. The visual link to the Nepean River will be interrupted. The proposal is not compatible or complimentary with surrounding land uses. Proposed employment lands cuts through Glibulla's access to Moreton Park Road. Proposal cuts through easements and right of way to the Nepean River. Proposal may impact on water quality in the Nepean River. Proposal may impact on Aboriginal heritage places of significance along the stretch of the Nepean River adjacent to the proposal site. Council should look at the broader area of land along Moreton Park Road in addition to the proposal site prior to making a decision.
67	Oppose	<ul style="list-style-type: none"> Menangle is unique, historically, and a central part of Australia's financial development and history. Supportive of the Menangle Action Group and Menangle Community Association efforts.
68	Oppose	<ul style="list-style-type: none"> Families have invested in the area because of the zoning that allows for primary production and role in Sydney basin's food-bowl. Local roads cannot cope with additional increased traffic flow. Negative affect on rural lifestyle. Negative impact on the Nepean River. There is a lack of infrastructure to support the development. Inappropriate development for the Menangle area. Future planning for employment lands in the Shire should concentrate on the Picton Road, Maldon area. Not against progress and would support any sensible proposals such as the Allied Flour Mill on Picton Road.
69	Oppose	<ul style="list-style-type: none"> Inconsistent with <i>Vision 2025 Rural Living</i>.

Planning &
Economy

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT
TRIM 5645
16 AUGUST 2010

3

Planning &
Economy

		<ul style="list-style-type: none"> Increased noise and light pollution. The increased traffic flows will have a detrimental affect on the village It is unrealistic to assume a freeway interchange will be built. It took 15-20 years to build an interchange to service Ingleburn industrial area. Proposal will negatively impact of the heritage, environmental and scenic qualities of the area. There is no need for another industrial park of this scale. Available employment areas of Smeaton Grange, Ingleburn and Minto; Gregory Hills is under development. There are better locations to place employment lands in the Sydney Basin, closer to population growth areas.
57	Oppose	<ul style="list-style-type: none"> Proposal would set a precedent for further unsuitable developments if approved. Application lacks information on the likely end users of the site and does not identify the need for employment lands in Menangle. Manufacturing businesses employing large numbers of people are more likely to be located off shore than in the Sydney Basin. Site lacks critical infrastructure to support a High Technology Business Park. Site is too far from population mass to support wholesale trade, retail and logistics uses Storage and warehousing uses are more likely which generate low employment levels. Land use in broader Menangle should be retained for primary production. Negative impact to air and water quality. Negative visual impact. Land along the Nepean River should be opened up for public access.
58	Oppose	<ul style="list-style-type: none"> Inconsistent with Vision 2025 'Rural Living' Rural nature, the environment and tranquillity attracts people to the area. Incompatible land use considering the proximity to the Nepean River.
59	Oppose	<ul style="list-style-type: none"> Chose to retire in the village because of its peaceful environment and rural setting Rural area should be retained
60	Support	<ul style="list-style-type: none"> Support providing the following conditions can be assured: <ul style="list-style-type: none"> no increase in traffic to residents of Station Street; no visual impact to residents along the railway line up to Durham Green. the RTA agrees to the freeway interchange. Local employment will assist in reducing commuter congestion on the F5 & M5. Having quality industrial land on the Sydney/Melbourne road/rail route will benefit NSW residents and benefit Wollondilly workers.
61	Oppose	<ul style="list-style-type: none"> Menangle is a niche which should be preserved for its natural beauty, heritage and environmental features. Loss of arable land to grow food. Industrial development in this locality will not solve unemployment issues. Existing industrial areas have the potential for expansion and redevelopment. Quality of life will deteriorate.
62	442 oppose 9 support 15 declined to comment	<ul style="list-style-type: none"> Results of Community Poll <ul style="list-style-type: none"> 239 homes responded 466 people responded 442 oppose the proposal; 9 support the proposal; and 15 people declined to comment. General comments in opposition include: 'Rural Living' only; inappropriate rezoning; protect the river; green space; keep rural residential; protect the historic rural area; offensive proposal. General comments in support include: 4000 jobs is a big thing.

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT 3
TRIM 5645
16 AUGUST 2010

Planning &
Economy

		<ul style="list-style-type: none"> The proposal will have negative impacts on the local road network.
49	Oppose	<ul style="list-style-type: none"> Community poll objecting to the proposal.
50	Oppose	<ul style="list-style-type: none"> Impact on heritage significance of town. Loss of arable land to grow food.
51	Oppose	<ul style="list-style-type: none"> Would change the unique and special rural/heritage atmosphere of the area New roads and connections from the south and north-west of the area should be included so that the village is not impacted in any way by traffic servicing future developments Negative impact to the Nepean River. The subject has potential to be developed for educational, recreation and tourist purposes consistent with the heritage and agricultural values of the area. The proposal lacks clarity on the intended use of the remainder of the site. Proposal is pre-empting the outcomes of Council's Growth Management Strategy. There is available industrial land in the subregion. Further industrial land in Wollondilly should be concentrated in Maldon.
52	Oppose	<ul style="list-style-type: none"> Scale of the development is huge in comparison to Menangle village. There will be a detrimental impact on the environment and also the heritage of this historical township. Lack of infrastructure to support the development. Land should be retained for rural use. Proposal will compromise our standard of living due to pollution, traffic congestion, and irreversible changes to the rural landscape.
53	Oppose	<ul style="list-style-type: none"> This subject land and Menangle is renowned for its role in the development of Australian agriculture. The increased traffic flows will have a detrimental affect on the village (workers parking in the village and commuters not using the proposed freeway interchange). Increased noise and light pollution. South West Sydney is noted for its pollution with many ensuing health problems. Any acceleration of this pollution in any form would be disastrous for the area. Available employment areas in Smeaton Grange and Picton; Gregory Hills is under development There is no need for another industrial park of this scale. Proposal is within full view of Durham Green Seniors Living. The residents of Moreton Park Road will be heavily impacted upon. Inconsistent with <i>Vision 2025 Rural Living</i> Chose to build and live in this village because of its quiet, rural setting.
54	Oppose	<ul style="list-style-type: none"> Proposal is inappropriate in size and nature to the traditional land use, history and natural environment of the area. Industrial development would have an immediate and irreversible impact on the natural and built environment. Increased noise and light pollution. Chose to build and live in the village because of its quiet, rural setting and commute outside the Shire for work. Readily available employment lands in South West Sydney.
55	Oppose	<ul style="list-style-type: none"> Relocated to Menangle for its quiet, rural setting. Loss of arable land to grow food. There is no need for another industrial park of this scale considering available land in Jack's Gully and Smeaton Grange.
56	Oppose	<ul style="list-style-type: none"> Inconsistent with <i>Vision 2025 Rural Living</i>

42	Oppose	<ul style="list-style-type: none"> ▪ Purchased in Menangle for the rural outlook and lifestyle; ▪ Local traffic networks will become congested if proposal is supported. ▪ Noise and air pollution will impede on Menangle; ▪ Proposal would set a precedent for further unsuitable developments if approved.
43	Oppose	<ul style="list-style-type: none"> ▪ How will the proposed freeway entrance be regulated to reduce any impact to local traffic network? (E.g. Moreton Park road is not wide enough now to pass a truck without going onto the gravel on the side of the road; Douglas Park Gorge / Weir is not suitable for any increase in traffic). ▪ The Council needed a special increase in rates to pay for the roads that we already have without the added burden of additional expensive upgrades instigated by the development. ▪ The unavailability of town water and sewerage services. ▪ Purchased in Wollondilly Shire (Douglas Park) because it promotes 'Rural Living' as promoted by Council. ▪ Industry of this scale near townships will impact on people's chance to enjoy 'Rural Living'.
44	Oppose	<ul style="list-style-type: none"> ▪ The Campbelltown and Narellan business parks are enough to serve the area and are not fully utilised. ▪ Good productive agricultural land should not be sacrificed for industrial complexes. ▪ Rural character and atmosphere is the appeal that attracts residents to Menangle. ▪ Do not want Menangle to become an urban residential suburb. ▪ The existing roads are in poor condition and far too narrow to cope with more traffic especially more heavy vehicles. ▪ The gas wells created over the last few years and the proposed new mines are already having a negative effect on the Menangle environs. ▪ The Cataract river bed has been breached and it is most likely that this will also happen to the Nepean River which is our main water supply. ▪ The rural environment needs to be preserved for the sustainability of everyone in the Wollondilly Shire.
45	Neutral	<ul style="list-style-type: none"> ▪ It would be prudent for Council to consider expansion of the re-zoning to include other surrounding Lots ▪ The proposed motorway access should be equitable and include private vehicle usage.
46	Neutral	<ul style="list-style-type: none"> ▪ Cites discrepancy in the proposal's accompanying documentation "Constraints and Opportunities Mapping for the Wollondilly Development Site Draft" - section 1.2 - Site Description, Table 1.1 and sub-section 1.2.7. ▪ 350 Moreton Park Rd, Menangle is described as being within the proposed development site. ▪ 350 Moreton Park Rd is situated 1.8km down the road south from the proposed development boundary. ▪ Correct property is 530 Moreton Park Road. ▪ Proposal notes "demolition wastes" and some "structures in various states of disrepair" as potential sources of asbestos contamination on the subject land. ▪ Proposal does not describe the extensive presence of underground fibre-cement (asbestos) irrigation pipes located on part of the subject land. ▪ These structures pose a considerable source of potential asbestos contamination and should also be acknowledged and thoroughly assessed at the proposal stage.
47	Oppose	<ul style="list-style-type: none"> ▪ There is ample employment land available in Picton and Smeaton Grange. ▪ How will the proposal impact on the heritage value of Menangle? ▪ The proposal will have negative impacts on the local road network.
48	Oppose	<ul style="list-style-type: none"> ▪ Proposal will greatly impact on the rural village atmosphere of Menangle. ▪ There is ample employment land available in Picton and Smeaton Grange. ▪ Menangle should be retained as rural zoned land.

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT 3
TRIM 5645
16 AUGUST 2010

Planning &
Economy

35	Oppose	<ul style="list-style-type: none"> ▪ Council should support employment proposals provided they do not impact on the environment. ▪ Moved to Menangle for its country village ambience. ▪ Inappropriate to allow for industrial development without regard to the tradition and history of the area and against the wishes of the vast majority of people in Menangle.
36	Oppose	<ul style="list-style-type: none"> ▪ Moved to Menangle to escape the noise and pollution of the city.
37	Oppose	<ul style="list-style-type: none"> ▪ Implore Council to reject the proposal and keep the land zoned rural. ▪ Proposal is out of character with the area. ▪ The objective of the proposal is to provide for a range of high quality employment uses; however there is a small local population to support this. ▪ Reliance on bussing workers from Menangle Station to the site is unrealistic, considering the current train timetable. ▪ There is ample industrial land available in nearby areas such as Narellan, Minto and Ingleburn
38	Oppose	<ul style="list-style-type: none"> ▪ Moved to Menangle for its rural lifestyle. ▪ Proposal is inconsistent with Council's <i>Development Control Plan No. 41 - Menangle Village</i> and heritage values of the area. ▪ The objective of the proposal is to provide for a range of high quality employment uses; however there is a small local population. To support this. ▪ Proposal would set a precedent for further unsuitable developments if approved. ▪ If rezoning occurs, there is a strong likelihood that Railport will be back on the agenda. ▪ What is proposed for the remaining 360 hectares of the subject land not proposed for employment uses? ▪ Negative impact to local road networks, which are incapable in handling additional traffic flows. ▪ There is ample industrial land available in nearby areas such as Narellan, Minto and Ingleburn. ▪ Lack of infrastructure to support the development. ▪ Area should be retained rural.
39	Oppose	<ul style="list-style-type: none"> ▪ No need to create Employment Land locally as there is empty warehouses and offices. ▪ 'Rural Living' attracted residents to the Menangle and this should remain. ▪ The complete lack of regional transport planning and infrastructure delivery has seen our roads turn into car parks. ▪ A proposal of such nature cannot be considered without updating the whole road and rail system in the Sydney Wollongong area. ▪ Smeaton Grange and Ingleburn are not fully utilised, and the immediate surrounding area, is a mess. ▪ Today an Employment Land, tomorrow, a Truck and Railport. This could be the start of the end for this area.
40	Oppose	<ul style="list-style-type: none"> ▪ The view from the church southwards down the valley is very important, beautiful and to lose that to a possible industrial area would be a complete shame and totally incongruous to what the area represents – 'Rural Living'. ▪ The Sydney basin is losing its supply of fertile lands to residential and industrial developments. The land in question is fertile and only one hour away from Sydney and it is essential that we keep this farmland available into the future. ▪ There are numerous other options for man made industrial developments, our options for farming and primary producing land this close to Sydney are rapidly running out ▪ An industrial area in this location is not required and Menangle does not have any infrastructure to support such development.
41	Oppose	<ul style="list-style-type: none"> ▪ The proposal would result in a very big scar on what is a beautiful valley and it would negate future uses for primary production. ▪ Area should be maintained rural, which is what attracted residents to the area. ▪ There is no need for industrial land in Menangle considering Ingleburn, Minto, Blaxland Road (Campbelltown), Smeaton Grange, Picton and Appin are within a 20 minute drive. ▪ Specialist retail stores in Blaxland Road are struggling to survive. Why locate more specialist retail away from large populations? ▪ Negative impacts on the local environment.

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT 3
TRIM 5645
16 AUGUST 2010

		<ul style="list-style-type: none"> ▪ The preservation of agricultural land in the Sydney Basin has been neglected. ▪ Significant agricultural areas in the Hills District, Penrith / Windsor, Blacktown / Parklea have been lost in the last 40 years. ▪ Camden and now Menangle are under threat.
25	Oppose	<ul style="list-style-type: none"> ▪ Strongly opposed to the proposal. ▪ Moved to Menangle for its peaceful rural aspect and do not want to see it industrialised. ▪ As approaching Menangle from Campbelltown Council's signs states 'Welcome to Wollondilly' and 'Rural Living' - lets keep it that way.
26	Oppose	<ul style="list-style-type: none"> ▪ Inconsistent with Council's Vision 2025 'Rural Living'. ▪ Concerned that Moreton Park Road will be utilised for construction traffic. ▪ Proposed warehousing and office space will not eventuate. ▪ Warehousing has very limited employment uses. ▪ 10% of industrial land uses are occupied by 'dirty' uses/manufacturing.
27	Oppose	<ul style="list-style-type: none"> ▪ Cites the historical significance of Menangle and its links to colonial agriculture. ▪ New dwellings in the village have had to comply with strict heritage development controls. ▪ Industry so close to the village will destroy the heritage significance. ▪ Significant rural vistas from Menangle will be affected. ▪ Reliance on bussing workers from Menangle Station to the site is unrealistic, considering the current train timetable. ▪ Council and the NSW Government should acquire the land for open space.
28	Support	<ul style="list-style-type: none"> ▪ Proposal will create job opportunities for young people. ▪ View impact on Menangle village will be negligible. ▪ Site is strategically located near the F5/M5/Main Southern Rail Line corridor. ▪ If Council does not support the proposal there is a strong likelihood of the proponents applying direct to the Department of Planning for a 'Major projects assessment' under Part 3A of the Environmental Planning and Assessment Act 1979. ▪ If this occurs Council will have no input into the future development of the site.
29	Oppose	<ul style="list-style-type: none"> ▪ Industrial development should not be allowed to spoil Menangle village.
30	Oppose	<ul style="list-style-type: none"> ▪ Strongly opposed to proposal. ▪ Proposal would set a precedent for further unsuitable developments if approved. ▪ Moved to Menangle for its peaceful rural ambience and tranquillity. ▪ Inconsistent with Council's Vision 2025 'Rural Living'.
31	Oppose	<ul style="list-style-type: none"> ▪ Strongly opposed to proposal. ▪ Menangle should be retained for farming and environmental purposes. ▪ Effects of industrial development will negatively impose on the rural village atmosphere. ▪ There is no need for industrial land in Menangle as there is available land in Picton and Smeaton Grange.
32	Oppose	<ul style="list-style-type: none"> ▪ Moved to Menangle for its unspoilt nature and surroundings. ▪ Development of any nature would be detrimental to current and future generations.
33	Oppose	<ul style="list-style-type: none"> ▪ Do not support the concept of industrial land in Menangle. ▪ There are vacant industrial units in Picton, Minto and Smeaton Grange. ▪ History of Menangle village is priceless and should be kept for future generations.
34	Support	<ul style="list-style-type: none"> ▪ Will create employment in the Shire and support local business. ▪ There will be no impact on the Nepean River or Menangle village. ▪ Job opportunities in outer Sydney are needed to provide employment for young people and immigrants.

Planning &
Economy

14	Oppose	<ul style="list-style-type: none"> ▪ The land should not be developed just because it is a large area in single ownership. ▪ Strongly objects to proposal. ▪ Proposal would radically change the area. ▪ Proposal would set a precedent for further unsuitable developments if approved.
15	Oppose	<ul style="list-style-type: none"> ▪ Proposal not consistent with previous Council election view to keep the Shire rural. ▪ No development should be carried out in this area. ▪ Minto, Smeaton Grange, Maldon and Ingleburn industrial areas are under utilised. ▪ There is no need for another development of this type.
16	Oppose	<ul style="list-style-type: none"> ▪ Menangle should be kept a peaceful rural village. ▪ Proposal would set a precedent for further unsuitable developments if approved. ▪ Will contribute to commuter traffic jams on the F5 / M5. ▪ Will result in unacceptable noise impacts from loading / unloading of trucks. ▪ Objects to the closing of Moreton Park Road to the public. ▪ Unlikely that proponent will pay for improvements and access to the F5. ▪ There is no sewerage infrastructure to support the proposal. ▪ What is the impact of the proposal to the Nepean River? ▪ Industrial areas within the Shire and in adjoining local government areas are under utilised.
17	Oppose	<ul style="list-style-type: none"> ▪ An Industrial Park would detract from the historical significance of the village surrounding area. ▪ Negative effects to the Nepean River ▪ Has the flora, fauna and indigenous heritage significance of the area been assessed in the proposal? ▪ Concerned that the proponents are planning to block access to Moreton Park Road by local traffic. ▪ Mine subsidence should hinder any large scale development. ▪ Inconsistent with <i>Vision 2025 Rural Living</i> ▪ Light and noise pollution will impact on the amenity of the local area. ▪ Proposal would set a precedent for further unsuitable developments if approved. ▪ There is no demand for employment lands locally with a current supply available at areas such as Campbelltown and Chipping Norton.
18	Oppose	<ul style="list-style-type: none"> ▪ Are the proponents funding the construction of the freeway interchange? ▪ Opposes the proposal. ▪ Will ruin rural lifestyle.
19	Oppose	<ul style="list-style-type: none"> ▪ Strongly opposes the proposal.
20	Oppose	<ul style="list-style-type: none"> ▪ Strongly opposes the proposal.
21	Oppose	<ul style="list-style-type: none"> ▪ Moved to area for ambience and historical background. ▪ Prevent industry from destroying the area.
22	Oppose	<ul style="list-style-type: none"> ▪ Moved to area for rural living and historical background. ▪ Prevent industrialisation of the area.
23	Oppose	<ul style="list-style-type: none"> ▪ Objects to rezoning. ▪ Where will future food production occur as rural is being converted into housing and industrial uses. ▪ There is existing underutilised industrial land available in the Shire, closer to larger population sources.
24	Oppose	<ul style="list-style-type: none"> ▪ Land subject to the proposal is prime rural land. ▪ Other areas with poorer soils and no access to water would be more suited to industrial development.

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT
TRIM 5645
16 AUGUST 2010

3

6	Support	<ul style="list-style-type: none"> Residents will leave the area if approved. Full support of proposal. 70% of the Shire leaves for work purposes. The proposal will provide for local jobs and for the expanding growth in south west Sydney. Would prefer to work locally than spend 2-3 hours per day commuting to work on the F5/M5. The proposal will provide much needed funds that council can spend locally.
7	Support	<ul style="list-style-type: none"> Totally supports the proposal. Residents should be entitled to direct access to the F5 via the proposed interchange. The subject land on the eastern side of Moreton Park Road is less than the western side. Land to the south of the subject area has allegedly been purchased for future residential development. Proposal should be extended on the eastern side to include land that would effectively be land locked by proposed employment (north) and speculative residential (south).
8	Oppose	<ul style="list-style-type: none"> Strongly opposes the proposal. Finds it's deplorable that council would consider such a proposal in a rural area. The scenic view and historic ambience of Menangle village would be ruined by the proposal.
9	Oppose	<ul style="list-style-type: none"> There is excess industrial land in available in Camden. Will leave the area if proposal is supported.
10	Oppose	<ul style="list-style-type: none"> Objects to the proposal. Menangle has strong heritage links to the Macarthur family and agricultural development of Australia. Council should consider the development of a 'Colonial Hall of Fame' in the locality linking to the history and development of Australian agriculture. Such a concept would be considered favourably and attract National and International visitors to the area.
11	Oppose	<ul style="list-style-type: none"> There is no demand for employment lands locally with a current supply available at areas such as Campbelltown and Chipping Norton. There are proposed industrial lands at Oran Park, Glenlee, and Menangle Park. There is a lack of infrastructure to support the development. A north/south freeway interchange needs to be in place before any industrial development takes place. Negative effects to the Nepean River. Proposal would set a precedent for further unsuitable developments if approved. If rezoning occurs, there is a strong likelihood that Railport will be back on the agenda. Proposal does not take consideration of the visually sensitive areas and historical assets of Menangle. Menangle is the Gateway entrance to Sydney.
12	Oppose	<ul style="list-style-type: none"> Menangle residents again have to fight for their tranquil rural environment, the key feature that has attracted residents. There is excess supply of industrial land in the Macarthur area. Menangle road is choked with traffic during peak times which will be exacerbated if the proposal goes ahead. The developer has provided vague and non-committal answers to resident questions during various community workshops held. If rezoning occurs, there is a strong likelihood that Railport will be back on the agenda. Does not want to be forced into selling due to increased traffic, noise and other impacts.
13	Oppose	<ul style="list-style-type: none"> Concern of the proposed development of a Smeaton Grange type development across the hill and adjacent to the Nepean River. There is underutilised industrial land available in Smeaton Grange and Oran Park. Maldon has proposed industrial lands.

Planning &
Economy

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT 4
TRIM 5645
16 AUGUST 2010



Our Ref: 496DA94 (10/449) STH10/00074
 RTA Corporate Files: 5M272, 8M1
 Contact: Tim Webster 4221 2769
 Your Ref: TRIM 5645#5

The General Manager
 Wollondilly Shire Council
 PO Box 21
 Picton NSW 2571

Attention: Martin Cooper



WOLLONDILLY SHIRE COUNCIL – TRIM 5645#5 – SH2, HUME HIGHWAY/MORETON PARK ROAD, MORETON PARK – PLANNING PROPOSAL MORETON PARK EMPLOYMENT LANDS.

Dear Sir

Reference is made to your letter dated 23 March 2010 regarding the subject development application forwarded to the Roads and Traffic Authority (RTA) for consideration.

The RTA has reviewed the submitted information and notes the following points in relation to the proposal:

- The subject lands fall within the area generally known as 'Macarthur South';
- The Department of Planning's South West subregional strategy confirms that the housing and employment targets for the South West (which includes Wollondilly Shire) can be met without development in Macarthur South; and
- In a Media Release dated 22 July 2009, the Minister for Planning stated that "Investigations by the NSW Government show development of Macarthur South is unviable at this time... The Government is instead focussing on delivering land to meet demand in the South West Growth Centres, and delivering infrastructure to support that..."

Notwithstanding that Department of Planning documents indicate that there is no case for urban development in Macarthur South until the North West and South West Growth Centres are substantially developed, which is not expected to occur till after 2031, the RTA offers the following comments in relation to the rezoning proposal:

Firstly, the subject lands represent a significant proportion of the proposed employment lands in South Macarthur and their rezoning could reasonably be expected to indicate a commitment to bring forward other substantial land releases in Macarthur South, particularly residential releases in the area north of the Cataract River. Whilst the resolution of this is a matter for the Department of Planning, the RTA strongly objects to any significant rezoning in the Macarthur South area prior to the release of a comprehensive structure plan for the area.

Secondly, in the absence of a comprehensive structure plan for the orderly development of Macarthur South, the RTA is not in a position to provide informed comment on the traffic and transport impact of

Roads and Traffic Authority

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www.rta.nsw.gov.au 02 4221 2460

Planning &
Economy

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT
TRIM 5645
16 AUGUST 2010

4

Planning &
Economy

the proposed rezoning. However, the RTA notes that the rezoning proposal includes the provision of an interchange with the Hume Highway. In this respect The RTA advises:

- 1) that in addition to providing access to the lands affected by the proposed rezoning, any interchange provided would also need to service the transport needs of the wider region.
- 2) that the northern bridge carrying Moreton Park Rd over the Hume Highway is not considered a suitable location for an interchange serving the needs of the wider region.
- 3) that the Hume Highway reserve in the vicinity of Finns Road allows for an interchange that has the potential to service the future traffic needs of the South Macarthur area and the wider region, including movements between the Illawarra (using the Appin-Bulli Road east of Appin) and South West Sydney. The RTA has no current plans or funding for the design or construction of an interchange at this location or for any road links to an interchange. Accordingly, if the rezoning were to occur, and if the RTA deemed it acceptable for the rezoned land to have access to the Hume Highway, the RTA would require that all costs associated with construction of an interchange and its connection to the existing road network be borne by the proponent.

Lastly, it should be noted that the RTA commercial lease with the Service Centre at Pheasants Nest contains an exclusion clause precluding any other service centres between Sally's Corner (approximately 3 kilometres south of the Illawarra Highway junction) and the Cross Roads at Ingleburn, a total distance of approximately 85 kilometres. This lease is likely to be in effect till at least 2016 and its conditions would need to be reflected in any approval granted for developments around any future interchange.

The RTA would encourage a meeting at the earliest opportunity between RTA, Council and the Department of Planning to discuss issues with the development. If you have any questions please contact Tim Webster 4221 2769.

Yours faithfully



Mal Bilaniwsky
Regional Manager
Southern Operations and Engineering Services

13 MAY 2010

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Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT 5
TRIM 5645
16 AUGUST 2010



Planning

Mr Les McMahon
General Manager
Attention: Mr Peter Wright
Wollondilly Shire Council
PO Box 21
PICTON NSW 2571

Our ref: qB145083
10/10435

Contact: Peter Goth
Ph: 9873-8589

Planning &
Economy

Dear Mr McMahon

Re: Planning Proposal for land at Moreton Park Road, Menangle

I refer to a planning proposal application submitted to Wollondilly Shire Council in December 2009 by Elton Consulting for the purpose of rezoning land in Moreton Park Road, Menangle, for industrial purposes.

I understand that, following discussion between Council, Elton Consulting and the Department of Planning, the proposal was resubmitted in February 2010 to Council, to ensure that it could be formally considered without pre-empting significantly the ongoing work involved in the preparation of Council's Growth Management Strategy.

As you would be aware, the subject land is identified in the draft South West Subregional Strategy as potential employment land to be investigated. In addition, the supply of appropriately located employment land in South West Sydney is identified as a critical initiative in the Metropolitan Strategy.

As such, the Department is keen to ensure that there are no undue delays in arranging for Council to consider this planning proposal, which is potentially of regional significance. I would appreciate it if you would confirm that arrangements are in place to ensure that Council gives consideration to the proposal and that Council is in a position to determine a clear way forward, as soon as possible.

WOLLONDILLY SHIRE COUNCIL
DATE RECEIVED
- 1 JUN 2010
TRIM NO. 5645
ASSIGNED TO: martin

Bridge St Office 23-33 Bridge St Sydney NSW 2000 GPO Box 39 Sydney NSW 2001 DX 22 Sydney
Telephone: (02) 9228 6111 Facsimile: (02) 9228 6191 Website planning.nsw.gov.au

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT 5
TRIM 5645
16 AUGUST 2010

Planning &
Economy

Should Council require any assistance by the Department in facilitating Council's consideration of the matter, please contact Mr Peter Goth from the Department's Sydney West Regional Office on 9873-8589.

Yours sincerely



27/5/10

Tom Gellibrand
Deputy Director General
Plan Making and Urban Renewal

Draft Growth Management Strategy – Relevant Assessment Criteria Evaluation

State and Regional Strategies, Policies, Directions, Certificates

Document	Criteria	Comment on Proposal
NSW State Plan	Meets objectives with regard to land release, housing affordability and provision of employment lands for job generation.	Proposes employment lands with potential for job generation
Metropolitan Strategy	Meets 'Sustainability criteria for new land release' detailed in <i>City of Cities – A Plan for Sydney's Future</i> .	More information is required
Regional Strategy Directions	Meets 'key directions' outlined in <i>South-West Draft Sub-Regional Strategy</i> .	More information is required
Policy Directions	Consistent with Ministerial Directions and State Environmental Planning Policies (SEPPs). Meets Evaluation Criteria for new LEPs	More information is required
LEP Framework	Zones and objectives in accordance with the Standard Planning Instrument and Draft LEP 2010	Proposed zones have been selected from the Standard Template LEP. Further investigations will be required as to the most appropriate zone categories.
Spot Rezoning	Consistent with <i>Metropolitan Strategy</i> and Ministerial directions.	N/A
Employment Targets	Provide land to enable local employment growth with reference to State targets in <i>Metropolitan Strategy</i> .	Provides employment lands with potential for local employment. Further studies will be required to determine scale and specific nature of local impacts
Lot Demand	Sufficient land rezoned to satisfy demand and in accordance with state targets	Not yet known. Requires more detailed investigation and consultation at regional and metropolitan level
Open Space	Provision consistent with State and Regional planning strategies and guidelines.	There are significant opportunities for the creation of high quality public open space throughout the site and along the Nepean River with important opportunities for links with Campbelltown LGA via non-vehicle movement / pathway networks. More information will be required.
Director General's Site Compatibility Certificate	Certain seniors living and residential flat buildings proposals require certification in accordance with requirements under the Housing for Seniors and People with a Disability SEPP and the Affordable Rental Housing SEPP.	N/A

Light Service Industry	Comment on Proposal
Located near existing towns and villages	Complies
Adjoin existing light service industry centres	Does not comply
Potential for clustering of compatible industries and businesses	There is potential for clustering as the site has attributes suitable for a variety of future uses.
Ensure good accessibility for customers and suppliers by a variety of means of transport	The details in the proposal are contradictory at present. The proposal includes retail / commercial components but does not permit private vehicle access to and through the site meaning no access by potential customers. It is recommended that Council not support the proposal in its current form and that this matter be clarified before the proposal can be reconsidered.
Heavy Industry	Comment on Proposal
Considered on a case by case basis	Noted.
Preferably located near other heavy industries if compatible	Noted.
Potential for attracting and clustering of compatible / linked industries and businesses	Potential exists.
Ensure high accessibility for customers and suppliers by a variety of means of transport	The proposal does not comply at present. The proposal includes retail / commercial components but does not permit private vehicle access to and through the site meaning no access by potential customers. It is recommended that Council not support the proposal in its current form and that this matter be clarified before the proposal can be reconsidered.
Transport Logistics	Comment on Proposal
Located along the freeway / Hume Highway and/or Southern Railway corridor	Complies.
Should not be located in areas otherwise suitable for employment land uses	Complies.

Slope Characteristics for Industrial land uses	Comment on Proposal
The land to be rezoned shall have a slope of less than 1 in 10 to be considered suitable for industrial development	Insufficient information is contained in the proposal at present.
Amenity and Air Quality	Comment on Proposal
The planning proposal should allow for the appropriate siting of industrial and commercial development having regard to maintaining or improving air quality levels when considering local wind and climatic condition and the cumulative impacts of clustering industrial and commercial land uses	Details are not necessary at this time.
Adequate separation shall be provided between future commercial and industrial uses and adjacent land uses to protect amenity	A landscape and scenic impact assessment is considered necessary before Council can determine the potential impact on the amenity and scenic quality of Menangle village. It is recommended that Council not support the proposal until the proponent has addressed this criteria.

Additional Criteria for Specific Land uses

Business / commercial	Comment on Proposal
Located in towns and villages in practical walking distance to residential areas.	The proposal does not comply in that the business / retail component is not located within Menangle village. Parts of the site are within practical walking distance to the residential areas of Menangle Village.
Proposals should not affect the adopted hierarchy of Towns & Villages	The proposal does not affect the scale and size of Menangle village centre in that there shall be no expansion or intensification of the existing village centre
Integrated with the existing structure and layout of existing towns and villages	Does not comply
Reinforce and contribute to the existing and the desired future character and identity of the town or village in which the site is located	Does not comply
Demonstrate a commitment to achieving high quality urban design principles for positive changes to adjoining and nearby public spaces and amenities	Insufficient information is contained in the proposal at present.
Improve the function and safety of movement networks for customers, staff, deliveries and service vehicles using a variety of modes of movement	Insufficient information is contained in the proposal at present.

Employment Considerations	Comment on Proposal
<p>The proposal shall demonstrate a net long term positive contribution to local employment opportunities.</p> <p>NOTE 1: Increased employment due to construction jobs is considered to be temporary and utilises existing jobs. It does not create long term net gain in local jobs.</p> <p>NOTE 2: Relocation of an existing employment generating land use may not create significant new local employment opportunities if employees are relocated from the former site unless the relocation results in an expansion and intensification of the use which requires more employees and / or the relocation attracts new uses to the locality</p>	Further detailed studies and consultations are required to address this criteria.
<p>The planning proposal should demonstrate that the proposal will result in diversification and expansion of Wollondilly's economy through the provision of a broader range of industries and businesses. Information regarding the likely potential new uses in comparison to the existing range of uses in the local area shall be submitted with the proposal.</p>	Further detailed studies and consultations are required to address this criteria
Transport, Roads and Access	Comment on Proposal
<p>The planning proposal shall demonstrate a commitment to ensuring the local road network is capable of catering for future development in terms of road capacity, traffic management and safety</p>	<p>While the proposal commits to the provision of a new freeway interchange – this is not supported by the RTA.</p> <p>It is recommended that Council not support the proposal unless and until this matter is resolved as a freeway interchange is essential to the successful implementation of the proposal.</p>
<p>The planning proposal shall allow for the acquisition, dedication and/or construction of future local or regional road links as identified in state or local environmental planning instruments.</p>	See above comment
<p>The planning proposal shall commit to providing vehicle access and egress for individual lots which do not create footpath / road reserve crossings directly to a major regional or arterial road.</p>	See above comment
<p>Road access to the site shall minimise the need for business-related traffic to travel through residential areas</p>	See above comment and further details are required.
<p>The proposal shall demonstrate a commitment to improving access and movement opportunities to and through the site by means other than private cars</p>	Insufficient information is contained in the proposal at present.

Supply and Demand Analysis	Comment on Proposal
accommodate the proposed use in a local and regional context. Reasons may include, but not be limited to; consolidated site area, access advantages, utilities and other infrastructure available, fewer constraints, potential for linkages and integration with other land uses to a mutually beneficial outcome	and/or Council has conducted consultations with State and Regional authorities (including the Department of Planning and MACROC). While it is acknowledged that this information is detailed and costly to prepare, it is necessary at this stage due to the size of the site and the existing and potential value of the land and broad-scale impacts of the proposal.
Regional and Local Dynamics	Comment on proposal
A proposal shall be accompanied by an analysis of the dynamics of employment and commercial lands at both local and regional scales. The analysis must address the existing dynamics and proposed dynamics (predicted as a result of the proposal and any other proposals that have been applied for or approved but not yet constructed) and demonstrate that the proposal has the potential to result in an improvement to the function and interrelationships of land uses and associated activities.	It is recommended that Council not support the proposal unless and until appropriate evidence has been submitted to address this criteria and/or Council has conducted consultations with State and Regional authorities (including the Department of Planning and MACROC). While it is acknowledged that this information is detailed and costly to prepare, it is necessary at this stage due to the size of the site and the existing and potential value of the land and broad-scale impacts of the proposal.
Planning proposals shall maintain Council's adopted hierarchy of towns and villages	Complies
Information shall be submitted which demonstrates that the proposal has the potential to enhance the viability and vibrancy of existing towns and villages as well as reinforcing and contributing to the existing and desired future character of towns and villages	Insufficient information is contained in the proposal at present.
Location and Area	Comment on Proposal
The planning proposal must be compatible with existing zoned employment and commercial land and result in clustering and creating consolidated areas of employment and commercial lands	The proposal does not comply.
The planning proposal shall demonstrate how the new site will be integrated with adjacent lands and provide opportunity for effective links to existing employment and commercial lands and other land uses (particularly town and village centres and public open spaces) and make efficient use of existing and / or new infrastructure, services and facilities	Insufficient information is contained in the proposal at present.
The site shall be of sufficient area to accommodate a range of land uses and lot sizes, the provision of public roads, pathways and public open space and other features including buffers / setbacks.	The site is large and can potentially accommodate a range of uses, lot sizes, public roads, pathways and public open space.

confirmation from that provider	this criteria.
Planning proposals for new release or Greenfield sites require the proponent to pay for any required infrastructure contribution necessary to support the proposal.	Noted.
In no circumstances will Council be a license holder nor an interested party to a license held in accordance with the Water Industry Competition Act 2006 for a waste water treatment facility	This proposal includes a sewerage treatment plant. It is recommended that Council not support the proposal unless and until the proponent acknowledges this criteria.
Open Space	Comment on Proposal
Identify and commit to opportunities within the site for creating a variety of types of public open space and / or improving the quality of public open space in the locality. Provisions and design standards for public open space shall be demonstrated to be consistent with best practice guidelines and adopted strategies and plans. NOTE: A commitment to: - the provision of public open space and / or - enhancement of existing open space and / or - works to improve the network of roads and paths providing access to public open space are expected regardless of the type of land use and development proposed	This site presents opportunities for significant contributions towards public open space in conjunction with protection and enhancement of the riverine scenic corridor. It is recommended that Council not support the proposal unless and until the proponent commits to complying with this criteria (details shall be determined by future studies).
Identify and commit to the provision of access connections to existing or planned shared pathways	This site has opportunities for connections to existing and proposed shared pathways. Details are not necessary at this time.

Employment and Commercial Lands

Supply and Demand Analysis	Comment on Proposal
A proposal shall be accompanied by an analysis of the supply of, and demand for, employment and commercial lands at both local and regional scales. The analysis must be prepared by a suitably qualified and experienced analyst and shall include independently verifiable references and sources of data used to prepare the report. The report shall include short and long term market analysis and population changes.	It is recommended that Council not support the proposal unless and until the proponent submits an analysis for consideration and/or Council has conducted consultations with relevant State and regional authorities (including the Department of Planning and MACROC). While it is acknowledged that this information is detailed and costly to prepare, it is necessary at this stage due to the size of the site, the existing and potential value of the land and the potential permanent loss of a large agricultural holding.
A proposal shall demonstrate using independently verifiable evidence that the site selected is the best available site to	It is recommended that Council not support the proposal unless and until appropriate evidence has been submitted to address this criteria

Heritage Significance	Comment on Proposal
Demonstrate no detrimental impacts to any item or place of Aboriginal archaeological significance or on any heritage item or heritage conservation area, and this must be demonstrated by a heritage Impact Assessment and Archaeological Study	<p>This matter is of significance to Council given the listing of Menangle village as a Heritage Conservation Area in the LEP and because this is a matter of concern in the public interest.</p> <p>It is recommended that Council not support the proposal in its current form unless the proponent can make a commitment to abide by recommendations of a Heritage Impact Assessment and Archaeological Study. These studies can be completed at a later time.</p>
Resource Sustainability	Comment on Proposal
Demonstrate commitment to maximising opportunities for energy efficiency and generation such as solar technology and water recycling and reuse and waste minimisation by way of an environmental sustainability audit prepared by a suitably qualified or accredited auditor	Details are not necessary at this time.
Efficient Use and Provision of Infrastructure	Comment on Proposal
<p>Proposals for urban land uses (industrial, commercial, residential) shall demonstrate a commitment to the minimum provisions of:</p> <ul style="list-style-type: none"> - electricity - reticulated water - reticulated sewer - telephone services - optic fibre - public roads integrated with the existing public road network - kerb and gutter and stormwater management infrastructure - footpaths suitable for pedestrian use - shared pathways compatible with an adopted Council strategy - street lighting to Australian Standards - public open space in accordance with best practice design guidelines and adopted strategies - bus stops - street trees - contributions towards community services and facilities as may be required by an adopted strategy and works schedules 	<p>It is recommended that Council not support the proposal unless and until the proponent acknowledges this criteria and commits to the provision of infrastructure deemed necessary from future investigations.</p>
Planning proposals which require more specific / specialised infrastructure (such as rail sidings and works associated with roads of Regional and State significance) shall demonstrate that the specific arrangements necessary for those works are acceptable to the infrastructure provider by way of written	<p>The RTA objects to the proposed new freeway interchange.</p> <p>It is recommended that Council not support the proposal in its current form and that the proposal be amended or further investigations be conducted with State authorities to address</p>

Geotechnical/Contamination/Resources/Subsidence	Comment on Proposal
Land to be developed must not be located in an area of low or medium risk of slope instability and this must be demonstrated by a Geotechnical Report.	Details are not necessary at this time.
If the land is identified as contaminated land in accordance with State Environmental Planning Policy No. 55 – Remediation of Land, the planning proposal must demonstrate how it can be remediated to a standard suitable for use.	Details are not necessary at this time.
Planning proposals should not sterilise access to coal resources or access to existing infrastructure associated with approved mining uses and this must be verified in writing from the appropriate government authority.	Initial responses from Industry and Investment NSW and Mine Subsidence Board are considered necessary at this time, particularly with reference to the precedent set by nearby rezoning proposed at Menangle Park. It is recommended that Council not support the proposal in its current form and that the proposal be amended to address this criteria.
Planning proposals should indicate whether the land is located outside of a Mine Subsidence area or whether coal resources have been extracted and the impacts of subsidence completed.	It is recommended that Council not support the proposal in its current form and that the proposal be amended to address this criteria.
Buffers and Spatial Separation	Comment on Proposal
Appropriate buffer zones shall be provided within the site to provide separation between land to be developed and habitats to be protected to accommodate edge effects and the dimensions and locations of buffer zones shall be verified by a Flora and Fauna Assessment	Details are not necessary at this time.
Adequate buffers shall be provided within the site to achieve separation between the proposed uses and any adjacent incompatible development as required.	Details are not necessary at this time.
Bushfire Hazard	Comment on Proposal
Where the site is identified as Bushfire Prone land in Council's records the planning proposal should be able to provide appropriate protection and evacuation measures, including Asset Protection Zones and perimeter roads to avoid risk to human life. All bush fire hazard reduction measures shall be contained within the site	Details are not necessary at this time.
Asset Protection Zones and other measures for bushfire hazard management must be located outside areas identified as habitat worthy of protection and conservation	Details are not necessary at this time.

Draft GMS - Environmental Sustainability Criteria

Protection and conservation	Comment on Proposal
Demonstrate how future development shall allow for the protection of threatened species, populations or ecological communities and their habitats	Details are not necessary at this time as the site is not completely constrained by flora, fauna and habitats.
Development shall not require the removal of significant tracts of remnant vegetation and will enable the retention of environmentally significant land and riparian lands.	Details are not necessary at this time as the site is not completely constrained by environmentally significant and riparian lands
Development shall be linked to maintaining protection and management of environmentally significant lands and riparian lands in ways which do not negatively impact on the ownership, care, control and management responsibilities of Council in the short or long term	Details are not necessary at this time.
Water Quality	Comment on Proposal
Provide buffer zones to protect watercourses and provide riparian lands setbacks	Details are not required at this time as buffers and setbacks are not expected to constrain the entire site
Address catchment management principles, water sensitive urban design and Neutral or Beneficial Effect assessment criteria as relevant	Details are not required at this time
Demonstrate future development will have no detrimental impact on water quality and quantity.	Details are not required at this time.
Details must be provided on: - Demand for water to the site - commitments to collect water on site - commitments to reuse water on site - Production of wastewater and its treatment and disposal methods.	Details are not required at this time.
Flood Hazard	Comment on Proposal
Land to be developed must be located outside of an area potentially affected by flooding in the event of a 1% AEP event or on land where flood hazard can be managed and mitigated to acceptable standards and this must be demonstrated by a Floodplain Management Plan	Details are not necessary at this time as 1% AEP and flood hazard are not expected to constrain the entire site.

Visual attributes	Comment on Proposal
Create or maintain visual catchment boundaries which define the rural-urban interface	<p>The proposal does not demonstrate how it shall maintain the visual catchment boundaries which define the rural-urban interface.</p> <p>It is recommended that Council not support the proposal in its current form and that the proposal be amended to address this criteria.</p>
Ensure future development is located in a position that does not impact on visually sensitive ridgelines or areas of topographical or visual significance or significant view corridors.	<p>The proposal does not demonstrate how it shall not impact on visually sensitive ridgelines or areas of topographical and visual significance.</p> <p>It is recommended that Council not support the proposal in its current form and that the proposal be amended to address this criteria.</p>
Ensure future development has a minimal impact on riverine scenic qualities.	<p>The proposal does not demonstrate how it shall minimise impacts to the riverine scenic qualities.</p> <p>It is recommended that Council not support the proposal in its current form and that the proposal be amended to address this criteria.</p>
Rural and Resource Lands	Comment on Proposal
An assessment of the potential viability of agricultural use of the land in accordance with recognised guidelines (such as Department of Agriculture Site Suitability Assessments) must determine that the site can not reasonably be considered suitable as an agricultural holding. The assessment must highlight the reasons why the site is considered unsuitable for agricultural uses and demonstrate that these reasons can not be overcome.	<p>The proposal does not investigate the agricultural viability of the land.</p> <p>It is recommended that Council not support the proposal in its current form and that the proposal be amended to address this criteria.</p>
Demonstrate that the future use of the land as proposed will not eliminate or restrict opportunities for continued or new agricultural uses on adjoining and nearby land	<p>The proposal does not demonstrate how it shall be compatible with agricultural uses on adjoining and nearby land.</p> <p>It is recommended that Council not support the proposal in its current form and that the proposal be amended to address this criteria.</p>

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 16 August 2010

ATTACHMENT 6
TRIM 5645
16 AUGUST 2010

**Planning &
Economy**

Project Justification	Comment on Proposal
<ul style="list-style-type: none"> - emergency services - community facilities and services (incl. youth and aged services and support, libraries, cultural facilities, recreation facilities) 	
<p><u>Efficient and Timely Use of Infrastructure Resources</u></p> <p>It must be demonstrated that providing and using the infrastructure required by the development is an efficient and timely use of resources dedicated to constructing and maintaining that infrastructure and that the demands created by the proposal shall not compromise the provision or maintenance of infrastructure elsewhere on a local and regional context.</p> <p>NOTE: Infrastructure is necessary for all forms of development to minimise detrimental impacts environmentally, socially, economically and to government. Should a proposal take away limited infrastructure resources from other localities and projects with an equal or greater demand for those services on a per capita and equity of need basis, then it is not appropriate that such a proposal be supported.</p>	<p>A detailed investigation of infrastructure demands and requirements must be completed before it can be determined whether the provision of new infrastructure can be considered timely and efficient.</p> <p>With respect to the proposed new freeway interchange, the RTA considers the works NOT to be timely and efficient in the absence of a comprehensive masterplan for the future development of Macarthur South.</p>

Draft GMS - Preserving Rural Land and Character Criteria

Character and Setting	Comment on Proposal
<p>A proposal must demonstrate how it will contribute to maintaining rural character by:</p> <ul style="list-style-type: none"> - Preserving the geographic and land use separation between the Shire's towns and villages - Protecting the rural lifestyle enjoyed by residents (see definition of 'rural living' in Section 2.6.1) - Providing design standards for development which will achieve a high environmental quality and minimise detrimental impacts on environmental, cultural and social assets - Avoiding fragmentation of rural lands and not displacing land with existing or potential future agricultural viability - Improving the vibrancy of towns and villages as the focal points for working, shopping, leisure and social activities, civic events, community facilities and activities and education 	<p>The proposal does not demonstrate how it shall contribute to maintaining rural character.</p> <p>It is recommended that Council not support the proposal in its current form and that the proposal be amended to address these criteria.</p>

Project Justification	Comment on Proposal
<p>long term impacts, short and long term management strategies. Identify the specific studies which are required to investigate and demonstrate these impacts and their management Identify who will be responsible for the short and long term management of impacts.</p>	<ul style="list-style-type: none"> - Employment opportunities - Improvements to access and amenity through infrastructure upgrades (roads, rail facilities) - loss of rural and heritage character of Menangle village - loss of sense of place - disenfranchised / disappointment / frustration of community members that the views of the majority of the local community were not considered significant enough to warrant refusal of the proposal - impairment of the provision of spiritual and recreational services provided at Gilbulla - loss of amenity due to increased traffic, noise, visual impacts <p>Likely economic impacts are: yet to be determined.</p> <p>More detailed specialist studies are required to investigate these impacts.</p>
<p>Infrastructure and Services</p> <p>Identify the type, capacity and quality / reliability of infrastructure and services:</p> <ul style="list-style-type: none"> (i) currently available (ii) scheduled to be available (must be confirmed in writing from service providers) (iii) needed to be available to support the proposal when operational. <p>Identify the gaps between (i), (ii) and (iii) above and explain how the gaps will be addressed to ensure efficient timing between commencement of the Planning Proposal and the substantial commencement of the works / implementation of the Plan.</p> <p>Infrastructure to be investigated shall include (but not be limited to):</p> <ul style="list-style-type: none"> - roads - rail (freight and passenger services) - transport alternatives to private cars (incl. bus, walking, cycling) - utilities - optic fibre - telephone services - waste water management and reuse - waste management and recycling - health - welfare - education 	<p>No detailed investigations have been undertaken to determine existing and future infrastructure requirements other than a proposed new freeway interchange (to which the RTA currently objects).</p>

Project Justification	Comment on Proposal
these methods needs to be examined by the applicant and Council in considering whether to proceed with a Planning Proposal. Examples of other means include the recommendations of Council's Community Strategic Plan, Economic Development Strategy and Biodiversity Strategy and other Government projects such as a Freight Strategy, Infrastructure Programming, Biobanking and Property Vegetation Plans and a variety of grants and assistance programs	also have existing and future local and regional significance for scenic and environmental values as well as potential for public open space and recreation. These values would be enhanced through changing the land use zoning to RE1 Public Recreation. There are a variety of resource assistance options available to support new agricultural and recreational uses within the site available through State authorities and supported by State and Local Strategies. Therefore the future use of the site has the potential to have local and regional significance without necessarily having a change of land use zoning for Industrial and Business uses.
<u>Changes to Adopted Strategies and Policies?</u> Will the proposal place expectations / requirements on Council and / or other government agencies to: <ul style="list-style-type: none"> - change existing strategies and procedures and /or - implement new strategies and procedures to integrate the proposal with existing operations? NOTE: For example, large land releases in Macarthur South are not supported by current strategies and procedures. A large scale Planning Proposal for this locality would require changes to existing strategies and procedures as well as adoption of new procedures.	The scale of the proposal and its location within the Macarthur South area will place expectations and requirements on Council and the Department of Planning to change existing strategies and procedures on future development within Macarthur South.
<u>Net Community Benefit?</u> Demonstrate the potential for net community benefit (see Department of Planning Guidelines for a Net Community Benefit Test in the Draft Centres Policy)	Insufficient information is available to determine net community benefit at this time
<u>Summary of Likely Impacts</u> What are the likely impacts to: <ul style="list-style-type: none"> - the environment; - the community (existing and potential new members resulting from the proposal); - the economy which may result from the proposal and how are they proposed to be avoided, managed and / or rehabilitated Matters must be discussed as both short and	Likely impacts to the environment include: <ul style="list-style-type: none"> - visual / landscape / scenic impacts; - Aboriginal heritage - European heritage - flora, fauna and habitat - catchment dynamics (ground and surface water), water quality and quantity - traffic and transport - air quality Likely impacts to the community include:

Local Strategies Policies and Directions**Precinct planning**Criteria:

Planning proposals should be based on precincts containing a number of allotments which when considered as a whole will achieve the efficient and cost effective provision of infrastructure while creating minimal environmental impacts.

Comment:

The site is large enough to be considered a 'precinct'. The potential for efficient and cost effective provision of infrastructure needs further investigation.

Wollondilly Community Strategic Plan

See comments in main report.

Draft Growth Management Strategy

See comments in main report.

Draft GMS - Generic Assessment Criteria

Project Objectives	Comment on Proposal
Statement(s) explaining: <ul style="list-style-type: none"> - what is planned to be achieved by the Proposal; and - why a Planning Proposal is the mechanism necessary to achieve the objective(s). 	The proposal plans to achieve rezoning of the site for employment lands. Rezoning of the land can only be achieved through a planning proposal.
Project Justification	Comment on Proposal
<u>Strategic Context</u> Is the Proposal the result of a strategic study or report endorsed by the Department of Planning and / or Wollondilly Council? If so, identify the study / studies and explain how the Planning Proposal fits with it. Eg. identified land release areas, infrastructure projects (new, upgrades), identified development corridors and places for intensification of land use	See comments in main report on the Metropolitan Strategy, South West Subregional Strategy and Vision 2025
<u>Achieving Key Policy Directions</u> Is the proposal the most appropriate means of achieving the relevant Key Policy Directions of the GMS? NOTE: Changing the planning provisions in an LEP may not be the most nor only effective means of achieving the relevant Key Policy Directions. There are often other means that may involve less regulation and may be more effective. The relative impact of	Other land uses are currently permissible within the site which have the potential to generate significant employment of local and regional significance as well as generate agricultural produce of local and regional significance. Eg. Intensive horticulture and other agricultural uses combined with rural industries, storage and distribution activities in close proximity to the Sydney market. Parts of the site adjoining the Nepean River