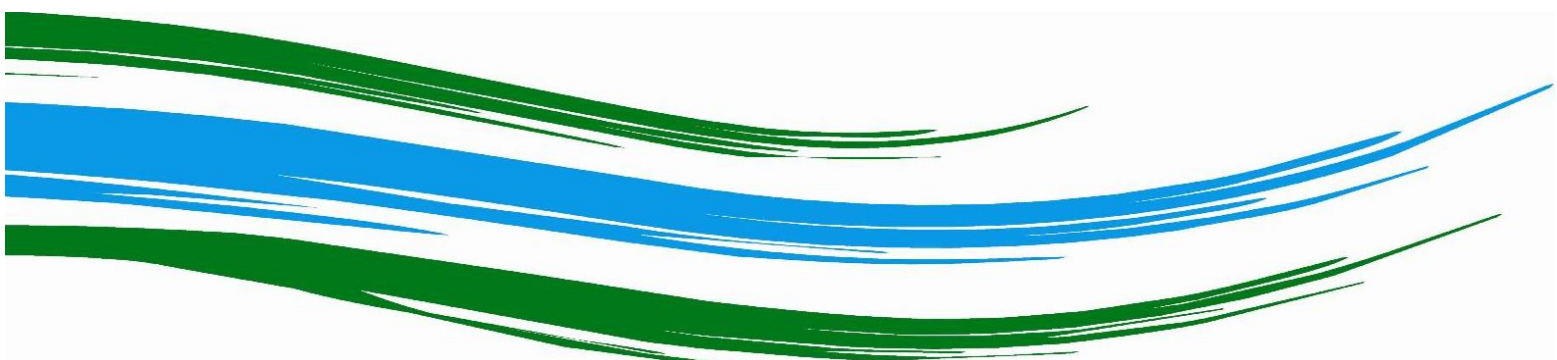


Camden Council

Attachments

Ordinary Council Meeting
10 December 2019

Camden Council
Administration Centre
70 Central Avenue
Oran Park



ORDINARY COUNCIL

ATTACHMENTS - ORDINARY COUNCIL

ORD01	Post Exhibition - Draft Local Strategic Planning Statement	
	Attachment 1: Draft Local Strategic Planning Statement	4
	Attachment 2: Draft LSPS - Submissions Response Table	105
	Attachment 3: GSC Preliminary Feedback	187
	Attachment 4: Table of post exhibition changes to LSPS	190
ORD02	Proposed Camden Development Control Plan 2019 Amendment - Schedule 6 Camden Lakeside	
	Attachment 1: Camden Lakeside proposed DCP Amendment Package	199
	Attachment 2: Submissions Camden Lakeside October 2019	259
	Attachment 3: Draft DCP amendment - Proposed Changes Summary	295
	Attachment 4: Draft DCP amendment - Final - Schedule 6 - Camden Lakeside	298
ORD03	Western Sydney City Deal governance arrangements and Western Sydney Health Alliance	
	Attachment 1: Draft Deed of Agreement - Western Parkland Councils	342
	Attachment 2: Draft Western Sydney Health Alliance Memorandum of Understanding	356



Draft Local Strategic Planning Statement

2019



Camden Council

Council acknowledges the Dharawal people as the traditional custodians of this land and pay our respect to their Elders both past and present.



Theresa Fedeli
Mayor

Message from the Mayor

The Camden area is the fastest growing local government area in Australia, welcoming more than 100 new residents every week. Having lived here for more than 25 years, I can understand why – Camden is a place of terrific opportunity. People look at this area and see the opportunity to buy or build their dream home, spend time at state-of-the-art facilities, send their children to new and exciting schools and turn their passion into their business.

Our magnificent patch of earth has a significant role to play in Greater Sydney's future. This is why Council has prepared the Local Strategic Planning Statement (LSPS), so we are able to set in motion the community's 20-year planning vision for Camden.

Over three months of extensive community engagement in the preparation of this document, we heard our residents share their aspirations and ideas for the Camden area. Among other priorities, we heard you want our existing heritage, rural and natural assets protected; public transport connections, pedestrian and cycle networks; the opportunity to work locally; as well as well-designed, inclusive and family-friendly public spaces.

I am proud of the Camden we are creating, and I look forward to watching our vision continue to unfold while respecting our unique heritage.

Camden Council



Local Strategic Planning Statement

Published 2020

Acknowledgments

Council acknowledges and extends appreciation to all contributors.

Availability

The Camden Local Strategic Planning Statement is available on Council's website: www.camden.nsw.gov.au

Copyright

All information, graphics and photographs are copyright of Camden Council unless otherwise noted. The content is protected by Australian and International Copyright and Trademark laws.

For further information contact LEP Review Team:

✉ Camden Council
70 Central Avenue
Oran Park NSW 2570

☎ 4654 7777

✉ mail@camden.nsw.gov.au



Table of Contents

ABOUT THE PLAN	7
COMMUNITY ENGAGEMENT	8
POLICY CONTEXT	10
Camden Community Strategic Plan	10
A Metropolis of Three Cities – The Greater Sydney Region Plan	11
Western City District Plan	12
Western Sydney City Deal	13
Camden Context	14
Demographics	16
Our Strengths and Opportunities	21
Our Vision	22
Camden 2040 Structure Plan	23
Plan on a Page	24
Infrastructure and Collaboration	26
Liveability	36
Productivity	52
Sustainability	66
Implementation, Monitoring and Reporting	78

Abbreviations

CSP	Community Strategic Plan
DCP	Development Control Plan
DPIE	Department of Planning, Industry and Environment
EP&A	Environmental Planning and Assessment Act 1979
GSC	Greater Sydney Commission
GSRP	Greater Sydney Region Plan
HAC	Heritage Advisory Committee
IP&R	Integrated Planning and Reporting
LALC	Local Aboriginal Land Council
LEP	Local Environmental Plan
LGA	Local Government Area
LG Act	Local Government Act 1993
LSPS	Local Strategic Planning Statement
SWGA	South West Growth Area
WCDP	Western City District Plan
WSA	Western Sydney Airport

About the Plan

The Local Strategic Planning Statement (LSPS) is a 20-year planning vision, emphasising land use, transport and sustainability objectives to demonstrate how Camden Local Government Area (Camden) will change to meet the community's needs over the next 20 years. The LSPS implements the strategic direction of The

Greater Sydney Region Plan and Western City District Plan at the local level by setting clear local priorities for the jobs, homes, services and parks that the Camden community will require over the next 20 years. The LSPS sets short, medium and long-term actions linked to the local priorities, to deliver on the community's future vision.

The purpose of the LSPS is to:

- Provide a 20-year land use vision for the LGA
- Outline the characteristics which shape our local identity
- Identify our shared values to be enhanced and maintained
- Direct how future growth and change will be managed
- Implement the Western City District Plan where relevant to our area
- Identify where further detailed strategic planning may be needed



Figure 1 - LSPS Flow Chart

Camden Council

Community Engagement

Camden Council developed the LSPS in close consultation with the community. In November 2018 Council sought feedback on community views and priorities by attending various events, local pop up stalls, school visits and promoted

feedback via an online community survey and digital ideas wall. The community engagement was structured around the four themes of this Plan, and what we heard from the community is outlined below.

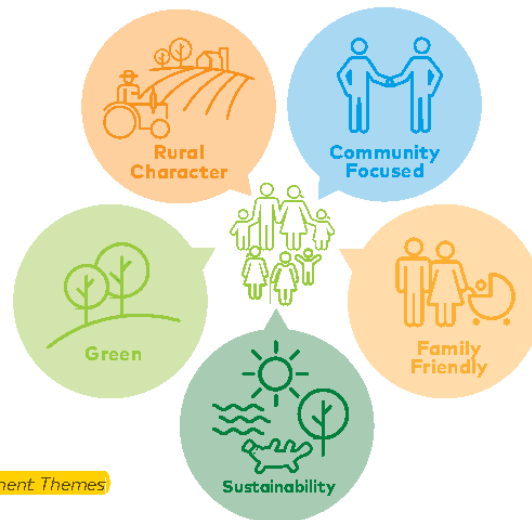


Figure 2 - Community Engagement Themes

Infrastructure and Collaboration

The planning and delivery of transport infrastructure to meet growth was seen as an important factor in supporting the creation of local jobs, and the introduction of rail was seen as both an opportunity for improved connections and a catalyst for growth.

Liveability

Fresh local food production and access to the natural environment and local open spaces were consistently considered the highest priority in relation to the liveability of Camden. The local community spirit is also highly valued, and people want to remain engaged in decision making for their LGA.

The relationship between local jobs and transport was highlighted by the business community as a major barrier to connectivity between housing, jobs and services.

Productivity

People perceive opportunities across the LGA to grow and diversify the health and education industries, especially around new growth areas. Participants also identified tourism as having the potential to grow and further align to the rural heritage of the region.

Newer suburbs and centres like Oran Park and Leppington have large potential to house economic growth and are ideal locations for offices and professional hubs. The business community saw opportunities for innovation in youth employment, business collaboration and the local agricultural industry.

Sustainability

Rural landscapes are considered among the most valuable in the LGA and inherently tied to the local identity. The Nepean River was consistently identified as a key natural landmark to be protected and promoted. The presence of local native bushland is a significant feature of the area which should be preserved. Pedestrian access to the environment, such as access to waterways and open space was prioritised by all participants.

Draft Local Strategic Planning Statement

Engagement	Dates	Location	Participants
Phase 1 – Understanding community views and priorities			
Pop-up events	Nov 2018 – Jan 2019	13 events; 6 locations	252
Online Survey	Nov 2018 – Feb 2019	Online	346
Digital Ideas Wall	Dec 2018 – Feb 2019	Online	90
Primary school visits	Nov 2018 – Dec 2018	4 local primary schools	200
Phase 2 – Exploring and discussing ideas			
Central Ward Workshop	Feb 2019	Narellan Library	13
South Ward Workshop	Feb 2019	Narellan Library	27
North Ward Workshop	Feb 2019	Oran Park Library	30
Productivity Workshop	Feb 2019	Council Chambers	60
Phase 3 – Public exhibition			
Public Exhibition	July 2019 – Aug 2019	9 events; 6 locations	N/A
Public Information Session 1	July 2019	Council Chambers	15
Public Information Session 2	August 2019	Harrington Park Community Centre	4
Public Information Session 3	August 2019	Camden Civic Centre	16

Table 1 - Community Engagement

During the public exhibition of the draft LSPS Council undertook extensive engagement with the Camden community and notified 40 public agencies and the three neighbouring Councils, Campbelltown City Council, Liverpool City Council and Wollondilly Shire Council.

A total of 61 submissions were received during the exhibition period:

- 42 general community submissions;
- 17 Government agency submissions; and
- 2 adjoining Council submissions.

Camden Council

Policy Context

The LSPS has been prepared in accordance with clause 3.9 of the Environmental Planning and Assessment Act 1979 (the EP&A Act) and will be used for land use decision making in Camden. The EP&A Act requires that the LSPS identify the basis for strategic planning in Camden, having regard to economic, social and environmental matters, the local priorities for Camden, actions required to achieve those priorities, and the basis

on which Council is to monitor and report on the implementation of those actions.

The LSPS brings together and builds on planning work found in Council's other plans, studies and strategies and will be used to update other key components of these plans.

Camden Community Strategic Plan

The LSPS works with Council's Community Strategic Plan (CSP), which has a similar but broader purpose on how Council will work to meet the community's needs. The LSPS's planning priorities, strategic directions and actions provide the rationale for decisions about how we will use our land to achieve the community's broader goals.

The LSPS aligns to the Key Directions of the CSP, as reflected in the implementation table.



Figure 3 - Camden Council Community Strategic Plan - Key Directions

Draft Local Strategic Planning Statement

A Metropolis of Three Cities – The Greater Sydney Region Plan

In March 2018, the Greater Sydney Commission released the Metropolis of Three Cities – the Greater Sydney Region Plan (the Region Plan) and the Western City District Plan (the District Plan). The two plans are framed around 10 Directions based on the themes of Infrastructure and Collaboration, Liveability, Productivity and Sustainability.

It is built on a vision of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City – where most residents live within 30 minutes of jobs, education and health facilities, services and great places.

The Region Plan sets a 40-year vision and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters.

The Region Plan aims to rebalance economic and social opportunities to deliver a more equitable Greater Sydney and establishes 10 Directions to guide future land use planning across Sydney and achieve the vision of three cities.



Figure 4 - The 10 Directions for Greater Sydney

Camden Council

Western City District Plan

The Western City District Plan builds on the 10 Directions of the Sydney Region Plan and sets priorities and actions for achieving the strategic direction for the Western City District, which includes the Council areas of Camden, Wollondilly, Campbelltown, Liverpool, Fairfield, Penrith and The Blue Mountains. The District Plan provides a 20-year plan to manage growth.

The District Plan acknowledges that the Western Parkland City will experience significant growth

in housing, jobs, infrastructure and social and recreational amenities over the next 40 years. This growth will be underpinned by the once-in-a-generation investment in the Western Sydney Airport and Aerotropolis.

Most notably for Camden, the District Plan acknowledges existing strengths and highlights opportunities to leverage these to improve liveability, productivity and sustainability of the area.

The key components from the District Plan which relate to Camden are:

- Promoting north south and east west transport connections and matching population growth with infrastructure
- Leveraging opportunities presented by the Western Sydney Airport and the Aerotropolis to build the local economy by increasing agricultural production and strengthening Camden's visitor economy by promoting tourism
- Recognising Narellan and Leppington as Strategic Centres which will provide the focus for commercial and retail investment, and provide local employment
- Setting a housing supply target for Camden of 11,800 new dwellings over the next 0-5 years
- Recognising the value of the Metropolitan Rural Area and requiring its protection
- Recognising the importance of heritage for an area's identity
- Focusing on the delivery of urban tree canopy cover and the Blue and Green Grid
- Creating a continuous open space corridor along the entirety of South Creek that provides ecological protection and enhancement, better stormwater treatment and a regionally significant corridor for recreation uses.

The LSPS provides a local response to the priorities and actions of the District Plan. The relationship between the documents is outlined in the Implementation and Monitoring Section of this document.

Draft Local Strategic Planning Statement

Western Sydney City Deal

The Western Sydney City Deal, signed on 4 March 2018, brings together the Australian and New South Wales governments and the eight local councils in the Western District to deliver transformative change to the region over the next 20 years.

The three tiers of government are working collaboratively and contributing resources to deliver the 38 commitments within the City Deal and create quality outcomes for Western Sydney as described in the Western Sydney City Deal Implementation Plan (Table 1).

Vision	A thriving future-focused city that is highly connected, innovative and liveable					
Objectives	1. Realising the 30-minute city by delivering public transport for the Western Parkland City		2. Creating 200,000 jobs by supercharging the Western Parkland City		3. Skilling our residents in the region and initiating new education opportunities	
	4. Respecting and building on local character, enhancing liveability and improving the quality of the local environment		5. Innovative approaches to planning and delivery of housing		6. Getting on with delivering the Western Parkland City through enduring tri-level governance	
Initiatives	Connectivity	Jobs for the Future	Skills and Education	Liveability and Environment	Planning and Housing	Implementation and Governance

Table 2 - Western Sydney City Deal Implementation Plan Summary

Camden Council

Camden Context

Camden in the Western City District

The Camden Local Government Area covers a total land area of 206 square kilometres and is renowned for its rural and heritage character set in landscapes of scenic and natural beauty.

Camden is located in the southern portion of the Western City District, which also covers the local government areas of the Blue Mountains, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly.

As a rapidly growing area with a population forecasted to grow to 233,950 by 2036, Camden contains a mix of agricultural land, country towns and villages, new residential areas, commercial and industrial development. In the context of the Western Sydney Airport, Camden offers unique opportunities presented by urban development and population growth.

A significant portion of the northern part of Camden has been identified for future urban development by the NSW Department of Planning, Industry and Environment and is known as the South West Growth Area (SWGA). Most

of the residential growth for Camden is being planned to occur with the SWGA boundary with associated infrastructure required to be delivered in this area. As the SWGA continues to develop, new centres will be delivered to provide a diversity of employment and housing for future residents.

Camden Town Centre was established as part of the agricultural expansion of the early settlement of Sydney, being one of Sydney's oldest towns. The local community holds the Camden Town Centre in high regard for its attractive streets, beautiful heritage buildings, and rural village feel. Leppington and Narellan are identified to be the principal future retail and commercial hubs in Camden, with higher-order, strategic centres envisaged for these locations.

Over the next 20 years, Council will need to plan for new homes, jobs and services for an additional 140,000 people, while protecting and enhancing Camden's distinctive local character and natural environment.



Figure 5 - Camden in the Western City District

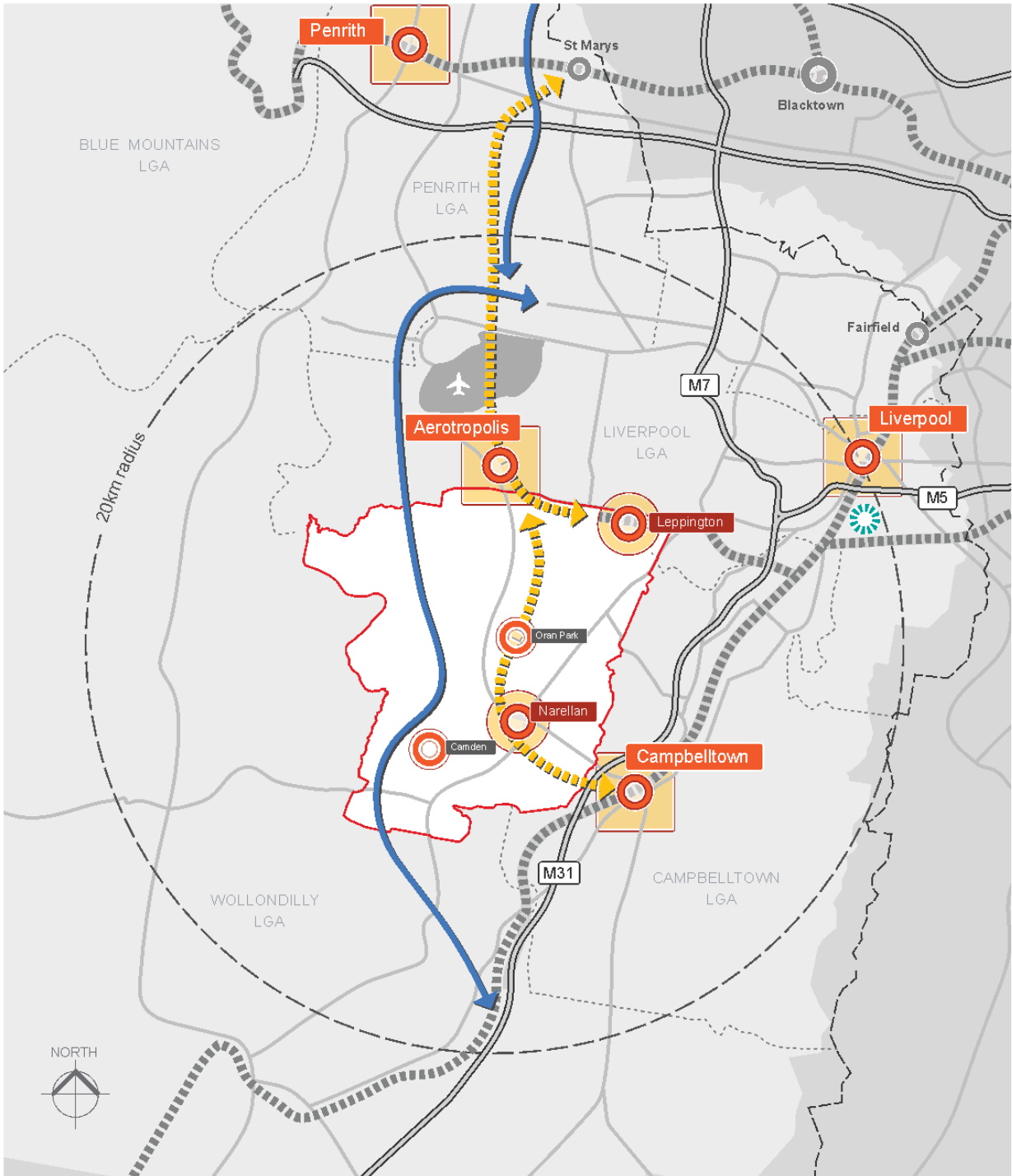


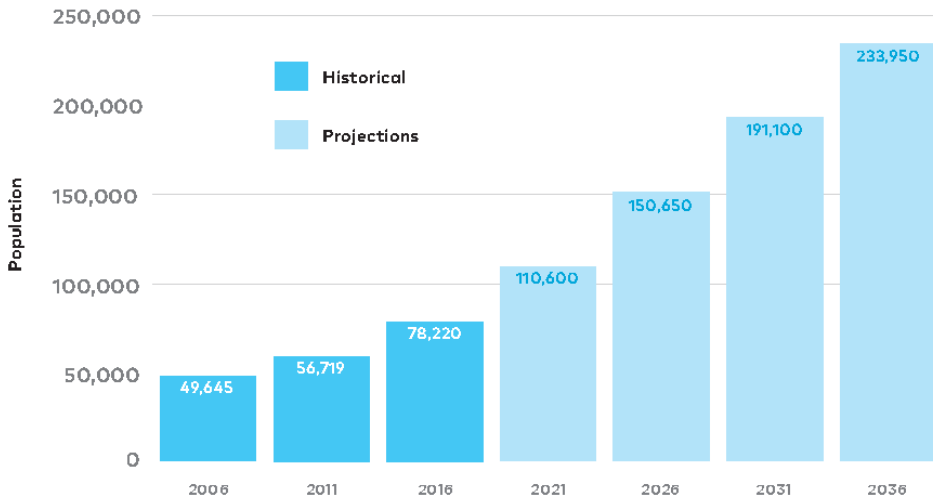
Figure 6 - Regional Context

- | | | | |
|--|------------------------------------|--|--------------------------------|
| | Metropolitan Cluster | | Existing Train Line |
| | Strategic Centre (Camden LGA) | | Existing Motorway |
| | Town Centre (Camden LGA) | | Existing Major Road |
| | Proposed Outer Sydney Orbital (M9) | | Western City District Boundary |
| | Proposed Train Line | | Surrounding LGA Boundary |
| | Moorebank Intermodal Terminal | | Camden LGA Boundary |

Camden Council

Demographics

Population Growth (2006 to 2036)

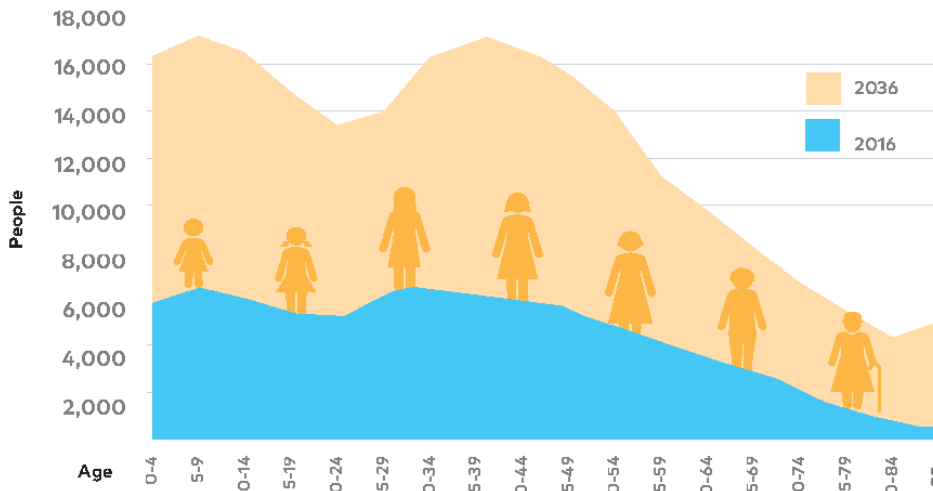


Fastest growing LGA in Australia

199% increase (2016 - 2036)

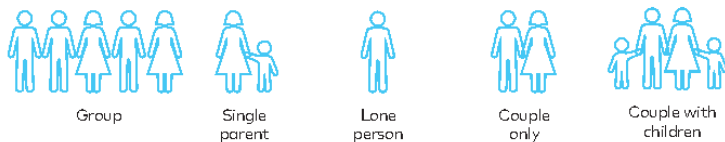
5.63% forecast average annual growth rate to 2036

Age Profile (2016 & 2036)



In 2036 Increased percentage of Mature Adults (45 - 65) and Retirees (65+)

Projected Household Structure (2016 & 2036)



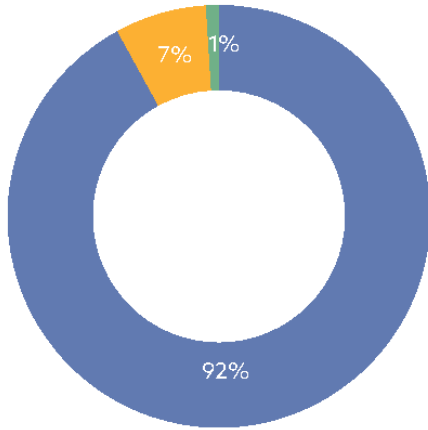
	Group	Single parent	Lone person	Couple only	Couple with children
2016 %	5.90%	10.60%	13.70%	23.50%	46.20%
2036 project % change	↓	↑	↑	↑	↓

2016 24,019 households

2036 77,350 projected households

Draft Local Strategic Planning Statement

Housing Type (2016)

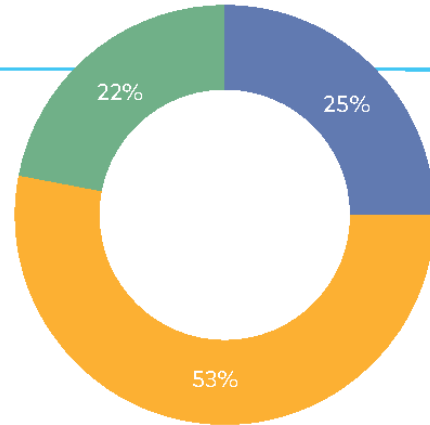


	Camden	Camden Trend*	Western City
Detached house	92%	↓	81%
Semi or attached house	7%	↑	11%
Unit/Apartment	1%	↓	8%

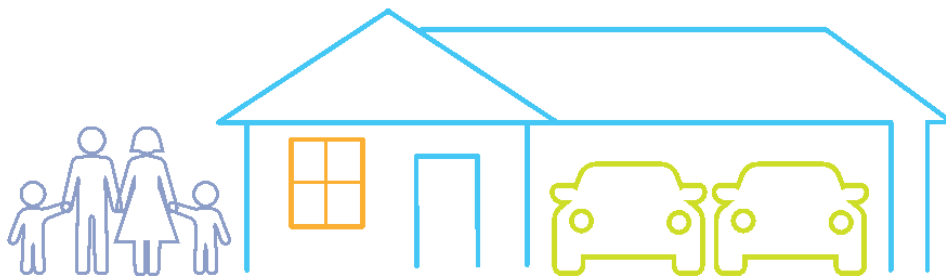
Tenure (2016)



	Camden	Camden Trend*	Western City
Owned with a mortgage	53%	↑	41%
Owned Outright	25%	↓	29%
Rented	22%	↑	30%



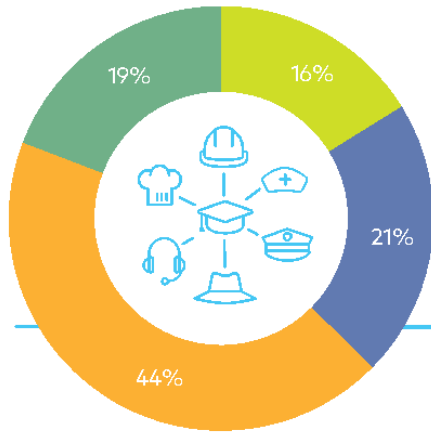
Household Statistics (2016)



Camden Trend = 2011-2016

Camden Council

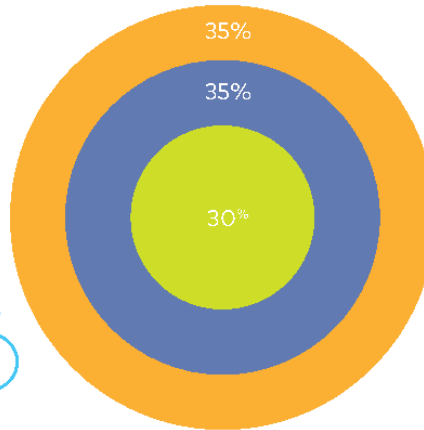
Employment by Sector



	Camden	Camden Trend*	Western City District
Population Serving	44%	↑	34%
Health and Education	21%	↑	25%
Industrial	19%	↓	24%
Knowledge Intensive	16%	↑	17%

Resident Work Destination (2016)

A majority of workers within Knowledge Intensive industries leave the LGA for work



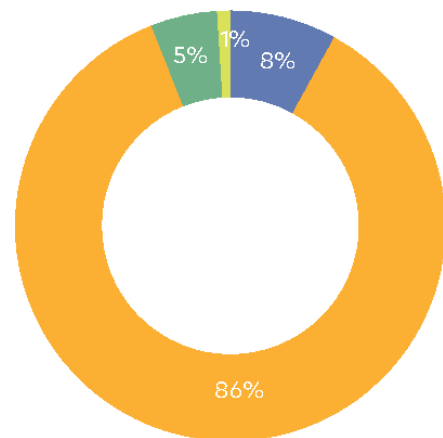
Work Destination:

- Camden
- Western Sydney District
- Rest of Sydney



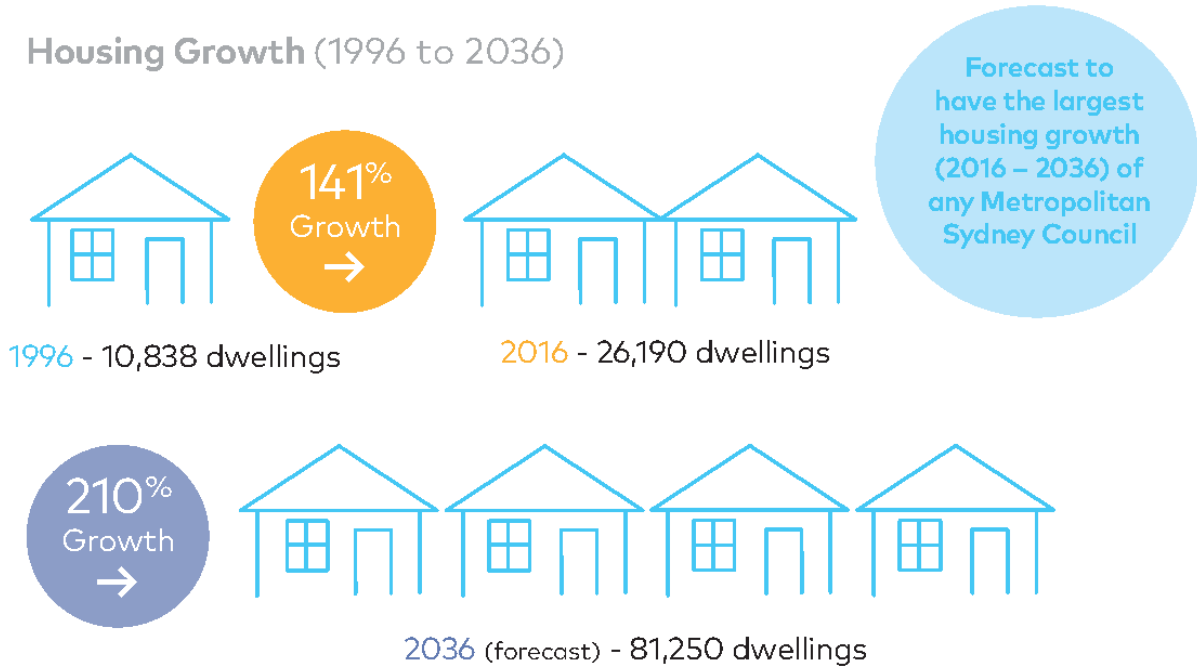
Method of Travel to Work (2016)

	Camden	Camden Trend*	Western City District
Private Vehicle	86%	↓	80%
Public Transport	8%	↑	14%
Work at Home or Other	5%	↑	4%
Active Transport	1%	↓	2%

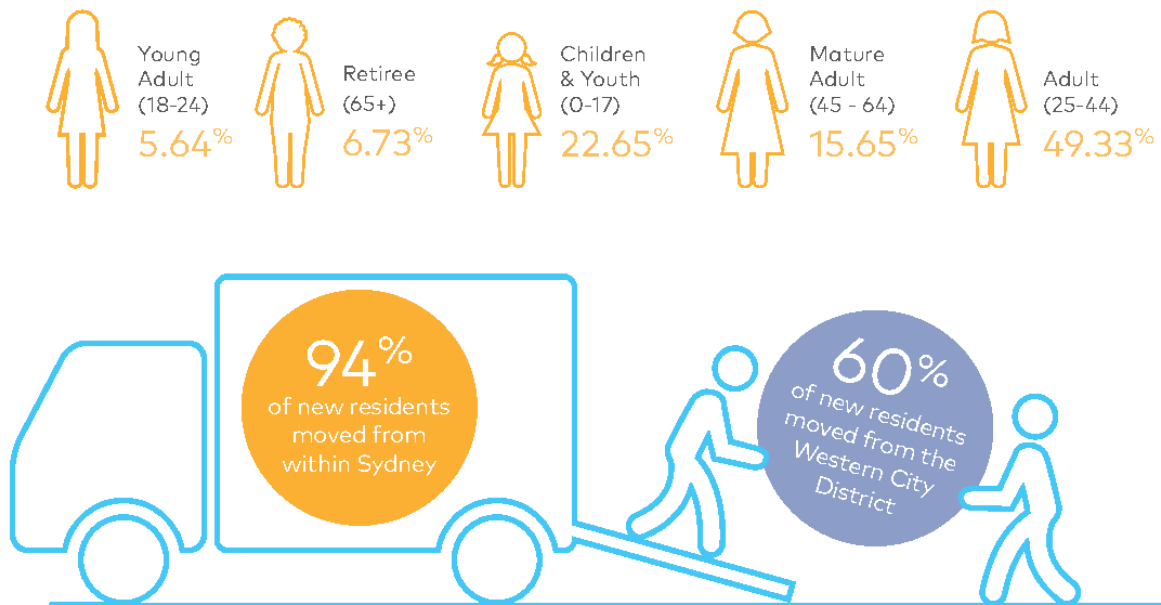


Draft Local Strategic Planning Statement

Housing Growth (1996 to 2036)



New Residents (net 2011-2016)



*Camden Trend = 2011-2016 19

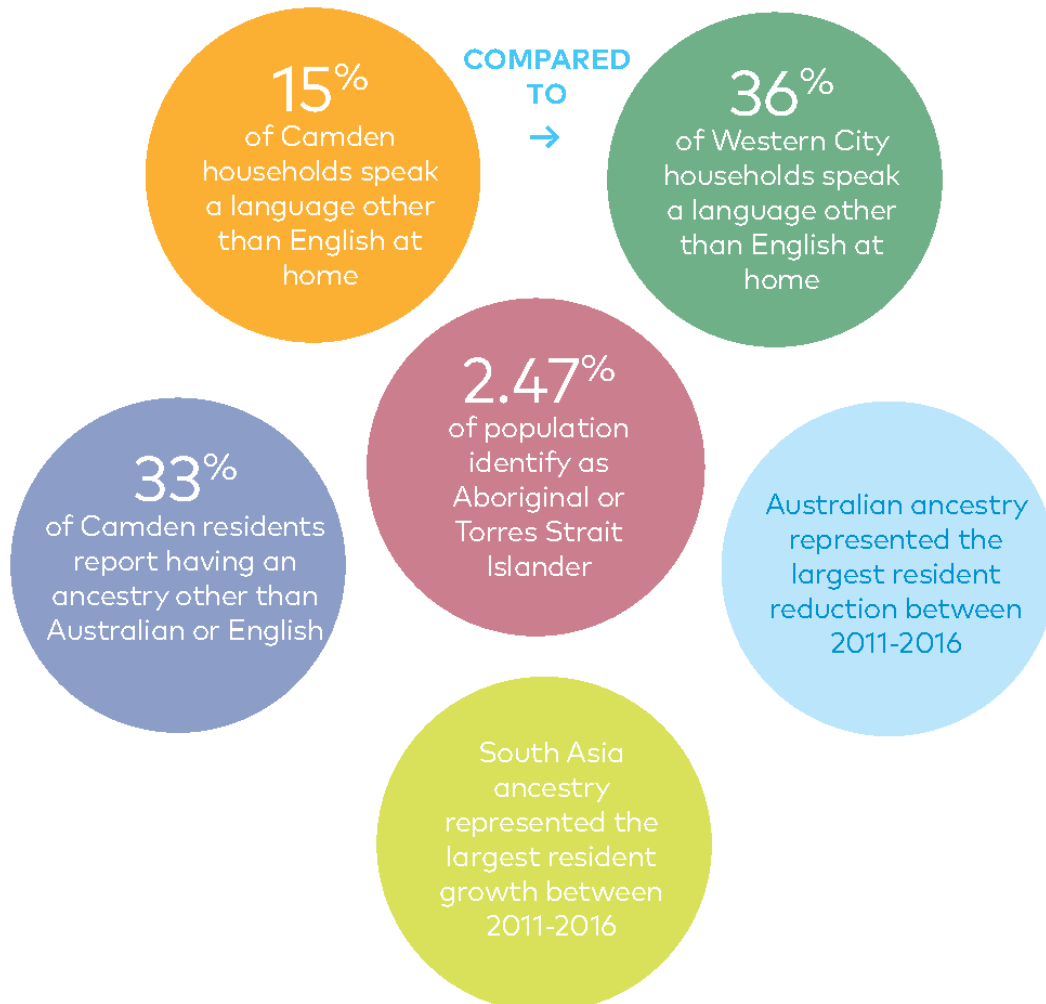
Camden Council

Education (2016)



	Camden	Camden Trend*	Western City w
University Qualification	12.4%	↑	11%
Vocational Educational Training	26.4%	↑	23%

Diversity



Draft Local Strategic Planning Statement

Our Strengths and Opportunities

Camden's rapidly growing population presents many opportunities. New centres to be delivered within the SWGA can promote sustainability and liveability from the very early stages, adopting best-practice planning and design principles to encourage vibrant public spaces and promoting pedestrian walkability and social connection. The population growth will also bring new skills and diversity to Camden, which will help to diversify the local employment opportunities and further strengthen the local economy. There will be opportunities to grow the health and education sector, with potential for these facilities to be located within future precincts within the SWGA. The success of existing industrial precincts can be leveraged to facilitate the expansion of the manufacturing sector and population serving industries.

The same elements which create an attractive place to live and work, also have the potential to attract visitors in increasing numbers. As Sydney continues to urbanise, Camden's natural landscapes will be highly valued and sought after. An emerging visitor economy, attracted primarily to Camden's historic and scenic character, presents opportunities to further diversify the local economy as well as protect those attributes that make Camden so special.

Camden Town Centre with its unique heritage and cultural facilities provides a key opportunity for further enhancement to celebrate Camden's unique and culturally rich local history. Opportunities to protect and further promote the rural villages and historical homesteads within Camden will strengthen the local identity for current and future generations. Investment in green infrastructure will further help retain Camden's scenic landscapes and green corridors, promoting a cool and sustainable city whilst also protecting environmentally sensitive land from any conflict with urban development. Increased tree cover will combat the effects of increasing urban heat, and the protection and increased accessibility of the Nepean River will connect the community to this important environmental feature.

The Western Sydney Airport and surrounding Aerotropolis, as well as the Western City Deal, will provide numerous opportunities for Camden. Investment in key transport infrastructure and a renewed focus from government to align infrastructure with growth will lead to a better-connected Camden. Potential links from the industries located around the airport also lead to economic opportunities within Camden, such as an expanded agricultural industry as a response to new domestic and international markets made accessible through the development of the Airport.





Camden Council

Our Vision

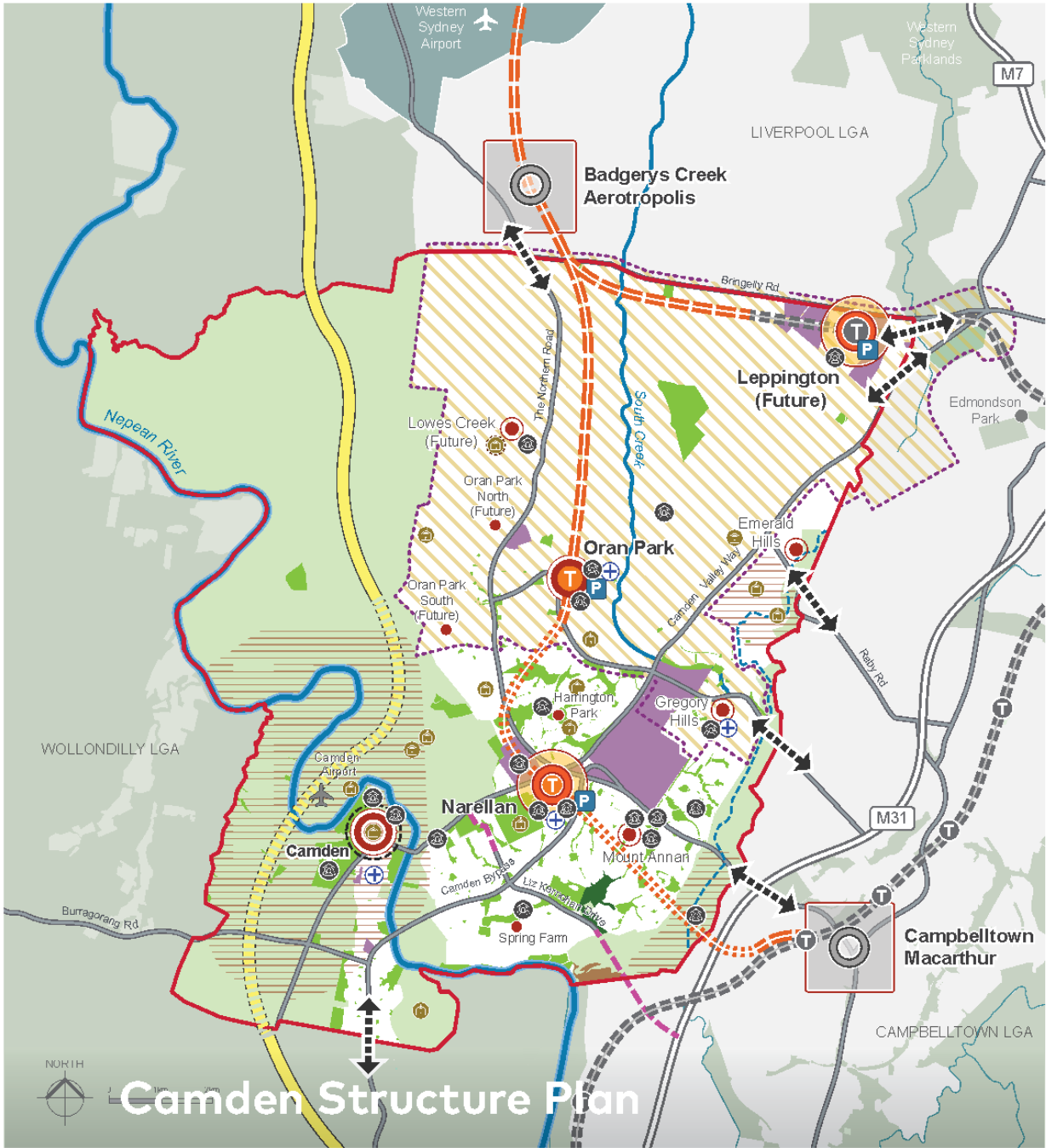
In 2040, Camden is renowned as a liveable, inclusive, family friendly and community-focused place. The Camden community is highly engaged, passionate and proud of their home, and are empowered to play their role in making Camden a better place to live. Camden is a place of opportunity, built on a foundation of respect for the environment, a well-managed approach to growth, social inclusion and economic innovation.

Camden residents benefit from living and working in a 30-minute Western Parkland City that is well serviced and connected by sustainable transport, including rail and rapid buses, both within the Camden LGA and surrounding areas. Pedestrian and cycle networks are well established and highly connected, encouraging an active and healthy lifestyle for residents.

Camden's valued rural and natural assets are protected and celebrated. The Nepean River plays a prominent role within Camden and is a key natural landmark treasured by the local community and visitors. Open space is high quality and easily accessible, and tree cover across the LGA enhances the natural amenity of the area. Important biodiversity and bushland is protected from the impacts of urban development.

Camden's centres and employment lands offer a range of local job opportunities for residents, and those who choose to work outside the LGA are well-connected to other centres across Sydney. The Western Sydney Airport has been a catalyst for providing opportunities for both residents who work in the surrounding employment lands, and for local supporting industries that have located within Camden. The local rural economy has leveraged opportunities to export produce and promote fresh local food production. Tourism is thriving, with Camden capitalising on its heritage and rural values and offering a strong local food scene, cultural festivals and events.

Housing in Camden is diverse and accessible to all, responding to the changing needs of the community while still reflecting the characteristics that make Camden so special. Heritage sites are protected and promoted, helping to engage the community on the importance of Camden in Australia's European and Indigenous history. Town centres and streets encourage social connection across a diverse range of people, with facilities and services located to ensure they are accessible, inclusive and user-friendly for all age groups. Cultural and creative spaces are well utilised and are dynamic incubators for aspirational and innovative ideas.



- | | | | | | |
|--|---|--|---------------------------------------|--|--------------------------|
| | Metropolitan Cluster | | Reserve/ Parkland | | Tourism |
| | Strategic Centre | | Scenic Land (Metropolitan Rural Area) | | Proposed Employment Area |
| | Town Centre | | Scenic Viewscape | | Existing Employment Area |
| | Local Centre | | Proposed M9 Entry/ Exit | | Camden LGA Boundary |
| | Neighbourhood Centre | | Proposed Train Line/ Tunnel | | |
| | Art/ Culture/ Community Facility | | Proposed Train Station | | |
| | Medical | | Existing Train Station | | |
| | State-listed Heritage Item | | Proposed Commuter Carparking | | |
| | Draft State-listed Heritage Item | | Committed Roads | | |
| | Future Urban Area (SWGA) - Housing Capacity | | Upper Canal System | | |
| | National Park | | Key Transport Connection | | |

Camden Council

Plan on a Page

The LSPS is made up of four themes, which mirror the four themes of the Sydney Region Plan and the District Plan.

The four themes are Infrastructure and Collaboration, Liveability, Productivity and Sustainability. These four themes will be implemented through 21 local priorities, which are outlined below. The planning priorities will be delivered through strategies to guide land use decisions and actions to be undertaken by Council.

Draft Local Strategic Planning Statement

 Infrastructure	 Liveability	 Productivity	 Sustainability
<p>Local Priority I1</p> <p>Aligning infrastructure delivery with growth</p>	<p>Local Priority L1</p> <p>Providing housing choice and affordability for Camden's growing and changing population</p>	<p>Local Priority P1</p> <p>Increasing the quantity and diversity of local jobs, and improving access to jobs across the Western City District</p>	<p>Local Priority S1</p> <p>Improving the accessibility and connectivity of Camden's Green and Blue Grid and delivering high quality open space</p>
<p>Local Priority I2</p> <p>Connecting Camden through integrated transport solutions</p>	<p>Local Priority L2</p> <p>Celebrating and respecting Camden's proud heritage</p>	<p>Local Priority P2</p> <p>Creating a network of successful centres</p>	<p>Local Priority S2</p> <p>Protecting and enhancing the health of Camden's waterways, and strengthening the role and prominence of the Nepean River</p>
<p>Local Priority I3</p> <p>Planning for the delivery of the North South Rail and South West Rail Link Extension</p>	<p>Local Priority L3</p> <p>Providing services and facilities to foster a healthy and socially connected community</p>	<p>Local Priority P3</p> <p>Strengthening the Strategic Centres of Narellan and Leppington</p>	<p>Local Priority S3</p> <p>Protecting Camden's rural land</p>
<p>Local Priority I4</p> <p>Working in partnership to deliver a more liveable, productive and sustainable Camden</p>	<p>Local Priority L4</p> <p>Encouraging vibrant and connected centres which reflect Camden's evolving character</p>	<p>Local Priority P4</p> <p>Ensuring a suitable supply of industrial and urban services land</p>	<p>Local Priority S4</p> <p>Protecting and restoring environmentally sensitive land and enhancing biodiversity</p>
	<p>Local Priority L5</p> <p>Supporting cultural infrastructure to promote cultural and creative spaces</p>	<p>Local Priority P5</p> <p>Leveraging industry opportunities created by Camden's proximity to the Western Sydney Airport and Aerotropolis</p>	<p>Local Priority S5</p> <p>Reducing emissions, managing waste and increasing energy efficiency</p>
		<p>Local Priority P6</p> <p>Leveraging Camden's natural and cultural assets to promote local agricultural production and increase tourism</p>	<p>Local Priority S6</p> <p>Improving Camden's resilience to hazards and extreme weather events</p>

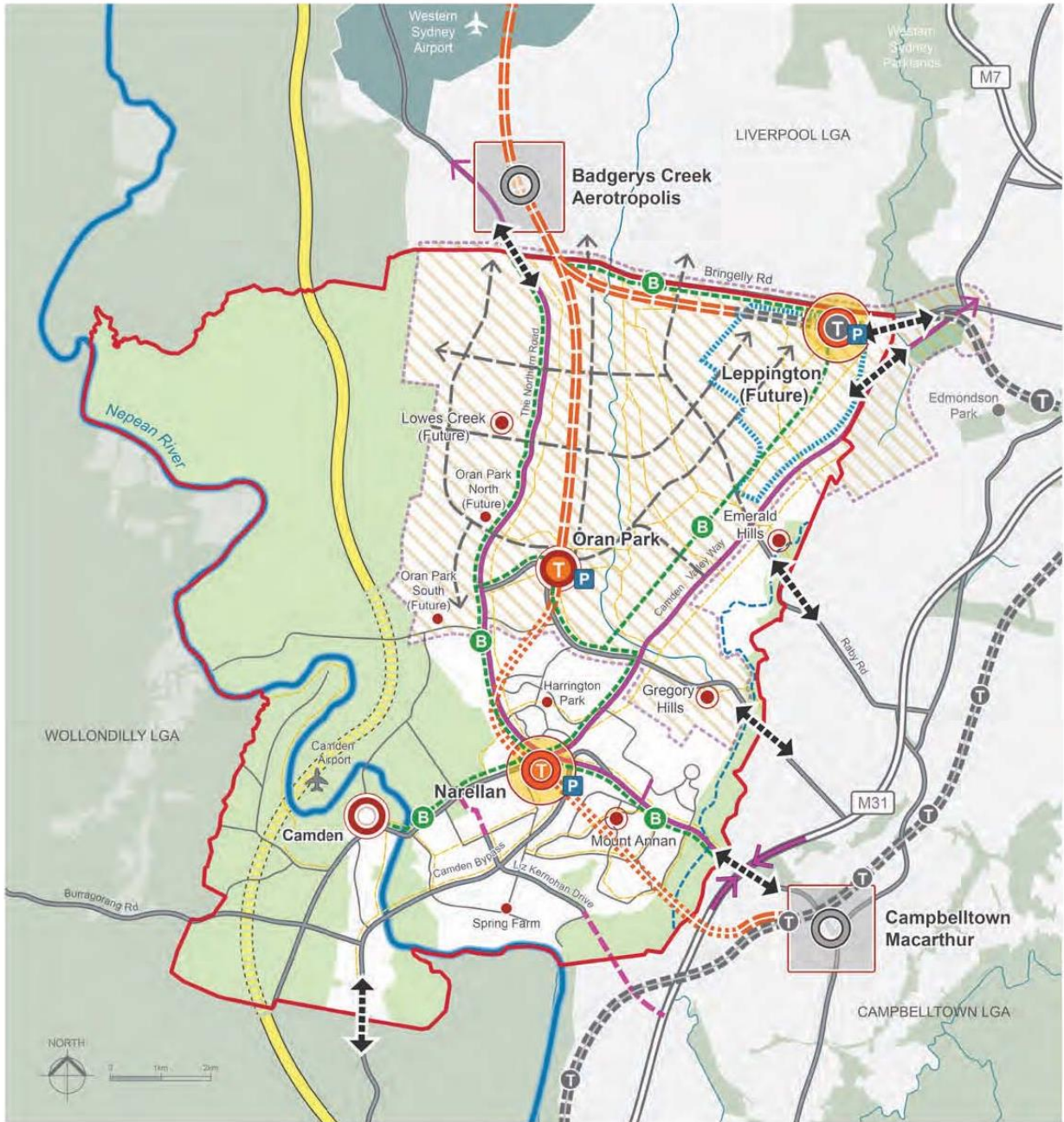
Camden Council



Infrastructure & Collaboration

This theme acknowledges that if Camden is to become more liveable, productive and sustainable, it needs additional infrastructure and services in the right places and at the right time. Infrastructure planning requires collaboration between all levels of government, industry and the community. This section of the LSPS focuses on the key infrastructure required to support Camden's growing population and identifies opportunities to collaborate with stakeholders to assist in infrastructure delivery.

- **Local Priority I1** Aligning infrastructure delivery with growth
- **Local Priority I2** Connecting Camden through integrated Transport Solutions
- **Local Priority I3** Planning for the delivery of the North South Rail and South West Rail Link Extension
- **Local Priority I4** Working in partnership to deliver a more liveable, productive and sustainable Camden



- | | | |
|-----------------------|-----------------------------------|--------------------------------------|
| Metropolitan Cluster | Proposed Train Station | Leppington Infrastructure Focus Area |
| Strategic Centre | Existing Train Station | Existing Motorway |
| Town Centre | Proposed Commuter Carparking | Existing Major Road |
| Local Centre | Proposed Rapid Bus Route | Existing Collector Road |
| Neighbourhood Centre | Cycleway - Existing & Proposed | Metropolitan Rural Area (MRA) |
| Proposed M9 Alignment | Indicative Future Connector Roads | South West Growth Area (SWGA) |
| Proposed M9 Tunnel | Committed Roads | Camden LGA boundary |
| Proposed Train Line | Key Transport Connection | |
| Proposed Train Tunnel | Freight Connection/ Corridor | |
| Existing Train Line | Upper Canal System | |

Camden Council

Local Priority 11

Aligning infrastructure delivery with growth

As Camden grows and accommodates change, we must ensure that this growth is supported by the necessary infrastructure. Council recognises the need to work with industry, State agencies and other partners to deliver infrastructure that is aligned with growth.

A lack of certainty regarding the delivery of district level and city-shaping infrastructure can reduce the liveability of an area, entrench car dependency and restrict housing delivery and commercial investment. Timely delivery of supporting and transformative infrastructure has the potential to make a place.

Most of Camden's residential growth will be provided on previously undeveloped land within the SWGA, and it is fundamental that this growth is supported by the delivery of key infrastructure.

The delivery of significant or key state infrastructure within Camden is currently delivered via the Western Sydney Special Infrastructure Contribution (SIC). DPIE are currently reviewing this contribution and Council will work with State government to ensure key state infrastructure is included in the new SIC. The delivery of future local infrastructure required for the Leppington area is a priority for Council.

To ensure that new communities in the SWGA are liveable, they need to be supported by sufficient social and environmental infrastructure. The current local s7.11 contribution frameworks mean that funding overall shortfalls exist, including shortfalls for key local infrastructure such as community halls or riparian links to deliver the Green Grid. Council must review its planned local

infrastructure identified within the adopted S7.11 Development Contributions Plans to determine how future infrastructure is delivered at a local scale and continue to work with DPIE to address funding shortfalls.

Whilst key local and state infrastructure is identified through contribution planning, it is vital that Council work with the providers of essential services such as water, sewer, electricity and gas to ensure the delivery of these services are closely aligned with the forecast growth for the Camden area. It is also important that infrastructure related to the delivery of key essential services, such as water pipelines, is protected through appropriate measures.

The Western Sydney City Deal (The City Deal) contains commitments for various forms of city-shaping infrastructure for the Western Sydney City District such as the North South Rail Line, rapid bus services and digital connectivity and smart infrastructure. Whilst the infrastructure investment delivered by the City Deal will bring opportunities for Camden.

A Land Use and Infrastructure Implementation Plan (LUIIP) for SWGA that outlines a clear sequence of land release, how growth will be supported and enabled by the delivery of infrastructure and how infrastructure will be funded and delivered is vital for the efficient growth of Camden. Council views the LUIIP as a priority as it sets an overarching strategic framework to guide growth and will collaborate with DPIE in its development.



28

Draft Local Strategic Planning Statement

Infrastructure

Actions

- 1. Council will finalise the review of the s7.11 development contributions plans to:
 - o ensure planning instruments reflect future identified infrastructure – **Short Term**
 - o investigate appropriate programs for delivery of infrastructure – **Medium Term**
- 2. Council will work with infrastructure service providers to ensure timely delivery of essential services and infrastructure – **Ongoing advocacy**
- 3. Council will prioritise the delivery of infrastructure in Leppington – **Short Term**
- 4. Council will work with the Department of Planning, Industry and Environment to prepare the South West Growth Area Special Infrastructure Contribution (SIC) – **Short Term**
- 5. Council will work with the Department of Planning, Industry and Environment to investigate the impact of lot fragmentation on the delivery of development in the South West Growth Area and investigate potential planning controls to encourage lot amalgamation – **Short Term**
- 6. Council will advocate to establish a Growth Infrastructure Compact to co-ordinate planning and delivery of growth in the Western City District which includes the Camden LGA, in accordance with Western Sydney City Deal Commitment P5 – **Short Term**
- 7. Council will work with the Department of Planning, Industry and Environment to ensure that the South West Growth Area Land Use and Infrastructure Implementation Plan is finalised and advocate for clear sequencing of land release to ensure orderly infrastructure delivery – **Short Term**



Camden Council

Local Priority 12

Connecting Camden through integrated transport solutions

Integrated transport involves the linkage of all forms of transport to connect residents within the Camden area, ranging from public transport via bus and rail to private modes of transport including vehicles, bikes and walking options. It is vital that local, district and regional transport infrastructure is planned and delivered to ensure connections within Camden and the Western City District, and to establish greater connections across Greater Sydney. This connectivity is key to making Camden a liveable and sustainable area.

The Campbelltown and Camden Integrated Transport Strategy, adopted in 2006, was developed to provide improved transport options for residents of Camden and Campbelltown, reduce the dependence on private vehicles and align transport and land use planning strategies. This Strategy will be reviewed to respond to the growth that Camden is experiencing and the announcement of the North South Rail Line since its finalisation in 2006.

An important component of managing the demand on the transport network within the Camden area is through the development of travel behaviour change programs. Travel plans should be encouraged for new developments and businesses in urban areas to encourage the use of sustainable transport choices, such as carpooling, working from home or teleconferencing.

Camden is currently poorly connected by public transport, with the timing for delivery of the North South Rail Line yet to be announced by the State government. In the interim, integrated transport options must be delivered to connect Camden residents to other areas within the Western City District and Greater Sydney. The City Deal commitment C2 identifies the need for the delivery of rapid bus services from the metropolitan centres of Penrith, Liverpool and Campbelltown to the Western Sydney Airport prior to its opening in 2026. Council will advocate for the rapid bus service to connect Camden's key centres to the Western Sydney Airport.

In planning for a more integrated transport network, it is important that future transport corridors and locations of new stations and centres are safeguarded to inform future infrastructure investment and enable efficient land use planning and considerations such as appropriate locations for residential density.

Commuter carparking provision must also be planned for the future rail and other connecting transport solutions. Commuter parking should ideally be located outside of major centres to discourage congestion in these areas. Further investigation in collaboration with Transport for NSW, is required to determine the commuter carparking needs of the Camden area. Within the SWGA further work will be undertaken in collaboration with DPIE to investigate opportunities for adaptable car parking to accommodate for changing technologies along with diverse activities over time.

Planning for the SWGA is being undertaken progressively on a precinct basis. There is currently an absence of clear guidance on the location and timing of future key connecting road corridors throughout the SWGA. A strategic route study will enable a review of future road alignments and identify the preferred location of these connections within the precincts for which detailed planning has not yet commenced.

Freight movement throughout the Camden area is of vital importance for many industries in Camden. Council is committed to providing adequate access and road alignments for freight movement and will investigate opportunities to support freight movement inside the Camden area and key linkages to major road infrastructure outside of the local government area.

As the population grows, urban freight tasks such as parcel delivery and garbage collection will increase. Whilst providing essential services, these vehicle movements can produce negative effects on neighbourhood amenity, especially in higher density residential areas. It is important that local roads, infrastructure and buildings are planned and designed to balance efficient freight movement and any associated amenity impacts.

Actions

- 8. Council will review the Campbelltown and Camden Integrated Transport Strategy (2006) with surrounding Councils and the State Government – **Medium Term**
- 9. Council will investigate opportunities to support freight movement on state and regional roads within the Camden LGA – **Short Term**
- 10. Council will undertake Town Centre Parking Strategies including commuter parking for Narellan, Oran Park, Leppington and any future train stations in collaboration with Transport for NSW – **Medium Term**
- 11. Council will work with Transport for NSW to ensure the Outer Sydney Orbital takes into consideration the submission endorsed by Council on 22 May 2018 with an alternative underground route and appropriate east/west connections within the Camden LGA – **Ongoing Advocacy**
- 12. Council will ensure that the Corridor preservation of the M9 Orbital are included in relevant planning instruments when confirmed by the State Government – **Short Term**
- 13. Council will work in collaboration with the Department of Planning, Industry and Environment to undertake a strategic route study identifying major road alignments and upgrades to facilitate the staged delivery of the South West Growth Area, as future infrastructure items – **Short - Medium Term**
- 14. Council will work with Transport for NSW to advocate that a rapid bus service route is delivered to connect key Camden centres with the Western Sydney Airport and Aerotropolis, building on Western Sydney City Deal Commitment C2 – **Short Term**
- 15. Council will review and update the Pedestrian Access and Mobility Plan 2014 to ensure connectivity of Camden's established areas – **Short Term**
- 16. Council will review and update the Camden Council Bike Plan 1996 – **Medium Term**
- 17. Council will work with Transport for NSW to ensure cycling connectivity between Camden's centres and surrounding strategic centres – **Short Term**
- 18. Council will work with Transport for NSW to support travel behaviour change programs to manage demand on the transport network and will advocate for sustainable transport choices in new developments – **Short Term**

Infrastructure





Local Priority 13

Planning for the delivery of the North South Rail and South West Rail Link Extension

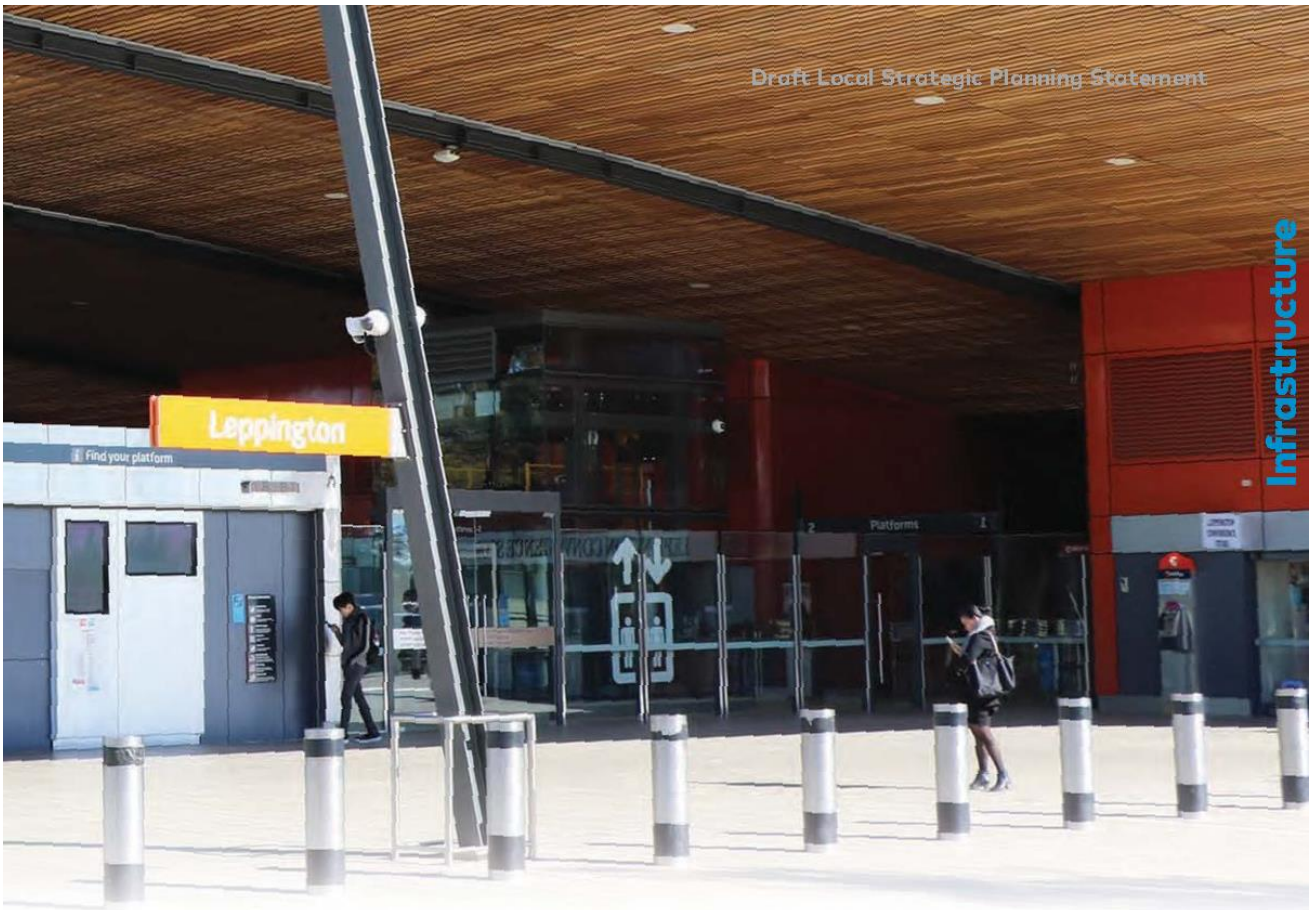
The State and Federal Governments have committed through the City Deal to jointly fund Stage 1 of the North South Rail Link which will connect the Western Line at St Marys through to the Western Sydney Airport in time for its opening in 2026. The State and Federal Governments have also committed funding to investigate the further extension of the North South Rail from the Airport through to Campbelltown/Macarthur via Oran Park and Narellan, including a South West Rail Link Extension connecting Leppington to the Western Sydney Airport.

Future Transport 2056 identifies the North South Rail Link from Western Sydney Airport to Campbelltown Macarthur via Narellan to be investigated for potential commitment or implementation within the next 0-10 years. Detailed investigation is required to determine if the rail is required in the next decade.

The construction of rail is one of the most important and transformative infrastructure investments that Camden will experience over the next 20 years.

Its construction will connect residents with opportunities in employment, housing, health, education and leisure within the Western City and across Greater Sydney, helping to deliver a 30-minute city for residents. Rail has the potential to act as a place maker by transforming the public domain, activating centres and unlocking Camden's future potential, and will also decrease car dependency, contributing to a healthier and more sustainable Camden.

In the interim years before the rail line is delivered, it is important that Council work with the State government to plan for the future rail line and future stations by ensuring their location is identified through appropriate land use controls. The reservation of the rail line corridor prior to its construction will allow Council to determine where future urban density to be serviced by the future rail is most appropriately located, including where new centres within the SWGA should be located to take advantage of rail access.



Actions

19. Council will advocate for the delivery of the North South Rail Line and South West Rail Line extension in accordance with the submission endorsed by Council on 22 May 2018 – **Ongoing advocacy**
20. Council will ensure that the corridor preservation for the North South Rail Line and South West Rail Line Extension is included in relevant planning instruments when confirmed by State Government – **Short Term**
21. Council will continue to advocate for a commitment by the State Government for the delivery of the North South Rail Line and other key transport linkages to the centres of Campbelltown, Liverpool, Greater Penrith and the Aerotropolis, to achieve a 30-minute city – **Ongoing advocacy**
22. Council will work with Transport for NSW to confirm the future station locations within the Camden LGA – **Ongoing**
23. Council will work with the Department of Planning, Industry and Environment and Transport for NSW to identify future centres around planned railway stations – **Short term**

Camden Council

Local Priority 14

Working in partnership to deliver a more liveable, productive and sustainable Camden

Council recognises that greater coordination in the planning and delivery of infrastructure is required, in collaboration with all levels of government, industry and the community, to ensure that growth is managed appropriately and Camden's unique characteristics are protected. A key action of the LSPS is for Council to develop a strategy which will be used to advocate for key infrastructure to support growth in the Camden LGA.

Camden Council along with Blue Mountains, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly Councils have developed a partnership with the Australian and NSW Governments to deliver the Western Sydney City Deal (The City Deal). The City Deal will allow a tri-level government partnership to deliver a vision for a productive and liveable Western Parkland City. The key catalyst for the City Deal is the Western Sydney Airport which will be operational by 2026.

Whilst the City Deal is a key partnership for Council, there are many other partnerships and collaborations that Council is involved in. With the SWGA being located almost entirely within the Camden LGA there is an important partnership between Council and the DPIE to deliver new urban development for the local community. Council will continue to work closely with DPIE to plan and deliver the SWGA.

The Camden LGA is within the Tharawal Local Aboriginal Land Council (LALC) region along with Campbelltown, Wollondilly and Liverpool Councils. Council will work in collaboration with Tharawal LALC to support their self-determination, as required.

Council has initiated an independent business taskforce, known as the Camden Regional Economic Taskforce (CRET), to drive the economic development and commercial appeal of the area. CRET consists of Councillors, professional experts and local business leaders and will work together to promote Camden's economic growth.

Collaboration	Agency	Focus
South West Growth Area	Department of Planning, Industry and Environment	Remainder of the SWGA Precinct Release and Planning
Western Sydney City Deal	Australian government, NSW government and Campbelltown, Liverpool, Wollondilly, Fairfield, Penrith, Blue Mountains and Hawkesbury Councils	Delivering on the commitments of the City Deal
	Western Sydney Planning Partnership assumptions – City Deal Commitment P4	Engineering and Liveability standards and Common Planning Assumptions
	Western Sydney Health Alliance - South West Sydney Local Health District, and South West Sydney Primary Health Network	Delivering improved access and services to the Camden community
Leppington Town Centre Review	Department of Planning, Industry and Environment and Liverpool City Council	To deliver the Strategic Centre
Tharawal region	Tharawal Local Aboriginal Land Council	Support self determination of aboriginal land holdings and identify indigenous culturally significant areas in Camden

34 Table 3 - Working in Collaboration

Draft Local Strategic Planning Statement

Actions

- 24. Council will continue to implement the Western Sydney City Deal Commitments – **Medium Term**
- 25. Council will work with State agencies to align growth and infrastructure – **Ongoing**
- 26. Council will work with the Western Sydney Planning Partnership to deliver a partnership approach to planning in accordance with Western Sydney City Deal Commitment P6 – **Short Term**
- 27. Council will work with the Western Sydney Planning Partnership to develop uniform local government engineering and liveability standards in accordance with Western Sydney City Deal Commitment P4 – **Short Term**
- 28. Council will work with the Department of Education to investigate the co-location and shared used of facilities – **Ongoing**
- 29. Council will continue to work with the Camden Regional Economic Taskforce to support economic development within the Camden LGA – **Ongoing**
- 30. Council will prepare a strategy to advocate for key infrastructure to support growth in the Camden LGA – **Short Term**
- 31. Council will work with Tharawal Local Aboriginal Land Council to collaborate and provide support should they choose to prepare a Development Delivery Plan in accordance with State Environmental Planning Policy (Aboriginal Land) 2019 – **Medium Term**

Infrastructure



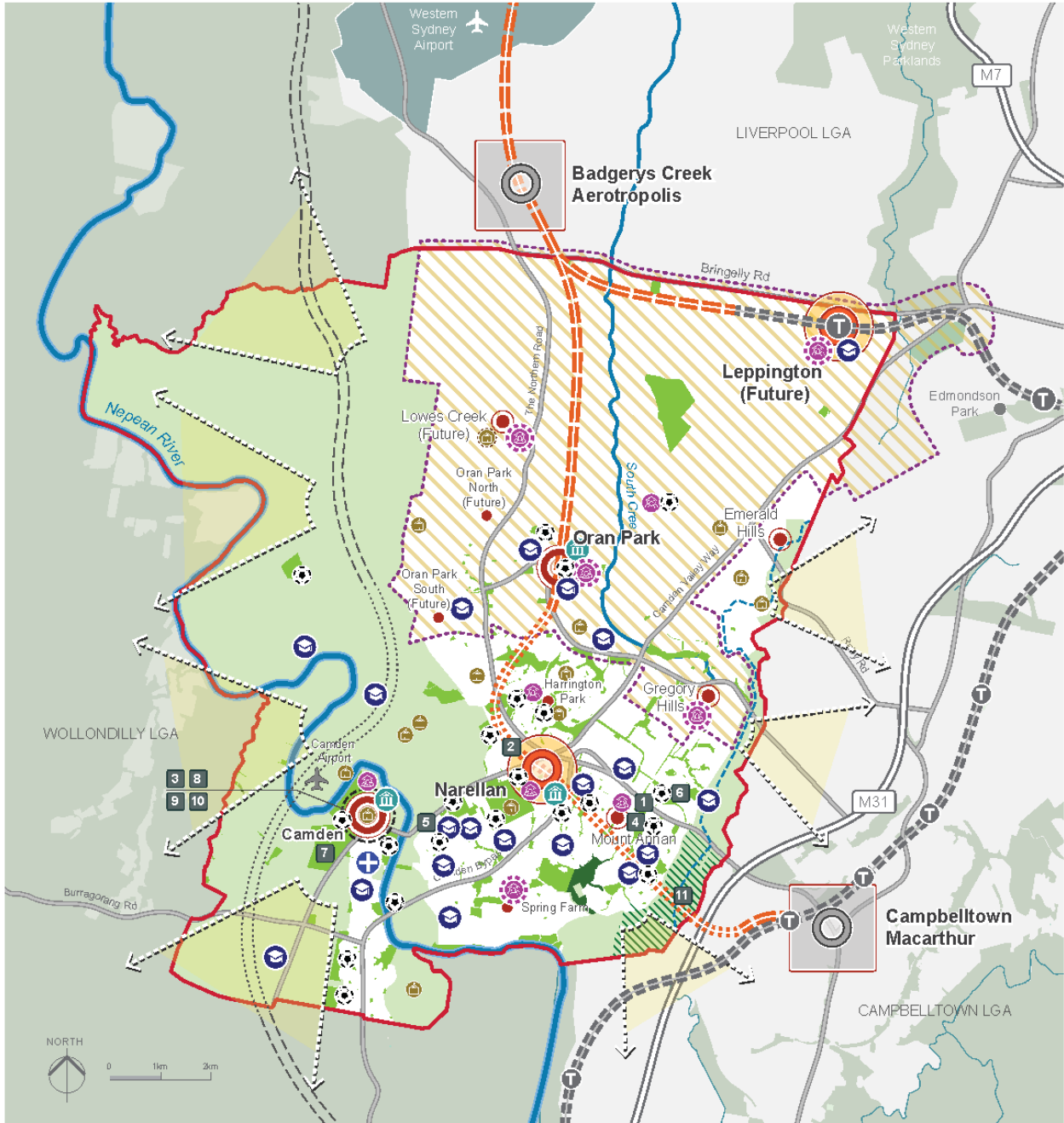
Camden Council



Liveability

Liveability is about people's quality of life. Maintaining and improving liveability means providing housing, infrastructure and services that meet people's needs, and the provision of a range of housing types in the right locations with measures to improve affordability. This enables people to stay in their neighbourhoods and communities as they transition through life.

- **Local Priority L1** Providing housing choice and affordability for Camden's growing and changing population
- **Local Priority L2** Celebrating and respecting Camden's proud heritage
- **Local Priority L3** Providing services and facilities to foster a healthy and socially connected community
- **Local Priority L4** Encouraging vibrant and connected centres which reflect Camden's evolving character
- **Local Priority L5** Supporting cultural infrastructure to promote cultural and creative spaces



- | | | | | | |
|--|---|--|---|--|---------------------------------------|
| | Metropolitan Cluster | | Camden Town Centre Conservation Area | | 1 Mt Annan Leisure Centre |
| | Strategic Centre | | Future Urban Area (SWGA) Housing Capacity | | 2 Narellan Sports Hub |
| | Town Centre | | Upper Canal System | | 3 Camden Pool |
| | Local Centre | | National Park William Howe | | 4 Birriwa Reserve |
| | Neighbourhood Centre | | Reserve/Parkland | | 5 Curry Reserve Water Play Space |
| | Proposed Art/ Culture/ Community Facility | | Australian Botanic Garden Mt Annan | | 6 Sedwick Reserve Youth Play Space |
| | Existing Art/ Culture/ Community Facility | | Scenic Land (Metropolitan Rural Area) | | 7 Camden Bicentennial Equestrian Park |
| | Library | | Scenic Viewscapes | | 8 Camden Civic Centre |
| | Education | | Proposed M9 Alignment/ Tunnel | | 9 Alan Baker Art Gallery at Macaria |
| | Hospital | | Proposed Train Line/ Tunnel | | 10 Camden Town Farm |
| | Sportsground/ Sportsground & Playground | | Camden LGA Boundary | | 11 Mount Annan Botanic Gardens |
| | State listed Heritage Item | | | | |
| | Draft State listed Heritage Item | | | | |

Camden Council

Local Priority L1

Providing housing choice and affordability for Camden's growing and changing population

Camden is currently the fastest growing council area in Australia. Camden's population is expected to grow to 233,950, with the need for up to 49,552 additional dwellings, by 2036. Council must accommodate this growing population while preserving those qualities which make Camden such an attractive place to live and visit – our rural and scenic environment and our unique local character.

The District Plan identifies that Council must prepare a Local Housing Strategy which will outline how and where Camden will support an increased population, ageing community, and a change in housing structure. Council anticipates that the Draft Local Housing Strategy will be on exhibition in 2020.

Capacity for Growth

Housing delivery in Camden has been strong. Over the past 5 years (FY 2014/15 to 2018/19) – 13,600 dwellings have been approved and dwelling completions have averaged 2,400 dwellings per annum, with a peak of 3,100 dwellings in 2018/19. The conversion of housing approvals to completions remains very high for detached dwellings at 90%, whilst for multi-unit dwellings it is much lower at 50%.

Approvals are on track for over 12,000 dwellings between 2016 to 2020, which is above Camden's 0-5 year Western City District Plan target of 11,800. The Local Housing Strategy will use past completions to inform the development of Camden's 6-10 year target (2021 to 2025).

The outlook for residential growth in the LGA remains strong. This growth trajectory will be strengthened by the planned expansion of rail infrastructure, the employment opportunities created by the Aerotropolis and local employment activities, and the proven market acceptance of the area.

Table 4 outlines the undeveloped precincts where housing growth can be accommodated over the next 20 years. Council is planning for the vast majority of future housing to be delivered in the SWGA precincts, which are at different stages of release, planning, rezoning and development.

There are a number of Urban Release areas under the Camden LEP which are currently in a range of development phases. In regards to urban development within the Metropolitan Rural Area (MRA) it should be noted that the WSD identifies that it will only be considered in the urban investigation areas identified in the Region Plan. Therefore the focus of growth for Camden will be within the SWGA boundary.

Development in Camden's established centres and suburbs has historically been approximately 5% of total LGA dwelling completions. Current infrastructure provision and latent planning capacity in established centres and suburbs means that this level of incremental growth is projected to continue. Council does not anticipate creating additional capacity in established centres and suburbs without commitment to further catalytic infrastructure provision.

Under present dwelling completion rates, current zoning is expected to accommodate growth over the next 5 years. To ensure necessary supply beyond this timeframe undeveloped precincts in the SWGA need to be rezoned and serviced for development.

Infrastructure and service provision challenges exist in unzoned precincts. A comprehensive Land Use and Infrastructure Implementation Plan for the SWGA that outlines a clear sequence of land release supported by orderly and efficient infrastructure provision is fundamental to delivering housing growth.

Land fragmentation creates development and infrastructure coordination issues and limits the ability to facilitate the early delivery of key local infrastructure. This is a key barrier to the delivery of housing in some precincts such as Leppington. Early delivery of enabling infrastructure such as water services, enhanced contributions frameworks and forward funded infrastructure are methods to potentially unlock development in areas of high land fragmentation.

Demographic Change and Dwelling Diversity

Whilst Camden remains a popular location to raise a family, it is forecast that there will be a growing population of smaller households and ageing households. This changing demographic profile increases the demand for different housing types. Major infrastructure investments such as the Western Sydney Airport and the North South Rail Link also have the potential to impact on how Camden will develop and what form of housing will be required into the future.

In addition to the planned capacity in established centres, the SWGA has been planned and designed to cater for a range of housing needs, from detached housing to medium density attached housing and higher density apartments around town centres and close to public transport. Despite this planning capacity, only approximately 6% of new dwelling completions have been attached dwellings or apartments.

Draft Local Strategic Planning Statement

Liveability

Whilst demographic indicators imply a growing need for more diverse housing, there are challenges in delivering non-detached housing in an area where market acceptance is still developing, public transport infrastructure limited and housing industry business models well-established.

Seniors housing approvals have been strong across Camden and it is anticipated that this form of development will continue to provide appropriate housing for senior residents in suitable locations in both the established areas of the LGA and in the SWGA.

The Local Housing Strategy will explore the challenges and opportunities for increasing the diversity of housing in Camden.

Affordability

Housing that is affordable to a range of households has many social and economic benefits.

One method to assess the affordability of housing is to examine the proportion of households who are in mortgage or rental stress. Housing stress is defined as households spending more than 30% of their income on rent or mortgage payments. Camden is currently experiencing a range of housing affordability challenges, the effects of which are principally felt in very low or low income households.

Currently, approximately 35% of rental households are experiencing rental stress, 84% of which (1,470 households) are very low and low-income households. The rental stress of Camden residents is forecast to increase over the next 20 years with demand for affordable rental housing increasing from 2,331 dwellings in 2016 to 6,923 dwellings in 2036.

Approximately 20% of mortgaged households are experiencing mortgage stress. There are 1,162 low and very low-income households in mortgage stress, which is 43% of all households experiencing mortgage stress. Mortgage stress is high in the newly developed suburbs in the SWGA at 24.7%. The communities in these areas are generally at a stage in life where their income is still yet to reach its peak, whilst their mortgage debt is at its highest. These factors leave them vulnerable to economic shocks such as an increase in interest rates or a decrease in income.

The Local Housing Strategy will explore approaches to delivering affordable housing and ways to improve overall housing affordability. The WCDP affordable housing targets and framework will inform work.

Precinct ¹	Instrument	Development Phase	Planned Housing Capacity ²	Remaining Developable Area
LEP & SEPP - REZONED				
Spring Farm	LEP	Completing	4,083	10 – 20%
Elderslie	LEP	Completing	1,978	10 – 20%
Emerald Hills	LEP	Mature	1,342	30 – 40%
Camden Lakeside	LEP	Pre-production	380	100%
El Caballo Blanco & Gledswood	LEP	Producing	1,070	50 – 60%
Oran Park	SEPP	Mature	7,540	20 – 30%
Turner Road	SEPP	Completing	4,020	10 – 20%
Catherine Field (Part)	SEPP	Producing	3,230	50 – 60%
Leppington Town Centre	SEPP	Pre-production	2,112	100%
Leppington: Stage 1	SEPP	Early Producing	2,500	100%
SWGA - RELEASED				
Leppington: Stage 2 to 5	SEPP	-	7,000	-
Lowes Creek Marylands	SEPP	-	6,500	-
South Creek West	SEPP	-	30,000	-
SWGA - NOT RELEASED				
Pondicherry	SEPP	-	2,000	-
Catherine Field	SEPP	-	5,000	-
Catherine Field North	SEPP	-	9,500	-
Rossmore	SEPP	-	5,000	-

Table 4 - Urban Release Areas in Camden LGA

¹Precincts with over 100 dwellings capacity included

²Figures from precinct finalisation reports, DCPs or contribution plans.

Camden Council

Principles for Housing Growth in Camden

Principle	Delivery
1. New greenfield housing growth is wholly contained within the SWGA	LSPS; LUIIP; Local Housing Strategy; Rural Lands Strategy
2. Release of new precincts in the SWGA are sequenced to align with infrastructure provision	LUIIP; Local Housing Strategy
3. The planned housing capacity for new precincts within the SWGA is sufficient to meet forecast demand	LUIIP; Local Housing Strategy
4. Housing growth is in line with the delivery of local and regional infrastructure	LUIIP; 7.11 Contribution Plans; VPAs
5. Infrastructure delivery is prioritised for future urban areas with high land fragmentation	LUIIP; 7.11 Contribution Plans; Council infrastructure delivery and advocacy
6. New housing is balanced with the employment, environmental, cultural and recreation requirements of the community	LUIIP; Local Housing Strategy; Affordable Housing Strategy; SWGA precinct planning; Council advocacy
7. Additional housing growth in existing suburbs and centres outside of the SWGA is incremental with additional growth only initiated by additional infrastructure delivery	Local Housing Strategy
8. Zoned SWGA precinct planning controls are regularly reviewed	Council collaboration with DPIE
9. Housing and subdivision design should facilitate sustainable outcomes and contribute to a sense of place	LUIIP; Local Housing Strategy; Affordable Housing Strategy; precinct planning; Council advocacy
10. Precincts contain a diverse mix of housing at a scale that enables healthy and walkable neighbourhoods	LUIIP; Local Housing Strategy; Affordable Housing Strategy; SWGA precinct planning; Council advocacy
11. The provision of affordable housing is considered as part of the residential planning process	LUIIP; Local Housing Strategy; Affordable Housing Strategy; SWGA precinct planning; Council advocacy
12. Heritage values are preserved and reinforced	Local Housing Strategy; Camden Urban Design Framework; Camden LEP & DCP

Table 5 - Principles for Housing Growth in Camden

40

Draft Local Strategic Planning Statement

Actions

- 32. Council will finalise the Camden Housing Study and Camden Housing Diversity Analysis which will establish an evidence base outlining 20 year housing demand and capacity, including affordable housing demand, opportunities and constraints – **Short Term**
- 33. Council will develop a Housing Strategy which will use the established evidence base and other strategic planning work to develop the vision and evaluate options for housing growth within the Camden LGA – **Short Term**
- 34. Council will investigate the development of an Affordable Housing Strategy and Affordable Housing Contribution Scheme – **Short Term**

Liveability



Camden Council

Camden Housing Snapshot

To assist planning the future of housing in LGA, Camden's suburbs have been categorised into areas that have similar characteristics, geographies and capacity for growth.

<p>Camden</p> <p>Mainly detached housing with some attached housing close to Camden Town Centre. Minimal expected housing growth.</p> <ul style="list-style-type: none"> - 85% detached dwellings - 51% owned with a mortgage - 47% households with children 	<p>New Urban South</p> <p>Council led new release areas, mainly detached housing with increasing presence of attached housing. Maturing suburbs with small capacity for housing growth over the next 5 – 10 years.</p> <ul style="list-style-type: none"> - 91% detached dwellings - 80% owned with a mortgage - 60% households with children
<p>Narellan</p> <p>Mainly detached housing with some attached housing close to Narellan. Opportunities for attached housing and unit growth within the Town Centre.</p> <ul style="list-style-type: none"> - 89% detached dwellings - 51% owned with a mortgage - 52% households with children 	<p>New Urban North</p> <p>State Government led new release precincts. Growing and evolving suburbs of primarily detached housing. Main area for growth over the next 5 – 10 years utilising remaining capacity, including opportunities for attached dwellings and units in Oran Park.</p> <ul style="list-style-type: none"> - 98% detached dwellings - 75% owned with a mortgage - 63% households with children
<p>Established Suburbs</p> <p>Primarily detached housing in established suburbs. Minimal expected housing growth.</p> <ul style="list-style-type: none"> - 94% detached dwellings - 71% owned with a mortgage - 66% households with children 	<p>Future Urban</p> <p>Currently small and large lot agricultural land but planned for change through State Government led growth precincts. Will be the primary area to accommodate housing growth of all types over the next 20 years. Leppington is the most suitable precinct to accommodate the growth of detached dwellings, attached dwellings and units as the New Urban South and New Urban North areas are built out. New housing in Future Urban will be balanced with employment, environment, cultural and recreation requirements.</p>
<p>Rural Living</p> <p>Housing in a rural setting, including the rural village of Cobbitty, and primary agricultural production. Little to no housing growth.</p> <ul style="list-style-type: none"> - 84% detached dwellings - 43% owned with a mortgage - 46% households with children 	

Table 6 - Camden Housing Snapshot

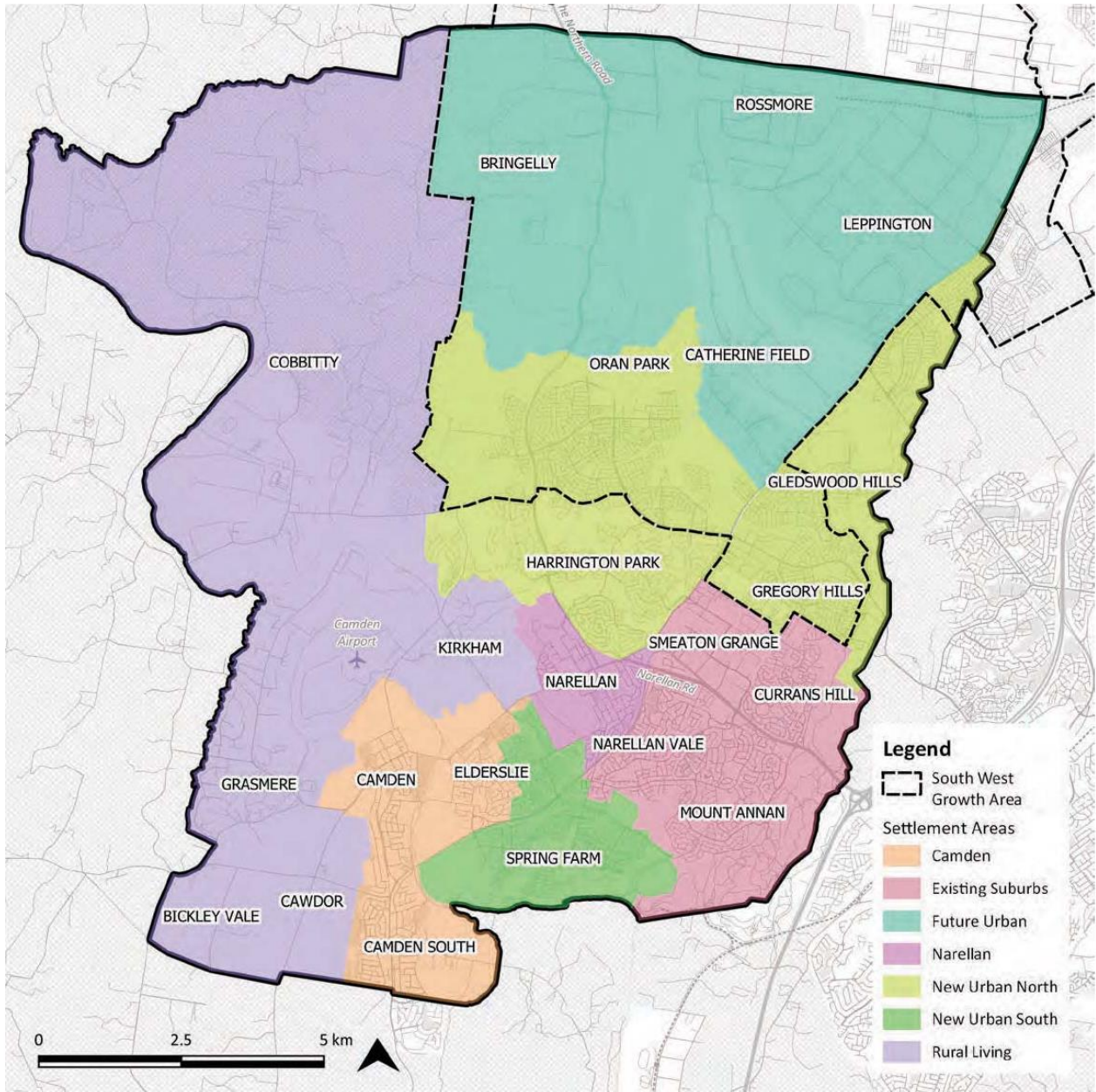


Figure 7 - Settlement Areas used in the analysis of housing issues in the Camden LGA.



Camden Council

Local Priority L2

Celebrating and respecting Camden's proud heritage

Camden's heritage is an important component of the local identity. Identifying, conserving, interpreting and celebrating heritage values leads to a better understanding of history and respect for the experiences of diverse communities. As Camden grows, heritage identification, management and interpretation are important so that heritage places and stories can be experienced by current and future generations.

In recognition of the value of Camden's heritage, Council has established a Heritage Advisory Committee (HAC) to help inform strategic heritage directions and community education around the importance of heritage to our unique identity. The HAC will continue to play an important role in managing heritage into the future.

Council acknowledges Aboriginal people as the traditional custodians of Camden's land and recognises their spiritual and cultural connection to the land. This connection long pre-dates European settlement, and despite modification

of the land through urban development, many places of significance remain. Council will work with Tharawal Local Aboriginal Land Council (LALC), elders and local knowledge holders to map culturally sensitive areas to identify, protect and maintain objects and places of Aboriginal cultural significance.

With the significance of the Camden region to the history of Sydney, Council will undertake a review of local non-indigenous heritage items and conservation areas within the Camden LGA and update the listings within the LEP and DCP. This review will include a visual analysis of scenic landscapes, including ridgelines, which all contribute to Camden's identity and heritage. Council will ensure that the importance of Camden's NSW State Heritage items is reflected in future precinct planning. These initiatives will ensure that Camden's valued heritage is protected from the impacts of development and can continue to be celebrated by the community.



Draft Local Strategic Planning Statement

Actions

- 35. Council will review non-indigenous heritage items and update the Camden LEP and DCP – **Short Term**
- 36. Council will continue to promote and provide community education about the importance of Camden’s unique heritage through its Heritage Advisory Committee – **Ongoing**
- 37. Council will continue to implement the Public Domain Manual within the Urban Design Framework for Camden Town Centre – **Short Term**
- 38. Council will work with the Tharawal Local Aboriginal Land Council to undertake a review of Indigenous Heritage in relation to places and cultural identity – **Medium Term**
- 39. Council will ensure that future precinct planning considers and protects State and Local Heritage items – **Ongoing advocacy**
- 40. Council will undertake a scenic and visual analysis with neighbouring Councils to identify and protect ridgelines, scenic and cultural landscapes, and enhance and protect views of scenic and cultural landscapes from the public realm – **Short Term**

Liveability



Camden Council

Local Priority L3

Providing services and facilities to foster a healthy and socially connected community

Improving liveability in urban environments requires planning for a mix of high-quality spaces that engage and connect people and communities of all ages and ability. Co-locating schools, health and aged care facilities, and sporting and cultural facilities will deliver a healthy and socially connected community.

Age structure forecasts indicate that between 2016-2036 there will be a 33% proportional increase in Camden residents aged 65 and over. Camden's rapid growth and this expanding ageing population will place pressure on the existing network of social infrastructure and services.

Camden's growth will also accommodate diverse communities, including migrants and refugees from a range of backgrounds who will choose to relocate to the area. It is important that Council plan for the appropriate social services and housing typologies to support the needs of these communities.

The built and social environment can significantly influence health outcomes. Healthy placemaking, such as promoting walkable centres and neighbourhoods, encourages greater physical activity and social connection. Co-locating health and social services within town centres improves and encourages access to these services which can lead to the prevention of, and early intervention in, serious health conditions. These services also



connect people with each other and build social networks, combatting social isolation, which can be experienced by a high number of people in new or establishing communities.

Currently, many Camden residents requiring access to health and social services need to leave the LGA and travel to the surrounding centres of Liverpool and Campbelltown. Council will continue to work with local health providers to ensure that there are suitable services available to meet the needs of the community. City Deal Commitment L5 commits to establish the Western Sydney Health Alliance which will improve the coordination and effectiveness of health services across Western Sydney. This initiative will provide an opportunity for Council to advocate that those services most needed by the Camden community are delivered close to home.

As well as meeting the functional recreational needs of the community, having access to high quality and accessible public open spaces can support a range of health benefits including contributing to mental health and social connectivity and a sense of place. Camden has a strong sporting community and continuing to plan for and provide high quality open space is important to ensure this is maintained. The WCDP identifies an open space accessibility benchmark of within 400m for low density dwellings and 200m for high density dwellings. Council will develop a strategy that identifies any gaps in provision and methods to meet the open space needs of the community.

The Western Parkland City Liveability Program, which forms Commitment L1 of the City Deal, has provided funding for Council to deliver three projects to improve liveability and accessibility to sport and recreation facilities. These projects will make an important contribution to fostering a healthy and socially connected community.

The Office of Sport is currently working with relevant stakeholders throughout the District, including Council, to develop a Western City District Sports Infrastructure Plan. The plan aims to identify local and regional sport infrastructure which will provide a strong foundation for participation in sport and active recreation in the District.

Draft Local Strategic Planning Statement

Actions

- 41. Council will develop a strategy which identifies gaps in the provision of open space, fit for purpose sports facilities, play spaces and community facilities to project future demand and need for facilities, and provide a plan and priorities to meet the needs of current and future populations – **Short Term**
- 42. Council will continue to implement the recommendations and actions of the Active Ageing Strategy – **Ongoing**
- 43. Council will continue to implement the recommendations and actions of the Camden Children and Families Strategy – **Ongoing**
- 44. Council will continue to implement the recommendations and actions of the Camden Disability Inclusion Action Plan – **Ongoing**
- 45. Council will investigate opportunities to attract and encourage the delivery of social services and infrastructure within the Camden LGA – **Short Term**
- 46. Council will deliver the three projects committed to under the Western Parkland City Liveability Program – **Short Term**
- 47. Council will act on the Western Sydney City Deal Commitment L5 to establish the Western Sydney Health Alliance to improve coordination and effectiveness of health services in the region, supporting health and wellbeing of neighbourhoods – **Short Term**
- 48. Council will work in collaboration with NSW Office of Sport in the implementation of the District Sport Infrastructure Plans (once finalised) – **Short Term**

Liveability



Camden Council

Local Priority L4

Encouraging vibrant and connected centres which reflect Camden's evolving character

Camden is made up of a variety of different places, each with their own distinctive characteristics and potential. Local character is seen as an important element for the community and provides acknowledgement of the past with the potential growth of Camden being harnessed appropriately. A place-based planning approach recognises that great places include all parts of the public realm such as open space, streets, and centres, and that these places have walking, cycling and public transport connections. Arts and creative expression are supported, and retail and commercial floorspace is protected, encouraging the night time economy and accommodating local festivals and events.

A night time economy encourages a vibrant centre by promoting uses such as cafes and restaurants, pubs and bars, and entertainment premises. When coupled with place-making, a strong night time economy has both economic and social benefits and activates a centre by enticing people to visit an area which would otherwise be deserted after dark. To encourage a night time economy within Camden's centres, Council must consider the existing design of the public domain as well as ensure that the planning controls provide for and support the above uses.

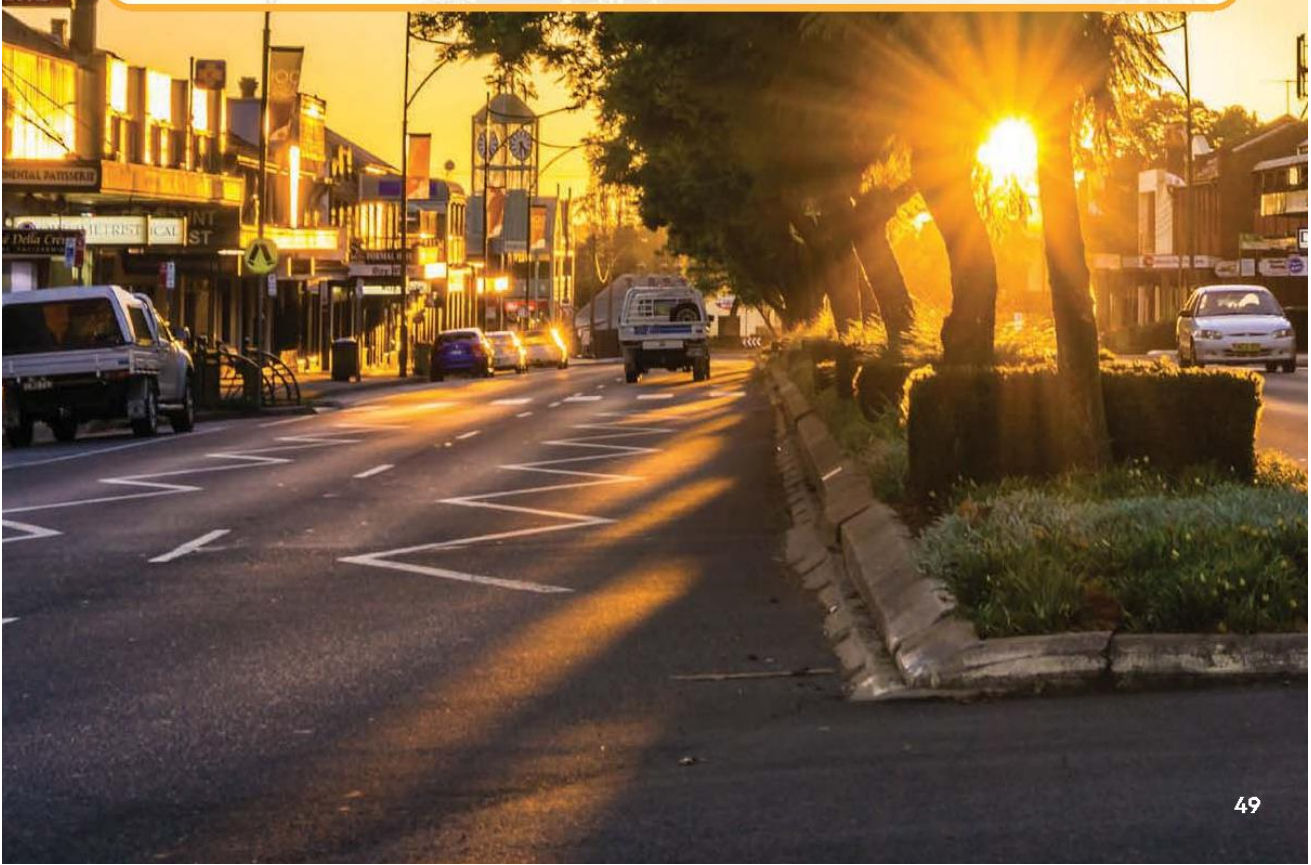
The Camden Town Centre Urban Design Framework provides a structure for the future direction of the Camden Town Centre which focuses on revitalising the centre through placemaking. The Framework recognises that the town centre is unique and highly valued by the community, and the provisions within the Framework reflect this value by focusing on enhancing the attributes that make Camden unique. Through adopting a place-based planning approach like that used for the Framework, Council can ensure that Camden's other centres and streets are designed in a way which reflects local character whilst also creating vibrant, comfortable and connected places that the community want to spend time in.

The SWGA has several identified future centres and neighbourhoods that are yet to be planned and built. This presents a unique opportunity for Council and the DPIE to ensure that new centres are designed in a way which focuses on a people-friendly public realm and exhibits best-practice placemaking. This will include ensuring that those precincts adjacent to South Creek adopt the urban design principles to deliver a cool and green city.



Actions

- 49. Council will work with Department of Planning, Industry and Environment to investigate the development of local character statements to be incorporated within planning controls – **Short Term**
- 50. Council will implement the Camden Town Centre Urban Design Framework – **Ongoing**
- 51. Council will investigate planning controls that encourage the activation of public spaces for civic, community and cultural uses – **Short Term**
- 52. Council will review public domain controls for the Narellan Town Centre – **Short Term**
- 53. Council will consider the principles of the Better Places Strategy- Government Architects within the Camden DCP – **Short Term**
- 54. Council will continue to work with the Department of Planning, Industry and Environment to ensure that new precincts within the South West Growth Area demonstrate best-practice placemaking in the design of centres and streetscapes – **Short Term**
- 55. Council will consider the South Creek urban design principles contained within the District Plan for all future development areas around South Creek – **Short Term**
- 56. Council will review existing planning controls to support a Night Time Economy within Camden’s centres – **Short Term**



Camden Council

Local Priority L5

Supporting cultural infrastructure to promote cultural and creative spaces

Cultural infrastructure and creative spaces are an essential part of a community's social fabric and support enhanced liveability. They help maintain local character and amenity in rapidly growing and changing communities whilst providing opportunities for residents to express themselves and to engage with the people around them.

As Camden continues to grow, it is important to foster these cultural spaces and experiences to ensure Camden develops as a vibrant and exciting place to live and visit. Camden will require cultural spaces and hubs for both literary, visual and performing arts, staging major entertainment

events, festivals, local and touring productions as well as conference rooms and forums. Council will advocate for a multi-arts facility within the SWGA to ensure that the new areas have equitable access to cultural facilities.

There is an opportunity to build upon the existing cultural assets within the Camden Town Centre, such as the Camden Civic Centre and the Alan Baker Art Gallery, to develop a cultural and creative precinct. Further opportunities to promote cultural experiences will be identified through a Cultural Development Strategy.



50



Actions

- 57. Council will work with Create NSW to ensure culture is recognised as a driver for creating vibrant places – **Ongoing**
- 58. Council will develop a Cultural Development Strategy which will provide Camden Council with a framework that supports arts and culture and high quality experiences to ensure that Camden LGA is a culturally vibrant place to study, work and play – **Short Term**
- 59. Council will develop a Cultural and Social Infrastructure Plan to determine the cultural and social infrastructure needs of the Camden community – **Medium Term**
- 60. Council will audit the s7.11 development contributions plans to identify the planned cultural facilities and consider the timing of delivery and funding for these works – **Short Term**
- 61. Council will continue to implement the Camden LGA Destination Management Plan – **Ongoing**

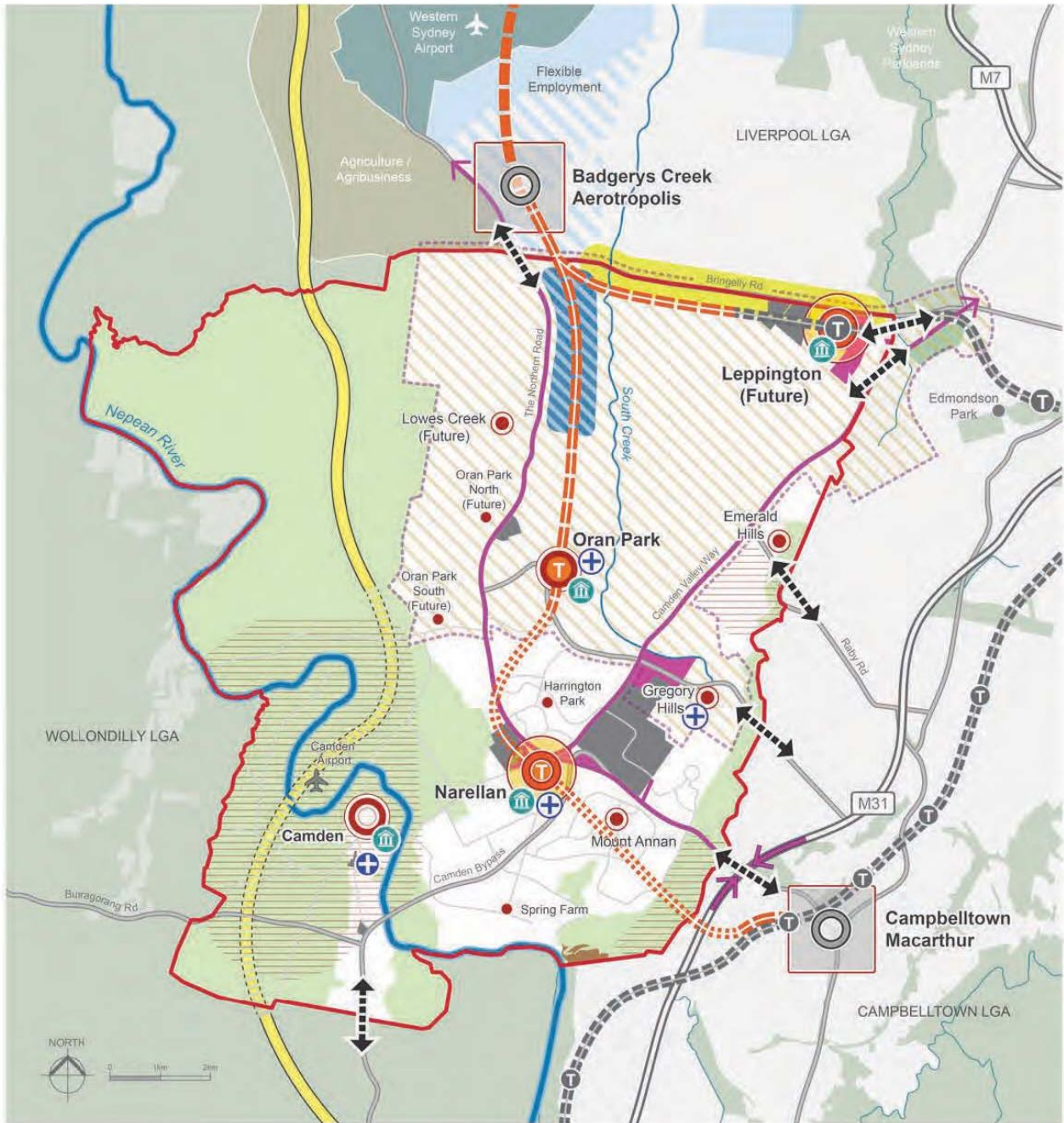
Camden Council



Productivity

The vision of a 30-minute city seeks to deliver a more productive region by driving opportunities for investment, business and jobs growth; supporting economic diversity; supporting internationally competitive industry sectors and rebalancing Sydney's economic focus towards the west so that all of Sydney benefits. Cities must be planned to ensure that people have access to a large number and range of jobs and services.

- **Local Priority P1** Increasing the quantity and diversity of local jobs, and improving access to jobs across the Western City District
- **Local Priority P2** **Creating a network of** successful centres
- **Local Priority P3** Strengthening the Strategic Centres of Narellan and Leppington
- **Local Priority P4** Ensuring a suitable supply of industrial and urban services land
- **Local Priority P5** Leveraging industry opportunities created by Camden's proximity to the Western Sydney Airport and Aerotropolis
- **Local Priority P6** Leveraging Camden's natural and cultural assets to promote local agricultural production and increase tourism



- | | | | |
|--|---|--|-------------------------------|
| | Metropolitan Cluster | | Future Industrial Land |
| | Strategic Centre | | Industrial Land |
| | Town Centre | | Tourism |
| | Local Centre | | Metropolitan Rural Area (MRA) |
| | Neighbourhood Centre | | South West Growth Area (SWGA) |
| | Primary Medical Facility | | Proposed M9 Alignment/ Tunnel |
| | Supporting Medical Facility | | Proposed Train Line/ Tunnel |
| | Civic Precinct | | Proposed Train Station |
| | Enterprise Corridor Investigation Area | | Existing Train Station |
| | SWGA Future Urban Land | | Key Transport Connection |
| | Future Employment Land - Investigation Area | | Freight Connection/ Corridor |
| | Mixed Employment Land | | Camden LGA Boundary |

Camden Council

Local Priority P1

Increasing the quantity and diversity of local jobs, and improving access to jobs across the Western City District

Like many emerging urban areas, most jobs within Camden are in population serving industries that cater to the needs of local residents, such as construction and retail.

Analysis of the 2016 census shows that almost 30% of working Camden residents are employed within the LGA, a further 35% work in the surrounding Western City District, with the remaining 35% of workers distributed across Sydney (of which 5.9% travel to Central Sydney). This reflects greater job opportunities in more established commercial centres outside of the Camden LGA. It also demonstrates a positive employment dynamic where the skills of Camden residents are generally well-suited to the broader South-Western Sydney employment market, as 65% of working residents either work in Camden or the Western City District, leading to shorter commute times and demonstrating a healthy Western Sydney economy.

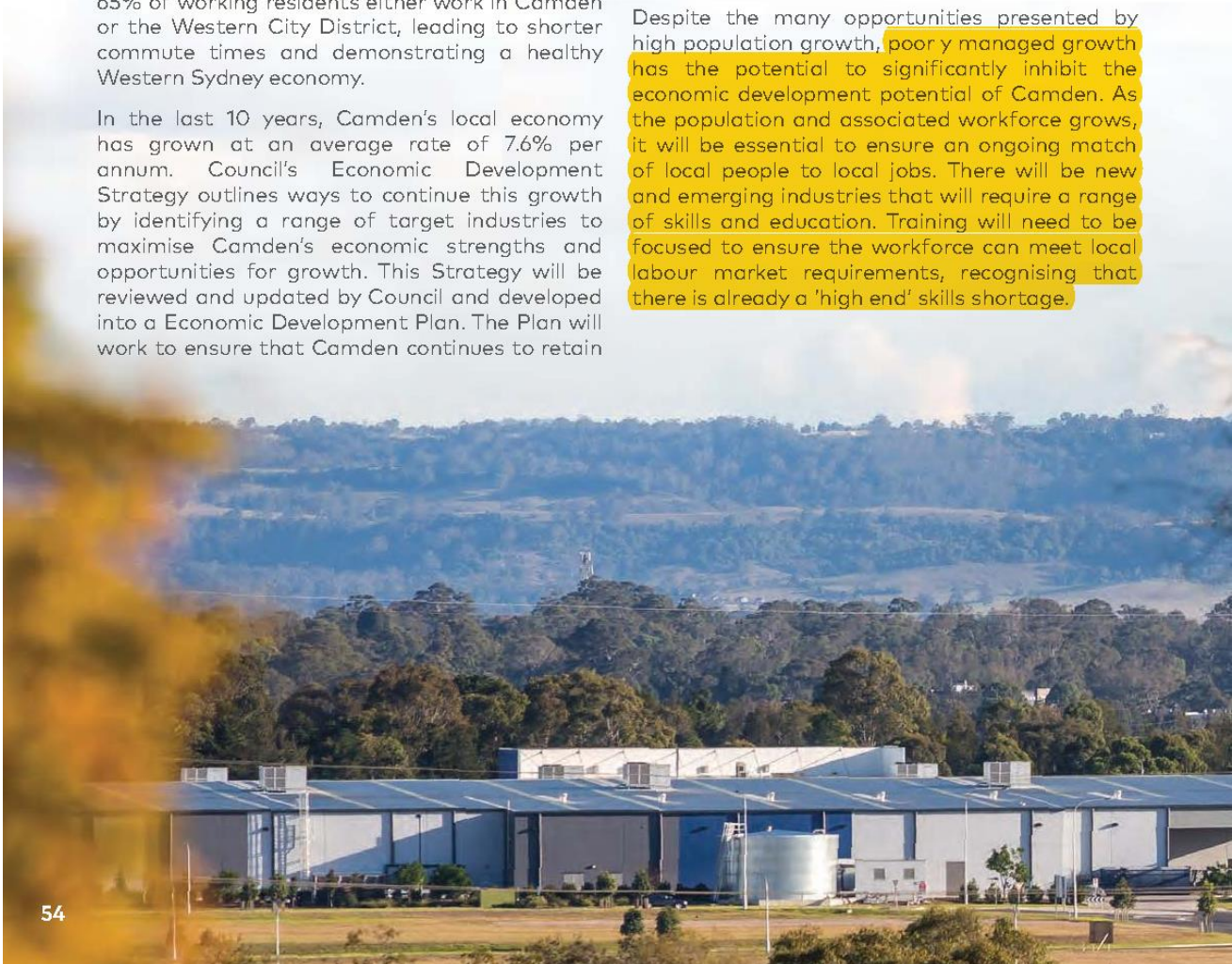
In the last 10 years, Camden's local economy has grown at an average rate of 7.6% per annum. Council's Economic Development Strategy outlines ways to continue this growth by identifying a range of target industries to maximise Camden's economic strengths and opportunities for growth. This Strategy will be reviewed and updated by Council and developed into a Economic Development Plan. The Plan will work to ensure that Camden continues to retain

and grow vital population serving employment, whilst also attracting knowledge-intensive professional services jobs, which will diversify the job opportunities within Camden.

The Camden Region Economic Taskforce supports the economic prosperity of the region through leadership, advocacy and coordination. The four key focus areas for CRET are:

- job creation
- securing investment
- infrastructure development
- creation of an environment that supports the growth of industry and business

Despite the many opportunities presented by high population growth, poorly managed growth has the potential to significantly inhibit the economic development potential of Camden. As the population and associated workforce grows, it will be essential to ensure an ongoing match of local people to local jobs. There will be new and emerging industries that will require a range of skills and education. Training will need to be focused to ensure the workforce can meet local labour market requirements, recognising that there is already a 'high end' skills shortage.

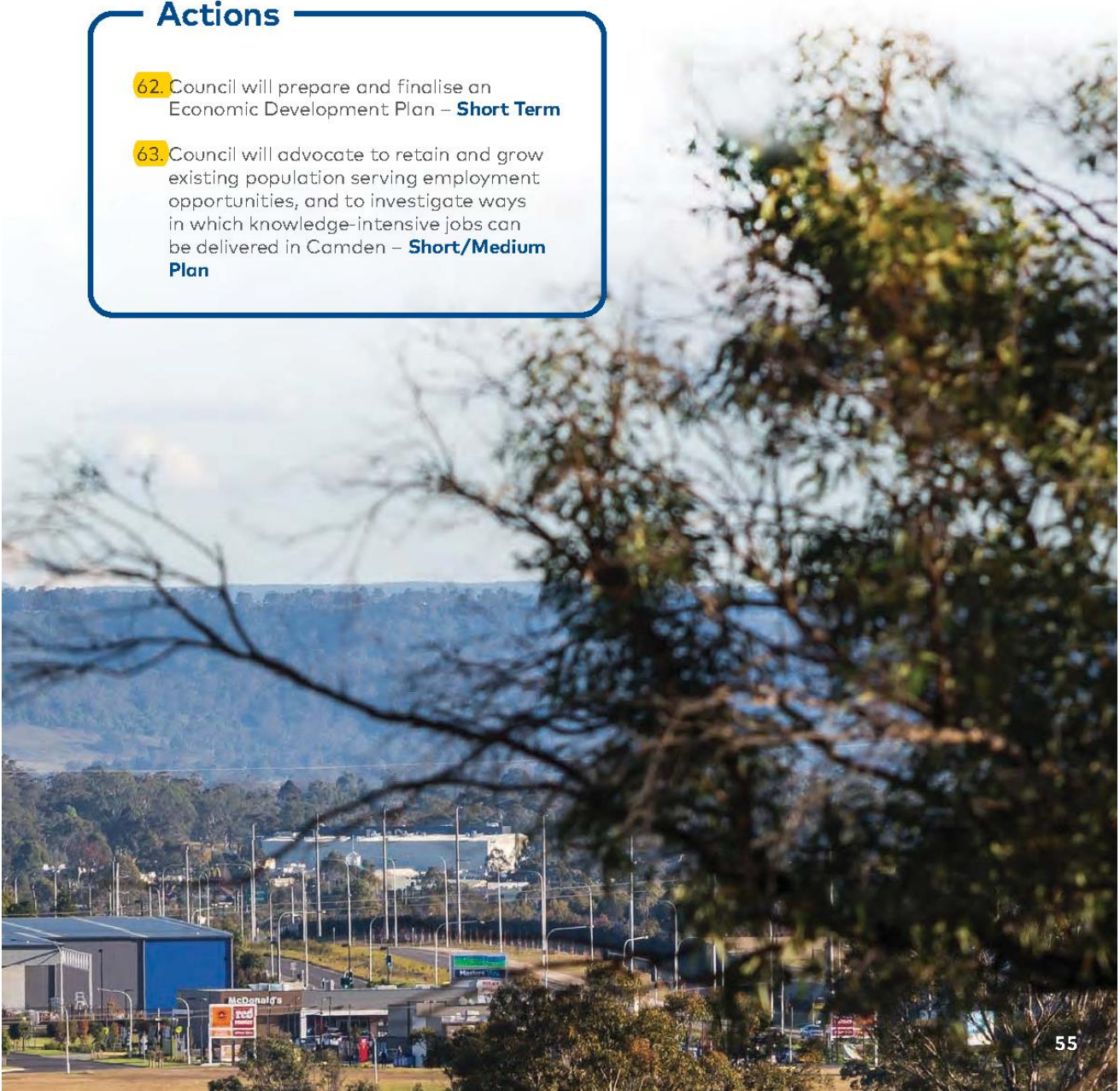


54

The Camden economy also faces structural challenges owing to its evolving nature and geographical location. These challenges underline the importance of investment in major transport infrastructure such as the North South Rail Line which will provide district-scale transport connections. Delivery of such city-shaping infrastructure can create connected employment clusters that simultaneously create economic opportunities for Camden and the Western City and increase Camden residents' access to jobs in the centres of Campbelltown, Liverpool, Penrith and the Western City Airport and Aerotropolis.

Actions

- 62. Council will prepare and finalise an Economic Development Plan – **Short Term**
- 63. Council will advocate to retain and grow existing population serving employment opportunities, and to investigate ways in which knowledge-intensive jobs can be delivered in Camden – **Short/Medium Plan**

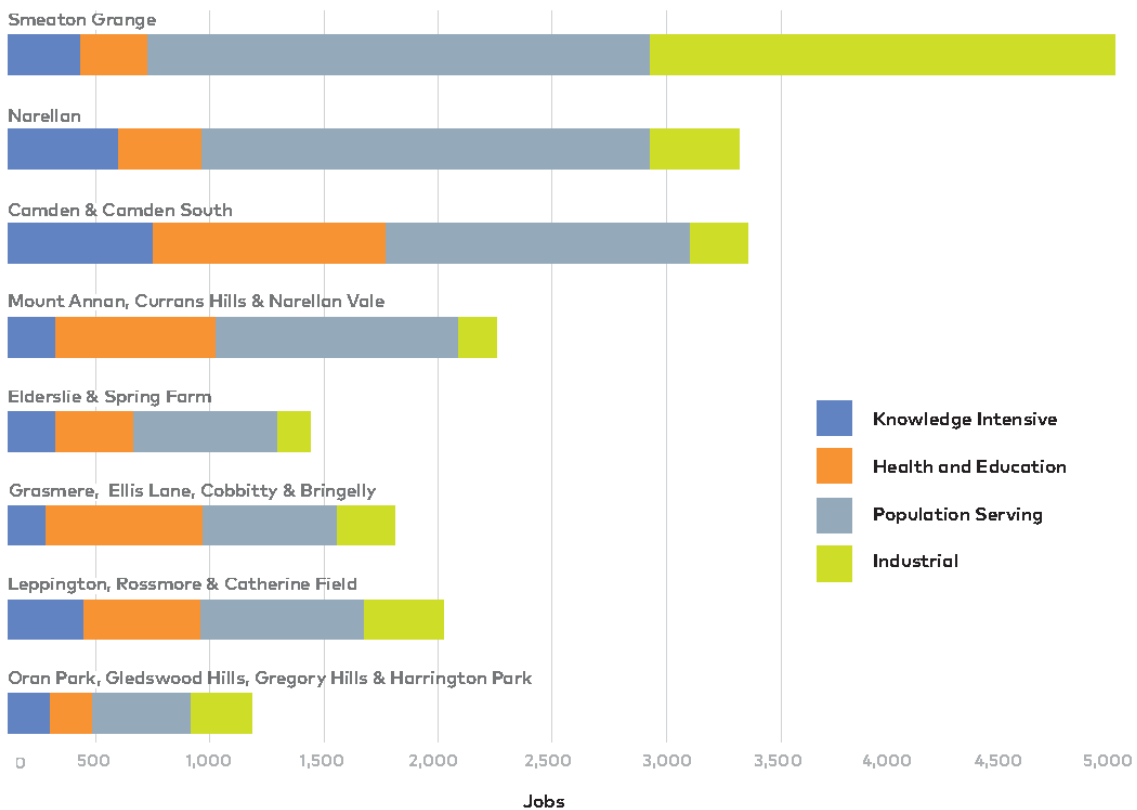


Camden Council

Employment Snapshot

- The 29,000 jobs in the LGA are distributed across the following industry categories:
 - 44% Population Serving
 - 21% Health and Education
 - 19% Industrial
 - 16% Knowledge Intensive
- The majority of Industrial jobs are located in Smeaton Grange
- Population Serving jobs are evenly distributed across the LGA
- Health and Education jobs are evenly distributed across the LGA, with a large cluster of Health jobs in and around Camden
- Camden and Narellan have the largest share of Knowledge Intensive jobs of any centre, however they are generally distributed across the LGA with no predominate location
- Employment within Camden is very dispersed. Nearly 50% of jobs are located outside of the key employment areas/centres of Smeaton Grange, Narellan and Camden Town Centre

Camden Jobs - by Location & Industry Category



56 Figure 8 - Camden Jobs by location and industry category

Camden's Centre Hierarchy

Strategic Centres Major centres with a wide mix of co-located uses including shopping centre-based retail, residential dwellings, commercial offices and civic. They serve regional catchments and are connected by public transport and regional roads and support strong job growth across numerous sectors.

Town Centres Locally important centres with a mix of co-located uses including retail, civic, commercial office and some residential. They serve an LGA-wide catchment, have a high-quality public domain and pedestrian amenity and support strong job growth for certain sectors.

Local Centres Serve a group of suburbs and are anchored by a large supermarket with a limited mix of supporting co-located uses such as medical services and restaurants and cafes.

Neighbourhood Centres Serve a single suburb and offer a convenience function to local populations, often anchored by a small supermarket and supported by a very limited mix of other uses such as a café.

Centre	Current Floor Space	Primary Role	Supporting Functions
Strategic Centres			
Narellan	132,000m ² retail 9,000m ² commercial	Regional retail	Everyday retail; Medical services; Professional services
Leppington	<i>Future centre under review</i>		
Town Centres			
Camden	40,000m ² retail 11,000m ² commercial	Specialty & everyday retail; Food and hospitality; Professional services	Medical services; Art & culture; Civic
Oran Park	10,000m ² retail 4,000m ² commercial	Everyday retail; Civic	Professional services; Medical services
Local Centres			
Mount Annan	21,140m ² retail 4,000m ² commercial	Everyday retail	Professional services; Medical services
Emerald Hills	10,000m ²	Everyday retail	Medical services
Gregory Hills	10,000m ²	Everyday retail	Medical services
Lowes Creek	<i>Future centre</i>		
Neighbourhood Centres (3000m²+) 			
Spring Farm	5,000m ²	Everyday retail	Medical services
Harrington Park	5,000m ²	Everyday retail	Professional services;
Gledswood Hills* Entertainment Precinct	3,500m ²	Specialty & everyday retail; Food and hospitality	
Oran Park (Southern NC)	<i>Future centre</i>		
Oran Park (Northern NC)	<i>Future centre</i>		

Table 7 - Camden Centres Hierarchy *Planned Capacity

Camden Council

Local Priority P2

Creating a network of successful centres

Accessible, diverse and high-amenity centres generate local retail and office development, bringing jobs and services closer to where people live and supporting a thriving local economy. To attract investment and create successful centres in Camden, it is important that Council leverage the existing strengths of each centre and ensure that the broader centres network develops in a complementary way with clear identities and functions.

Camden currently has a unique network of centres that range in size and function, however this hierarchy is expected to evolve over time due to the growing population in the SWGA and the delivery of rail. Whilst this growth is mostly expected to occur in Leppington and Oran Park initially, there will be additional centres identified within future precincts which are yet to be planned. It is expected that these centres will accommodate a large percentage of the business serving office space.

Productive centres rely on accommodating the needs of different types of floorspace. Most of Camden's existing centres are underpinned by population serving jobs and it is important that this floorspace is retained and appropriately located. To capture a higher percentage of business serving jobs, it is important that suitable centres have a strategic vision, supporting infrastructure, a mix of uses that create diverse activity and a high-amenity public domain.

In addition to the Strategic Centres of Narellan & Leppington (further detailed under Local Priority P3), Camden has two unique Town Centres that have many strengths and offer various opportunities.

Camden Town Centre is a regionally unique centre with a traditional small-town layout focused around a pedestrian-friendly high street. It currently accommodates a diverse range of jobs and supports the highest number of Knowledge Intensive and Health and Education jobs of any centre in Camden. To ensure Camden Town Centre continues to function as a strong centre in the long term, it is important that appropriate growth is planned in a way that protects and enhances the town's valued and distinct character.

58



ORD01

Attachment 1



Oran Park is an establishing centre with a developing retail offering, civic precinct and emerging office floorspace. The centre is planned to accommodate a mix of residential and commercial uses, high-quality public open space, recreation opportunities and pedestrian-friendly connective infrastructure. Over the medium-term the planned railway station could elevate the centre's significance and further its potential.

Supporting the higher order centres is a network of established, emerging and planned local and neighbourhood centres. These centres cater to resident's everyday retail and service needs and create a focal point for suburbs and communities. It is important that these local centres provide amenity and services to communities whilst remaining at a size that supports the broader centres hierarchy.

Actions

- 64. Council will finalise the Camden Centres Study, which will evaluate the role and hierarchy of centres, and analyse the capacity and viability for different centres to adopt a place-based approach and accommodate local jobs and commercial services, additional housing and recreational infrastructure – **Short Term**
- 65. Council will investigate the recommendations of the Camden Centres Study – **Short Term**
- 66. Council will continue to implement the initiatives in the Camden Town Centre Urban Design Framework – **Ongoing**
- 67. Council will prepare a Centres and Employment Lands Strategy which will establish a framework for the development of all centres and employment land in Camden. In relation to centres it will inform land use controls to ensure that there is a sufficient supply of floorspace available to meet demand – **Short Term**

Camden Council

Local Priority P3 Strengthening the Strategic Centres of Narellan and Leppington

The District Plan identifies Leppington and Narellan as Strategic Centres due to their potential to provide growth and a range of employment, including knowledge-intensive jobs, to support the local population. Facilitating the growth of these two centres is an important step in providing jobs close to home and creating a solid foundation for economic activity within Camden. The District Plan provides a target of 7,000 – 12,500 jobs for Leppington, and 14,000 – 16,500 jobs for Narellan by 2036.

Leppington Town Centre

Leppington Town Centre is located within the South West Growth Area. The land was originally rezoned for urban development in 2014, with the Leppington train station opening in 2015.

Since the town centre was rezoned, the surrounding economic and structural context has changed due to the significant investment opportunities created by WSA and Aerotropolis. In light of this significant change to the local market, in 2017 DPIE commenced a review of Leppington Town Centre. The review includes investigating a new vision for the town centre, with altered land use controls that potentially change the quantity and mix of new homes and jobs within close proximity to the train station. From late 2019, Council will lead this process in collaboration with Liverpool City Council and DPIE.

With a rail connection to Sydney's main employment districts of Sydney CBD and Parramatta, and with Bringelly Road to serve as one of the major gateways to the Western Sydney Airport and Aerotropolis, Leppington has the potential to develop as a prominent town centre in the future.

In developing Leppington Town Centre, it is important that a considered and evidence-based approach is taken that forms a clear strategic vision for the centre that outlines its role within

the network of strategic centres in the Western City and its relationship with the Aerotropolis. It is also important that a suitable balance between commercial and residential floorspace is achieved.

Narellan Town Centre

Narellan Town Centre is an established centre and the largest in the LGA. In 2017, the Narellan Town Centre shopping centre underwent a significant expansion which has increased Narellan's retail prominence within Camden and the Western City.

The full potential of Narellan as a centre is not currently realised. This is in part due to the limitations of the current road network, fragmented land, limited pedestrian and cycle connectivity, and the general design of the public domain. Narellan has the potential to grow and diversify into a mixed-use centre with expanded office and residential floorspace which is supported by high-quality civic spaces and pedestrian connections.

A holistic review of Narellan's future vision and its capacity to support additional growth is restricted by the lack of certainty around the delivery, timing and location of the proposed rail line to Narellan. Council will therefore investigate a staged approach to the master planning of Narellan.



60

Draft Local Strategic Planning Statement

Productivity



Figure 9 - Narellan town Centre

Actions

- 68. Council will prepare a vision for Narellan, which considers Narellan’s role as a Strategic Centre – **Short – Medium Term**
- 69. Council will investigate a staged approach to the master planning of the Narellan Town Centre, with the staging dependent upon the confirmation of timing for the delivery of the North South Rail, in particular the location of the Narellan Train Station.
 - o Stage 1 – **Short Term**
 - o Stage 2 – **Medium Term**
- 70. Council will continue to work with Transport for NSW to confirm the future station location for Narellan – **Ongoing**
- 71. Council will continue to work with **Liverpool City Council** and the Department of Planning, Industry and Environment on the **Leppington Town Centre Review** – **Short term**
- 72. Council will investigate opportunities to overcome challenges presented by land fragmentation and its limitations on delivering enabling infrastructure – **Short term**
- 73. Council will work with Transport for NSW to ensure their land holdings within the **Leppington Town Centre** are developed to support the wider precinct outcomes, support jobs and homes close to the **Leppington train station** and deliver on the State Government commitment to provide new commuter car park spaces – **Short term**

Camden Council

Local Priority P4

Ensuring a suitable supply of industrial and urban services land

Industrial and urban services land plays a crucial role in the local economy. In addition to providing local jobs, Camden's industrial, warehousing and distribution facilities play an important operational role by providing services to residents, and local and regional businesses.

The table below summarises the industrial and urban services precincts within the LGA.

Precinct	Land Area (% of industrial land LGA)	Floor space % - by Broad Industry Category			
		Industrial	Population Serving	Health & Education	Knowledge Intensive
Smeaton Grange	68%	55%	34%	6%	5%
Narellan	12%	30%	64%	1%	5%
Gregory Hills (B5)	10%	7%	77%	10%	6%
Gregory Hills (IN1)	8%	57%	42%	-	1%
Little Street & Ironbark Avenue (Camden)	2%	17%	73%	7%	3%

Table 8 - Industrial and urban services precincts in LGA

The general decline of manufacturing across Sydney has seen the percentage of industrial jobs within Camden drop from 24% in 2006 to 20% in 2016. Despite this, there is still a strong demand for industrial and urban services land in Camden. Representative of this strong demand is Camden's primary industrial area Smeaton Grange, which has seen jobs grow by 46% between 2011 and 2016. The demand for industrial land is coming from businesses across a wide spectrum that have certain floorspace, operational or accessibility requirements which can be provided within industrial areas.

The evolving and diversifying nature of industrial land is an important trend to be monitored and managed in Camden. In addition to the traditional forms of industrial uses such as manufacturing and freight and logistics, the term 'urban services' describes industries that are increasingly present in industrial lands which provide essential services that enable a local economy to function and operate efficiently and require close proximity to customers.

The Aerotropolis is anticipated to reshape the Western Sydney economy and attract businesses across aerospace and defence, manufacturing and freight and logistics. This will have positive

flow-on effects to economic activity within Camden and it is important that a sufficient supply of industrial land is planned within the SWGA to accommodate the demand created by high population growth, and the opportunities that the Aerotropolis creates. It is important that any future industrial areas are planned to have appropriate transport connectivity and minimal impact on surrounding residential areas.

The employment investigation areas identified on the Productivity Structure Plan are done so to provide opportunities for the future employment needs of the new population forecast for the SWGA. A LUJIP for the SWGA prepared by DPIE will provide further guidance as to the quantity, location and role of additional employment land required.

The opportunities brought by the Aerotropolis and the on-going evolution of business practices mean that Camden's industrial lands are evolving into complex employment areas containing a range of uses. The requirements of current and future business needs require close attention to ensure that industrial area's planning controls - both built form and permissibility - remain fit for purpose, ensuring the areas remain attractive places for businesses to locate.

Draft Local Strategic Planning Statement

Productivity

The Western City District Plan sets out three frameworks for managing industrial areas – Retain and Manage; Plan and Manage and Review and Manage.

The GSC classifies Camden's existing industrial areas as Retain and Manage, and land in the SWGA is classed as Plan and Manage. Currently, Camden has no industrial precincts classed as Review and Manage.

Council will undertake a strategic review of Camden's current and future industrial lands requirements. The industrial lands study will

assess Camden's short and long-term supply and demand balance of industrial land, the functionality, suitability and capacity of existing industrial areas; the quantity of additional industrial land required in the SWGA; methods to minimise or avoid land use conflicts; and whether any industrial precinct should be reclassified within the WCDP framework.

It is important that Camden's industrial and urban service areas are recognised and evaluated for their long-term economic, operational and functional contribution to the local and regional economy.

Actions

74. Council will undertake an Industrial and Employment Lands Study. The study will analyse the opportunities, constraints and economic contributions of Camden's industrial and employment lands and identify the short and long term land requirements within the Camden LGA – Short Term

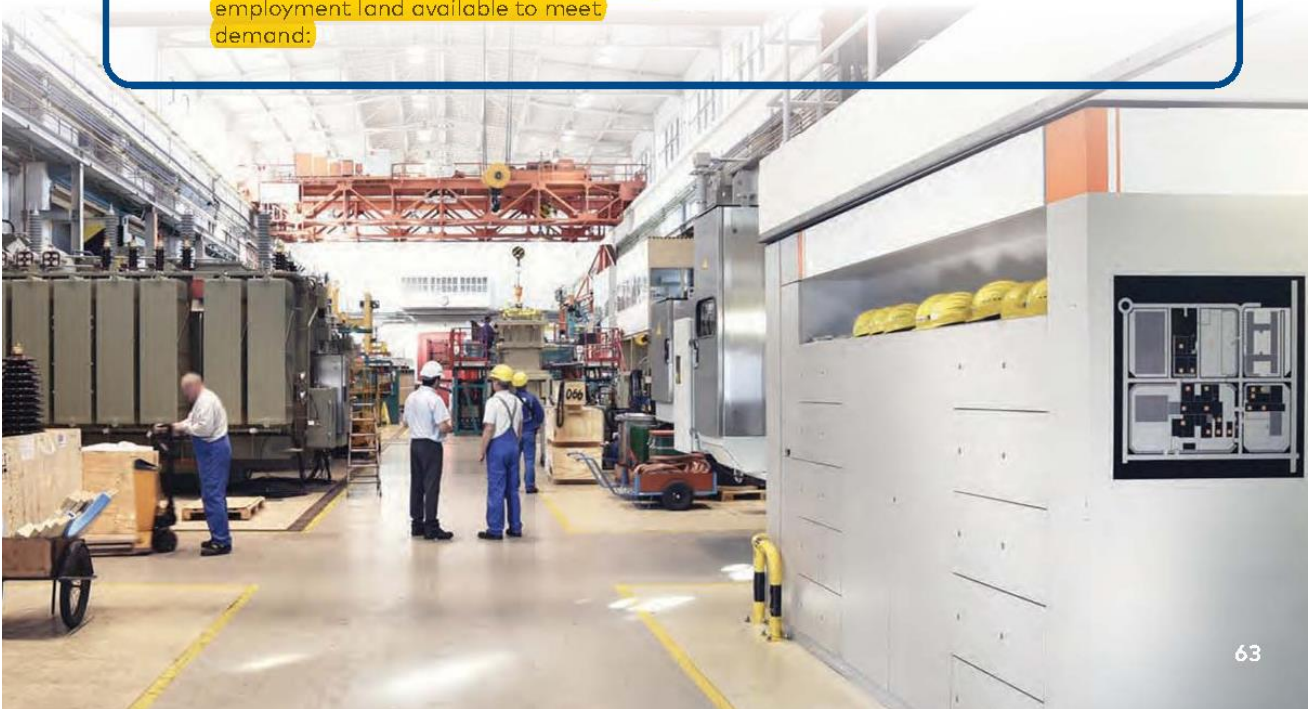
75. Council will prepare a Centres and Employment Lands Strategy. The strategy will:

- o Outline how Camden's industrial and employment lands will be managed into the future to ensure there is a sufficient amount of zoned and serviced employment land available to meet demand;

- o Ensure that industrial precincts economic viability is protected and enhanced; and

- o Inform future land use controls in the Camden LGA to respond to the changing requirements of businesses – Short Term

76. Council will continue to work with the Department of Planning, Industry and Environment to ensure new precincts within the South West Growth Area contain an adequate supply of industrial and urban services land, with a focus on locating these areas close to transport corridors – Ongoing



Camden Council

Local Priority P5

Leveraging industry opportunities created by Camden's proximity to the Western Sydney Airport and Aerotropolis

Set to open in 2026, the Western Sydney Airport (WSA) will generate economic activity and provide employment opportunities for people in the Western Sydney region. The Airport is expected to deliver up to 3,200 jobs during construction and around 9,000 airport jobs during operation over the next 20 years. The Airport is expected to support around 28,000 jobs by 2031, which will grow to nearly 48,000 by 2041. This will include direct and indirect jobs in manufacturing; retail and professional, and scientific and technical services. This growth will create substantial employment opportunities for the workforce across the Western City.

Whilst many of the industries within the Aerotropolis will align with the existing skillset of Camden residents, the attraction of industries

which foster innovation such as engineering and advanced technologies will develop highly-skilled jobs which will further diversify the employment opportunities within the Camden LGA.

The development of the Airport will lead to flow-on effects within Camden through the potential to locate supportive industries within the LGA. Given the early stages of the WSA and Aerotropolis planning, it is too early to identify the exact manner in which these flow-on effects will play out in Camden. It is important that future iterative studies are conducted that investigate the opportunities created by the WSA and Aerotropolis, how they can be best capitalised on within the LGA and what the land use implications will be.

Actions

77. Council will work with the Camden Regional Economic Taskforce to investigate opportunities to leverage off the future industrial and commercial

hub of the Aerotropolis, and to capitalise on new industry opportunities created by Camden's proximity to the Western Sydney Airport – **Short Term**



Local Priority P6 Leveraging Camden's natural and cultural assets to promote local agricultural production and increase tourism

Camden's rural lands form an important part of the area's identity. In addition to the economic contribution to the LGA, they provide highly valued scenic amenity and rural character. Camden's Rural Lands Strategy identifies the need to enhance Camden's rural economy by identifying potential activities through which Council can support and promote viable and sustainable agriculture.

The Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan identifies an agribusiness precinct to be located on the western edge of the Aerotropolis Precinct, which is contiguous with Camden's primary rural lands. The proximity to domestic and international markets by air freight is envisaged to create an integrated fresh food precinct on Sydney's doorstep which includes diverse agribusinesses - from primary production to high-tech agricultural innovation - and provide local jobs and local fresh food. It is important that the opportunities created by the development of the agribusiness precinct are identified and capitalised on within the LGA.

Camden's rural setting, rich heritage and proximity to Sydney present several opportunities to grow

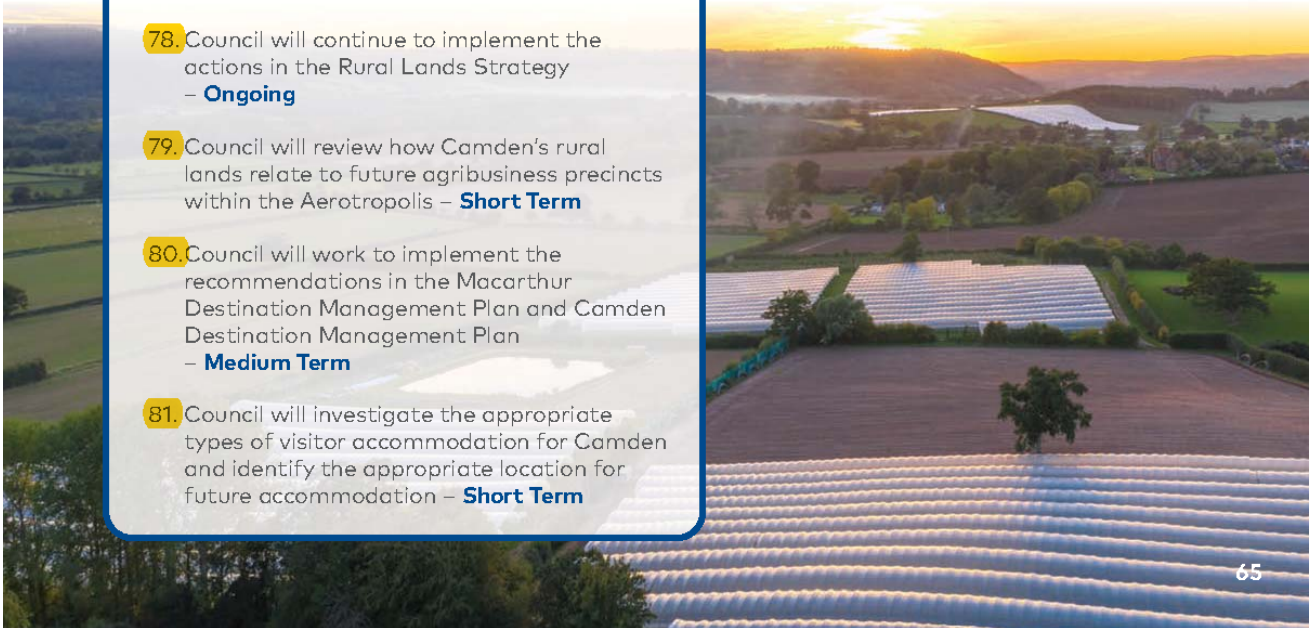
the visitor economy. Camden Town Centre's traditional main street layout that is framed by an extensive selection of historic buildings, and the burgeoning food and hospitality scene offer a unique visitor experience. The retention and preservation of urban and rural heritage items that tell nationally important stories offer the potential for heritage-based tourism across the LGA.

Within the LGA there are some areas that can develop into tourism hubs in their own right such as the Australian Botanic Garden Mount Annan, Camden Airport and the Nepean River, whilst numerous civic, cultural, natural and sporting spaces provide the platform for the events sector to grow.

Council will investigate opportunities to build on these assets and promote them widely, as well as look at opportunities for other development that support the visitor economy, such as appropriate land zoned to permit a range of visitor accommodation, food and hospitality and events. A key challenge for Camden is ensuring the right balance is found between the positive effects of tourism on the economy, and the protection of the natural and heritage qualities of the LGA.

Actions

- 78. Council will continue to implement the actions in the Rural Lands Strategy - **Ongoing**
- 79. Council will review how Camden's rural lands relate to future agribusiness precincts within the Aerotropolis - **Short Term**
- 80. Council will work to implement the recommendations in the Macarthur Destination Management Plan and Camden Destination Management Plan - **Medium Term**
- 81. Council will investigate the appropriate types of visitor accommodation for Camden and identify the appropriate location for future accommodation - **Short Term**



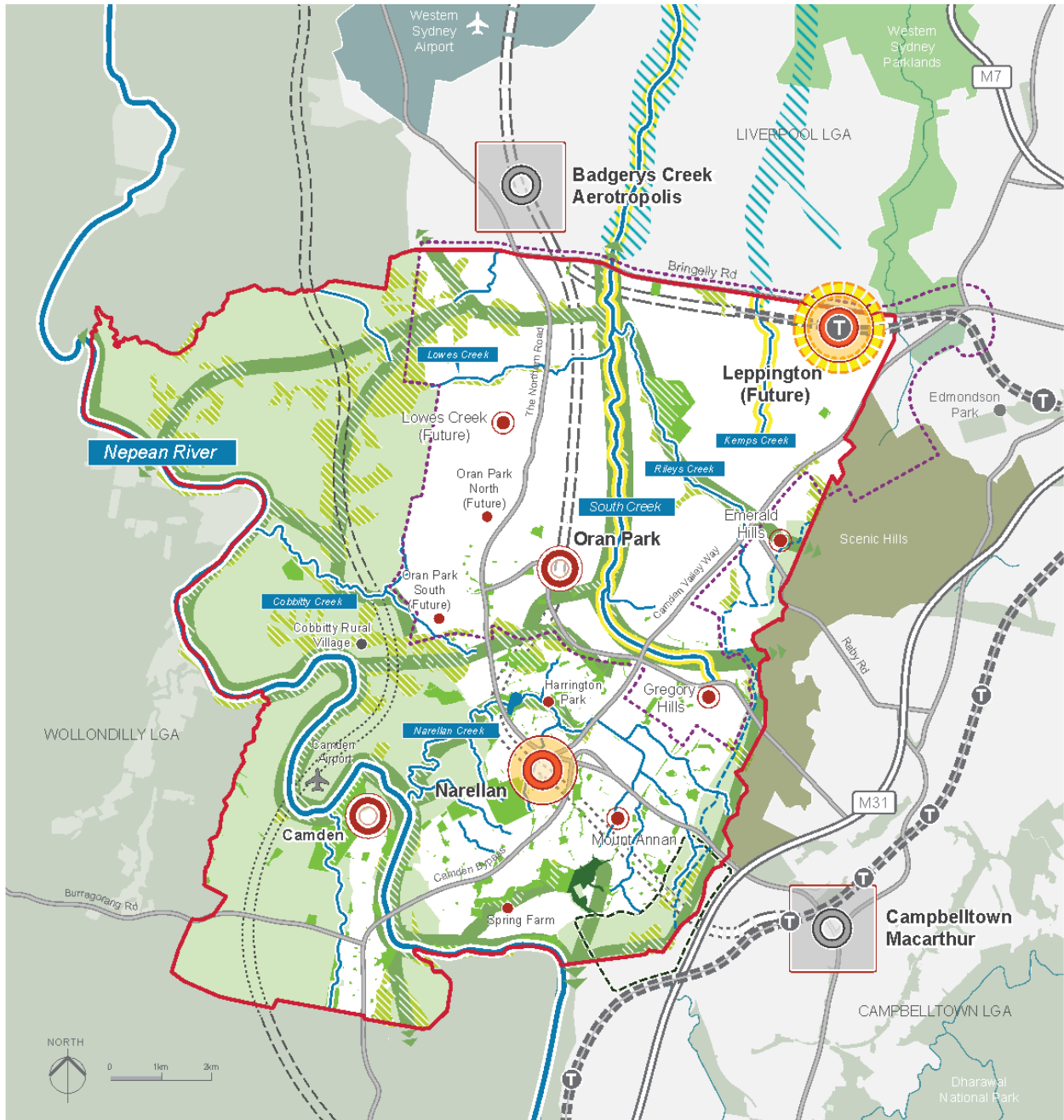
Camden Council



Sustainability

Improving sustainability will involve incorporating Camden's natural landscape features into the urban environment; protecting and managing natural systems; cooling the urban environment; innovative and efficient use and re-use of energy, water and waste resources; and building the resilience of communities to natural hazards.

- **Local Priority S1** Improving the accessibility and connectivity of Camden's Green and Blue Grid and delivering high quality open space
- **Local Priority S2** Protecting and enhancing the health of Camden's waterways, and strengthening the role and prominence of the Nepean River
- **Local Priority S3** Protecting Camden's rural land
- **Local Priority S4** Protecting and restoring environmentally sensitive land and enhancing biodiversity
- **Local Priority S5** Reducing emissions, managing waste and increasing energy efficiency
- **Local Priority S6** Improving Camden's resilience to **hazards** and extreme weather events



- Metropolitan Cluster
- Strategic Centre
- Town Centre
- Local Centre
- Neighbourhood Centre
- Leppington Town Centre Low Carbon Precinct Investigation Area
- National Park - William Howe
- Reserve/ Parkland
- Australian Botanic Garden Mt Annan
- Environmentally Sensitive Land (Core Habitat) Regionally Significant
- District Green Grid Priority Corridor
- Habitat Corridor
- South Creek Investigation one
- Upper Canal System
- River/ Creek
- Metropolitan Rural Area (MRA)
- South West Growth Area (SWGA)
- Proposed M9 Alignment/ Tunnel
- Proposed Train Line/ Tunnel
- Existing Train Line
- Camden LGA Boundary

Camden Council

Local Priority S1

Improving the accessibility and connectivity of Camden's Green and Blue Grid and delivering high quality open space

The Green and Blue Grid is a network of open space which includes parks, playing fields, urban tree canopy, bushland, creeks, lakes and rivers. When protected and enhanced, these areas provide biodiversity and habitat corridors, help cool the urban environment, provide opportunities for community recreation, support walking and cycling connections and contribute to cleaner air and waterways. As the population grows, the connectivity and accessibility of Camden's Green and Blue Grid will become increasingly important to support a liveable and sustainable Camden.

Tree-lined streets, urban bushland and tree cover on private land form the urban tree canopy and are an important component of the Green Grid. Urban surface temperatures can be 10°C to 20°C higher than air temperatures because buildings, roads and other hard surfaces absorb and store heat. Unlike hard surfaces, trees and vegetation reflect heat whilst also cooling and cleaning the air.

Camden's current tree canopy coverage is approximately 17%. The percentage of Camden's tree canopy varies across different suburbs within the LGA, with some areas having much lower tree canopy coverage than others. Council will investigate opportunities and priority areas to increase tree canopy in existing and future urban areas.

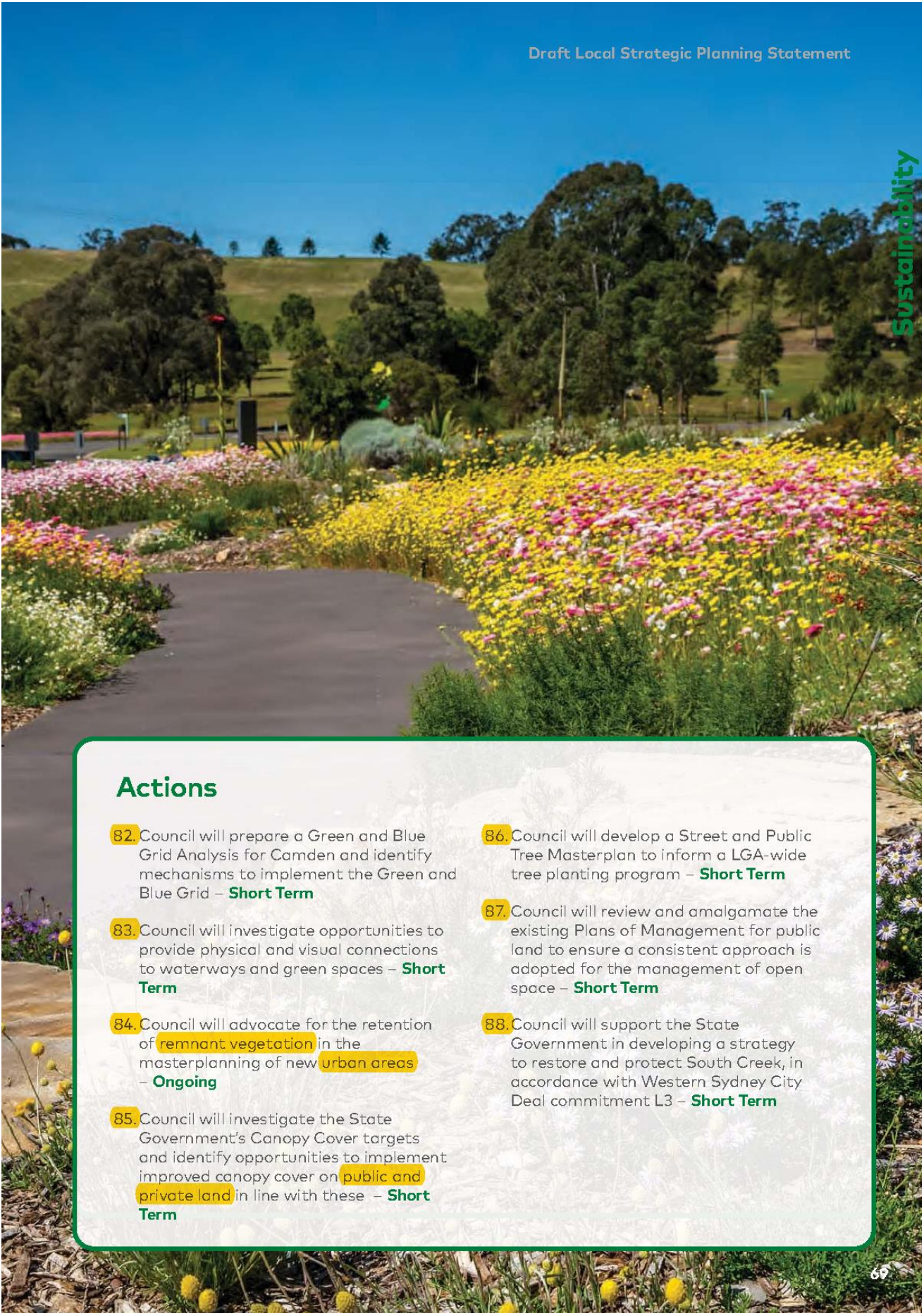
Clearing for agriculture and urban development has reduced the extent of tree cover across Camden. In addition to cooling urban areas, remnant vegetation plays an important role in the biodiversity of the area, provides habitat for fauna, and contributes to local character.

Council will investigate opportunities to improve urban tree canopy cover in new and established areas (including the retention of remnant vegetation) as well as improve connectivity and accessibility to high quality open space and waterways to mitigate urban heat and contribute to the amenity of neighbourhoods.

The Camden Green and Blue Grid will contribute to a connected grid of open space across Sydney and will feed into District-scale projects including South Creek, Kemps Creek and the Upper Canal.

The District Plan identifies the South Creek corridor from Narellan to Hawkesbury as an important environmental spine for the Western Parkland City. Through the commitments of the City Deal, Council will work with the Australian and State Government to develop a strategy for South Creek that will investigate its restoration and protection as part of the broader strategy of integrating land use and water management within the catchment.





Actions

- 82. Council will prepare a Green and Blue Grid Analysis for Camden and identify mechanisms to implement the Green and Blue Grid – **Short Term**
- 83. Council will investigate opportunities to provide physical and visual connections to waterways and green spaces – **Short Term**
- 84. Council will advocate for the retention of remnant vegetation in the masterplanning of new urban areas – **Ongoing**
- 85. Council will investigate the State Government’s Canopy Cover targets and identify opportunities to implement improved canopy cover on public and private land in line with these – **Short Term**
- 86. Council will develop a Street and Public Tree Masterplan to inform a LGA-wide tree planting program – **Short Term**
- 87. Council will review and amalgamate the existing Plans of Management for public land to ensure a consistent approach is adopted for the management of open space – **Short Term**
- 88. Council will support the State Government in developing a strategy to restore and protect South Creek, in accordance with Western Sydney City Deal commitment L3 – **Short Term**

Camden Council

Local Priority S2

Protecting and enhancing the health of Camden's waterways, and strengthening the role and prominence of the Nepean River

Camden's waterways including the Nepean River are key landscape elements and contribute to an overall natural system that cools and greens the LGA. Waterways support groundwater dependent ecosystems and threatened ecological communities and accommodate the disposal of stormwater and wastewater. Council's recognition of the importance of healthy waterways and their contribution to a sustainable Camden is reflected in its logo, the platypus. The presence of platypus in Camden's waterways is an important indicator of the general health of the aquatic ecosystem.

As parts of Camden urbanise, there will be greater pressure on our waterways. In natural environments rainwater is mostly absorbed into the ground, used by plants or evaporated back into the atmosphere. Urban development and the clearing of vegetation increases hard surfaces, which are unable to absorb water. This results in increased urban stormwater runoff, which is directed to local waterways through stormwater drains. During rain events the increased volume of fast-moving stormwater carries a range of pollutants into waterways.

Water Sensitive Urban Design (WSUD) is an approach to water management which aims to improve the ability of urban environments to capture, treat and re-use stormwater on site before it has the chance to pollute and degrade waterways. WSUD can reduce the volume and improve the quality of the stormwater runoff, improve and provide wildlife habitats, and cool the urban environment. Council currently requires WSUD on public land, such as raingardens, constructed wetlands and swales, and will continue to ensure that the design of these systems is undertaken to the highest standard. Council will also investigate opportunities to reinstate natural conditions in highly modified urban waterways in suitable areas.

The health of waterways is impacted by factors which extend beyond the beds of rivers and creeks. Riparian corridors provide a transition between the land and water and perform a range of important environmental functions. They provide bank stability and reduce erosion, protect water

quality by trapping sediments and contaminants, provide habitat for animals and plants, and provide connectivity and passive recreational uses. The protection and enhancement of vegetated riparian corridors is important for maintaining or improving the shape, stability and ecological functions of a watercourse.

The Nepean River runs through the Western City District and is a key landscape element which is highly valued by the Camden community. There is opportunity for the river to play a more prominent role within Camden which reflects its importance. Improving access to the river and activating its banks will support this vision. Whilst much of the Nepean River within Camden runs through private property, Council will investigate opportunities to provide greater connections to the river on public land.

Camden's waterways extend beyond the limits of the LGA and water quality can be affected because of pollution and other factors further upstream. To enable an effective catchment-wide approach for improving water quality, Council will work with relevant stakeholders to ensure that a whole-catchment approach is adopted to manage the health of waterways.

Actions

89. Council will undertake a review of Camden's waterways and riparian areas and investigate opportunities to incorporate protections into planning instruments, including the LEP and DCP – **Medium Term**
90. Council will develop a program for ongoing water quality monitoring – **Short Term**
91. Council will work with water service providers to design and deliver infrastructure, water servicing and development approaches that best contribute to local and regional water supply, and water cycle management – **Short Term**
92. Council will continue to implement Water Sensitive Urban Design on public land – **Short Term**
93. Council will work with stakeholders to develop a whole of catchment land use policy and statutory planning mechanisms that improve water quality – **Medium Term**
94. Council will undertake a review of the DCP to incorporate best-practice Water Sensitive Urban Design and stormwater management principles – **Short Term**
95. Council will maintain, improve and create new habitats for threatened flora and fauna species identified in waterways – **Ongoing**
96. Council will investigate opportunities to activate and enhance the Nepean River – **Short Term**
97. Council will work with relevant stakeholders, including neighbouring Councils within the Hawkesbury-Nepean catchment, to investigate the establishment of a joint body to manage and facilitate a coordinated approach to the management of the Nepean River – **Medium Term**
98. Council will investigate opportunities to reinstate natural conditions in highly modified urban waterways – **Medium Term**
99. Council will investigate amending its LEP to include provisions for the appropriate management of urban stormwater – **Short Term**
100. Council will develop a community education program to build awareness and understanding about the importance of water quality – **Short Term**

Camden Council

Local Priority S3 Protecting Camden's rural land

Camden has historically been known as a highly productive rural region and forms part of Greater Sydney's Metropolitan Rural Area (MRA), the non-urban areas of Sydney. The MRA encompasses the western edge of the LGA through Bringelly, the Cobbitty Hills (including Cobbitty Rural Village), through to Razorback. The Scenic Hills on the eastern boundary of the LGA also form part of the MRA.

Camden's rural land is highly valued by the community, not only because of its role in providing Sydney with fresh food, but also other benefits such as tourism and cultural and landscape values which provide a positive contribution to Camden's identity.

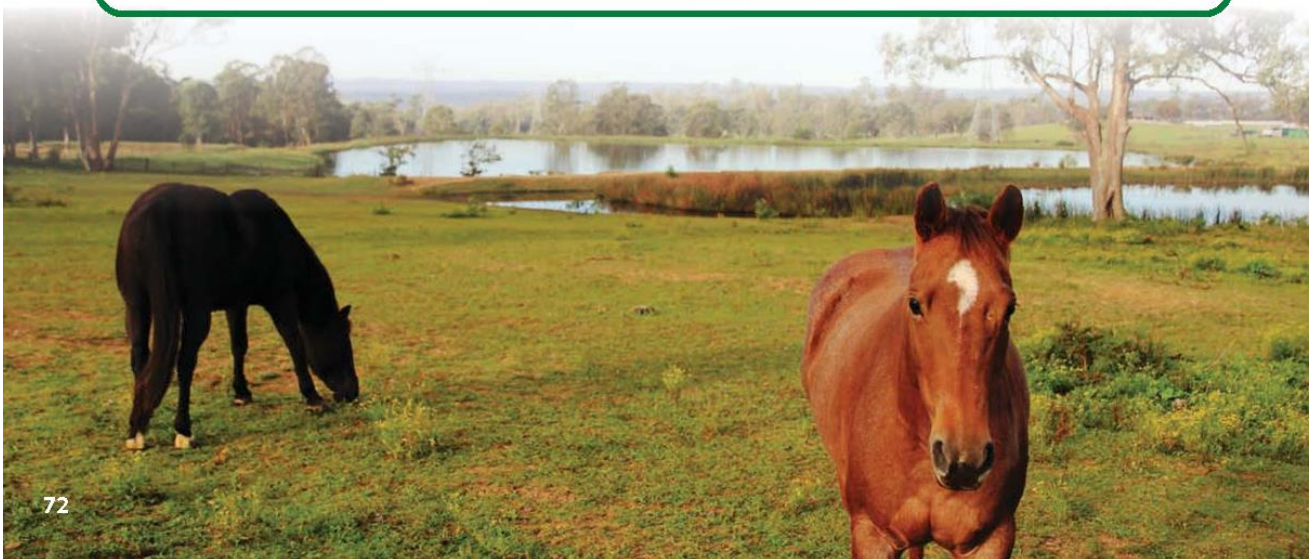
The rural village of Cobbitty, nestled on the Nepean River and offering sweeping views of Camden's rural landscape and historic buildings, is a unique example of a rural village with significant cultural and landscape value. Cobbitty Village provides an important connection to Camden's heritage and its character must be appropriately protected.

Camden's rural lands are located at the urban fringe of Sydney and managing this urban-rural interface will be a key challenge for Council. Increased urban development not only reduces the overall amount of land suitable for productive agriculture, but also creates other pressures such as land use conflicts which have the potential to significantly impact on Camden's rural lands. It is therefore important that Camden's growth is managed carefully and effectively to ensure the retention of the places, landscapes and characteristics of Camden's rural heritage and background.

Council's Rural Lands Strategy was adopted in 2018 and guides land use planning decision making on and adjacent to rural zoned land to ensure that Camden's rural lands are protected as an important local and district feature. The recommendations and actions of the Strategy will continue to be implemented by Council to protect Camden's rural land, and Council will work with Wollondilly Council to investigate opportunities for the sustainable and productive use of rural land across the Western City District.

Actions

- 101. Council will continue to implement the recommendations and actions within the Camden Rural Lands Strategy – **Ongoing**
- 102. Council will review existing planning instruments to minimise and manage rural land conflicts – **Short Term**
- 103. Council will work with Wollondilly Council and the Sydney Peri-Urban Network (SPUN) to explore options to protect agricultural land and encourage local food production – **Short Term**



72

Local Priority S4

Protecting and restoring environmentally sensitive land and enhancing biodiversity

Camden lies within the Cumberland Plain, and has rich Nepean River flats and undulating Wianamatta Shale hills. The main vegetation community is Cumberland Plain Woodland which is a Critically Endangered Ecological Community under the Commonwealth Environment Protection and Biodiversity Act 1999 and the NSW Biodiversity Conservation Act 2016. There are five other endangered ecological communities found in Camden, being River Flat Eucalypt Forest, Cumberland Swamp Oak Riparian Forest, Moist Shale Woodland and Elderslie Banksia Scrub Forest, Western Sydney Dry Forest.

Vegetation clearing as a result of agriculture and urban development has had an impact on biodiversity in Camden. In 2013, 10% of land in the LGA was remnant woodland, with the majority of endangered ecological communities located on private land. This presents challenges for the ongoing maintenance and protection of these environmentally sensitive areas, and it is important that Council work with the community to build awareness of biodiversity issues and ways in which residents can help to enhance and protect these areas.

Most of the bushland currently in Council's

ownership is in the southern half of the LGA. Future urban development in the north of the LGA may potentially increase the amount of bushland in Council's ownership. Council will continue to plan for the maintenance of bushland areas and identify ways in which to build upon conservation programs in the future.

Maximising ecological connectivity, consolidating existing larger habitat 'patches' and protecting and recovering threatened species, populations or ecological communities are some ways in which environmentally sensitive land can be protected and restored and biodiversity enhanced.

Council's Local Biodiversity Strategy (2013) identifies important regional and local biodiversity corridors that connect habitat patches, allowing movement and migration of native flora and fauna. Council will continue to enhance and protect these important connections through biodiversity corridor master planning which will enable long term protection and management of the biodiversity values of these lands.

Council will also amend its Local Environmental Plan to identify and protect biodiversity and environmentally sensitive land from the impacts of urban development.

Actions

- 104. Council will continue to monitor the extent and condition of Council owned and managed bushland areas and identify additional funding opportunities to deliver a high-quality conservation and restoration program – **Ongoing**
- 105. Council will increase the use of native flora to extend habitat connectivity corridors in the urban environment – **Short Term**
- 106. Council will continue biodiversity precinct masterplanning to identify key actions to protect and enhance biodiversity across the LGA – **Ongoing**
- 107. Council will develop a fauna pest management strategy to address risks to biodiversity – **Short Term**
- 108. Council will develop a community education program to build awareness and understanding of biodiversity issues – **Short Term**
- 109. Council will investigate opportunities to expand the Bushcare Program – **Short Term**
- 110. Council will investigate amending its Local Environmental Plan to protect biodiversity and environmentally sensitive land – **Short Term**

Camden Council

Local Priority S5

Reducing emissions, managing waste and increasing energy efficiency

The significant growth and development planned for Camden will mean that the demand for energy and water and the generation of waste will increase. Without new approaches to the use of energy and water and the management of waste, greenhouse gas emissions are likely to increase. Potential ways to reduce emissions and increase energy efficiency include new building standards that prioritise the efficient use of energy and water in residential and non-residential buildings and precinct-scale renewable energy solutions. Designing high-efficiency and incorporating renewable energy generation into new buildings will reduce emissions and costs over time. This means improving the energy and water efficiency of buildings and reducing waste.

The Building Sustainability Index (BASIX) is implemented under the Environmental Planning & Assessment Act 1979 (EP&A Act) and applies to all residential dwelling types and forms part of the development application process in NSW. BASIX aims to reduce water and energy consumption in

homes across NSW by ensuring that the design of homes meet certain sustainability targets. The BASIX targets were last updated in 2017. High growth areas such as Camden present an opportunity to achieve further energy savings by using economies of scale across a whole precinct. This could also be extended to facilitating increased energy saving requirements for high-growth areas. With the amount of development proposed in Camden in the future, it is important that homes are designed in a way that maximises energy efficiency.

As Camden continues to grow and the population increases, there will be less space to accommodate and manage waste. It is important that less waste is produced for landfill, and that the waste that is generated does not exceed the capacity of available facilities and services. Council must ensure that adequate planning, services and infrastructure are in place to manage the waste generated by the growing population.



74

Draft Local Strategic Planning Statement

Actions

111. Council will work with local builders and developers to provide education and opportunities to improve the sustainability of buildings and development – **Short Term**
112. Council will investigate initiatives to reduce vehicle emissions, such as electric vehicle charging stations throughout Camden LGA – **Short Term**
113. Council will work with stakeholders to advocate for a review of the Building and Sustainability Index (BASIX) and the sustainability of built form outcomes within the Exempt and Complying Development Codes SEPP – **Short Term**
114. Council will monitor and report on Council's emissions and energy use and investigate targets – **Short Term**
115. Council will develop an education and engagement program for the community to raise awareness on ways to reduce emissions, manage and reduce waste, and increase energy efficiency – **Short Term**
116. Council will advocate for the development of low carbon precincts within the South West Growth Area, with Leppington Town Centre as a pilot precinct – **Short Term**
117. Council will investigate opportunities for infrastructure to support the management of waste at a local and regional level – **Medium Term**
118. Council will continue to implement the Camden Waste Education Strategy – **Short Term**
119. Council will develop and implement a Camden Council Waste Strategy to deliver improved strategic waste management outcomes – **Short Term**
120. Council will participate in a regional procurement approach for future waste disposal and processing solutions – **Short Term**
121. Council will advocate for State government support for Regional/State waste infrastructure projects – **Short Term**
122. Council will develop a consistent approach within planning controls to better manage and reduce waste – **Short Term**
123. Council will continue to work with the Environmental Protection Agency and NSW Police to investigate and reduce illegal dumping – **Ongoing**

Camden Council

Local Priority S6

Improving Camden's resilience to hazards and extreme weather events

The climate of New South Wales is changing. Over the coming years, Camden is likely to experience higher temperatures, fewer frosts, altered rainfall patterns, and changes in the frequency and intensity of natural hazards like bushfires, flooding and heatwaves. These hazards and extreme weather events have the potential to impact not only built assets such as roads, stormwater drains and buildings, but also increase demand for services such as water supply and community support. In planning for a sustainable and liveable Camden, it is important that Council identifies the potential risks associated with a changing climate. By better understanding these risks, Council can work to establish a framework to manage climate risk and increase resilience.

In addition to general temperature increases as the climate warms, urban development can create a microclimate that is warmer than surrounding areas when there is less green cover and more hard surfaces which absorb, store and radiate heat. It is important to consider ways to reduce the local heat effects of urban development.

Some sections of the community have a higher vulnerability to urban heat as they are more sensitive, less adaptive and more exposed to the adverse effects of heat, and include the elderly, the very young and those with existing health conditions or restricted mobility. Within the LGA some communities face a higher degree of exposure to natural hazards than others, such as those on the urban fringe, in the proximity of flood zones and bushfire prone areas or in areas of high heat with low tree canopy coverage. In developing a climate risk assessment, Council will consider community vulnerability to heat and other hazards.

Past and present urban development and activities can also create urban hazards such as noise, air pollution and soil contamination. It is important that these urban hazards are

considered during future development and areas impacted are avoided, and hazards mitigated. This work will require Council to work with State government agencies such as the DPIE and EPA, and to carefully consider the location of future development to ensure it will not be subject to urban hazards.

Through the engagement undertaken for the LSPS, the Camden community highlighted access to fresh, local food as a key priority for Camden. Traditional methods of farming are water intensive and are susceptible to natural hazards such as extreme heat and drought. Urban farming and community gardens are a low impact way of supplying fresh, local, organic produce that increase resilience by providing other options for how people access their food. Urban farming can take many forms, from the backyard vegetable garden to rooftop greenhouses and vertical gardens. Urban farming uses less space, requires fewer inputs and uses fewer natural resources than traditional methods of farming, protecting these important natural resources for the generations to come.

The Camden Town Farm and associated Community Garden is a popular destination for the community, and there is opportunity for this model to be implemented elsewhere within Camden so that the community can enjoy the health and social benefits from growing their own food.

The Nepean River, South Creek, their tributaries and associated floodplains are a predominant feature of the Camden LGA. Flooding along these waterways impacts upon properties within the floodplain to varying degrees. Council has a responsibility to manage development within floodplains to ensure the safety of residents and will review planning controls related to flood prone land to ensure development is appropriate.



Draft Local Strategic Planning Statement

Extreme Heat Data

Annual number of days ▼	2014	2015	Year 2016	2017	2018	Average for all years of data	Average past 5 years
Sydney (Observatory Hill)						1859 - 2018	2014 - 2018
Days above 30°C	18	23	28	30	26	14.8	25
Days above 35°C	2	7	6	12	4	3.1	6.2
Days above 40°C	0	1	0	0	1	0.3	0.4
Camden (Camden Airport)						1972 - 2018	2014 - 2018
Days above 30°C	64	59	68	61	87	50.1	67.8
Days above 35°C	18	13	18	34	25	13	21.6
Days above 40°C	2	2	1	12	2	2	3.8

Table 9 - Extreme Heat Data

Source: Bureau of Meteorology

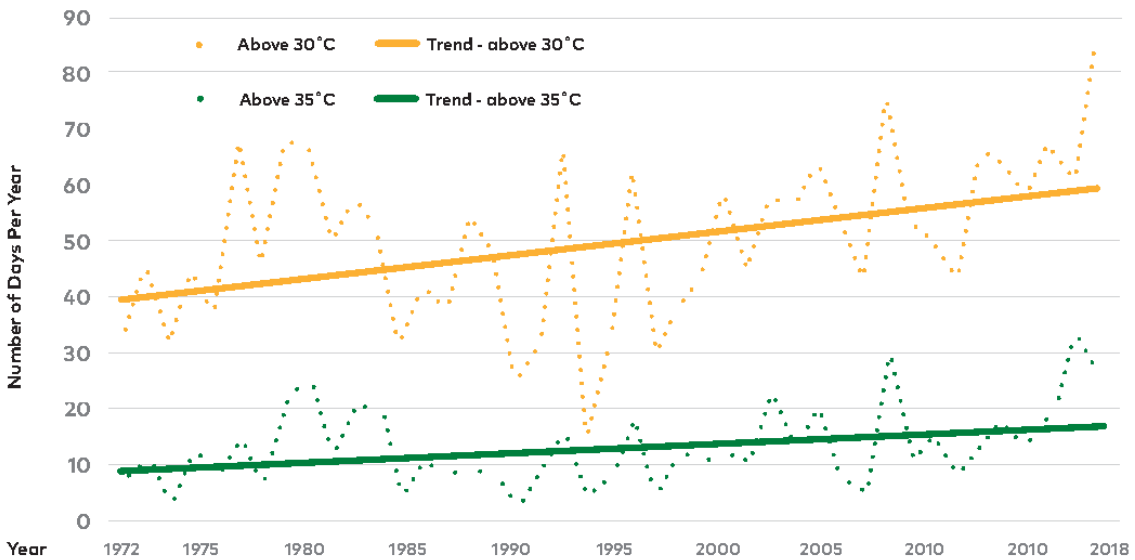


Figure 10 - Number of days in the Camden LGA above 30°C and 35°C

Actions

- 124. Council will undertake a climate risk assessment and identify priority issues for Council and the community – **Short Term**
- 125. Council will investigate a Community Garden and Urban Food Policy to encourage local food production – **Short Term**
- 126. Council will review planning controls in the LEP and DCP, related to flood prone land – **Short Term**
- 127. Council will work with the EPA to increase community awareness of the impact domestic emissions have on air quality within the Camden LGA – **Short Term**
- 128. Council will consider the spatial separation of incompatible land uses at the time of rezoning to minimise noise, visual, health and environmental land-use conflict – **Ongoing**
- 129. Council will review its Management of Contaminated Lands Policy to align with the outcomes of the State Governments review of SEPP 55 – Remediation of Land – **Short Term**

Camden Council

Implementation, Monitoring and Reporting

Implementation

The LSPS will communicate the long-term land use strategy for Camden LGA over a 20-year planning horizon and will outline local priorities and actions for implementation. Council has designated the following implementation timeframes for the actions outlined in the LSPS:

Short Term Actions (0-5 years)
Medium Term Actions (5-10 years)
Ongoing Advocacy

To realise the 20-year vision, a series of amendments to other Council and State government plans and policies which provide the delivery framework for Council's strategic planning will be required. These plans and their functions are described below:

- **State Environmental Planning Policies (SEPPs)**
SEPPs are environmental planning instruments which address planning issues within the State. Development within the SWGA is covered by the Sydney Region Growth Centres SEPP, and as such it is likely that this instrument will require future amendments to implement the 20-year vision of the LSPS.
- **Local Environmental Plan (LEP)**
LEPs are the principal statutory document which establish the planning controls for an LGA. Through zoning, development standards and other local provisions the LEP provides the legal framework to ensure development is appropriate and reflects the communities vision for land use in the LGA.
- **Development Control Plan (DCP)**
DCPs are non-statutory plans that provide detailed planning and design guidelines, and development controls to support the LEP.
- **Contributions Plan**
Division 6 of Part 4 of the EP&A Act 1979 gives Council the power to collect contributions from developers toward public infrastructure required as a consequence of their development.

LEP amendments

Proposed developments which align to the strategic planning direction in the LSPS may require changes to development controls or land use zoning to occur before a development application can be submitted. In this case, an amendment to the LEP would be required.

Amendments to the LEP are subject to planning proposals in accordance with section 3.4 of the EP&A Act 1979. Planning proposals to amend the LEP may either be prepared by Council or by proponents. Alignment to the strategic direction within the LSPS will be a significant consideration when determining whether an LEP amendment will proceed.

More information on amendments to the LEP can be found in DPE's A Guide to Preparing Planning Proposals.

Monitoring and review

Council will monitor, review and report on its LSPS to ensure that its planning priorities are being achieved. Council will use the existing Integrated Planning and Reporting (IP&R) framework under the Local Government Act 1993 for the purpose of monitoring implementation of the LSPS.

Council will commence its first full review of the LSPS in 2020 and again every four years to align the review period with Council's overarching community strategic planning and IP&R under the Local Government Act.

Regular reviews will ensure that the LSPS reflects the vision the community has for the future of Camden and is aligned to the latest trends and information available about the environment and the community's social and economic needs

Implementation for Infrastructure and Collaboration

Local Priority I1

Aligning infrastructure delivery with growth



Relationship to other plans and policies	Local Priority I1 is consistent with Camden’s CSP Key Directions:	
	1. 'Actively Managing Camden LGA's Growth' and 4. 'Effective and Sustainable Transport'	
	Local Priority I1 also gives effect to the Sydney Region Plan Directions:	
	1. A city supported by infrastructure	
	Local Priority I1 also gives effect to the Western City District Plan Priorities:	
	W1 Planning for a city supported by infrastructure W7 Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City	
Actions and timeframes	1. Council will finalise the review of the s7.11 development contributions plans to:	
	o ensure planning instruments reflect future identified infrastructure	Short Term
	o investigate appropriate programs for delivery of infrastructure	Medium Term
	2. Council will work with infrastructure service providers to ensure timely delivery of essential services and infrastructure	Ongoing Advocacy
	3. Council will prioritise the delivery of infrastructure in Leppington	Short Term
	4. Council will work with the Department of Planning, Industry and Environment to prepare the South West Growth Area Special Infrastructure Contribution (SIC)	Short Term
	5. Council will work with the Department of Planning, Industry and Environment to investigate the impact of lot fragmentation on the delivery of development in the South West Growth Area and investigate potential planning controls to encourage lot amalgamation	Short Term
6. Council will advocate to establish a Growth Infrastructure Compact to co-ordinate planning and delivery of growth in the Western City District which includes the Camden LGA, in accordance with <u>Western Sydney City Deal Commitment P5</u>	Short Term	
7. Council will work with the Department of Planning, Industry and Environment to ensure that the SWGA Land Use and Infrastructure Implementation Plan is finalised and advocate for clear sequencing of land release to ensure orderly infrastructure delivery.	Short Term	

Table 10 - Local Priority I1 Actions and Timeframes

Camden Council

Local Priority I2

Connecting Camden through integrated transport solutions



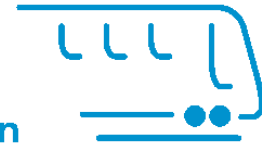
Relationship to other plans and policies	Local Priority I2 is consistent with Camden's CSP Key Directions: 2. 'Actively Managing Camden LGA's Growth' and 4. 'Effective and Sustainable Transport'	
	Local Priority I2 also gives effect to the Sydney Region Plan Directions: 1. A city supported by infrastructure	
	Local Priority I2 also gives effect to the Western City District Plan Priorities: W1 Planning for a city supported by infrastructure W7 Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City	
Actions and timeframes	8. Council will review the Campbelltown and Camden Integrated Transport Strategy (2006) with surrounding Councils and the State Government	Medium Term
	9. Council will investigate opportunities to support freight movement on state and regional roads within the Camden LGA	Short Term
	10. Council will undertake Town Centre Parking Strategies including commuter parking for Narellan, Oran Park, Leppington and the future station in collaboration with Transport for NSW.	Medium Term
	11. Council will work with Transport for NSW to ensure the Outer Sydney Orbital takes into consideration the submission endorsed by Council on 22 May 2018 with an alternative underground route and appropriate east/west connections within the Camden LGA	Ongoing Advocacy
	12. Council will ensure that the Corridor preservation of the M9 Orbital are included in relevant planning instruments when confirmed by the State Government	Short Term
	13. Council will work in collaboration with Department of Planning, Industry and Environment to undertake a strategic route study identifying major road alignments and upgrades to facilitate the staged delivery of the South West Growth Area, as future infrastructure items	Short - Medium Term
	14. Council will work with Transport for NSW to advocate that a rapid bus service route is delivered to connect key Camden centres with the Western Sydney Airport and Aerotropolis, building on Western Sydney City Deal Commitment C2	Short Term
	15. Council will review and update the Pedestrian Access and Mobility Plan 2014 to ensure connectivity of Camden's established areas	Short Term
	16. Council will review and update the Camden Council Bike Plan 1996	Medium Term
	17. Council will work with Transport for NSW to ensure cycling connectivity between Camden's centres and surrounding strategic centres	Short Term
18. Council will work with Transport for NSW to support travel behaviour change programs to manage demand on the transport network and will advocate for sustainable transport choices for new developments.	Short Term	

80

Table 11 - Local Priority I2 Actions and Timeframes

Local Priority I3

Planning for the delivery of the North South Rail and South West Rail Link Extension



Relationship to other plans and policies	Local Priority I3 is consistent with Camden's CSP Key Directions:	
	2. 'Actively Managing Camden LGA's Growth' and	
	4. 'Effective and Sustainable Transport'	
Actions and timeframes	Local Priority I3 also gives effect to the Sydney Region Plan Directions:	
	A city supported by infrastructure	
	Local Priority I3 also gives effect to the Western City District Plan Priorities:	
Actions and timeframes	19. Council will advocate for the delivery of the North South Rail Line and South West Rail Line extension in accordance with the submission endorsed by Council on 22 May 2018	Ongoing Advocacy
	20. Council will ensure that the Corridor preservation for the North South Rail Line and South West Rail Line Extension is included in relevant planning instruments when confirmed by the state government	Short Term
	21. Council will continue to advocate for a commitment by the state government for the delivery of the North South Rail Line and other key transport linkages to the centres of Campbelltown, Liverpool, Greater Penrith and the Aerotropolis, in order to achieve a 30-minute city	Ongoing advocacy
	22. Council will work with Department of Planning, Industry and Environment and Transport for NSW to identify future centres around planned railway stations	Short Term
	23. Council will work with Transport for NSW to confirm the future station location within the Camden LGA	Ongoing

Table 12 - Local Priority I3 Actions and Timeframes



Camden Council

Local Priority I4

Working in partnership to deliver a more liveable, productive and sustainable Camden



Relationship to other plans and policies	Local Priority I4 is consistent with Camden's CSP Key Directions: 6. 'Strong Local Leadership'	
	Local Priority I4 also gives effect to the Sydney Region Plan Directions: 2. A collaborative city	
	Local Priority I4 also gives effect to the Western City District Plan Priorities: W2. Working through collaboration	
Actions and timeframes	24. Council will continue to implement the Western Sydney City Deal Commitments	Medium Term
	25. Council will work with State agencies to align growth and infrastructure	Ongoing
	26. Council will work with the Western Sydney Planning Partnership to deliver a partnership approach to planning, Western Sydney City Deal Commitment P6	Short Term
	27. Council will work with the Western Sydney Planning Partnership to develop uniform local government engineering and liveability standards Western Sydney City Deal Commitment P4	Short Term
	28. Council will work with the Department of Education to investigate the co-location and shared used of facilities	Ongoing
	29. Council will continue to work with the Camden Regional Economic Taskforce to support economic development within the Camden LGA	Ongoing
	30. Council will prepare a strategy to advocate for key infrastructure to support growth in the Camden LGA	Short Term
	31. Council will work with Tharawal Local Aboriginal Land Council to collaborate and provide support should they choose to prepare a Development Delivery Plan in accordance with State Environmental Planning Policy (Aboriginal Land) 2019	Medium Term

Table 13 - Local Priority I4 Actions and Timeframes

Implementation for Liveability

Local Priority L1 Providing housing choice and affordability for Camden’s growing and changing population



Relationship to other plans and policies	Local Priority L1 is consistent with Camden’s CSP Key Directions: ‘Actively Managing Camden LGA’s Growth’	
	Local Priority L1 also gives effect to the Sydney Region Plan Directions: 4. Housing the city	
	Local Priority L1 also gives effect to the Western City District Plan Priorities: W5. Providing housing supply, choice and affordability, with access to jobs, services and public transport	
Actions and timeframes	32. Council will finalise the Camden Housing Market Study and Camden Housing Diversity Analysis which will establish an evidence base outlining 20-year housing demand and housing capacity, including affordable housing demand and capacity opportunities and constraints.	Short Term
	33. Council will develop a Housing Strategy which will use the established evidence base and other strategic planning work to further develop the vision and evaluate options for housing growth within the Camden LGA.	Short Term
	34. Council will investigate the development of an Affordable Housing Strategy and Affordable Housing Contribution Scheme	Short Term

Table 14 - Local Priority L1 Actions and Timeframes



Camden Council

Local Priority L2

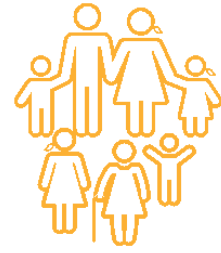
Celebrating and respecting Camden's proud heritage



Relationship to other plans and policies	Local Priority L2 is consistent with Camden's CSP Key Directions:	
	'Healthy Urban and Natural Environment'	
	Local Priority L2 also gives effect to the Sydney Region Plan Directions:	
Actions and timeframes	5. A city of great places	
	Local Priority L2 also gives effect to the Western City District Plan Priorities:	
	W6. Creating and renewing great places and local centres, and respecting the District's heritage	
	35. Council will review non-indigenous heritage items and update the Camden LEP and DCP	Short Term
	36. Council will continue to promote and provide community education about the importance of Camden's unique heritage through its Heritage Advisory Committee	Ongoing
	37. Council will continue to implement the Public Domain Manual within the Urban Design Framework for Camden Town Centre	Short Term
	38. Council will work with Tharawal LALC to undertake a review of Indigenous Heritage in relation to places and cultural identity	Medium Term
	39. Council will ensure that future precinct planning considers and protects NSW Heritage State and local items.	Ongoing advocacy
40. Council will undertake a scenic and visual analysis with neighbouring Councils to identify and protect ridgelines, scenic and cultural landscapes, and enhance and protect views of scenic and cultural landscapes from the public realm	Short Term	

Table 15 - Local Priority L2 Actions and Timeframes





Local Priority L3

Providing services and facilities to foster a healthy and socially connected community

Relationship to other plans and policies	Local Priority L3 is consistent with Camden's CSP Key Directions:	
	2. 'Healthy Urban and Natural Environment' and 'An Enriched and Connected Community'	
	Local Priority L3 also gives effect to the Sydney Region Plan Directions: A city for people	
Actions and timeframes	Local Priority L3 also gives effect to the Western City District Plan Priorities:	
	W3. Providing services and social infrastructure to meet people's changing needs	
	W4. Fostering healthy, creative, culturally rich and socially connected communities	
	41. Council will develop a strategy which identifies gaps in the provision of open space, fit for purpose sports facilities, play spaces and community facilities to project future demand and need for facilities, establish best practice benchmarks and agreed definitions of terms, and provide a plan and priorities to meet the needs of current and future populations	Short Term
	42. Council will continue to implement the recommendations and actions of the Active Ageing Strategy	Ongoing
	43. Council will continue to implement the recommendations and actions of the Camden Children and Families Strategy	Ongoing
	44. Council will continue to implement the recommendations and actions of the Camden Disability Inclusion Action Plan	Ongoing
	45. Council will investigate opportunities to attract and encourage the delivery of social services and infrastructure within the Camden LGA	Short Term
	46. Council will deliver the three projects committed to under the Western Parkland City Liveability Program	Short Term
47. Council will act on the Western Sydney City Deal Commitment L5 to establish the Western Sydney Health Alliance to improve coordination and effectiveness of health services in the region, supporting health and wellbeing of neighbourhoods	Short Term	
48. Council will work in collaboration with NSW Office of Sport in the implementation of the District Sport Infrastructure Plans (once finalised).	Short Term	

Table 16 - Local Priority L3 Actions and Timeframes

Camden Council

Local Priority L4

Encouraging vibrant and connected centres which reflect Camden's evolving character



Relationship to other plans and policies	Local Priority L4 is consistent with Camden's CSP Key Directions:	
	'A Prosperous Economy' and	
	5. 'An Enriched and Connected Community'	
Relationship to other plans and policies	Local Priority L4 also gives effect to the Sydney Region Plan Directions:	
	5. A city of great places; and	
	6. A well connected city	
Relationship to other plans and policies	Local Priority L4 also gives effect to the Western City District Plan Priorities:	
	W6. Creating and renewing great places and local centres, and respecting the District's heritage	
	Actions and timeframes	49. Council will work with the Department of Planning, Industry and Environment to investigate the development of local character statements to be incorporated within planning controls
50. Council will implement the Camden Town Centre Urban Design Framework		Ongoing
51. Council will investigate planning controls that encourage the activation of public spaces for civic, community and cultural uses		Short Term
52. Council will review public domain controls for the Narellan Town Centre		Short Term
53. Council will consider the principles of the Better Places Strategy- Government Architects within the Camden DCP		Short Term
54. Council will continue to work with the Department of Planning, Industry and Environment to ensure that new precincts within the South West Growth Area demonstrate best-practice placemaking in the design of centres and streetscapes		Short Term
55. Council will consider the South Creek urban design principles contained within the District Plan for all future development areas around South Creek		Short Term
56. Council will review existing planning controls to support a Night Time Economy within Camden's centres		Short Term

Table 17 - Local Priority L4 Actions and Timeframes

Local Priority L5

Supporting cultural infrastructure to promote cultural and creative spaces



Relationship to other plans and policies	Local Priority L5 is consistent with Camden’s CSP Key Directions:		
	5. 'An Enriched and Connected Community'		
	Local Priority L5 also gives effect to the Sydney Region Plan Directions:		
Actions and timeframes	3. A city for people		
	Local Priority L5 also gives effect to the Western City District Plan Priorities:		
	W4. Supporting healthy, creative, culturally rich and socially connected communities		
	57.	Council will work with Create NSW to ensure culture is recognised as a driver for creating vibrant places	Ongoing
	58.	Council will develop a Cultural Development Strategy which will provide Camden Council with a framework that supports arts and culture and high quality experiences to ensure that Camden LGA is a culturally vibrant place to study, work and play	Short Term
	59.	Council will develop a Cultural and Social Infrastructure Plan to determine the cultural and social infrastructure needs of the Camden community	Medium Term
60.	Council will audit the s7.11 development contributions plans to identify the planned cultural facilities and consider the timing of delivery and funding for these works	Short Term	
61.	Council will continue to implement the Camden LGA Destination Management Plan	Ongoing	

Table 18 - Local Priority L5 Actions and Timeframes



Camden Council

Implementation for Productivity

Local Priority P1

Increasing the quantity and diversity of local jobs, and improving access to jobs across the Western City District



Relationship to other plans and policies	Local Priority P1 is consistent with Camden's CSP Key Directions: 3. 'A Prosperous Economy'	
	Local Priority P1 also gives effect to the Sydney Region Plan Directions: 7. Jobs and skills for the city	
	Local Priority P1 also gives effect to the Western City District Plan Priorities: W7. Establishing land use and transport structures to support the Western Parkland City W8. Growing and strengthening the metropolitan cluster W10. Planning & managing industrial and urban services land	
Actions and timeframes	62. Council will prepare and finalise an Economic Development Plan	Short Term
	63. Council will advocate to retain and grow existing population serving employment opportunities, and work with the Camden Regional Economic Taskforce to investigate ways in which knowledge-intensive jobs can be delivered in Camden	Short Term

Table 19 - Local Priority P1 Actions and Timeframes



Local Priority P2

Creating a network of successful centres



Relationship to other plans and policies	Local Priority P2 is consistent with Camden’s CSP Key Directions: 3. 'A Prosperous Economy'	
	Local Priority P2 also gives effect to the Sydney Region Plan Directions: 7. Jobs and skills for the city	
	Local Priority P2 also gives effect to the Western City District Plan Priorities: W7. Establishing land use and transport structures to support the Western Parkland City W11. Growing investment and jobs in strategic centres	
Actions and timeframes	64. Council will finalise the Camden Centres Study, which will evaluate the role and hierarchy of centres, and analyse the capacity and viability for different centres to adopt a place-based approach and accommodate local jobs and commercial services, additional housing and recreational infrastructure	Short Term
	65. Council will investigate the recommendations of the Camden Centres Study	Short Term
	66. Council will continue to implement the initiatives in the Camden Town Centre Urban Design Framework	Ongoing
	67. Council will prepare an Employment Lands Strategy which will establish a framework for the development of all employment land in Camden. In relation to centres it will inform land use controls to ensure that there is a sufficient supply of floorspace available to meet demand	Short Term

Table 20 - Local Priority P2 Actions and Timeframes



Camden Council

Local Priority P3

Strengthening the Strategic Centres of Narellan and Leppington



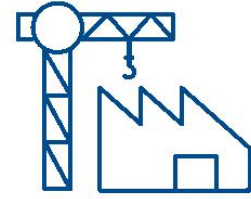
Relationship to other plans and policies	Local Priority P3 is consistent with Camden's CSP Key Directions: 3.'A Prosperous Economy'	
	Local Priority P3 also gives effect to the Sydney Region Plan Directions: 7. Jobs and skills for the city	
	Local Priority P3 also gives effect to the Western City District Plan Priorities: W7. Establishing land use and transport structures to support the Western Parkland City W11. Growing investment and jobs in strategic centres	
Actions and timeframes	68. Council will prepare a vision for Narellan, which considers Narellan's role as a Strategic Centre	Short-Medium Term
	69. Council will investigate a staged approach to the master planning of the Narellan Town Centre, with the staging dependent upon the confirmation of timing for the delivery of the North South Rail, in particular the location of the Narellan Train Station	Stage 1 – Short Term Stage 2 – Medium Term
	70. Council will continue work with Transport for NSW to confirm the future station location for Narellan	Ongoing
	71. Council will continue to work with the Liverpool City Council and Department of Planning, Industry and Environment on the Leppington Town Centre Review	Short Term
	72. Council will investigate opportunities to overcome challenges presented by land fragmentation and its limitations on delivering enabling infrastructure	Short Term
	73. Council will work with Transport for NSW to ensure their land holdings within the Leppington Town Centre, are developed to support the wider precinct outcomes, support jobs and homes close to the Leppington train station and deliver the state government commitment to provide new commuter car park spaces	Short Term

Table 21 - Local Priority P3 Actions and Timeframes



Local Priority P4

Ensuring a suitable supply of industrial and urban services land



Relationship to other plans and policies	Local Priority P4 is consistent with Camden's CSP Key Directions: 3.'A Prosperous Economy'	
	Local Priority P4 also gives effect to the Sydney Region Plan Directions: 7. Jobs and skills for the city	
	Local Priority P4 also gives effect to the Western City District Plan Priorities: W7. Establishing land use and transport structures to support the Western Parkland City W10. Planning & managing industrial and urban services land	
Actions and timeframes	74. Council will undertake an Industrial and Employment Lands Study. The study will analyse the opportunities, constraints, and economic contributions of Camden's industrial and employment lands and identify the short and long term requirements within the Camden LGA	Short Term
	75. Council will prepare an Employment Lands Strategy. The Strategy will: <ul style="list-style-type: none"> o Outline how Camden's industrial and employment lands will be managed into the future to ensure there is sufficient amount of zoned and serviced employment land available to meet demand; o Ensure that industrial precincts economic viability is protected and enhanced; and o Inform future land use controls in the Camden LGA to respond to the changing requirements of the businesses 	Short Term
	76. Council will continue to work with the DPE to ensure new precincts within the South West Growth Area contain an adequate supply of industrial and urban services land, with a focus on locating these areas close to transport corridors	Ongoing

Table 22 - Local Priority P4 Actions and Timeframes



Camden Council

Local Priority P5

Leveraging industry opportunities created by Camden's proximity to the Western Sydney Airport and Aerotropolis



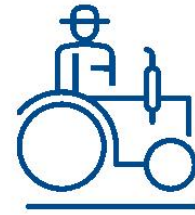
Relationship to other plans and policies	Local Priority P5 is consistent with Camden's CSP Key Directions: 3.'A Prosperous Economy'	
	Local Priority P5 also gives effect to the Sydney Region Plan Directions: 7. Jobs and skills for the city	
	Local Priority P5 also gives effect to the Western City District Plan Priorities: W8. Leveraging industry opportunities from the Western Sydney Airport & Aerotropolis	
Actions and timeframes	77. Council will work with the Camden Regional Economic Taskforce to investigate opportunities to leverage off the future industrial and commercial hub of the Aerotropolis, and to capitalise on new industry opportunities created by Camden's proximity to the Western Sydney Airport	Short Term

Table 23 - Local Priority P5 Actions and Timeframes



Local Priority P6

Leveraging Camden’s natural and cultural assets to promote local agricultural production and increase tourism



Relationship to other plans and policies	Local Priority P6 is consistent with Camden’s CSP Key Directions: 3. ‘A Prosperous Economy’	
	Local Priority P6 also gives effect to the Sydney Region Plan Directions: 7. Jobs and skills for the city	
	Local Priority P6 also gives effect to the Western City District Plan Priorities: W7. Establishing land use and transport structures to support the Western Parkland City W17. Better managing rural areas	
Actions and timeframes	78. Council will continue to implement the actions in the Rural Lands Strategy	Ongoing
	79. Council will review how Camden’s rural lands relate to future agribusiness precincts within the Aerotropolis	Short Term
	80. Council will work to implement the recommendations in the Macarthur Destination Management Plan and Camden Destination Management Plan	Medium Term
	81. Council will investigate the appropriate types of visitor accommodation for Camden and identify the appropriate location for future accommodation	Short Term

Table 24 – Local Priority P6 Actions and Timeframes

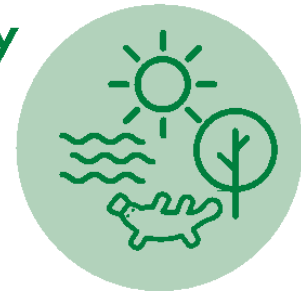


Camden Council

Implementation of Sustainability

Local Priority S1

Improving the accessibility and connectivity of Camden’s Green and Blue Grid and delivering high quality open space



Relationship to other plans and policies	Local Priority S1 is consistent with Camden’s CSP Key Directions: 2. ‘Healthy Urban and Natural Environment’	
	Local Priority S1 also gives effect to the Sydney Region Plan Directions: 8. A city in its landscape	
	Local Priority S1 also gives effect to the Western City District Plan Priorities: W12. Protecting and improving the health and enjoyment of the District’s waterways W13. Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element W15. Increasing urban tree canopy cover and delivering Green Grid connections W18. Delivering high quality open space	
Actions and timeframes	82. Council will prepare a Green and Blue Grid Analysis for Camden and identify mechanisms to implement the Green and Blue Grid	Short Term
	83. Council will investigate opportunities to provide physical and visual connections to waterways and green spaces	Short Term
	84. Council will advocate for the retention of remnant vegetation in the masterplanning of new urban areas	Ongoing
	85. Council will investigate the State Government’s Canopy Cover targets and identify opportunities to implement improved canopy cover on public and private land in line with these	Short Term
	86. Council will develop a Street and Public Tree Masterplan to inform a LGA-wide tree planting program	Short Term
	87. Council will review and amalgamate the existing Plans of Management for public land to ensure a consistent approach is adopted for the management of open space	Short Term
	88. Council will support the State Government in developing a strategy to restore and protect South Creek, in accordance with <u>Western Sydney City Deal commitment L3</u>	Short Term

Table 25 - Local Priority S1 Actions and Timeframes

Local Priority S2

Protecting and enhancing the health of Camden's waterways, and strengthening the role and prominence of the Nepean River



Relationship to other plans and policies	Local Priority S2 is consistent with Camden's CSP Key Directions: 2. 'Healthy Urban and Natural Environment'	
	Local Priority S2 also gives effect to the Sydney Region Plan Directions: 8. A city in its landscape	
	Local Priority S2 also gives effect to the Western City District Plan Priorities: W12. Protecting and improving the health and enjoyment of the District's waterways	
Actions and timeframes	89. Council will undertake a review of Camden's waterways and riparian areas and investigate opportunities to incorporate protections into planning instruments, including LEP and DCP.	Medium Term
	90. Council will develop a program for ongoing water quality monitoring	Short Term
	91. Council will work with water service providers to design and deliver infrastructure, water servicing and development approaches that best contribute to local and regional water supply, and water cycle management	Short Term
	92. Council will continue to implement Water Sensitive Urban Design on public land	Short Term
	93. Council will work with stakeholders to develop a whole of catchment land use policy and statutory planning mechanisms that improve water quality	Medium Term
	94. Council will undertake a review of the DCP to incorporate best-practice Water Sensitive Urban Design and stormwater management principles.	Short Term
	95. Council will maintain, improve and create new habitats for threatened flora and fauna species identified in waterways	Ongoing
	96. Council will investigate opportunities to activate and enhance the Nepean River	Short Term
	97. Council will work with relevant stakeholders, including neighbouring Councils within the Hawkesbury-Nepean catchment, to investigate the establishment of a joint body to manage and facilitate a coordinated approach to the management of the Nepean River	Medium Term
	98. Council will investigate opportunities to reinstate conditions in highly modified urban waterways	Medium Term
99. Council will investigate amending its LEP to include provisions for the appropriate management of urban stormwater	Short Term	
100. Council will develop a community education program to build awareness and understanding about the importance of water quality	Short Term	

Table 26 - Local Priority S2 Actions and Timeframes

Camden Council

Local Priority S3 Protecting Camden's rural land



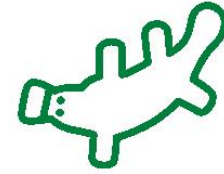
Relationship to other plans and policies	Local Priority S3 is consistent with Camden's CSP Key Directions: 2. 'Healthy Urban and Natural Environment'	
	Local Priority S3 also gives effect to the Sydney Region Plan Directions: 8. A city in its landscape	
	Local Priority S3 also gives effect to the Western City District Plan Priorities: W17. Better managing rural lands	
Actions and timeframes	101. Council will continue to implement the recommendations and actions within the Camden Rural Lands Strategy	Ongoing
	102. Council will review existing planning instruments to minimise and manage rural land conflicts	Short Term
	103. Council will work with Wollondilly Council and the Sydney Peri-Urban Network (SPUN) to explore options to protect agricultural land and encourage local food production	Short Term

Table 27 - Local Priority S3 Actions and Timeframes



Local Priority S4

Protecting and restoring environmentally sensitive land and enhancing biodiversity



Relationship to other plans and policies	Local Priority S4 is consistent with Camden's CSP Key Directions: 2.'Healthy Urban and Natural Environment'	
	Local Priority S4 also gives effect to the Sydney Region Plan Directions: 8. A city in its landscape	
	Local Priority S4 also gives effect to the Western City District Plan Priorities: W14. Protecting and enhancing bushland and biodiversity	
Actions and timeframes	104. Council will work with the GSC to further define the extent of the Metropolitan Rural Area (MRA) and ensure its protection through appropriate planning controls Council will continue to monitor the extent and condition of Council owned and managed bushland areas and identify additional funding opportunities to deliver a high-quality conservation and restoration program	Ongoing
	105. Council will increase the use of native flora to extend habitat connectivity corridors in the urban environment	Short Term
	106. Council will continue biodiversity precinct masterplanning to identify key actions to protect and enhance biodiversity across the LGA	Ongoing
	107. Council will develop a fauna pest management strategy to address risks to biodiversity	Short Term
	108. Council will develop a community education program to build awareness and understanding of biodiversity issues	Short Term
	109. Council will investigate opportunities to expand the Bushcare Program	Short Term
	110. Council will investigate amending its Local Environmental Plan to protect biodiversity and environmentally sensitive land	Short Term

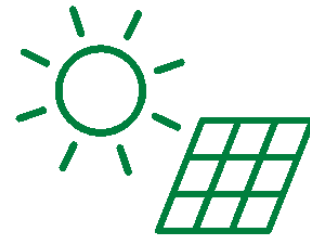
Table 28 - Local Priority S4
Actions and Timeframes



Camden Council

Local Priority S5

Reducing emissions, managing waste and increasing energy efficiency



Relationship to other plans and policies	Local Priority S5 is consistent with Camden's CSP Key Directions: 2.'Healthy Urban and Natural Environment'	
	Local Priority S5 also gives effect to the Sydney Region Plan Directions: 9. An efficient city	
	Local Priority S5 also gives effect to the Western City District Plan Priorities: W19. Reducing carbon emissions and managing energy, water and waste efficiently	
Actions and timeframes	111. Council will work with local builders and developers to provide education and opportunities to improve the sustainability of buildings and development	Short Term
	112. Council will investigate initiatives to reduce vehicle emissions, such as electric vehicle charging stations throughout Camden LGA	Short Term
	113. Council will work with stakeholders to advocate for a review of the Building and Sustainability Index (BASIX) and the sustainability of built form outcomes within the Exempt and Complying Development Codes SEPP	Short Term
	114. Council will monitor and report on Council's emissions and energy use and investigate targets	Short Term
	115. Council will develop an education and engagement program for the community to raise awareness on ways to reduce emissions, manage and reduce waste, and increase energy efficiency	Short Term
	116. Council will advocate for the development of low carbon precincts within the South West Growth Area, with Leppington Town Centre as a pilot precinct	Short Term
	117. Council will investigate opportunities for infrastructure to support the management of waste at a local and regional level	Medium Term
	118. Council will continue to implement the Camden Waste Education Strategy	Short Term
	119. Council will develop and implement a Camden Council Waste Strategy to deliver improved strategic waste management outcomes	Short Term
	120. Council will participate in a regional procurement approach for future waste disposal and processing solutions	Short Term
	121. Council will advocate for State government support for Regional/State waste infrastructure projects	Short Term
	122. Council will develop a consistent approach within planning controls to better manage and reduce waste	Short Term
	123. Council will continue to work with the Environmental Protection Agency and NSW Police to investigate and reduce illegal dumping	Ongoing

98 Table 29 - Local Priority S5 Actions and Timeframes

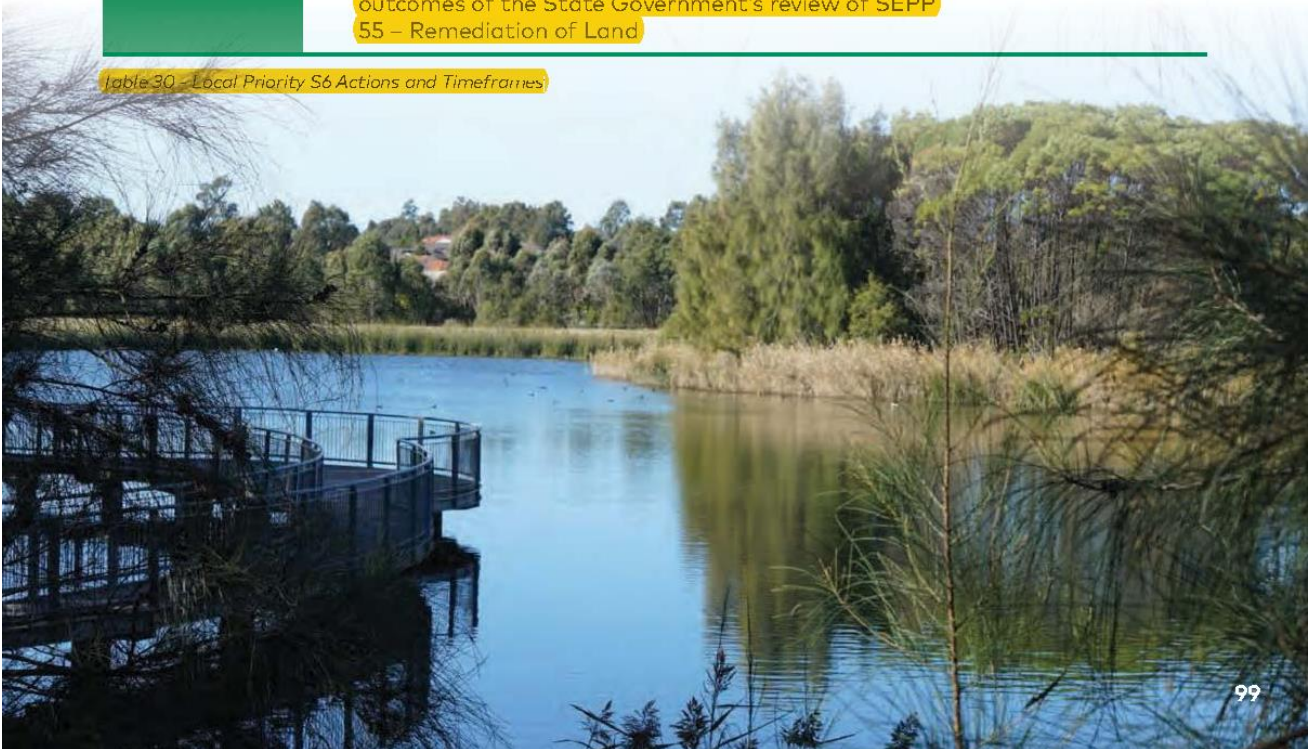
Local Priority S6

Improving Camden’s resilience to hazards and extreme weather events



Relationship to other plans and policies	Local Priority S6 is consistent with Camden’s CSP Key Directions: 2. 'Healthy Urban and Natural Environment'	
	Local Priority S6 also gives effect to the Sydney Region Plan Directions: 10. A resilient city	
	Local Priority S6 also gives effect to the Western City District Plan Priorities: W20. Adapting to the impacts of urban and natural hazards and climate change	
Actions and timeframes	124. Council will undertake a climate risk assessment and identify priority issues for Council and the community	Short Term
	125. Council will investigate a Community Garden and Urban Food Policy to encourage local food production	Short Term
	126. Council will review planning controls in the LEP and the DCP, related to flood prone land	Short Term
	127. Council will work with the EPA to increase community awareness of the impact domestic emissions have on air quality within the Camden LGA	Short Term
	128. Council will consider the spatial separation of incompatible land uses at the time of rezoning to minimise noise, visual, health and environmental land-use conflict	Ongoing
	129. Council will review its Management of Contaminated Lands Policy to align with the outcomes of the State Government’s review of SEPP 55 – Remediation of Land	Short Term

Table 30 – Local Priority S6 Actions and Timeframes



Camden Council

Glossary

Broad Industry Categories (BIC)

In line with the Greater Sydney Commission (GSC), Camden Council has categorised ANZSIC divisions into four Broad Industry Groups: Knowledge Intensive, Health and Education, Population Serving and Industrial.

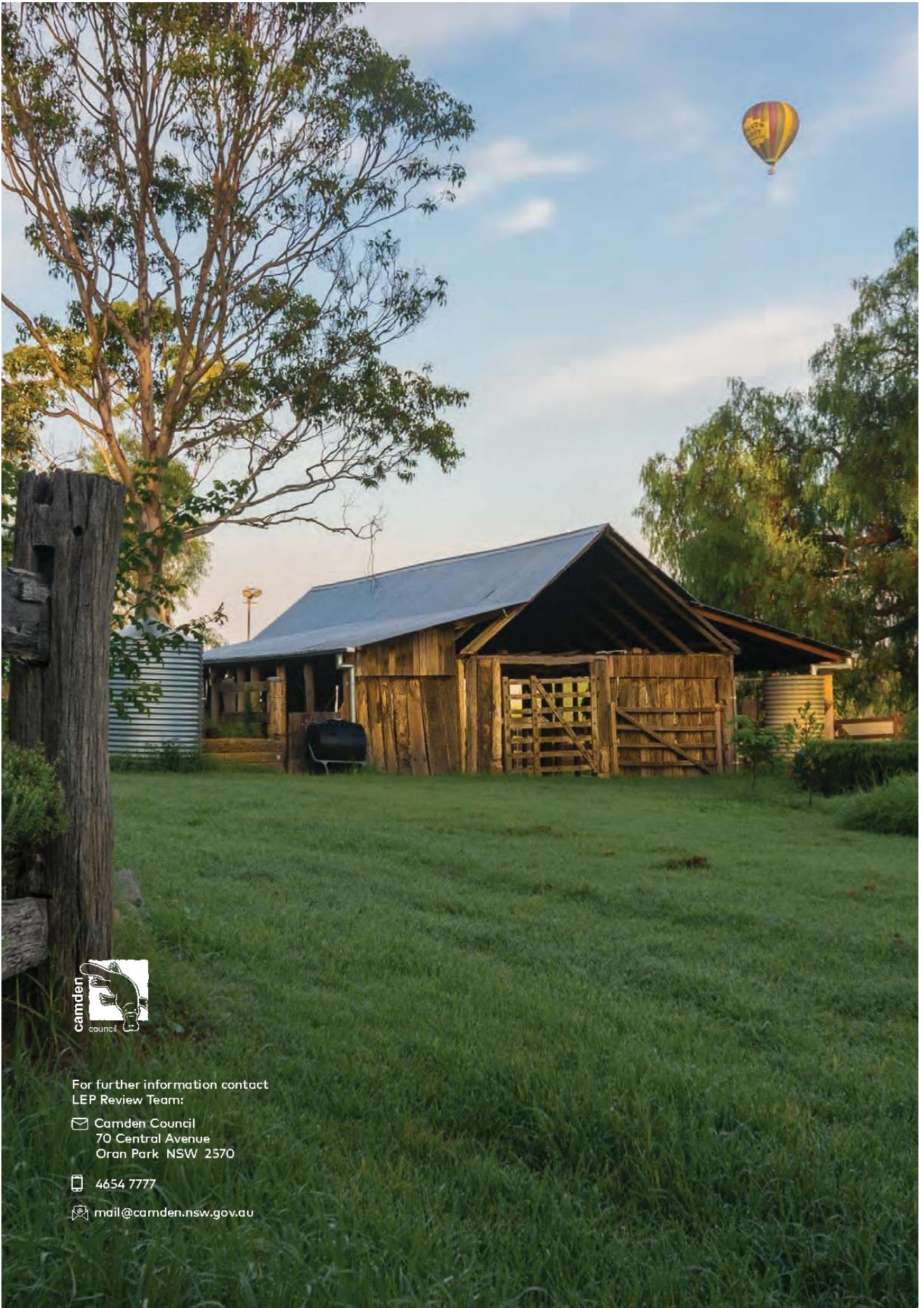
The ANZSIC classification is used by ABS and the aggregated Broad Industry Categories used by the GSC, together they provide a framework for organising and comparing data about businesses by enabling grouping of business units carrying out similar productive activities. The following table summarises the classifications:

ANZSIC 2006 Division Title	Broad Industry Category (BIC)
Information Media and Telecommunications	Knowledge Intensive
Financial and Insurance Services	Knowledge Intensive
Rental, Hiring and Real Estate Services	Knowledge Intensive
Professional, Scientific and Technical Services	Knowledge Intensive
Administrative and Support Services	Knowledge Intensive
Public Administration and Safety	Knowledge Intensive
Education and Training	Health and Education
Health Care and Social Assistance	Health and Education
Construction	Population Serving
Retail Trade	Population Serving
Accommodation and Food Services	Population Serving
Arts and Recreation Services	Population Serving
Other Services	Population Serving
Agriculture, Forestry and Fishing	Industrial
Mining	Industrial
Manufacturing	Industrial
Electricity, Gas, Water and Waste Services	Industrial
Wholesale Trade	Industrial
Transport, Postal and Warehousing	Industrial

Table 31 - Broad Industry Categories (BIC) Summary

Population serving commercial activity that is linked to the demand from local residents and therefore location dependent. This is primarily retail and food and beverage, but also consists of office space for accounting, legal services and medical services;

Business serving commercial activity that can choose to locate in areas that suit their business requirements. These requirements include proximity to customers, access to a suitable labour force and connectivity to markets.



For further information contact
LEP Review Team:

✉ Camden Council
70 Central Avenue
Oran Park NSW 2570

☎ 4654 7777

✉ mail@camden.nsw.gov.au

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
<p>Submissions 1/2/3 1.01 2.01</p>	<p>The Enterprise Corridor Investigation Area and Future Employment Land Investigation Area should coincide with the development of the Aerotropolis. Council should lobby for a local TAFE that would service the Aerotropolis.</p>	<p>The draft LSPS includes Local Priority P5 – Leveraging industry opportunities created by Camden’s proximity to the Western Sydney Airport and Aerotropolis. Through the implementation of Action 77, Council will work with the Camden Regional Economic Taskforce to investigate opportunities to leverage off the aerotropolis. The NSW government identified land at 283 and 293 Bringelly Road, Leppington, as the location for a new TAFE campus in Western Sydney. Council continues to lobby for delivery of the TAFE facility in the Leppington Town Centre.</p>	<p>No changes to the draft LSPS proposed</p>
<p>3.01</p>	<p>Council’s timeframes for implementation of LSPS actions (0-5 years, 5-10 years, 10+) are too broad. Instead the Camden LSPS should follow Liverpool Council’s LSPS 3-year increments for greater transparency.</p>	<p>The draft LSPS timeframes are considered appropriate and will allow for the timely delivery of the actions for Camden.</p>	<p>No changes to the draft LSPS proposed</p>
<p>Submissions 4/5 4.01</p>	<p>States that the Biodiversity Corridor between Jersey Road Bringelly and South Creek is too large, and it may have negative financial impact on existing land owners. The Biodiversity Corridor should be updated based on a new flood study, as the South Creek study is old and does not consider future development in the area such as the Aerotropolis and South Creek West.</p>	<p>The Biodiversity (Habitat) Corridors shown on the Sustainability Structure Plan is based on mapping from Council’s Local Biodiversity Strategy (2013). The corridors are based on the location of remnant vegetation and are not based on flooding. The vegetation in the proximity of Jersey Road and South Creek</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
4.02	<p>The basis of the new Biodiversity Corridor should be the post development flood line.</p> <p>All affected landowners should be compensated following the Aerropolis model. It should also allow landowners to apply for accelerated selective acquisition, where landowners can apply to have their land acquired by government earlier.</p>	<p>contains protected ecological communities, including Cumberland Plain Woodland, and as such it is considered appropriate that these areas are mapped as Biodiversity Corridors.</p> <p>The process for land acquisition is outside the scope of the draft LSPS.</p>	<p>No changes to the draft LSPS proposed.</p>
5.01	<p>The Enterprise Corridor should be prioritised to increase local employment. The lack of jobs and resulting long commute are putting families under strain. Roads should be upgraded to facilitate increased development.</p>	<p>Further clarification of the role of the Employment investigation areas within the draft LSPS has been provided within the narrative for <i>Local Priority P4 – Ensuring a suitable supply of industrial and urban services land</i> as follows: “The employment investigation areas identified on the <i>Productivity Structure Plan</i> are done so to provide opportunities for the future employment needs of the new population forecast for the South West Growth Area (SWGGA). A Land Use and Infrastructure Implementation Plan (LUIIP) for the SWGA prepared by the Department of Planning, Industry and Environment (DPIE) will provide further guidance as to the quantity, location and role of additional employment land required.”</p>	<p>Changes to the narrative of Priority P4.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
Submission 6			
6.01	Strongly supports the LSPS.	Noted.	No changes to the draft LSPS proposed.
6.02	Strongly supportive of the Heritage Conservation Area and Heritage items wording in the Camden LSPS. However, the submission raises concerns over the use of clause 4.6 of the EP&A Act (also Camden LEP) to override heritage controls.	Local Priority L2 – <i>Celebrating and respecting Camden's proud heritage</i> recognises Camden's heritage is an important component of local identity. Action 35 commits Council to reviewing non-indigenous heritage items and updating the Camden LEP and DCP in the short term. A review of the DCP guidance will be undertaken as part of this review and appropriate mechanisms will be considered for heritage development as part of that review. The application of Clause 4.6 of the Camden LEP is outside the scope of the draft LSPS.	No changes to the draft LSPS proposed.
6.03	The wording of the Camden Council flood policy raises concerns that filling is allowed on the flood plain. Amendments are need to the current LEP and DCP flooding controls.	The draft LSPS includes Action 126 in which Council is committing to reviewing its flood-related development controls, including LEP and DCP controls.	No changes to the draft LSPS proposed.
Submission 7			
7.01	The Enterprise Corridor Identification Area should be prioritised to capitalise on the Western Sydney Aerotropolis and the Agri-Business facility. It is a great opportunity for thousands of jobs to be provided to Camden residents.	Further clarification of the role of the Employment investigation areas within the draft LSPS has been provided within the narrative for Local Priority P4 – <i>Ensuring a suitable supply of industrial and urban services land</i> as follows: "The employment investigation areas	Changes to the narrative of Priority P4.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
<p>Submission 8 8.01</p>	<p>Broadly supports the LSPS and welcomes the council's commitment to making housing affordability a priority for the local community. However, makes the following recommendations:</p> <p>Explicitly identify affordable rental housing as a strategic priority, and acknowledge the economic and social benefits of affordable rental housing and the role it plays in supporting job growth and economic prosperity for local communities.</p> <p>Acknowledge the directions and affordable housing targets in the GSC Western District Plan of 5-10% (to be achieved through up zoning subject to development viability).</p> <p>Commit to a local housing strategy which quantifies the need for affordable rental housing, both at present and in the future.</p>	<p>identified on the <i>Productivity Structure Plan</i> are done so to provide opportunities for the future employment needs of the new population forecast for the South West Growth Area (SWGA). A Land Use and Infrastructure Implementation Plan (LUIP) for the SWGA prepared by the Department of Planning, Industry and Environment (DPIE) will provide further guidance as to the quantity, location and role of additional employment land required.”</p>	<p>Changes to the narrative of Priority L1 and refinement of Actions 32 and 33.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
8.02	<p>Suggests that Council identify mechanisms for delivering affordable rental housing through the planning system and redeveloping Council owned land. Council should investigate implementing a SEPP 70 contributions scheme. It should also reduce the use of Voluntary Planning Agreements as they have had a very limited impact on the supply of affordable rental housing.</p> <p>Council should identify how it will work with other levels of government and community housing providers to increase the supply of affordable rental housing. Such organisations have access to lower borrowing rates through the National Housing Finance and Investment Corporation to construct housing below market rates.</p>	<p>Local Housing Strategy will be developed.</p> <p>As above</p>	<p>No changes to the draft LSPS proposed.</p>
Submission 9 -			
9.01	<p>475, 485 and 495 Cobbitty Rd (Applewood) should be rezoned for urban development.</p> <p>The Commonwealth Government believes in a large development in this area. The rezoning fits with NSW Government's planned M9 Motorway and rail link. The site is well located as it would be contiguous with the existing development, and Oran Park Town Centre is nearby.</p>	<p>Land identified as Future Urban Area (SWGAs) – Housing Capacity in the draft LSPS Structure Plan reflects land within the South West Growth Area. The land subject of the submissions is rural zoned land, identified in the Metropolitan Rural Area (MRA) under the District Plan, and located outside of the SWGA boundary.</p> <p>In November 2018, Council adopted a Rural Lands Strategy which includes key planning principles to</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
Submission 10 10.01	<p>Broadly supports the LSPS, but it should acknowledge the importance retail trade plays in employment for Camden.</p> <p>It makes the following recommendations:</p> <p>The LSPS should explicitly recognise the importance of larger format retail development in supporting the liveability and the productivity planning priorities. The provision of retail and commercial floorspace should be less restrictive in terms of the quantity of floor space projected in the Strategic and Town Centres</p>	<p>protect Camden's remaining rural lands. The Strategy contains criteria for rezoning proposals that any planning proposal to rezone rural land outside the SWGA must address. As such, no change to the draft LSPS Structure Plan is recommended in response to this matter.</p> <p><i>Table 7 – Camden Centres Hierarchy</i> of the draft LSPS identifies the current centres floorspace, not the total capacity of the centres. Action 64 and 67 of the draft LSPS commits Council to the finalisation of the Camden Centres Study and the development of a Centres and Employment Lands Strategy which will establish a framework for the development of all centre and employment land in Camden. Specifically, in relation to centres it will inform the land use controls to ensure there is a sufficient supply of floor space available to meet demand.</p> <p>As above</p>	<p>No changes to the draft LSPS proposed.</p> <p>No changes to the draft LSPS proposed.</p>
	<p>The Camden Centres Study should consider emerging trends in retail formats, and that the traditional format of large national chains should be used as a guide for future large format retailing.</p>		<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
	<p>Requests to be included in any future review of the s7.11 contributions plan and involved in the Camden Regional Economic Taskforce (CRET).</p>	<p>Action 1 of the draft LSPS includes Council undertaking a review of the s7.11 development contributions plans. In accordance with the legislative requirements public consultation will be undertaken with the community.</p> <p>The request to be involved with CRET will be forwarded to their Executive Officer to ensure the submitter is included in future initiatives by CRET.</p>	<p>No changes to the draft LSPS proposed.</p>
<p>Submission 11 11.01</p>	<p>Broadly supports the LSPS. Council is commended for the inclusion of strategies to identify gaps in the provision of open space and play spaces, and opportunities to improve tree canopy cover as a local planning priority in the Draft LSPS.</p> <p>Cancer Council recommends the value of shade for UV radiation protection and other co-benefits are fully recognised in the 20-year vision for the LGA.</p> <p>The provided text (see below) relating to shade provision could be incorporated into Planning Priorities L3 and S1.</p> <p>Objectives</p> <p><i>“1. Consider the provision of well-designed shade, both natural and built, in the provision of all public infrastructure, from large developments such as major recreation facilities, public buildings and town centre</i></p>	<p>The draft LSPS includes Local Priority L3 – <i>Providing Services and facilities to foster a healthy and socially connected community.</i> Included in L3 is Action 41 which includes Council developing a strategy and plan for community facilities to meet the needs of the current and future populations. Consideration will be given to the needs of the community in relation to shade structures as part of the delivery of the community facilities when being developed.</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
11.02	<p><i>upgrades, to the smallest public domain improvements such as bus shelters.</i></p> <p><i>2. Encourage the provision of well-designed shade in all private developments, particularly recreation facilities and those that adjoin public places, such as commercial developments.</i></p> <p><i>3. Consider the co-benefits of shade in all decisions about infrastructure provision and maintenance.”</i></p> <p>Recommended Action: “1. Council’s Development Control Plan will be reviewed to:</p> <ul style="list-style-type: none"> a) incorporate design considerations regarding the provision of well-designed shade, with reference to the latest shade guidelines.9; b) require well-designed shade in any private buildings or developments that adjoin public places that are likely to have significant visitation (e.g. high pedestrian traffic or people visiting or pausing in public spaces); c) require the provision of well-designed shade in recreation facilities; d) require the provision of well-designed shade in the design of any public infrastructure; e) require the consideration of the benefits of shade in any application to remove trees or vegetation currently providing significant shade and communicate to residents the benefits of shade; and f) encourage the provision of well-chosen and well-placed street trees in residential or public domain developments. 	<p>As part of the Stage 2 Planning Proposal to amend the Camden LEP, a review of the Camden DCP 2019 will be undertaken to ensure consistency with the finalised LSPS. This suggestion will be considered in this future review of the DCP.</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
11.03	Recommended Action: 2. Council's Engineering Design specifications [insert relevant document name] will be updated to include specifications for the provision of well-designed shade.	As indicated in Action 27 of the LSPS, Council will work with the Western Sydney Planning Partnership to develop uniform local government engineering and liveability standards as part of the City Deal Commitment P4. The liveability standards will be considering the need for more shade within the Western Sydney District.	No changes to the draft LSPS proposed.
	Recommended Action: 3. Council will prioritise well-designed shade in its provision of new and upgraded public infrastructure and spaces.	As above.	No changes to the draft LSPS proposed.
11.04	Recommended Action: 4. Council will consider retrofitting current public infrastructure and spaces to include well-designed shade."	As above.	No changes to the draft LSPS proposed.
Submission 12			
12.01	Supports the LSPS in principle, particularly in having identified multiple centres to service the LGA.	Noted.	No changes to the draft LSPS proposed.
12.02	Council adopts a new action under Local Priority P1 that recognises the significance of the large format retail and investigates opportunities for its growth.	Council has committed to undertaking Centres and Employment Strategy as part of Actions 67 and 75 of the draft LSPS. Strategies for retail growth will be outlined further in the Centres and Employment Lands Strategy. Large format retail will be considered in further detail in the development of the Centres and Employment Strategy.	No changes to the draft LSPS proposed.
12.03	Development of the Economic Development Plan include retail and separately assess Large Format as a sub-sector.	The development of an Employment Development Plan is included within Action 62 of the draft LSPS. This	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
12.04	In local and town centres Council should ensure zoning permits Specialised Retail Premises.	document will be further developed by Council officers and will consider all aspects of the retail sector. "Specialised retail premises" are a new term proposed by the DPIE to replace "bulky goods premises" in the Standard Instrument LEP. The proposed changes are still being considered by the DPIE. Should the definition of "specialised retail premises" be included in the Standard Instrument LEP, the Camden LEP will be automatically updated to include the definition.	No changes to the draft LSPS proposed.
Submission 13			
13.01	Broadly supports the LSPS. Recommends a priority is included to support a variety of recreational and passive uses that reflect the changing needs of the community when planning for existing and new open space.	The draft LSPS includes Local Priority L3 – <i>Providing Services and facilities to foster a healthy and socially connected community.</i> Included in L3 is Action 41 which includes Council developing a strategy and plan for community facilities/open space to meet the needs of the current and future populations.	No changes to the draft LSPS proposed
Submission 14			
14.01	Broadly supports the LSPS but proposes a Bringelly Creek Precinct is established as part of the Aerotropolis. The LSPS should include the World Trade Centre Sydney (203 & 270 Greendale Road, Bringelly) as part of this precinct.	This submission is outside of the scope of the draft LSPS. The boundary of the SWGA, Aerotropolis and the location of the precincts within are controlled by DPIE. It is recommended that the submitter	No changes to the draft LSPS proposed

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
Submission 15 15.01	<p>Welcomes the LSPS's stated focus on ensuring housing choice and affordability. It commends the commitment to develop an Affordable Housing Strategy and Affordable Housing Contribution Scheme</p> <p>The following recommendations are made:</p> <p>Include an explicit affordable housing target of 15 per cent of the total floor space of all new residential developments on private land.</p> <p>Council to advocate to State Government for more investment in social and affordable housing. Advocate that 30 per cent of the total floor space of all new residential developments on any State-owned land be allocated to affordable housing.</p>	<p>consult with DPIE on the scope for a new precinct within the aerotropolis.</p> <p>Noted.</p> <p>Action 34 commits Council to investigating the development of an Affordable Housing Strategy and Affordable Housing Contribution Scheme, which will explore potential ARH targets and the most appropriate mechanism to provide ARH through a contributions scheme.</p>	<p>No changes to the draft LSPS proposed.</p> <p>No changes to the draft LSPS proposed.</p>
Submission 16 16.01	<p>475, 485, and 495 Cobbitty Rd should be rezoned for residential development. As the site is between the proposed Outer Sydney Orbital and the South West Growth Centre. All urban services are available inclusive of sewer, power, water and gas.</p>	<p>Land identified as Future Urban Area (SWGGA) – Housing Capacity in the draft LSPS Structure Plan reflects land within the South West Growth Area. The land subject of the submissions is rural zoned land, identified in the MRA under the District Plan, and located outside of the SWGA boundary.</p> <p>In November 2018, Council adopted a Rural Lands Strategy which includes key planning principles to protect Camden's remaining rural</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
<p>Submission 17 17.01</p> <p>Broadly supports of the LSPS and makes the following recommendations.</p> <p>Acknowledge that the Little Street Precinct can deliver medium density housing that addresses the current shortfall in the LGA. This will also provide a long-term resolution to the land use conflict in the precinct between industrial and residential.</p> <p>Identify an employment hub along Cawdor Road. This will provide diverse employment opportunities (including professional services) to a site that has increased floor space, no operational restrictions (compared to Little St) and has direct access to a high order road.</p>	<p>The Strategy contains criteria for rezoning proposals that any planning proposal to rezone rural land outside the SWGA must address. As such, no change to the draft LSPS Structure Plan is recommended in response to this matter.</p> <p>Action 74 requires Council to undertake an Industrial and Employment Lands Study which will be used to develop a Centres and Employment Lands Strategy for the Camden LGA.</p> <p>As part of the current LEP Review project, Council officers are currently working on the finalisation of the Industrial and Employment Lands Study and will soon commence work on the Centres and Employment Strategy. Once these strategic documents are completed, Council will be able to determine the future needs of industrial and employment lands across the LGA, including Little Street. The Centres and Employment Strategy will inform the Stage 2 Planning Proposal to amend the Camden LEP 2010.</p>	<p>No changes to the draft LSPS proposed.</p>	

Draft LSPS – General Submissions Response Table

Ref No	Submission 18	Issue / Comment	Officer Response	Proposed Action
18.01	Broadly supports of the LSPS but makes the following recommendations: Acknowledge that planning plays an integral role in determining the health and wellbeing outcomes of people.	The draft LSPS includes Local Priority L3 – <i>Providing Services and facilities to foster a healthy and socially connected community</i> . This priority includes narrative that specifically identifies the link that planning plays and health placemaking in improving the health of the Camden community.	No changes to the draft LSPS proposed.	
18.02	Support the delivery of human services programs as a core component of social infrastructure while matching social investment with population growth through strategic planning directions.	The draft LSPS has a strong emphasis on working with NSW State government to deliver a more liveable and healthier Camden. In particular <i>Local Priority 14 – Working in partnership to deliver a more liveable, productive and sustainable Camden</i> includes references to a number of City Deal commitments, one of the commitments is to work with the Western Sydney Health Alliance to deliver improved access and services to the Camden Community.	No changes to the draft LSPS proposed.	
18.03	Enrich Camden’s growing community, skills and cohesion through the co-location of services or development of place-based integrated services.	<i>Local Priority L3 – Providing services and facilities to foster a healthy and socially connected community</i> , focuses on the importance of healthy placemaking within the future planning for Camden. In action 45 of the draft LSPS Council has committed to investigate opportunities to attract and encourage the delivery of social	Further narrative text included in Local Priority L3, to emphasise the need to co-locate services in healthy placemaking.	

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
18.04	<p>Increase levels of support for affordable housing especially for people in the lowest 40% of household incomes and people at risk of homelessness.</p> <p>Commit to housing diversity to facilitate access for a rapidly changing community and market.</p>	<p>services and infrastructure within the Camden LGA.</p> <p>Action 34 commits Council to investigating the development of an Affordable Housing Strategy and Affordable Housing Contribution Scheme, which will explore potential Affordable Rental Housing (ARH) targets and the most appropriate mechanism to provide ARH through a contributions scheme.</p> <p>Changes to the narrative provided under Priority L1 – <i>Providing housing choice and affordability for Camden's growing and changing population</i> are proposed to address the housing challenges Camden faces. Actions 32 and 33 have been further refined to clearly identify how the Camden Local Housing Strategy will be developed.</p>	<p>Changes to the narrative of Priority L1 and refinement of Actions 32 and 33.</p>
18.05	<p>Strengthen accessible transport and education infrastructure to reduce levels of disadvantage.</p>	<p><i>Local Priority L3 – Providing services and facilities to foster a healthy and socially connected community</i>, focuses on the importance of healthy placemaking within the future planning for Camden. In action 45 of the draft LSPS, Council has committed to investigate opportunities to attract and encourage the delivery of social</p>	<p>Further narrative text included in Local Priority L3, to emphasise the need to co-locate services in healthy placemaking.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
Submission 19		services and infrastructure within the Camden LGA.	
19.01	Supports the LSPS and recommends that the 2040 Structure Plan should address how the M9 and north-south rail will influence spatial outcomes over the next 20 years.	Under <i>Local Priority 13 – Planning for the delivery of the North South Rail and South West Rail Link Extension</i> , Council has committed to 5 Actions to advocate for the delivery of rail and to work with Transport for NSW to confirm the future train station locations and to plan for growth around these locations.	
19.02	The LSPS should identify planned road linkages. The extension of the Maryland Link road from The Northern Road would provide a key future connection to the M9 orbital. It would also connect Stockland's land holding to the broader Camden LGA.	Action 13 identifies the need for a strategic route study to be undertaken within the SWGA to identify major road alignments. Once this work is undertaken, Council and DPIE will be in a better position to clarify future connections within the SWGA.	No changes to the draft LSPS proposed.
19.03	The subject land holding and surrounding land area between the Growth Centre boundary and the M9 Orbital, could be identified as a "Growth Investigation Area".	Land identified as Future Urban Area (SWGA) – Housing Capacity in the draft LSPS Structure Plan reflects land within the South West Growth Area. The land subject of the submissions is rural zoned land, identified in the Metropolitan Rural Area (MRA) under the District Plan, and located outside of the SWGA boundary. In November 2018, Council adopted a Rural Lands Strategy which	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
Submission 20 20.01	<p>Supports the LSPS's 20-year vision, particularly the alignment of infrastructure and urban growth. It makes the following recommendations.</p> <p>415-455 Cobbitty Road be identified as a Future Urban Area in the Camden Structure Plan and the Local Housing Strategy to be prepared.</p> <p>Council should progress the assessment of Planning Proposals based on strategic merit, without any deferral pending the finalisation of Council's Local Housing Strategy.</p>	<p>includes key planning principles to protect Camden's remaining rural lands. The Strategy contains criteria for rezoning proposals that any planning proposal to rezone rural land outside the SWGA must address. As such, no change to the draft LSPS Structure Plan is recommended in response to this matter.</p> <p>Land identified as Future Urban Area (SWGA) – Housing Capacity in the draft LSPS Structure Plan reflects land within the South West Growth Area. The land subject of the submissions is rural zoned land, identified in the MRA under the District Plan, and located outside of the SWGA boundary.</p> <p>In November 2018, Council adopted a Rural Lands Strategy which includes key planning principles to protect Camden's remaining rural lands. The Strategy contains criteria for rezoning proposals that any planning proposal to rezone rural land outside the SWGA must address. As such, no change to the draft LSPS Structure Plan is recommended in response to this matter.</p>	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
20.02	The LSPS should provide a fine-grained, detailed analysis of the location of the Metropolitan Rural Area.	<p>Planning Proposals will continue to be assessed on merit and in accordance with the criteria within the Rural Lands Strategy for rural land rezoning proposals.</p> <p>The MRA is identified under the District Plan. Council officers have sought further clarification from DPIE and GSC over the planning mechanisms to be used for the protection of the MRA. No response on the MRA has been provided as yet.</p>	No changes to the draft LSPS proposed.
Submission 21			
21.01	<p>Council should plan developments through Precinct Areas rather than piecemeal approach of single parcel developments surrounded by rural land.</p> <p>Precinct Planning includes: minimising land use conflict between housing estates and small accourages; allowing for the more economical use of infrastructure and creating a more liveable lifestyle.</p>	The SWGA includes several precincts for future urban development. Action 7 of the draft LSPS commits Council to work with DPIE to ensure the SWGA LUIIP is finalised and advocate for a clear sequencing of land release. This will allow for an orderly development of the growth areas and delivery of infrastructure.	No changes to the draft LSPS proposed.
Submission 22			
22.01	Generally supportive of the draft with specific praise for the emphasis on heritage, rural lands, community, tourism, biodiversity, and sustainability. The incorporation of community input into the LSPS is particularly appreciated.	Noted.	No changes to the draft LSPS proposed.
22.02	The display of the M9 as a defined curved path in the maps is not appropriate as there is no gazetted route.	The M9 Orbital is a publicly exhibited road corridor within the Camden LGA. The alignment of the corridor on	The proposed M9 entry/exit points have been removed from the Structure Plans.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
22.03	<p>Any reference to the interchange at Burragorang Rd is unsupported as it has not been indicated by TfNSW.</p> <p>Advocate for a public hospital by indicating a location for it on the Productivity or Liveability structure plans. Possibly near the future private hospital at Gregory Hills.</p>	<p>the draft LSPS Structure Plan is consistent with the current alignment shown on the Transport for NSW corridor projects website, inclusive of the revised alignment and tunnelling from north of Cobbitty Road, Cobbitty to south-east of Cawdor Road, Cawdor.</p> <p>Changes to the draft LSPS Structure Plan are recommended to remove the proposed M9 Entry/Exit points as Transport for NSW have not confirmed their location.</p> <p>The draft LSPS has a strong emphasis on working with NSW State government to deliver a more liveable and healthier Camden. In particular <i>Local Priority 14 – Working in partnership to deliver a more liveable, productive and sustainable Camden</i> includes references to a number of City Deal commitments, one of the commitments is to work with the Western Sydney Health Alliance to deliver improved access and services to the Camden Community. Should a hospital location be identified through this Alliance it will be added to any future versions of the LSPS.</p>	No changes to the draft LSPS proposed.
22.04	The LSPS's Infrastructure priorities should encapsulate more than just transport to extend to education, water and waste.	The importance of providing essential infrastructure in line with Camden's forecast growth has been included in the narrative of <i>Local Priority 11 –</i>	Narrative text changes to <i>Local Priority 11 – Aligning infrastructure delivery with growth.</i>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
22.05	Heritage priority L2 should include preserving heritage items and curtilages across the entire LGA.	<p><i>Aligning infrastructure delivery with growth.</i></p> <p><i>Local Priority S5 – Reducing emissions, managing waste and increasing efficiency highlights the importance of reducing and managing waste. The LSPS includes 7 actions to deliver on this priority in relation to waste.</i></p> <p>Local Priority L2 – Celebrating and respecting Camden’s proud heritage recognises Camden’s heritage is an important component of local identity. Action 35 commits Council to reviewing non-indigenous heritage items and updating the Camden LEP and DCP in the short term.</p> <p>The Heritage Review will commence in late 2019 and will consider all heritage items and HCAs listed within the Camden LEP 2010 and the Camden DCP 2019. The Heritage Review will include a review of the Camden Town Centre HCA.</p>	No changes to the draft LSPS proposed.
22.06	The Sustainability priorities should include greater emphasis on preservation of existing trees (including the Cumberland Plain woodland) and landscapes.	<p><i>Local Priority SS4 – Protecting and restoring environmentally sensitive land and enhancing biodiversity, specifically highlights the need to preserve existing biodiversity within the Camden area, 7 actions have been included in this priority to deliver the restoration and enhancement of</i></p>	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
22.07	Local Priority P3 (Strategic Town Centres) needs to address the issue of the development of Narellan negatively impacting the viability of other town centres.	environmentally sensitive land and biodiversity. Council has committed to undertaking a Centres and Employment Strategy as part of Actions 67 and 75 of the draft LSPS. The role and functions of Camden's centres will be considered in this strategy. Action 62 also includes the development and finalisation of the Economic Development Plan; this document will look at the economic strengths of Camden and the opportunities for growth.	No changes to the draft LSPS proposed.
Submission 23			
23.01	Impressed with the presentation at the community information session, and in the staff's detailed answers to questions. The following recommendations are proposed: It is important to incorporate details of the NBN in the supporting documents of the LSPS. Like transport it is essential infrastructure, and the type of NBN technology deployed has significant impacts to the LGA.	Noted.	Text within Local Priority I1 has been included to highlight the importance of essential infrastructure, which includes NBN.
23.02	The Camden Significant Tree and Vegetation Landscape Study should be updated to ensure historical trees (which are critical to Camden's heritage) are protected.	Action 40 commits Council to undertaking a scenic and visual analysis to identify and protect ridgelines, scenic and cultural landscapes. This work will commence in early 2020 and will include further protection of views of scenic and cultural landscapes from the public realm.	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
23.03	<p>The prohibition on Residential Accommodation in the St John's Church precinct of the Camden Town Centre Conservation Area should be strengthened. Given the Seniors Housing SEPP applies to Heritage Conservation Areas from 1 July 2020.</p>	<p>Local Priority L2 – Celebrating and respecting Camden's proud heritage recognises Camden's heritage is an important component of local identity. Action 35 commits Council to reviewing non-indigenous heritage items and updating the Camden LEP and DCP in the short term.</p> <p>The Heritage Review will commence in late 2019 and will consider all heritage items and HCAs listed within the Camden LEP 2010 and the Camden DCP 2019. The Heritage Review will include a review of the Camden Town Centre HCA.</p> <p>Action 33 commits Council to developing a Local Housing Strategy, as part of this work, Council will need to identify appropriate locations for Seniors Housing. Currently Seniors Housing is not permitted in Heritage Conservation Areas and this will be further explored in the Local Housing Strategy.</p>	<p>No changes to the draft LSPS proposed.</p>
Submission 24			
24.01	<p>Notes that the new housing types outlined in legend on p.59 under Local Priority P3 are unclear. The term "opportunities for development" is offensive due to the recent restrictions on the use of dual occupancies.</p>	<p>The legend to the Narellian Town Centre Map includes Medium Density Housing Opportunities. This is related to the existing R3 Medium Density zoning in the town centre, which permits higher density forms of</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
Submission 25			
25.01	The location of the future Leppington Town Centre is not located in the intended position. It is evident the location of the town centre in the LSPS should be amended to reflect existing land use outcomes. The SWGCSP shows the alignment of the Leppington Major Centre across the railway line. With the advent of the plans for the Western Parkland City and the future aerotropolis, the role of the Leppington Town Centre has changed.	The location of the Leppington Town Centre on the Structure Plan Maps was a minor mapping error.	All Structure Plan Maps have been updated to show the Leppington Town Centre in the correct location.
25.02	The future Leppington Town Centre is not aligned with the commercial core zone and the Leppington Station. The position of the Leppington Town Centre in the draft LSPS shows the centre on areas identified for industrial and low-density residential land uses, and areas not yet zoned under the SEPP.	As above	As above
Submission 26			
26.01	Commends Council on producing the draft LSPS on an accelerated timeframe. It makes the following comments and recommendations: There is little impetus in LSPS placed on changing the urban landscape of Narellan. (as envisaged in the GSC Western City District Plan).	Planning Priority P3 identifies an action to prepare a vision for Narellan which considers Narellan's role as a strategic centre and Action 69 includes a commitment to undertake the masterplanning of Narellan as a staged approach. Narellan Town Centre is a priority for Council and the work identified in the draft LSPS will foster the development of Narellan as a strategic centre.	No changes to the draft LSPS proposed.
26.02	The Narellan Strategic Centre Priority should note the need to increase the delivery of 'all' services, and to	Noted, will be considered in the future work to be undertaken on Narellan Town Centre.	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
26.03	<p>alleviate significant traffic congestion particularly towards Campbelltown-Macarthur.</p> <p>Council should provide clarity in how it will achieve the Jobs Target in the GSC District Plan, as well as providing an evidence base for rezoning to transform the capacity of Narellan into a Strategic Centre.</p>	<p>Council has committed to undertaking a Centres and Employment Strategy as part of Actions 67 and 75 of the draft LSPS. The role and functions of Camden centres will be considered in this strategy. Action 62 also includes the development and finalisation of the Economic Development Plan; this document will look at the economic strengths of Camden and the opportunities for growth. These two documents will provide the guidance for how Council will work towards achieving the jobs targets set in the District Plan.</p>	<p>No changes to the draft LSPS proposed.</p>
	<p>Council should plan now for the future of Narellan, rather than waiting for strategic direction regarding the North-South Rail Link.</p>	<p>Planning Priority P3 identifies an action to prepare a vision for Narellan which considers Narellan's role as a strategic centre and Action 69 includes a commitment to undertake the masterplanning of Narellan as a staged approach. Narellan Town Centre is a priority for Council and the work identified in the draft LSPS will foster the development of Narellan as a strategic centre.</p>	<p>No changes to the draft LSPS proposed.</p>
Submission 27			
27.01	<p>Refer to submission 26.</p>	<p>As above.</p>	<p>As above.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
Submission 28			
28.01	Raises no specific objection in relation to the draft LSPS. It however notes the importance of seniors housing and related services to Camden's housing future.	Noted.	Additional discussion has been added regarding Seniors Housing in Priority L1.
	Despite the LSPS showing a rapid ageing population increase, there is no specific mention of seniors housing, aged care facilities, or associated services.	Camden has a large and growing senior's community. Seniors housing will continue to play an important role in providing appropriate housing. The Local Housing Strategy will provide further detail as to how suitable housing will be accommodated for the ageing population.	Additional discussion has been added regarding Seniors Housing in Priority L1.
Submission 29			
29.01	Supports the draft LSPS and welcomes the priority to provide affordable housing and housing choice.	Noted.	No changes to the draft LSPS proposed.
29.02	Use development of a Housing Strategy and Affordable Contribution Scheme to determine sites where infill housing or rezoning will require affordable housing.	Action 34 commits Council to investigating the development of an Affordable Housing Strategy and Affordable Housing Contribution Scheme, which will explore potential ARH targets and the most appropriate mechanism to provide ARH through a contributions scheme.	Additional discussion and housing principle added regarding affordable housing in Priority L1.
29.03	Finalise mechanisms for delivering affordable rental housing through the planning system and/or by	As above.	As above.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
29.04	<p>partnering with registered community housing to redevelop council owned land.</p> <p>Establish an affordable housing target to benchmark and drive Council's commitment for its provision. The Western District Plan provides for 5-10% of additional residential development created through up zoning to be provided for affordable rental housing for very low to low income households subject to development feasibility.</p>	As above.	As above.
29.05	<p>Develop more Senior Living and Specialist Disability Accommodation (SDA) properties under the NDIS program to cater for the aging population of Council. Evolve Housing is one of the largest providers and would be happy to assist Council in identifying opportunities.</p>	The Local Housing Strategy will assess options to facilitate housing to Camden's ageing population.	No changes proposed to the LSPS.
	<p>Develop innovative forms of medium density in keeping with the local character by working with community housing providers and the private sector to meet the community's needs.</p>	The Local Housing Strategy will explore the barriers and opportunities to increase the diversity of housing in the LGA. Changes to the narrative provided under Priority L1 – <i>Providing housing choice and affordability for Camden's growing and changing population</i> are proposed to address the housing challenges Camden faces. Actions 32 and 33 have been further refined to clearly identify how the Camden Local Housing Strategy will be developed.	Changes to the narrative of Priority L1 and refinement of Actions 32 and 33.
29.06	<p>Work with State government to improve the SEPP (Affordable Rental Housing) 2009 provisions to ensure developers availing themselves of incentives in the AHRSEPP for residential flat buildings are required to</p>	Action 34 commits Council to investigating the development of an Affordable Housing Strategy and Affordable Housing Contribution	Changes to the narrative of Priority L1.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
29.07	<p>ensure affordable housing is managed by CHPs and targeted at affordable rents for income eligible households.</p> <p>Investigate if new boarding Houses should only be managed by a community housing provider to ensure they have affordable rents.</p>	<p>Scheme, which will explore potential ARH targets and the most appropriate mechanism to provide ARH through a contributions scheme.</p> <p>As above.</p>	As above.
Submission 30			
30.01	<p>Supports the aspirations of the draft LSPS but recommends Oran Park should have greater significance.</p> <p>Oran Park's designated status as a "Town Centre" does not reflect its current nor future development potential. Oran Park should be considered as a Strategic Centre as the centre will provide a significant amount of commercial/retail space and be serviced by a train station.</p>	<p>The District Plan identifies Leppington and Narellan as the two strategic centres for the Camden LGA. Whilst it is acknowledged that Oran Park Town Centre currently is providing an important role within the Camden Centres Hierarchy, further work is required to be undertaken on the role and function of Camden's Centres in future.</p> <p>The Centres and Employment Strategy will establish a framework for the development of all centres in Camden and provide future directions for growth of Camden's centres. As such, no change to the draft LSPS is recommended in response to this matter.</p>	No changes to the draft LSPS proposed.
30.02	The inclusion of a large Town Centre to the north of Oran Park (on the north south rail link) should be considered.	<p>Under Local Priority 13 – Planning for the delivery of the North South Rail and South West Rail Link Extension, Council has committed to 5 Actions to advocate for the delivery of rail and to work with Transport for NSW to confirm the future train station</p>	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
30.03	The Oran Park Employment Area should be identified as an Employment Precinct in the LSPS. The Industrial and Employment Lands Study should also adequately consider the area's role.	All land currently zoned IN1 or IN2 have been classified as Industrial Land on the Productivity Structure Plan, including the land zoned IN1 in Oran Park. The role and function of the area will be considered in the Industrial and Employment Lands Study and Employment Strategy.	No changes to the draft LSPS proposed.
30.04	In lieu of the rail link, medium term transport solutions are required. GDC supports the establishment of a rapid bus link connecting the airport to Campbelltown via Oran Park.	Noted.	No changes to the draft LSPS proposed.
30.05	The impact of section 7.11 and SIC contributions on housing affordability should be carefully considered.	The drivers of housing affordability and methods to improve access to affordable housing will be explored in the Local Housing Strategy.	No changes to the draft LSPS proposed.
30.06	The LSPS should actively promote housing diversity, particularly medium density around the periphery of town centres and high density residential within them. The LSPS should promote innovative residential accommodation such as the Co-Living development proposed for Oran Park.	Increasing dwelling diversity is an objective of the draft LSPS. The Local Housing Strategy will explore the barriers and opportunities to increase the diversity of housing in the LGA.	Additional discussion and growth principles have been added regarding dwelling diversity in Priority L1. Action 32 has been amended to include the Camden Housing Diversity Analysis as part of the

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
30.07	Co-location of Green and Blue Grid infrastructure should be considered, to leverage the natural attributes of riparian areas for functional play spaces.	A strong theme from the initial community engagement undertaken for the preparation for the draft LSPS was increased access to the Nepean River and its surrounding waterways. The draft LSPS has included two specific local priorities that relate to the accessibility and connectivity of the Green and Blue grid and strengthening the role and prominence of the Nepean River. The Green and Blue Grid Analysis is currently being undertaken which will consider the connections between riparian areas and existing or proposed open spaces.	evidence base for the Local Housing Strategy. No changes to the draft LSPS proposed.
Submission 31 31.01	Supports high level vision of the draft LSPS. However, it is concerned that the implementation of the LSPS through substantial updates to the LEP in 2020 will not be achieved. The submission makes the following recommendations. Council review Housing Targets following the finalisation of the Camden Local Housing Strategy. Recommends Council sets out an approach for rezoning to be based on strategic merit. Of particular concern is the lack of flexibility in the Camden LSPS may make it impossible to undertake otherwise meritorious planning proposals that are intended to facilitate outcomes that are consistent with the end result envisioned in the LSPS	The SWGA contains sufficient land to cater for long term supply of future housing needs for the LGA. Any Planning Proposals lodged for land outside the SWGA will be assessed on its strategic merit.	Principles for housing growth have been added to Priority L1.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
31.02	<p>LSPS be revised to include growth strategies for existing centres prior to the completion of the North-South rail line, and to reflect proximity to the Western Sydney International Airport. Particularly given the rapid growth that will occur in Camden over the next 10-15 year.</p>	<p>Under Local Priority 13 – Planning for the delivery of the North South Rail and South West Rail Link Extension, Council has committed to 5 Actions to advocate for the delivery of rail and to work with Transport for NSW to confirm the future train station locations and to plan for growth around these locations. The LSPS is a visionary and strategic document that sets a growth path for the LGA through a set of priorities, principles and actions. The Local Housing Strategy will assess 20-year housing demand and 6 – 10-year dwelling target, and detail possible land use changes.</p>	<p>No changes to the draft LSPS proposed.</p>
	<p>Camden advocate for an urban development program (UDP) as an action in the LSPS. A Sydney wide UDP monitor housing supply in urban renewal areas and in land release areas; coordinate the delivery of the necessary supporting infrastructure; signal early identification of blockages; and integrate social and affordable housing targets.</p>	<p>The sequence of growth within the SWGA has not been identified by DPIE. A LUJIP for the SWGA is an important step to outline how the SWGA will develop efficiently and is included as an action in the LSPS (Action 7).</p>	<p>Additional discussion and growth principles have been added regarding growth sequence in the SWGA in Priority L1.</p>
31.03	<p>Council fully consider the challenges facing each precinct before deciding on a sequencing plan for growth. For example, the Camden LSPS refers to Leppington being the logical first release for a range of housing over the next 5-10 years. Notes that development in Leppington has been delayed for several reasons, including the highly fragmented nature of land ownership, and ongoing review of planning</p>	<p>The SWGA includes several precincts for future urban development. Included in the draft LSPS is Action 7 which commits Council to work with DPIE to ensure the SWGA Land Use and Infrastructure Plan is finalised and advocate for a clear sequencing of</p>	<p>Additional discussion and growth principles have been added regarding growth sequence in the SWGA in Priority L1.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
31.04	<p>provisions by the NSW Government. If other precincts do not face these challenges, they should not be precluded from progressing first.</p> <p>The Camden LSPS identify a higher target for medium and high-density housing and include more detailed strategies for fostering these types of dwelling.</p>	<p>Increasing dwelling diversity is an objective of the LSPS. The Local Housing Strategy will explore the barriers and opportunities to increase the diversity of housing in the LGA.</p>	<p>Additional discussion and growth principles have been added regarding dwelling diversity in Priority L1. Action 32 has been amended to include the Camden Housing Diversity Analysis as part of the evidence base for the Local Housing Strategy.</p>
31.05	<p>The Camden DLSPS regards established suburbs as having limited opportunity for additional housing growth. Notes that the Camden DLSPS looks to 2040, by which time much of the housing stock in some of the established suburbs will be 50-70 years old. There are clearly opportunities for densification in some existing suburbs over that timeframe, particularly given large existing lot sizes.</p>	<p>Undeveloped planning capacity exists in established areas. The LSPS identifies that Council is supportive of this incremental housing growth to continue in established areas. Council's focus for new housing is in the SWGA.</p>	<p>Additional discussion and growth principles have been added regarding development in established centres and suburbs in Priority L1.</p>
31.06	<p>Recommends the Council adopt an incentive-based approach for Affordable Housing in collaboration with industry.</p> <p>Submitter understands SEPP70 has been the mechanism to implement affordable housing targets; however, the penalty imposed by inclusionary zoning has been empirically shown to increase house prices.</p> <p>The Affordable Rental Housing SEPP attempts to provide affordable housing; however, it does not act as a genuine incentive. The SEPP provides a 0.5 FSR bonus if 50% of dwellings are affordable. The SEPP</p>	<p>Action 34 commits Council to investigating the development of an Affordable Housing Strategy and Affordable Housing Contribution Scheme, which will explore potential ARH targets and the most appropriate mechanism to provide ARH through a contributions scheme.</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
31.07	<p>provides a carrot and a stick bigger than the carrot, that there is a net reduction of market housing in the site, when utilising the ARHSEPP.</p> <p>Council collaborates closely with industry to create incentives for land consolidation and local infrastructure delivery in areas of fragmented land ownership.</p>	<p>Land fragmentation is a challenge to developing some precincts within the SWGA such as Leppington. Action 5 of the draft LSPS includes the commitment from Council to work with DPIE on the impact of lot fragmentation on the delivery of the development of the SWGA.</p>	<p>Additional discussion and growth principle on land fragmentation added to priority L1.</p>
31.08	<p>Council revise the Camden LSPS to clarify the concept-scale mapping of environmentally sensitive lands.</p>	<p>The Biodiversity (Habitat) Corridors shown on the Sustainability Structure Plan is based on mapping from Council's Local Biodiversity Strategy (2013). The corridors are based on the location of existing remnant vegetation.</p>	<p>No changes to the draft LSPS proposed.</p>
Submission 32			
32.01	<p>The draft LSPS controls pertaining to industrial lands must be reconsidered to encourage urban renewal in existing industrial zoned land as a response to shifting job demands.</p> <p>The retention and protection of industrial land must be considered in the context of the change facing industrial land with the increasing demand for a diversity of industrial lots.</p> <p>Increased building heights in contextually appropriate locations to accommodate high bay and multi-level warehousing.</p>	<p>Action 74 requires Council to undertake an Industrial and Employment Lands Study which will be used to develop a Centres and Employment Lands Strategy for the Camden LGA.</p> <p>As part of the current LEP Review project, Council officers are currently working on the finalisation of the Industrial and Employment Lands Study and will soon commence work on the Centres and Employment Strategy. Once these strategic</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
<p>Submission 33</p> <p>33.01</p>	<p>Broadly supports the draft LSPS and makes the following recommendations:</p> <p>The uncertainty over the timing of north south rail link will constrain access to jobs and air services the Aerotropolis provides. It is imperative that this infrastructure is delivered by the State government.</p> <p>The Western Sydney Airport/Aerotropolis and the North South Rail Link have the potential to significantly unlock development potential in Camden, decrease car dependency, improve environmental health, increase job accessibility and impact on housing requirements.</p>	<p>documents are completed, Council will be able to determine the future needs of industrial and employment lands across the LGA. The Centres and Employment Strategy will inform the Stage 2 Planning Proposal to amend the Camden LEP 2010. As such, no change to the draft LSPS is recommended in response to this matter.</p> <p>Council recognises the importance of the delivery of rail in connecting Camden residents to jobs and services across the Western City and Greater Sydney.</p> <p>Council will continue to advocate and work with the State government for a commitment to rail, as detailed in <i>Local Priority 13 – Planning for the delivery of the North South Rail and South West Rail Link Extension</i>.</p>	<p>No changes to the draft LSPS proposed.</p>
33.02	<p>Council to strongly advocate to TfNSW for the impacts of the OSO to be minimised on people's lives and surroundings. The proposed undergrounding of the OSO should be maintained.</p>	<p>Under <i>Local Priority 13 – Planning for the delivery of the North South Rail and South West Rail Link Extension</i>, Council has committed to 5 Actions to advocate for the delivery of rail and to work with Transport for NSW to confirm the future train station locations and to plan for growth around these locations.</p>	<p>The proposed M9 entry/exit points have been removed from the Structure Plans.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
33.03	To assist in establishing the Green Grid, a cycleway could be combined with a bush corridor from Camden along the Nepean River through the Australian Botanic Garden via William Howe Reserve. This would provide excellent regional connectivity and provide habitat for native fauna.	<p>The M9 Orbital is a publicly exhibited road corridor within the Camden LGA. The alignment of the corridor on the draft LSPS Structure Plan is consistent with the current alignment shown on the Transport for NSW corridor projects website, inclusive of the revised alignment and tunnelling from north of Cobbitty Road, Cobbitty to south-east of Cawdor Road, Cawdor.</p> <p>Council will continue to advocate for an underground route of the Outer Sydney Orbital (M9) in accordance with Council's submission to Transport for NSW dated 22 May 2018 and an appropriate action was included in the draft LSPS for exhibition (Action 11).</p> <p>Changes to the draft LSPS Structure Plan are recommended to remove the proposed M9 Entry/Exit points as Transport for NSW have not confirmed their location.</p>	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
33.04	Under Priority L2 there should be more robust and specific actions about preserving Camden's heritage. Define the meaning of conservation and how it may be ensured.	<p>the accessibility and connectivity of the Green and Blue grid and strengthening the role and prominence of the Nepean River. The Green and Blue Grid Analysis is currently being undertaken which will consider the connections between the Australian Botanic Garden, Mount Annan and the Nepean River through to Camden Town Centre.</p> <p>Local Priority L2 – Celebrating and respecting Camden's proud heritage recognises Camden's heritage is an important component of local identity. Action 35 commits Council to reviewing non-indigenous heritage items and updating the Camden LEP and DCP in the short term.</p> <p>The Heritage Review will commence in late 2019 and will consider all heritage items and HCAs listed within the Camden LEP 2010 and the Camden DCP 2019. It is envisaged that the Heritage Review will include greater guidance on heritage conservation to be included in a future amendment to the Camden DCP 2019.</p>	No changes to the draft LSPS proposed.
33.05	Council pursue a change to the Seniors Housing SEPP so it cannot override planning controls in Heritage Conservation Areas (HCA).	Action 33 commits Council to developing a Local Housing Strategy. as part of this work, Council will need to identify appropriate locations for	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
33.06	<p>In February 2019, an amendment was made to the State Environmental Planning Policy (SEPP) Housing for Seniors or People with a Disability 2004 (the Seniors Housing SEPP) so that it does not apply in Heritage Conservation Areas (HCAs) in Greater Sydney until 1 July 2020. This amendment was made to allow time for a Council to choose how the Seniors Housing SEPP is to apply in its HCAs and align provisions for seniors housing in its LSPS.</p> <p>If zones B2 Local Centre and B4 Mix Use are to be retained in the Camden Town Centre, an objective emphasising compliance with building heights should be added to the CLEP.</p> <p>An example of inappropriate zoning is the B2 zoning of state heritage listed St John's Precinct. The B2 zoning does not recognise its intended long and traditional surviving use as a Church and Rectory complex or its renowned heritage significance.</p>	<p>Seniors Housing. Currently Seniors Housing is not permitted in Heritage Conservation Areas and this will be further explored in the Local Housing Strategy.</p> <p>The Camden Town Centre Urban Design Framework was completed in 2018 and provides a structure for the future direction of the Camden Town Centre. Further work on the implementation of the Framework is currently being undertaken by Council officers and included as an action in the draft LSPS (Action 51).</p>	<p>No changes to the draft LSPS proposed.</p>
33.07	<p>LSPS provides opportunity to address zoning conflicts. Little Street should be rezoned to residential and possibly included in HCA. The area sits amidst and alongside zones of RU1 Primary Production and R2 Low Density Residential but is zoned IN2 Light Industrial. The IN2 zone is not consistent with existing residential use of the area, or of nearby zones which leads to inappropriate outcomes despite the usual zoning objective of minimising conflict of land uses of adjoining zones.</p>	<p>Action 74 requires Council to undertake an Industrial and Employment Lands Study which will be used to develop a Centres and Employment Lands Strategy for the Camden LGA.</p> <p>As part of the current LEP Review project, Council officers are currently working on the finalisation of the Industrial and Employment Lands Study and will soon commence work on the Centres and Employment</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
33.08	<p>The Camden HCA should either be state or nationally listed. St John's precinct should be nationally listed.</p> <p>A National listing would have the advantage of capturing St John's Precinct and be only the second town after Broken Hill to be nationally listed. A comparative</p>	<p>Strategy. Once these strategic documents are completed, Council will be able to determine the future needs of industrial and employment lands across the LGA, including Little Street. The Centres and Employment Strategy will inform the Stage 2 Planning Proposal to amend the Camden LEP 2010.</p> <p>Local Priority L2 – Celebrating and respecting Camden's proud heritage recognises Camden's heritage is an important component of local identity. Action 35 commits Council to reviewing non-indigenous heritage items and updating the Camden LEP and DCP in the short term.</p> <p>The Heritage Review will commence in late 2019 and will consider all heritage items and HCAs listed within the Camden LEP 2010 and the Camden DCP 2019. The Heritage Review will include a review of the Camden Town Centre HCA and its boundaries.</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
Submission 34			
34.01	analysis of Broken Hill with Camden would almost certainly show Camden to be at least as historically significant in the story of Australia.	items and updating the Camden LEP and DCP in the short term. The Heritage Review will commence in late 2019 and will consider all heritage items and HCAs listed within the Camden LEP 2010 and the Camden DCP 2019. The Heritage Review will include a review of the Camden Town Centre HCA. The findings and recommendations of the Heritage Review could assist to inform Council in relation to a potential future state heritage listing of the Camden Town centre, including consideration of boundaries for state listing.	The Overall LSPS Structure Plan and the Liveability Plan have been amended to show St Johns Church.
34.02	Camden Structure Plan (p23) and Liveability Plan (p37) - St Johns Anglican Church Precinct (on the State Heritage Register) left off the plan. Infrastructure and Collaboration – No consideration for a vehicular by pass around Argyle Street, and a two-lane high-level bridge adjacent to the existing bridge connecting Elderslie to South Camden.	Noted. The Camden Town Centre Urban Design Framework was completed in 2018 and provides a structure for the future direction of the Camden Town Centre. The Framework included a review of access and movement in and around the town centre. Council officers are currently working on the implementation of the Framework for Camden Town Centre.	No changes to the draft LSPS proposed.
34.03	Liveability – Several heritage Camden town centre houses, which are different from those in Elderslie and	Local Priority L2 – Celebrating and respecting Camden's proud heritage	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
34.05	<p>South Camden, need to be considered as a separate unit within the Camden area.</p> <p>Liveability - Define what the "the development of future growth area precincts" means in terms of protecting heritage.</p>	<p>recognises Camden's heritage is an important component of local identity. Action 35 commits Council to reviewing non-indigenous heritage items and updating the Camden LEP and DCP in the short term.</p> <p>The Heritage Review will commence in late 2019 and will consider all heritage items and HCAs listed within the Camden LEP 2010 and the Camden DCP 2019. The Heritage Review will include a review of the Camden Town Centre HCA.</p>	Amend Action 39 to reflect precinct planning.
34.06	Productivity Plan (p51) – Should account for the sand mining region on the southern side of the high-level bridge adjacent to the river.	<p>Action 39 has been amended to clearly reference 'future precinct planning' which specifically means within the SWGA. Council will ensure that both state and local heritage is protected throughout the SWGA precinct planning process.</p> <p>The Industrial, Employment and Centres identified on the Productivity Structure Plan are currently zoned or draft zoned to be in the specific locations. The sand mining referenced in this submission is not on land zoned for any of the productivity zones listed above and as such is not proposed to be included within the Productivity mapping.</p>	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
34.07	Sustainability Plan (p65) - Environmentally Sensitive Land and a Biodiversity Corridor possibly conflicts with sand mining operation.	The sand mining is not being undertaken within the area identified as environmentally sensitive land and Biodiversity Corridor.	No changes to LSPS proposed.
Submission 35			
35.01	<p>Strongly supports the inclusion of affordable housing as a planning priority in the draft Camden LSPS. It makes the following recommendations:</p> <p>Include affordable housing under Planning Priority 11. Affordable housing is important infrastructure which intersects with many of the priorities identified in the LSPS such as encouraging vibrant centres, supporting arts and culture, supporting a night time economy, and increasing tourism.</p>	<p>Action 34 commits Council to investigating the development of an Affordable Housing Strategy and Affordable Housing Contribution Scheme, which will explore potential ARH targets and the most appropriate mechanism to provide ARH through a contributions scheme.</p> <p>Changes to the narrative provided under Priority L1 – Providing housing choice and affordability for Camden’s growing and changing population are proposed to address the housing challenges Camden faces. Actions 32 and 33 have been further refined to clearly identify how the Camden Local Housing Strategy will be developed.</p>	Changes to the narrative of Priority L1 and refinement of Actions 32 and 33.
35.02	Develop an Affordable Housing Strategy to focus on the complexity of housing affordability and to respond to the current and future housing needs. The LSPS should recognise and quantify local need for housing that is affordable to those on the lowest 40% of incomes.	As above.	As above.
35.03	Investigate a suite of planning and non-planning mechanisms to deliver affordable housing. Develop a	As above.	As above.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
35.04	<p>SEPP 70 Affordable Housing Contributions Scheme, investigate Voluntary Planning Agreements, the Affordable Rental Housing SEPP and Section 7.11 contributions among other tools.</p> <p>Include adaptable housing and universal design features in housing and infrastructure for less mobile households. Given that there will be a 33% proportional increase in Camden residents aged 65 years and older, We recommend the inclusion of more specific guidance around delivery of residential dwellings informed by universal design principles.</p> <p>Using the Liveable Housing Design Guidelines, a significant proportion of new residential development should achieve silver level and a proportion gold or platinum level.</p>	As above.	As above.
35.05	Regular monitoring and reporting and inclusion of additional housing affordability measures. The monitoring should account for decrease in proportion of residents of the LGA in housing stress (includes rental stress); decrease in unmet affordable housing need; increase in proportion/number of dwellings that are affordable to people on low to moderate incomes; and increase in the proportion/number of adaptable dwellings.	As above.	As above.
Submission 36			
36.01	Incorporate into the LSPS a determination to rezone Little and Barsden Streets to residential.	Action 74 requires Council to undertake an Industrial and Employment Lands Study which will be used to develop a Centres and	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
		<p>Employment Lands Strategy for the Camden LGA.</p> <p>As part of the current LEP Review project, Council officers are currently working on the finalisation of the Industrial and Employment Lands Study and will soon commence work on the Centres and Employment Strategy. Once these strategic documents are completed, Council will be able to determine the future needs of industrial and employment lands across the LGA, including Little Street. The Centres and Employment Strategy will inform the Stage 2 Planning Proposal to amend the Camden LEP 2010. As such, no change to the draft LSPS is recommended in response to this matter.</p>	
	<p>Include Little and Barsden Streets in the Camden Town Centre Heritage Conservation Area.</p>	<p>Local Priority L2 – Celebrating and respecting Camden’s proud heritage recognises Camden’s heritage is an important component of local identity. Action 35 commits Council to reviewing non-indigenous heritage items and updating the Camden LEP and DCP in the short term.</p> <p>The Heritage Review will commence in late 2019 and will consider all</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
Submission 37			
37.01	<p>Broadly supports the draft LSPS and makes the following recommendations.</p> <p>Local Priority 12 (infrastructure):</p> <ul style="list-style-type: none"> - Link public transport to the 'botanic precinct' with strategies for major events. - Connect cycle and pedestrian networks through to the Australian Botanic Garden Mount Annan (ABGMA). - Ensure east-west connections provide for safe and continuous north-south biodiversity corridors. - Improve road access to the ABGMA from the south. Support the creation of a southern entry to ABGMA as part of the Spring Farm Parkway. 	<p>heritage items and HCAs listed within the Camden LEP 2010 and the Camden DCP 2019. The Heritage Review will include a review of the Camden Town Centre HCA.</p> <p>The draft LSPS includes a number of actions to improve not only pedestrian but public transport connections throughout Camden. Local Priority 12 – Connecting Camden through integrated transport solutions, includes further detail on the challenges Camden faces to achieving an integrated transport solution. Each of the actions listed in Priority 12 will assist Council to work towards satisfying the issues identified in this submission.</p>	<p>No changes to the draft LSPS proposed.</p>
37.02	<p>Local Priority 13 - North South Rail:</p> <ul style="list-style-type: none"> - A station at ABGMA could transform it into international destination. 	<p>Under <i>Local Priority 13 – Planning for the delivery of the North South Rail and South West Rail Link Extension</i>, Council has committed to 5 Actions to advocate for the delivery of rail and to work with Transport for NSW to confirm the future train station locations and to plan for growth around these locations.</p>	<p>No changes to the draft LSPS proposed.</p>
37.03	<p>Local Priority L3 & L5 (Liveability):</p> <ul style="list-style-type: none"> - Revise zoning to broaden scope of the permissible uses to meet community needs. 	<p>Council acknowledges the importance of the Australian Botanic Gardens at Mount Annan (ABGMA) and the tourism layer has been included over the Gardens location in</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
37.04	<p>Local Priority S1 (Sustainability):</p> <ul style="list-style-type: none"> - Link the GSC's Green Grid to ABGMA via km corridor between Camden Park/ Menangle and The Georges Open Space Corridor. Connect cycling and walking paths to ABGMA and further north via the historic Upper Canal. 	<p>the Productivity structure plan. Further consultation will be undertaken with the ABGMA in regard to the permissible uses on the site as part of the Stage 2 Planning Proposal of the LEP Review.</p> <p>A strong theme from the initial community engagement undertaken for the preparation for the draft LSPS was increased access to the Nepean River and its surrounding waterways. The draft LSPS has included two specific local priorities that relate to the accessibility and connectivity of the Green and Blue grid and strengthening the role and prominence of the Nepean River. The Green and Blue Grid Analysis is currently being undertaken which will consider the connections between the Australian Botanic Garden, Mount Annan and the Nepean River through to Camden Town Centre.</p>	No changes to the draft LSPS proposed
37.05	<p>Local Priority S2:</p> <ul style="list-style-type: none"> - Preservation of vegetation connectivity to the Nepean River through planning controls and strategic land acquisition between ABGMA and the Nepean River. 	As above.	No changes to the draft LSPS proposed
37.06	<p>Local Priority S4:</p> <ul style="list-style-type: none"> - Opportunity for 2 north-south biodiversity linkages to the Nepean River, as in ABGMA's Framework 2017-2036. 	As above.	No changes to the draft LSPS proposed

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
Submission 38			
38.01	<p>Broadly supports the draft LSPS and makes the following recommendations:</p> <p>The various technical studies intended to inform the LSPS should be finalised and released for comment, prior to finalising the LSPS.</p>	<p>The draft LSPS is a response to the Region Plan and the District Plan in line with local priorities that were identified during the extensive community engagement undertaken during the drafting of the LSPS.</p> <p>The following work is currently being undertaken to inform Stage 2 of the Planning Proposal:</p> <ul style="list-style-type: none"> • Housing Strategy; • Employment and Centres Strategy; • Green and Blue Grid Analysis; • Heritage Review; • Scenic and Visual Analysis. <p>These Strategies will be subject to a separate engagement process in 2020.</p>	No changes to the draft LSPS proposed
38.02	Key opportunity sites should be recognised in Leppington Town Centre. 127-163 Rickard Rd, 116-124 and 134-140 Dickson Rd, Leppington should be zoned residential.	<p><i>Local Priority P3 - Strengthening the Strategic Centres of Narellan and Leppington</i> contains an Action for Council to work with Department of Planning, Industry and Environment on the Leppington Town Centre Review. Changes to this Action and the narrative under of Local Priority P3 are recommended to reflect the recent State Government confirming its priorities for precinct planning, which identifies Leppington Town</p>	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
38.03	Further clarification is recommended on the identification of a proposed art/ culture/ community facility at Leppington Town Centre and the proposed funding mechanisms to achieve its delivery.	<p>Centre as a Council-led rezoning. All sites within the Leppington Town Centre will be reviewed and consultation on this process will be managed separately to the LSPS process.</p> <p>The Camden Growth Centres Contributions Plan identifies a Regional Community Facility within the Leppington North Precinct.</p> <p>This facility will be delivered in accordance with the Leppington North Precinct Land and Works Summary Schedule within this Plan.</p>	No changes to the draft LSPS proposed.
38.04	Clarification is recommended on the timing of the Leppington Planned Precinct review and Council's vision for the Strategic Centre. Review should be finalised as a matter of urgency to provide clarity to landowner on the direction of the future strategic centre.	<p><i>Local Priority P3 - Strengthening the Strategic Centres of Narellan and Leppington</i> contains an Action for Council to work with DPIE on the Leppington Town Centre Review. Changes to this Action and the narrative under of Local Priority P3 are recommended to reflect the recent State Government confirming its priorities for precinct planning, which identifies Leppington Town Centre as a Council-led rezoning. Due to the recent changes to the governance of the Leppington Town Centre review Council is not currently able to commit to timing for the finalisation of the review.</p>	Changes to narrative in Local Priority P3 and Action 71 amended to reflect the new governance arrangement for the Leppington Town Centre review.
38.05	Economic and place making design factors should be incorporated into the planning for Leppington. The	Noted, will be considered in the Leppington Town Centre review.	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
38.06	<p>centre should also be recognised as contributing to a thirty-minute city.</p> <p>Clarification is recommended in terms of the designation of 'Leppington Infrastructure Focus Area'. How is infrastructure planning and coordination intended? Clarification is recommended in respect of Council's approach to commuter car parking at Leppington Planned Precinct.</p>	<p>As Leppington Town Centre is currently zoned for urban development but highly fragmented, Council has made it a priority to deliver the essential local infrastructure needed for the new community in Leppington. Council will work with Transport for NSW to deliver commuter parking in town centres such as Leppington and have included collaborating with Transport for NSW to achieve this in Action 10 of the draft LSPS.</p>	<p>Action 10 amended to include <i>'working in collaboration with Transport for NSW'</i>.</p>
38.07	<p>The draft LSPS should recognise the partnership between public and private in delivery good infrastructure outcomes across the South West Growth Area. Regarding infrastructure, progress achieved to date, including relevant technical investigations and on-going engagement between major landowners and Services Authorities should be acknowledged.</p>	<p><i>Local Priority 14 – Working in partnership to deliver a more liveable, productive and sustainable Camden</i>, includes narrative text that acknowledged that greater coordination is needed not only with levels of government but also industry and the community. It is important the Council continue to work with all stakeholders on the delivery of a more liveable, productive and sustainable Camden.</p>	<p>No changes to the draft LSPS proposed.</p>
Submission 39			
39.01	<p>Broadly supports the draft LSPS, especially sequenced infrastructure delivery. It makes the following recommendations.</p>	<p>The draft LSPS is a response to the Region Plan and the Distinct Plan in line with local priorities that were identified during the extensive</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
	<p>Council should release technical studies and allow stakeholder inputs before the draft LSPS is finalised.</p>	<p>community engagement undertaken during the drafting of the LSPS.</p> <p>The following work is currently being undertaken to inform Stage 2 of the Planning Proposal:</p> <ul style="list-style-type: none"> • Housing Strategy; • Employment and Centres Strategy; • Green and Blue Grid Analysis; • Heritage Review; • Scenic and Visual Analysis. <p>These Strategies will be subject to a separate engagement process in 2020.</p>	
39.02	The Liveability structure plan should identify Maryland Estate as a significant heritage item in the South West Growth Area.	Noted.	The Liveability Structure Plan has been updated to identify the Maryland Estate as a Draft State Heritage Item.
39.03	The Centres Study should incorporate existing studies to assist in developing the centre hierarchy for the LGA. The Economic Study, prepared by Deepend, for Lowes Creek Maryland Precinct identified centres in Precinct 2 and 5 in South Creek West Land Release Area.	Action 67 of the draft LSPS identifies that Council will prepare a Centres and Employment Lands Strategy, this document will establish a framework for the development of all centres and employment land in Camden. All retail/employment studies that have been completed in the Camden LGA will be considered in the drafting of the Strategy.	No changes to the draft LSPS proposed.
39.04	The Employment Land Strategy should identify potential locations for future employment in unzoned lands in the South West Growth Area. These locations should not	Action 75 has been updated to include more detail of what the Strategy will include, Camden's short and long term requirements will be	No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
39.05	<p>be fixed and shall be confirmed through detailed master planning at the precinct rezoning stage.</p> <p>An Enterprise Corridor Investigation Area has been identified on the Productivity Structure Plan. This corridor should be extended to the entire growth area boundary, including Greendale Road. This enables consideration for a sensitive transition from employment to residential.</p>	<p>considered in both the Study and Strategy for Industrial and Employment lands. Land within the SWGA will be included within these documents.</p> <p>The employment investigation areas identified on the Productivity Structure Plan to accommodate employment growth represent current structural policy for the SWGA and known infrastructure. A LUIP for the SWGA and Council's Employment Strategy will provide further guidance as to the quantity, location and role of additional employment land required within the SWGA.</p>	<p>No changes to the draft LSPS proposed.</p>
39.06	<p>Clarification from Council is requested on the mechanisms to achieve low carbon precincts in the South West Growth Area.</p>	<p>Action 116 identifies that Council will advocate for the development of a low carbon precinct pilot project for Leppington Town Centre. Low Carbon precincts can be described as areas with net-zero emissions and can include initiatives such for higher public transport use, reduced energy consumption from new buildings and improved walking connectivity.</p>	<p>No changes to the draft LSPS proposed.</p>
39.07	<p>LSPS should recognise South Creek West as the next opportunity to plan for new communities in the South West Growth Area. It is the next logical extension of infrastructure from Oran Park and Lowes Creek Maryland Precinct.</p>	<p>The whole of the SWGA has been identified for 'Future Urban Area – Housing Capacity'. Individual precincts within the SWGA will be included in the SWGA LUIP process that Council has committed to work with DPIE to finalise as part of Action 7.</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
39.08	A rapid public transport corridor should be investigated through the western area of South Creek West. This could provide high quality public transport access to the western edge of the growth area and enable equitable access to all residents in the SWGA.	Council has committed to work with Transport for NSW to advocate that a rapid bus service route is delivered in the Camden area. The exact location of the rapid bus network is yet to be confirmed and the indicative locations on the LSPS structure plans will be updated when the locations are confirmed.	No changes to the draft LSPS proposed.
39.09	A strategy needs to be developed to deal with fragmented lots in the SWGA.	Action 5 identifies that Council will work with DPIE to investigate the impact of lot fragmentation on the delivery of development in the SWGA and investigate potential planning controls to encourage lot amalgamation.	No changes to the draft LSPS proposed.
Submissions 40 & 41			
40.01	<p>Strongly supports the draft LSPS, especially the commitment to address the urban heat effect. It makes the following recommendations:</p> <p>The LSPS should significantly strengthen its actions regarding trees to mandate for the retention of every single established tree. This is exceptionally important climate change will increase the amount of urban heat Camden is exposed to.</p>	<p>Local Priority S1 – Improving the accessibility and connectivity of Camden’s Green and Blue Grid and delivering high quality open space and Local Priority S4 – Protecting and restoring environmentally sensitive land and enhancing biodiversity both include 14 actions between them to deliver on protection of existing trees and an increase on the delivery of trees within Camden. The overall sustainability theme is very strong on the importance of trees and the various benefits, such as reduced heat, to the Camden community.</p> <p>Local Priority S3 – Protecting Camden’s rural land, sets a clear</p>	No changes to the draft LSPS proposed.
	The LSPS should have stronger actions regarding the protection of rural lands. Class 1 Agriculture land next to		No changes to the draft LSPS proposed.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
41.01	<p>the Camden bypass bridge is being dug up and replaced by clay. Furthermore, local ownership needs to be preserved, such as by mandating 99-year leases of agriculture land. The LSPS needs to better address the issues of water and air pollution.</p> <p>Encourage traffic to take the road bypasses around Camden town centre so the full width of Argyle St can be far more pedestrian and cycle friendly. The roundabouts on John St need to have better pedestrian access.</p>	<p>direction for Council to protect is valuable rural and agricultural land. In 2018 Council adopted the Rural Lands Strategy which council will continue to implement the recommendations from.</p> <p>The Camden Town Centre Urban Design Framework was completed in 2018 and provides a structure for the future direction of the Camden Town Centre. The Framework included a review of access and movement in and around the town centre. Council officers are currently working on the implementation of the Framework for Camden Town Centre.</p>	<p>No changes to proposed to the LSPS.</p>
Submission 42			
42.01	<p>Broadly supports the draft LSPS and makes the following recommendations.</p> <p>The Draft LSPS should develop planning controls which encourages higher density development (in appropriate locations) as part of a diverse housing mix.</p>	<p>Under current planning controls, there is significant undeveloped capacity for higher density development.</p> <p>The Local Housing Strategy will explore the barriers and opportunities to improving the housing diversity in the LGA.</p>	<p>Additional discussion and growth principles have been added regarding dwelling diversity in Priority L1. Action 32 has been amended to include the Camden Housing Diversity Analysis as part of the evidence base for the Local Housing Strategy.</p>
42.02	<p>Before the LSPS is finalised, there should be consultation with individual property owner affected by the changes.</p> <p>Consultation should highlight the impacts of development potential and property value.</p>	<p>The draft LSPS was publicly exhibited for a period of 28 days.</p> <p>The LSPS does not directly facilitate changes to planning controls or rezoning of properties. Any subsequent amendments to planning controls will be publicly exhibited, and</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
42.03	An incentive-based approach to affordable housing should be undertaken, and infrastructure levies must consider the feasibility of development. The random nature of government-imposed levies (and their rapid increase) has produced uncertainty in the market.	impacted landowners notified at this time and provided with opportunity to comment. The Affordable Housing Strategy will outline need in the LGA and assess a range of planning and non-planning mechanisms to deliver affordable housing, including implementation options.	No changes to the draft LSPS proposed.
42.04	Planning Proposals and DA's should be assessed under the controls that were applicable at the time they were lodged.	This is outside the scope of the draft LSPS. There are applicable savings and transition of provisions in both the LEP and DCPs that apply to Camden.	No changes to the draft LSPS proposed.
42.05	Council should advocate and educate the community on the need for high density development. As the community need planning tool to create quality-built environments rather than additional regulation that protects local character.	The Local Housing Strategy will explore the barriers and opportunities to improving the housing diversity in the LGA.	Additional discussion and growth principles have been added regarding dwelling diversity in Priority L1. Action 32 has been amended to include the Camden Housing Diversity Analysis as part of the evidence base for the Local Housing Strategy.
42.06	Future housing targets beyond 2021 should be addressed in detail. Through the identification of locations, heights and densities, especially around existing transport hubs. Planning controls should also aim to deliver an additional 20% of dwellings on top of the target as a contingency measure.	Action 33 commits Council to the development of a Local Housing Strategy which will develop the vision and evaluate options for housing growth within the Camden LGA. Housing targets will be identified up to 2025 in line with the requirements of the District Plan.	Changes to the narrative of Priority L1 and refinement of Actions 32 and 33.

Draft LSPS – General Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
42.07	All Strategic and Local Centres should be zoned mixed use, and residential development should be encouraged. A commercial use only approach should be avoided. Higher densities and heights around current and future transport nodes.	<p>Changes to the narrative provided under Priority L1 – Providing housing choice and affordability for Camden’s growing and changing population are proposed to address the housing challenges Camden faces. Actions 32 and 33 have been further refined to clearly identify how the Camden Local Housing Strategy will be developed.</p> <p>Action 67 of the draft LSPS identifies that Council will prepare a Centres and Employment Strategy which will establish a framework for the development of all centres and employment land in Camden. In relation to centres, it will inform land use controls to ensure that there is a sufficient supply of floorspace available to meet demand.</p>	No changes to the draft LSPS proposed.
42.08	The rezoning of redundant industrial land to mixed use should be encouraged. This would revitalise and renew existing areas and provide badly-needed additional dwellings. Protecting industrial land from conversion is an inflexible approach and should be adjusted to consider the specific circumstances of each site.	LSPS Priority P4 – ensuring a suitable supply of industrial and urban services land and includes Actions 74 and 75 to prepare an Industrial and Employment Lands Study and a Centres and Employment Strategy to achieve this priority.	No changes to the draft LSPS proposed.

Draft LSPS - Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
Submission 1 – NSW Rural Fire Service (RFS)			
1.01	<p>No specific objections to draft LSPS, generally supportive of document.</p> <p>Strategic planning needs to ensure that future land uses are in appropriate locations to minimise risk. As such, broad principles should be applied to strategic level development. It is anticipated future strategic plans and proposals should provide for exclusion of inappropriate development in bushfire prone areas.</p>	Bushfire affectation is considered through planning proposals and development applications, and where required, referrals sent to the RFS for their advice. The LSPS does not propose any departure from this existing process.	No changes to the draft LSPS proposed.
Submission 2 – Subsidence Advisory NSW			
2.01	<p>SA notes that Camden Council is not located within a proclaimed mine subsidence district. The LSPS indicates proposed developments located over areas where an exploration lease held by South 32 and the Department of Planning and Environment. An application for an exploration lease has also been sought by South 32 in the Camden LGA.</p> <p>SA NSW recommend Camden Council contact South 32 and the Department of Planning and Environment regarding the likelihood and potential impact of future mining in the Camden LG</p>	The LSPS does not propose development within the area referenced in the submission. The tourism hatching shown on the Structure Plan is to indicate that this area contributes to Camden's visitor economy due to its rural nature. Any future development would need to consider the location of the exploration lease.	No changes to the draft LSPS proposed.
Submission 3 – Landcom			
3.01	Submission generally supports the draft LSPS. Suggests that the draft LSPS would benefit from outlining the likely urban form of the SWGA, aligned to Council and DPIE progress.	The growth sequence of the SWGA, and the infrastructure to support it efficiently has not been outlined by DPIE. Outlining the likely built form is challenging without a LUIP for the SWGA.	Additional discussion and growth principles added to Priority L1 regarding sequence for growth in the SWGA and future urban form objectives
3.02	The data representation describes key factors e.g. housing types and households but doesn't include numbers to clarify and explain patterns.	The forecast change arrows refer to the fact that as a percentage of overall households, smaller households are forecast to increase –	Add % - "2036 % Forecast Change" - label to clarify up/down arrows refer to change

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
3.03	<p>The Housing Snapshot reiterates predominantly detached dwellings in new growth areas, with levels between 91% and 98%. Numerous councils have identified a mismatch between household types and housing provision and it appears this situation may be occurring in Camden.</p> <p>States that reliance on market analysis (proposed Camden Housing Strategy) may limit opportunities to achieve other objectives outlined in the plan, e.g. heritage, scenic landscape, open space, etc. Suggested that both planning intervention and diverse housing are also factors that should inform Housing Strategy.</p>	<p>a notably demographic change. The overall increase in each household is implied and not documented due to space limitations. Local Housing Strategy will represent and analyse forecast household types in detail.</p> <p>Increasing housing diversity is an objective of the LSPS and the Housing Snapshot confirms the lack of diversity across the LGA.</p>	<p>in percentage of households at 2036.</p> <p>Additional discussion and growth principles added regarding increasing dwelling diversity Priority L1.</p>
3.04	<p>States that reliance on market analysis (proposed Camden Housing Strategy) may limit opportunities to achieve other objectives outlined in the plan, e.g. heritage, scenic landscape, open space, etc. Suggested that both planning intervention and diverse housing are also factors that should inform Housing Strategy.</p>	<p>The Camden Housing Market Analysis is a Housing Study and constitutes the evidence base for the Housing Strategy as outlined by the DPIE guidelines. Any actions and recommendations in the Local Housing Strategy will be arrived at through analysis that balances a range of planning objectives. The Housing Study will only be one input amongst other supporting evidence in the development of the Local Housing Strategy.</p>	<p>Additional growth principles added regarding balancing housing growth with other objectives in Priority L1.</p>
3.05	<p>Supports the response to rental stress and welcomes intent of preparing an Affordable Housing Strategy and Contributions Scheme. Also noted that the percentage of households in mortgage stress in Camden is high.</p>	<p>Mortgage stress is at a high level across the LGA, and particularly high in the new suburbs in the north of the LGA.</p>	<p>Additional discussion regarding mortgage stress added to Priority L1.</p>
Submission 4 – Create NSW			
4.01	<p>Supports the objectives in the LSPS and encourages Council to include elements that celebrate and acknowledge the relationship with the local Indigenous</p>	<p>Action 59 of the LSPS requires Council to prepare a Cultural Development Strategy and a Cultural and Social Infrastructure Plan. The</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
	community and enhancing existing cultural infrastructure that create tourism and joint-use opportunities.	matters raised in the submission will be considered through the development of these documents. The recommendations and principles of this work will also be applied to future revisions of the LSPS.	
4.02	In reference to Local Priority 12 and L3 it is encouraged that council draw links between the two priorities and the work already undertaken to achieve Local Priority L4 and L5.	The priorities identified within the LSPS work together to achieve Council's vision for the LGA over the next 20 years.	No changes to the draft LSPS proposed.
4.03	The LSPS should consider incorporating site specific public art into any transport strategies.	Noted. This will be considered during the development of transport and car parking strategies.	No changes to the draft LSPS proposed.
Submission 5 – LAHC			
5.01	Acknowledges Council's commitment to developing an affordable housing strategy. In addition, it is suggested that the LSPS is amended to include actions which acknowledges the Communities Plus program and Council's role in supporting LAHC in its implementation.	The Affordable Housing Strategy will outline need in the LGA and assess a range of planning and non-planning mechanisms to deliver affordable housing, including implementation options.	No changes to the draft LSPS proposed.
Submission 6 – Department of Infrastructure, Transport, Cities and Regional Development			
6.01	Supports the LSPS and notes that it provides a sound foundation for Camden to realise the Western Parkland City as well as the economic and social opportunities that the Western Sydney City Deal and Western Sydney Airport will provide.	Noted.	No changes to the draft LSPS proposed.
Submission 7 – APA Group			
7.01	It is considered that the Statement would benefit from inclusion of commentary and mapping of APA's existing Moolamba to Sydney Ethane Pipeline.	The Structure Plans are intended to be visionary in nature. It is not considered appropriate to map every	Narrative of Local Priority 11 changed to reflect the importance of protection of

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
7.02	<p>13 (<i>Infrastructure</i>) – with any physical works undertaken within the existing pipeline easement for the North South Rail, must be approved by APA's Third-Party Works Authorisation Process.</p> <p>APA requests opportunity to provide comment on the Employment Land Strategy when available.</p>	<p>infrastructure corridor on the Structure Plan maps.</p> <p>However, additional text has been included in <i>Local Priority 11 – Aligning infrastructure delivery with growth</i>, in the draft LSPS to ensure that these important corridors are protected and considered through future development in the LGA.</p> <p>Noted.</p>	<p>essential infrastructure corridors.</p> <p>No changes to the draft LSPS proposed.</p>
7.03	<p>APA requests opportunity to provide comment on the Employment Land Strategy when available.</p>	<p>Noted. APA will be included on the public agency consultation list for this Strategy.</p>	<p>No changes to the draft LSPS proposed.</p>
7.04	<p>In response to Local Priority S6- whilst council's risk-based land use planning approach to natural hazards and weather events is supported, council should consider broadening to consider man-made hazards</p>	<p>Noted. This Priority has been reworded to capture both natural and urban hazards.</p>	<p>Local Priority S6 has been changed to "<i>improving Camden's resilience to natural hazards and extreme weather events</i>"</p> <p>Additional text has been added to address urban hazards.</p>
7.05	<p>It is considered that appropriate pipeline planning controls are incorporated into future LEP/DCP amendments. Furthermore, impacts and risks associated with these pipelines should be considered as part of development proposals received by Council.</p>	<p>Noted.</p>	<p>Additional text has been included under Local Priority 11 to ensure existing hard infrastructure is protected from future development through appropriate measures.</p>
Submission 8 – WaterNSW			
8.01	<p>States that the Upper Canal is a listed State heritage item and is relevant to the Camden Structure Plan (page 23)</p>	<p>Noted.</p>	<p>The Upper Canal has been identified as a State heritage</p>

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
8.02	and the 'Liveability' map (page 57) but is not currently represented/depicted in these sections of the LSPS. Believes that the chapter on Infrastructure & Collaboration should reference the Upper Canal within the text, describing its purpose, its need for protection and its potential to impact new development.	Noted.	item on the Camden Structure Plan and the Liveability Structure Plan. Text has been updated under Local Priority 11 to identify the need to provide essential services, and to protect infrastructure corridors.
8.03	States it is unclear what areas will be included in the Camden Blue Green Grid analysis. Encourages Council not to include the Upper Canal Corridor as part of the Green and Blue Grid analysis. WaterNSW prioritises operating the Upper Canal with minimal risk and states that any proposed recreation or transport opportunities could lead to regulatory issues without thoroughly analysing supply risks.	Council is currently preparing the Green and Blue Grid Analysis, and detailed information is not currently available on the location of projects and key corridors. The District Plan identifies the Upper Canal as an important project to deliver the District Green and Blue Grid, and highlights opportunities to utilise space along the canal as open space, urban greening and active transport corridor, whilst protecting the drinking water infrastructure. The G&B Grid Analysis will consider opportunities to incorporate the Upper Canal into the broader Grid without impacting on its operational requirements, recognising that its primary function is a water infrastructure corridor.	No changes to the draft LSPS proposed.
8.04	Supports the Local Priority S2 key actions for Council to review Camden's 'waterways and riparian areas and investigate opportunities to incorporate protections into	Noted. Action 89 has been amended to reflect this request and now includes reference to protecting Camden's waterways and riparian	Action 89 of the draft LSPS amended.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
	planning instruments. Notes the review should extend further to include both LEP and DCP provisions.	areas through the LEP and DCP, as below: "89. Council will undertake a review of Camden's waterways and riparian areas an investigate opportunities to incorporate protections into planning instruments, including the LEP and DCP."	
8.05	Supportive of the Water Sensitive Urban Design advocacy in the LSPS. However, the DCP review could be extended to include LEP provisions and Council engineering specifications for stormwater management to achieve further consistency between the documents.	Noted. It is proposed to include a new action to address this submission. "99. Council will investigate amending its Local Environmental Plan to include provisions for the appropriate management of urban stormwater."	New Action added to the draft LSPS.
8.06	The LSPS may benefit from an additional action to promote community knowledge and awareness about the importance of water quality.	Noted. It is proposed to include a new action to address this submission. "100. Council will develop a community education program to build awareness and understanding about the importance of water quality."	New Action added to the draft LSPS.
8.07	The flooding action under Local Priority S6 could be made more explicit to cover both Council's LEP and DCP provisions for flood management.	Noted. Action 126 has been amended to reflect this request and now includes reference to reviewing both the LEP and DCP in relation to flood prone land.	Action 126 of the draft LSPS amended.
8.08	It would be useful if the final LSPS includes numbers against the proposed actions and Titles and Figure numbers for all maps.	Noted.	The document has been updated to include reference numbers against actions, tables and figures.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
Submission 9 – Endeavour Energy			
9.01	Generally supportive of the document.	Noted.	No changes to the draft LSPS proposed.
9.02	General comments are outlined that refer to Network/Asset Design, Perimeter Management, Reticulation Policy and Flooding and Drainage. These comments are simply attached to alert proponents and applicants of potential matters that may arise should development with close proximity of the existing and/or required electricity infrastructure needed to facilitate the proposed development. For detailed information, Endeavour encourages council to view policy documents referenced in their response.	The LSPS does not facilitate development, and future planning proposals and development applications will be required to consider the issues outlined in the submission as part of the assessment process.	No changes to the draft LSPS proposed.
9.03	Strongly recommends Council adhere to Endeavours Vegetation Management policy that supports consideration being given to the removal of existing trees with low ecological impact and prohibiting the planting of large trees in close proximity to electricity lines.	Noted. Council will adhere to Endeavours Vegetation Management policy.	No changes to the draft LSPS proposed.
Submission 10 – Sydney Metro Airports			
10.1	The draft LSPS makes only minimal reference to Camden Airport by name in both the wording and mapping within the document. Sydney Metro Airports suggests that Camden Airport is clearly identified on all maps that are included in the LSPS. This would alleviate common complaints and increase awareness of the airport.	Noted. All Structure Plan Maps have been updated to identify Camden Airport.	All structure plan maps in the draft LSPS have been updated to include reference to Camden Airport.
10.2	I2 (<i>Infrastructure and Collaboration</i>)-include Camden Airport as part of the integrated transport solutions.	The intent of Local Priority I2 is to support public transport across the Camden LGA, improving access for residents. The Sydney Metro Airport website states that Camden Airport flight activity consists mainly of flight training, commercial (joy/adventure) flights, gliding and private flights.	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
10.3	P5 (<i>Productivity</i>) – consider Camden Airport in the leveraging industry opportunities by Camden's proximity to the Western Sydney Airport and Aerotropolis.	It is not considered that these operations support the movement of residents across the LGA. Action 78 under Local Priority P5 identifies that Council will work with the Camden Regional Economic Taskforce (CRET) to investigate industry opportunities within the Camden LGA as a result of the Western Sydney Airport and Aerotropolis.	No changes to the draft LSPS proposed.
10.4	S4 (<i>Sustainability</i>) –Camden Airport already has a program in place for to restore Environmentally Sensitive Land and can assist Council with this priority.	Noted. Council will collaborate with Camden Airport regarding the ongoing protection and restoration of environmentally sensitive land on their site.	No changes to the draft LSPS proposed.
Submission 11 – Wollondilly Shire Council			
11.01	Supports the draft LSPS initiatives and identifies Council's ongoing commitment to working with key stakeholders to achieve optimal outcomes.	Noted.	No changes to the draft LSPS proposed.
11.02	Local Priority L2- Wollondilly would like to collaborate on the review of this priority as the visual amenity of landforms such as Razorback and the Blue Mountains National Park are significant to Wollondilly, Camden and Sydney as a whole.	Noted. Camden Council staff will continue discussions with Wollondilly Council staff to undertake this work.	No changes to the draft LSPS proposed.
11.03	Local Priority S2- The protection of the Nepean River and enhancing the rivers health is very important environmental asset to Wollondilly as it flows through a large portion of the LGA. It would welcome continual collaboration on this project to achieve the best outcome for both Camden and Wollondilly.	Noted. Council will continue to engage with Wollondilly Council as a key stakeholder for the ongoing protection of the Nepean River.	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
11.04	Identifies both Infrastructure Priorities (I2 and I3) as opportunities to collaborate along with Transport NSW and supports Councils objectives relating to Infrastructure and Services.	Noted. Council will continue to engage with Wollondilly Council as a key stakeholder for the delivery of infrastructure and services.	No changes to the draft LSPS proposed.
11.05	Local Priority L3- Wollondilly requests continual collaborative work be undertaken to ensure adequate services and facilities are provided to both LGAs. Furthermore, it should be noted that Wollondilly has established relationships with a number of key stakeholders through the Wollondilly Health Alliance and notes Camden would benefit from doing the same.	Noted. Council is collaborating with the Western Sydney Health Alliance through its commitment to the Western City Deal.	No changes to the draft LSPS proposed.
11.06	Local Priority S3- Wollondilly's upcoming draft LSPS will look to explore opportunities to improve the agricultural sector and therefore strongly supports this priority and welcomes the opportunity to work collaboratively to further achieve optimal outcome for rural land protection and retention.	Noted. Wollondilly Council are an important stakeholder in the protection of rural land in the Camden LGA, and Council will continue to work collaboratively to protect and retain this land.	No changes to the draft LSPS proposed.
Submission 12 – NSW EPA			
12.01	Council's draft LSPS does not appear to directly recognise air pollution in its priority and actions for managing urban hazards.	Noted.	New action included under Local Priority S6: "Council will work with the EPA to increase community awareness of the impact domestic emissions have on air quality within the Camden LGA"
12.02	Suggests Council mitigate the hazard from domestic wood heaters by planning for energy efficient residential development with cleaner forms of heating.	The new action proposed above (12.01) will raise awareness of the impacts of domestic wood heaters. Local Priority S5 also includes an action for Council to develop an	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
12.03	Supports the integrated transport actions in the draft LSPS including priorities for delivery of public and active transport solutions (Local Priority- 12) and planning for delivery of rail links (Local Priority- 13) are supported.	education and engagement program for the community to raise awareness on ways to reduce emissions and increase energy efficiency. There is an opportunity through this action to promote sustainable residential development. Noted.	No changes to the draft LSPS proposed.
12.04	Acknowledges that delivering Local Priorities L3, L4, and S1 will also reduce transport emissions.	Noted.	No changes to the draft LSPS proposed.
12.05	Supports Local Priorities S1 and S5 as the implementation of actions (increasing tree cover and encouraging electric vehicles) are also supported as benefitting air quality.	Noted.	No changes to the draft LSPS proposed.
12.06	Suggests actions are strengthened to help demonstrate how Councils support for the health and wellbeing of the community will be delivered through urban design and placemaking.	Local Priority L3 seeks to support a healthy and socially connected community. The Planning Proposal for Stage 1 of the Camden LEP 2010 review includes proposes to include health-related objectives within relevant land use zones to encourage healthy communities. Stage 2 of this project will also include DCP revisions, which will provide an opportunity to further refine these controls.	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
12.07	<p>Supports Councils commitment to review existing planning instruments to minimise and manage rural land conflicts.</p> <p>Suggests this action also be considered for other land uses, such as employment and urban services lands.</p>	<p>Noted. Any future review of the Rural Lands Strategy will consider this submission.</p>	<p>No changes to the draft LSPS proposed.</p>
12.08	<p>Council should ensure that residential and other sensitive developments address the air quality protection principles in "Development near rail corridors and busy roads - interim guideline" and the "Child Care Planning Guideline".</p>	<p>These Guidelines are used for the assessment of development applications for sensitive land uses. However, Action 128 has been added to the draft LSPS which requires Council to consider the separation of incompatible land uses at the time of rezoning to minimise noise, visual, health and environmental land use conflict.</p>	<p>Action 128 added to the draft LSPS.</p>
12.09	<p>Suggests Council review the EPA guidance notes to incorporate further content on managing hazards, managing healthy waterways, waste and resource recovery, and managing contaminated land into its final LSPS.</p>	<p>Council officers have reviewed the guidance notes and incorporated amendments into the LSPS where suitable.</p>	<p>Following action under Local Priority S2 amended in response to EPA guidance notes:</p> <p>94. Council will undertake a review of the DCP to incorporate best-practice Water Sensitive Urban Design and stormwater management principles.</p> <p>Following action under Local Priority S5 amended in response to EPA guidance notes:</p>

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
			<p>112. Council will investigate initiatives to reduce vehicle emissions, opportunities such as to provide electric vehicle charging stations throughout Camden LGA</p> <p>Additional actions included under Local Priority S6 in response to EPA guidance notes:</p> <p>“128. Council will work with the EPA to increase community awareness of the impact domestic emissions have on air quality within the Camden LGA”</p> <p>“128. Council will consider the spatial separation of incompatible land uses at the time of rezoning to minimise noise, visual, health and environmental related land-use conflict”</p> <p>“129. Council will review its Management of Contaminated Lands Policy to align with the outcomes of the State Governments review of SEPP 55 – Remediation of Land”</p>

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
12.10	<p>Draft LSPS has opportunity to improve delivery of various noise management approaches that improve local amenity.</p> <p>Suggests a noise study would support actions and strategies in the LSPS and help develop appropriate mitigation and management approaches.</p>	<p>Council has recently adopted the Camden DCP 2019, which contains comprehensive planning controls related to acoustic amenity.</p> <p>Additional text and an additional action (Action 128) has been included under Local Priority S6 to deal with acoustic impacts as a result of land use conflict.</p> <p><i>“128. Council will consider the spatial separation of incompatible land uses at the time of rezoning to minimise noise, visual, health and environmental land-use conflict”</i></p>	<p>Additional text and a new action 128 have been added to the draft LSPS.</p>
12.11	<p>Industrial land in the Camden LGA such as Smeaton Grange have a moderate potential for land use conflict.</p> <p>Suggests actions to review industrial and urban service land would also benefit from recognition and inclusion of supporting approaches to address Action 88 of the District Plan.</p>	<p>Noted. An additional action has been included in the draft LSPS in response to this submission.</p> <p><i>“128. Council will consider the spatial separation of incompatible land uses at the time of rezoning to minimise noise, visual, health and environmental land-use conflict”</i></p>	<p>Action 128 has been added to the draft LSPS.</p>
12.12	<p>Suggests Council undertake a review of existing planning controls or supporting codes, with regard to potential noise and air related environmental issues, to assess if they are contemporary and able to meet the community expectations for mixed use development.</p>	<p>Council has recently adopted the Camden Development Control Plan 2019, which contains comprehensive planning controls related to acoustic amenity.</p>	<p>No changes to the draft LSPS proposed.</p>
12.13	<p>Suggests the draft LSPS:</p>	<p>Local Priority 12 includes an action (Action 13) for Council to work with the DPIE to undertake a strategic</p>	<p>Action 128 has been added to the draft LSPS.</p>

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
	<ul style="list-style-type: none"> - provide a mechanism to review key roadways or transport corridors where future change in traffic growth is predicted; and - set appropriate noise controls early to guide future development in the vicinity of these transport corridors. 	<p>route study to identify major road upgrades and alignments to support growth within the SWGA.</p> <p>An additional action has also been included under Local Priority S6 to deal with acoustic impacts from land use related conflicts.</p>	
12.14	Suggests Local Priority S6 would benefit from a discussion and inclusion of planning priorities on urban hazards to include potential noise impacts and consider preserving areas of quiet amenity to improve liveability.	Noted.	As above
12.15	Suggests that actions in the Draft LSPS could be strengthened by reviewing any WSUD or stormwater controls, policies and guidelines to make them contemporary and to ensure they deliver key waterway health outcomes.	Noted. New action included under Local Priority S2: <i>“99. Council will investigate amending its LEP to include provisions for the appropriate management of urban stormwater”</i>	Action 99 has been added to the draft LSPS.
12.16	Suggests Council speak with Sydney Water regarding role of treated wastewater and stormwater as part of an investigation into promoting integrated water cycle management.	Noted. This will be considered in future precincts within the SWGA.	No changes to the draft LSPS proposed.
12.17	Suggests Council consider increasing permeability (both in the public and private domains) through development controls and public domain improvements where appropriate. These initiatives must be mindful of constraints such as salinity.	Council has recently adopted the Camden Development Control Plan 2019, which contains measures to increase permeability in both the public and private domains, specifically requiring 30% landscape area in development, a minimum front landscaped area and the requirement that synthetic grass cannot be used in the calculations of landscaped area.	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
12.18	<p>Suggests Council:</p> <ul style="list-style-type: none"> - explore and promote the use of green building ratings tools; and - investigate the use of incentives to drive higher sustainability standards especially in strategic centres; or - explore precinct-based sustainability standards. 	<p>Action 126 under Local Priority S6 identifies the need for Council to undertake a Climate Risk Assessment to identify priorities.</p> <p>In addition, Local Priority S5 contains a number of actions that could facilitate the suggestions included in this submission.</p>	No changes to the draft LSPS proposed.
12.19	<p>Any review of contribution or funding approaches for key infrastructure should also include stormwater infrastructure and associated water quality devices.</p>	Stormwater infrastructure is currently funded by contributions.	No changes to the draft LSPS proposed.
12.20	Supportive of LSPS Waste Management actions, that are considered measurable and specific.	Noted.	No changes to the draft LSPS proposed.
12.21	Recommends that the benefits and opportunities from adopting a circular economy approach should be considered and realised wherever possible.	Noted.	No changes to the draft LSPS proposed.
12.22	Suggests Council develop a policy on contaminated land management.	<p>Action 121 of the LSPS requires the preparation of the Camden Council Waste Strategy which will deliver improved strategic waste management outcomes.</p> <p>Council has a Management of Contaminated Lands Policy which will be reviewed following the review of SEPP 55 by the State government.</p>	<p>The following new action has been included under Local Priority S6:</p> <p><i>“129. Council will review its Management of Contaminated Lands Policy to align with the outcomes of the State Governments review of SEPP 55 – Remediation of land”</i></p>
12.23	Suggests the draft LSPS could set directions for enhanced planning controls, especially when planning for more sensitive land uses such as schools and low-	The planning framework for the management of contaminated land in NSW is guided by the provisions of	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
	density residential neighbourhoods, in and around areas with the potential for pre-existing contamination.	SEPP 55. Planning Proposals and development applications must consider SEPP 55 and the potential impacts of contaminated land on proposed development as part of the assessment process.	
Submission 13 – Sydney Water			
13.01	<p>Recommends Council consider appropriate land use zoning for water related operational infrastructure in its upcoming LEP Review.</p> <p>Advises Sydney Water will provide further advice to Council on appropriate zones as part of the formal consultation for future amendments to the LEP.</p> <p>Supports Local Priority S1 and is happy to collaborate with Council on its planned Street and Public Tree Masterplan, is eager to support and collaborate with Council's broader approach to managing land use and water in the South Creek catchment, and is collaborating with the GSC on its growth infrastructure compacts and supports coordinated planning and delivery of water and green infrastructure.</p>	<p>The Planning Proposal for Stage 1 of Council's LEP Review proposes to rezone land used for water related operational infrastructure and owned by Sydney Water to SP2 Infrastructure to protect this land for its intended use.</p> <p>Noted.</p>	No changes to the draft LSPS proposed.
13.02	<p>Supports Local Priority S2 and is eager to contribute to best practice WSUD controls in Council's LEP and DCP.</p> <p>Sydney Water happy to be involved in the future work with neighbouring councils to establish a joint management body for the Nepean River, and Council's review of waterways and riparian areas.</p>	Noted.	No changes to the draft LSPS proposed.
13.03	<p>Supports Local Priority S4 and will consider establishing biodiversity stewardship sites on its land with conservation value that is not required for infrastructure.</p> <p>Supports Local Priority S5.</p>	Noted.	No changes to the draft LSPS proposed.
13.04	Supports Local Priority S5.	Noted.	No changes to the draft LSPS proposed.
13.05		Noted.	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
13.06	Supports Local Priority S6 and suggests Council explore resources to help address the challenges of building resilience by assisting in the adaption of Sydney's broader infrastructure to future climate impacts including water, power, communications, roads and transport.	Noted. Action 126 of the LSPS requires the preparation of a climate risk assessment which will identify priority issues for Council and the community, which could include impacts to infrastructure as a result of climate change.	No changes to the draft LSPS proposed.
13.07	Supports Local Priority I1 and advocates for the inclusion of green infrastructure and appropriate stormwater infrastructure in South Creek and Nepean River catchments. Requests that Council inform Sydney Water of any changes to projected population, dwelling and employment data.	Noted. Council recognises Sydney Water as a key stakeholder and will continue to share relevant information as required.	No changes to the draft LSPS proposed.
13.08	Supportive of Draft LSPS and recommends council use appropriate land use zoning for water related operational infrastructure.	The Planning Proposal for Stage 1 of Council's LEP Review proposes to rezone land used for water related operational infrastructure and owned by Sydney Water to SP2 Infrastructure to protect this land for its intended use.	No changes to the draft LSPS proposed.
Submission 14 – NSW Department of Primary Industries			
14.01	Supports the Draft LSPS with specific praise for Council's recognition of importance of rural zoned lands and agricultural output E.g. Recognition of and continued implementation of the Rural Lands Strategy that should facilitate less fragmentation, protect the rural/urban interface and minimise land use conflicts.	Noted.	No changes to the draft LSPS proposed.
14.02	Acknowledges that although the Camden draft LSPS does not reference the "Local Strategic Planning	Noted.	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
14.03	Statement: DPI Agriculture Advice", it covers all the key priorities set out in that document except for assessment of biosecurity risks. Supports Camden's LSPS position on agricultural and rural land uses and believe it has aligned with the Greater Sydney Region Plan – A Metropolis of Three Cities Objective 24 and 28 and 29 specifically.	Noted.	No changes to the draft LSPS proposed.
Submission 15 – South Western Sydney Local Health District			
15.01	Shares the vision within the draft LSPS and acknowledges that the draft LSPS addresses many of the social and environmental determinants of health.	Noted.	No changes to the draft LSPS proposed.
15.02	Strongly supportive of the promotion of sustainability and liveability from the very early stages of growth centre delivery and supports the investment in key public transport and active travel infrastructure. Supports the vision outlined in the LSPS for well serviced, connected and sustainable public transport systems.	Noted.	No changes to the draft LSPS proposed.
15.03	Identifies that the rapid development of the growth centre is a vital opportunity to include Aboriginal culture and heritage in the design of places in Camden. <i>Local Priority 11:</i> Endorses the clear sequencing of land release and notes that Council is working with DPIE to investigate zoning opportunities for sites for future health services in Oran Park and Leppington.	Noted.	No changes to the draft LSPS proposed.
15.04	Supports plans for the delivery of the North South Rail Line and rapid bus services. <i>Local Priority 12:</i>	Noted.	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
15.05	<p>Supports the review of the Integrated Transport Strategy (2006) with surrounding Councils and State Government.</p> <p>Encourages Council to manage car parking demand through availability and pricing controls and to consider flexible re-use of parking infrastructure once population growth supports more frequent bus services to future train stations and strategic town centre(s).</p> <p>Recommends that as part of the Town Centre Parking Strategies, Council considers alternatives to commuter parking, i.e. frequent buses, active travel connections and micro mobility options such as e-bikes and e-scooters which enable commuters to travel to station from greater distances.</p> <p><i>Local Priority 13:</i> Strongly supports work by Council to determine where future urban density will be serviced by future rail in the SWGA.</p> <p>Supports medium and high density housing in areas supported by frequent public transport, community facilities and everyday destinations such as jobs, schools, shopping, and recreation.</p>	The recommendations will be considered as part of the Town Centre Parking Strategies.	No changes to the draft LSPS proposed.
15.06	<p><i>Local Priority 14:</i> Encourages Council's involvement in the Western Sydney Health Alliance (WSHA) working groups.</p> <p>Recommends the WSHA is listed with other City Deal commitments to reduce confusion.</p>	Noted.	Table 3 has been amended to list the WSHA as a City Deal commitment.
15.07	<p><i>Infrastructure Map:</i> Currently only shows future train stations at Narellan and Oran Park. Recommends Council advocate for additional future train stations</p>	Council has used the most up to date corridor mapping as per TfNSW's website. This does not	Structure Plan Maps have been updated to show "Australian Botanic Garden Mount Annan".

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
	<p>between the Western Sydney International Airport and Oran Park and between Narellan and Macarthur.</p> <p><i>Liveability Map:</i> Mount Annan Botanic Gardens should be changed to The Australian Botanic Garden, consistent with their website.</p>	<p>include a station at this location. Should the station locations be confirmed at a future point they will be included in the LSPS mapping.</p> <p>Local Priority 13 includes an action (Action 23) that Council will work with TfNSW to confirm future station locations within the Camden LGA.</p> <p>Noted.</p>	
15.08	<p><i>Local Priority L1:</i> Supports the actions to develop an Affordable Housing Strategy and Affordable Housing Contribution Scheme.</p> <p>Recommends Council set affordable housing targets within the strategy and scheme.</p> <p>Recommends affordable housing is located in close proximity to future transport hubs.</p>	<p>Noted.</p>	No changes to the draft LSPS proposed.
15.09	<p><i>Local Priority L3:</i> Supports plans to identify and address gaps in the provision of open space, play spaces and community facilities.</p> <p>Recommends that Council consider plans for regional sport and recreational facilities in this section of the LSPS.</p>	<p>Planned regional facilities will be considered in the development of the Strategy identified in Action 42 under Local Priority L3.</p>	No changes to the draft LSPS proposed.
15.10	<p><i>Local Priority L4:</i> Supports plans for future centres to focus on people-friendly public realms and best-practice placemaking.</p>	<p>The broad principles of the Healthy Streets Approach are supported within Local Priority L4.</p>	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
	<p>Supports the inclusion of the principles of the NSW Government Architect's Better Placed Strategy within the Camden DCP.</p> <p>Recommends Council consider the "Healthy Streets Approach" when planning and designing streets and places in the Camden LGA.</p>	<p>Incorporating these principles into planning controls will be investigated through DCP amendments undertaken with Stage 2 of the Camden LEP 2010 review in 2020.</p>	
15.11	<p><i>Local Priority L5:</i> Supports Council's plans for a Cultural Development Strategy and Culture and Social Infrastructure Plan.</p> <p>Recommends these strategies and plans also consider access to cultural and social services, particularly access by active and public transport.</p>	<p>Noted.</p> <p>To be considered in the preparation of the Cultural Development Strategy and Culture and Social Infrastructure Plan.</p>	<p>No changes to the draft LSPS proposed.</p>
15.12	<p><i>Local Priority P1:</i> Strongly supports Council's plans to retain and grow employment opportunities, especially knowledge-intensive jobs.</p> <p>Recommends Council set targets for local jobs and also targets to reduce the number of residents who travel outside LGA for employment.</p>	<p>Action 63 under Local Priority P1 requires Council to prepare an Economic Development Strategy, the intent of which is to consider the needs of the future population with regards to employment, with a focus on providing local jobs.</p>	<p>No changes to the draft LSPS proposed.</p>
15.13	<p><i>Local Priority P3:</i> Encourages Council to work with DPIE to use a placemaking approach that protects the two Strategic Centres from car congestion and realises the benefits offered by current and future train stations.</p>	<p>Local Priority L4 outlines the importance of a place-based approach to the design of centres.</p> <p>Action 70 identifies that Council will undertake a staged approach to the masterplanning of Narellan, with Stage 2 dependent on confirmation of the future station location. This is in</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
15.14	<i>Local Priority P5:</i> Suggests Council investigate educational opportunities that support local highly-skilled jobs.	recognition of the importance of the station in defining this centre. Action 72 has been amended to identify that Council will work with the DPE and Liverpool City Council on the Leppington Town Centre, which is being reviewed to leverage its proximity to the station.	No changes to the draft LSPS proposed.
15.15	<i>Local Priority S1:</i> Strongly supports Council's plans for implementing the Blue and Green Grid. Recommends that Council implement an engagement/education programme that promotes the planting of trees.	Additional text has been included under Local Priority P1 outlining the 'high-end' skills shortage which will require focused education and training. Local Priority S4 includes an action for Council to develop a community education program to build awareness and understanding of biodiversity issues, including the importance of vegetation and trees.	No changes to the draft LSPS proposed.
15.16	<i>Local Priority S3:</i> Supports Council's plans to protect Camden's agricultural land and encourage local food production.	Noted.	No changes to the draft LSPS proposed.
15.17	<i>Local Priority S5:</i> Applauds Council's plans to develop an education and awareness program to raise awareness on ways to reduce emissions, manage and reduce waste and increase energy efficiency.	Noted.	No changes to the draft LSPS proposed.
15.18	<i>Local Priority S6:</i>	Noted.	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
	Supports the action to investigate a Community Garden and Urban Food Policy that encourages local food production.		
Submission 16 – Campbelltown City Council			
16.01	Supportive of draft LSPS with no specific feedback or comment. Looking forward to collaborating on various projects that mutually benefit Camden and Campbelltown Council.	Noted.	No changes to the draft LSPS proposed.
Submission 17 – Sport Infrastructure Group			
17.01	Supportive of the Draft LSPS, with specific acknowledgment and support for the following actions: - Page 67 Action - Council will review and amalgamate the existing Plans of Management for public land to ensure a consistent approach is adopted for the management of open space.	Noted.	No changes to the draft LSPS proposed.
17.02	Suggests the following amendments to LSPS: - Page 45 Action - Council will develop a strategy which identifies gaps in the provision of open space, fit for purpose sports facilities... - Page 92 Action - Council will prepare, in consultation with other state-based agencies, a Green and Blue Grid Analysis for Camden and identify mechanisms to implement the Green and Blue Grid.	The wording of Action 41 has been amended to include fit for purpose sport facilities. The Green and Blue Grid Analysis will be placed on public exhibition in 2020, with key agencies notified and provided an opportunity to comment at this time.	Action 41 under Local Priority L3 has been amended as follows: “Council will develop a strategy which identifies gaps in the provision of open space, fit for purpose sports facilities, play spaces and community facilities to project future demand and need for facilities, and provide a plan and priorities to meet the needs of current and future populations”
17.03	Recommendation to include an additional action to support and assist in the implementation of the District Sport Infrastructure Plans (once released).	Noted.	Additional text and the following additional action (Action 47) has been included under Local Priority L3:

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
18.01	<p>Submission 18 – Transport for NSW (TfNSW)</p> <p>In reference to mapping on p. 23, TfNSW advises the arrows for Burragorang Road entry to the Outer Sydney Orbital should be relocated south to Remembrance Drive.</p> <p>The map on p.23 should include freight corridors and adjoining logistic/freight lands which form a connected network.</p> <p>Map on p51- needs to show the extension of Liz Kernohan Drive through to Spring Farm Link Rd as a "Key Transport Link."</p> <p>Council should include Glenlee on Table of all Industrial lands within the LGA.</p>	Noted.	<p>"47. Council will work in collaboration with NSW Office of Sport in the implementation of the District Sport Infrastructure Plans (once finalised)"</p> <p>The recommended mapping amendments have been made to the relevant Structure Plan Maps, with the exception of the entry to the OSO which has been removed from the maps.</p>
18.02	<p><u>Local Priority 12</u></p> <p>In reference to p.30 "<i>Commuter parking should ideally be located outside of major centres to discourage congestion in these areas</i>" it is suggested that further investigation be undertaken to determine the commuter carparking needs of the Camden area. The Camden Structure Plan map (p. 23) shows all three "Proposed Commuter Car parking" located within the major centres in Camden, i.e. Narellan, Oran Park & Leppington.</p>	<p>The inclusion of future commuter car parking has been included in these locations on the Structure Plan Maps to demonstrate that these centres will require parking infrastructure in the future.</p> <p>The exact location of these facilities has not yet been determined, and the intent of the maps is to highlight this future need. Future parking strategies will consider the exact location with</p>	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
18.03	<p>The draft LSPS outlines the need for rapid bus services be provided to cater to the Western Sydney International Airport. It should be noted that providing a rapid bus service from Camden is not identified in any current strategic planning documents, however TfNSW recognises that additional bus services will be required in Western Sydney to support growth and can work with Council to identify future bus routes.</p>	<p>The LSPS is a 20-year vision for the Camden LGA. Given the projected population growth within this time, and in the absence of commitment to the delivery of rail to the Camden LGA, it is considered appropriate that Council continue to advocate for the delivery of city-shaping infrastructure to support this growth, including rapid bus services.</p>	<p>No changes to the draft LSPS proposed.</p>
18.04	<p>Suggests adding the following Action to align with the Region and District plan: <i>"We will work with Transport for NSW to support and implement travel behaviour change programs to help manage demand on the transport network, including by requiring new developments and businesses operating in key precincts to develop and implement travel plans to encourage the use of sustainable transport choices."</i> (in reference to Local Planning Priority 12)</p>	<p>Noted.</p>	<p>Additional text has been included under Local Priority 12 (page 30) and the following additional action (Action 18) included: <i>"Council will work with TfNSW to support travel behaviour change programs to manage demand on the transport network and will advocate for sustainable"</i></p>

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action <i>transport choices in new developments</i>
18.05	Notes that TfNSW needs to be included as a stakeholder in any strategic route studies identifying major road alignments and upgrades to facilitate the staged delivery of the South West Growth Area.	Council recognises TfNSW as an important stakeholder and will collaborate with TfNSW on the preparation of strategic route studies.	No changes to the draft LSPS proposed.
18.06	Supportive of Council investigating opportunities to support freight movement on state and regional roads "within the Camden LGA". It is suggested Council consider identifying issues that may require buffering for freight movements 24/7 and or providing access to places on flexible operating hours.	Noted. An additional action has been included under Local Priority S6 to deal with a acoustic related land use conflicts, including freight.	New action included under Local Priority S6: "128. Council will consider the spatial separation of incompatible land uses at the time of rezoning to minimise noise, visual, health and environmental/land-use conflict"
18.07	The draft LSPS refers to planning for the delivery of the South West Rail Line extension, however it should be noted that a potential extension to the South West Rail line is currently subject to strategic investigation with funding and timing of the delivery of this project unconfirmed.	The LSPS is a 20-year vision for the Camden LGA. Given the projected population growth within this time, it is considered appropriate that Council continue to advocate for the delivery of city-shaping infrastructure to support this growth, including rail.	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
18.08	Supportive of the Economic taskforce initiative (CRET) and further suggests that a TfNSW freight representative would be beneficial to be included on the taskforce.	Noted. This recommendation will be forwarded to CRET.	No changes to the draft LSPS proposed.
18.09	Supportive of collaboration with Council and other Government agencies on "Leveraging industry opportunities created by Camden's proximity to the Western Sydney Airport and Aerotropolis".	Noted.	No changes to the draft LSPS proposed.
18.10	Believes that the Housing Strategy should be developed in consultation with TfNSW and RMS to ensure transport infrastructure to support new urban areas, growth areas and proposed centres is identified and planned, with land components and funding mechanisms identified in future LEP/SEPP amendments to ensure future implementation.	Noted. Council officers are currently preparing the Local Housing Strategy, which is anticipated to be placed on public exhibition in 2020. Council recognises both TfNSW and RMS as important stakeholders and will consult with them accordingly through the exhibition process.	No changes to the draft LSPS proposed.
18.11	In response to Local Priority P1, TfNSW proposes that a new action is included "Consideration be given to the location of future residential areas along potential future rail corridors (at grade) under investigation having regard for the amenity of future communities. Growth along rail should be centred around station locations and consideration should be given to noise and vibration attenuation in the design of residential areas/neighbourhoods in proximity to rail".	Several actions under Local Priority I3 outline the need to reserve the future rail line (Action 20), and to focus the future centres and growth around stations (Action 22). Text under Local Priority I3 also outlines the importance of reserving rail corridors to help inform where urban density is most appropriately located.	No changes to the draft LSPS proposed.
18.12	Trees located around the streetscape should be mindful of road safety, particularly trees within the kerbside clear zone of arterial roads. Pedestrian safety and accessibility must also be strongly considered.	Noted.	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
18.13	<p>Strongly supports the proposed widening of footpaths, particularly where street trees, furniture, bus stops and outdoor dining is proposed. It is suggested all additional setbacks and reservations for footpath widening (particularly in busy centres, near train stations and bus stops) should be included in future LEP amendments upon consultation with TfNSW.</p> <p>In reference to Local Planning Priority S5, it is suggested the following action be added to align with the Region and District plans: <i>“Transport demand management initiatives including working from home, improved walking and cycling, improved access to car sharing, carpooling and on-demand transport will also be considered in helping to achieve net-zero greenhouse gas emissions.”</i></p>	<p>Local Priority S1 includes an action (Action 87) for Council to develop a Street and Public Tree Masterplan.</p> <p>Noted.</p> <p>This suggestion has been actioned in the Infrastructure and Collaboration theme under Local Priority 12.</p>	<p>Additional text related to travel behaviour change programs and the following action (Action 18) included under Local Priority 12:</p> <p><i>“18. Council will work with Transport for NSW to support travel behaviour change programs to manage demand on the transport network and will advocate for sustainable transport choices in new developments”</i></p>
18.14	<p>In reference to Local Planning Priority S6, it is recommended that the action be amended to <i>“will review planning controls related to flood prone land to ensure development is appropriate”</i>. Consultation should be undertaken with relevant State Agencies, NSW SES & TfNSW.</p>	<p>The review of planning controls will consider appropriate development types, as well as other matters.</p> <p>It is considered that the existing action appropriately addresses this issue.</p>	<p>No changes to the draft LSPS proposed.</p>
18.15	<p>Suggested that the timeframe for the review and update of the Camden Council Bike Plan 1996 be changed to an action to be undertaken in the Short Term.</p>	<p>The timeframe for the review and update of the Camden Bike Plan is based on Council's current delivery</p>	<p>No changes to the draft LSPS proposed.</p>

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action
18.16	To achieve desired transport and land use outcomes in the LSPS, Council should consider a movement and place approach. Examples include: establishing a vision to support successful places within your LGA (e.g. map desired future place improvements or place outcomes), mapping major movement corridors and identify future transport needs to support the place vision.	program, with consideration to existing projects committed to. Whilst this action has been identified as a medium timeframe, there is nothing prohibiting Council undertaking this work earlier than this if funding and resourcing allows. Council will work with the DPIE and TfNSW to plan for the development on the SWGA, which will require the identification of major movement corridors and identifying future transport needs for the Camden LGA.	No changes to the draft LSPS proposed.
18.17	Suggests that Council include a short discussion recognising the link between good planning for and efficient management of freight and servicing movements on the one hand, and securing good place outcomes on the other. Furthermore, supportive of Camden Council continuing to liaise with Transport for NSW to understand how future land use work will be influenced by future strategic transport opportunities.	Noted.	Additional text has been included under Local Priority 12 (page 30).
18.18	It is advised that Council advocate for delivery of transport related infrastructure and services in the LGA that can be well integrated into land use planning to distribute balance of various transport modes. It is recommended that Council engage and collaborate closely with the transport cluster at each future stage of the strategic planning process as well as the discussion of alternative uses for its surplus land.	Noted. Council recognises TfNSW as an important stakeholder in the development in the Camden LGA. Council will continue to collaborate with TfNSW as appropriate.	No changes to the draft LSPS proposed.

Draft LSPS – Public Agency Submissions Response Table

Ref No	Issue / Comment	Officer Response	Proposed Action	
Submission 19 – NSW Aboriginal Land Council	19.01	<p>Notes the Example LSPS prepared by the NSW Department of Planning includes the following key goals and actions for Councils to work in partnership with LALCs to:</p> <ul style="list-style-type: none"> • Promote tourism, • Enhance the economic self-determination of Aboriginal communities through their land holdings, and • Protect and celebrate Aboriginal culture and heritage. <p>Encourages Council to use these goals, and similar actions and priorities as set out in District Plans, as a starting point for discussions with LALC(s).</p>	<p>Local Priority 13 includes an action identifying that Council will work with Tharawal LALC to collaborate and provide support should they choose to prepare a Development Delivery Plan in accordance with SEPP (Aboriginal Land) 2009.</p>	<p>No changes to the draft LSPS proposed.</p>



Camden Council

Preliminary Review Meeting – GSC Meeting Notes

19 September 2019

Attendance CAMDEN COUNCIL	
NAME	ORGANISATION
Therese Hoy	Greater Sydney Commission
Kim Stokeld	Greater Sydney Commission
Tim Lisle-Williams	Greater Sydney Commission
Elizabeth Rush	Transport for NSW
Tim Lisle-Williams	Greater Sydney Commission
Andrew Jordan	Greater Sydney Commission
Eleanor Robertson	DPIE
Terry Doran	DPIE
Cho Cho Myint	DPIE
Chantelle Chow	DPIE
Lee Mulvey	Greater Sydney Commission – Senior Advisor
Martin Cooper	Camden Council
Louise McMahon	Camden Council
Brendan Murton	Camden Council
Alison Butler	Camden Council
Janice Bagot	DPIE - EES

General Discussion

- Strong work and highly readable
- Good spatial content and context and excellent maps.
- Consider numbering the actions for ease of reference

Infrastructure and Collaboration

- GSC notes Council are updating:
 - pedestrian access plan
 - local development contributions plan
- Transport for NSW note:
 - freight infrastructure and freight corridors needs to be recognised and mapped
 - think about how local freight needs will be met – e.g. supermarkets

Liveability

- Social infrastructure and services – more detailed required, possibly highlighting specific locations for shared use of infrastructure – District Plan Action 11
- LSPS should include more narrative on needs of migrant and refugee populations – District Plan Action 13

These meeting notes represent a summary of preliminary feedback and meeting discussion on the draft LSPS. They do not represent formal advice or assurance

Page 1 of 3

Greater Sydney Commission



- LSPS should provide more detailed discussion in relation to District Plan Action 20 on managing car parking – this could include electric vehicle charging, adapting car parking spaces in centres for other uses, and other examples.

Housing

- Overall – Camden is making a positive contribution to overall supply and has a significant task
- Local Housing Strategy work is underway – Council will meet with DPIE to seek detailed guidance on the LUHIP which will inform the LHS – District Plan Action 17.
- The timing of land releases will be critical to delivering supply – determined by DPIE precinct planning process. LSPS should highlight complexity and need to collaborate with DPIE
- Council will do more work on the missing middle – this will require discussions with DPIE on LUHIP
- LSPS should highlight the issues around completing Local Housing Strategy and the timeframe for completing work – LSPS will need to provide a hook for subsequent work with DPIE on housing in the Growth Area
- Housing narrative could provide more detail on the challenges in Camden, the outcomes Council would like, and the principles for growth that will guide future planning and collaboration with agencies

Productivity

- TfNSW will follow up with council on how to describe and map future transport corridors – for Outer Sydney Orbital – District Plan Action 25
- LSPS should use the maps on the TfNSW website as a default. Motorway exits do not need to be shown on maps – District Plan Action 25
- Good work on freight on state and regional roads. LSPS could provide more narrative on urban freight tasks – deliveries to business and medium to high density residential, construction materials, waste transport – District Plan Action 29
- Consider showing the impact of Moorebank Intermodal Terminal and Airport on maps – with regard to freight transport – regional context map – District Plan Action 29
- Provide additional commentary on retaining and managing industrial lands and distinguish between these areas and “plan and manage” areas – District Plan Actions 51 and 53
- Glenlee industrial land can be noted as future supply – District Plan Action 53
- LSPS could provide more detail on potential barriers to growth of key economic sectors
- LSPS should discuss current supply of office space and future demand – District Plan Action 54
- LSPS should discuss how planning controls may need to adapt to cater to future business requirements – District Plan Action 56
- DPIE to follow up with Council to provide direction on Leppington Town Centre and what the LSPS should outline – LSPS can highlight the vision and outcomes Council wants and the strategic opportunities. DPIE will liaise with GSC on this. District Plan Action 60.

Sustainability

- LSPS should describe or identify any specific areas of waterways that are environmentally sensitive – District Plan Action 67.

These meeting notes represent a summary of preliminary feedback and meeting discussion on the draft LSPS. They do not represent formal advice or assurance

Page 2 of 3

Greater Sydney Commission



- LSPS could state whether there are any opportunities for reinstating more natural conditions in modified waterways at Smeaton Grange – District Plan Action 70.
- Potential to highlight the role of strategic biodiversity conservation versus role of remnant vegetation in place making
- There is an opportunity to include material from 2013 Biodiversity Strategy in the narrative
- Highlight how the Green Grid priority corridors will be delivered and show these corridors on the map – particularly for connections to Western Sydney Parklands – District Plan Actions 74 and 75.
- LSPS content on tree canopy is strong
- There is an opportunity to highlight Cobbitty as a rural village and a unique place in Camden
- LSPS should explicitly state that urban development will be limited to within the Urban Area – refer to District Plan Action 79.
- Provide more detail on local priorities for new and improve open space and the access to open space using the District Plan access benchmarks – District Plan Action 80.
- LSPS content on energy and water efficiency and waste is strong – need for ongoing collaboration with DPIE on Leppington low carbon high performance precinct.
- Describe the areas that are most effected or the communities most impacted by hazards. Potential to use the NARCLIM climate data. This can be in narrative if maps cannot be included – District Plan Actions 88 and 89.
- Council is welcome to make use of DPIE and Resilient Sydney data on tree canopy, heat and carbon emissions.

Implementation

- Reference to SEPPs and Local Planning Directions having role in local planning and are part of line of sight back to District Plan
- Health Check tentatively scheduled for 20th November 2019. Council to confirm with GSC (Kim Stokeld).
- Assurance Panel tentatively scheduled for 19th December 2019. Council to confirm with GSC (Kim Stokeld).

These meeting notes represent a summary of preliminary feedback and meeting discussion on the draft LSPS. They do not represent formal advice or assurance

Page 3 of 3

Draft LSPS – Summary Table of Post Exhibition Changes

Front Section of the Draft LSPS			Reason for change
Page / Section	Change		
About the Plan	Pg.7	Figure 1 updated to include SEPP as part of the LSPS Flow Chart	GSC Health Check Feedback
Community Engagement	Pg.9	Community Engagement updated to include public exhibition information and submission numbers. Pages reordered	Public Engagement has taken place
Camden Context	Pg.14	Remove sentence relating to Western Parkland City as incorrect	GSC Health Check Feedback
	Pg.15	Figure 6 – Regional Context updated to include Moorebank Intermodal Terminal	GSC Preliminary Feedback
Demographics	Pg.17	*Camden Trend = 2011-2016	GSC Preliminary Feedback
Our Vision	Pg.23	Camden Structure Plan updated to remove on/off ramps from Orbital and Leppington Train Station moved to accurate location, Camden Airport label and Upper Canal System added.	GSC Feedback and general submission
Plan on a Page	Pg.25	Priority P2 and S6 updated to reflect rewording of priority.	

Draft LSPS – Summary Table of Post Exhibition Changes

Infrastructure and Collaboration			Reason for change
Section	Page	Change	
	Pg.27	Map updated, freight corridors added, on/off ramps of M9 orbital removed	GSC Feedback and general submissions
I1	Pg.28	Paragraph added "To ensure the new communities.... Links to deliver the Green Grid. And words added to paragraph for working with DPIE for infrastructure funding shortfall. Paragraph added "whilst key local and state infrastructure is identified through contribution planning, it is vital that Council work with the providers of essential services (water, sewer, electricity, gas) to ensure the delivery of these services are closely aligned with the forecast growth for the Camden Area". Paragraph added "A Land Use and Infrastructure Implementation Plan..... collaborate with DPIE in its development." Paragraph added "An important component of managing the demand on the transport network within the Camden area is through the development of travel behaviour change programs... travel plans should be encouraged in urban areas... to encourage the use of sustainable transport choices" Wording on adaptive car parking "Within SWGA further work will be undertaken in collaboration with DPIE to investigate opportunities for adaptable car parking..." Paragraph added "As population grows, urban freight tasks such as parcel delivery and garbage collection will increase." Action 10 amended to "undertake Town Centre Parking Strategies including commuter parking for Narellan, Oran Park, Leppington and any future train stations in collaboration with Transport for NSW". Action 18 added "Council will work with Transport for NSW to support travel behaviour change programs to manage demand on the transport network and will advocate for sustainable transport choices in new developments" - Short-term Action 20 amended to include reference to South West Rail Line Extension	GSC Health Check Feedback WaterNSW submission GSC Health Check Feedback TfNSW
I2	Pg.30		TfNSW
	Pg.31		TfNSW
I3	Pg.33		For consistency with Priority TfNSW
I4	Pg.34	Amended Table 3 - Western Sydney Health Alliance- SWSLHD and SLHD- moved to 'Western Sydney City Deal' Amend Table 3 to reflect recent announcement of Leppington Town Centre review being led by Camden and Liverpool City Council.	GSC Health Check Feedback

Draft LSPS – Summary Table of Post Exhibition Changes

Liveability Section	Page	Change	Reason for change
L1	Pg.37	Liveability Structure plan updated, Leppington Train Station moved to accurate location, Camden Airport label and Upper Canal System added.	Various submissions and GSC feedback
	Pg.39	Narrative change, paragraphs re-written to include sub-headings for Capacity for Growth; Demographic Change and Dwelling Diversity & Housing Affordability. Principles for Housing Growth in Camden added.	GSC preliminary feedback, Landcom submission and various other submissions
	Pg.41	Action 32 amended to include " and Camden Housing Diversity Analysis which will establish an evidence base outlining 20-year housing demand and capacity, including affordable housing demand, opportunities and constraints".	GSC preliminary feedback
Pg. 42		Action 33 amended to include " develop a Housing Strategy which will use the established evidence base and other strategic planning work to develop the vision and evaluate options for housing growth within the Camden LGA"	GSC and general submission
		Camden Housing Snapshot figures updated to amend minor statistical errors.	Made in error
L2		Camden Housing Snapshot - updated description for Rural Living and Future Urban settlement areas	GSC Health Check Feedback
	Pg.45	Action 39 amended: "Council will ensure that future precinct planning considers and protects the State and local Heritage items. are protected through the development of future growth area precincts.	General submission and GSC Health Check Feedback.
L3	Pg.46	Additional text added "Co-locating schools, health and aged care facilities, and sport and cultural facilities will deliver a healthy and socially connected community."	GSC Preliminary Feedback
		Additional text added "Camden's growth will also accommodate diverse communities, including migrants and refugees from a range of backgrounds who will choose to relocate to the area"	GSC Preliminary Feedback
		Paragraph added " The WDCP identifies... to meet the open space needs of the community"	GSC Health Check Feedback

Draft LSPS – Summary Table of Post Exhibition Changes

Liveability Section	Page	Change	Reason for change
	Pg.46	Paragraph added "The Office of Sport is currently working with relevant stakeholders throughout the District, including Council, to develop a Western City District Sports Infrastructure Plan".	NSW Office of Sport submission
		Final paragraph referring to heritage removed.	Made in error
	Pg.47	Additional wording to Action 41 to include "fit for purpose sports facilities"	NSW Office of Sport submission
		Action 48 added "Council will work in collaboration with NSW Office of Sport in the implementation of the District Sport Infrastructure Plans (once finalised)"	NSW Office of Sport submission
L4	Pg.49	Add words to Action 49. "work with Department of Planning, Industry and Environment to".	GSC Health Check Feedback

Draft LSPS – Summary Table of Post Exhibition Changes

Productivity Section	Page	Change	Reason for change
	Pg.53	Productivity Structure plan updated, Leppington Train Station moved to accurate location, Camden Airport label and freight connections added and on/off ramps of M9 orbital removed.	GSC Feedback and general submissions
P1	Pg.54	Paragraph amendment "As the population and associated workforce grows, it will be essential to ensure an ongoing match of local people to local jobs".	GSC Preliminary Feedback
	Pg.57	Updated hierarchy table to include Gledswood Hills Entertainment Precinct and Current Floor Space. Update Leppington centre as being under review.	GSC Health Check Feedback and General submission
P2	Pg.58	Priority Re-wording "Creating a network of encouraging successful centres, through a clearly defined centres-hierarchy"	General submission
	Pg.59	Re-wording of Action 67- "... will prepare Centres and Employment Lands Strategy which will establish a framework for the development of all centres and employment land in Camden. In relation to centres it will inform future land use controls in the Camden LEP to ensure that there is a sufficient supply of floorspace amount-of-zoned-and-serviced-employment-land available to meet demand- short term.	To reflect strategy work
P3	Pg.60	Leppington Town Centre narrative updated to reflect the current review being undertaken by Council and DPIE	GSC Health Check Feedback
	Pg.61	Action 71 amended to include Liverpool City Council in the Leppington Town Centre review.	GSC Health Check Feedback
		Action 73 added "Council will work with Transport for NSW to ensure their land holdings within the Leppington Town Centre are developed to support the wider precinct outcomes, support jobs and homes close to the Leppington train station and deliver on the State Government commitment to provide new commuter car park spaces"- Short Term	TfNSW
P4	Pg.62 & 63	Paragraph added describing the employment investigation areas identified in the Productivity Structure Plan and the need for the LUIP to determine the additional employment land needed for the new population. Paragraph industrial lands included "...the requirements of current and future business needs require close attention to ensure that industrial area's planning controls- both built form and permissibility- remain fit for purpose, ensuring the areas remain attractive places for businesses to locate".	GSC Health Check Feedback
	Pg.63	Action 74- updated "The study will analyse the opportunities, constraints and economic contributions of Camden's industrial and employment lands and identify the short- and long-term land requirements within the Camden LGA"- Short Term	GSC Preliminary Feedback
			To reflect what study will achieve

Draft LSPS – Summary Table of Post Exhibition Changes

Productivity			Reason for change
Section	Page	Change	
		Action 75- updated "Outline how Camden's industrial and employment lands will be managed into the future...." "Ensure that industrial precincts economic viability is protected and enhanced.... LGA to respond to the changing requirements of businesses".	To reflect what study will achieve
P6		Terminology for Botanic Gardens updated " Mount Annan the Australian Botanic Garden Mount Annan "	Correct terminology

Draft LSPS – Summary Table of Post Exhibition Changes

Sustainability Page / Section	Change	Reason for change
S1	<p>Pg.67 Sustainability Structure plan updated, Leppington Train Station moved to accurate location, Camden Airport label and Habitat corridor updated reference added.</p> <p>Pg.68 Additional text added to discuss Tree canopy coverage in the LGA.</p> <p>Additional text added to discuss remnant vegetation and mention the priority projects for the green gnd</p> <p>Pg.69 Action 84. reworded: "Council will advocate for the retention of remnant vegetation established trees in the masterplanning of new urban areas residential subdivisions." Action 85. Words added in relation to tree canopy cover targets "on public and private land".</p>	<p>GSC Feedback and general submissions</p> <p>GSC Health Check feedback</p> <p>GSC Preliminary feedback</p> <p>GSC Preliminary feedback</p>
S2	<p>Pg.70 Additional text added to address urban waterways</p> <p>Pg.71 Action 89. reworded: "Council will undertake a review of Camden's waterways and riparian areas and investigate opportunities to incorporate protections into planning instruments, including the LEP and DCP"</p> <p>Action 92 reworded: "Council will continue to implement Water Sensitive Urban Design and stormwater management on public land"</p> <p>New action, 98: "Council will investigate opportunities to reinstate natural conditions in highly modified urban waterways"</p> <p>New action, 99: "Council will investigate amending its LEP to include provisions for the appropriate management of urban stormwater"</p> <p>New action, 100: "Council will develop a community education program to build awareness and understanding about the importance of water quality"</p>	<p>GSC Preliminary feedback</p> <p>WaterNSW submission</p> <p>WaterNSW submission</p> <p>GSC Preliminary feedback</p> <p>WaterNSW submission</p> <p>WaterNSW submission</p>
S3	Pg.72 Additional text added to clarify extent of MRA and Cobbitty Rural Village description.	GSC Preliminary feedback
S4	<p>Pg.73 Additional text added to include elements of Council's biodiversity strategy</p> <p>Paragraph reworded: Council will also consider-amending amend its Local Environmental Plan to identify and protect biodiversity and environmentally sensitive land from the impacts of urban development.</p>	<p>GSC Preliminary feedback</p> <p>GSC Preliminary feedback</p> <p>Council has already commenced this action: Stage 1 PP endorsed by Council to incorporate ESL mapping into LEP</p> <p>EPA submission</p>
S5	Pg.75 Action 112 reworded: Council will investigate initiatives to reduce vehicle emissions, opportunities such as electric vehicle charging stations throughout Camden LGA	EPA submission

Draft LSPS – Summary Table of Post Exhibition Changes

Sustainability		Change	Reason for change
Page / Section			
S6		Action 122 reworded: Council will develop a consistent approach within planning controls instruments to better manage and reduce waste.	EPA submission
	Pg.76	Priority S6 reworded as follows: <i>Improving Camden's resilience to natural hazards and extreme weather events.</i>	To cover both urban and natural hazards
	Pg.76	Additional text added to priority narrative to discuss the communities most impacted by hazards (urban heat), and to discuss urban hazards as well as natural hazards	In response to GSC Preliminary feedback and EPA submission
	Pg.77	Reworded action 126 : "Council will review planning controls in the LEP and DCP, related to flood prone land" New action, 127: " Council will work with the EPA to increase community awareness of the impact domestic emissions have on air quality within the Camden LGA ". New action, 128: " Council will consider the spatial separation of incompatible land uses at the time of rezoning to minimise noise, visual, health and environmental related land-use conflict " New action, 129: " Council will review its Management of Contaminated Lands Policy to align with the outcomes of the State Governments review of SEPP 55 – Remediation of Land "	WaterNSW submission EPA submission EPA submission EPA submission

Draft LSPS – Summary Table of Post Exhibition Changes

Implementation Page / Section	Change	Reason for change
Pg.78	Additional text on the role of SEPPs for implementation of LSPS Year of next review of LSPS changed from 2023 to 2020	In response to GSC feedback To align with CSP framework
Various	Amendments to the Implementation tables to reflect Priority and Action changes in the main part of the document.	To reflect amendments in document.

SJB Planning



General Manager
Camden Council
PO Box 183,
Camden NSW 2570

Attn: Heath James, Strategic Planning Branch

28 May 2019

Re: Request to Amend Camden Development Control Plan 2011

Dear Heath,

As you are aware, we act on behalf of SH Camden Lakeside Pty Ltd, being the owners of land at 50D Raby Road, Gledswood Hills (Lot 101 DP 1206855) – more commonly referred to as the residential portions within the Camden Lakeside precinct.

We refer to our meeting of 24 May 2019 in relation to the abovementioned matter. As discussed at our meeting, we understand that our submission to the exhibition of the Draft Camden Development Control Plan 2018 (draft DCP) dated 12 April 2019, is considered beyond the scope of the Housekeeping DCP amendment, and that Council would prefer a separate DCP amendment request be submitted.

In this respect, we write to request an amendment to the Camden DCP 2011. The key objective of this submission is to seek an amendment to the existing 380 dwelling capacity provision under Camden DCP 2011 applying to Camden Lakeside (which is proposed to remain in the draft DCP, currently on exhibition).

This capacity is a remnant of the 2009 rezoning, is inconsistent with contemporary greenfield densities and will require unnecessarily large lots to be delivered on the site. These large lots are not affordable within the context of the south-west market and have the potential to compromise the ongoing delivery of the project and the ability to contribute to the much needed housing supply in the Sydney metropolitan area.

In this context, this submission seeks to increase the capacity of the site to a maximum of 550 dwellings, which will enable the delivery of densities more consistent with those being achieved in the South West Growth Centres precincts, and other Camden Council governed land releases, and will allow the delivery of lots consistent with other greenfield projects in terms of lot sizes and prices.

The submission also identifies that there are a number of figures within Part C11 of the Camden DCP 2011, being the Lakeside site specific provisions, that should be amended to reflect the following:

- The approved entry road location opposite Emerald Hills Boulevard;
- The approved road connection at the south-west corner of the site;
- Water NSW's requirements for a perimeter road adjacent to the Water Supply Canal;
- The correct shape of Precinct 1; and
- The proposed pedestrian/cycleway connection through the Gledswood site is not required.

7860_11-2_DCP Submission_190528

1 / 18

L2/490 Crown St, Surry Hills planning@sjb.com.au T 61 2 9380 9911
Sydney NSW 2010 sjb.com.au

SJB Planning (NSW) Pty Ltd ACN 112 509 501

These concerns are addressed in the attached submission and are supported by the attached documents:

- Attachment 1: Indicative Subdivision Plan illustrating the 380 dwellings
- Attachment 2: Indicative Subdivision Plan illustrating the 380 dwellings, but inclusive of DA No. 2018/969/1 proposal
- Attachment 3: Indicative Subdivision Plan illustrating a proposed yield of 550 dwellings
- Attachment 4: Open Space Analysis prepared by GLN Planning Pty Ltd
- Attachment 5: Traffic Impact Analysis prepared by SCT Traffic Engineers Pty Ltd
- Attachment 6: Infrastructure Analysis prepared by Enspire Solutions
- Attachment 7: Visual Impact Analysis prepared by LFA

Should you wish to discuss any of the above matters, please do not hesitate to contact me on (02) 9380 9911.

Yours sincerely



Michael Baker
Director

Submission

1.0 Introduction

This submission is a request to amend Part C11 of the Camden DCP 2011, being the Camden Lakeside site specific provisions, to amend the nominated 380 dwelling capacity of the site to 550 dwellings and other minor amendments.

The key concern relates to the provision that identifies the capacity of Camden Lakeside is 380 dwellings. This provision originates from the rezoning of the site in 2009, however such a requirement results in an average lot size considerably larger than the current housing market trends for greenfield urban land subdivisions, with associated implications to housing affordability and housing supply. In this context, this submission seeks to amend the capacity provision of the DCP.

There is also a need to update the existing DCP Figures to better reflect existing development consents and other government department requirements.

2.0 The Site

This submission relates to land legally described as Lot 101 DP 1206855 at 50D Raby Road, Gledswood Hills. The land currently forms part of the land more commonly known as Camden Lakeside. The site essentially is six (6) residential zoned precincts set within the surrounding Camden Lakeside golf course, as illustrated in Figure 1.

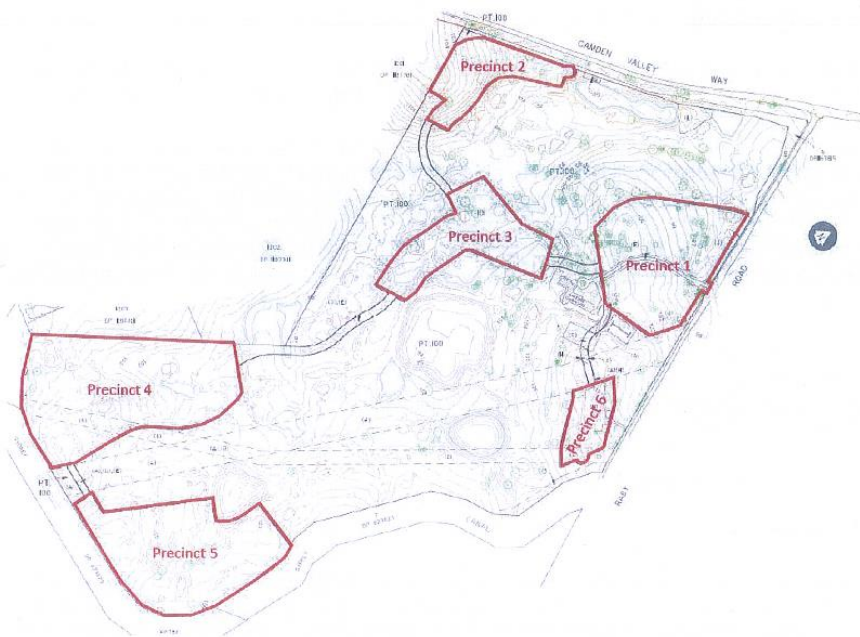


Figure 1: Camden Lakeside Precinct Layout

Development Consent No. 967/2010 was issued on 14 December 2010 and granted consent to the construction of a new entry road and boundary adjustment within the site. This consent has been activated and construction is imminent.

Development Application No. 2018/969/1 proposes the redevelopment of Precinct 1 and proposes the delivery of 165 dwellings in a mix of residential flat buildings and attached and detached dwelling products. This DA is currently under assessment.

3.0 Site Capacity

3.1 Existing Control

Part C11.1 is the Introduction section to the site specific controls for Camden Lakeside. This section of the DCP describes the site, outlines the planning principles and describes the design structure/indicative layout for future development across the site. The last line of this description reads:

"The capacity of the Camden Lakeside site is 380 dwellings."

Under the heading *Subdivision Design* within Part C11.1, it is noted that Objective 1 is:

1. *Establish a framework for the provision of a diversity of dwelling types, including options for seniors living, multi dwelling housing and residential flat buildings in Precinct 1.*

Similarly, Control 1 states:

1. *The subdivision pattern for Camden Lakeside shall provide for a diversity of dwelling types (attached and detached) with lot sizes ranging from small lot residential (250m² to 450m²) to standard lot residential (450m² to 850m²) and large lot residential (850m² +)*

It is evident from these controls, that whilst the Introduction of the DCP describes that the site has a capacity of 380 dwellings, the DCP seeks a mix of both dwelling typologies and lot sizes across the site.

3.2 Background to Control

Camden Lakeside was rezoned in 2009, however the process began in 2004, shortly before the release of Metropolitan Strategy in 2005, which identified the creation of Sydney's South West Growth Centre.

From our review of the Camden Lakeside Local Environmental Study (LES) dated November 2007, the site at the time of the rezoning, was identified as having an important tourism and economic role in the Camden community, with parts of the site considered to have high scenic value, high ecological constraint, but much of the site low ecological value due to the modified nature of the golf course. The primary drivers of which areas may be suitable for development were the need to protect the heritage objectives of the neighbouring Gledswood site and the landscape and visual objectives of the Central Hills area, as it was then known.

In terms of density or yield across the site, the LES does not provide any assistance on the background behind the 380 dwelling cap, or any discussion on densities of dwellings across the site. It appears to be purely based on a masterplan prepared by LFA which identifies that 380 dwellings are achievable, comprising 300 lots and 80 medium density dwellings.

This represents a density of 12 dwellings per hectare.

3.3 Draft DCP Controls

We note that this provision is proposed to be retained under the Draft DCP recently exhibited, retains the existing statement that *"The capacity of the Camden Lakeside site is 380 dwellings"*. However, it is noted that this statement along with the full description of the masterplan has now been moved from the Introduction to Section 2 titled *Subdivision Planning and Design*. Under the heading 2.1 Neighbourhood and Subdivision Design.

3.4 Surrounding Context

Since the commencement of the rezoning process in 2004 and rezoning of the site in 2009, there has been a significant change in the surrounding context. This includes:

- Release of the Turner Road and Oran Park Growth Centre Precincts in 2007. These precincts are subject to minimum 12.5 to 15 dwellings per hectare density requirements for the R1 General Residential zoned land.
- Rezoning of the El Caballo Blanco, Gledswood and East Side Lands site in 2013, which will deliver approximately 860 detached dwellings to the south-east and south-west of the site. The vast majority of this precinct is either currently under development or has already been developed and dwellings have been delivered.
- The Emerald Hills site immediately to the north of Camden Lakeside was rezoned in 2014. This rezoning will ultimately deliver approximately 1200 dwellings and importantly includes the construction of a Neighbourhood Centre on the Raby Road frontage immediately opposite the site. Again, a significant proportion of this site is under construction with a significant number of dwellings already constructed and occupied. This site is subject to a maximum dwelling density of 15 dwellings per hectare.
- The Catherine Fields Part Precinct was rezoned in 2013. This Growth Centre Precinct will deliver approximately 2800 dwellings to the south-west at a predominate density of 15 dwellings per hectare.
- Further to the west in the suburb of Bringelly, the Lowes Creek Maryland Precinct was released for urban development in 2015. The draft Precinct Plan was exhibited in late 2018 and is yet to be finalised. It is noted that a large proportion of the precinct is to be Low Density residential at a range of 15 to 25 dwellings per hectare.
- Endorsement of the rezoning of the site at 190 Raby Road, Gledswood Hills further to the south-east. This rezoning will deliver a further 260 dwellings in a range of lot sizes across land to be zoned R1 General Residential, R2 Low Density Residential and R5 Large Lot Residential. The density of the proposal is approximately 6 dwellings per hectare, but this is largely a function of site constraints.
- Camden LEP 2010 (Amendment No.42) was endorsed by Council on 27 March 2019. This Planning Proposal sought an amendment to the height control applying to part of the Camden Lakeside site to accommodate a seven (7) storey hotel.

It is evident that the context of the Camden Lakeside site has significantly altered since the rezoning of the site back in 2009. Significant urban development has been permitted to occur on all sides of the Camden Lakeside site and through the release of the surrounding Growth Centre precincts. Furthermore, Council have endorsed an amendment to the height controls on the site itself to permit the construction of a seven (7) storey hotel.

It is also evident from these urban releases that there has been a significant shift in the housing densities ranges within the south-west region over the past decade. The low density range has shifted from 12.5 to 15 dwellings per hectare (2007), 10 to 20 dwellings per hectare (2013), 15 dwelling per hectare (2014) to 15 to 25 dwellings per hectare under the draft Lowes Creek Maryland Precinct Plan.

This increase in density within the low density range is indicative of the reduction in the average lot sizes across the precincts over the last decade. The 2018 Lowes Creek Maryland Precinct Plan Discussion Paper identifies that the most popular lot size for the broader south-west region is 250-350m², with smaller lots (225-300m²) becoming more common.

3.5 Density Analysis

Capacity of 380

As identified above, the current provision identifying the capacity of the Camden Lakeside site at 380 dwellings, represents a density of 12 dwellings per hectare. This is a very low density by both Camden DCP and current urban release area standards given the SEPP (Sydney Region Growth Centres) 2006 and associated Development Control Plans identify that 12.5 – 20 dwellings per hectare is low density.

A further indicator of this is that a yield of 380 across the site represents an average lot size of approximately 537m² throughout the six (6) precincts. This is illustrated in the indicative Subdivision Plan

5 / 18

SJB Planning

SJB Planning (NSW) Pty Ltd ACN 112 509 501

at Attachment 1. However, it is important to note that this does not deliver a mix of housing typologies within Precinct 1 as required by the DCP, nor a mix of lot sizes throughout Precincts 2-6 as required by the DCP.

If a mix of lot sizes and housing typologies is provided across the site as per the requirements of the DCP, as proposed under Development Application No. 2018/969/1 applying to Precinct 1 of Camden Lakeside, the current capacity provision of 380 dwelling will limit the remainder of the site to a further 215 dwellings i.e. within Precincts 2 to 6. The 215 lots within these precincts would have an average lot size of 770m². This is illustrated in the Indicative Subdivision Plan at Attachment 2. Development of Precincts 2 to 6 with 215 lots at an average lot size of 770m² is not viable within the current market, as the larger lot size results in prices that become unaffordable within the context of the south-west market.

If a range of lot sizes was provided in accordance with the DCP controls, throughout Precincts 2 to 6, there would be a significant proportion of lots above 770m². For every (250m² to 450m²) lot required to be provided within the remaining precincts, an equal number of larger lots (800m² to 1,000m²) lots would equally be required to be provided. Such larger lots are contrary to market trends in the south-west and will be unaffordable, compromising competitiveness, sales rates, ongoing delivery of the project, and the ability to contribute to the much-needed residential housing supply in the Sydney metropolitan area.

4.0 Proposed Amendments

4.1 Capacity Increase to 550 dwellings

In view of the constraints of the existing and draft DCP provisions and Council's exhibition of the Draft DCP, we are requesting an amendment to the Camden DCP 2011 to increase the capacity of the site to 550 dwellings. This capacity represents approximately 17 dwellings per hectare across the site, which is still well within with the low density range of 12.5 – 20 dwellings per hectare of the Growth Centres.

Total yield in the ultimate scenario with 550 lots is proposed in Table 1.

Lakeside Precinct	Proposed Development Yield
1	165
2	66
3	32
4	141
5	110
6	36
Total Yield	550

The increase in yield would not require any amendments to the existing Camden LEP 2010 provisions and can be achieved within the existing R1 General Residential zoned land and will comply with the minimum lot size requirements.

4.1.1 Strategic Context

A Metropolis of Three Cities

The Greater Sydney Region Plan, A Metropolis of Three Cities ('the Plan') is the plan prepared by the Greater Sydney Commission to guide the growth, land use and transport patterns of the Sydney Region over the next 40 years. The Plan is built on a vision of three (3) cities where most residents live within 30 minutes of their jobs, education, health facilities and services.

Ten (10) Directions for Greater Sydney establish the aspirations for the region over the next 40 years and are a core component of the vision and a measure of the Plan's performance. These directions are:

- A city supported by infrastructure;
- A collaborative city;
- A city for people;
- Housing the city;
- A city of great places;
- A well-connected city;
- Jobs and skills for the city;
- A city in its landscape;
- An efficient city;
- A resilient city; and
- Implementation.

To meet the needs of a growing and changing population, and to achieve a '30-minute City', the vision seeks to transform Greater Sydney into a metropolis of three cities:

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

The vision seeks to bring together land use and transport patterns to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth.

The Camden LGA is located within the area referred to as the Western Parkland City. This City will be based around the delivery of the new international Western Sydney Airport and Badgerys Creek Aerotropolis. It will be a polycentric city capitalising on the established centres of Liverpool, Greater Penrith and Campbelltown-Macarthur. The Camden Lakeside site is centrally located between the proposed Aerotropolis and Campbelltown Macarthur.

The proposed uplift to the Camden Lakeside site is consistent with the policy objectives of the Plan by providing new communities close to centres, neighbourhoods with fine grain fabric and human scale, set within the landscape of the surrounding golf course, promoting healthy lifestyle. Furthermore, with the development of the Emerald Hills Neighbourhood Centre to the north, the increased yield increases the walkable access to the neighbourhood centre.

Western City District Plan

The Greater Sydney Commission has also released the five (5) District Plans that support the implementation of A Metropolis of Three Cities at the local level.

These 20-year plans are a bridge between regional and local planning. They inform local environmental plans, community strategic plans and the assessment of planning proposals. The District Plans also help Councils to plan and deliver for growth and change, and to align their local planning strategies to place-based outcomes.

The District Plans contain four (4) key themes of infrastructure and collaboration, liveability, productivity and sustainability. Ten directions for Greater Sydney guide the delivery of the themes in a balanced way with planning priorities and actions to achieve results that provide a great quality of life for people in the District.

The Western City District Plan applies to the Camden local government area.

7 / 18

7860_11.2_DCP_Submission_190528

SJB Planning

SJB Planning (NSW) Pty Ltd ACN 112 509 501

Planning Priority W5 of the Plan is the key planning priority in relation to the development of the Camden Lakeside site and states:

"Providing housing supply, choice and affordability, with access to jobs, services and public transport"

Planning Priority W5 has the following two objectives:

Objective 10: *Greater housing supply*

Objective 11: *Housing is more diverse and affordable*

The proposed uplift in the capacity of the Camden Lakeside site is consistent with this Planning Priority and its objectives, as it ensures a greater housing supply being delivered and ensures that more diverse housing and affordable housing is provided. The increase in yield will contribute to the delivery of the 11,800 dwelling housing target for the Camden LGA over the period of 2016 to 2021. The increased yield will deliver the principles of the housing strategies, facilitating a range of housing types and mix of sizes.

4.1.2 Other Considerations

Open Space

An open space analysis of the proposed yield uplift has been undertaken by GLN Planning Pty Ltd (refer to Attachment 4). The analysis identifies that the local open space required for the Lakeside development would be around 6,600m². This could be in the form of 1 or 2 parks, with all open space to be within 400 – 500m walking distance of all dwellings.

The subdivision concept plan at Attachment 3 proposes to deliver approximately 10,360m² of open space, readily demonstrating that the quantum of open space required by the proposed yield uplift could be readily achieved on the site. Furthermore, we are advised that Sekisui House is open to discussions with Council on any specific play space features or themes (such as water parks) that can be incorporated into open space areas, based on an assessment of local demands and preferences.

Traffic

A Traffic Impact Assessment for the proposed yield uplift has been prepared by SCT Traffic Engineers (refer to Attachment 5). This assessment concludes that the additional yield of 170 dwellings introduces an addition of less than 50 vehicle trips into Camden Valley Way/Raby Road intersection during the peak hours. This is less than 1% increase in the overall volume entering the intersection and therefore, has very minimal impact to the intersection. There is no change in the level of service at this intersection between the base case (380 dwellings) and the additional yield now proposed.

In addition to the above, the report concludes that the additional demand at the intersection of Raby Road/Emerald Hills Drive/Lakeside entry road will have negligible impact to the operational efficiency of this intersection, with the Level of Service remaining the same between the base case (380 dwellings) and a yield of 550 dwellings.

Infrastructure

A Stormwater and Infrastructure Services Assessment has been prepared by Enspire Solutions (refer to Attachment 6). This assessment confirms that the proposed additional yield can be appropriately serviced.

Visual Impact Assessment

A Visual Impact Assessment (VIA) of the proposed yield uplift has been prepared by LFA (refer to Attachment 7).

SJB Planning

SJB Planning (NSW) Pty Ltd ACN 112 509 501

The VIA has revisited and made an assessment from, the 16 vantage points identified in the LFA 2006 Landscape and Visual Assessment (prepared for the original rezoning of the Camden Lakeside site), plus two new assessment points within the recent development on the El Caballo Blanco and Gledswood sites.

The VIA makes the following key points in the assessment of the visual impact of the proposed uplift:

- Substantial urban development has occurred in the surrounding area between 2009 and 2018, including major upgrades to Camden Valley Way and Raby Road.
- Views into the Camden Lakeside are experienced predominantly from vehicles travelling south along Camden Valley Way and along Raby Road.
- Views from Vantage Points 1 to 7 are largely obstructed by existing vegetation and as a result of this vegetation and noise mound requirements under the DCP along the western edge of Precinct 2, there will be no discernible difference under the proposed uplift.
- Development within Precinct 1 is likely to be visible from Vantage Points 8 to 12, but given the changing character of Raby Road with urban development to the north, being the residential and retail uses within Emerald Hills, development will be less prominent.
- The proposed uplift in development would either not affect or would not be discernible from the remaining vantage points.

The assessment concludes that the proposal will not result in a substantive change to visual impacts given that the identified zoned residential development pockets remain constant, building height controls will be maintained and built form will reflect detached and terrace housing apart from Precinct 1 which includes low rise apartments.

The changes reflect in large part the reduction in residential lot size over the 2009- 2018 period and the subsequent increase in dwelling density in surrounding areas consistent with the urbanisation of the South West and the implementation of the Growth Centres.

4.2 Required DCP Figure Amendments

The current DCP Figures within Part C11 of the Camden DCP 2011 need to be updated to reflect current approvals and associated issues. The required amendment are listed under each Figure heading.

4.2.1 Figure C60: Camden Lakeside Masterplan

The following amendments are required to Figure C60 and have been highlighted on an extract of the Figure:

- Amend Raby Road entry location to reflect existing Development Consent No. 967/2010. This consent approved the first 250m of the entry road and has been activated and construction of the road is imminent;
- Amend Road connection to Gledswood Development to reflect existing approved subdivision on the Gledswood site and the road connection provision at the south-west corner of the site;
- Amend shape of Precinct 1 to reflect the residential zoned land;
- Amend internal road layout of precincts 4 and 5 to reflect Water NSW's requirements for perimeter road adjacent to the Water Supply Canal, such that it is consistent with the provisions contained within Part C12.9 which relates to the adjoining El Caballo land where it fronts the Canal.



4.2.2 Figure C61: Camden Lakeside Indicative Road Structure

- Amend Raby Road entry location to reflect Development Consent No. 967/2010;
- Amend Road connection to Gledswood Development;
- Amend shape of Precinct 1 to reflect the residential zoned land;
- Amend internal road layout of precincts 4 and 5 to reflect Water NSW's requirements for perimeter road adjacent to the Water Supply Canal.

4.2.3 Figure C62: Pedestrian and Cycle Network

- Amend proposed dual use path connection into the northern boundary of the Gledswood Homestead site. The current DCP identifies a dual use path being delivered across the adjoining Gledswood Homestead site to the south. This connection is reliant on the delivery of a dual use path across land which is outside of our client's control and is a mix of golf course and the heritage homestead land and cannot be achieved. Pedestrian and bicycle connection through to the former El Caballo Blanco site to the south will be delivered along the connector road (spine

7860_11.2_DCP Submission_190528

road) through the Lakeside site which will connect to Providence Drive. Figure C62 should be amended to reflect this;

- Amend Raby Road entry location to reflect Development Consent No. 967/2010;
- Amend Road connection to Gledswood Development;
- Amend shape of Precinct 1 to reflect the residential zoned land;
- Amend internal road layout of precincts 4 and 5 to reflect Water NSW's requirements for perimeter road adjacent to the Water Supply Canal.

4.2.4 Figure C63: Camden Lakeside Indicative Bus Route

- Amend Raby Road entry location to reflect Development Consent No. 967/2010;
- Amend Road connection to Gledswood Development. This is particularly important for the bus route diagram;
- Amend internal road layout of precincts 4 and 5 to reflect Water NSW's requirements for perimeter road adjacent to the Water Supply Canal.

4.2.5 Figure C64: Indicative Open Space Network

- Amend Raby Road entry location to reflect Development Consent No. 967/2010;
- Amend Road connection through to existing Gledswood Development;
- Amend internal road layout of precincts 4 and 5 to reflect Water NSW's requirements for perimeter road adjacent to the Water Supply Canal.

5.0 Conclusion

The primary purpose of this submission is to seek an amendment to the existing 380 dwelling capacity provision under Camden DCP 2011 applying to Camden Lakeside site (which is proposed to remain in the draft DCP, recently exhibited).

This capacity is a remnant of the 2009 rezoning, is inconsistent with contemporary greenfield densities and will require unnecessarily large lots to be delivered on the site. These large lots are not affordable within the context of the south-west market and have the potential to compromise the ongoing delivery of the project and the ability to contribute to the much needed housing supply in the Sydney metropolitan area.

In this context, this submission seeks to increase the capacity of the site to a maximum of 550 dwellings, which will enable the delivery of densities more consistent with those being achieved in the South West Growth Centres precincts, and other Camden Council governed land releases, and will allow the delivery of lots consistent with other greenfield projects in terms of lot sizes and prices.

ORD02

Attachment 1: Indicative Subdivision Plan illustrating the 380 dwellings

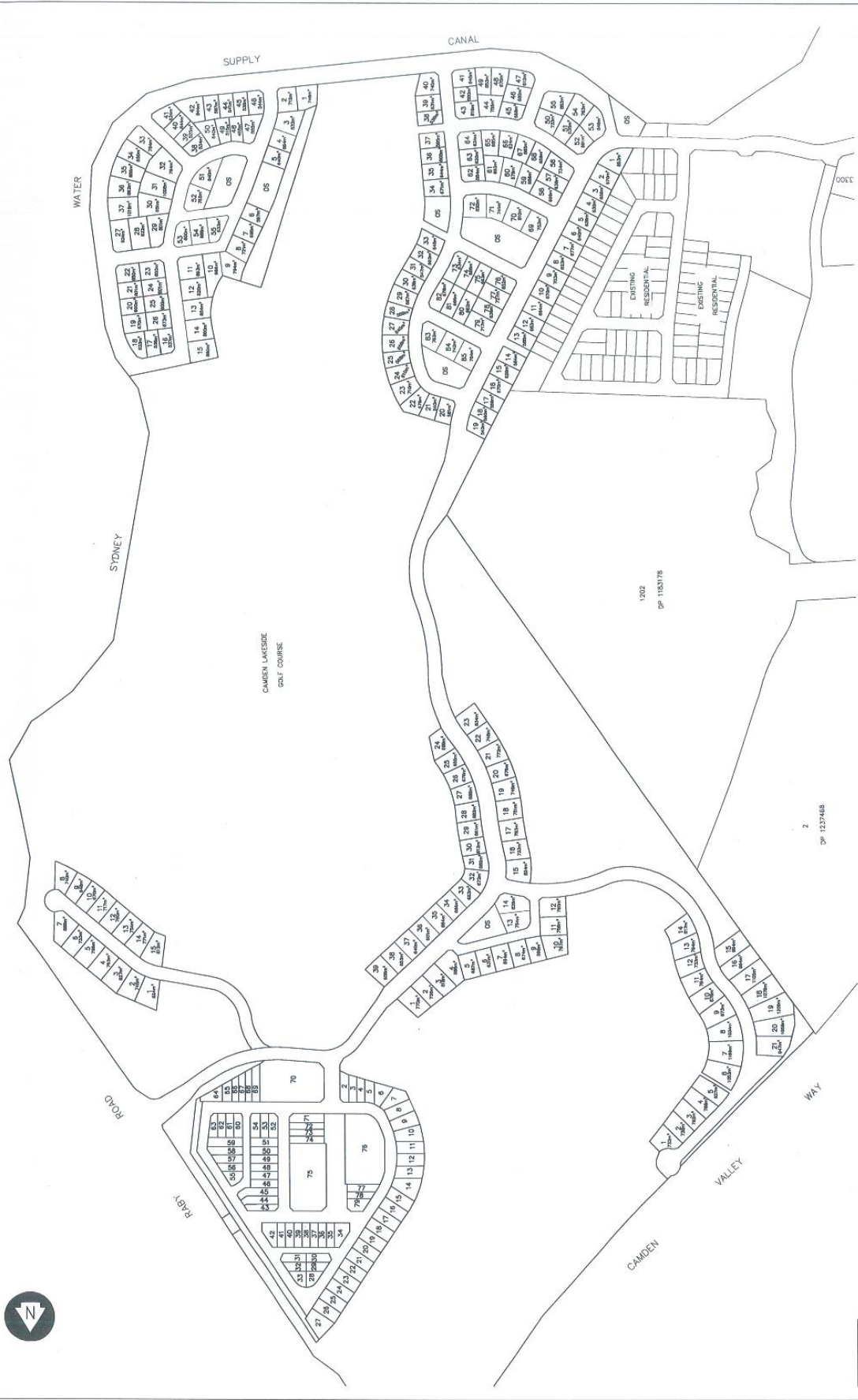
Attachment 1

ORD02

Attachment 2: Indicative Subdivision Plan illustrating the 380 dwellings, but inclusive of DA No. 2018/969/1 proposal

Attachment 1

Attachment 2: Indicative Subdivision Plan illustrating the 380 dwellings, but inclusive of DA No. 2018/969/1 proposal



YSCO GEOMATICS
 LAND SURVEYING
 LAND MANAGEMENT
 ENVIRONMENTAL PLANNING & DESIGN

110/112 WINDYBUSH RD, WINDYBUSH NSW 2150
 PH: 61 61 652 2222
 WWW.YSCOGEO.COM.AU

DATE	REVISION	BY
SCALE	1:1000	
DATE	1 MAR 2019	
PROJECT	70062/301	

FOR DISCUSSION PURPOSES ONLY

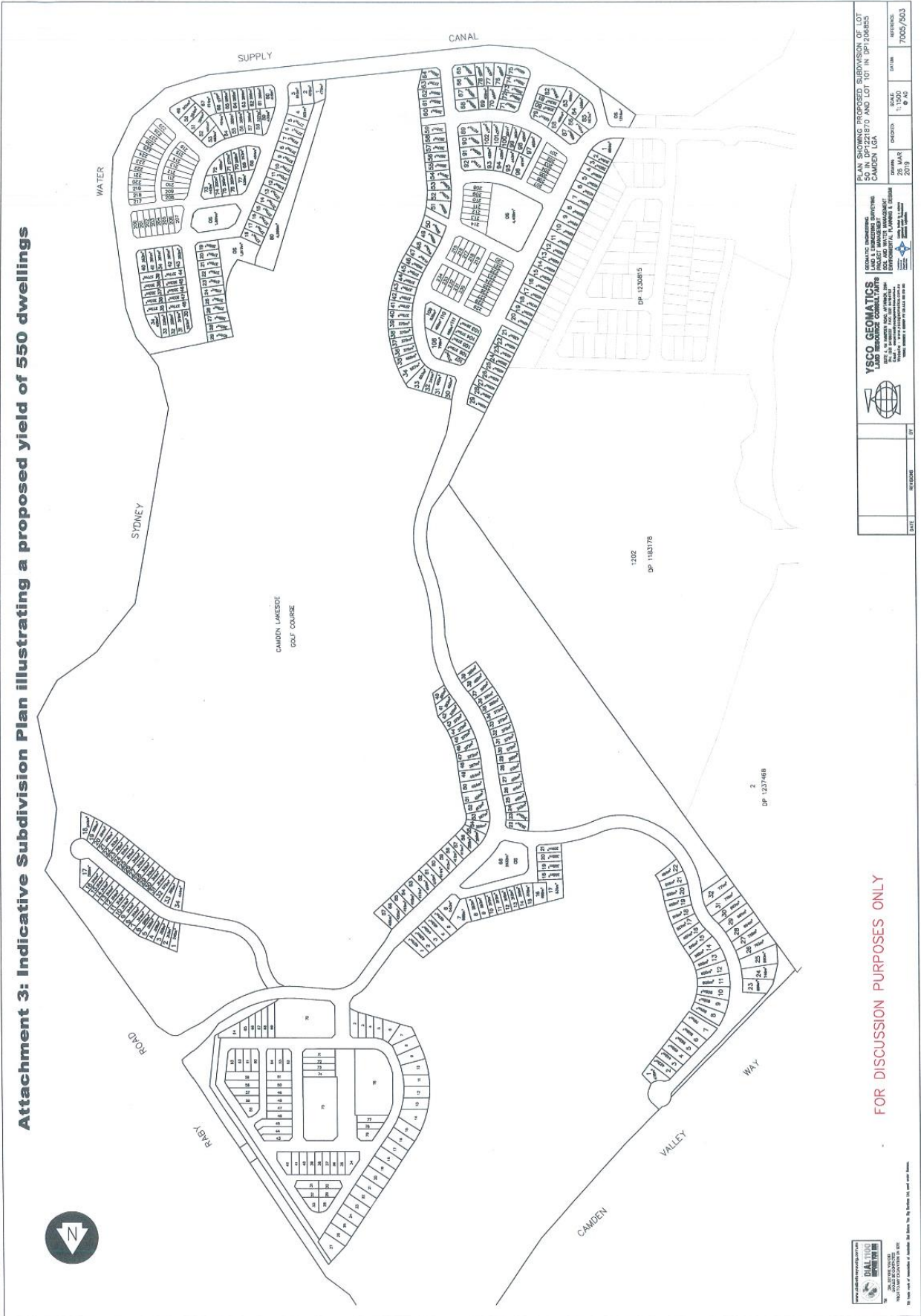
Attachment 1

ORD02

ORD02

**Attachment 3: Indicative Subdivision Plan illustrating a
proposed yield of 550 dwellings**

Attachment 1



ORD02

**Attachment 4: Open Space Analysis prepared by GLN
Planning Pty Ltd**

Attachment 1



10 April 2019

Our Ref: GLN11042_Camden Lakeside Local Open Space Advice

Michael Baker
SJB Planning

By email: mbaker@sjb.com.au

Dear Michael,

RE: CAMDEN LAKESIDE LOCAL OPEN SPACE REQUIREMENTS

I refer to your request for our advice on the local open space land requirements for the Sekisui House Camden Lakeside development.

GLN Planning understand that SH Camden Lakeside are seeking to increase the residential yield within the existing residential zoned portions of the Camden Lakeside site to a total of 550 dwellings. In this regard, this advice on the open space requirements is based on the following development yield:

	Separate Houses	Apartments	Total Dwellings
2018 Development Scheme	460	90	550

Anticipated Population

Local open space requirements and benchmarks for new greenfield developments are often based on the anticipated population.

The Lakeside site is subject to the Camden Contributions Plan 2011 (**CP 2011**). Residential dwellings approved under that plan are assumed to have average occupancy rates of 3.1 persons per separate house, and 2 persons per 'multi dwelling housing' dwelling (which we assume includes apartments). Applying these rates to the proposed split of separate house and apartments results in an estimated population of 1,606 persons on the Lakeside site.

We have checked this assumption against 2016 Census occupancy data for surrounding urban release area developments. The following areas, which in 2016 were predominantly comprised of detached dwellings, had an overall occupancy rate of 3.17 persons per dwelling:

	SA1 Identifier	Persons per dwelling
Oran Park	1150620	3.27
	1150630	3.14
	1150627	3.12

	SA1 Identifier	Persons per dwelling
Willowdale (Camden LGA portion)	1150616	3.19
	1150633	3.03
Gregory Hills and Gledswood Hills	1150625	3.22
	1150624	3.23
	Average	3.17

If an occupancy rate of say 3.2 was applied to the separate houses, that better reflects what has been occurring in the growth areas near Lakeside, instead of 3.1 that is assumed in CP 2011, then the estimated population of Lakeside would be 1,652 persons.

Local open space benchmarks

In this advice we reviewed the local open space requirements of the CP 2011 standard of 0.4ha / 1,000 persons. It is however relevant to compare this standard with other benchmarks which have emerged in recent release area open space assessments and open space policy documents.

Document	Minimum local open space standard	Outcomes (where included or proposed to be included in a contributions plan)	If applied to Lakeside the local open space requirement would be:
(a) Camden Contributions Plan 2011	1 local park minimum size of 0.2ha within 500m - 700m of walking distance of all dwellings 0.4ha per 1,000 persons		6,608 square metres in potentially up to 3 parks
(b) Camden Growth Areas Contributions Plan (Leppington North Precinct) 2017	1 local park minimum size of 0.2ha to 0.5ha within 400m – 500m walking distance of all dwellings	3 local parks comprising 4.35ha for 4,816 population results in 1 park for every 1,605 persons & 0.9ha / 1,000 persons	14,868 square metres in 1 park
(c) Camden Growth Areas Contributions Plan (Leppington Precinct) 2017	1 local park minimum size of 0.2ha to 0.5ha within 400m – 500m walking distance of all dwellings	18 local parks comprising 22.46ha for 26,000 population results in 1 park for every 1,440 persons & 0.86ha / 1,000 persons	14,207 square metres in 1 park
(d) Demographic and Social Infrastructure Assessment Lowes	No specific requirements for local open space; only active and passive	19 passive parks (which includes district parks) comprising 26.54ha for	20,154 square metres in 1-2 parks

2

GLN11042_Camden Lakeside Local Open Space Advice
April 2019



Document	Minimum local open space standard	Outcomes (where included or proposed to be included in a contributions plan)	If applied to Lakeside the local open space requirement would be:
Creek Maryland Precinct 2018		21,700 population results in 1 park for every 1,142 persons & 1.22ha / 1,000 persons	
(e) Camden Recreation Demand Study 2014	1 local park within a minimum size of 0.3ha within 500m – 800m of all residences		3,000 square metres in 1 park
(f) Draft Open Space for Recreation Guide (NSW Government Architect's Office) 2018	Minimum outcomes for greenfield developments: 1 local park minimum size of 0.4ha within 500m of all residences 1 park for every 2,500 persons or 0.2ha / 1,000 persons		4,000 square metres in 1 park

Analysis and conclusion

The benchmarks in (d) above can be disregarded because the precinct plan has not yet been determined and the standard does not discriminate between local and district parks.

Benchmarks (b) and (c) would have more relevance if the Lakeside development was not designed around the recreation and visual amenity of a golf course (we understand that the Lakeside development will be interwoven amongst a golf course). For these reasons we think these two benchmarks are not appropriate to determine the local open space requirement.

CP 2011 (i.e. (a)) still applies to the land and we think the Council is more likely to support the minimum local open space standards in that document given that:

- The Camden Recreation Demand Study did not consider local open space requirements in any detail and was more focused on recreation space
- The Government Architect's standards (i.e. (f)) are currently in discussion draft form.

Despite the current CP 2011 requirements, we think that Council would favour parks that are larger than the cited minimum 0.2ha.

As a result, we recommend that the local open space provided for the Lakeside development be 1 park of around 6,600 square metres, or 2 parks each with a minimum area of 3,300 square metres. All open space is to be within 400 - 500m walking distance of all dwellings.

Please do not hesitate to contact me on 9249 4100 or at greg@glplanning.com.au if you wish to discuss any part of this advice further.

Yours faithfully,

GLN PLANNING PTY LTD



**GREG NEW
DIRECTOR**

Attachment 5: Traffic Impact Analysis prepared by SCT Traffic Engineers Pty Ltd



6th April 2019

Sahand Farooji
Project Manager – Sekisui House
Ground Floor, 68 Waterloo Road
Macquarie Park NSW 2113

Proposed Lakeside Precinct residential capacity increase from 380 to 550 dwellings – Traffic Impact Assessment

Introduction

This letter outlines the assessment undertaken for the consideration of a potential increase of residential capacity of Lakeside Precinct from 380 (as previously approved and documented in the Camden DCP) to 550 dwellings.

This letter provides a Traffic Impact Assessment that considers the potential impacts of the 380 dwellings (as a base case) with a possible increase of 170 dwellings which overall comprises of the following:

- 275 detached dwellings;
- 185 semi-detached dwellings; and
- 90 apartments.

Site context

The Hermitage is a large scale urban development site set in a locality that is undergoing significant urban growth and change. Rural and semi-rural land uses in the area are currently giving way to urban redevelopment. The Hermitage comprises of 3 distinct precincts referred to as Turner Road, El Caballo Blanco/Gledswood (ECB/G) and Camden Lakeside.

The Camden Lakeside residential subdivision provides for residential uses set amongst the golf course, clubhouse facilities. The Camden Lakeside Master Plan (Camden Development Control Plan (DCP), Part C: Residential Subdivision, 2011) comprises of five precincts and is shown in **Figure 1**.

Figure 1 – Location of Proposed Subdivision



Source: Camden DCP, Part C: Residential Subdivision

Camden Lakeside is bounded by Raby Road to the north and Camden Valley Way to the west. Emerald Hills Estate is located immediately to the north, and the ECB/G Precinct is located to the south. The main access to



Camden Lakeside Precinct is provided from Raby Road via an entry road that connects with the rest of the Lakeside Precinct, the ECB/G Precinct and the Hermitage Precinct.

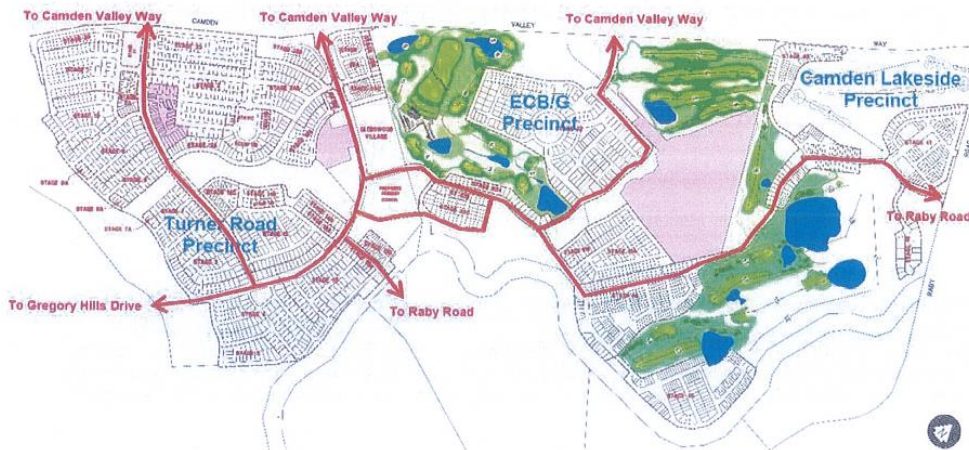
The DCP also identifies the capacity of Lakeside Precinct to be approximately 380 dwellings.

Local network connectivity

Figure 2 shows the accessibility and connectivity of the local road network within the Lakeside Precinct to the wider state road network. The proposed development, Camden Lakeside Precinct is located closest to Raby Road / Emerald Hills access road / Stage 41 access road intersection. This intersection is one of six access points to the wider road network including Camden Valley Way, Raby Road and Gregory Hills Drive.

The Raby Road / Emerald Hills access road / Stage 41 access road intersection is intended to be the most direct access from the strategic road network of Camden Valley Way and Raby Road. Alternatively, future residents can access the Lakeside Precinct from Gregory Hills Drive and Camden Valley Way via the internal local road network shown on Figure 2. Residents in Lakeside Precinct will also use the internal road network to access the Gledswood Village located at The Hermitage Way in the Turner Road Precinct for local commercial, civic and retail services.

Figure 2 – Access and local street network



Source: Camden DCP, Part C: Residential Subdivision

Trip generation

The RMS’s Guide to Traffic Generating Developments was used to calculate trips generated by the proposed development yields shown in Table 1.

Table 1 – Vehicular trip generation for development scenarios

Land uses	Proposed yield	Peak hour	RMS trip rate (trips per dwelling)	Peak hour trip generation
Dwelling Houses	275	AM	0.95	261
		PM	0.99	272
Large Units/Town Houses	185	AM	0.95	176
		PM	0.99	183
Apartments	90	AM	0.95	59
		PM	0.99	59
Total		AM		496
		PM		514

Source: RMS Guide to Traffic Generating Developments Updated Traffic Surveys, April 2013



Due to the site locations dependency to private vehicle use, higher vehicular trip rates in the RMS guideline were used.

Based on the above trip rates and the ratio of increase yield for the additional 170 dwellings, the potential residential uplift is expected to generate an additional 150 trips in AM peak and 160 in PM peak.

Traffic distribution

The following distribution assumptions were made for distribution of the trip generation (similar to previous traffic assessment completed for The Hermitage):

- AM Peak: 70% Out, 30% In;
- PM Peak: 35% Out, 65% In;
- 100% of traffic generated by Precinct 1 in the northern end of the Camden Lakeside Precinct will be using the Raby Road / Emerald Hill access road / Stage 41 access road intersection (regardless of the travel directions) as shown in **Figure 2**;
- 65% of traffic generated by the other Precincts of Lakeside are assumed to travel northbound via the Raby Road / Emerald Hill access road / Stage 41 access road intersection northbound and 35% will travel southbound through the local network and utilise alternate access/egresses south of the sites (including traffic generated to access Gledswood Village);
- Of the traffic expected to travel north from Raby Road, 30% will use Camden Valley Way and 70% will use the M31; and
- Of the traffic expected to travel along Camden Valley Way, 50% will travel north and 50% travel south. This is consistent with the recent assessment completed for ECB Access Road Intersection Review (February 2019) as as more employment opportunities are available to the west of the ECB Precinct (including Leppington and the Western Sydney Airport) and south of the ECB Precinct (including Oran Park, Narellan, Campbelltown and the Greater Macarthur Growth Area).

Traffic growth

The Emerald Hills Residential Development Traffic Assessment (Cardno, May 2013) obtained the EMME/2 model network Zone Data and flow outputs for years 2011, 2016, 2021, 2026, 2031, 2036 (for peak periods 7.00-9.00AM and 4.00-6.00PM). The report utilised the AM and PM peak period EMME/2 model intersection turning movements for years 2026 and 2036 for Camden Valley Way / Raby Road. However, it should be noted that the traffic forecasts extracted from EMME/2 model exceeds realistic volumes on the approaches to Camden Valley Way.

According to HCM, the maximum service flow rate(pc/h/ln) for an 80km/h multi-lane highway is 2,000 pcus per lane per hour. Camden Valley Way is a dual carriageway, therefore at full capacity the maximum service flow rate theoretically speaking is 4,000. Upstream on all approaches are constrained by signalised intersections and as result will reduce the number of vehicles able to enter the departure lane. This will be relative to the amount of green time and lane utilisation for each movement accessing Camden Valley Way for the segment of the approach on Camden Valley Way / Raby Road.

A cycle time of 150 seconds is assumed for the upstream signals due to the high volumes and a deduction of 60 seconds has been assumed based on the above considerations for the departure green-time on Camden Valley Way. Therefore, the volumes on each approach for Camden Valley Way/Raby Road will receive 90 seconds of green-time upstream out of the 150 seconds. Reducing the hourly Maximum service flow rate by the actual throughput (60%), will result in 2,400 (pc/h/ln).

Sidra model calibrations

The 2036 forecast traffic volumes were extracted from Appendix B Sidra outputs of the Emerald Hills Residential Development traffic assessment. The volumes include the cumulative background traffic growth on the wider road network as a result of development in the wider South West Priority Growth Area as well as local traffic generation of Emerald Hills and approved developments in The Hermitage. This model was redeveloped as the base case to assess the net increase in traffic and impacts associated with the potential uplift of 170 residential dwellings in Lakeside Precinct.

The traffic volumes used to represent traffic generated by The Hermitage including Lakeside Precinct on all relevant approaches and movements have been replaced with the current residential capacity traffic generation by The Hermitage development including Lakeside Precinct.



The 2036 SIDRA model layouts have been updated to the current built layout of the intersections which was verified through the latest available Google Street View. Measurements were taken through google aerial and cross referenced with the street view for accuracy.

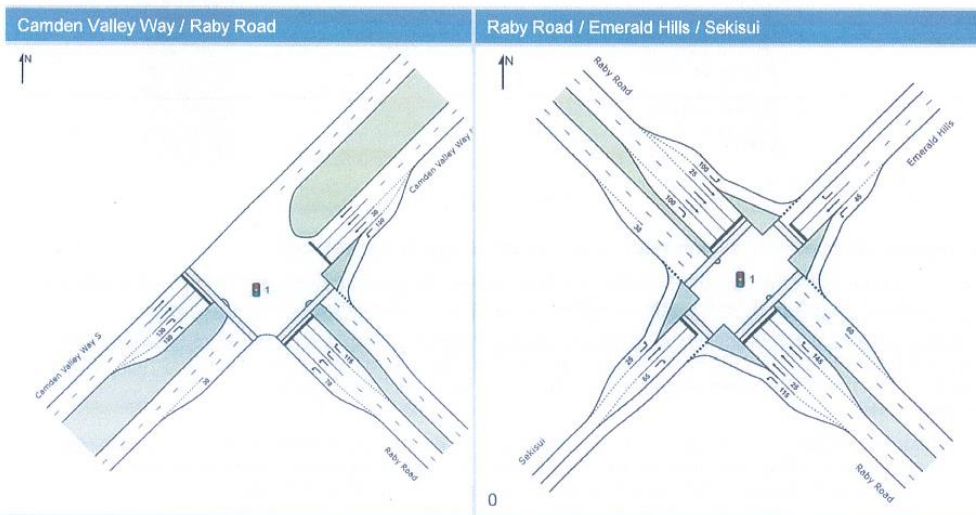
The SIDRA model has been calibrated with the following to reflect realistic conditions:

- The 'signal coordination' function was increased to level 5 for through traffic along Camden Valley Way to take into account vehicle platooning as a result of adjoining signalised junctions. Similarly, the function was increased to level 4 for turning traffic movements along Raby Road.
- To take into account the congested conditions and driver behaviour during congested periods the 'gap acceptance' factors were slightly reduced for right turn traffic on Camden Valley Way (critical gap 4 seconds and follow-up headway 2 seconds).
- To take into account the consistent and congested traffic flow conditions experienced during the peak hour periods the 'peak flow factor' applied was 100%.

Sidra model layouts

The SIDRA layouts adopted for this assessment is displayed in **Table 2**.

Table 2 – SIDRA intersection layout summary



Source: SCT Consulting, March 2019.

Intersection performance

The 2036 intersection performances are summarised in **Table 3**.

Table 3 – Intersection performance 2036

Intersection	Scenario	Demand Flows	Degree of Saturation (DOS)	Average Delay(s)	Level of Service (LoS)	95% Back of Queue (m)
Raby Road / Emerald Hills access road / Stage 41 access road	AM Peak Base Case (incl. 380 dwellings)	3,778	0.913	34.6	LOS C	292
	AM Peak with 550 dwellings	3,895	0.914	34.1	LOS C	274
	PM Peak Base Case (incl. 380 dwellings)	3,661	0.834	32.3	LOS C	266
	PM Peak with 550 dwelling	3,782	0.843	32.7	LOS C	266



Intersection	Scenario	Demand Flows	Degree of Saturation (DOS)	Average Delay(s)	Level of Service (LoS)	95% Back of Queue (m)
Camden Valley Way / Raby Road	AM Peak Base Case (incl. 380 dwellings)	7,289	1.137	95	LOS F	1,050
	AM Peak with 550 dwellings	7,326	1.143	95.6	LOS F	1,050
	AM Peak Base Case (incl. 380 dwellings) – traffic cap on CVW	5,975	0.886	27.1	LOS B	295
	AM Peak with 550 dwellings – traffic cap on CVW	5,997	0.910	27.2	LOS B	300
	PM Peak Base Case (incl. 380 dwellings)	7,270	1.441	204.7	LOS F	2,060
	PM Peak with 550 dwellings	7,310	1.441	206.9	LOS F	2,060
	PM Peak Base Case (incl. 380 dwellings) – traffic cap on CVW	6,367	1.152	87.8	LOS F	997
	PM Peak with 550 dwellings – traffic cap on CVW	6,402	1.153	89.9	LOS F	1,029

Source: SCT Consulting, March 2019

*Level of Service (LoS) measured as per the RTA Guide to Traffic Generating Developments method.

Traffic impacts - Raby Road / Emerald Hills access road / Stage 41 access road

As seen from **Table 7**, the Raby Road / Emerald Hills access road / Stage 41 access road intersection is forecast to perform at LoS C in the base case where Lakeside Precinct has 380 residential dwellings.

The proposed additional 170 residential dwellings in Lakeside Precinct are expected to generate an additional 150 trips in AM peak and 160 in PM peak. An assessment of the Raby Road / Emerald Hills access road / Stage 41 access road intersection with and without the additional 170 residential dwellings resulted in a LoS C, which is satisfactory.

The additional 170 residential dwellings are also expected to generate additional traffic on Stage 41 access road. Despite the expected increase, the Stage 41 access road south of Raby Road is expected to carry under 600 vehicles per hour in both directions. This is well within the capacity of a two-lane local road.

Traffic impacts – Camden Valley Way / Raby Road

The additional yield of 170 dwellings introduces an addition of less than 50 vehicle trips into Camden Valley Way / Raby Road intersection during the peak hours. This is less than 1% increase in the overall volume entering the intersection and therefore, has very minimal impact to the intersection.

As seen from **Table 7**, there is no change in the LoS at this intersection between the base case (380 dwellings) and the additional yield now proposed.



If you have any questions regarding the above please do not hesitate to contact me at your convenience.

Kind regards,

A handwritten signature in black ink, appearing to read "Andy Yung".

Andy Yung

Director

andy.yung@sctconsulting.com.au

[0468 862 482](tel:0468862482)

sctconsulting.com.au

Bay 9, 9 Middlemiss Street, North Sydney, 2060



ORD02

Attachment 6: Infrastructure Analysis prepared by Enspire Solutions

Attachment 1



Prepared: Friday, 29 March 2019
Prepared by: Lauren Connors
Reference: 180032-Lakeside Infrastructure Services Assessment

ENSPIRE SOLUTIONS
ABN 71 624 801 690

29 March 2019

ENGINEERING
LAND DEVELOPMENT
PROJECT MANAGEMENT

205 / 275 Alfred Street North
North Sydney
NSW 2060
Australia

Sahand Farooji
Project Manager
SH Camden Valley Pty Limited
Ground Floor
68 Waterloo Road
Macquarie Park NSW 2113

By email: Sahand.Farooji@sekisuihouse.com.au

Dear Sahand,

**RE: LAKESIDE RESIDENTIAL DEVELOPMENT UPLIFT
PROPOSAL – STORMWATER AND INFRASTRUCTURE
SERVICES ASSESSMENT**

The Lakeside residential development precinct forms part of the overall El Caballo Blanco and Camden Lakeside development, located in Gledswood Hills in Sydney's south-west. The existing development site has been rezoned for residential development, under a mixture of R1 General Residential and RE1 Public Recreation. At the time of the rezoning, the anticipated development yields for the Lakeside precinct was 380 residential dwellings, of a mixture of low and medium density housing types, along with various open space areas to support the new community.

Enspire has been engaged by Sekisui House (SH Camden Valley) to undertake a Stormwater and Infrastructure Services Assessment for the proposed revised development yield for the Lakeside precinct. This letter report summarises the provisions for stormwater drainage, electrical, sewer, potable water, gas and telecommunications utilities to service the site and summarises the current status of utilities and anticipated servicing requirements to meet the needs of the development.

This report has been prepared to support a planning proposal to Camden Council to increase the approved development yields for the Lakeside precinct.

The revised development yield proposed for the Lakeside development is 550 residential dwellings, which represents an overall increase in yield of 170 dwellings. A breakdown of the proposed yields for each Precinct is summarised in **Table 1** over the page.

Filename: LETT001-180032-00-Enspire-R03-190329-Lakesidedevelopmentstormwaterandinfrastructureservicesassessment Page 1



Prepared: Friday, 29 March 2019

Prepared by: Lauren Connors

Reference: 180032-Lakeside Infrastructure Services Assessment

Table 1 – Lakeside Development Yields – Revised

Lakeside Precinct	Proposed Development Yield
Precinct 41	165
Precinct 42	66
Precinct 43	32
Precinct 44	141
Precinct 45	110
Precinct 46	36
Total	550

The services investigations confirm the proposed additional development at the site can be serviced in the following ways.

Electrical Services

Lead-in Infrastructure

Endeavour Energy confirmed following preliminary analysis that the proposed additional development can be serviced by connecting to Endeavour Energy's network through either the Narellan Zone Substation or the South Leppington Zone Substation, by extending existing 11kV feeders located nearby.

Given the current zoning for the Lakeside development and the initial development yield of 380 lots, Endeavour Energy has already considered the servicing of the Lakeside development in its network planning. Endeavour Energy has an existing proposal to install two 11kV feeders from the South Leppington Zone Substation to supply the vicinity of the Lakeside development area in the next two years, following an upgrade to South Leppington Zone Substation.

To ensure supply is available to service the additional proposed development at Lakeside, Sekisui House will need to continue to liaise with Endeavour Energy regarding the staging and timing of development works for the Lakeside development. Endeavour has noted in their advice provided as part of the Technical Review undertaken in August 2018 (enclosed) that until the new Endeavour Energy proposed feeders are commissioned from South Leppington Zone Substation, limited supply may be available to service the additional development yields proposed, given surrounding developments being serviced in the vicinity.

Internal Reticulation

The HV reticulation network within the Lakeside development will be constructed by the developer.

An application to connect to Endeavour Energy's network needs to be lodged, in reply Endeavour Energy will issue a design brief outlining the requirements to service the proposed development stage.

It is our understanding that the additional development yield proposed of 170 residential lots will be able to be serviced with electrical services.



Prepared: Friday, 29 March 2019

Prepared by: Lauren Connors

Reference: 180032-Lakeside Infrastructure Services Assessment

Wastewater Services

Lead-in Infrastructure

The Lakeside development falls within the catchment of the Sewage Pumping Station – SPS 1197 – located at the corner of Raby Road and Camden Valley Way, within the Emerald Hills Estate development.

The existing development at the Lakeside development is currently serviced by an existing sewer main which runs through the property and connects the existing Precincts 41 – 45 to SPS 1197. The existing sewer main ranges in size between 225dia and 375dia, increasing in diameter as required based on the masterplan flow schedule.

The existing trunk main was constructed in 2017 based on a masterplan flow schedule prepared by RMA Infrastructure to determine the necessary sizing of the sewer main. Based on a review of the masterplan flow schedule prepare for the Lakeside development, there is spare capacity available in the trunk sewer main which connects the Lakeside precincts to service the additional 170 proposed development lots with additional spare capacity still available.

Internal Reticulation

A gravity sewer network will service the undulating site and proposed subdivision. Branches running of the trunk main will service each of the Precincts within Lakeside. Site regrading and changing depth of sewer will assist the design of the gravity sewer to ensure each Precinct can drain to the trunk sewer main.

A Section 73 Certificate application to Sydney Water will be necessary. Sydney Water will issue a Notice of Requirements and a Developers Works Deed to outline the servicing requirements for the proposed development.

It is our understanding that the additional development yield proposed of 170 residential lots will be able to be serviced with wastewater services.

Potable Water Services

Lead-in Infrastructure

The closest water supply zones to the Lakeside development are the Leppington Elevated Water Supply Zone (WSZ), Leppington Surface WSZ and Currans Hills WSZ. The El Caballo Blanco and Lakeside development areas are to be serviced by Leppington Surface WSZ which will be connected via a reliability link to Currans Hill WSZ.

The existing development at Lakeside will be serviced by a potable water main which will connect Precincts 41 – 45 to the Leppington Surface WSZ. The potable water main will range in size between 200dia and 250dia, increasing in diameter as required based on the masterplan requirements. The trunk water main route will connect to the broader Sydney Water network at Camden Valley Way and Raby Road.

Supply of potable water to service the additional development within Lakeside can be made available from the Sydney Water network, with redundancy available in the surrounding areas through cross connections between Leppington Elevated WSZ, Leppington Surface WSZ and Currans Hill WSZ.

Filename: LETT001-180032-00-Enspire-R03-190329-LakesidedevelopmentstormwaterandinfrastructureassessmentPage 3



Prepared: Friday, 29 March 2019

Prepared by: Lauren Connors

Reference: 180032-Lakeside Infrastructure Services Assessment

Internal Reticulation

Standard water reticulation can adequately service the site, the watermain sizes are likely to be 150mm and 200mm diameter mains.

A Section 73 Certificate application to Sydney Water will be necessary. Sydney Water will issue a Notice of Requirements and a Developers Works Deed to outline the servicing requirements for the proposed development.

It is our understanding that the additional development yield proposed of 170 residential lots will be able to be serviced with potable water services.

Telecommunications

The site is currently serviced by OptiComm with an optic fibre communications service.

OptiComm will extend the optic fibre backhaul to each of the Precincts within the Lakeside development and sufficient capacity is available in the network to service the proposed additional development.

Gas

The site is currently serviced by Jemena with natural gas.

Jemena have confirmed they would install new internal gas reticulation to service the proposed development under their current servicing policies. An application to Jemena for a gas connection is required. In reply, Jemena will issue a Gas Supply Offer confirming the requirements to service the proposed development.

Stormwater/WSUD

The proposed stormwater management includes the provision of a pit and pipe network catering for the 20% AEP event. Treatable flows from proposed lots and roads within each Precinct shall drain to proposed water quality basins within the golf course.

Initial modelling indicates the total developed flow at the Camden Valley Way control point does not exceed the flow as determined in the Cardno Forbes Rigby Flood Assessment dated 2008. As such, On-site Detention for each precinct is not proposed, except for Precinct 41 (Precinct 1 as denoted in figure C60 of the Camden Council Development Control Pan 2011).

A Flood Assessment undertaken by Calibre indicates peak flows from the development Precincts has no adverse impact at the Camden Valley Way control point due to times of concentrations from each of the catchment areas.

Although the uplift results in an increase in dwellings, the overall developable area and the percentage of impervious area per hectare does not increase. The uplift does not introduce additional road infrastructure to service the proposed lots.

On this basis, the proposed uplift does not increase stormwater infrastructure requirements.



Prepared: Friday, 29 March 2019
Prepared by: Lauren Connors
Reference: 180032-Lakeside Infrastructure Services Assessment

Sincerely

A handwritten signature in blue ink that reads "laurenconnors".

Lauren Connors
Associate | Senior Project Manager
For Enspire
lauren.connors@enspiresolutions.com.au
+61 409 326 360

Enc.

ENL3078 – Technical Review Reply_ECB and Lakeside Developments from Endeavour Energy
CASE143097WW Masterplan Flow Schedule prepared by RMA Infrastructure



16 August 2018

Endeavour Energy Ref: ENL3078 – 2014/02306/001

SH Camden Valley Pty Ltd
68 Waterloo Rd
MACQUARIE PARK
NSW 2113

Attention: Sahand Farooji

ENL3078 – Technical Review | Lot 101 DP 1206855 and Lot 2 DP 1206855, 900 Camden Valley Way, GLEDSWOOD HILLS

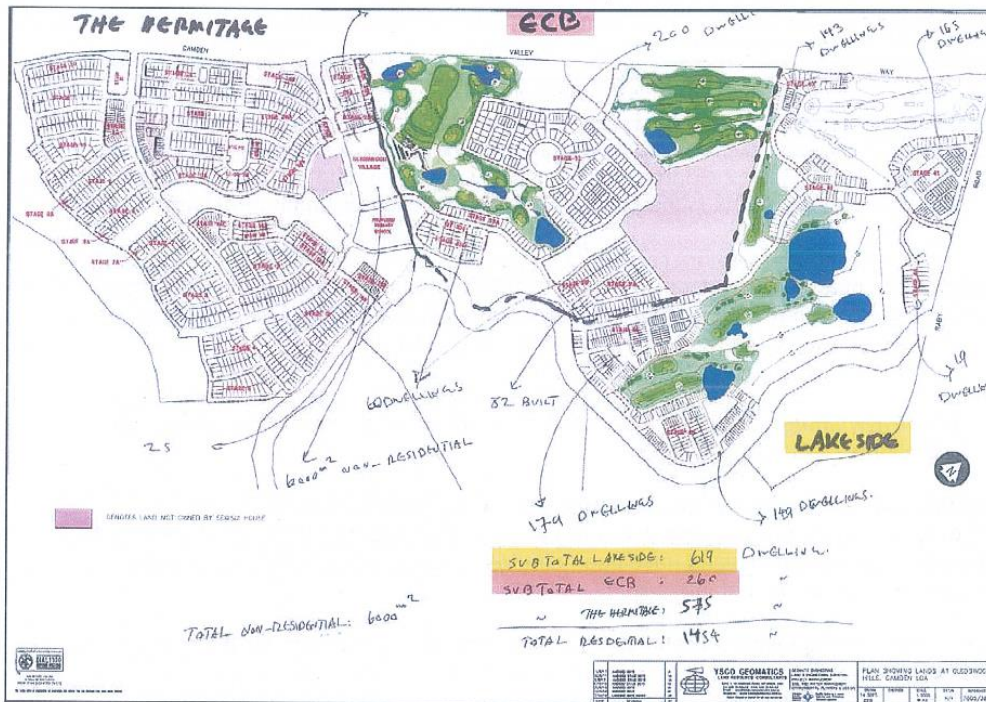
Dear Sahand,

Thank you for your enquiry regarding the proposed ECB and Lakeside residential development at the above address. This enquiry has been registered under our reference numbers – ENL3078. Please quote this number for all future correspondence.

Endeavour Energy acknowledges that proposed residential developments will yield 879 lots in total, 26 lots in ECB development and 619 lots in Lakeside development respectively. The developer is expecting to yield 300-400 lots per year; however the development commencement date and development staging plans are not yet determined at this early stage.



Concept Layout Plan of Proposed ECB and Lakeside Developments



Preliminary analysis indicates that at present Narellan ZS and South Leppington ZS should be able to supply the ultimate development of both Lakeside and ECB via extension of existing nearby 11kV feeders. Depending on staging interim measures may be required if permanent network is not available from these zone substations.



Currently Endeavour Energy (EE) has already proposed to install two 11kV feeders from South ZS to supply the vicinity of Lakeside development areas in next two years at the time South Leppington ZS has been upgraded.

It is very important that the developer has to advise EE the staging proposals for Lakeside as other arrangements may need to be made by the developer. Until the new EE proposed feeders are commissioned, higher reliance may be required on existing feeders SL1132 Emerald Hills Blvd and SL1212 George Road however these alternate feeders are intended to supply other development fronts in the Emerald Hills Estate and Leppington Precinct.

In order to program this connection, I recommend you to submit an application for Residential Subdivision and engage the services of a Level 3 ASP to prepare and provide an electrical design to Endeavour Energy in the form of a Proposed Method of Supply. This activity is customer funded contestable work and you will need to pay for it.

A list of the Accredited Service Providers is available at the NSW Trade and Investment website: <http://www.energy.nsw.gov.au/electricity/network-connections/contestable> or can be obtained via phone 13 77 88.

Hope this assists for the meantime and this advice provided is in response to an enquiry only and does not constitute a formal method of supply. An application must be submitted and subsequent designs have been certified or approvals granted will Endeavour Energy reserve capacity on the network.

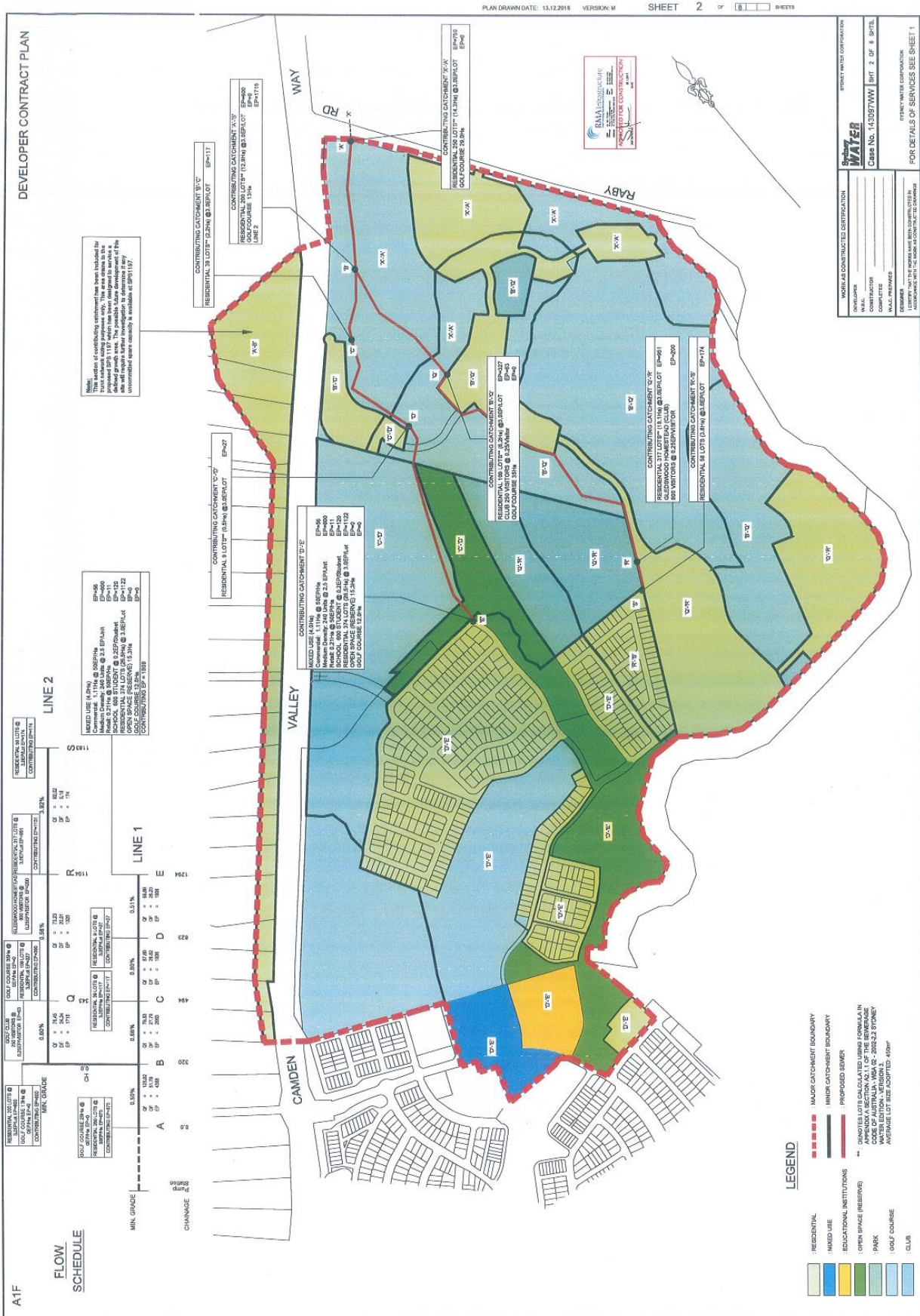
Should you have any questions regarding this response to your request for technical review, please contact me.

Yours faithfully,

David HO

David Ho
Contestable Works Project Manager
Network Connections

☎ Direct: (02) 9853 7901 | ✉ Email: david.ho@endeavourenergy.com.au



ORD02

Attachment 7: Visual Impact Analysis prepared by LFA

Attachment 1

LFA (PACIFIC) PTY LIMITED



11 April 2019

Camden Lakeside – Visual Impact Assessment of proposed development of up to 550 dwellings

INTRODUCTION

LFA has been retained by SJB and Sekisui House to prepare a report on the visual impacts associated with a proposed residential yield increase within the defined residential land use zones located on the Camden Lakeside site. The purpose of this report is to support a submission to Council on the Draft DCP with particular focus on development capacity. It is understood that separate studies relating to traffic and infrastructure impacts have also been conducted.

LFA was responsible for preparing the Landscape and Visual Assessment for the site in 2006 which identified areas of potential residential development that would have minimal visual impact. The report was submitted to Camden Council and influenced the rezoning process and the subsequent DCP.

LFA prepared the Camden Lakeside DCP submission in 2009, including the associated graphics, which identified a series of potential residential development pockets that minimised the visual impacts from surrounding areas and major roads but also reflected the need to maintain an operational golf course.

This report revisits the vantage points identified in the 2006 study and reviews the changes that have occurred in adjacent sites as well as the changes that have taken place with significant major upgrading of Camden Valley Way and Raby Road.

The report also explores the changes in lot size in recent times and importance of comprehensive landscape packages including tree retention, street trees and other landscape elements. These changes are reflected in the developed precincts within The Hermitage development.

MASTERPLANNING | URBAN DESIGN | ARCHITECTURE | PLANNING | INTERIORS | ABN 92 830 134 905 | www.lfa.com.au
 SUITE 4, EDGECLIFF COURT, 2 NEW MCLEAN ST, PO BOX 239 EDGECLIFF NSW 2027 | 02 9327 8822 | F 02 9327 5554 | E lfa@lfa.com.au

NOMINATED ARCHITECTS ALF LESTER NO. 2128 STEPHEN ANDERS NO. 5764

LFA (PACIFIC) PTY LIMITED



BACKGROUND

The site was zoned for residential use in 2009 and site specific DCP provisions were adopted by Council. The residential zones in Lot 1 DP1206855 total some 33ha and are located as a series of precincts adjoining a reconfigured Camden Lakeside Golf Course as shown in Figure 1.

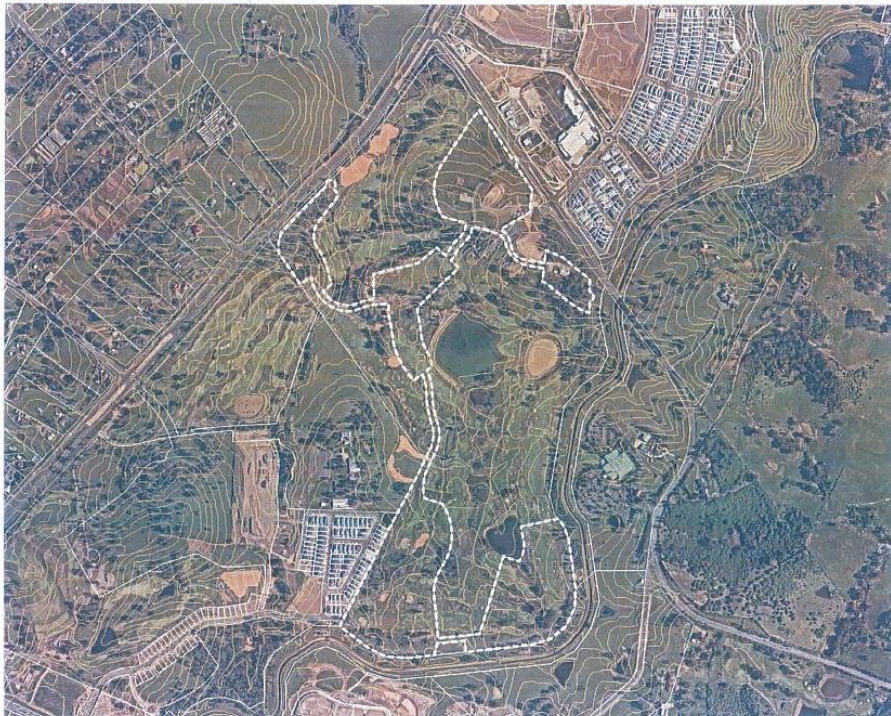


Figure 1 – Subject Site (white broken outline) in air photo with 2m contours

NOMINATED ARCHITECTS ALF LESTER NO. 2128 STEPHEN ANDERS NO. 5764

LFA (PACIFIC) PTY LIMITED



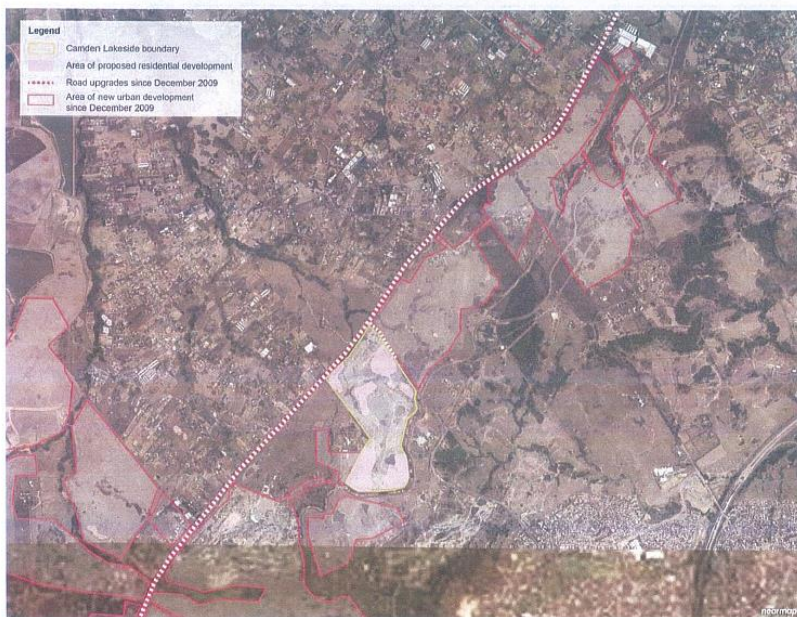
VISUAL IMPACT ASSESSMENT

Substantial urban development has occurred in the surrounding area between 2009 and 2018 as shown in Figures 2 and 3 respectively.

In addition to urban development, major road upgrades have occurred along Camden Valley Way and Raby Road between Camden Valley Way and Emerald Hills Boulevard. Development of a retail centre opposite the site along Raby Road has significantly altered the visual character experienced when travelling along the Raby Road.

There are also a number of planning proposals currently being considered including:

- 190 Raby Road - adjacent to the water supply canal south of the subject site to accommodate approximately 260 dwellings on higher elevation terrain adjacent to the Camden-Campbelltown Local Government Area boundary. The proposal was recommended by Council for gazettal in December 2018 subject to a VPA being executed.
- 50E Raby Road (Camden Lakeside Hotel) - adjacent to subject site and within the same site-specific DCP area, proposing to amend the maximum building height to 22m for use as a hotel. A Gateway determination has been received and Camden Council is proceeding with the rezoning process.



Development Areas December 2018 - Airphoto December 2009
2019-05/19/SA-02
02 April 2019

Camden Lakeside
draft DCP Submission

Figure 2 – Camden Lakeside December 2009 air photo

NOMINATED ARCHITECTS ALF LESTER NO. 2128 STEPHEN ANDERS NO. 5764

LFA (PACIFIC) PTY LIMITED



Development Areas December 2018
2018-0870-SA-01
02 April 2019

Camden Lakeside
draft DCP Submission

Figure 3 – New urban development in vicinity of Camden Lakeside since December 2009 on December 2018 air photo

LFA (PACIFIC) PTY LIMITED



The Camden DCP adopted in 2011 identified potential residential development zones on the Camden Lakeside site (Figure C60) consistent with those proposed as part of the draft DCP Figure 6-1 (refer Figure 4).



Figure 4 – Camden Lakeside DCP Precincts (Camden draft DCP Figure 6-1) with Sekisui House indicative staging (Black dashed line)

LFA (PACIFIC) PTY LIMITED



VISUAL ASSESSMENT VANTAGE POINT REVIEW

The sixteen vantage points identified in the LFA 2006 Landscape and Visual Assessment were revisited on the 28 March 2019 as part of this assessment. Two vantage points (yellow dots) from within recent development on El Caballo Blanco and Gledswood Precinct were also examined.



Figure 5 -Map of Vantage Points and outline of subject site (red outline) and residential development areas (pink)

LFA (PACIFIC) PTY LIMITED



Vantage Points 1-7 Camden Valley Way

Views into the Camden Lakeside site are experienced predominately from vehicles travelling south along Camden Valley Way and along Raby Road. It is noted a path on the northern side of Camden Valley Way and at the intersection of Raby Road may allow pedestrians views towards the site.



Figure 6 – Vantage Point 1 – View from vehicle approaching intersection of Camden Valley Way and Raby Road.



Figure 7 – Vantage Point 2 – View from vehicle on Camden Valley Way.

NOMINATED ARCHITECTS ALF LESTER NO. 2128 STEPHEN ANDERS NO. 5764

LFA (PACIFIC) PTY LIMITED



The proposed development areas on the site cannot be seen from Vantage Points 1 and 2 due to existing trees and mounding adjacent to Camden Valley Way.

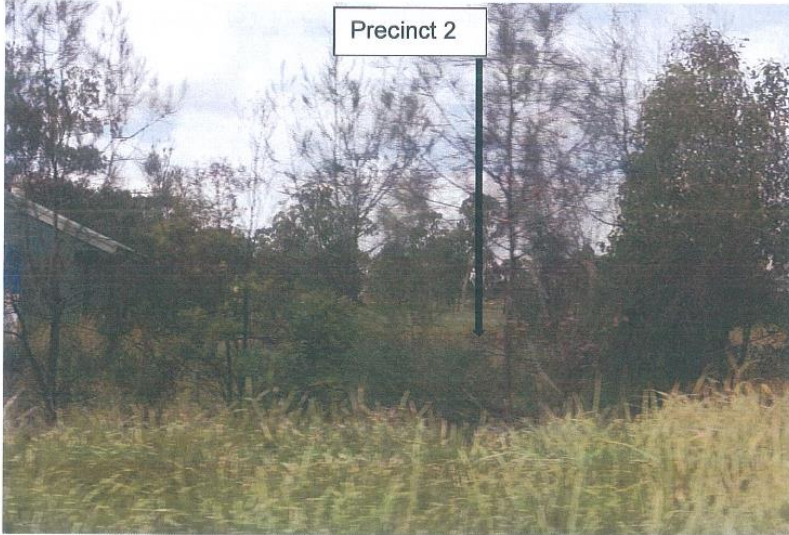


Figure 8 – Vantage Point 3 – View from vehicle on Camden Valley Way adjacent to 1025 Camden Valley Way.

Some of the vegetation in the views from Camden Valley Way is within the Camden Valley Way road reservation. Development within Precinct 2 is not anticipated to be discernible from Vantage Point 3 as a result of this.

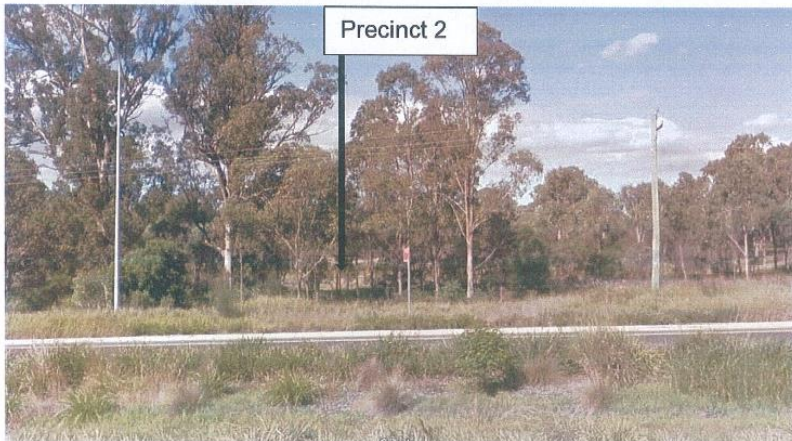


Figure 9 – Vantage Point 4 – View from vehicle on Camden Valley Way.

LFA (PACIFIC) PTY LIMITED

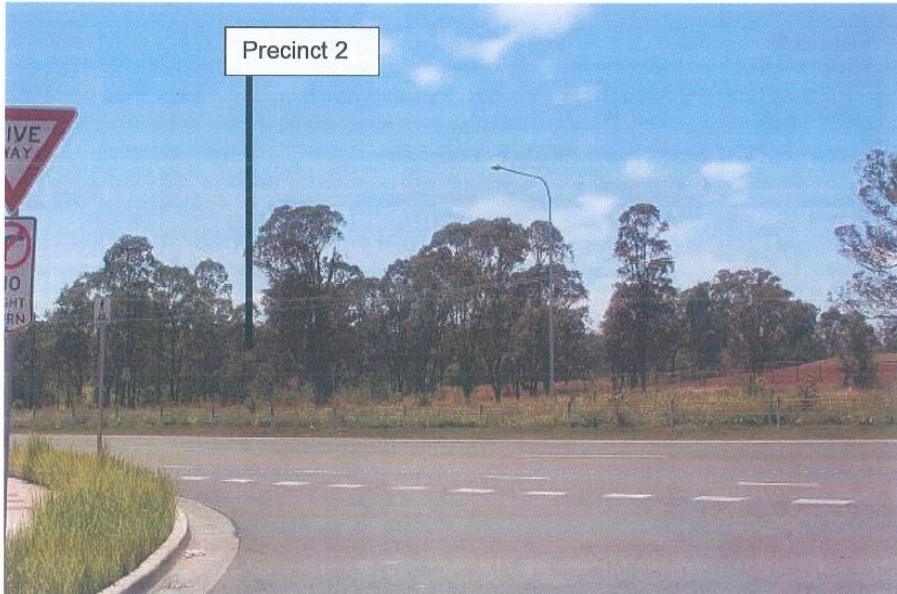


Figure 10 – Vantage Point 5 – View from intersection of Camden Valley Way and Deepfields Road.

Development impacts associated with the proposed increase of five dwellings compared to the DCP anticipated development in Precinct 2 (refer Table 1) are not anticipated to be discernible from Vantage Points 4 and 5. The DCP provides specific provisions in relation to this edge, including an acoustic mound, will reduce the visibility of development in the precinct.

The site could not be seen from Vantage Points 6 and 7 due to vegetation and topographic obstructions.

Vantage Points 8-12 - Raby Road

Development in Precinct 1 is likely to be visible from Vantage Points 8-11. It is unlikely to be seen from Vantage Point 12 due to distance and trees obstructing the angle of view. Figure 15 shows the character of Raby Road including the residential and retail uses in Emerald Hills (eastern side of Raby Road).

NOMINATED ARCHITECTS ALF LESTER NO. 2128 STEPHEN ANDERS NO. 5764

9

LFA (PACIFIC) PTY LIMITED



Figure 11 – Vantage Point 8 – Raby Road.



Figure 12 – Vantage Point 9 – Raby Road.



Figure 13 – Vantage Point 10 – Raby Road.

NOMINATED ARCHITECTS ALF LESTER NO. 2128 STEPHEN ANDERS NO. 5764

LFA (PACIFIC) PTY LIMITED

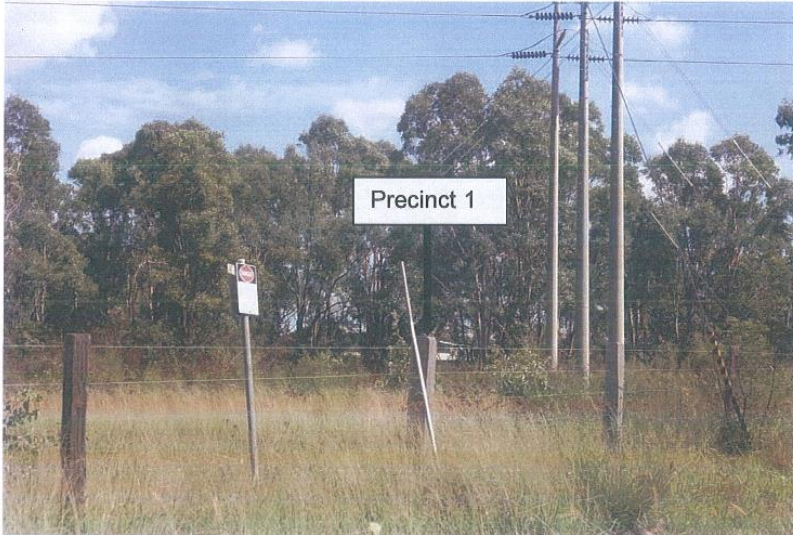


Figure 14 – Vantage Point 11 – Eastern corner of Camden Lakeside from Raby Road.

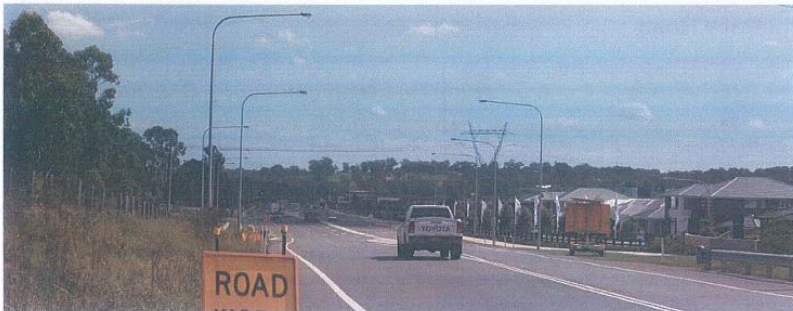


Figure 15 – View north along Raby Road near Vantage Point 11.

LFA (PACIFIC) PTY LIMITED



Figure 16 – Vantage Point 12.

Vantage Point 13 Raby Road

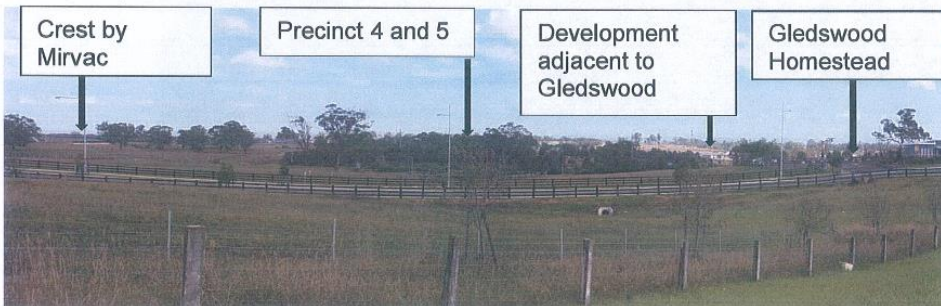


Figure 17 – View from Raby Road west at Vantage Point 13.

Urban development is already visible either side of the defined residential development precincts on the Camden Lakeside site from these vantage points. The proposed increase in dwellings within Precincts 4 and 5 above that foreshadowed in the DCP is not anticipated to be discernible from this vantage point given distance and obstructions.

Vantage Points 14-16 Gledswood Homestead

Vantage Point 14 was not assessed as the view west from Gledswood Homestead is away from the site.

LFA (PACIFIC) PTY LIMITED

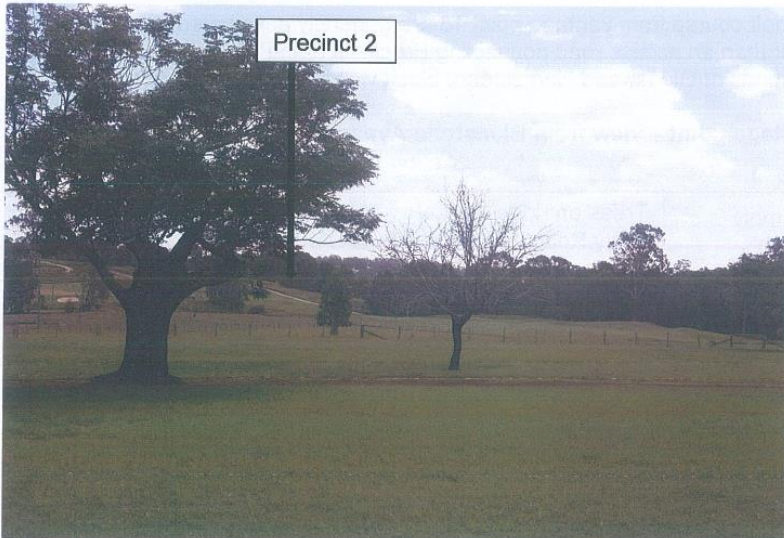


Figure 18 – View from Vantage Point 15 towards DCP Precinct 2.

Precinct 2 is in the distance from vantage point 15 and trees in the foreground and mid-ground partially obstruct views to the precinct. The proposed increase of five dwellings within Precinct 2 is not anticipated to be discernible from this vantage point.

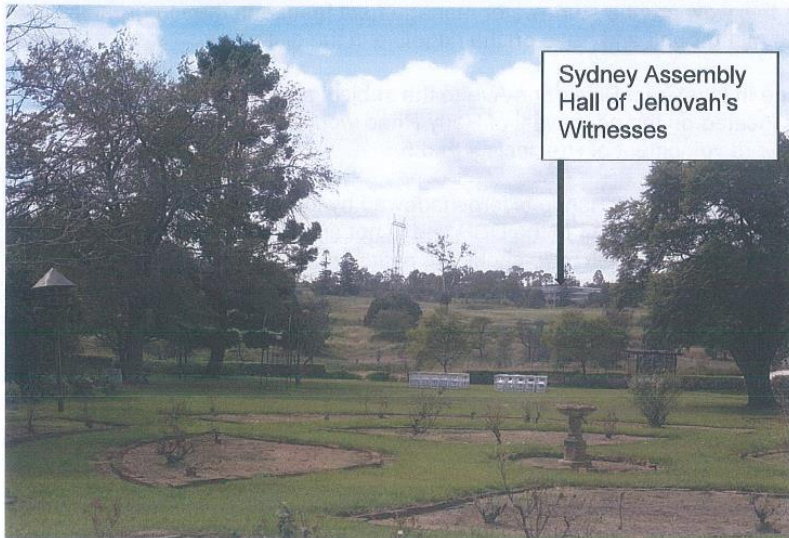


Figure 19 – View from Vantage Point 16 to east.

LFA (PACIFIC) PTY LIMITED



Views through golf course from vantage point 16 are generally anticipated to be unaffected other than an access road connecting Precincts 3 and 4. Trees in the foreground (grounds of Gledswood Homestead) block visibility to Precincts 3 and 4.

Additional vantage point – view from Bluestone Ave to the east

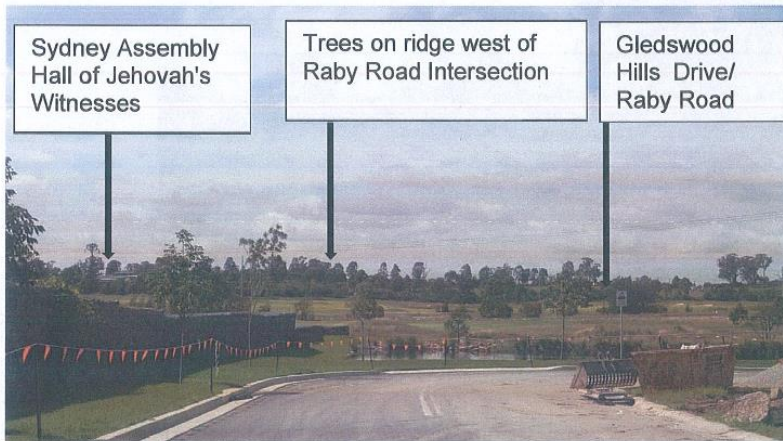


Figure 20 – View from Bluestone Ave to the east.

The mid-ground of this view contains proposed development Precincts 4 and 5. The main features of this view are the stormwater management feature in the foreground, golf course in the mid-ground and trees on the ridgeline in the distance.

Due to the change in level from Bluestone Ave to the subject site, it is anticipated that the tops of trees located on the ridge west of Raby Road would be visible from this vantage point after development of Precincts 4 and 5.

Whilst this view will change, the change is foreshadowed by the existing pattern of permissible residential development in the DCP and is not anticipated to be discernible. The impact of new built form should be mitigated with tree planting along streets and on lots where possible.

LFA (PACIFIC) PTY LIMITED



Additional vantage point – view from Providence Drive to the east



Figure 21 – View from end of Providence Drive to the east.

Providence Drive is proposed to continue into the site to connect Precincts 4 and 5 with other areas of The Hermitage development. Until recently a view from this site was not available.

Whilst this view will change, the change is foreshadowed by the existing permissible extent of development. The impact of new built form should be mitigated with tree planting along streets and on lots where possible.

LFA (PACIFIC) PTY LIMITED



CONSIDERATIONS FOR ASSESSING CHANGES TO VISUAL IMPACT

There were approximately 19,340 new allotments of less than 2,000m² created or modified in the Camden Local Government Area between 2010 and 2018. This represented a 156% increase in the number of lots of less than 2,000m² in the preceding period.

Between 2016 and mid-2018 in Camden LGA the most frequent lot size created was 375m² and the median lot size was 471m² for new or modified lots less than 2,000m². Single residential allotments in the Turner Road precinct development of The Hermitage created before May 2018 averaged 483m².

As a result of the smaller lot size trend in Camden and Greater Sydney generally, the community perception of development in the locality is understood to have changed since Camden Lakeside was rezoned.

Perceptual consequences associated with smaller lots may include built forms appearing closer together, less opportunities for on-lot trees and, in some cases, dwellings closer to streets. These issues can be addressed by urban design measures including the development of well designed house and land packages, detailed verge design, together with sensitive onsite and street landscaping.

The Hermitage at Gledswood Hills (by Sekisui House) is an example of a high quality local development with dwellings ranging from townhouses to freestanding homes on lots from 175m² (Figure 22). The Hermitage development is supported by sensitive landscaping, retention of existing vegetation and provision of well-designed open space. The development of Camden Lakeside Precinct is being undertaken by the same developer, Sekisui House.

LFA (PACIFIC) PTY LIMITED



Figure 22 – Townhouses and 'standard' housing development at The Hermitage

NOMINATED ARCHITECTS ALF LESTER NO. 2128 STEPHEN ANDERS NO. 5764

LFA (PACIFIC) PTY LIMITED



PRECINCT CAPACITY REVIEW AND VISUAL IMPACT

The following statement is included under the Neighbourhood subdivision and design section of the Camden Lakeside Schedule of the Camden DCP:

"The capacity of the Camden Lakeside site is 380 dwellings."

In LFA's issue of the Draft DCP to Camden Council on 7 July 2009 there was a similar statement under a section titled "design structure":

"The indicative capacity of the Camden Lakeside site is in the order of 380-440 dwellings."

This was supported by a draft subdivision pattern which allowed for residential development in all five precincts together with the potential for residential flat buildings and supporting recreation facilities in Precinct 1. The subdivision pattern was reflected in the DCP.

It is now proposed to accommodate 550 dwellings within the residentially zoned land on the Camden Lakeside site. There are no proposed changes to development standards, building heights or LEP provisions.

Based on the total area of the development precincts of around 33.5ha, and assuming a 40% land take for roads and open space, the average lot size for the indicative DCP capacity of 380 lots would be in the order of 537m² compared with an average lot size of 381m² with a dwelling yield of 550 lots.

These figures compare favourably with the most frequent lot size (375m²) produced in Camden LGA between 2016 and mid-2018.

The proposed changes on a precinct-by-precinct basis are set out below:

DCP (Sekisui House Staging Precinct)	Lots/dwellings identified in DCP Figures	Proposed number of dwellings	Comment
Precinct 1 (Stage 41)	20 + the development area adjacent to club house taken to be 60 dwellings based on 380 total capacity	165	Increase of 85 dwellings
Precinct 1 (Stage 46)	18	36	Increase of 18 lots
Precinct 2 (Stage 43)	27	32	Increase of 5 lots
Precinct 3 (Stage 42)	45	66	Increase of 21 lots
Precinct 4 (Stage 44)	108	141	Increase of 33 lots
Precinct 5 (Stage 45)	102	110	Increase of 8 lots
Total	380	550	Increase of 170 dwellings

Table 1 – Comparison of Dwellings anticipated in DCP and proposed by DCP precinct

As previously indicated, the visual impacts stemming from the proposed increase in the number dwellings in Precincts 2-5 are not anticipated to be discernible. Building mass is not anticipated to be increased by an increase in the number of dwellings.

NOMINATED ARCHITECTS ALF LESTER NO. 2128 STEPHEN ANDERS NO. 5764

18

LFA (PACIFIC) PTY LIMITED



Accommodating more dwellings on a given area of land within a defined building height envelope will not result in a substantive change to visual impacts.

The proposed increase in dwellings within DCP Precinct 1 (which encompasses Stages 41 and 46 with a total of 201 dwellings) reflects the introduction of low-rise apartments as well as individual dwellings. The total is still substantially less than that permissible under the DCP density provisions.

The character of the proposed residential development of DCP Precinct 1 needs to be considered in the context of both the recent commercial and residential development on the northern side of Raby Road and the seven-storey hotel (adjacent to the existing Camden Lakeside Clubhouse) which is understood to have been supported in principle by Council. Visual impacts associated with the proposed Precinct 1 residential development will be further diminished by the linear landscape buffer (land zoned E2 and RE2) located between Precinct 1 and Raby Road (refer Figure 23).



Figure 23 – Precinct 1 Context

NOMINATED ARCHITECTS ALF LESTER NO. 2128 STEPHEN ANDERS NO. 5764

LFA (PACIFIC) PTY LIMITED



SUMMARY OF FINDINGS

The proposal to accommodate 550 dwellings at Camden Lakeside Precincts 1-5 will not result in a substantive change to visual impacts given that the identified zoned residential development pockets remain constant, building height controls will be maintained and built form will reflect detached and terrace housing, apart from Precinct 1 which includes low-rise apartments.

The changes reflect in large part the reduction in residential lot size over the 2009-2018 period and the subsequent increase in dwelling density in surrounding areas consistent with the urbanisation of the South West and the implementation of the Growth Centres strategy.

It will be important to ensure that street landscaping, internal parks and proposed landscaping measures form an integral part of the development implementation process for Camden Lakeside.

**Camden Lakeside
Submissions
Council Meeting 10 December 2019**

1. Sydney Water
2. Water NSW
3. APA
4. TfNSW
5. EHO (renamed DPIE EES)
6. Transgrid
7. Endeavour Energy
8. RMS



08 July 2019

Our Ref: 179376

Ms Deelle Kandasamy
Strategic Planner
Camden Council
PO Box 183, Camden 2570

**RE: Proposed Amendment to Camden DCP 2011 – 50D Raby Road GLEDSWOOD HILLS
(Camden Lakeside) – PP/2019/7/1**

Dear Ms Kandasamy,

Sydney Water is writing in response to your Proposed Amendment to Camden DCP 2011 – 50D Raby Road GLEDSWOOD HILLS (Camden Lakeside) – PP/2019/7/1 for the purpose of increasing the residential dwelling density capacity of lands at 50D Raby Road Gledswood Hills from 380 dwellings to 550 dwelling across the site.

Sydney Water does not object to the proposed amendment to the DCP that would allow the increase in dwellings for the Lakeside Precinct to a maximum of 550.

This advice is not a formal approval of our servicing requirements. Detailed requirements, including any potential extensions or amplifications will be provided once developments are referred to Sydney Water for a Section 73 application.

If you require any further information, please contact the Growth Planning Team on urbangrowth@sydneywater.com.au

Yours sincerely

A handwritten signature in black ink, appearing to read "Cassie Loughlin".

Cassie Loughlin
Manager, Growth Planning



PO Box 398, Paramatta NSW 2124
Level 14, 169 Macquarie Street
Paramatta NSW 2150
www.watnsw.com.au
ABN 21 147 934 787

26 June 2019

Contact: *Stuart Little*
Telephone: *02 9865 2449*
Our ref: *D2019/63206*

General Manager
Camden Council
PO Box 183
CAMDEN NSW 2570

Attention: Deaelle Kandasamy

Dear Sir/Madam,

RE: PROPOSED AMENDMENT TO CAMDEN DCP 2011 – 50D RABY ROAD GLEDWOOD HILLS – LOT 101 DP 1206855 (CAMDEN LAKESIDE)

I refer to your email dated 14 June 2019 requesting WaterNSW's comments on a proposal to amend the Camden Development Control Plan 2011 for the purposes of increasing the residential capacity of lands at 50D Raby Road Gledswood Hills (Camden Lakeside).

The proposal has been made in response to the exhibition of the Draft Camden Development Control Plan 2018 (Draft DCP), and seeks to amend the current DCP to increase the dwelling density from 380 dwellings to 550 dwelling across the site. WaterNSW has previously provided comments on the Draft DCP on 9 April 2019 including the Camden Lakeside area (Schedule 6).

WaterNSW supports the proposed amendment to the Draft DCP as it instates a perimeter road adjacent to the Upper Canal for Precincts 4 and 5 in the south of the Camden Lakeside site while continuing to provide a golf course and parkland as a buffer in the eastern areas. This results in the Canal being buffered from residential development along the full length of its boundary with the Camden Lakeside development, resulting in overall better protection of the Canal.

The main issue with the proposal is that there will be a significant increase in dwelling intensity in Precincts 4, 5 and newly defined Precinct 6, which are those in closest proximity to the Canal. This is likely to increase the overall impervious area caused by the development.

The Upper Canal corridor must be protected from stormwater runoff from the proposed development through appropriate stormwater management measures. In that regard, the stormwater management provisions as stated under the Aims and Controls contained in *Section 5 Upper Canal* of Schedule 6 of the Draft DCP are relevant and important.

WaterNSW notes that as a result of the proposed amendment, Control 2 of *Section 5 Upper Canal* of Schedule 6 (Camden Lakeside) of the Draft DCP needs to change the will also require amendment to depict the new perimeter road design. WaterNSW requests that any further proposed changes to *Section 5 Upper Canal* of Schedule 6 (beyond the provisions identified above) are forwarded to WaterNSW for review prior to the DCP being finalised.

If you have any questions regarding the issues raised in this letter, please contact Stuart Little at stuart.little@watnsw.com.au.

Yours sincerely

A handwritten signature in black ink that reads "Clay Preshaw". The signature is written in a cursive, flowing style.

CLAY PRESHAW
Manager Catchment Protection

APA Group ACN 083 009 278
Level 1, 121 Wharf Street
Spring Hill, QLD 4000
GPO Box 1390, QLD 4001
APA Group | apa.com.au



19 July 2019

Council Ref: PP/2019/7/1, 19/174700

APA Ref: 443227

Deaelle Kandasamy
Camden Council
PO Box 183
Camden NSW 2570

EMAIL OUT: Deaelle.Kandasamy@camden.nsw.gov.au

Dear Dea,

**RE: Lot 101 DP1206855, 50D Raby Road, Gledswood Hills
PP/2019/7/1 (Proposed Amendment to the Camden Development Control Plan 2011)**

Thank you for your email referral on 11 July 2019 of the abovereferenced proposed amendment to the Camden Development Control Plan 2011.

APA Group (APA) is Australia's largest natural gas infrastructure business and has direct management and operational control over its assets and investments. APA's gas transmission pipelines span across Australia, delivering approximately half of the nation's gas usage. APA owns and operates over 15,000 km's of high pressure gas transmission pipelines across Australia.

APA has one pipeline located within easement on Lot 1 on DP132351 (separated from subject site by the Sydney Water Supply Canal) being for the Moomba to Sydney Ethane Pipeline (see Table 1 for details):

Table 1: Transmission pipelines in the area of consideration

Pipeline	Pipeline Licence	Diameter (mm)	Measurement Length (m)
Moomba to Sydney Ethane	15	200	590
Note: measurement length is applied to either side of the pipeline.			

APA's Role

As a Licensee under the *Pipelines Act 1967*, APA is required to operate pipelines in a manner that minimises adverse environmental impacts and protects the public from health and safety risks resulting from operation of our high pressure gas transmission pipelines (**HPGTP**). Once a HPGTP is in place, APA is required to constantly monitor both the pipeline corridor and also a broader area within which we are required to consider land use changes and development and to assess what such changes means to the risk profile of the HPGTP.

APA has a number of responsibilities and duties to perform under a complex framework of legislation, standards and controls across Federal, State and Local Government landscapes. In particular, the *Pipelines Act 1967*, cites Australian Standard 2885 (**AS2885**) as a mandatory safety standard for the design, construction, operation and maintenance of transmission pipelines. In discharging our regulative responsibilities, APA needs to continuously review what is happening around its assets, what land use changes are occurring and what development is taking place to ensure it remains in a position to comply with applicable operational and safety standards and legislation whilst meeting its commercial obligations and imperatives.

APA Group comprises two registered investment schemes, Australian Pipeline Trust (ARSN 091 678 778) and APT Investment Trust (ARSN 115 585 441), the securities in which are stapled together. Australian Pipeline Limited (ACN 091 344 704) is the responsible entity of those trusts. The registered office is HSBC building, Level 19, 580 George Street, Sydney NSW 2000.

Page 1 of 3

energy. connected.

Pipeline Risk Profile and the Measurement Length

In managing HPGTP's and considering land use changes, APA must focus on that area geographically defined by AS2885 as the Measurement Length (**ML**). The ML area is the heat radiation zone associated with a full-bore pipeline rupture. APA is mandated to consider community safety in the ML due to the high consequences of pipeline rupture to life, property and the economy.

The ML is determined by the design criteria of the pipe (driven by the surrounding environment at the time of construction) and the Maximum Allowable Operating Pressure (**MAOP**) of the pipe. APA must consider any changes of land use within the ML area to determine the effect of a new use on the risk profile of the pipeline.

For reference, the ML of the Moomba – Sydney Ethane Pipeline is 590m. Note that the ML is a radial dimension, and therefore applies to both sides of the pipe.

Sensitive Uses

APA seeks to limit sensitive uses from establishing within the ML so as to retain a high level of compliance with applicable safety standards. AS2885 defines a sensitive use as one which may increase the consequences of failure due to its use by members of the community who may be unable to protect themselves from the consequences of a pipeline failure.

To this end, APA's preferred position is that all land uses listed below be located outside of the ML:

- Child care centres
- Detention facility
- Educational facility
- Function facility
- Health care services
- Hospital
- Hotel
- Place of worship
- Residential care facility
- Retirement facility
- Service station
- Shop
- Shopping centre
- Theatre

Safety Management Study

AS2885 requires a Safety Management Study (**SMS**) to be undertaken whenever there is a change in the land use classification within the ML. The purpose of an SMS is to assess the risk associated with a change in land use, including both construction risks and ongoing land use risks. The SMS will also develop appropriate controls to reduce risks to 'as low as reasonably practicable' (**ALARP**).

The cost of undertaking any SMS is to be borne by the proponent as the 'agent of change'. APA has developed a list of preferred SMS facilitators, which can be provided upon request.

The pipeline in this location is designed to a T1 (**Residential**) location class. The proposed increase in residential density capacity over the site will not change the current location class. As such, a Safety Management Study is **not** required in this instance.

Proposed development

APA's response has been provided based on review of the planning submission document prepared by SH Camden Lakeside Pty Ltd c/- SJB Planning dated 11 April 2019 in relation to the Draft Camden Development Control Plan 2018 recently on Public Exhibition.

The submission seeks to increase the capacity of the site from 380 dwellings to 550 dwellings across six (6) residential zoned precincts within 'Camden Lakeside'. It is understood the Applicant's request for an increase in capacity for the site would equate to an increase from 12 dwellings to 17 dwellings per hectare.

The Measurement Length of APA's Moomba to Sydney Ethane Pipeline (590 metres, measured radially either side of pipe) extends over all six (6) residential zoned precincts within 'Camden Lakeside', with the exception of Precinct 2. However, APA's assessment has concluded that there will be no SMS requirement, as there is no location class change to the pipeline.

In addition, APA's Moomba to Sydney Ethane Pipeline is physically separated from the proposed development by the Sydney Water Supply Canal. As such, APA has no concerns regarding any direct impact on the pipeline, as a result of the possible development and construction activity on the site.

Comments

Based on the information provided APA does not object to the proposed development and does not require the imposition of any requirements. APA requests to be updated on this development proposal as more detailed plans become available.

Note

If you are planning on undertaking any physical works on property containing or proximate to a pipeline, or are seeking details on the physical location of a pipeline, please contact Dial Before you Dig on 1100, or APA directly on APAprotection@apa.com.au

Note

An early works agreement from APA is required for any assessments/approvals that require greater than 3 days assessment or supervision. Lead in times for agreements can be up to 12 weeks. Please contact APA at APAprotection@apa.com.au or 1800 103 452.

Note

Any improvements within the transmission gas pipeline easement undertaken by third parties is at the risk of the proponent who will remain liable. APA will not be liable for any costs associated with the maintenance or reinstatement of any vegetation and/or infrastructure constructed on the easement.

Conclusion

APA does not seek to unnecessarily inhibit future development proximate to our assets and is willing to work with Council and development proponents to achieve mutually acceptable and compliant outcomes that maintain the safety of development within the pipeline ML. Any interested parties are strongly encouraged to contact APA early to discuss the process of integrating APA assets into future urban developments.

Please contact me on 07 3223 3385 or planningnsw@apa.com.au should you wish to discuss the contents of this correspondence.

Yours faithfully,



Ben Setchfield
Senior Urban Planner
Infrastructure Planning and Protection



Transport
for NSW

Ms. Deaelle Kandasamy
Strategic Planner
Camden Council
PO Box 183
Camden NSW 2570

Dear Ms. Kandasamy,

PROPOSED AMENDMENT TO CAMDEN DCP 2018 – 50D RABY ROAD GLEDSWOOD HILLS – LOT: 101 DP:1206855 (CAMDEN LAKESIDE)

Thank you for your correspondence dated 14 June 2019 inviting Transport for NSW (TfNSW) comment on the subject amendment to the Camden Development Control Plan 2018 (the draft DCP).

The proposal seeks to amend the dwelling density from 380 dwellings to 550 dwellings across the site and update the existing DCP figures to better reflect development consents and other government department guidelines. On this note, the relevant documents have been reviewed and the following comment is provided.

Public transport capable infrastructure

Comment

TfNSW have released *Guidelines for Public Transport Capable Infrastructure in Greenfield Sites* which provides guidance to planners and developers to support good road design so that public transport can be successfully delivered now and into the future. This document is publically available at <https://www.transport.nsw.gov.au/industry/transport-planning-resources>.

Section 4.1 of the guidelines provides information on the minimum lane widths, based on factors such as the posted speed limit and provision of kerbside parking, to ensure bus services can operate safely and efficiently. In particular, the recommended minimum width for kerb side lanes which operate as parking lanes is 3 metres, to allow for bus stops and allow the bus to move out of the through traffic lane. The cross-section of the Neighbourhood Connector Road, provided in Figure 6-4 of the draft DCP, does not meet this minimum requirement.

Recommendations

The Proponent should consider modifying the Neighbourhood Connector Road design to allow for 3 metre kerb side lanes. The draft DCP should be amended to reflect the minimum requirements for public transport capable infrastructure from the guidelines.

Transport for NSW (TfNSW)

477 Pitt Street, Haymarket NSW 2000 | PO Box K659, Haymarket NSW 1240
T 02 8202 2200 | W transport.nsw.gov.au | ABN 18 804 239 602

If you require clarification of the above, please do not hesitate to contact Billy Yung, Senior Transport Planner, via email at billy.yung@transport.nsw.gov.au.

Yours sincerely



18/7/2019

Mark Ozinga
Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

Objective Reference: CD19/05032



Planning,
Industry &
Environment

DOC19/638935
PP/2019/7/1, 19/174700

Ms Deaelle Kandasamy
Strategic Planner Growth Areas
Camden Council
PO Box 183
CAMDEN NSW 2570

Dear Ms Kandasamy

Subject: Proposed amendments to Camden DCP 2001 – 50D Raby Road, Gledswood Hills – Lot 101 DP 1206855 (Camden Lakeside)

Thank you for your letter of 14 June 2019 requesting advice from the former Office of Environment and Heritage (OEH) in relation to above proposal. I apologise for the delay in replying.

Please be advised that OEH responsibilities and functions were transferred to the Department of Planning, Industry and Environment's Environment, Energy and Science Group (EES) from 1 July 2019.

EES notes the residential zoned land subject to the proposed amendments to increase the maximum dwelling density 380 dwellings to 550 dwellings is biodiversity certified. As biodiversity certification allows for development of the land without any further threatened species assessment, EES have no comments on the proposed amendments in relation to any biodiversity issues.

If you have any queries regarding this advice, please contact Richard Bonner, Senior Conservation Planning Officer via richard.bonner@environment.nsw.gov.au or 9995 6917.

Yours sincerely,

S. Harrison 29/07/19

**Susan Harrison
Senior Team Leader Planning
Greater Sydney
Climate Change & Sustainability**

Deirdre Rimmer

From: Michael Platt <Michael.Platt@transgrid.com.au>
Sent: Tuesday, 25 June 2019 2:18 PM
To: Deaelle Kandasamy
Subject: 2019-280 Referral Camden Lakeside DCP Amendment
Attachments: Work-near-overhead-power-lines-code-of-practice.pdf; TG Easement Guidelines for Third Party Development (V10).pdf; 161214_TransGrid Fencing Guidelines_Final.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon Deaelle,

TransGrid Reference Number: 2019-280

Location: 50D Raby Road Gledswood Hills LOT 101 DP 1206855

Proposal: Proposed DCP Amendment

TransGrid: Transmission Line 37 Kemps Creek 500kV – Macarthur 330kV Structures: 127-124

Thank you for referring the above mentioned Development Application to TransGrid for review.

Please be advised after reviewing the proposed works at **50D Raby Road Gledswood Hills LOT 101 DP 1206855; Proposed DCP Amendment**

TransGrid advises that it is not clearly documented in the documents provided how TransGrid's infrastructure will be/might be impacted.

A number of plans are indicative only and do not show the relationship of proposals to the existing TransGrid infrastructure.

As such TransGrid requests that detailed plans are submitted for review for the proposed development or how proposal impacts with TransGrid infrastructure.

TransGrid is cognisant that plans are for residential increase and any impacts on TransGrid infrastructure will be dealt with at DA stage.

Please find attached TransGrid's easement Guidelines, Fencing Guidelines for your review

Regards

Michael

From: Deaele Kandasamy <Deaele.Kandasamy@camden.nsw.gov.au>
Sent: Friday, 14 June 2019 3:44 PM
To: Michael Platt <Michael.Platt@transgrid.com.au>
Subject: Referral Camden Lakeside DCP Amendment

Good afternoon Michael,

Council is reviewing a potential DCP amendment.

Your comments on the attached proposal are greatly appreciated and should be received by 12 July 2019.

Please contact me if you have any questions regarding this proposal.

Regards,

Deaele Kandasamy
Strategic Planner Growth Areas



70 Central Avenue, Oran Park,
2570

(02) 4654 7606

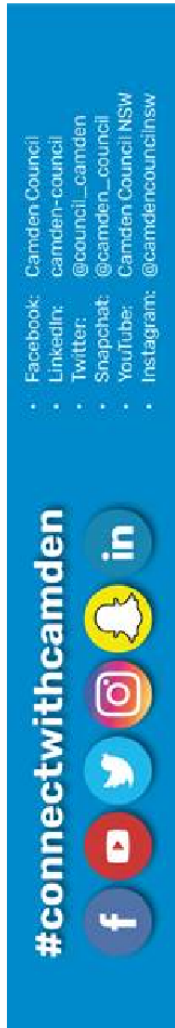
www.camden.nsw.gov.au

PO Box 183, Camden NSW 2570

[@ Deaele.Kandasamy@camden.nsw.gov.au](mailto:Deaele.Kandasamy@camden.nsw.gov.au)

www.facebook.com/camdencouncil/

Leadership | Innovation | Partnership | Commitment | Customer Focus



This mail, including any attached files, may contain confidential and privileged information for the sole use of the intended recipient(s). If you are not the intended recipient (or authorised to receive information for the recipient), please contact the sender by reply e-mail and delete all copies of this message. Any views or opinions presented are solely those of the author.

Disclaimer:

This e-mail may contain privileged and confidential information intended only for the addressee named above. If you are not the intended recipient please delete this e-mail and advise the sender. TransGrid's Privacy Policy is available on our website <https://www.transgrid.com.au/privacy>. Any use, dissemination, distribution, reproduction of this email is prohibited. Unless explicitly attributed, the opinions expressed in this e-mail are those of the author only and do not represent the official view of TransGrid. E-mail communications with TransGrid may be subject to automated e-mail filtering, which could result in the delay or deletion of a legitimate e-mail before it is read by its intended recipient. TransGrid does not accept liability for any corruption or viruses that arise as a result of this e-mail. Please consider the environment before printing this e-mail.

Deirdre Rimmer

From: Cornelis Duba <Cornelis.Duba@endeavourenergy.com.au>
Sent: Tuesday, 2 July 2019 2:11 PM
To: Council Mailbox
Cc: Deaelle Kandasamy; Philip Wilson
Subject: CAMDEN COUNCIL PLANNING PROPOSAL PP/2019/7/1 RE 50D RABY ROAD GLEDSWOOD HILLS (CAMDEN LAKESIDE)
Attachments: Endeavour Energy MDI0044 Easements and Property Tenur2.pdf; Endeavour Energy General Restrictions for Overhead Power Lines June 2018....pdf; ENA_emf_what_do_we_know_final 20160902.pdf; Endeavour Energy Guide to Fencing, Retaining Walls & Maintenance Aroundpdf; Work-near-overhead-power-lines-code-of-practice.pdf; Endeavour Energy Drawing No. 86232 (OH lines minimum clearances near str....pdf; Work_near_underground_assets_guide.pdf; Safety+on+the+job.pdf; FactSheet_Building_Construction+web.pdf; Safety_DL_plumbing_web.pdf

The General Manager
 Camden Council

ATTENTION: Deaelle Kandasamy, Strategic Planner

Dear Sir or Madam

I refer to Council's letter of 14 June 2019 regarding Planning Proposal PP/2019/7/1 at 50D RABY ROAD GLEDSWOOD HILLS (CAMDEN LAKESIDE) (LOT: 101 DP: 1206855) to amend the Camden Development Control Plan 2010 for the purpose of increasing the residential dwelling density capacity from 380 dwellings to 550 dwellings across the site. Submissions need to be made to Council by 12 July 2019.

As shown in the below site plans from Endeavour Energy's G/Net master facility model (and extract from Google Maps Street View) there is:

- An easement (over Precincts 4 and 6) benefitting Endeavour Energy (indicated by red hatching) for which still have sections of 132,000 volt / 132 kilovolt (kV) high voltage overhead power lines and overhead earth cables.
- Three existing padmount substations no.s 11840, 11844 & 11848 and 11,000 volt / 11 kV high voltage underground cables traversing the site over which are currently not held under easement.

Please note the location, extent and type of any electricity infrastructure, boundaries etc. shown on the plan is indicative only. Generally (depending on the scale and/or features selected), low voltage (normally not exceeding 1,000 volts) is indicated by blue lines and high voltage (normally exceeding 1,000 volts but for Endeavour Energy's network not exceeding 132,000 volts / 132 kV) by red lines (these lines can appear as solid or dashed and where there are multiple lines / cables only the higher voltage may be shown). This plan only shows the Endeavour Energy network and does not show electricity infrastructure belonging to other authorities or customers owned electrical equipment beyond the customer connection point / point of supply to the property. This plan is not a 'Dial Before You Dig' plan under the provisions of Part 5E 'Protection of underground electricity power lines' of the Electricity Supply Act 1995 (NSW).

In regards to the 11 kV high voltage underground cables and the padmount substations on the site are not held under easement, they are regarded as protected assets under the Electricity Supply Act 1995 (NSW) Section 53 'Protection of certain electricity works'. The owner or occupier of the land cannot take any action by reason of the presence or operation of the electricity works in, on or over the land ie. they cannot remove the electricity infrastructure from the property. These assets are managed on the same basis as if an easement was in existence – please refer to the below point 'Easement Management / Network Access'.

In accordance with the attached copy of Endeavour Energy’s Mains Design Instruction MDI 0044 ‘Easements and Property Tenure Rights’, and as shown in the following extract of Table 1 – ‘Minimum easement widths’:

- The 11 kV high voltage underground cables (assumed to have no concrete protection unless proven otherwise) requires a 3 metre minimum easement width ie. 1.5 metres to both sides of the centre line of the cable ducts.
- The padmount substations require a minimum easement of 2.75 x 5.5 metres and also have the additional restrictions for fire rating (which usually extends 3.0 metres horizontally from the base of the substation footing, and 6 metres vertically from the same point) and for swimming pools and spas (which usually extends 5.0 metres horizontally from the easement).

Table 1 - Minimum easement widths

	Voltage	Asset Type	Construction	Minimum Easement (m)
Underground Assets	400V - 22kV		Underbore / Ducted / Direct buried	3
		Cables	Ducted ≤ 100m and with concrete protection <i>(min 50 mm concrete cover at standard burial depth)</i>	1
Other	-	Padmount Substation		2.75 x 5.5 <i>(see clause 5.3.6)</i>

For any of the existing electricity infrastructure on the site which is to become part of the permanent local network, the required easements and restrictions must be registered on the titles to the effected lots in accordance with the requirements of NSW Land Registry Services (LRS).

Subject to the foregoing and the following recommendations and comments Endeavour Energy has no objection to the Planning Proposal.

- Network Capacity / Connection

Endeavour Energy has noted the following in the Camden Lakeside DCP Amendment Proposal:

Attachment 6: Infrastructure Analysis prepared by Endeavour Energy Solutions

Electrical Services

Lead-in Infrastructure

Endeavour Energy confirmed following preliminary analysis that the proposed development can be serviced by connecting to Endeavour Energy's network through the Narellan Zone Substation or the South Leppington Zone Substation, by extending feeders located nearby.

Given the current zoning for the Lakeside development and the initial development lots, Endeavour Energy has already considered the servicing of the Lakeside development in its network planning. Endeavour Energy has an existing proposal to install two 11kV feeders from the South Leppington Zone Substation to supply the vicinity of the Lakeside development over the next two years, following an upgrade to South Leppington Zone Substation.

To ensure supply is available to service the additional proposed development at 133 House will need to continue to liaise with Endeavour Energy regarding the staged development works for the Lakeside development. Endeavour has noted in their report as part of the Technical Review undertaken in August 2018 (enclosed) that the Endeavour Energy proposed feeders are commissioned from South Leppington. A limited supply may be available to service the additional development yields surrounding developments being serviced in the vicinity.

Internal Reticulation

The HV reticulation network within the Lakeside development will be coordinated by the developer.

An application to connect to Endeavour Energy's network needs to be lodged, in which Endeavour Energy will issue a design brief outlining the requirements to service the proposed development stage.

It is our understanding that the additional development yield proposed of 133 residential units will be able to be serviced with electrical services.

There is a copy of Endeavour Energy Technical Review Request Ref: ENL3078 – 2014/02306/001 dated 16 August 2018 signed by David Ho, Contestable Works Project Manager. Endeavour Energy's Network Connections Branch have confirmed that the advice provided remains generally correct / applicable. Endeavour Energy's Asset Strategy & Planning Branch have also confirmed that Endeavour Energy's South Leppington Zone Substation [located at 2 St Andrews Road Leppington (Lot 2 DP 1181417)] and / or Narellan Zone Substation [located at 55 Hartley Road Smeaton Grange (Lot 1 DP 872510)] will be able to supply the additional dwellings.

The following site plan from Endeavour Energy's G/Net master facility model shows the site is part of a 'Work Polygon' (shown by the coloured highlighting and/or hatching of the lot) indicating enquiries and applications for proposed contestable works projects with Endeavour Energy's Network Connections Branch for electricity supply to the development for urban residential subdivision (Endeavour Energy's reference URS numbers). As such, Endeavour Energy's Network Connections Branch are managing the conditions of supply with the proponent and their Accredited Service Provider (ASP). However the applicant will need to

contact Endeavour Energy's Network Connections Branch (via Head Office enquiries on telephone: 133 718 or (02) 9853 6666 from 8am - 5:30pm) as this Development Application will:

- Include contestable works projects that are outside of the existing approved / certified works.
- Results in an electricity load that is outside of the existing Supply / Connection Offer requiring the incorporation of the additional load for consideration. .



In regards to the existing contestable works projects, Endeavour Energy's Asset Strategy & Planning Branch have provided the following advice regarding the relocation / undergrounding of the 132 kV high voltage overhead power lines across the site.

Overhead 132 kV Feeder 9LY (Denham Court transmission Substation to Smeaton Grange Switching Station tee off to South Leppington Zone Substation) will be relocated and undergrounded so it runs adjacent to the causeway (red & orange dotted line in figure below).

Asset Strategy & Planning Branch have already received and answered an application to underground the first 1 kilometre of the southern section of Feeder 9LY m under Asset Relocation Project (ARP4073) shown by the orange dotted line in the figure below.

The current easement running through the golf course (blue dashed area) should only be relinquished once Endeavour Energy has an easement for the new location of Feeder 9LY.



In addition to the approval to relocate Feeder 9LY, the proponent must also satisfactory negotiate the release / extinguishment of the existing easements in accordance with Endeavour Energy's easement release policy. Endeavour Energy's Network Connections Branch will have made the developer / designer is aware of Endeavour Energy's requirements for the release / extinguishment of easement. However the certification of the design does not constitute an agreement to release / extinguishment of the easement and no works should

be undertaken to decommission the existing infrastructure within the easement until release / extinguishment of the easement has been resolved and approved by Endeavour Energy which may be subject to monetary compensation being paid by the applicant.

- Urban Network Design

Endeavour Energy's Company Policy 9.2.5 'Network Asset Design', includes the following requirements for electricity connections to new urban subdivision / development:

5.11 Reticulation policy

5.11.1 Distribution reticulation

In order to improve the reliability performance of and to reduce the operating exp network over the long term the company has adopted the strategy of requiring n either underground cables or where overhead is permitted, to be predominantly insulated construction. Notwithstanding this strategy, bare wire overhead constr appropriate and permitted in some situations as detailed below.

In areas with the potential for significant overhanging foliage, CCT is used to pro reliability as it is less susceptible to outages from wind-blown branches and debu conductors. CCT must only be used in treed² areas as the probability of a direct low. In open areas where the line is not shielded from a direct lightning strike, b must generally be used for 11kV and 22kV reticulation.

Non-metallic Screened High Voltage Aerial Bundled Cable (NMSHVABC) must which are heavily treed and where it is not practicable to maintain a tree clearn the conductors.

² A "treed" area is one with a substantial number of trees adjacent to the line, in each span. In thes situations CCT is used to provide increased reliability as it is less susceptible to outages from wind

5.11.1.1 Urban areas

Reticulation of new residential subdivisions will be underground. In areas of low consequence, new lines within existing overhead areas can be overhead, unless lines are cost justified or required by either environmental or local council requi

Where underground reticulation is required on a feeder that supplies a mixture commercial and/or residential loads, the standard of underground construction types of load within that development.

Where ducting is used, adequate spare ducts and easements must be provide cover the final load requirements of the entire development plan.

Extensions to the existing overhead 11kV/22kV network must generally be und will be used for conductor replacements and augmentations except in treed are NMSHVABC must be used.

Extensions to the existing overhead LV network and augmentations must either ABC. Conductor replacements greater than 100m in route length must utilise a

- Location of Electricity Easements

The incorporation of electricity easements into privately owned lots is generally problematic for both Endeavour Energy and the future landowners and requires additional easement management to ensure no uncontrolled activities / encroachments occur within the easement area. Accordingly Endeavour Energy's recommendation is that whenever reasonably possible, easements be entirely incorporated into public reserves and not burden private lots (except where they are remnant lots or not subject to development). Endeavour Energy's preference

is to have continuity of its easements over the most direct and practicable route affecting the least number of lots as possible. Therefore it generally does not support the incorporation of easements into to multiple / privately owned lots. This is also in keeping with a policy of prudent avoidance by the siting of more sensitive uses away from any electricity infrastructure to minimise exposure to electric and magnetic fields (EMF), noise etc. associated with the 24/7/365 (all day, every day of the year) operation of the electricity network.

- Flooding and Drainage

Distribution substations should not be subject to flood inundation ie. the padmount substation cubicles are weather proof not flood proof. Section 7 'Substation and switching stations' of Endeavour Energy's Mains Construction Instruction MCI 0006 'Underground distribution construction standards manual' provides the following details of the requirements for addressing flooding in new substation locations.

7.1.6 Flooding and drainage

Substations are to be located such that the risk of flooding or stormwater damage is minimized.

As a minimum the level at the top of the transformer footing, HV and LV switchgear and busbars shall be lower than the 1:100 year flood level.

All drains within the substation site area or in the vicinity shall be properly maintained to avoid the possibility of water damage to Endeavour Energy's equipment.

In areas where, as determined by the Network Substation Manager, there is a significant or a heightened risk of flooding, indoor substations will not be permitted.

All materials used in the construction below the substation (ground level) shall be able to withstand prolonged immersion in water without swelling or deterioration.



Figure 51 - Example substation raised above 1:100 flood level

- Earthing

The construction of any building or structure (including fencing, signage, flag poles, hoardings etc.) whether temporary or permanent that is connected to or in close proximity to Endeavour Energy's electrical network is required to comply with Australian/New Zealand Standard AS/NZS 3000:2018 'Electrical installations' as updated from time to time. This Standard sets out requirements for the design, construction and verification of electrical installations, including ensuring there is adequate connection to the earth. Inadequate connection to the earth to allow a leaking/fault current to flow into the grounding system and be properly dissipated places persons, equipment connected to the network and the electricity network itself at risk from electric shock, fire and physical injury.

- Easement Management / Network Access

The following is a summary of the usual / main terms of Endeavour Energy's electrical easements requiring that the land owner:

- Not install or permit to be installed any services or structures within the easement site.
- Not alter the surface level of the easement site.
- Not do or permit to be done anything that restricts access to the easement site without the prior written permission of Endeavour Energy and in accordance with such conditions as Endeavour Energy may reasonably impose.

Endeavour Energy's preference is for no activities or encroachments to occur within its easement areas. However, if any proposed works (other than those approved / certified by Endeavour Energy's Network Connections Branch as part of an enquiry / application for load or asset relocation project) will encroach/affect Endeavour Energy's easements or protected assets, contact must first be made with the Endeavour Energy's Easements Officer, Philip Wilson, on direct telephone 9853 7110 or alternately by email Philip.Wilson@endeavourenergy.com.au or Easements@endeavourenergy.com.au.

For further information please find attached for the applicant's reference copies of Endeavour Energy's:

- Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights'.
- Guide to Fencing, Retaining Walls and Maintenance Around Padmount Substations.
- General Restrictions for Overhead Power Lines.

It is imperative that the access to the existing electrical infrastructure on and in proximity of the site be maintained at all times. To ensure that supply electricity is available to the community, access to the electricity infrastructure may be required at any time. Restricted access to electricity infrastructure by maintenance workers causes delays in power restoration and may have severe consequences in the event of an emergency.

- Prudent Avoidance

The electricity network is operational 24/7/365 ie. all day, every day of the year. The electricity industry has adopted a policy of prudent avoidance by doing what can be done without undue inconvenience and at modest expense to avert the possible risk to health from exposure to emissions from electricity infrastructure such as electric and magnetic fields (EMF) and noise which generally increase the higher the voltage ie. Endeavour Energy's network ranges from low voltage (normally not exceeding 1,000 volts) to high voltage (normally exceeding 1,000 volts but not exceeding 132,000 volts / 132 kV).

In practical terms this means that when designing new transmission and distribution facilities, consideration is given to locating them where exposure to the more sensitive uses is reduced and increasing separation distances. These emissions are generally not an issue but with Council's permitting or encouraging development with higher density, reduced setbacks and increased building heights, new development can impact on existing electricity infrastructure. Even then noise levels can vary and people perceive sounds differently so to minimise any potential exposure to intrusive noise, the siting towards the electricity infrastructure of less susceptible uses such as garages, non-habitable or rooms not regularly occupied in the dwelling / building is recommended. This will also assist in reducing exposure to EMF.

Where development is proposed in the vicinity of electricity infrastructure, Endeavour Energy is not responsible for any amelioration measures for such emissions that may impact on the nearby proposed development. Endeavour Energy believes that likewise Council should also adopt a policy of prudent avoidance by the siting of more sensitive uses away from any electricity infrastructure – including any possible future electricity infrastructure required to facilitate the proposed development.

Please find attached a copy of Energy Networks Association's 'Electric & Magnetic Fields – What We Know' which can also be accessed via their website at <https://www.energynetworks.com.au/electric-and-magnetic-fields> and provides the following advice:

Electric fields are strongest closest to their source, and their strength diminishes rapidly as we move away from the source.

The level of a magnetic field depends on the amount of the current (measured in amps), and decreases rapidly once we move away from the source.

Typical magnetic field measurements associated with Endeavour Energy's activities and assets given the required easement widths, safety clearances etc. and having a maximum voltage of 132,000 volt / 132 kV, will with the observance of these separation distances not exceed the recommended magnetic field public exposure limits.

- Vegetation Management

The planting of large trees in the vicinity of electricity infrastructure is not supported by Endeavour Energy. Suitable planting needs to be undertaken in proximity of electricity infrastructure (including any new electricity infrastructure required to facilitate the proposed development). Only low growing shrubs not exceeding 3.0 metres in height, ground covers and smaller shrubs, with non-invasive root systems are the best plants to use. Larger trees should be planted well away from electricity infrastructure (at least the same distance from overhead power lines as their potential full grown height) and even with underground cables, be installed with a root barrier around the root ball of the plant. Landscaping that interferes with electricity infrastructure may become a potential safety risk, cause of bush fire, restrict access, reduce light levels from streetlights or result in the interruption of supply. Such landscaping may be subject to Endeavour Energy's Vegetation Management program and/or the provisions of the *Electricity Supply Act 1995* (NSW) Section 48 'Interference with electricity works by trees' by which under certain circumstances the cost of carrying out such work may be recovered.

- Dial Before You Dig

Before commencing any underground activity the applicant is required to obtain advice from the *Dial Before You Dig 1100* service in accordance with the requirements of the *Electricity Supply Act 1995* (NSW) and associated Regulations. This should be obtained by the applicant not only to identify the location of any underground electrical and other utility infrastructure across the site, but also to identify them as a hazard and to properly assess the risk.

- Public Safety

Workers involved in work near electricity infrastructure run the risk of receiving an electric shock and causing substantial damage to plant and equipment. I have attached Endeavour Energy's public safety training resources, which were developed to help general public / workers to understand why you may be at risk and what you can do to work safely. The public safety training resources are also available via Endeavour Energy's website via the following link:

<http://www.endeavourenergy.com.au/wps/wcm/connect/ee/nsw/nsw+homepage/communitynav/safety/safety+brochures>

- Emergency Contact

In case of an emergency relating to Endeavour Energy's electrical network, the applicant should note the Emergencies Telephone is 131 003 which can be contacted 24 hours/7 days.

I appreciate that not all the foregoing issues may be directly relevant or significant to the Planning Proposal. However, Endeavour Energy's preference is to alert proponents / applicants of the potential matters that may arise should development within closer proximity of the existing and/or proposed electricity infrastructure required to facilitate the proposed development on or in the vicinity of the site occur.

Could you please pass on a copy of this submission and the attached resources to the proponent? Should you wish to discuss this matter, or have any questions, please do not hesitate to contact me or the contacts identified above in relation to the various matters. Due to the high number of development application / planning proposal notifications submitted to Endeavour Energy, to ensure a response contact by email to property.development@endeavourenergy.com.au is preferred.

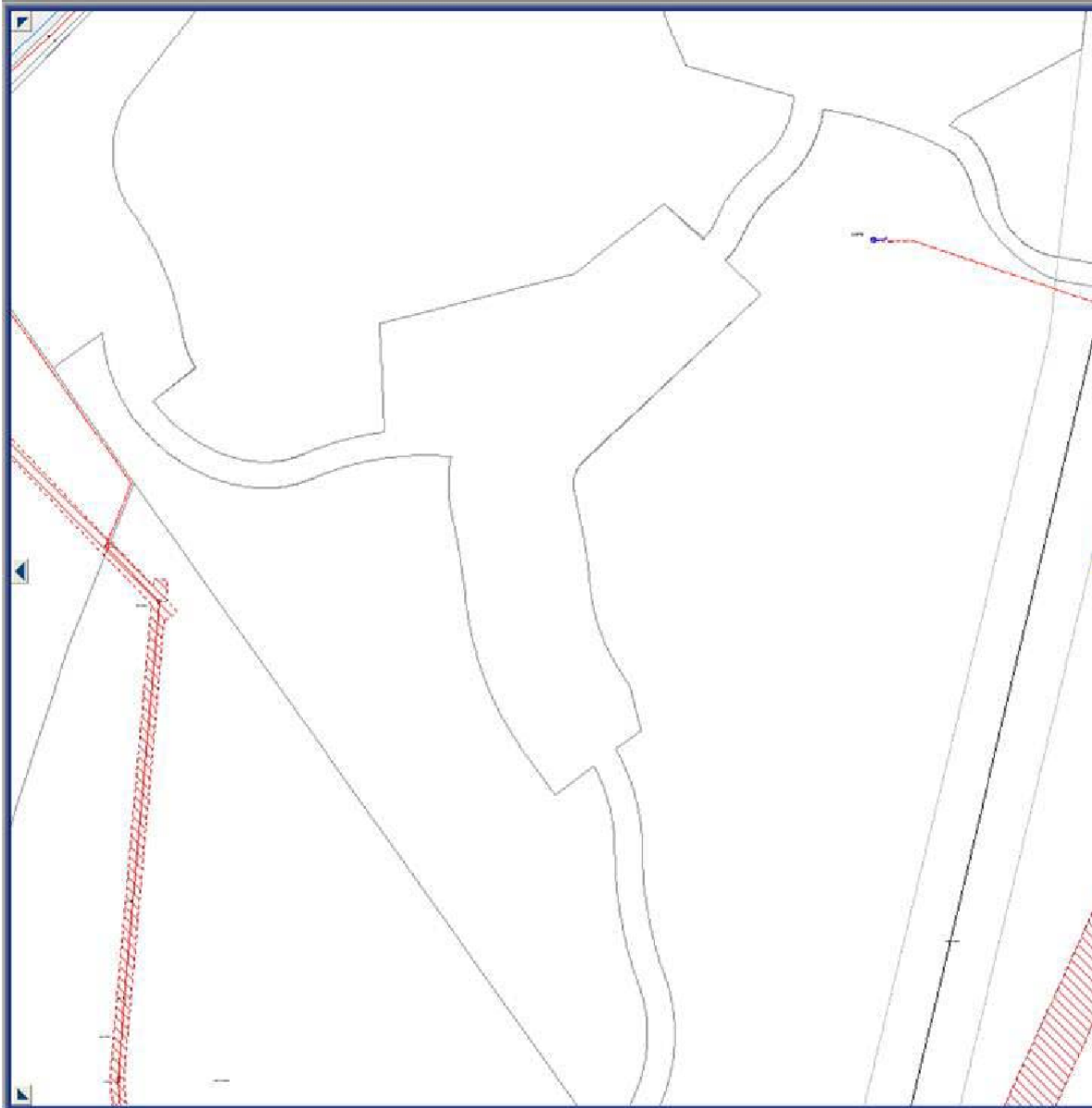
Yours faithfully
Cornelis Duba
Development Application Specialist
Network Environment & Assessment
T: 9853 7896
E: cornelis.duba@endeavourenergy.com.au
51 Huntingwood Drive, Huntingwood NSW 2148
www.endeavourenergy.com.au



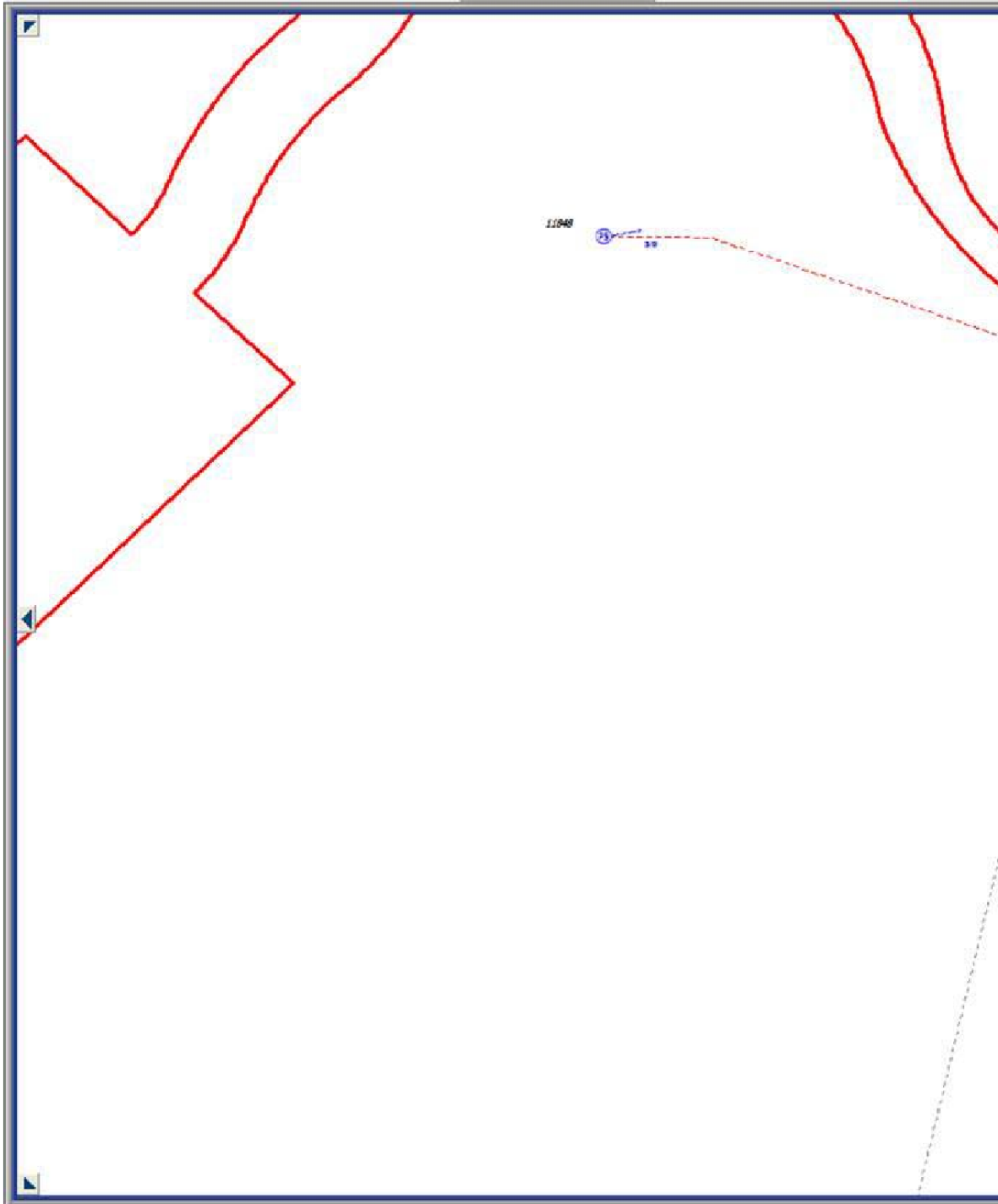
ORD02

Attachment 2



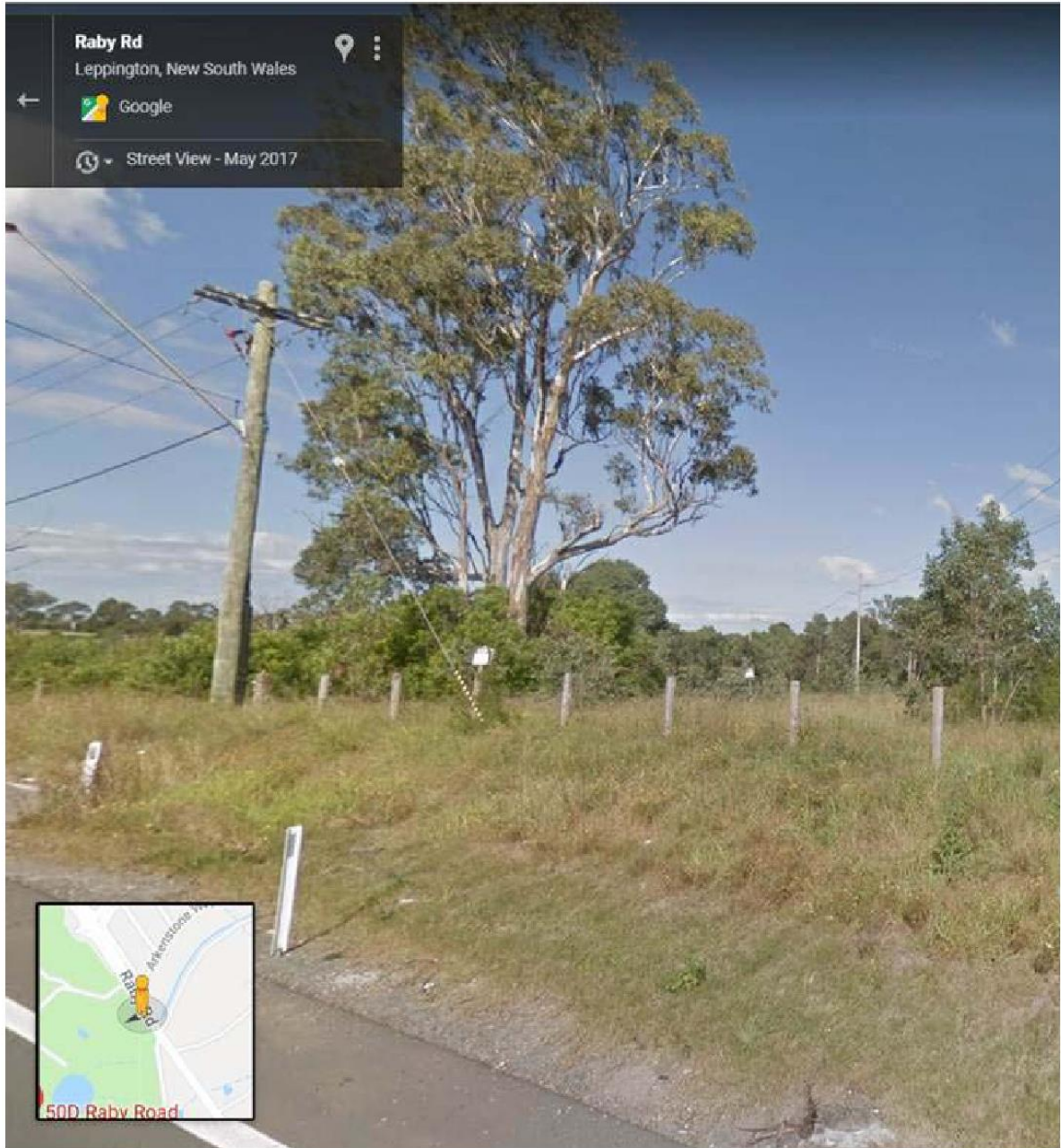


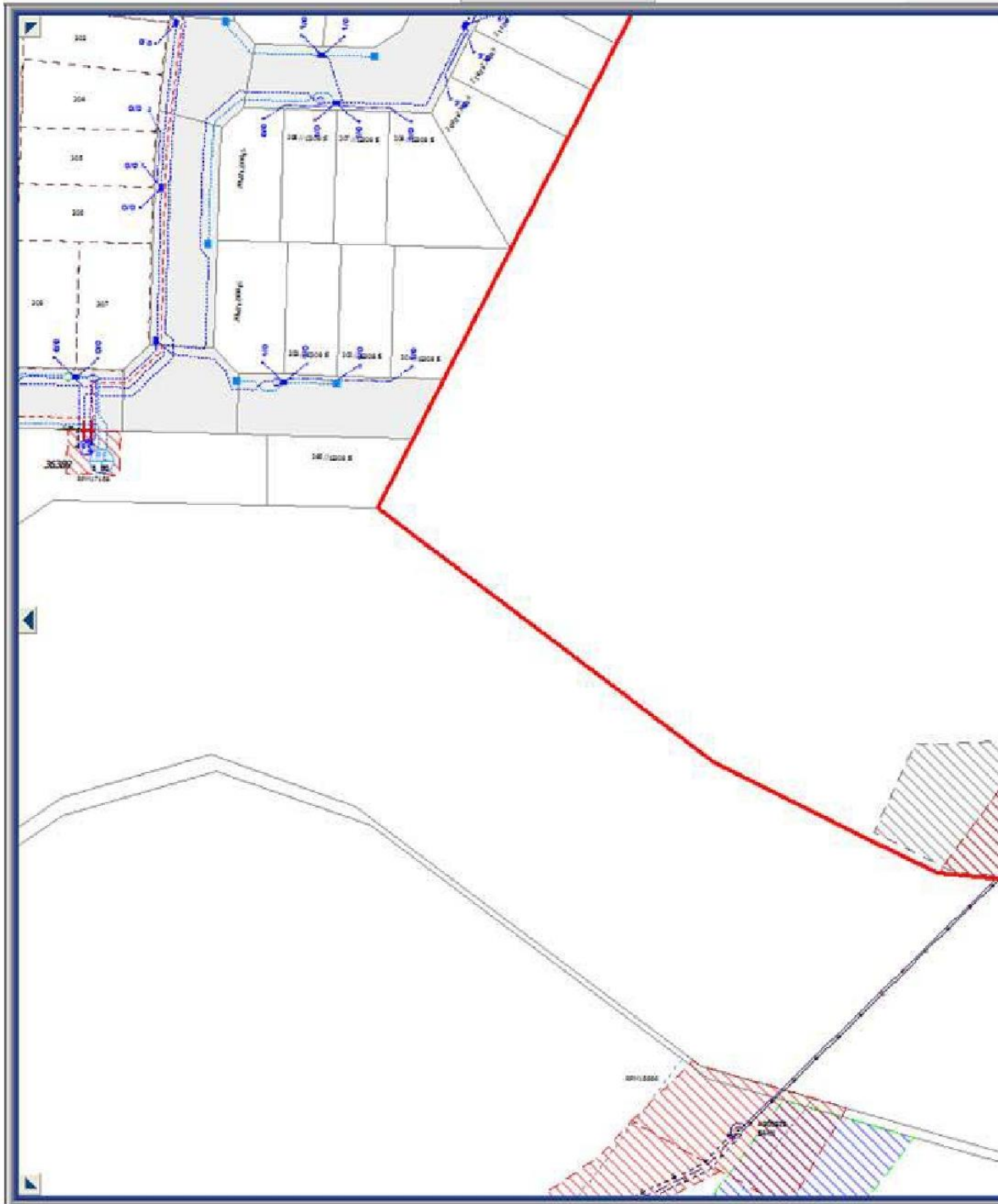




ORD02

Attachment 2





From: Deaelle Kandasamy [mailto:Deaelle.Kandasamy@camden.nsw.gov.au]
Sent: Friday, 14 June 2019 3:43 PM
To: Cornelis Duba
Subject: Referral Camden Lakeside DCP Amendment

Good afternoon Cornelis,

Council is reviewing a potential DCP amendment.

Your comments on the attached proposal are greatly appreciated and should be received by **12 July 2019**.

Please contact me if you have any questions regarding this proposal.

Regards,

Deaelle Kandasamy
Strategic Planner Growth Areas



70 Central Avenue, Oran Park, 2570

(02) 4654 7606

www.camden.nsw.gov.au

PO Box 183, Camden NSW 2570

Deaelle.Kandasamy@camden.nsw.gov.au

www.facebook.com/camdencouncil/

Leadership | Innovation | Partnership | Commitment | Customer Focus

#connectwithcamden



- Facebook: Camden Council
- LinkedIn: camden-council
- Twitter: @council_camden
- Snapchat: @camden_council
- YouTube: Camden Council NSW
- Instagram: @camdencouncilnsw



Camden Council is proud to be an accredited White Ribbon workplace

This mail, including any attached files, may contain confidential and privileged information for the sole use of the intended recipient(s). If you are not the intended recipient (or authorised to receive information for the recipient), please contact the sender by reply e-mail and delete all copies of this message. Any views or opinions presented are solely those of the author.

Submission 8

From: Deaelle Kandasamy <Deaelle.Kandasamy@camden.nsw.gov.au>
Sent: Thursday, 31 October 2019 8:51 AM
To: 'Rachel Davis'
Subject: RE: Amendment to Camden DCP 2018 - 50D Raby Road, Gledswood Hills (Camden Lakeside)
Attachments: image029.jpg; image030.jpg; image031.jpg; image032.jpg; image033.jpg; image034.jpg; image035.jpg; image036.jpg; image037.jpg; image038.jpg; image039.jpg; image040.png; image001.jpg; image002.jpg; image003.jpg; image004.jpg; image005.jpg; image006.jpg; image007.jpg; image009.jpg; image011.jpg; image012.jpg; image014.jpg

Hi Rachel,

Thank you for providing preliminary comments on the proposed Lakeside DCP amendment, I appreciate it. I have informed the applicant that should we proceed to exhibition, the SIDRA modelling will be required for RMS assessment, which they have agreed to provide at that time. There is no date for the public exhibition at this stage, but I expect early 2020. I'll be sure to send a package to RMS including the SIDRA modelling during this period for formal comment.

Thanks again,
Dea

Deaelle Kandasamy
Strategic Planner Growth Areas



70 Central Avenue, Oran Park, 2570

(02) 4654 7606

www.camden.nsw.gov.au

PO Box 183, Camden NSW 2570

Deaelle.Kandasamy@camden.nsw.gov.au



Camden Council values your opinion, please click here to provide feedback

TOGETHER WE CAN MAKE A DIFFERENCE
 Camden Council proudly supports
BREAST CANCER AWARENESS



Camden Council is proud to be an accredited White Ribbon workplace

This mail, including any attached files, may contain confidential and privileged information for the sole use of the intended recipient(s). If you are not the intended recipient (or authorised to receive information for the recipient), please contact the sender by reply e-mail and delete all copies of this message. Any views or opinions presented are solely those of the author.

From: Rachel Davis <Rachel.Davis@rms.nsw.gov.au>
Sent: Wednesday, 30 October 2019 3:57 PM
To: Deaelle Kandasamy <Deaelle.Kandasamy@camden.nsw.gov.au>

Cc: Ilyas Karaman <ilyas.i.karaman@rms.nsw.gov.au>

Subject: RE: Amendment to Camden DCP 2018 – 50D Raby Road, Gledswood Hills (Camden Lakeside)

Hi Deaelle

Our apologies for the delay. Just in follow up to your email, we note that the SIDRA modelling won't be available until after the initial reporting of the proposed DCP amendment to Council. Given this, we are currently unable to complete our review of the proposal. However, should this matter be supported by Council to proceed to public exhibition, we kindly request the opportunity to review the SIDRA modelling files to complete our review and provide comment on the proposal prior to public exhibition if possible. In any case, some preliminary comments are provided below for Council's consideration:

- Roads and Maritime requests electronic copies of the SIDRA modelling for review and verification for the signalised intersections of Raby Road/Emerald Hills Boulevard and the Raby Road/Camden Valley Way. The traffic impact assessment supporting the proposal provides a summary table showing the overall average intersection delay and level of service however Roads and Maritime wishes to review the impacts to individual critical movements at the intersections (queue length, delay etc).
- Roads and Maritime anticipates around 80% of the additional vehicle trips would use the intersection of Raby Road/Camden Valley Way as the majority of vehicles would be heading to/from the north in peaks.
- The proposed removal of active transport links is not supported. While we understand that the proponent may not be able to construct these links beyond the precinct boundaries on third party land not in their ownership, the active transport links should be provided within the precinct and to its boundaries to ensure/safeguard future walking and cycling connectivity within the precinct and to adjoining precincts. We strongly recommend the active transport links are coordinated with adjoining precincts to ensure alignment and connectivity. This will improve walkability and also enhance the place outcomes for the precinct and surrounds.
- TfNSW should be consulted regarding any updated bus capability requirements for the proposed road network.

If you have any questions, please call me on 8849 2702.

Many thanks

Rachel

Rachel Davis (née Nicholson)
Senior Strategic Land Use Coordinator
Sydney Planning | Greater Sydney
T 02 8849 2702 | F 02 8849 2918
www.rms.nsw.gov.au

Roads and Maritime Services

From: Deaelle Kandasamy [<mailto:Deaelle.Kandasamy@camden.nsw.gov.au>]

Sent: Thursday, 8 August 2019 3:54 PM

To: Ilyas Karaman

Subject: RE: Amendment to Camden DCP 2018 – 50D Raby Road, Gledswood Hills (Camden Lakeside)

Hi Ilyas,

Thanks for the response. At this point this is as initial referral, no SIDRA modelling will be requested from the applicant at this time.

Should this proposal receive Council support, and is preparing for formal exhibition, SIDRA modelling may be requested to better inform formal comment from RMS during the exhibition period.

As this request was initially sent 14 June, can you please provide some initial comments regarding the proposed DCP amendment.

Thanks,
Dea

Deaelle Kandasamy
Strategic Planner Growth Areas



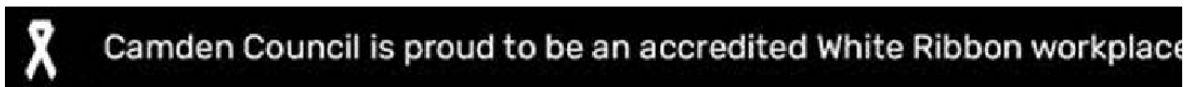
70 Central Avenue, Oran Park, 2570

(02) 4654 7606

www.camden.nsw.gov.au

PO Box 183, Camden NSW 2570

@ Deaelle.Kandasamy@camden.nsw.gov.au



This mail, including any attached files, may contain confidential and privileged information for the sole use of the intended recipient(s). If you are not the intended recipient (or authorised to receive information for the recipient), please contact the sender by reply e-mail and delete all copies of this message. Any views or opinions presented are solely those of the author.

From: Ilyas Karaman <ilyas.i.karaman@rms.nsw.gov.au>

Sent: Thursday, 8 August 2019 3:24 PM

To: Deaelle Kandasamy <Deaelle.Kandasamy@camden.nsw.gov.au>

Subject: Amendment to Camden DCP 2018 – 50D Raby Road, Gledswood Hills (Camden Lakeside)

Hi Deaelle,

Thank you for your phone call yesterday to check on the progress of the assessment by RMS on the Camden Lakeside DCP Amendment.

I note the Traffic consultant has not provided the SIDRA modelling to validate the Traffic generation outputs and intersection performances as provided in Table 3 of the Traffic Impact Analysis.

- Could you please provide the SIDRA modelling asap.
- I am also awaiting on 1 further referral response. I anticipate to receive this Branch's comments mid next week.

Once RMS has reviewed the SIDRA modelling, I will aim asap to finalise the RMS response to Council.

Regards

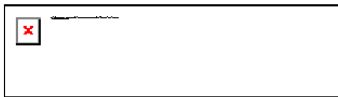
Ilyas Karaman SCT Traffic
 Land Use Planner
 Sydney Planning | Greater Sydney Division
 Mob. 0447 212 764
www.rms.nsw.gov.au
 Roads and Maritime Services

Making Flexibility Work - if you receive an email from me outside of normal business hours, I'm sending it at a time that suits me. Unless it's urgent, I'm not expecting you to read or reply until normal business hours.



Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.



Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

Attachment – Summary of Proposed Changes Camden DCP 2019 - Schedule 6 - Camden Lakeside

S6.2 Subdivision Planning and Design

S6.2.1 Neighbourhood and Subdivision Design

- Amend 380 dwellings to 550 dwellings to reflect the proposed DCP amendment
- Minor terminology and referencing updates

S6.2.2 Subdivision design

- Amend '...the permissible dwelling density is 1 dwellings per 200m² of site area' to 'the permissible dwellings density is 1 dwellings per 250m² of site area' to be consistent with the Camden Local Environmental plan 2010.
- Amend '... with a maximum permissible site coverage of 50%.' To '...with a maximum permissible site coverage consistent with Table 6-1.' The previous 50% was inconsistent with table 6-1 regarding single storey dwellings on lots under 450m² which permitted 60% site coverage. This 60% site coverage for this dwelling type is consistent with existing controls for other areas within the Camden DCP 2019 and has not been amended.

Figure 6-1 – Camden Lakeside Master Plan

- Amended to reflect approved development and consistency with Camden Local Environmental Plan 2010. These changes include revised precinct 1 - 6 shapes; relocated road entry on Raby Road, and connection to Providence Drive; relocation of perimeter road along the Upper Canal in Precinct 4 and 5; relabelling of Precinct 2 and 3.
- Identify the location of the proposed Hotel

S6.2.3 Street, Pedestrian and Cycle Network

- Inclusion of indicative bus stops and minimum bus stop sizes
- Consolidation of 2 similar controls regarding plant selection criteria
- Inclusion of traffic calming objective and controls such as pedestrian refuge islands and round-a-bouts
- Shared and local one-way street conditions for compliance with Council's Waste Management Guidelines, TfNSW and RMS
- Permit a reduced verge when adjacent to open space
- Sign and line marking controls
- Minor terminology and referencing updates

S6.2.4 Parks and Open Space

- Additional control to ensure connectivity of shared path through public open space. Road cross sections have excluded paths from the road reserve when adjoining open space.

Figure 6-2 Camden Lakeside Indicative Road Structure

- Amended to reflect approved development and consistency with Camden Local Environmental Plan 2010. These changes include revised precinct 1 - 6 shapes; relocated road entry on Raby Road, and connection to Providence Drive; relocation of perimeter road along the Upper Canal in Precinct 4 and 5;
- Amended road hierarchy to support proposed additional 170 dwellings
- Introduction of 2 new street types – Canal Street and Local Street (one way)
- Inclusion of 2 round-a-bouts

Figure 6-3 Camden Lakeside Entry Drive

- Revised cross section with minor variations

Figure 6-4 Camden Lakeside Neighbourhood Connector Road

- Revised cross section including an additional footpath on the second side of the road.
- Added note supporting bus stop controls

Figure 6-5 Camden Lakeside Golf Course Drive

- Revised cross section with minor variations

Figure 6-6 Camden Lakeside Shared Street

- Revised cross section with minor variations
- Added note to facilitate continuous shared path where required, and reduced verge adjoining open space

Figure 6-7 Camden Lakeside Shared Street

- Revised cross section with minor variations
- Added note supporting reduced verge width when consistent with Waste Management Guidelines.

Figure 6-8 Camden Lakeside Local Street (one way)

- Introduced new street cross section
- Added note supporting reduced verge width when consistent with Waste Management Guidelines.

Figure 6-9 Camden Lakeside Canal Street

- Introduced new street cross section

Figure 6-10 Camden Lakeside Pedestrian and Cycle Network

- Amended to reflect approved development and consistency with Camden Local Environmental Plan 2010. These changes include revised precinct 1 - 6 shapes; relocated road entry on Raby Road, and connection to Providence Drive; relocation of perimeter road along the Upper Canal in Precinct 4 and 5;
- Revised on road cycle way to shared off road cycle and pedestrian way

Figure 6-11 Camden Lakeside Indicative Bus Route

- Amended to reflect approved development and consistency with Camden Local Environmental Plan 2010. These changes include revised precinct 1 - 6 shapes; relocated road entry on Raby Road, and connection to Providence Drive; relocation of perimeter road along the Upper Canal in Precinct 4 and 5;
- Inclusion of indicative Bus stops

S6.2.4 Parks and Open Space

- Minor referencing update

Figure 6-12 Camden Lakeside Indicative Open Space Network

- Amended to reflect approved development and consistency with Camden Local Environmental Plan 2010. These changes include revised precinct 1 - 6 shapes; relocated road entry on Raby Road, and connection to Providence Drive; relocation of perimeter road along the Upper Canal in Precinct 4 and 5;
- Amended open space as proposed

S6.2.5 Vegetation Conservation

- Minor referencing updates

Figure 6-13 Camden Lakeside Compensatory Planting Areas

- Amended to reflect approved development and consistency with Camden Local Environmental Plan 2010. These changes include revised precinct 1 - 6 shapes; relocated road entry on Raby Road, and connection to Providence Drive; relocation of perimeter road along the Upper Canal in Precinct 4 and 5;
- Removed portion of 'Core local vegetation rehabilitation' in Precinct 1. DA/2018/1063 deemed the area insufficient to support native seedbanking regeneration due to past DA's including DA/2014/308/1 – the widening of Raby Road.
- Removed 'Core local vegetation removed' layer in Precinct 6. The site is bio-certified 19/208824, and this layer is no longer relevant.

S6.2.6 Upper Canal

- Minor terminology and referencing updates
- Removing the words 'that adjoin the golf course' as the Precincts the control refers to also adjoins the WaterNSW upper canal for accuracy.

S6.2.7 Golf Course and Recreational Facilities Precinct

- Additional control to reduce conflict between golf and traffic

S6.2.9 Acoustic Amenity

- Minor terminology and referencing updates

S6.3 Hotel Development Controls

- Minor formatting and referencing updates

Figure 6-15 Camden Lakeside Suggested Vegetative Buffer Area

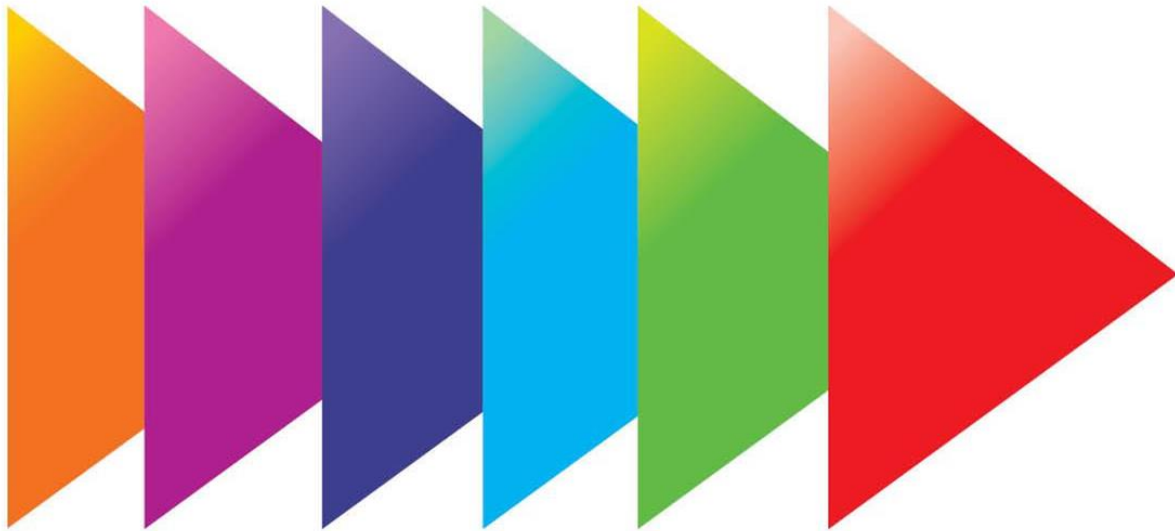
- Amended to reflect approved development and consistency with Camden Local Environmental Plan 2010. These changes include revised precinct 1 - 6 shapes; relocated road entry on Raby Road, and connection to Providence Drive; relocation of perimeter road along the Upper Canal in Precinct 4 and 5;

S6.4 Site Specific Residential Controls

Table 6-1 Summary of residential accommodation controls – Camden Lakeside

- Addition of "Excludes attached dwellings" under Secondary street setbacks to facilitate Part 4 controls being used in relation to attached dwellings
- Addition of "Excludes attached dwellings and zero lot line dwellings" under Side setback to facilitate Part 4 controls being used in relation to attached dwellings

Schedule 6 Camden Lakeside



Contents

CAMDEN LAKESIDE	442
S6.1 Introduction	442
S6.1.1 Camden Lakeside Planning Principles	442
S6.2 Subdivision Planning and Design	444
S6.2.1 Neighbourhood and Subdivision Design	444
S6.2.2 Subdivision design	444
S6.2.3 Street, Pedestrian and Cycle Network	448
S6.2.4 Parks and Open Space	463
S6.2.5 Vegetation Conservation	466
S6.2.6 Upper Canal	469
S6.2.7 Golf Course and Recreational Facilities Precinct	470
S6.2.8 Odour Impacts	471
S6.2.9 Acoustic Amenity	472
S6.2.10 Stormwater Management	474
S6.3 Hotel Development Controls	475
S6.4 Site Specific Residential Controls	479
S6.4.1 Additional Acoustic Amenity Controls	479
S.6.4.2 Double Garages on Narrow Lots equal to or greater than 10m and less than 12.5m	482

Table of Figures

Figure 6-1: Camden Lakeside Master Plan	447
Figure 6-2: Camden Lakeside Indicative Road Structure	451
Figure 6-3: Camden Lakeside Entry Drive	452
Figure 6-4: Camden Lakeside Neighbourhood Connector Road	453
Figure 6-5: Camden Lakeside Golf Course Drive	454
Figure 6-6: Camden Lakeside Local Street	456
Figure 6-7: Camden Lakeside Shared Street	458
Figure 6-8: Camden Lakeside Pedestrian and Cycle Network	460
Figure 6-9: Camden Lakeside Indicative Bus Route	462
Figure 6-10: Camden Lakeside Indicative Open Space Network	465
Figure 6-11: Camden Lakeside Compensatory Planting Areas	468
Figure 6-12: Camden Lakeside Indicative Layout and Noise Attenuation Measures	473
Figure 6-13: Camden Lakeside Suggested Vegetative Buffer Area	478

List of Tables

Table 6-1 Summary of residential accommodation controls – Camden Lakeside	479
---	-----

CAMDEN LAKESIDE

S6.1 Introduction

The Camden Lakeside development provides for residential uses set amongst a golf course and clubhouse facilities and environmental assets including watercourses and water bodies, and scattered remnant Cumberland Plain Woodland vegetation.

Camden Lakeside forms part of the Central Hills lands which were identified in the Camden Structure Plan as an important scenic and rural buffer between the urban areas of Camden and Campbelltown LGAs. The essential character of the Central Hills is seen to be generally open landscape, so that any new urban form components must be subservient. The unique conservation and heritage qualities, (including cultural landscapes) as well as maintenance of biodiversity and vegetation corridors, are also regarded as integral elements of the Central Hills area.

The site contains some significant remnant Cumberland Plain Woodland vegetation, albeit in small quantities, including an area of threatened *Pimelea spicata* vegetation just north of the first golf tee. The more intact vegetation communities are located along the banks of Rileys Creek, the primary drainage line through the site, and in the northern and north-eastern parts of the site. Other scattered remnant and planted vegetation occurs throughout Camden Lakeside, further contributing to the natural landscape character prevalent through much of the site.

Gledswood Homestead is the most visually and culturally significant built form adjacent to the site. This is a state heritage listed homestead nestled within well-maintained gardens of mature tree plantings, hedges and period fencing. Parts of the central, western and southern areas of the golf course are clearly visible from Gledswood. Maintenance of these views, particularly the views to the north of Gledswood homestead, is desirable.

The Water NSW Upper Canal is also listed on the State Heritage Register and adjoins the south and eastern edge of the site.

S6.1.1 Camden Lakeside Planning Principles

1. Enhancement of the existing natural environment through the implementation of a water management system integrated with the golf course landscape.
2. Retention and enhancement of existing significant Cumberland Plain Woodland where practical.
3. Protection of important visual elements within the landscape including contained and long views, vegetation, waterbodies and cultural elements.
4. Retention where possible of open space and golf play areas visible from Gledswood Homestead and gardens.
5. Protection of the WaterNSW Upper Canal.
6. Establishment of streetscapes and other public spaces including parks and pedestrian paths which are visually and physically empathetic with the existing character of the site.



7. Establishment of natural and built environments which reflect contemporary lifestyles.
8. Creation of an urban structure which facilitates the implementation of ecologically responsible long term management procedures.
9. Accommodation of relevant bushfire requirements, riparian setbacks and golf safety setbacks.
10. Responsible physical integration of residential lots with the activity associated with the golf course and other land uses.
11. Maintenance of a golf course, clubhouse and maintenance facility/depot.

Relationship to Other Plans

The Camden Lakeside section was developed following completion of the Camden Lakeside Local Environmental Study (APP, 2007) which summarised the wide range of specialist consultant reports including:

- Cardno Forbes Rigby (July 2007) Civil Infrastructure and Water Cycle Assessment.
- Elton Consulting et al (November 2006) Community Facilities & Open Space Assessment.
- Cumberland Ecology (November 2006) Ecological (and Bushfire) Assessment.
- Lucas, C. et al (November 2006) Landscape Conservation Management Plan for the Former Gledswood Estate.
- Australian Museum Business Services (December 2006) Aboriginal Heritage Assessment.
- LFA (Pacific) (November 2006) Landscape and Visual Assessment.
- Douglas Partners (November 2006) Land Capability and Contamination Assessment.
- Atkins Acoustics (November 2006) Acoustic Planning Report.
- Maunsell Australia (November 2006) Transport Management and Accessibility Plan.



S6.2 Subdivision Planning and Design

S6.2.1 Neighbourhood and Subdivision Design

An indicative master plan for Camden Lakeside is shown in Figure 6-1. The proposed entry point to the development is off Raby Road. The entry will provide direct access to the Camden Lakeside clubhouse, golf course and residential allotments. A north-south oriented connector road provides an important vehicular, pedestrian and bicycle link between the northern and southern parts of the development.

A road link and potential bus route will be provided into the adjoining Gledswood **homestead Precinct** from Precinct 4. A **dual-use shared** cycle/pedestrian path is also proposed from the Raby Road entrance, through Precinct **3 1, 2, 4 and 5** and into the Gledswood **site-Precinct** and beyond.

The golf course incorporates water bodies, watercourses and tree planting. The proposed development includes construction of several new holes and modification of existing holes to accommodate the residential development.

Recreation facilities must be located adjacent to the golf clubhouse. The facilities will provide a place for residents to meet, socialise and exercise. It is anticipated that the facilities will include a pool, tennis court, children's play area and a small shelter.

The proposed development also contains a number of local parks for passive and active recreation uses. Pedestrian and bicycle routes provide convenient and safe access to the recreation facilities. Proposed residential areas are located primarily to the south of the site and to the north around the clubhouse. The principal design objective is to maximise views to the golf course and Rileys Creek.

The capacity of the Camden Lakeside site is **380 550** dwellings.

S6.2.2 Subdivision design

Objectives

- a. Establish a framework for the provision of a diversity of dwelling types within Camden Lakeside, including options for seniors living, multi dwelling housing and residential flat buildings in Precinct 1.
- b. Maximise amenity of residential lots by providing maximum frontage and access to open space, including golf play areas, parks and creeks.
- c. Facilitate streetscapes which maximise opportunities for pedestrian activity and visual surveillance of public spaces.
- d. Establish an urban structure which will facilitate the protection and enhancement of the visual amenity of the landscape.
- e. Maximise amenity of residential lots by ensuring suitable noise attenuation measures adjacent to Camden Valley Way and Raby Road subject to maintaining visual access to the Camden Lakeside area from Camden Valley Way.

- f. Establish an urban structure which will allow for the protection and management of important vegetation.
- g. Maximise the use of public transport, walking and cycling trips to, from and within the site.

Controls

1. The subdivision pattern for Camden Lakeside must provide for a diversity of dwelling types (attached and detached) with lot sizes ranging from small lot residential (250m² to 450m²) to standard lot residential (450m² to 850m²) and large lot residential (≥850m²).
2. Precinct 1 dwelling types may also include provision for seniors living, multi dwelling housing and residential flat buildings. The development of the latter will be on super lots which are not required to provide building envelopes as any future subdivision will be assessed to include the relevant design criteria. With the exception of residential flat buildings, the permissible dwelling density is 1 dwelling per ~~200m²~~ 250m² of site area with a maximum permissible site coverage ~~of 50% consistent with Table 6-1.~~







Figure 6-1: Camden Lakeside Master Plan

Note: It is noted that the entry from Raby Road has now been realigned to Emerald Hills Boulevard



S6.2.3 Street, Pedestrian and Cycle Network

Objectives

- a. Establish a legible, **safe** and well-connected street network that promotes **safe** pedestrian and bicycle movement as well as convenient vehicular access while recognising constraints to connectivity imposed by the water canal and the external arterial roads.
- b. Provide a vehicular and pedestrian connection with the Gledswood **homestead precinct Precinct**.
- c. Facilitate a future bus link, with **the bus stops, connecting to the** adjacent Gledswood **development site Precinct**.
- d. Create well-vegetated, attractive streetscapes which are not dominated by driveways and garages.
- e. Ensure the parking arrangements contribute positively to the character of the streets.
- f. Incorporate existing significant trees into street verges where feasible.
- g. Establish verges which are sustainably landscaped with trees, shrubs and groundcovers that have low water and nutrient demands.
- h. Provide a variety of street tree planting with formal and informal spacings that will help create a special character within the streets.
- i. Utilise street verges for Water Sensitive Urban Design and stormwater treatment.
- ~~j. Promote plant species selection and design which will minimise ongoing water and maintenance requirements.~~
- k. Plant species selection and layout will minimise ongoing water and maintenance requirements.
- l. Where streets cannot be located immediately adjacent to open space, lots may back onto that open space providing they minimise potential personal and property security, vandalism and poor visual amenity.

Controls

1. The street, pedestrian and cycle and public transport networks are to be designed and constructed in accordance with Figures 6-2 - ~~6-9~~ 6-11 and landscaped accordingly.
2. Kerb returns of 8.5m radius are to be provided for intersections between streets.
3. ~~Except where otherwise provided for in this DCP, all streets and roundabouts are to be designed and constructed in accordance with the minimum requirements set out in Council's *Engineering Design Specification* and *Engineering Construction Specification*. In particular:~~
 - a. ~~shared streets must be approved by Transport Roads and Maritime Services;~~
 - b. ~~all turning heads, local streets (one way) and shared streets must comply with [Councils Waste Management Guidelines](#);~~



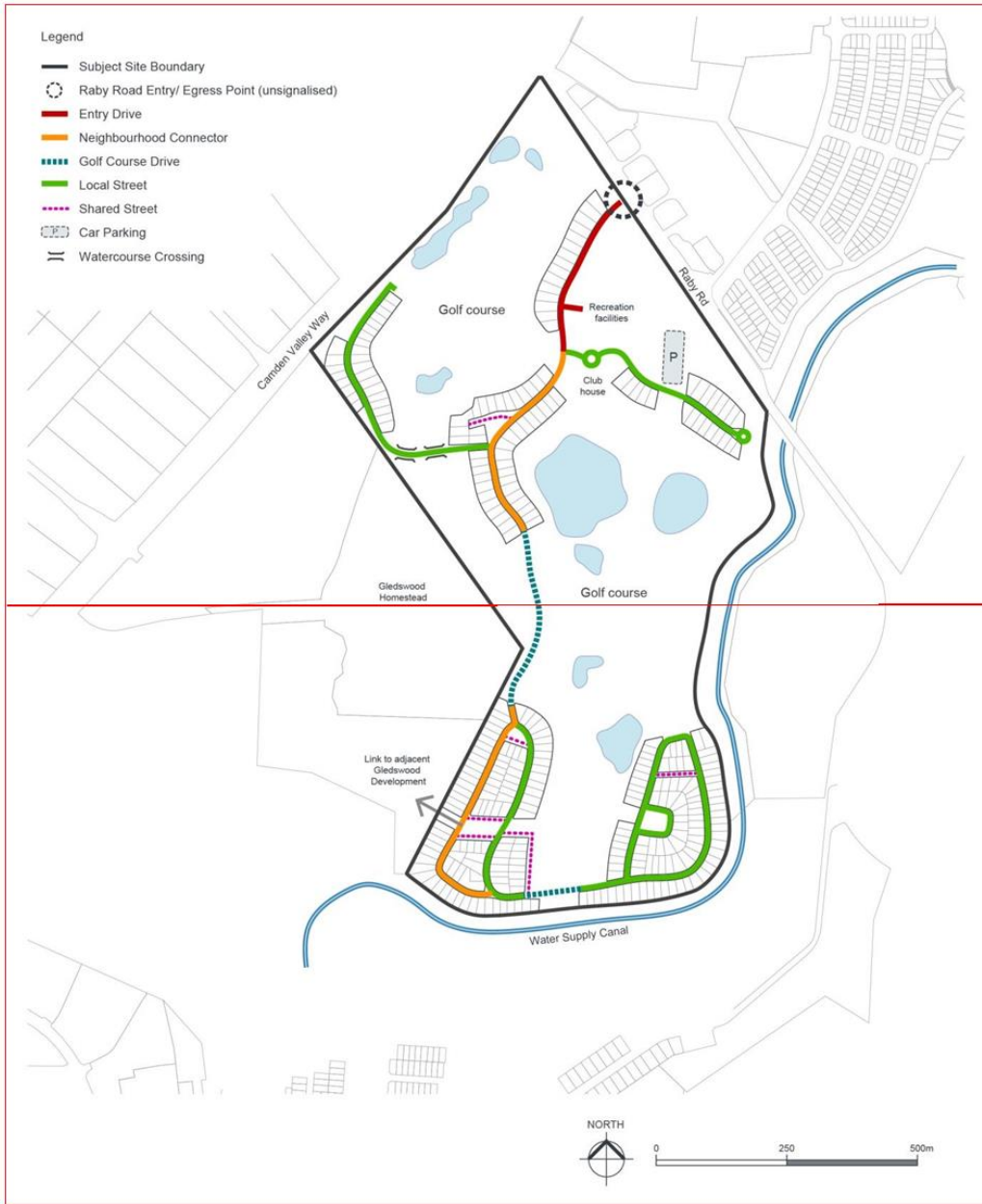
- c. all proposed sign and line marking plans must be approved by the Local Traffic Committee prior to the issue of Construction Certificate;
 - d. traffic management devices, such as roundabouts shown in figure 6-2, and pedestrian refuge islands along Providence Drive (locations are to be confirmed in consultation with Council Traffic Engineers), are to be identified at the subdivision development application stage; and
 - e. bus stop bays a minimum size of 3m by 30m must be provided at for all indicative bus stops in both directions as shown in Figure 6-9.
4. Where roads are adjacent to public open space, the verge widths may be reduced to a minimum of 1m. This is subject to footpaths, public utilities, bollards and fencing being adequately provided for.

Note:

Refer to Council's Engineering Construction Standards for road construction.

Figures 6-2 to ~~6-9~~ 6-11 **should must** consider and provide for the 2.5m dual use path as shown in Figure ~~6-8~~ 6-10 where relevant.





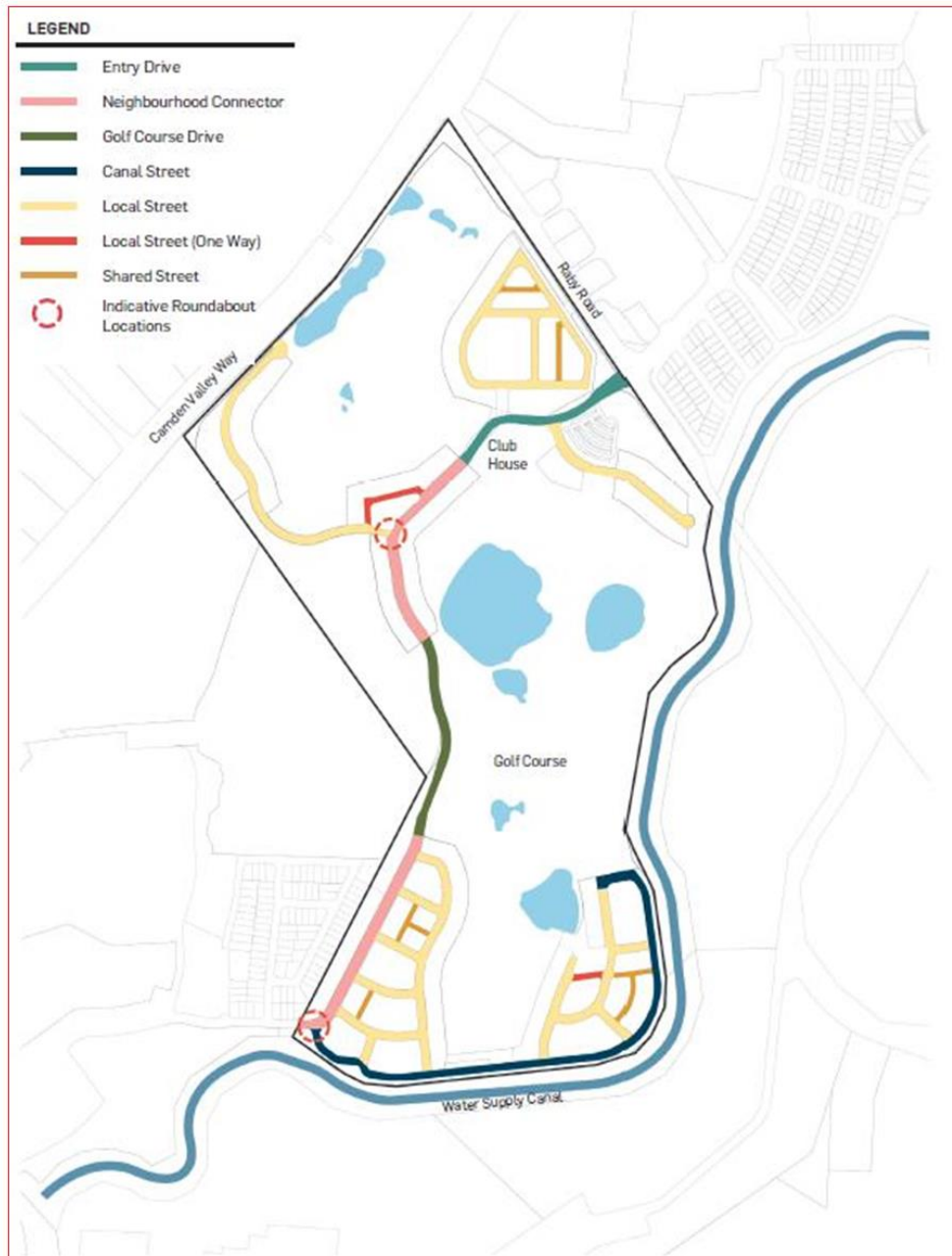


Figure 6-2: Camden Lakeside Indicative Road Structure

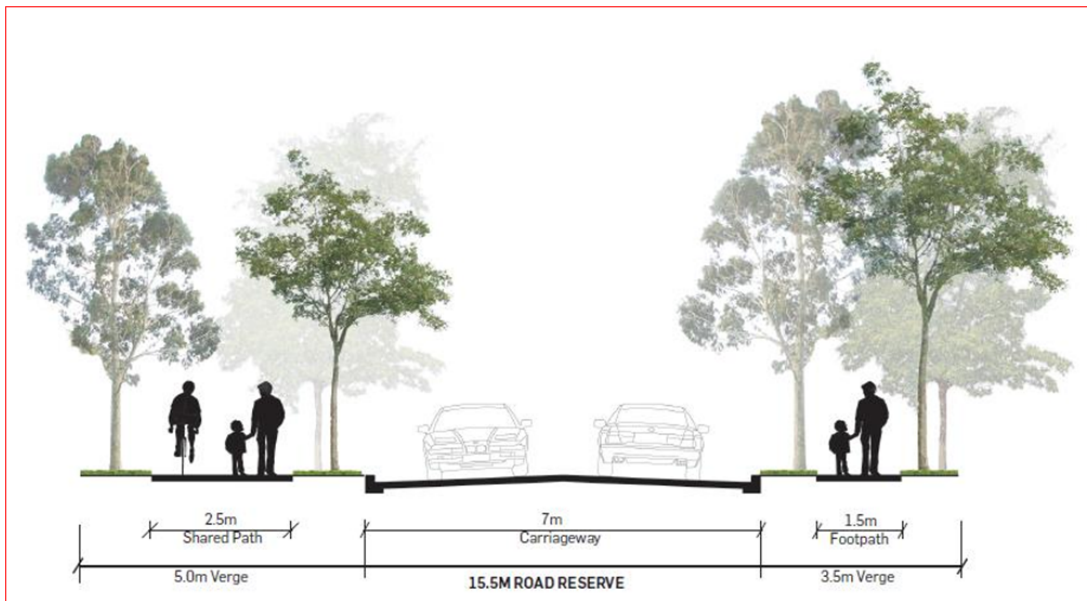
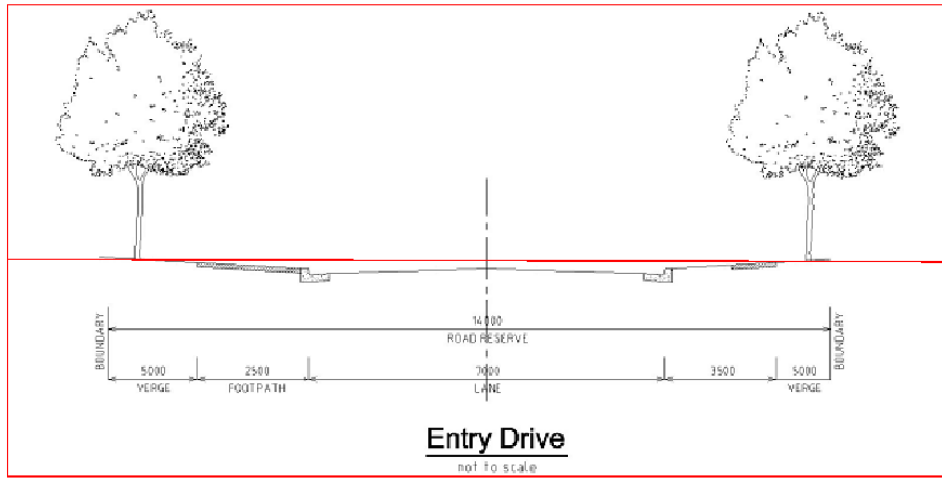


Figure 6-3: Camden Lakeside Entry Drive

Camden Development Control Plan 2019

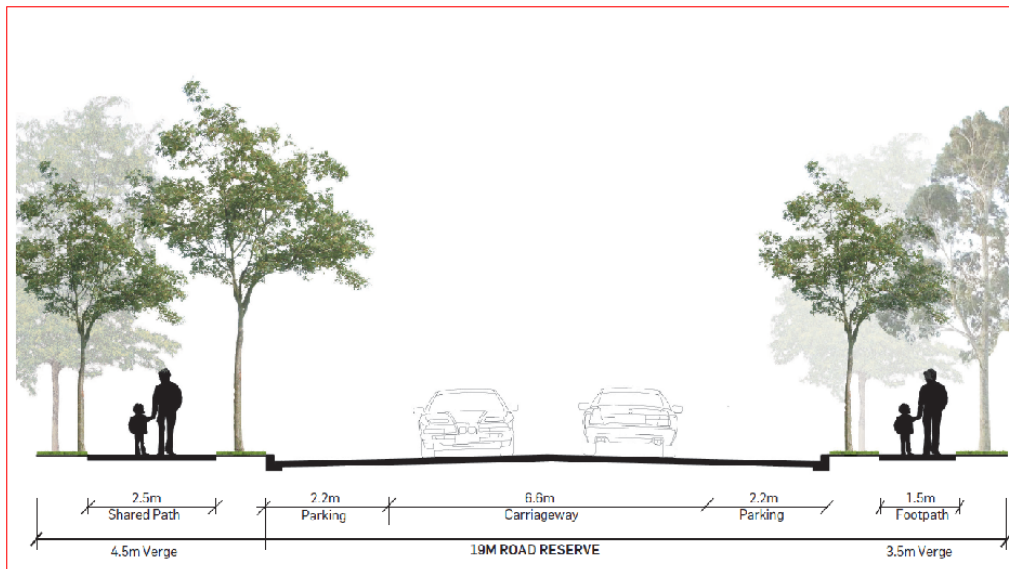
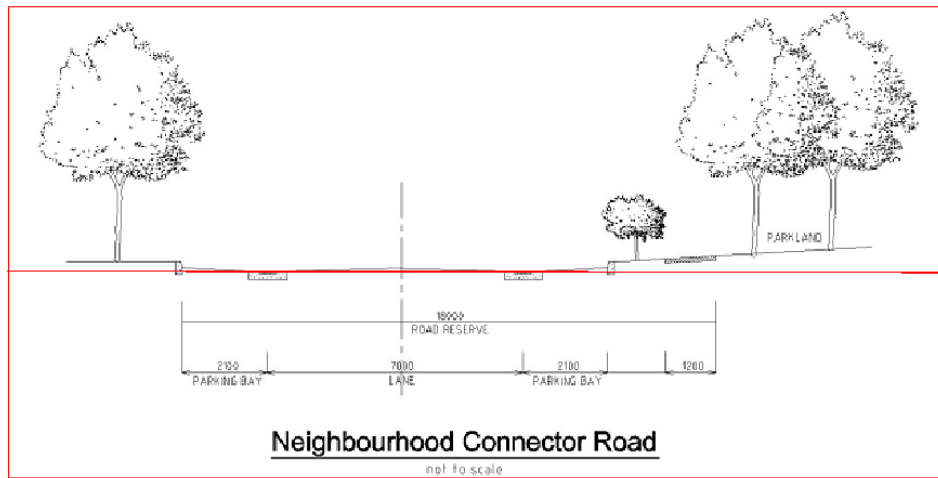


Figure 6-4: Camden Lakeside Neighbourhood Connector Road

Note:

Parking lanes must be a minimum of 3m wide where bus stops are shown in Figure 6-11.



Camden Development Control Plan 2019

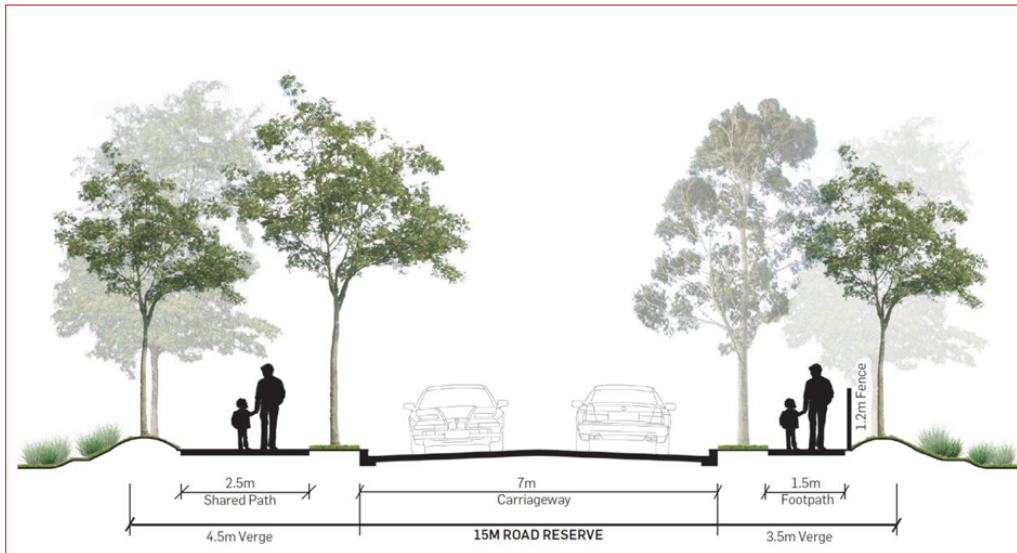


Figure 6-5: Camden Lakeside Golf Course Drive

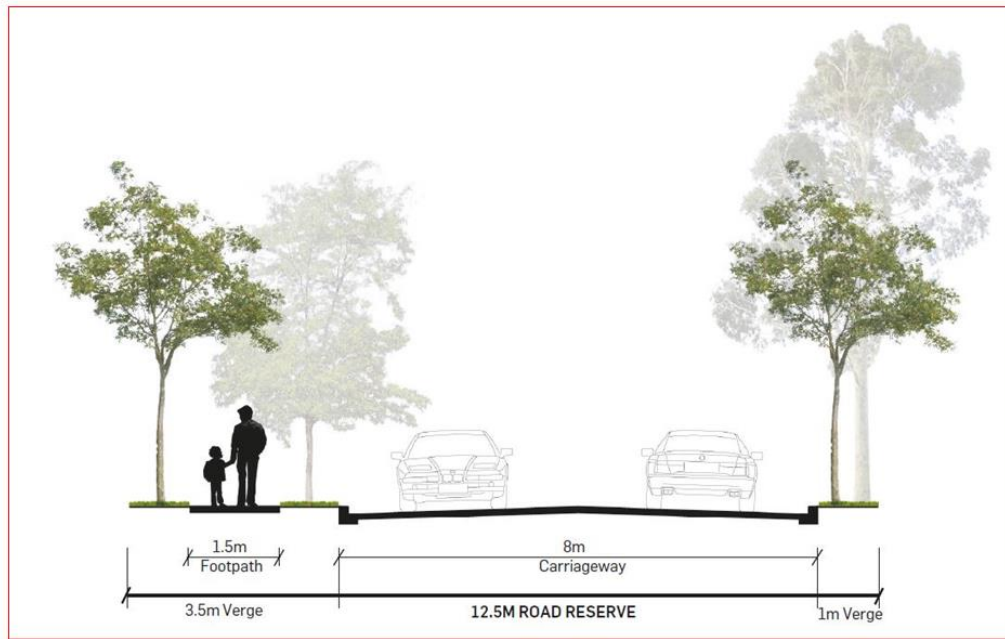
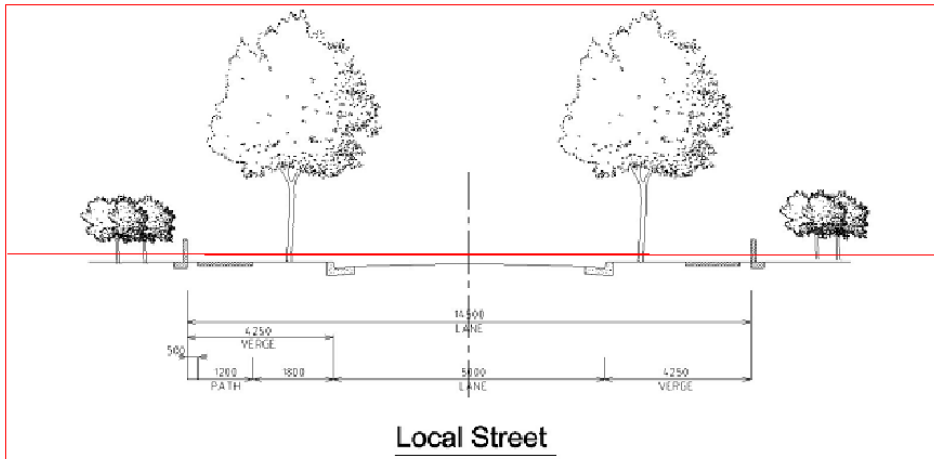


Figure 6-6: Camden Lakeside Canal Street

Note:

The 1m verge width must be increased to 4.5m where shared paths are to be accommodated within the road reserve.



Local Street

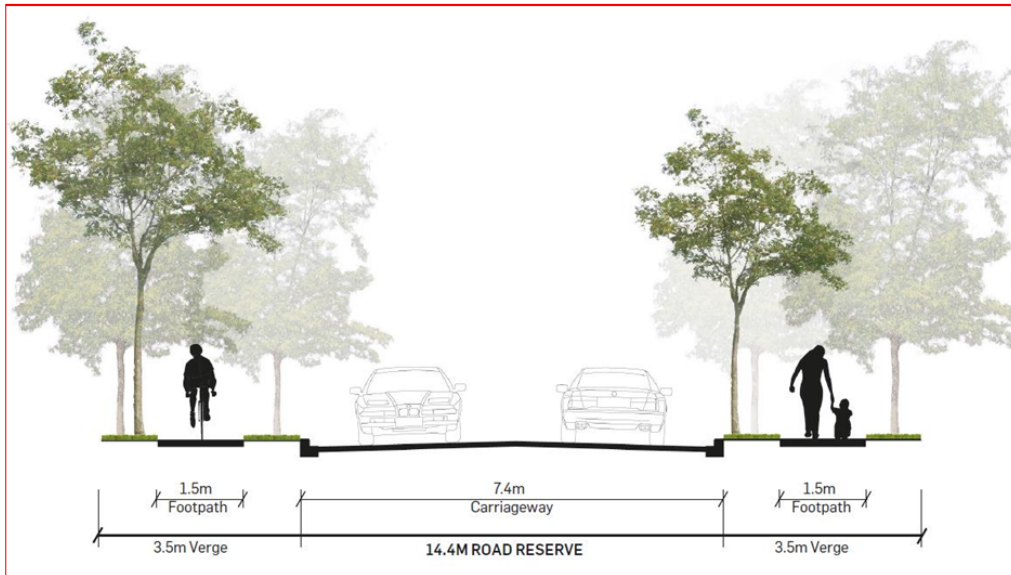


Figure 6-6 6-7: Camden Lakeside Local Street

Note:

The 1m verge width must be increased to 4.5m where shared paths are to be accommodated within the road reserve.



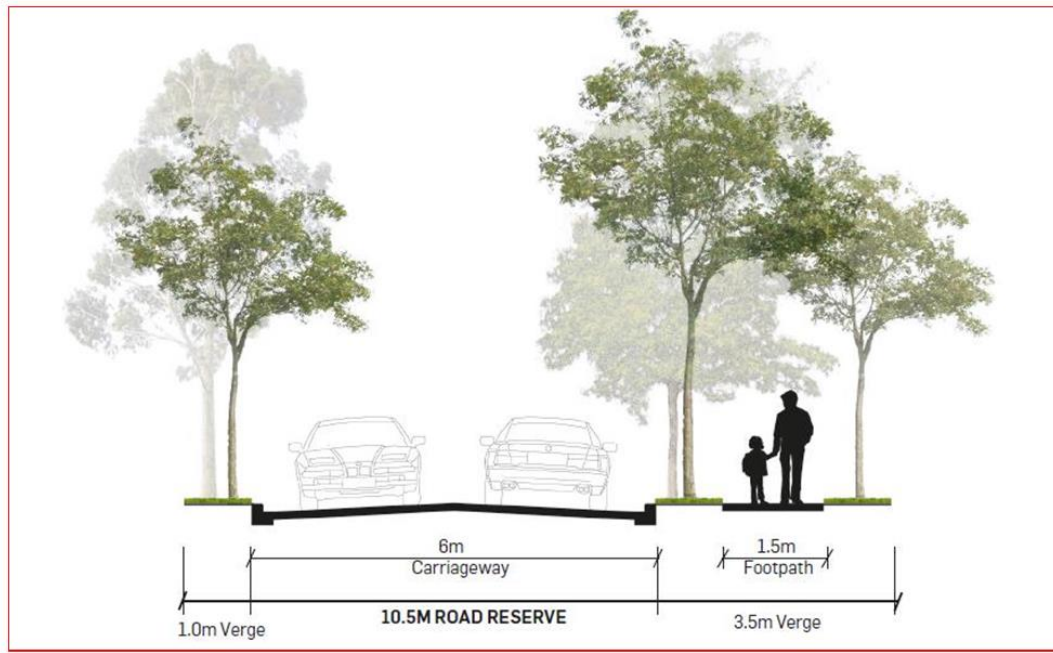
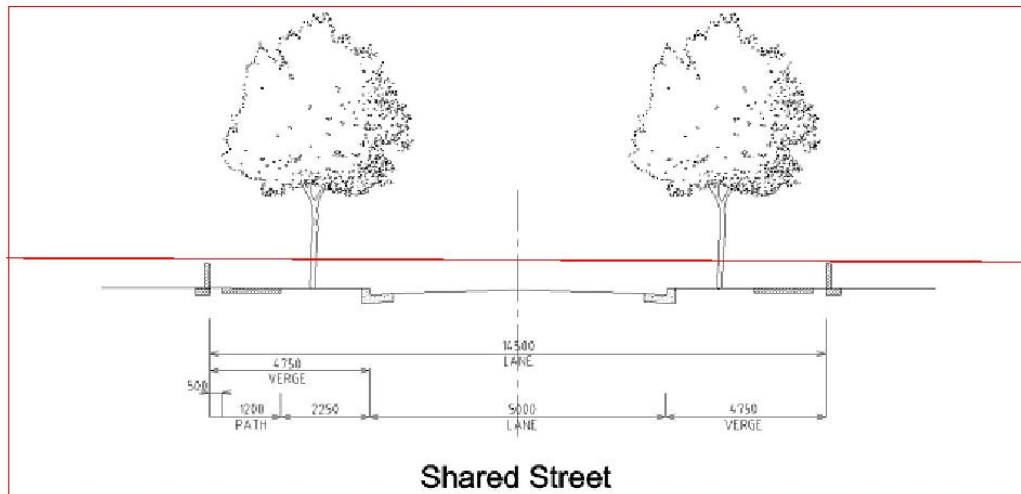


Figure 6-8: Camden Lakeside Local Street (one-way)

Note:

A reduced verge width of 0.5m may be considered where landscape plans and sweep paths are consistent with Council's Waste Management Guidelines.



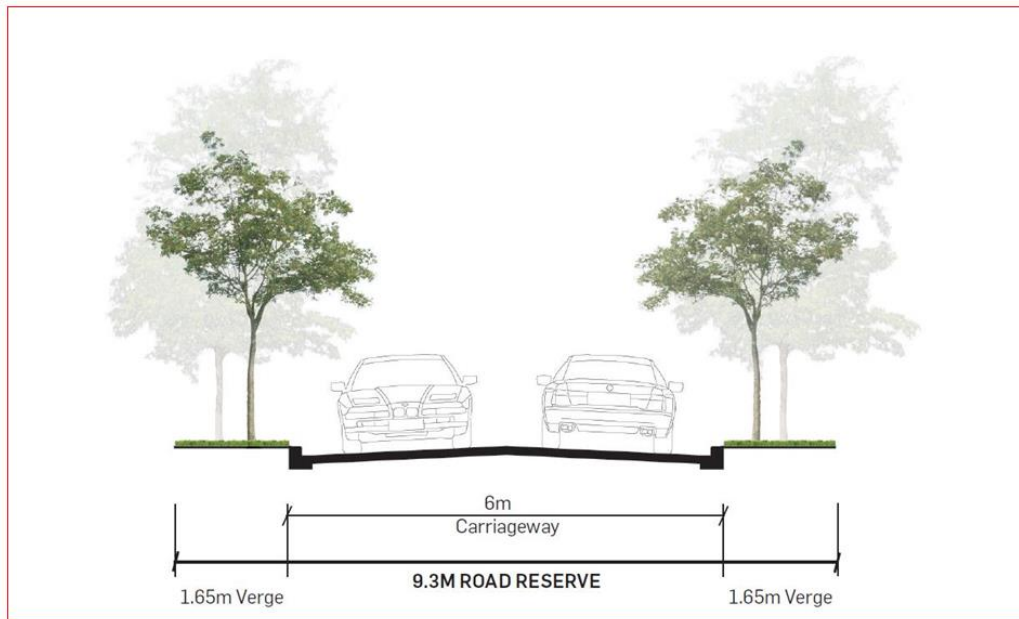
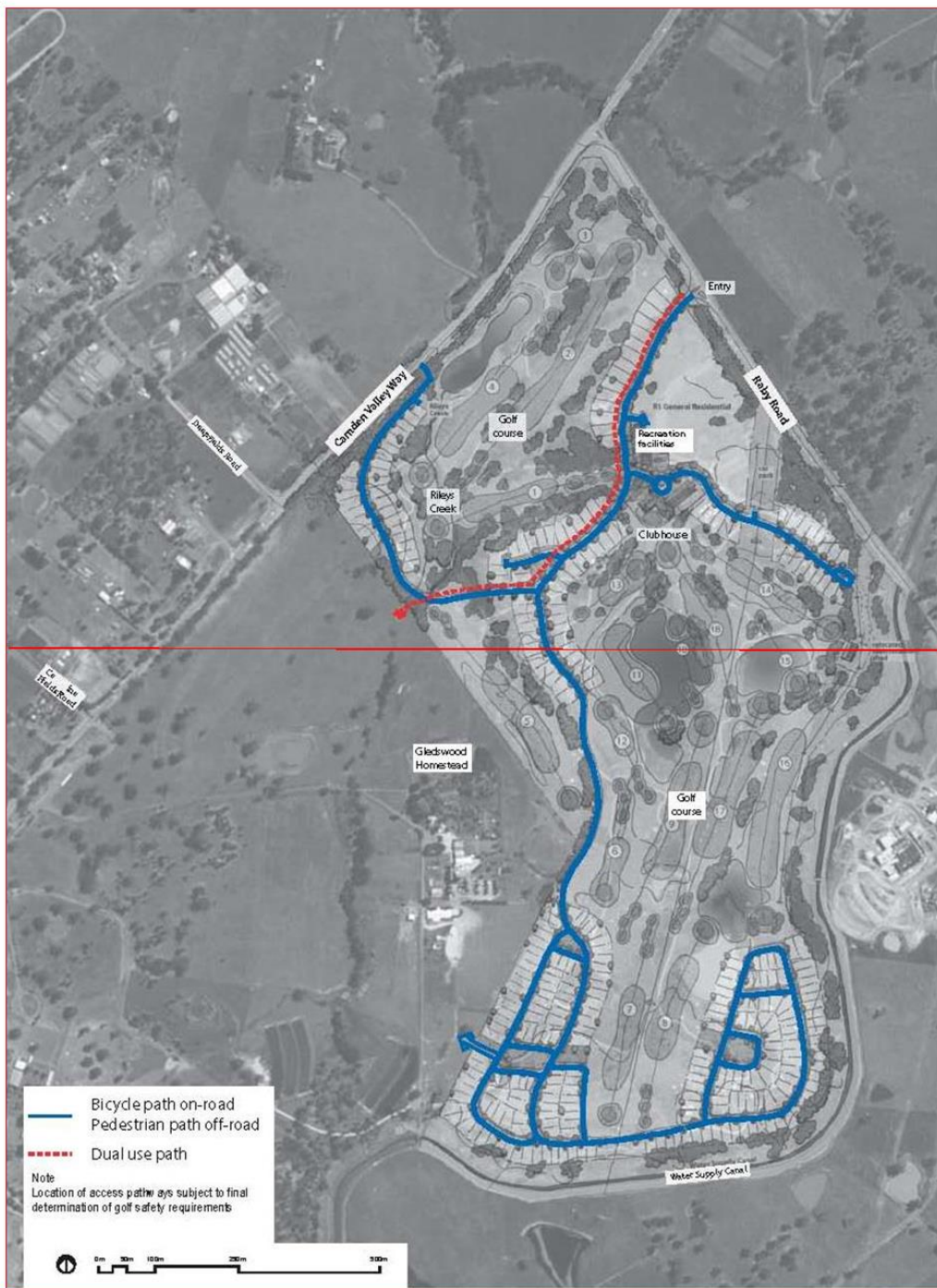


Figure 6-7 6-9: Camden Lakeside Shared Street

Note:

A reduced verge width of 0.5m may be considered where landscape plans and sweep paths are consistent with Council's Waste Management Guidelines.



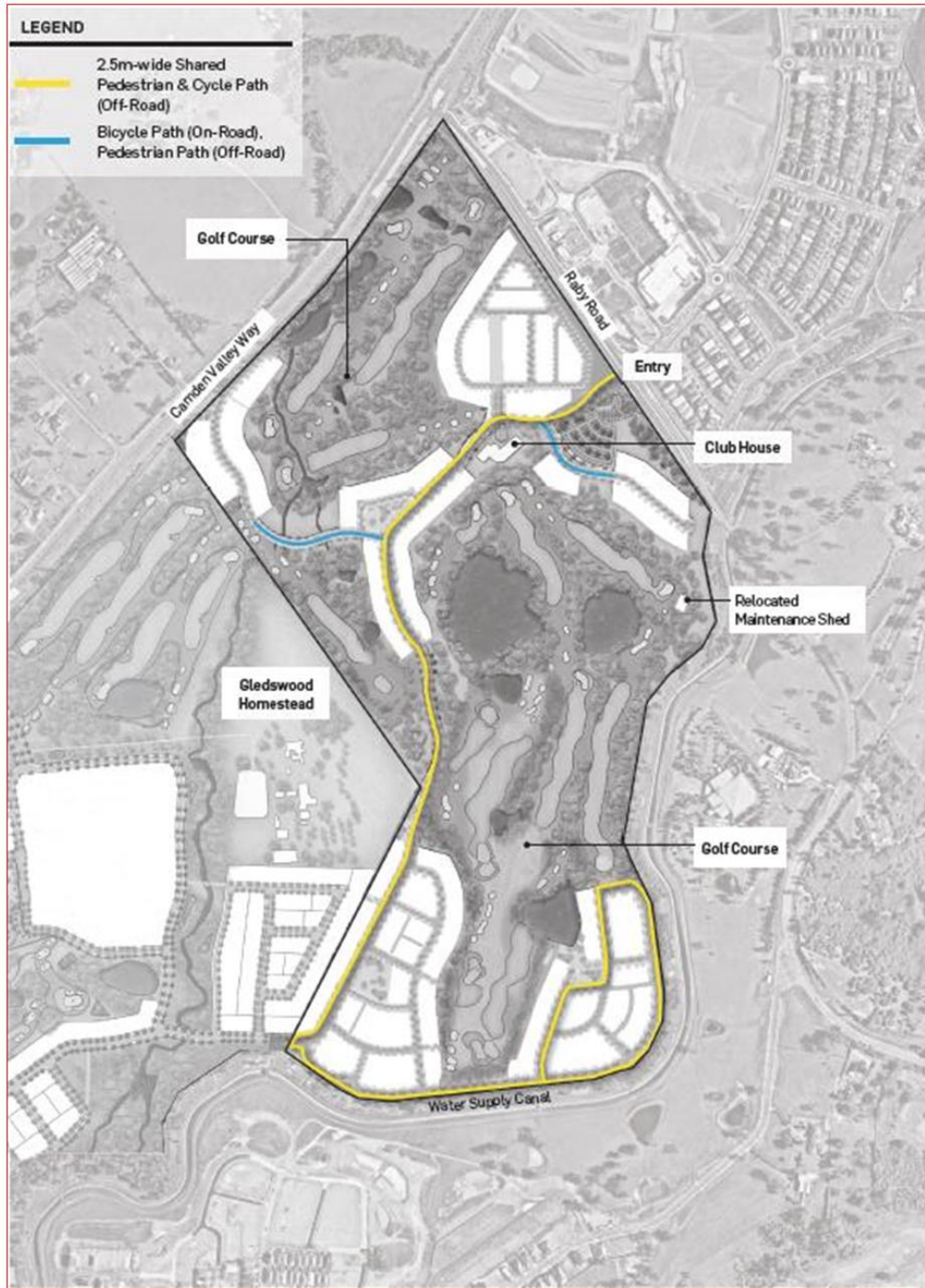


Figure 6-8 6-10: Camden Lakeside Pedestrian and Cycle Network





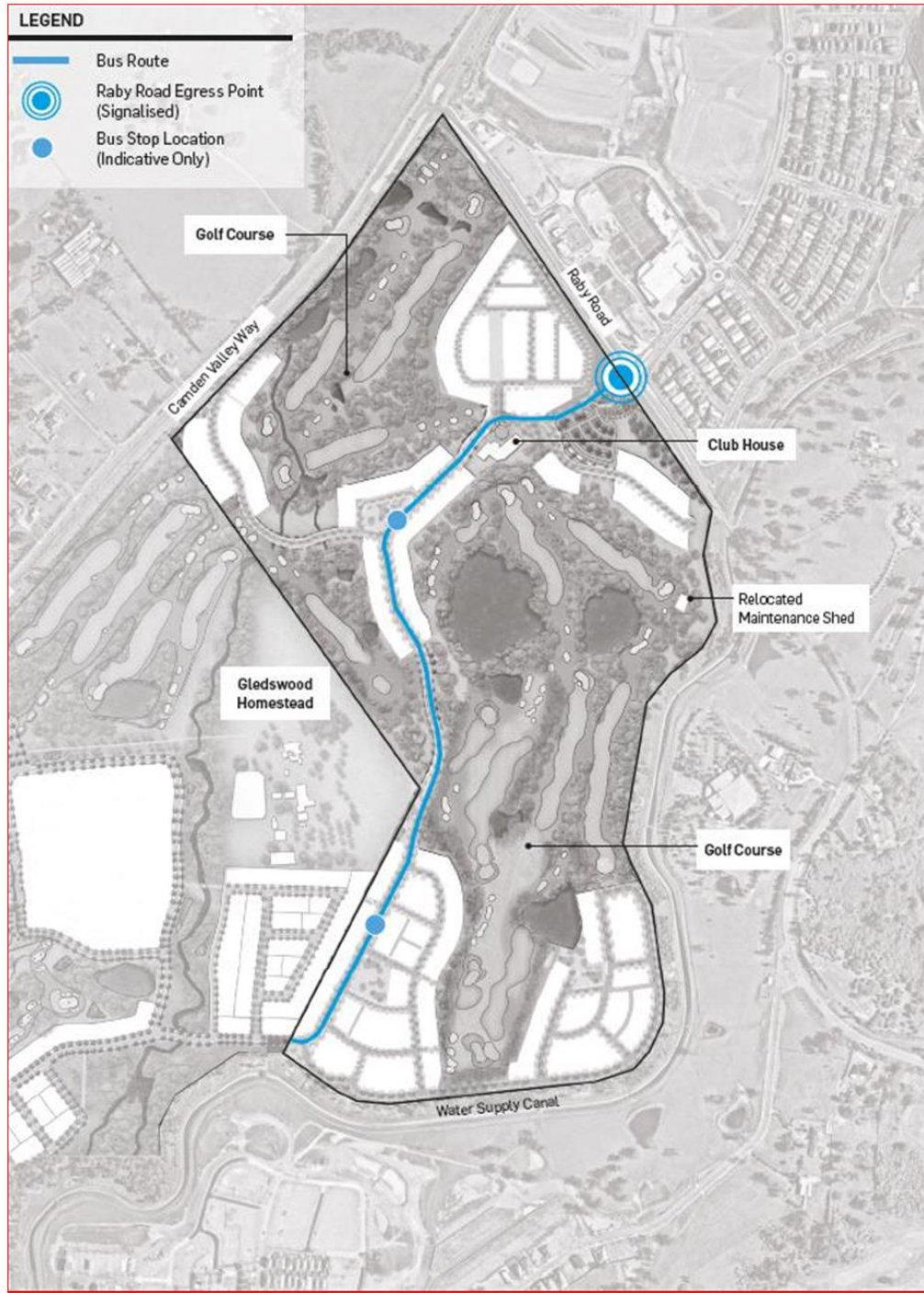


Figure 6-9 6-11: Camden Lakeside Indicative Bus Route

S6.2.4 Parks and Open Space

Objectives

- a. Ensure that open space is of appropriate quality and quantity to meet the recreational and social needs of the community.
- b. Provide the framework for the protection and enhancement of remnant vegetation and riparian corridors within the public realm.
- c. Provide for the establishment of local parks and other open spaces which contribute to the sense of place.
- d. Utilise open space for Water Sensitive Urban Design and stormwater management.
- e. Promote plant species selection and design which will minimise ongoing water and maintenance requirements.

Controls

1. Local open space will generally be located in accordance with Figure ~~6-10~~ 6-12.
2. Ensure connectivity of shared paths through public open space where appropriate.







Figure 6-10 6-12: Camden Lakeside Indicative Open Space Network

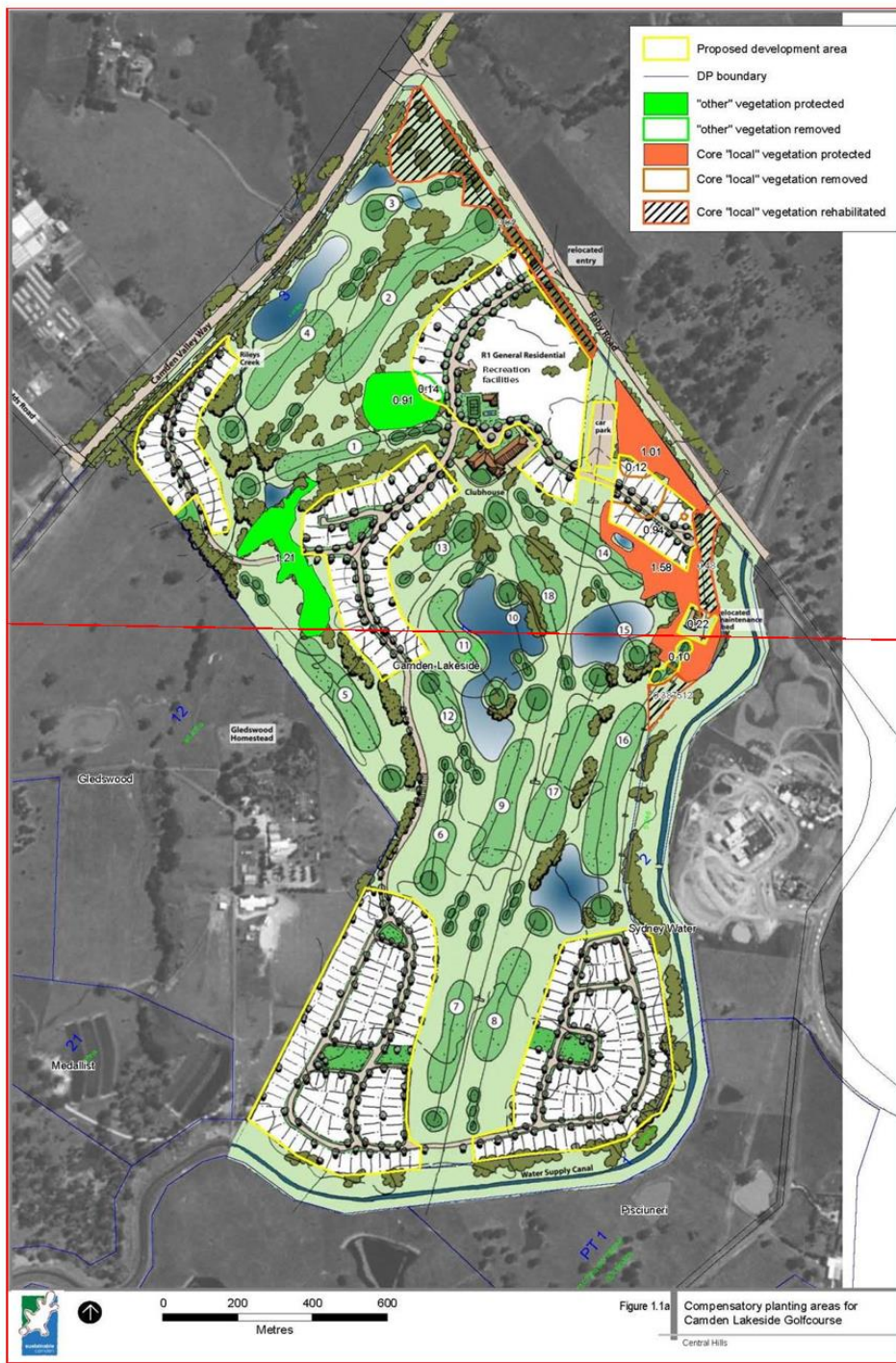
S6.2.5 Vegetation Conservation

Objectives

- a. Ensure the protection and enhancement of existing significant trees and significant remnant vegetation where practical.
- b. Facilitate the implementation of the agreed conservation offset package for Camden Lakeside.
- c. Prevent the spread of weeds during and after construction.

Controls

1. All 'Core Local Vegetation Protected' and 'Other Vegetation Protected' areas identified in Figure ~~6-11~~ ~~6-13~~ are to be retained within open space and protected to ensure long term viability.
2. Land identified as 'Core Local Vegetation Rehabilitated' in Figure ~~6-11~~ ~~6-13~~ is to be restored in accordance with a Conservation Management Plan (CMP). The CMP must be prepared in line with the recommendations of the Cumberland Ecology - Ecological Assessment (January 2007) and be endorsed by Camden Council.
3. All applicants for subdivision and bulk earthworks are required to consider the need to minimise weed dispersion.



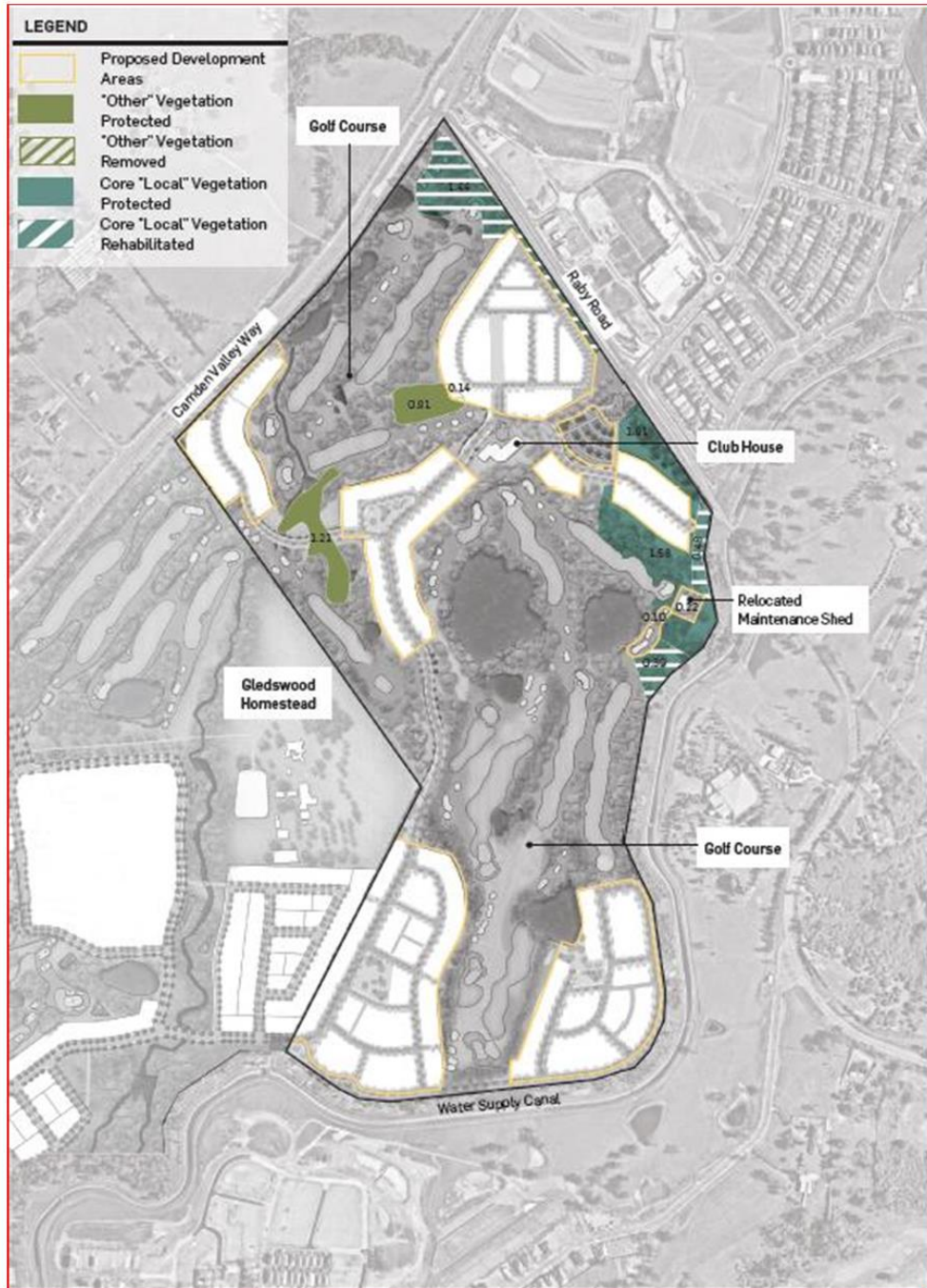


Figure 6-41 6-13: Camden Lakeside Compensatory Planting Areas

S6.2.6 Upper Canal

Objectives

- a. Enhance and protect the heritage significance of the Upper Canal and respect its rural landscape setting.
- b. Ensure that new development is set back and visually screened from the Upper Canal.
- c. Provide public access along the Upper Canal perimeter for heritage interpretation purposes, while ensuring the security of the Upper Canal is maintained at all times.
- d. Minimise risks to public safety.
- e. Prevent stormwater, treated effluent or other pollutants from entering the Upper Canal system.

Controls

1. A safety fence must be erected along the southern boundary of residential Precinct 4 and the southern and eastern boundaries of Precinct 5, ~~that adjoin the golf course~~ (including the area between Precincts 4 and 5 that adjoins the Upper Canal). The fence must be designed to satisfy the security requirements of WaterNSW without being detrimental to the heritage significance of the Upper Canal. Consideration must be **given** to soften the visual impact of the fence from the Upper Canal and from the development. The fence must be installed by the developer as part of the subdivision works occurring adjacent to the Upper Canal.
2. The stormwater system along the boundaries of Precincts ~~1, 4 and 5~~ 4, 5 and 6 that adjoin the Upper Canal must be designed to ensure that stormwater during a 1% AEP flood event will not enter the Upper Canal. Management measures must accommodate and not impede flows from the trails, drains, banks/berms, pipes/flumes/culverts/siphons that convey stormwater across the Upper Canal.
3. The reuse of treated effluent in the vicinity of the Upper Canal is to incorporate an irrigation system that is designed to avoid the potential for contaminated runoff as well as airborne contaminants to adversely impact on water in the Upper Canal.
4. Any development adjacent to the Upper Canal and roads crossing the Upper Canal must be designed and constructed to **minimize** ~~minimise~~ damage to the Upper Canal from vibration and from cut and fill works. Construction techniques must satisfy the requirements of the Water NSW.
5. Further reference must be made to Development adjoining Upper Canal System within Part 2 Chapter 2.15 Development Adjoining Upper Canal System of this DCP.



S6.2.7 Golf Course and Recreational Facilities Precinct

Objectives

- a. Control the interface between the golf course, roads and adjacent land uses.
- b. Identify the materials, form and scale of boundary treatments at the interface between the golf course and adjacent land uses.
- c. Where practical, provide for the retention of existing trees both on the golf course and within adjacent lots.
- d. Establish an appropriate physical separation between golf play areas, roads, dwellings and other activities within adjacent land areas.
- e. Define the extent of the landscape curtilage which surrounds the recreational/golf course facilities and which forms the Precinct area.
- f. Facilitate the appropriate physical separation between the recreational facilities and surrounding activities.
- g. Establish site circulation, visual amenity and environmental management principles which apply to the Golf Course Facilities Precinct.
- h. Facilitate pedestrian and bicycle access to the Golf Course/Recreational Facilities Precinct.

Controls

Golf course design and safety setbacks

1. The requirements for safety setbacks are to be determined by a specialist golf designer or similarly qualified person.
2. Where an existing significant tree cannot to be retained, a replacement tree of the same species is to be planted within close proximity of the existing tree.
3. Where practical, new planting within the golf course is to be located to maximise existing views of the golf course from lots and Gledswood homestead and Upper Water Canal.
4. Provide appropriate safety setbacks from the centreline of the fairways to the boundary of adjacent lots, roads and other development.
5. New planting is to be established to soften the visual impact of built forms.
6. Recreational and clubhouse facilities and associated activities that have the potential to cause intrusive/offensive noise to residential premises are to be designed to comply the Acoustic Amenity controls within Part 2 of this DCP.
7. Car parking is to be provided in the vicinity of the Recreational and Golf Course facilities in accordance with relevant provisions of this DCP.



8. Vehicular access and egress to the facilities and associated car park will be provided with adequate separation from and appropriate integration with the pedestrian and bicycle movement system.
9. Provide bicycle parking facilities in the Golf Course/Recreational Facilities Precinct. Pedestrian access requirements to the recreational facilities and Golf Club are to comply with Australian Standards for mobility and access.
10. Future extensions and modifications to the existing clubhouse are to be in keeping with the existing scale, form and character of the clubhouse.

Recreational facilities

1. If recreational facilities are provided, they are to be in a location easily accessible from the clubhouse and roads.
2. Facilities may include a full size, fenced full size tennis court and swimming pool.

S6.2.8 Odour Impacts

Objectives

- a. Ensure appropriate levels of air quality for the health and amenity of future residents.

Controls

1. An odour impact assessment of the identified poultry operation (within the Benbow Environmental Level 3 Odour Impact Assessment for development of Camden Lakeside (November 2007)) is to be undertaken in accordance with the EPA draft policy Assessment and Management of Odour from Stationary sources in NSW and Technical Notes.
2. Any land identified by the odour study as being within a nominated separation distance (i.e. inside the 2.0 OU / cubic metre - 99th percentile expressed as a nose response average 1 second value) must not be developed until either:
 - a. The poultry operation ceases to operate and the existing use rights have been extinguished and the poultry sheds and supporting infrastructure has been demolished, or
 - b. It can be demonstrated to Council that the odour levels are within acceptable limits to permit development.



S6.2.9 Acoustic Amenity

Objectives

- a. Establish an urban structure which protects and enhances short and long views within the landscape, whilst allowing for the development of individual lots.
- b. Mitigate noise effects from Camden Valley Way and Raby Road to ensure private open space areas are not adversely affected by noise.
- c. Allow for the physical separation of incompatible activities to facilitate adequate privacy.
- d. Achieve high quality living environments which maximise visual privacy of the occupants and neighbouring properties through siting, building planning, location of openings and building materials.

Controls

1. Lots contained within Precinct 23 immediately adjacent to Camden Valley Way are to have a continuous building facade (noise attenuation / barrier). This must include, where the facade faces toward the road, with a private open space area located on the eastern (protected) side of the facade and sleeping / quiet areas located within the part of the dwelling furthest away from the noise source. Figure 6-12 6-14 below shows indicative layout and noise attenuation measures which will help achieve the external noise criteria.

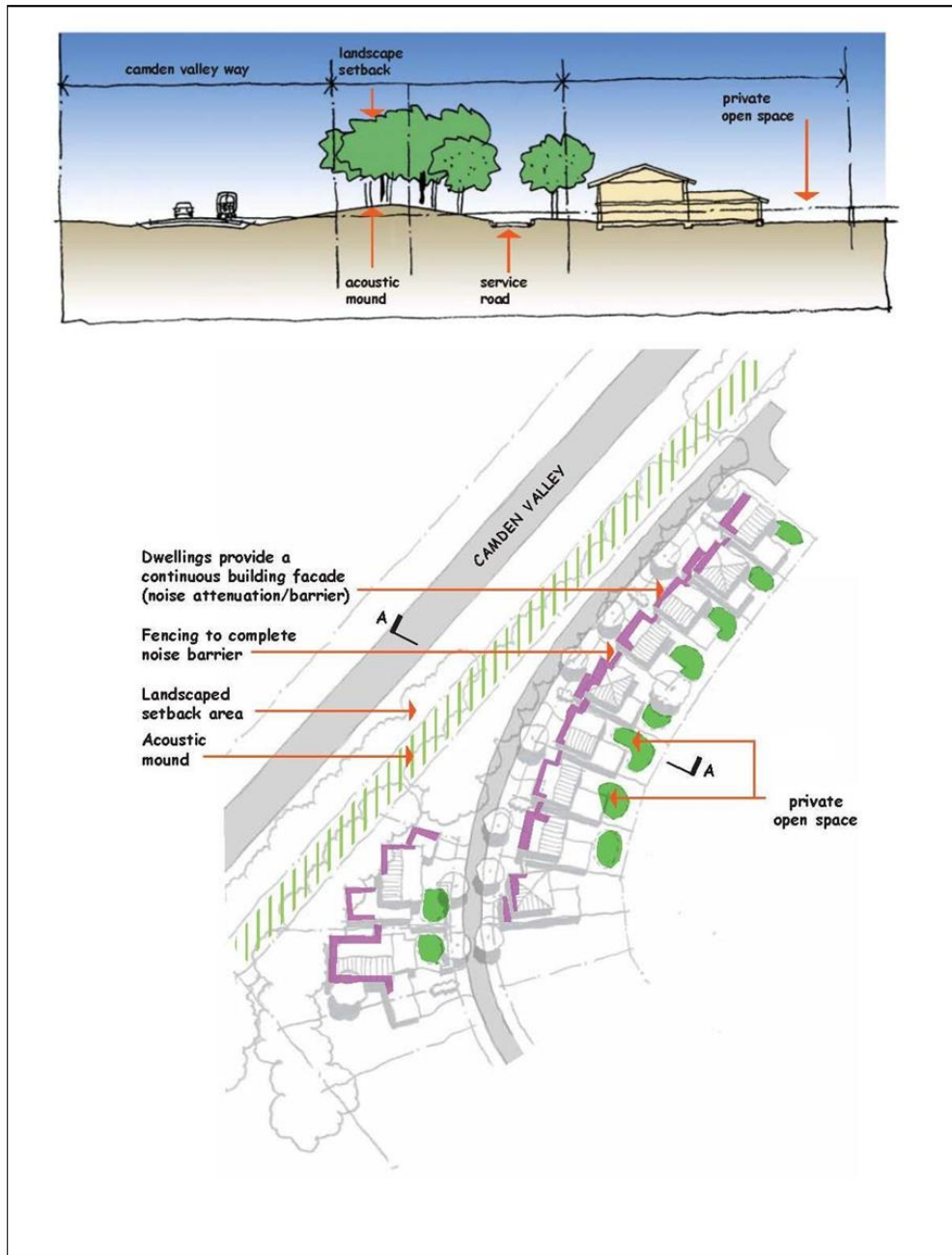


Figure 6-12 6-14: Camden Lakeside Indicative Layout and Noise Attenuation Measures

S6.2.10 Stormwater Management**Objectives**

- a. Ensure appropriate measures are implemented to manage maintenance requirements.
- b. Adopt an integrated approach that takes into account all aspects of the water cycle in determining impacts and enhancing water resources.
- c. Promote sustainable practices in relation to the use of water resources for human activities.
- d. Minimise water consumption for human uses by using best-practice site planning, design and water efficient appliances.
- e. Address water resources in terms of the entire water catchment.
- f. Protect water catchments and environmental systems from development pressures and potential pollution sources.
- g. Protect and enhance natural watercourses, riparian corridors and wetlands.
- h. Integrate water management with stormwater, drainage, and flood conveyance requirements.
- i. Ensure water quality controls are integrated with parks, conservation areas and green spaces to ensure high quality environmental outcomes are achieved.
- j. Minimise urban run-off and incorporate best practice Water Sensitive Urban Design to ensure there is no adverse impact on water quality discharging from the site or to natural streams.

Controls

1. The design and performance of the stormwater management system infrastructure must have regard to the Water Sensitive Urban Design measures contained within the 'Camden Lakeside Rezoning: Water Cycle and Civil Infrastructure Assessment' prepared by Cardno Forbes Rigby and dated September 2007.

S6.3 Hotel Development Controls

Objectives

- a. To ensure any hotel development does not pose an adverse impact on the landscape and visual character of the area, surrounding heritage items or other places of heritage significance.
- b. Minimise opportunity for light spill from the hotel development to the public domain and surrounding development.
- c. To mitigate potential conflicts between utility service providers and any proposed hotel.

Controls

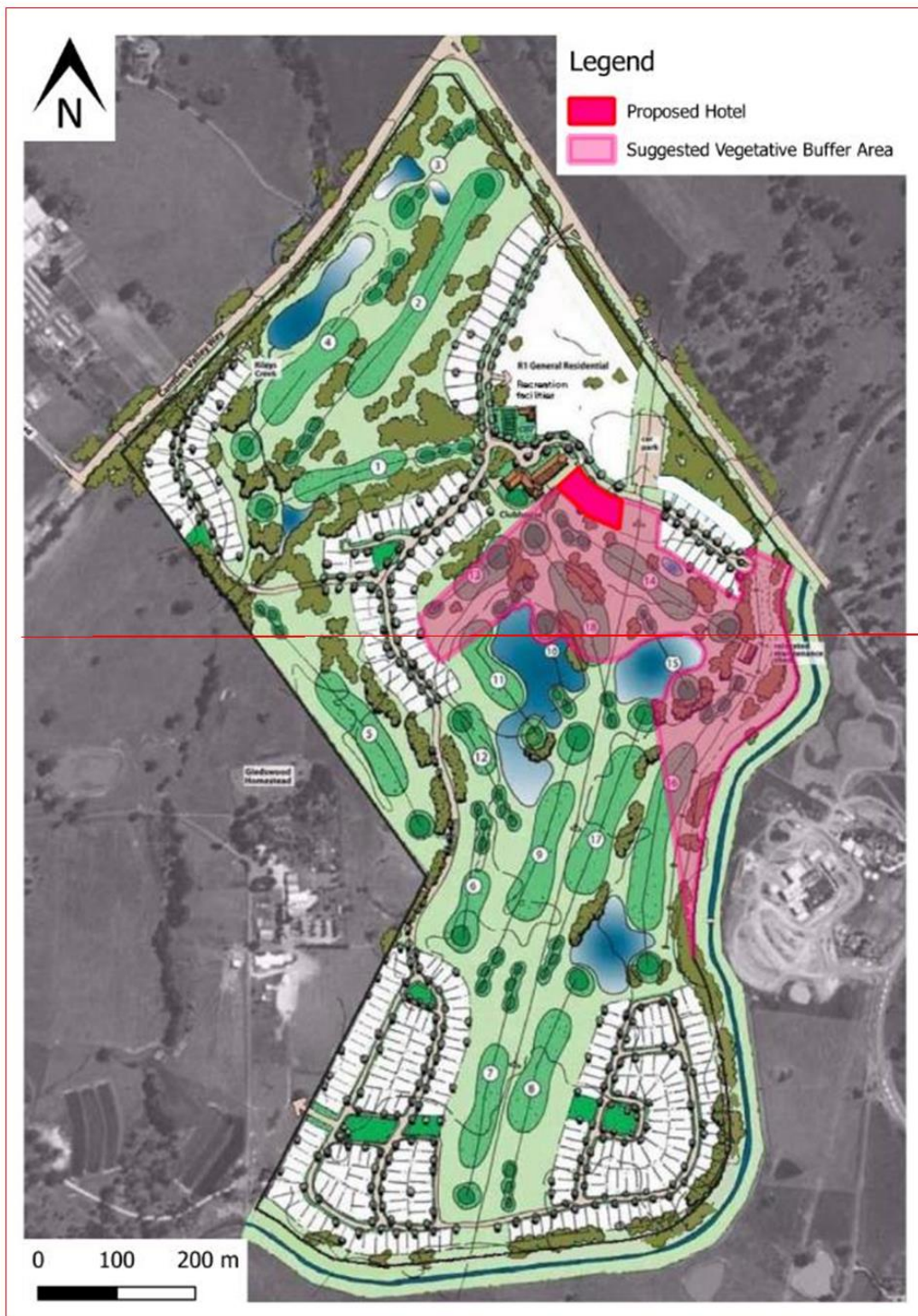
1. A buffer screen of vegetation, incorporating upper, middle and lower canopy plantings from the Cumberland Plain Woodland community, must be planted to achieve a natural visual buffer as recommended in the Landscape and Visual Analysis Reports (RPS Australia East Pty Ltd, November 2017) and the Heritage Impact Assessment (RPS Australia East Pty Ltd November 2017).
 - a. Vegetative buffer screen plantings must be no less than 10m in depth.
 - b. The proposed buffer area must be located within the suggested vegetative buffer area marked on Figure 6-13 6-15. The buffer area is to ensure any hotel development is to adequately screen vistas from the heritage listed Upper Canal System and the Gledswood Homestead; and is to preserve the existing vistas of the Gledswood Homestead towards the lakes.

Note - Core protected local vegetation, and local vegetation rehabilitation areas can also be considered if the presence of upper, middle and lower canopy can be demonstrated to a minimum depth of 10m.
 - c. All plantings must be in place prior to the release of the Occupation Certificate for any hotel.
2. A Vegetation Management Plan (VMP) is to be submitted with any hotel Development Application.
 - a. The VMP is to specify plantings required for the vegetation buffer, ensuring they are consistent with the Cumberland Plain Woodland community, and requires a management plan in perpetuity.
 - b. Any pre-existing vegetative buffer screening is to be protected when civil works are being carried out.
 - c. A covenant MUST be registered on the title of the lot requiring compliance with the VMP prior to the release of the Occupation Certificate for any hotel.
 - d. Planting works as per the VMP must be completed prior to the release of the Occupation Certificate for any hotel.



3. A schedule of materials and colours must be submitted with any hotel development application.
 - a. Materials and colours for buildings (including ancillary structures) must adopt neutral/ earthen colours such as tones of greys, grey-greens, blue-greys, browns, or fawns. Bright colours, stark whites, and blacks must be avoided.
 - b. Non-reflective materials for external use must be utilised.
4. A lighting impact study is to be submitted with any hotel Development Application.
 - a. The lighting impact study is to include potential impacts and a mitigation strategy to address any potential internal and external light spill from any proposed hotel; and is to address the Australian Standards AS4282 control of the obtrusive effects of outdoor Lighting.
5. Any development application must seek comment from relevant utility providers and ensure concerns are adequately addressed prior to the issue of development consent.





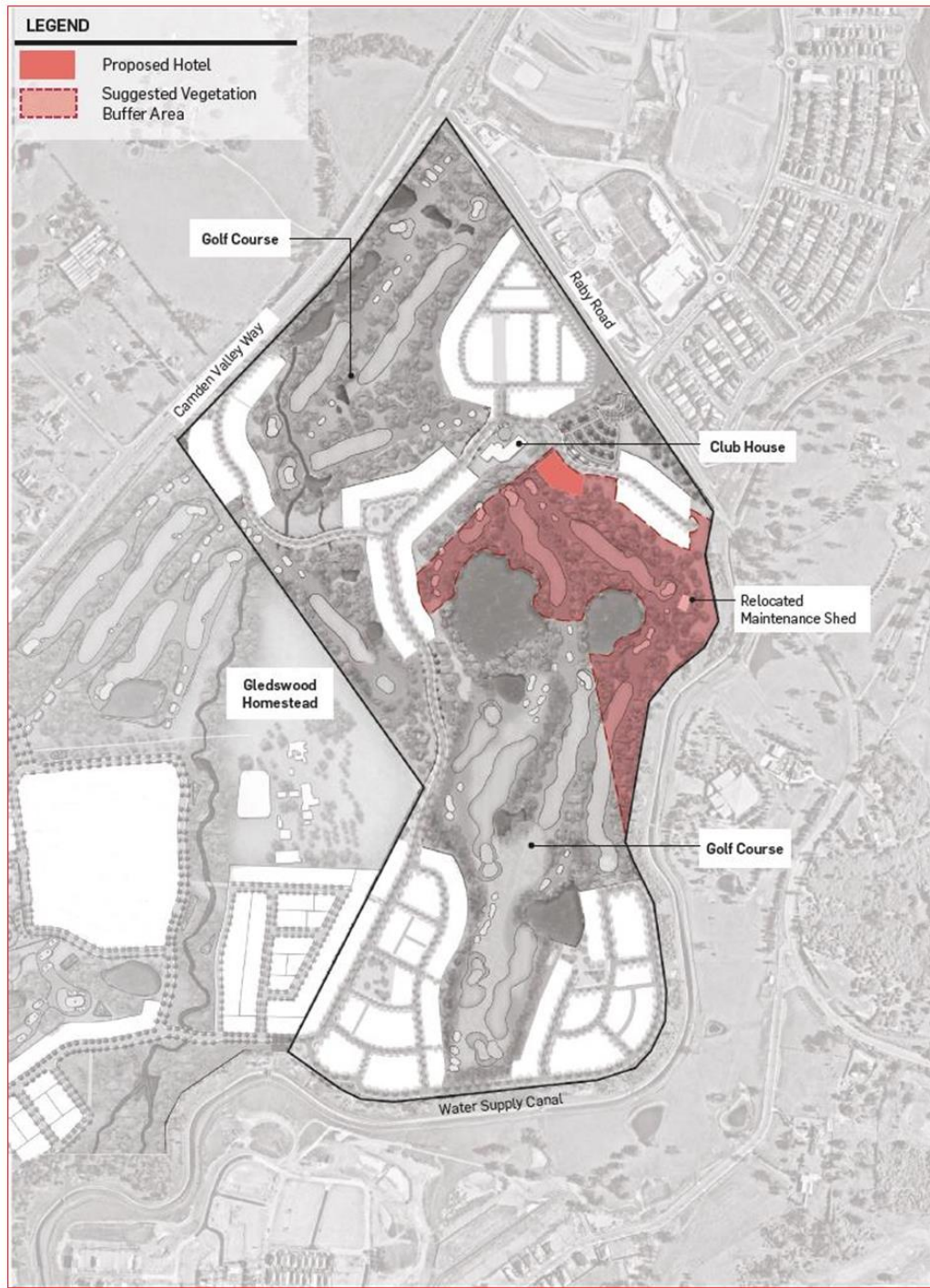


Figure 6-13 6-15: Camden Lakeside Suggested Vegetative Buffer Area

S6.4 Site Specific Residential Controls

Note: The controls listed below are specific to Camden Lakeside. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

S6.4.1 Additional Acoustic Amenity Controls

1. Residential premises immediately adjacent to Camden Valley Way and Raby Road are to be designed to comply with Acoustic Amenity within Part 2 of this DCP, and be in accordance with the following principles:
 - a. Appropriately designed acoustic mounds are to be provided along Camden Valley Way where required.
 - b. Setbacks and service roads placed between Camden Valley Way and housing.
 - c. Internal dwelling layouts that are designed to minimise noise in living and sleeping areas.
 - d. Higher than standard fencing constructed with a suitably solid mass.

Note: The controls listed below are specific to Camden Lakeside (Table 6-1). They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls included in this subsection will take precedence.

Table 6-1 Summary of residential accommodation controls – Camden Lakeside

SETBACKS	
Front setback (min)	4.5m to building line; 3.5m to building line when lot is fronting open space
Secondary street setback (min)* *Excludes attached dwellings	2m to apply to all lots. A greater secondary setback may be required if in Council's opinion, the proposed development does not positively address the secondary street and/or demonstrate a good level of amenity.
Side setback (min)* *Excludes attached dwellings and zero lot line dwellings	0.9m
Rear setback (min)	4m (ground floor) 6m (upper floor)

Rear setback - (where land abuts the Upper Canal)	6m with 10m being preferable from the boundary with WaterNSW land.
Garage setback (min)	1m behind principal building line and 5.5m from front boundary; third garage to be set back 2m behind principal building line.
Architectural element front setback encroachment (max)	1.5m
Rear lane setback (min)	1m. Notwithstanding this, the rear lane setback can be reduced to 0.5m only if it can be adequately demonstrated to Council's satisfaction, that the development can facilitate waste collection in a safe and orderly manner.
Public reserve setback (min)	3.5m
HEIGHT	
As per LEP 2010 and Part 4 of this DCP	
PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE	
Site coverage (max) – lots less than 450m ²	Single storey development - 60%
	Two storey development – 50% ground floor, 35% upper floor
Site coverage (max) – lots 450m ² or greater	Single storey development - 50%
	Two storey development – 50% ground floor, 30% upper floor
Landscaped area (min)	30%
Landscaped area (min) within the front setback	40%
Principal private open space (PPOS) (min)	For lot width of ≤ 10m – min 16m ² with minimum dimension of 4m



	For lot width >10m – min 24m ² PPOS with minimum dimension of 4m
Gradient of PPOS (max)	1:10
Solar access to PPOS (min)	<p>Direct sunlight must reach at least 50% of the PPOS of both the subject dwelling and of any adjoining dwelling for not less than 3 hours between 9:00am and 3:00pm on 21 June.</p> <p>Dwellings must be orientated to maximise solar access to living rooms having regard to future and existing site constraints.</p> <p>At least one window to a living area of dwellings on neighbouring properties must receive a minimum of 3 hours of direct sunlight between 9am and 3pm on 21 June.</p>
GARAGE DESIGN	
Garage door width (max) – lots 7-15m wide	60% of front elevation width
Garage door width (max) – lots greater than 15m wide	50% of front elevation width



S.6.4.2 Double Garages on Narrow Lots equal to or greater than 10m and less than 12.5m

Double Garages are permitted on lots equal to or greater than 10m and less than 12.5m, subject to the below.

Objectives

- a. To facilitate additional parking behind the building line on narrow allotments without reducing on street parking
- b. To reduce the visual impact of garages, carports, and parking areas on the streetscape.
- c. To ensure the dwelling is designed to provide casual surveillance of the street.
- d. To reduce the apparent bulk and scale of the dwelling.

Controls

1. Where a residential dwelling is proposed with a double garage on a lot with a frontage equal to or greater than 10 metres and less than 12.5 metres (measured at the building line);
 - a. It must be in conjunction with a 2 storey dwelling;
 - b. It must be demonstrated that there is no loss of on street parking, site plans must show:
 - i. an unencumbered area within the property line for on-street parking;
 - ii. driveway crossover (minimum 4m for double garage); and
 - iii. 500mm driveway setback (minimum) from the side boundary and demonstrate no conflict with services as per Council's Design and Construction Specification – Access driveways.
2. The floor plan must include a habitable room overlooking the street with a balcony incorporated into the design of the front façade.
3. The balcony must cover at least 50% of the width of the dwelling.
4. The double garage must be recessed from the main building.
5. To break up the bulk of the facade, the balcony element must be of a different finish to the main dwelling.
6. The front entrance must be visible from the street.
7. Non-habitable rooms are discouraged from being located at the front of the dwelling (apart from the front entrance).

- End of Schedule –



 70 Central Ave,
Oran Park NSW 2570

 PO Box 183, Camden 2570

 4654 7777

 ABN: 31 117 341 764

 mail@camden.nsw.gov.au

 camden.nsw.gov.au

 www.facebook.com/camdencouncil



camden
council

Western Parkland Councils

Deed of Agreement

This deed made the (Insert Date) of (Insert Month and Year) between the Councils of:

Blue Mountains City Council

Camden Council

Campbelltown City Council

Hawkesbury City Council

Fairfield City Council

Liverpool City Council

Penrith City Council

Wollondilly Shire Council

11 September 2019



CONTENTS

1. INTRODUCTION.....	3
1.1 Background.....	3
1.2 Name.....	3
1.3 Legislative Framework.....	3
1.4 Definitions.....	4
1.5 Adopting and Amending the Agreement.....	4
2. Strategic Framework.....	5
2.1 Vision.....	5
2.2 Values.....	5
2.3 Objectives.....	5
2.4 Principle Functions.....	6
2.5 Performance Evaluation.....	6
3. Membership.....	6
3.1 Member Councils.....	6
3.2 Additions to Membership.....	6
4. Mayoral Forum.....	7
4.1 Mayoral Forum Membership and Role.....	7
4.2 Mayoral Forum Meetings.....	7
4.3 General Managers Committee.....	8
5. Administration.....	8
5.1 Financial Contributions.....	8
5.2 Records.....	8
5.3 Indemnity for Employee Costs.....	9
6. Disputes.....	9
7. Term of the Agreement.....	9
Annexure A – Performance Metrics for the Western Parkland City.....	12

1. INTRODUCTION

1.1 Background

- a) The Western Parkland region encompasses Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly local government areas.
- b) The Western Parkland region is one of the three cities identified by the NSW Government in its regional plan for Greater Sydney, *A Metropolis of Three Cities*. The regional plan recognizes the natural landscape as a great asset and seeks to capitalise on the established centres of Liverpool, Greater Penrith and Campbelltown-Macarthur plus the emerging employment centre around the Western Sydney Airport to create a more livable, productive and sustainable multi-centred region.
- c) The eight Councils of the Western Parkland region intend to work together to deliver long-term outcomes for the region, through the Western Sydney City Deal, the Western City District Plan and other important regional initiatives over the next 20 years.
- d) As an interim action, the Councils prepared a *Relationship Framework for Councils of the Western Parkland Region* and entered into a non-binding Memorandum of Understanding in February 2019.
- e) This Deed of Agreement formalises these governance arrangements as a further evolution towards sustainable relationships between the Councils and the realization of their shared objectives.
- f) For that purpose the Councils have agreed to act jointly pursuant to section 355 of the Local Government Act 1993 and enter into an alliance to carry out the goals, strategies and initiatives of their partnership.
- g) The Councils agree to co-operate with each other during the term of this Agreement and to use their best endeavours to ensure that they achieve their objectives for the region.
- h) It is acknowledged that all Councils remain able to appropriately progress local issues of relevance and significance to them.

1.2 Name

The alliance of the eight Councils will be known as the Western Parkland Councils.

1.3 Legislative Framework

- a) This Agreement is governed by and construed under the law in the State of New South Wales and is to be interpreted in accordance with the Local Government Act 1993, the Local Government (General) Regulations 2005 and the Interpretation Act 1987.
- b) Section 355 of the Local Government Act 1993 permits the Councils to exercise their functions jointly with other persons or with other Councils, or by a delegate.
- c) Section 377 of the Local Government Act 1993 permits the Councils by resolution to delegate to the General Manager or any other person or body (not including another employee of the Council) any of the functions of the Councils, other than the functions specifically excluded by that section.
- d) Functions which are the subject of a sub-delegation (authorised by the Local Government Act 1993) under s.49 (10) of the Interpretation Act 1987 (NSW).

1.4 Definitions

The following definitions apply in this Agreement:

- a) **Act** means Local Government Act 1993.
- b) **Alliance** means the coalition of Member Councils to this Agreement
- c) **Chairperson** means the person who is elected to the office of chairperson by the voting representatives on any committee from among the voting representatives.
- d) **City Deal** means the Western Sydney City Deal which was endorsed by the Commonwealth and NSW Governments and the eight Councils of the Western Parkland region in March 2018.
- e) **Commencement Date** means the 1 January 2020.
- f) **Councillor** means a person elected or appointed to civic office and includes a Mayor.
- g) **Executive Officer** means the person employed to conduct the day-to-day management of the Western Parkland Councils in accordance with its strategic priorities, plans and policies and to implement without delay the lawful decisions of the Mayoral Forum and General Managers Committee.
- h) **General Manager** means the person employed by a Council to conduct the day-to-day management of the Council in accordance with strategic plans, programs, strategies and policies of the Council and to implement without delay the lawful decisions of the Council.
- i) **Lead Officer** means the employee nominated by a Council to conduct the day-to-day management of the Council's activities relating to the Western Sydney City Deal.
- j) **LGA** means local government area.
- k) **Member Council** means any Council who is a party to this Agreement and is listed at clause 3.1.
- l) **Mayor** means the Mayor of a Member Council or the Administrator in the event that one has been appointed by the NSW Government.
- m) **Mayoral Forum** means the governing body or board of the Western Parkland Councils.
- n) **Special Resolution** means a decision requiring unanimous support of all Member Councils as listed at clause 4.2j.

1.5 Adopting and Amending the Agreement

- a) This Agreement was developed in consultation with the Member Councils and endorsed by the Mayoral Forum on 5 September 2019 for the purposes of consideration by each Member Council.
- b) The Agreement may be amended from time to time by Special Resolution of the Mayoral Forum.

2. STRATEGIC FRAMEWORK

2.1 Vision

The vision statement of the Western Parkland Councils is:

Working together to deliver better outcomes for our communities and the Western Parkland region.

2.2 Values

The following values underpin Western Parkland Councils and support a shared vision for how the Councils will work together:

United	<i>We are one partnership with many goals. We take individual and collective responsibility for achieving shared objectives</i>
Clever	<i>We strive for excellence, embrace change and find clever ways to make sure our region will thrive and flourish in a sustainable and enduring way</i>
Community minded	<i>We hold conversations, build relationships and act in the best interests of our eight communities—they are at the heart of all we do</i>
Fair	<i>We work together across all eight Council areas to achieve shared successes that will benefit our communities equitably</i>
Respectful	<i>We commit to a partnership that acknowledges and respects the opinions, needs and perspectives of each Member Council, regardless of size or status</i>
Trusted	<i>We are open, honest and straightforward with each other and our communities and lead by example</i>

2.3 Objectives

The objectives of the Western Parkland Councils for the region are as follows:

- a) An integrated and connected Western Parkland City through smart rail, bus, road and digital infrastructure;
- b) Growth of the regional economy, increasing the supply and diversity of local jobs as well as opportunities for new investment and enterprise development;
- c) Existing and future workers having access to the education and skills they need to secure jobs of the future;
- d) A liveable and resilient Western Parkland City that delivers affordable housing choice with access to essential services and opportunities that promote lifestyle diversity and choice, good health and well-being;
- e) Conservation and celebration of open space, the natural environment and the region's unique cultural attributes;
- f) Strategic city partnerships that align with and facilitate these objectives; and
- g) The implementation of an enduring Western Sydney City Deal and other programs that address the objectives of the partnership.

2.4 Principle Functions

The principle functions of the Western Parkland Councils are to:

- a) Confirm strategic regional priorities for the Western Parkland City and develop strategies and plans for delivering these priorities;
- b) Provide regional leadership for the Western Parkland City and be an advocate for shared strategic regional priorities; and
- c) Identify and take up opportunities for inter-governmental collaboration on matters relating to regional priorities including the Western Sydney City Deal.

2.5 Performance Evaluation

- a) The Strategic Framework will guide the development of a Delivery Program and Operational Plan which will be regularly monitored and reported to the Member Councils.
- b) The Western Parkland Councils will collaborate with the Western Sydney City Deal partners to track the success of the City Deal and monitor the further development of the performance metrics currently used by the Australian and NSW Governments and included in Annexure A.

3. MEMBERSHIP

3.1 Member Councils

The Member Councils of the alliance at the date of commencement of this Agreement are:

- Blue Mountains City Council;
- Camden Council;
- Campbelltown City Council;
- Hawkesbury City Council;
- Fairfield City Council;
- Liverpool City Council;
- Penrith City Council; and
- Wollondilly Shire Council.

3.2 Additions to Membership

An additional Council may become a Member Council if:

- a) It applies in writing to become a Member Council pursuant to a resolution to that effect by its governing body; and
- b) It is approved as a Member Council by Special Resolution of the Mayoral Forum.
- c) Where a new Council is added to this Agreement:
 - the new Council will sign an undertaking in favour of the existing Member Councils agreeing to be bound by the terms of this Agreement.
 - The new Council will make a financial or in kind contribution as assessed by the Mayoral Forum upon entry into the Alliance.

4. MAYORAL FORUM

4.1 Mayoral Forum Membership and Role

- a) The governing body or board of the Western Parkland Councils will be known as the Mayoral Forum.
- b) The role of the Mayoral Forum will be to:
 - Endorse a Delivery Program outlining proposed strategies, principal activities, projects milestones and budget for the term of local government;
 - Monitor implementation of the Delivery Program and performance of the partnership under this Agreement;
 - Adopt an annual Operational Plan including estimates of revenue and expenditure having regard to the Delivery Program; and
 - Make broad policy decisions within the strategic framework outlined in this Agreement.
- c) The Mayoral Forum will consist of the Mayor as the voting representative of each Member Council.
- d) Each Member Council may nominate an alternate Councillor who will attend meetings of the Mayoral Forum as an observer and act as the voting representative of the Member Council in the absence of its Mayor.
- e) For the purposes of carrying out its functions, the Mayoral Forum may resolve to establish:
 - standing committees;
 - ad hoc advisory committees; or
 - working groups
 and determine their membership and terms of reference.

4.2 Mayoral Forum Meetings

- a) The Mayoral Forum will meet at least once in each quarter and at a place and time as it decides.
- b) The Mayoral Forum will elect the Mayor of a Member Council as Chairperson at its first meeting following the commencement of this Agreement and then at its first meeting following September each year or whenever the position becomes vacant.
- c) The role of the Chairperson will be to preside over Mayoral Forum meetings and act as signatory for correspondence of the Mayoral Forum. In the absence of the Chairperson, the voting representatives present at the meeting will determine who will preside at the meeting.
- d) A quorum at meetings of the Mayoral Forum will be half the number of members plus one. No business is to be transacted at a meeting unless a quorum is present.
- e) The Mayoral Forum will seek to determine all matters through consensus with Member Councils working together to develop and agree to support decisions in the best interest of the Western Parkland City.
- f) Notwithstanding a commitment to consensus decision making, a decision of the Mayoral Forum supported by a majority at which a quorum is present is a decision of the Western Parkland Councils unless a Special Resolution is required.

- g) Each Member Council will have one vote only per item at a meeting of the Mayoral Forum.
- h) The Chairperson or Councillor nominated to chair a Mayoral Forum meeting will not have a casting vote.
- i) Where a decision is made by majority vote rather than consensus, dissenting views will be recorded and acknowledged in any subsequent actions, including advocacy.
- j) Special Resolutions requiring the unanimous support of all Member Councils will be required for the following matters:
 - Any decision to amend this Agreement including any extension to the Term of the Agreement.
 - The addition of a new Member Councils to this Agreement.
 - Any decision to dissolve the alliance by termination of this Agreement.
- k) The procedure at a meeting of the Mayoral Forum shall conform as far as possible with the procedures for meetings of Councils and committees as prescribed by regulations made under the Local Government Act 1993, as amended, and in accordance with any standing orders adopted by the Western Parkland Councils which are not in conflict with the above.

4.3 General Managers Committee

- a) A General Managers Committee will be appointed to assist the Western Parkland Councils in the conduct of its activities.
- b) The General Managers Committee will consist of the General Manager of each Member Council.
- c) At the direction of the Mayoral Forum, the role of the General Managers Committee will be to:
 - Provide reports and recommendations to the Mayoral Forum for policy decision;
 - Advise on planning, administrative and all other matters referred to it by the Mayoral Forum; and
 - Appoint an Executive Officer and exercise general supervision of any staff, projects and activities in the Delivery and Operational Plans including the authorization of any expenditure within the approved budget.

5. ADMINISTRATION

5.1 Financial Contributions

Each Member Council will make a financial contribution of \$40k per annum towards the operation of the Western Parkland Councils in 2020, to be indexed annually by the allowable rate increase.

5.2 Records

- a) All financial records relating to the activities of the Western Parkland Councils will be appropriately maintained in accordance with applicable accounting standards.
- b) Records of all decisions made at each meeting of the Mayoral Forum and General Managers Committee will be distributed to each Member Council as soon as practicable following each meeting.

- c) Other administrative records including correspondence will be maintained and access provided to information in accordance with all relevant legislation.

5.3 Indemnity for Employee Costs

Where a Member Council acts as the employer for staff engaged in accordance with this Deed of Agreement, then the Member Council shall be indemnified by all other Member Councils for any costs or consequential costs arising from the employment. Any costs arising from this indemnity shall be borne equally by each Member Council.

6. DISPUTES

- a) In the event of a dispute arising between Member Councils, the following steps will be taken:
 - The Member Council raising the dispute will advise the other Member Councils in writing specifying the nature of the dispute;
 - On receipt of notice, Member Councils will endeavor in good faith to resolve the dispute promptly by agreement using informal dispute resolution techniques such as mediation, expert evaluation or similar techniques, as agreed by those Member Councils;
 - In the event that informal dispute resolution techniques do not resolve the dispute, the Member Councils may refer the matter to arbitration at the discretion of the parties.
- b) A Member Council may at any time apply to a court of competent jurisdiction for any equitable or other remedy for reasons of urgency, despite anything contained in this provision.

7. TERM OF THE AGREEMENT

- a) The Member Councils agree to be bound by this Agreement for a period of 3 years (initial term) from the Commencement Date.
- b) This Agreement will continue to operate after the expiry of the initial term on the terms and conditions set out in this document until it is terminated in accordance with Clause 7e.
- c) A Member Council may terminate the Agreement with the other Councils on giving each of the other Councils not less than 6 months' notice in writing. The termination of the Agreement by a Member Council shall not vary or waive the obligations and rights of the other Member Councils to comply with the provisions of this Deed.
- d) Should a Member Council terminate this Agreement then the Council shall be liable for any obligation(s) that arose prior to the date of termination.
- e) The Member Councils may resolve to terminate the Agreement at any time by Special Resolution.

SIGNED

Executed on behalf of **BLUE MOUNTAINS CITY COUNCIL** by its duly authorized officer in the presence of:

Witness

Cr Mark Greenhill OAM (Mayor)

Executed on behalf of **CAMPBELLTOWN CITY COUNCIL** by its duly authorized officer in the presence of:

Witness

Cr George Bricevic (Mayor)

Executed on behalf of **CAMDEN COUNCIL** by its duly authorized officer in the presence of:

Witness

Cr Theresa Fedeli (Mayor)

Executed on behalf of **FAIRFIELD CITY COUNCIL** by its duly authorized officer in the presence of:

Witness

Mayor Frank Carbone

Executed on behalf of **HAWKESBURY CITY COUNCIL** by its duly authorized officer in the presence of:

Witness

Cr Barry Calvert (Mayor)

Executed on behalf of **LIVERPOOL CITY COUNCIL** by its duly authorized officer in the presence of:

Witness

Mayor Wendy Waller

Executed on behalf of **PENRITH CITY COUNCIL** by its duly authorized officer in the presence of:

Witness

Cr Ross Fowler (Mayor)

Executed on behalf of **WOLLONDILLY SHIRE COUNCIL** by its duly authorized officer in the presence of:

Witness

Cr Matthew Deeth (Mayor)

ANNEXURE A PERFORMANCE METRICS FOR THE WESTERN PARKLAND CITY



PERFORMANCE METRICS for the Western Parkland City

The Western Sydney City Deal partners are determined to achieve the overarching goals for the Western Parkland City of:

- improving connectivity in both the public transport and digital space
- increasing investment to support jobs
- increasing education opportunities and providing a focus on STEM training
- restoring, protecting and increasing access to green spaces
- delivering streamlined planning and increased housing supply to support a growing population
- delivering successful long term tri-partisan governance and community partnerships

The City Deal spans a 20-year life cycle and recognises that some commitments will take time to mature and have a measureable impact.

The City Deal has also developed a strong tri-partisan relationship between the Australian, NSW and local governments and is working to deliver positive outcomes for the community.

The Western Sydney City Deal Implementation Plan, published in December 2018, sets out eleven key performance metrics for the purpose of tracking the success of the City Deal:

1. Jobs accessible in 30 minutes
2. Work trips by public and active transport
3. Knowledge intensive services
4. Broadband connections within the Western Parkland City
5. Employment growth
6. Reduction in unemployment rate
7. Educational attainment
8. Completion of tertiary education
9. Access to green space area
10. Increased housing supply
11. Timely completion of commitments in accordance with published project milestones

Measurement of these is illustrated on the following page and is a result of the data collection undertaken by the Australian, NSW and local governments across the Western Parkland City. The currency of the data is indicated for each metric. Some indicators will be updated with the next census.

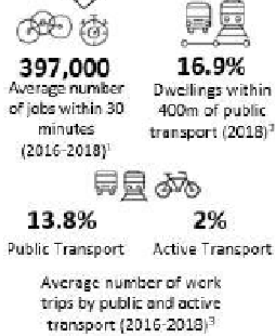
Further data available for Western Sydney and other cities across Australia can be found in the National Cities Performance Framework (NCPF) on the Australian Government's [Smart Cities website](#).

Western Sydney City Deal partners intend to further refine the metrics over the next 12 months.

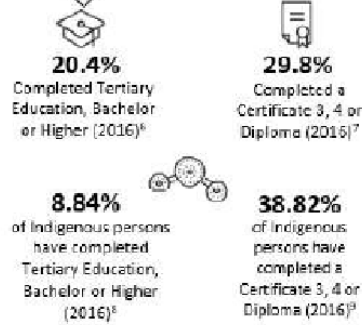


THE WESTERN PARKLAND CITY
a snapshot in time - 2019

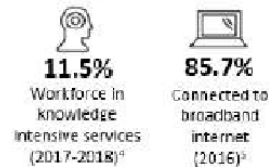
Transport Connectivity



Skills & Education



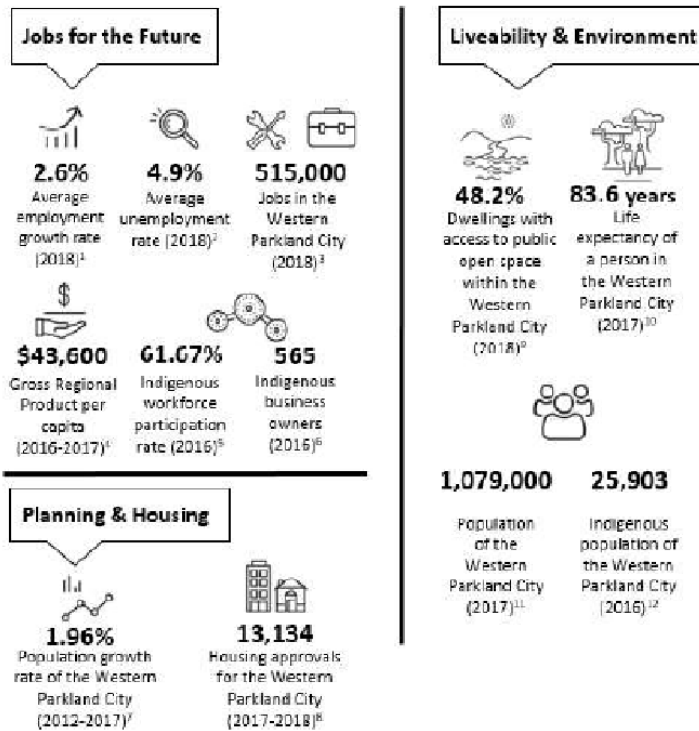
Digital Connectivity



Implementation & Governance



1. The number of jobs in the city that can be reached by car in a commute of 30 minutes or less during the morning peak. This indicator represents a city-wide average – commute times in different parts of a city are weighted by population size for 2018 (National Cities Performance Framework (NCPF)).
 2. The proportion of dwellings within 400 metres walking distance of a frequently or regularly serviced public transport stop – one with a scheduled service at least every 30 minutes from 7am to 7pm on a normal weekday in 2018 (NCPF).
 3. Percentage of work trips by public and active transport in 2018 (NCPF).
 4. Percentage employed in knowledge industries from August 2017 to August 2018 (NCPF).
 5. The share of households in a city with an active broadband connection, defined as an access speed of 256 kilobits per second or faster in 2016 (NCPF).
 6. The share of the population with a bachelor degree or higher qualification from August 2016 (ABS Census).
 7. The share of the population with a certificate 3, 4 or Diploma from August 2016 (ABS Census).
 8. The share of the population with a Bachelor degree or higher qualification from August 2016 (ABS Census).
 9. The share of the indigenous population with a certificate 3, 4 or diploma from August 2016 (ABS Census).



1. Average annual growth rate over previous 5 years to June 2018 (NCPP).
2. Average unemployment rate for previous 12 months to June 2018 (NCPP).
3. Current number of jobs in the region taken from June 2018 (NCPP).
4. Gross regional product measures the monetary value of all goods and services produced in the city from 2016-2017 (NCPP).
5. Percentage of indigenous population in work or looking for work from 2016 (ABS Census).
6. Number of indigenous persons who are the owner/manager of a business from 2016 (ABS Census).
7. The average annual population growth rate of the city from June 2012 to 30 June 2018 (NCPP).
8. The number of housing approvals in the City Deal local government areas between 30 June 2017 to 30 June 2018 (Delivery Office and Local Governments).
9. The proportion of dwellings within 400 metres walking distance of public open space that is 1.5 hectares or greater within Western Sydney in 2018 (NCPP).
10. The number of years a person born today is expected to live, assuming current age-specific death rates are experienced throughout their lifetime in 2017 (NCPP).
11. Number of persons living in the Western Parkland City in 2017 (NCPP).
12. Number of Aboriginal, Torres Strait Islander persons living in the Western Parkland City in 2016 (ABS Census).

Western Sydney Health Alliance

MEMORANDUM OF UNDERSTANDING

Drafted on 1 October 2019

FOR THE WESTERN SYDNEY HEALTH ALLIANCE BETWEEN:

Wollondilly Shire Council, Campbelltown City Council, Fairfield City Council, Penrith City Council, Blue Mountains City Council, Camden Council, Hawkesbury City Council, Liverpool City Council, South Western Sydney Local Health District, Nepean Blue Mountains Local Health District, South Western Sydney Primary Health Network, and the Wentworth Healthcare Limited, providers of the Nepean Blue Mountains Primary Health Network. Otherwise referred to herein as the 'parties' or 'Alliance members'.

1. INTRODUCTION

1.1 The three levels of government, led by eight local Councils and relevant health partners, have come together in partnership as part of the Western Sydney City Deal. The parties recognise that there are significant benefits to be gained through a collaborative approach to the coordination and effectiveness of health initiatives and services in the region to support the planning and design of healthier livable neighbourhoods through the Western Parkland City.

1.2 All members of the Alliance are signatories to the Western Sydney City Deal.

1.3 The Terms of Reference for the Steering Committee must align with and operate under this MOU. While the Terms of Reference for the Steering Committee may change, they must always be consistent with this MOU. The Terms of Reference are attached as an addendum to the MOU.

2. PURPOSE OF THE MOU

2.1 This Memorandum of Understanding (MOU) outlines the shared purpose, objectives, principles and priority areas that together form the basis of the Western Sydney Health Alliance (Alliance).

2.2 This MOU is intended to be an agreement that guides the work program of the Alliance over the next three years, at which time the purpose, objectives, principles and priority areas will require renewal and reassessment.

2.3 The Western Sydney City Deal, and the subsequent Alliance, is a twenty-year partnership.

2.4 Alliance anticipates that a new MOU with a new three-year term will be developed at the end of 2022, to guide longer-term work priorities and implementation for the region.

3. PURPOSE OF THE ALLIANCE

3.1 The core purpose of the Western Sydney Health Alliance is to support a healthy Western Sydney Parkland City through active collaboration, integration, influence, creativity and by taking a people-focused perspective.

- i. **Collaboration:** Take advantage of opportunities to share knowledge to jointly own initiatives and achieve collaborative action between the parties.
- ii. **Integration:** Horizontal and vertical integration of health and wellbeing management, prevention and partnerships to bring together medical and social perspectives to maximize health outcomes.
- iii. **Influencers:** Advocate and champion outcomes that support a healthy environment in the aerotropolis and wider Western Parkland City, and support attraction of investment into the region which advances health and wellbeing outcomes.
- iv. **Creativity:** Deliver creative responses to regional challenges and opportunities, and

- v. **People focus:** Initiatives and solutions are designed and delivered in ways that preserve a primary focus on people and generating outcomes that affect real change for peoples' health and wellbeing.

3.2 Through its operation, the Alliance offers the knowledge, expertise and collaborative capacity to support present and future health and wellbeing outcomes and management and control of preventable conditions in the Western Parkland City.

4. OBJECTIVES OF THE ALLIANCE

4.1 Over the term of this MOU the Alliance will:

- i. Deliver credible and measurable outcomes through its reporting to the Delivery Authority, and
- ii. Deliver projects and initiatives that are demonstrably scalable for different types of communities and regions.

4.2 The means by which the Alliance seeks to achieve its objectives are:

- i. Alignment of parties' existing work within the scope the MOU to achieve efficient and effective outcomes
- ii. To secure funding for coordinated programs and initiatives within the scope of the Alliance and the City Deal
- iii. Establish committed and engaged working groups, and
- iv. Achieve high levels of engagement with member agencies.

4.3 The Alliance will measure its success through:

- i. Progress against the milestones of an agreed work plan, which include the Implementation Plans of each working group
- ii. Increasing promotion of and public conversation about health programs, initiatives and outcomes for the Western Parkland City through use of social media and digital engagement
- iii. Ongoing stakeholder engagement and evaluation of stakeholder views and experiences of health initiatives and programs, and
- iv. An agreed evaluation framework that captures the value of outcomes generated by the Alliance.

5. PRINCIPLES OF THE WESTERN SYDNEY HEALTH ALLIANCE

5.1 The underlying principles that sustain the Alliance include:

- i. Operating under the Western Sydney City Deal
- ii. Developing programs and initiatives to achieve equitable social, health and wellbeing outcomes and which prioritise a person-focused approach to service design and delivery
- iii. Developing, managing and evaluating scalable projects through the working groups
- iv. Advancing place-based projects, both local and regional
- v. Taking a systems approach to solving public health issues

- vi. Addressing environmental (built and natural) and cultural factors influencing health and wellbeing outcomes
- vii. Addressing future considerations such as growth, technology such as AI, Telehealth, and public education around these changes, and
- viii. Producing innovative responses that can be measured and reported.

6. GOVERNANCE OF THE ALLIANCE STEERING COMMITTEE

6.1 All members of the Alliance sit on the Steering Committee and are signatories to the Western Sydney City Deal.

6.2 The Chair of the Alliance will be drawn from one of the local councils represented on the Steering Committee. A decision about the Chair will be made annually in September by members of the Alliance. The Chair will rotate between Councils that are members of the Alliance.

6.3 The Alliance Steering Committee will meet on the first Tuesday of each month, unless otherwise agreed.

6.4 Each member of the Alliance has one vote on the Steering Committee.

6.5 The Secretariat of the Alliance will be decided on an annual basis and will be provided by local government and deliver the functions specified in the Terms of Reference. The role of secretariat will support and align with any project management role that is employed by the Alliance.

6.6 Decision making:

6.6.1 All decisions by the Steering Committee will in the first instance be made by consensus, including appointment of the Chair.

6.6.2 If consensus cannot be reached a majority vote of Alliance members will be exercised.

6.6.3 Where a majority vote is required, the Chair will have a casting vote.

6.7 Appointment of Associate members of the Alliance:

6.7.1 A maximum of two NGO partners at any one time may be appointed to the Steering Committee.

6.7.2 Associate members provide in-kind support and advice to the Steering Committee and may participate in Alliance working groups.

6.7.3 Associate members do not have voting rights.

6.8 The relationship between the Steering Committee and the working groups will be demonstrated through the following:

- i. Each working group will provide each October an annual work plan for review and endorsement by the Steering Committee
- ii. Working groups will provide a quarterly report to the Steering Committee and additional information upon request
- iii. The quarterly reports will align with, and form part of, the regular City Deal reporting
- iv. The Lead officer of each working group is required to attend the Steering Committee and may be an organisation's representative on the Steering Committee
- v. Only the Steering Committee has the right to make funding decisions in relation to working group activities, and

6.9 Managing probity:

6.9.1 Each member of the Alliance is bound by their own organisation's code of conduct.

6.9.2 The parties must at all times be conscious of their roles and responsibilities. Where a party's role under this MOU creates an actual or perceived probity risk, the parties must make all reasonable efforts, whether by amendment of the MOU or otherwise, to resolve the risk as soon as reasonably practicable and to the satisfaction of the parties.

6.9.3 If the parties' efforts cannot resolve the probity risk, the Steering Committee may by written notice to all parties via the Chair, terminate this MOU. This course of action is subject to the decision-making protocols agreed in this MOU.

6.9.4 All parties also acknowledge the risks associated with direct commercial negotiations. As a result, the parties will at all times adhere to the ICAC's *Guidelines for managing risks in direct negotiations*.

6.10 Dispute resolution: The Alliance is committed to resolving disputes between the parties in a non-arbitrary manner. A relationship framework will be developed and formally approved by the participant local councils. Alliance members are also bound by of their own organisations' respective codes of conduct.

6.11 Intellectual Property will be determined with regard to conditions imposed by the funding source and considering the following:

6.11.1 Pre-existing Intellectual Property

Each party will retain exclusive interest in and ownership of its Intellectual Property existing prior to this agreement or developed outside the scope of this agreement.

6.11.2 Jointly Developed Intellectual Property

In the event that the parties jointly develop Intellectual Property, the parties shall engage in good faith negotiations to establish their respective rights. If the parties cannot agree on the respective rights applying to jointly developed

property, each party will have equal ownership and rights in such Intellectual Property, without further obligation and without a duty to account to the other party.

6.12 Confidentiality and Privacy All discussions at the Steering Committee and communications and documents related to the Steering Committee's function should be treated as confidential. All Alliance members further agree that they will cooperate to uphold respective privacy obligations at law.

7. STATUS OF THIS DOCUMENT

7.1 This document is a statement of intent only and is not intended to operate as a binding legal document on the parties or to create legal relationships between them.

7.2 This document may be signed in any number of counterparts, each of which is an original and all of which taken together form one single document.

7.3 It is anticipated that this document will be updated or replaced at three years from the date of signing to reflect a renewed purpose and program of work.

7.4 This MOU may be terminated by majority vote of Alliance members.

7.5 Associate members may leave the Alliance if they so choose or by decision of the parties. In this case, Associate members will not be reimbursed or compensated for any funds or in-kind contribution allocated to the Alliance.

7.6 Alliance members will not be reimbursed or compensated for any funds or in-kind contribution allocated to the Alliance.

8. COMMUNICATION

8.1 Information shared within the Alliance shall be considered confidential unless released by the owner of the information for public distribution or agreed for public release by the Steering Committee.

8.2 All communications on behalf of the Alliance Steering Committee require the consent of each partner. Where consensus cannot be reached, a majority approval will be required, with the Chair providing a casting approval.

8.3 The authorised spokesperson for the Alliance in the first instance is the Chair of the Steering Committee. In the absence of the Chair another member of the Alliance may act as spokesperson as agreed by the Steering Committee.

8.4 Representation of the Alliance at meetings with Mayors, Ministers or senior government officers (Secretary or Deputy Secretary level) requires the:

- i. Presence of representatives from a minimum of 3 Alliance members
- ii. Main Alliance contact for the meeting to circulate information to all members prior to the meeting that includes the purpose of the meeting, and

- iii. Main Alliance contact for the meeting to circulate the outcome of the meeting, in writing, to all Alliance members.





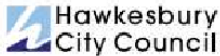
9. WORK PLAN

9.1 Over the three year term of this MOU the Steering Committee will:

- i. Develop an Alliance work plan that reflects the Implementation Plans of each of the working groups:
 - Livability and connections
 - Getting people active
 - Access to services, and
 - Promoting healthy food access and choice
- ii. Develop and adopt a framework for how Health Opportunity Assessments can be applied to projects in the Western Parkland City through the City Deal
- iii. Develop a Health Impact Assessment for the Western Parkland City in relation to a major City Deal project such as the Common Planning Assumptions and Engineering Standards or other agreed project
- iv. Undertake Primary Health modelling to determine the future requirements of the health workforce in the Western Parkland City and to establish baseline health workforce data
- v. Design and deliver an annual stakeholder engagement survey for internal and external stakeholders, and
- vi. Report on the progress of initiatives being delivered by each working group to the City Deals Delivery Office, against common metrics.

Western Sydney Health Alliance signatories

 <p>Wollondilly Shire Council</p>		
	(Name)	(Position)
	(Signature)	(Date)
 <p>campbelltown city council</p>		
	(Name)	(Position)
	(Signature)	(Date)

	(Name)	(Position)
	(Signature)	(Date)
	(Name)	(Position)
	(Signature)	(Date)
	(Name)	(Position)
	(Signature)	(Date)
	(Name)	(Position)
	(Signature)	(Date)
	(Name)	(Position)
	(Signature)	(Date)

		
	(Name)	(Position)
	(Signature)	(Date)
		
	(Name)	(Position)
	(Signature)	(Date)
		
	(Name)	(Position)
	(Signature)	(Date)
		
	(Name)	(Position)
	(Signature)	(Date)
 		
	(Name)	(Position)
	(Signature)	(Date)