



Wollondilly ELS Addendum

Prepared for
Wollondilly Shire Council

September 2022

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Reviewer

Signature



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EXECUTIVE SUMMARY

On 18th May 2021, Council resolved to further investigate a number of sites that had capacity to contribute to land for employment uses in Wollondilly Shire. These sites were located at Bargo, The Oaks, Pheasant Nest and Moreton Park Road, Menangle.

This Addendum has considered the site characteristics, opportunities, constraints and where relevant, the suitability of future uses across the four investigation areas. The addendum should be read in conjunction with the Employment Land Strategy 2021 and Employment Land Background Report 2021.

In summary, the analysis recommended that:

- The Oaks Aerodrome be considered for a rezoning to SP4 Enterprise in the short term and look to accommodate predominantly aviation, light industry and tourism uses. This would require Council adopted the zone as part of the revised LEP. The residential airpark component could be permitted, subject to consideration of lot design and pedestrian, vehicle and aircraft safety.
- A portion of the Bargo investigation area could be investigated as an E3 Productivity Support zone alongside the Arina Road land already identified in the Employment Land Strategy. A decision would then need to be made as to which site best aligns with Council's need.
- The Pheasant Nest investigation area should not be further progressed due to the significant environmental and access constraints.
- The Moreton Park Road investigation area should be earmarked as a long term E4 General Industrial location, if an intersection with the Hume Motorway is delivered.

The above are recommendations only. More detailed analysis should be undertaken at a site specific level to inform future rezonings.

1.0 INTRODUCTION

1.1 Background

HillPDA has been commissioned by Wollondilly Shire Council to investigate a number of land parcels that have been identified through a Council resolution. This Addendum is to be read in conjunction with the Employment Land Strategy 2021 and Employment Land Background Report 2021.

A summary of the key findings from the original employment land review is illustrated in Figure 1.

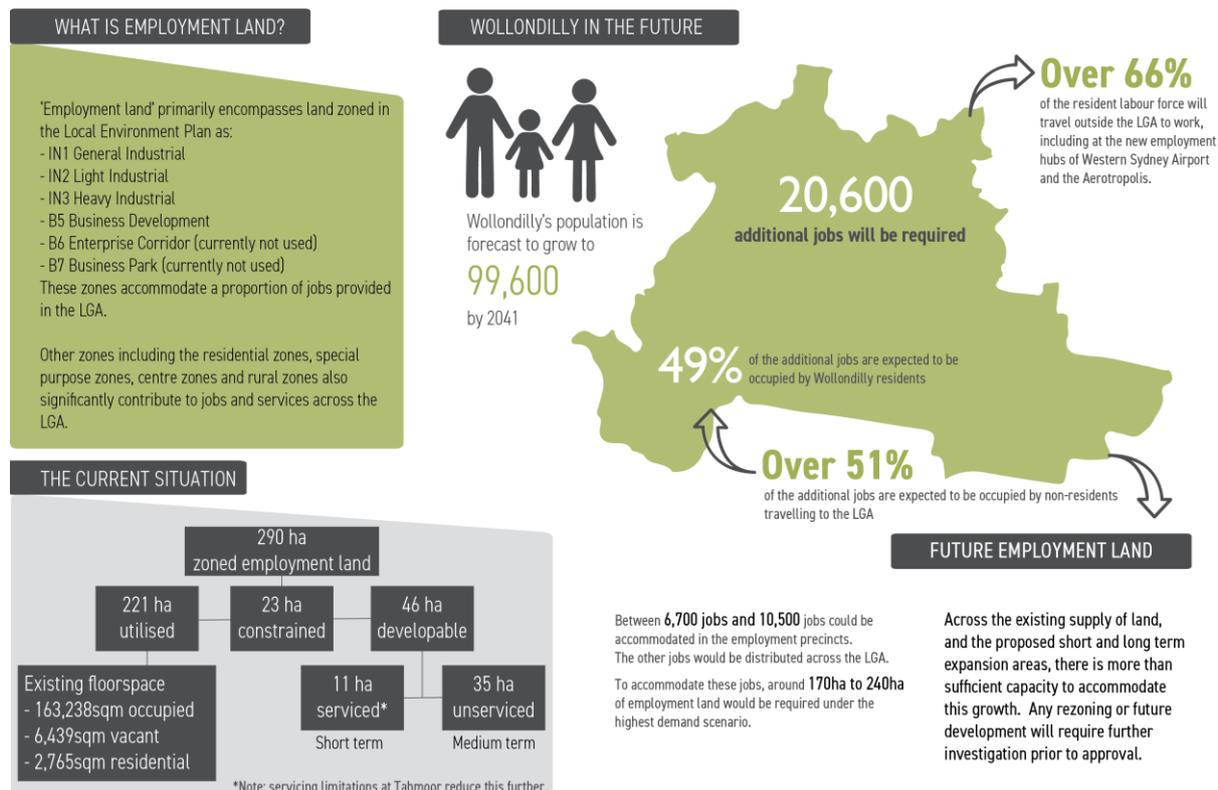


Figure 1: Employment Land Review Findings

Source: HillPDA 2021

The most conservative demand analysis estimated that Wollondilly Shire would require around 170 to 240 hectares of employment land to service the future population. The original study investigated eight potential employment areas that could contribute to meeting demand in the future. These investigation areas, in the context of existing employment precincts are illustrated in Figure 2. Not all the areas identified were suitable for short term rezoning.

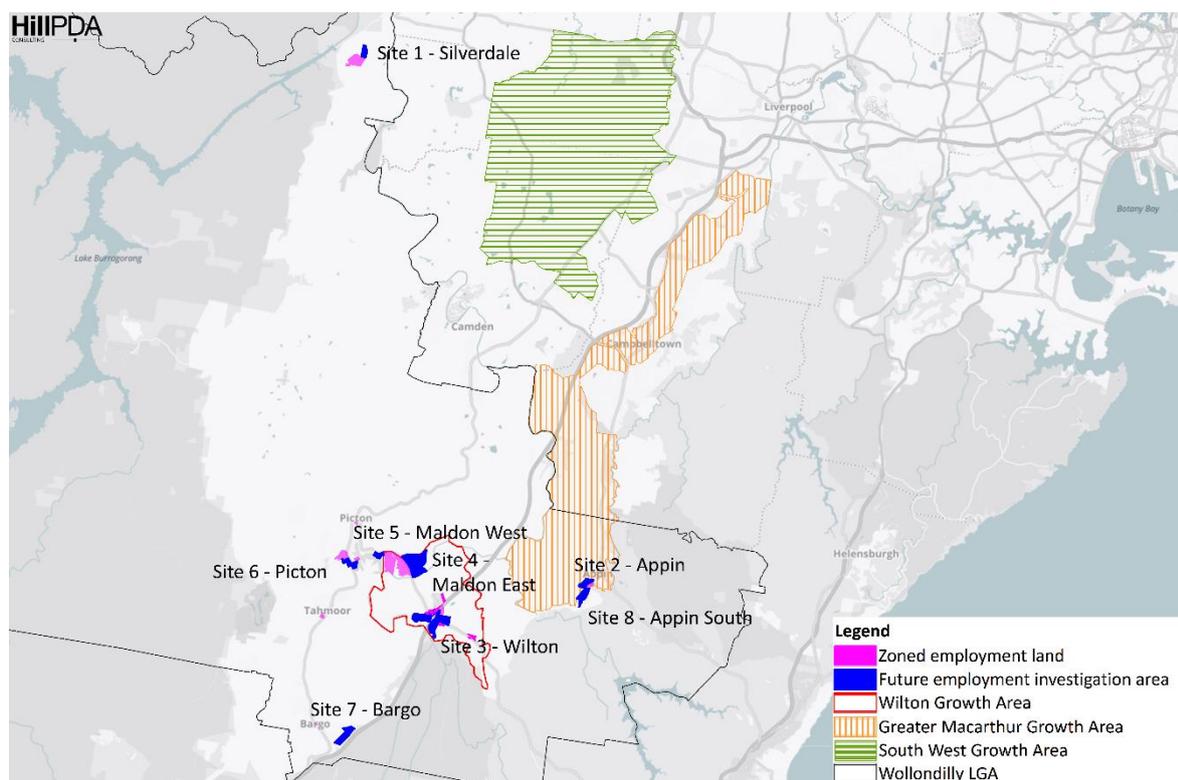


Figure 2: Future employment investigation areas

Source: HillPDA 2021

This Addendum seeks to undertake a similar methodology as to what was conducted as part of the original employment land review. This includes an analysis of the constraints and opportunities of each site utilising existing public information, stakeholder consultation and constraints GIS mapping.

The constraints mapping is limited to the layers available and does not reflect issues such as servicing, access restrictions, tree clearing, bushfire and subsidence limitations. Where possible, these constraints have been identified through consultation with internal Council advisors.

Information in this Addendum reflects a point in time and current legislative context.

1.2 Council resolution

On 18th May 2021, Council resolved to further investigate a number of sites that had capacity to contribute to land for employment uses in Wollondilly Shire. The resolution stated:

- *Acknowledges the representation from residents along Moreton Park Road and asks that their land at Moreton Park Road be included in the Employment Land Strategy (potentially for agribusiness) but also be part of a review of the Greater Macarthur Growth Area and noting that it will require additional, enabling state infrastructure to activate the site.*
- *That the land in the vicinity of the Bargo River Bridge near Tahmoor to Wellers Road in Bargo be noted as a possible future employment investigation area following cessation and resolution of all outstanding mining matters and servicing issues.*
- *That land in the vicinity of The Oaks Airport site be included in the employment strategy if required to support the ongoing use of the site for aviation purposes.*

The Pheasants Nest site arose as an additional investigation area, post the council resolution, due to the recent development approval for a service centre and potential opportunity to leverage the access point.

This study provides an independent investigation and recommendations for Council consideration.

1.3 Legislative context

Since the drafting of the original Employment Land reports, the NSW Government have conducted a review of employment zones. The intent of the review was to deliver a simplified employment framework that suits the *'future of work, is fit for purpose, supports productivity and jobs growth while facilitating delivery of strategic plans and planning priorities.'* The existing Business (B) and Industrial (IN) zones were replaced with five new employment zones and three supporting zones under Standard Instrument (Local Environmental Plans) Order 2006 (SI LEP Order). The new employment zones proposed to be adopted by Council are described in Table 1.

While currently not proposed to be adopted by council, the SP4 Enterprise zone creates some capacity to be used as an employment zone. This zone is discussed further in section 2.1.

The RU5 Village zone is being proposed for adoption by Council to reflect the smaller nature of some existing centres. This has also been included in the below table.

Table 1: Revised Employment Zone Framework

Zone	Objectives
E1 Local Centre	<ul style="list-style-type: none"> To provide a range of retail, business and community uses that serve the needs of people who live, work or visit the area. To encourage investment in local commercial development that generates employment opportunities and economic growth. To enable residential development that contributes to a vibrant and active local centre and is consistent with the Council's strategic planning for residential development in the area. To encourage business, retail, community and other non-residential land uses on the ground floor of buildings. To support the health and well-being of the community by providing employment and services that are close to housing and well-supported by public and active transport. To encourage vibrant centres by allowing tourist and visitor accommodation and facilities.
E3 Productivity Support	<ul style="list-style-type: none"> To provide a range of facilities and services, light industries, warehouses and offices. To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres. To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity. To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones. To provide opportunities for new and emerging light industries. To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site. To support the health and well-being of the community by providing employment and services that are close to housing and well-supported by public and active transport.
E4 General Industrial	<ul style="list-style-type: none"> To provide a range of industrial, warehouse, logistics and related land uses. To ensure the efficient and viable use of land for industrial uses. To minimise any adverse effect of industry on other land uses. To encourage employment opportunities. To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers. To ensure new development is sustainable and will not impact on land with high biodiversity value. To maintain the efficient operation of the regional and local road network. To support the health and well-being of the community by providing services and employment close to housing. To ensure development does not impact on the viability of local centres.

Zone	Objectives
E5 Heavy Industrial	<ul style="list-style-type: none"> • To provide areas for industries that need to be separated from other land uses. • To ensure the efficient and viable use of land for industrial uses. • To minimise any adverse effect of industry on other land uses. • To encourage employment opportunities. • To enable land uses that provide facilities or services to meet the day to day needs of workers in the area. • To support the health and well-being of the community by providing services and employment that can be easily reached by public and active transport.
MU1 Mixed Use	<ul style="list-style-type: none"> • To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities. • To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces. • To minimise conflict between land uses within this zone and land uses within adjoining zones. • To encourage business, retail, community and other non-residential land uses on the ground floor of buildings. • To support the health and well-being of the community by providing employment and services that are close to housing and well-supported by public and active transport.
SP4 Enterprise	<ul style="list-style-type: none"> • To provide for development and land uses that support enterprise and productivity.
RU5 Village	<ul style="list-style-type: none"> • To provide a range of retail, business and community uses that serve the needs of people who live, work or visit the area. • To enable limited residential development that contributes to a vibrant and active rural Village and is consistent with the Council’s strategic planning for residential development in the area. • To maintain the rural character of the village and ensure buildings and works are designed to be in sympathy with the character of the village. • To ensure that development does not detract from the existing rural character or create unreasonable demands for the provision or extension of public amenities and services • To support the health and well-being of the community by providing appropriate land uses within walking and cycling distance of housing.

Recommendations in this Addendum are drafted in alignment with the updated employment zone framework. This report sets out possible planning pathways and considerations. Individual proponents may seek to propose alternate pathways through a development application or planning proposal process.

2.0 AREA ANALYSIS AND RECOMMENDATIONS

2.1 Oaks Aerodrome

2.1.1 Area characteristics

Investigation area 1 is The Oaks Aerodrome, an approximately 30 hectare site (see Figure 3). It is made up of Lot 1 DP586257 at 995 Burragorang Road and Lot 2 DP 633015 and Lot 3 DP633015 at 5-15 Lugarno Place, The Oaks. The site is zoned RU1 Primary Production under the Wollondilly Local Environmental Plan (LEP) 2011. The site is currently used for aviation purposes, with the airfield operating as a non-Licensed aerodrome. The site is privately owned.

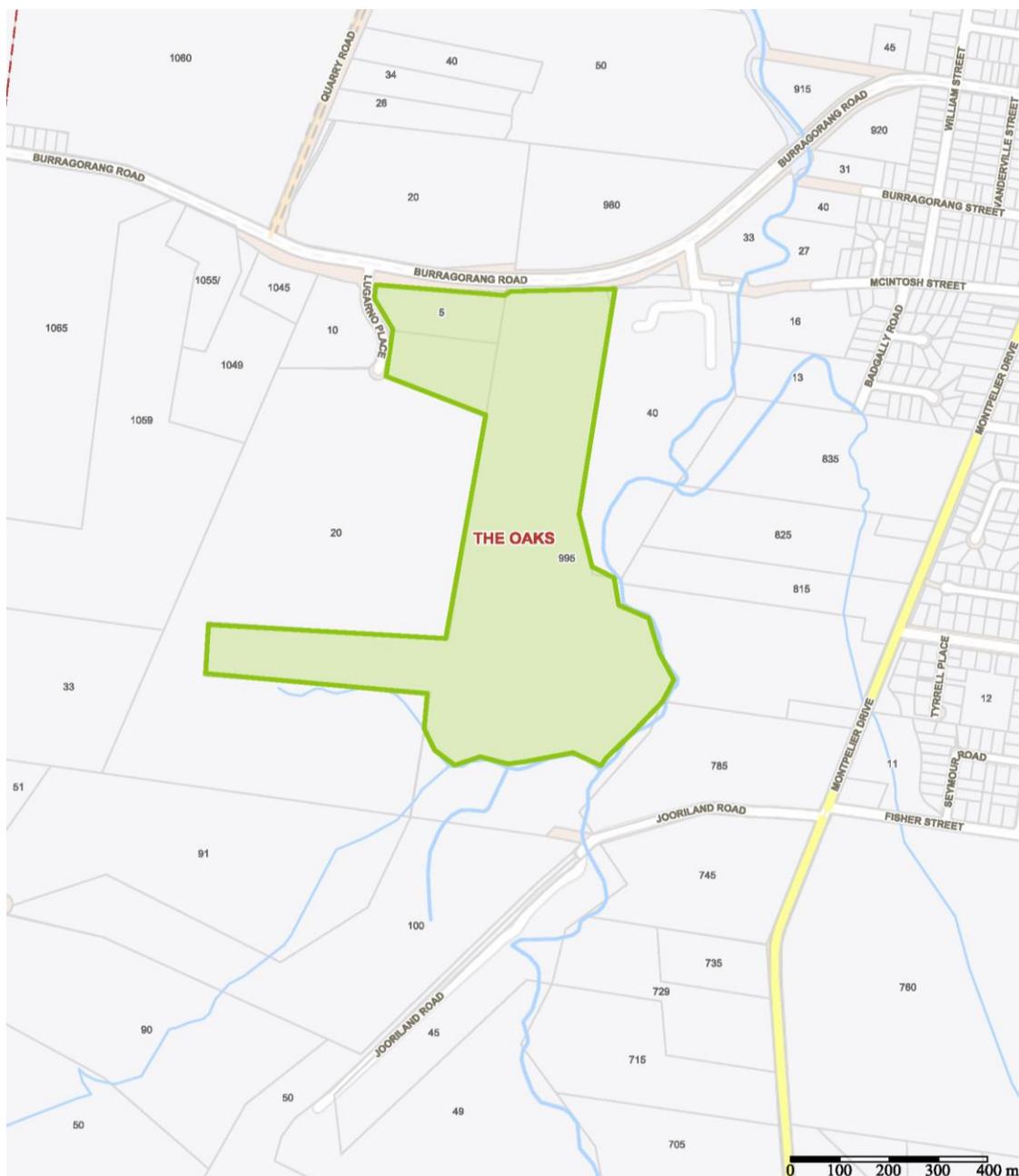


Figure 3: Oaks Airport Locality Map

Source: Wollondilly Shire Council 2022

2.1.2 Opportunities and constraints

Investigation area 1 provides opportunity to intensify its contribution to employment generation in Wollondilly Shire. The site contains existing employment uses in aviation that could be amplified and leveraged subject to addressing a number of challenges.

The site is subject to development interests with a proponent led draft masterplan currently proposed to upgrade the runway and introduce additional tourism, industry and residential uses (Air Park/ Hangar Homes) to support the primary aviation intent. Table 2 and Figure 4 analyse the opportunities and constraints of the investigation area.

Total site area: 30.7ha

Non-constrained area: 25.63ha or 83%

Constrained area: 5.1ha or 17%

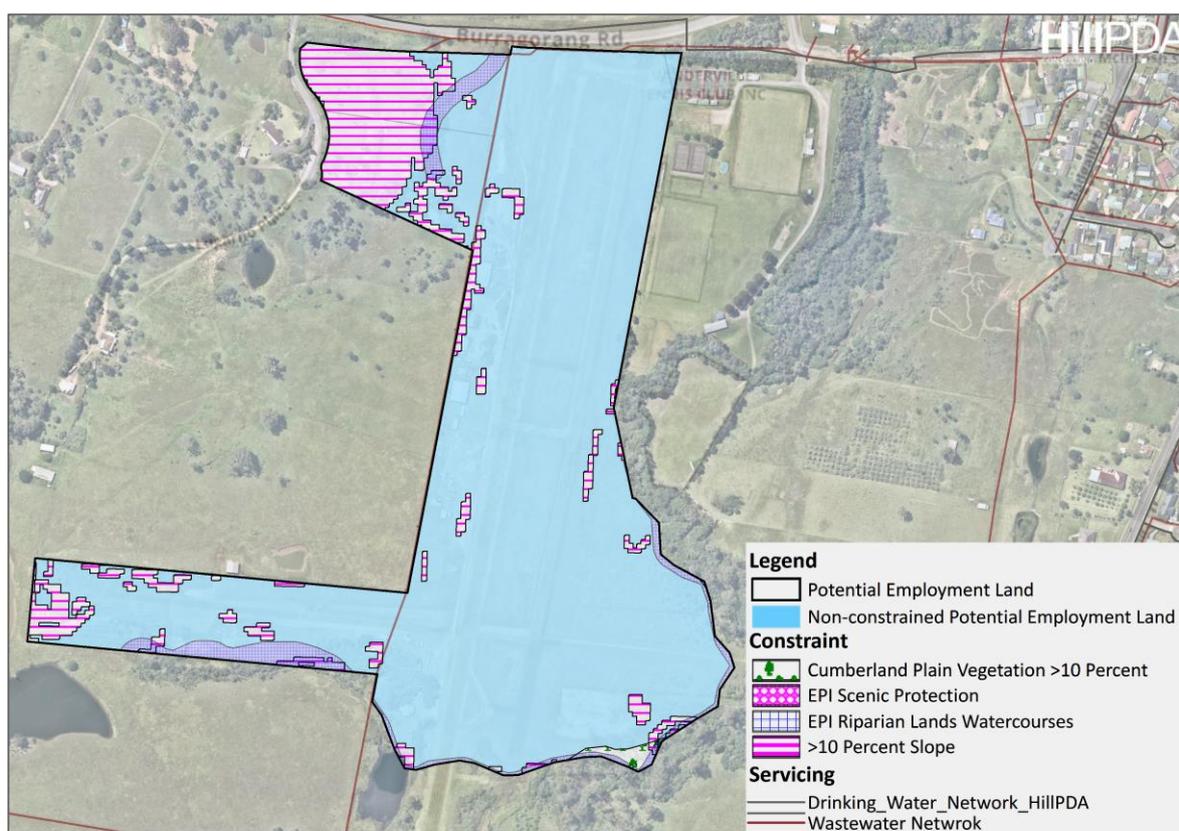


Figure 4: The Oaks Aerodrome constraints map

Source: HillPDA 2022

Table 2: The Oaks Aerodrome benefits and challenges analysis

Benefits	Challenges
<ul style="list-style-type: none"> Existing employment on site through established aviation uses Opportunity to leverage and amplify aviation and tourism related uses considering the sites heritage and established infrastructure The scenic amenity of the area and proximity to the Greater Blue Mountains World Heritage Area makes it appropriate for visitor economy uses Proximity to established urban area 	<ul style="list-style-type: none"> RU1 Rural Residential zoning Industrial and centre zones under the new framework likely not appropriate due to the proximity of nearby village and conflicting land uses Falls within Sydney Drinking Water Catchment Heritage listed Water and sewer servicing may be restricted due to capacity Possible overland flow and flood constraints Special Fire Protection Purpose Development

Benefits	Challenges
<ul style="list-style-type: none"> • Relatively limited topographic and vegetation constraints (Figure 4) • Opportunity to negotiate shared access intersection to Burragorang Road subject to plans with RFS and sports fields • Opportunity to consider utilising SP4 Enterprise zone if intensifying tourism and aviation uses on site 	<ul style="list-style-type: none"> • Jooriland Road would require upgrading if access is proposed • Likely road and intersection upgrade required on Burragorang Road to facilitate greater intensification of the site • Potential conflict with Western Sydney Airport flight paths.

Future use considerations

The following appraisal has been conducted considering the current development interest on the site. It provides consideration to the types of uses that have been proposed through the masterplan or may be appropriate for the site. Note, the list is not extensive and other uses may be considered. The below uses have not considered the particulars of site constraints, market demand or amenity impacts. It also does not consider air space rights and restrictions, particularly considering the proximity to the new Western Sydney Airport.

Table 3: Future use considerations

Possible use	Considerations
Tourism uses	<p>Considering the amenity of the area and proximity to the Greater Blue Mountains World Heritage Area tourism uses could be appropriate on site. There is opportunity to leverage the aviation heritage of the site through an aviation museum. The closest general aviation museums are located at Kiama, Nowra and near Newcastle. This could complement the Wollondilly Heritage Centre in The Oaks.</p> <p>There could be opportunity to intensify aviation recreation such as hot air ballooning, gliding, sky diving and charter flights. These uses would complement the existing use on site.</p>
Commercial uses	<p>Anecdotally, there has been interest from Aircraft Owners and Pilots Association to establish their head office on the site. Commercial uses that support aviation would be appropriate. There is unlikely to be significant demand for commercial uses including office and retail, however ancillary office space that supports aviation businesses or light industrial uses would be appropriate.</p> <p>There may be a small market to support hospitality and accommodation uses. Some form of tourist accommodation could have flow on benefits to the area and the museum. These uses are generally more appropriate in local centres if there is capacity to accommodate them. It would be recommended that the proponent undertake an economic impact assessment, that is inclusive of a market demand assessment, to demonstrate demand for the uses.</p>
Industrial uses	<p>There is limited opportunity for urban support light industrial in the vicinity of The Oaks. Some light industry land uses could be complementary to the area. This would be subject to appropriate constraints, including access, being addressed. Heavier industrial uses that generate increased large vehicle movements would be less appropriate for the site. This is due to the scale of the road network and need to travel through town to access the larger connecting roads.</p>
Aviation	<p>The Oaks Aerodrome is currently unlicensed and provides for recreation and flight training services. It is unknown whether an increase in aviation uses on the site would require the airport to obtain a license.</p> <p>The Oaks Aerodrome would likely provide a more affordable alternative for hangar storage and aviation businesses to establish. It is however noted that the airport would be operating in competition with Western Sydney Airport, Camden Airport and Bankstown Airport, albeit on a much smaller scale. They offer uses such as flying schools, emergency services, aviation maintenance, flight training, flying clubs, hangar space and air charters. All airports are proposing intensified commercial and light industrial uses. Currently Camden airport operations contribute around 200 on and off airport jobs. Both Bankstown and Camden Airports have Federal Ministerial approved masterplans to intensify operations.</p>
Residential air park	<p>Residential Airparks (or Skyparks) are becoming increasingly popular across Australia, following on from their success in the USA where there are over 400 residential airparks. An airpark is a residential development within a regional airport precinct that provides direct access (within 100m) from home to hangar. The concept has been appealing to aviation enthusiasts and aviation business owners alike who see the convenience benefits. Residential lots generally vary from 1000sqm to 2500sqm.</p> <p>Examples of airparks in Australia are generally in locations with strong scenic amenity or close to tourism hotspots. Queensland has seen the fastest take-up of the concept with a number of subdivisions and residential development already occurring.</p>

Possible use	Considerations
	<p>Figure 5 highlights some of the locations where airparks are operating in Australia.</p> <p>There are examples of both private and public airparks with the most popular being subdivisions that are supported by other lifestyle uses including commercial leasehold opportunities, cafes, aviation services, fuel sales and in some instances aviation tourism attractions.</p> <p>There is evidence that numerous residential airpark communities host regular aviation tourist events that support visitor numbers to the LGAs.</p> <p>Considering the scenic amenity benefits of The Oaks airport, the location may be appropriate for a residential airpark. Limited evidence could be found of a residential airpark operating in Greater Sydney.</p>

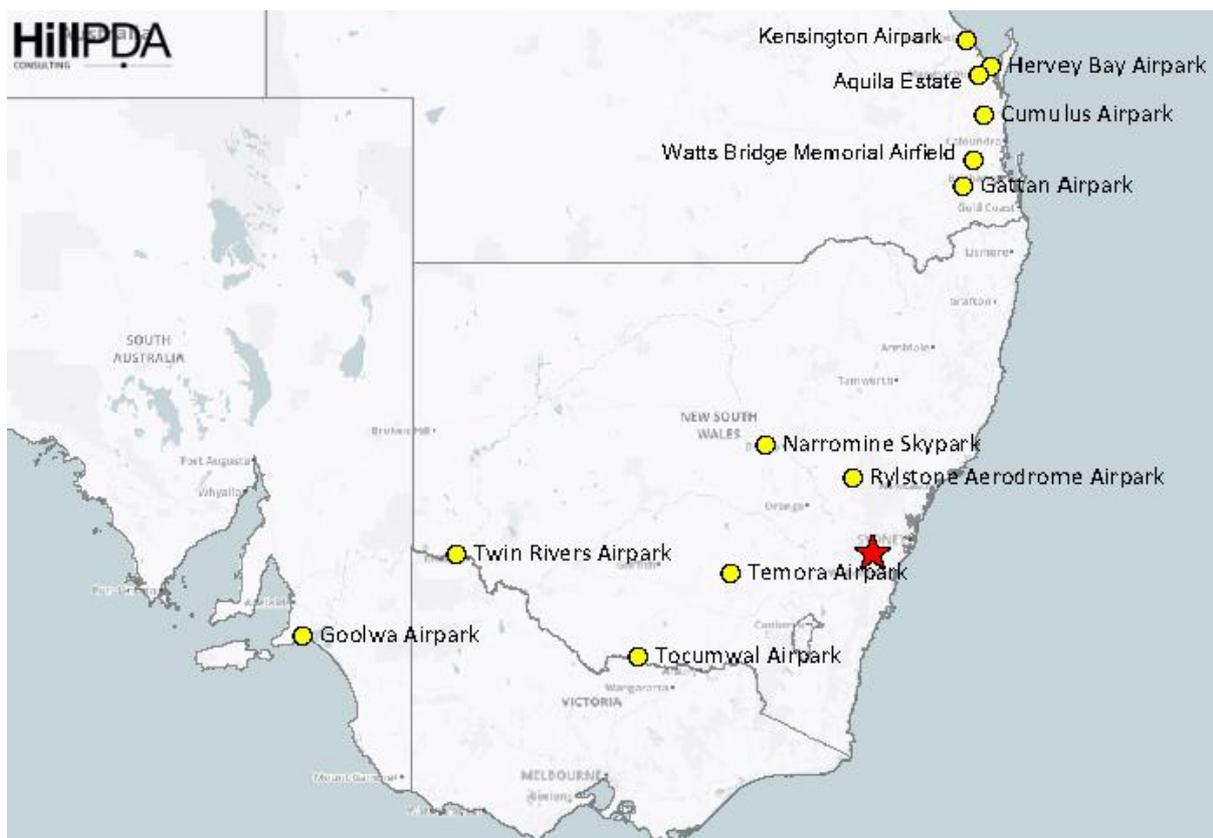


Figure 5: Example airpark locations across Australia

Source: HillPDA 2022

Note: Airparks are in various stages of development. Findings were based off desktop research and are not exhaustive of all airpark locations.

2.1.3 Recommendations

There is merit for increasing the density and diversity of uses at the Oaks Aerodrome. Table 4 provides recommendations and the associated justification.

Table 4: Oaks Aerodrome investigation area recommendations

Recommendation	Justification
Consult with DPE to determine if the SP4 Enterprise zone could be used	The revised zoning framework has introduced an SP4 Enterprise zone with the intent to “provide a home for planned precinct processes, special activation precincts and regional job precincts. It

Recommendation	Justification
	<p><i>would only apply in unique and predetermined circumstances subject to meeting strict criteria.” (DPIE, 2021)¹</i></p> <p>This new zone provides councils with greater flexibility to tailor permitted land uses within precincts to meet a desired intent. The challenge may be demonstrating to the State Government that the area is of a size and scale that is appropriate to use the zone. The applicant would need to provide clear evidence around the size and scale of the proposal and that there is appropriate demand for all uses. Disregarding this, the SP4 Enterprise zone would be the most appropriate to apply to the site as it reflects the enterprise and special purpose nature of the aviation precinct. The other available zones are not as appropriate because:</p> <ul style="list-style-type: none"> • Applying a centre zone (E1 or E2) would risk undermining the established centres and it would not be recommended to have retail uses in this location. • The E3 Productivity Zone would be the most closely aligned to the types of uses that would be most viable on the site, however it would require air transport facilities to be permitted. It would also require dwelling house to be permitted if seeking to allow the residential airpark. These would need to be permitted as Additional permitted uses. • The objectives of current RU1 Primary Production zone do not align with the potential uses proposed for the airport site. While dwelling houses and air transport facilities are permitted, the opportunity for light industry and tourism uses are limited. These would need to be introduced as additional permitted uses. The minimum lot size applied to the area also limits subdivision for the purpose of dwelling houses (residential airpark). • The new zoning framework has also introduced the MU1 Mixed Use zone. This zone permits the greatest diversity of uses that would allow flexibility for the Aerodrome to evolve. The risk however is that it encourages shop-top housing, which is not desired in this location. It would also require air transport facilities to be permissible.
Explore rezoning the land within the short term	<ul style="list-style-type: none"> • Considering there is limited opportunity for employment generating uses outside of The Oaks local centre, there is merit to rezone the land in the short term, subject to addressing any constraints or infrastructure challenges.
Consider allowing the residential airpark proposal	<ul style="list-style-type: none"> • There is merit in enabling a residential airpark on the site. There is growing demand for this type of product across Australia. Residential airparks generally attract a strong aviation community that organise events. Coupled with an aviation museum, this type of product could have benefits for the visitor economy of Wollondilly. The Oaks Aerodrome is also positioned in a location with high scenic amenity in relatively close proximity to a major metropolitan centre. It would therefore offer a unique opportunity for aviation enthusiasts that is otherwise not provided across Australia. • Further justification should be sought as to whether there is demand for the proposed size of the residential hangar home allotments and whether a greater diversity of sizes should instead be provided. Research indicates that lots vary in size from 1,000sqm to 2,500sqm, however most in Australia are on the larger size.
Stage the release of uses on the site through a site specific DCP	<ul style="list-style-type: none"> • Aviation businesses, light industry and tourism uses should be established on site as the first stage of development to ensure aviation remains the primary use. • The residential airpark, if progressed, should be an ancillary use to the airfield and should be progressed as a secondary stage. A smaller subdivision may be more appropriate dependent on outcomes of a product specific demand assessment.
Enable an increase in employment opportunity	<ul style="list-style-type: none"> • Although we have not undertaken employment modelling, the proposed land uses would likely support a more intensive short and long term employment outcome than what is currently on the site. This would benefit the local economy.
Request an Economic Impact and Demand Assessment	<ul style="list-style-type: none"> • It is recommended that any future development is supported by an economic impact and demand assessment to demonstrate the viability and appropriateness of uses within proximity to the local centre.

¹ Department of Planning, Industry and Environment, 2021 ‘Proposed Employment Zones Framework’, NSW Government, cited at: https://shared-drupal-s3fs.s3-ap-southeast-2.amazonaws.com/master-test/fapub_pdf/employment+zones+/employment+zones+reform_Position+Paper.pdf, on 20/5/2022

Recommendation	Justification
<p>Maintain consistency with the scope of the employment land study</p>	<ul style="list-style-type: none"> The airport site should only be included in any future employment land strategy if a rezoning to an E3, E4, E5 or SP4 zone is progressed.
<p>Further investigation into the critical infrastructure</p>	<ul style="list-style-type: none"> Further transport planning, in collaboration with Council, should be undertaken by the proponent to determine an appropriate location for an intersection on to Burragorang Road. This will need to consider the cumulative impact of the Dudley Chesham Sports Ground and Rural Fire Services proposal. There is currently no legal access to Jooriland Road. Jooriland Road is not of a size and scale appropriate to accommodate significant additional vehicle movements. The opportunity for a connection to Jooriland Road to service the residential airpark needs further consideration, particularly considering the riparian corridor on the southern boundary of the site. While there is some enabling infrastructure in place, the capacity of the system needs further exploration to determine opportunity to accommodate the intensification of uses on site. Any masterplan for the site should clearly demonstrate safe delineation between private vehicle, pedestrian access and aircraft movements.

2.2 Investigation area 2 - Bargo

2.2.1 Area characteristics

Investigation area 2 is 739.3 hectares and has potential access opportunities from Wellers Road and Remembrance Drive (see Figure 6). It is made up of multiple land holdings, including numerous crown land holdings. The investigation area is zoned RU1 Primary Production, RU2 Rural Landscape and C2 Environmental Conservation under the WLEP 2011. The site currently contains mainly large lot residential uses, with some agricultural and commercial uses. The Wollondilly Anglican College is located to the north of the proposed area. The area is adjacent the Tahmoor Coking Coal Mine operation, which has just been granted a 10 year extension to its underground longwall mining operations. The rail line borders the eastern boundary of the proposed area.

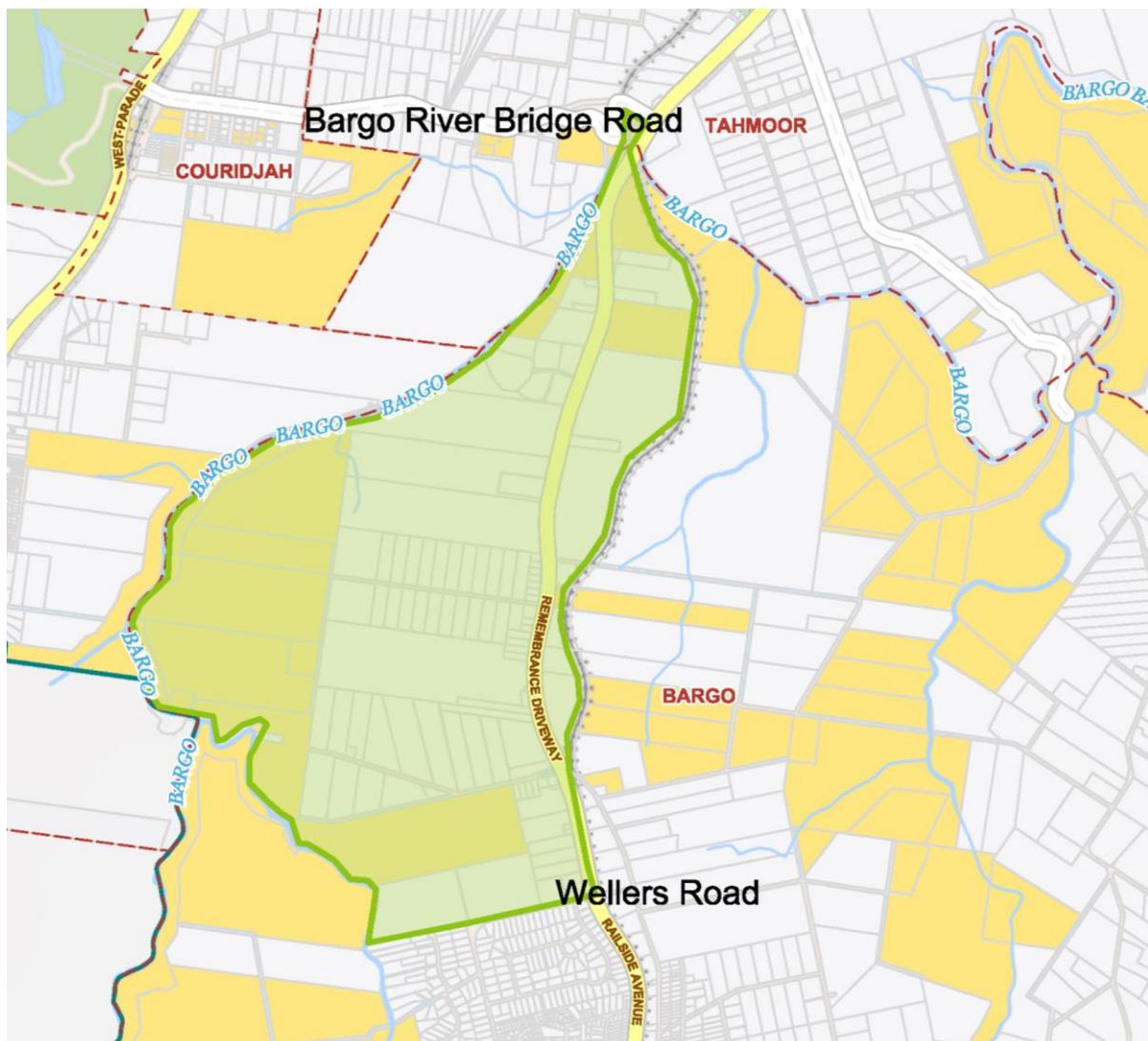


Figure 6: Bargo Locality Map

Source: Wollondilly Shire Council 2022

2.2.2 Opportunity and constraints

Investigation Area 2 is located adjacent an active coal operation and could be perceived as an appropriate location to support further employment uses. Figure 7 identifies some of the spatial constraints associated with the proposed area. Further investigation would need to be undertaken to consider items such as environmental implication, cultural landscape preservation, tree removal etc.

Total site area: 739 ha

Non-constrained area: 375.3ha or 51%

Constrained area: 364ha or 49%

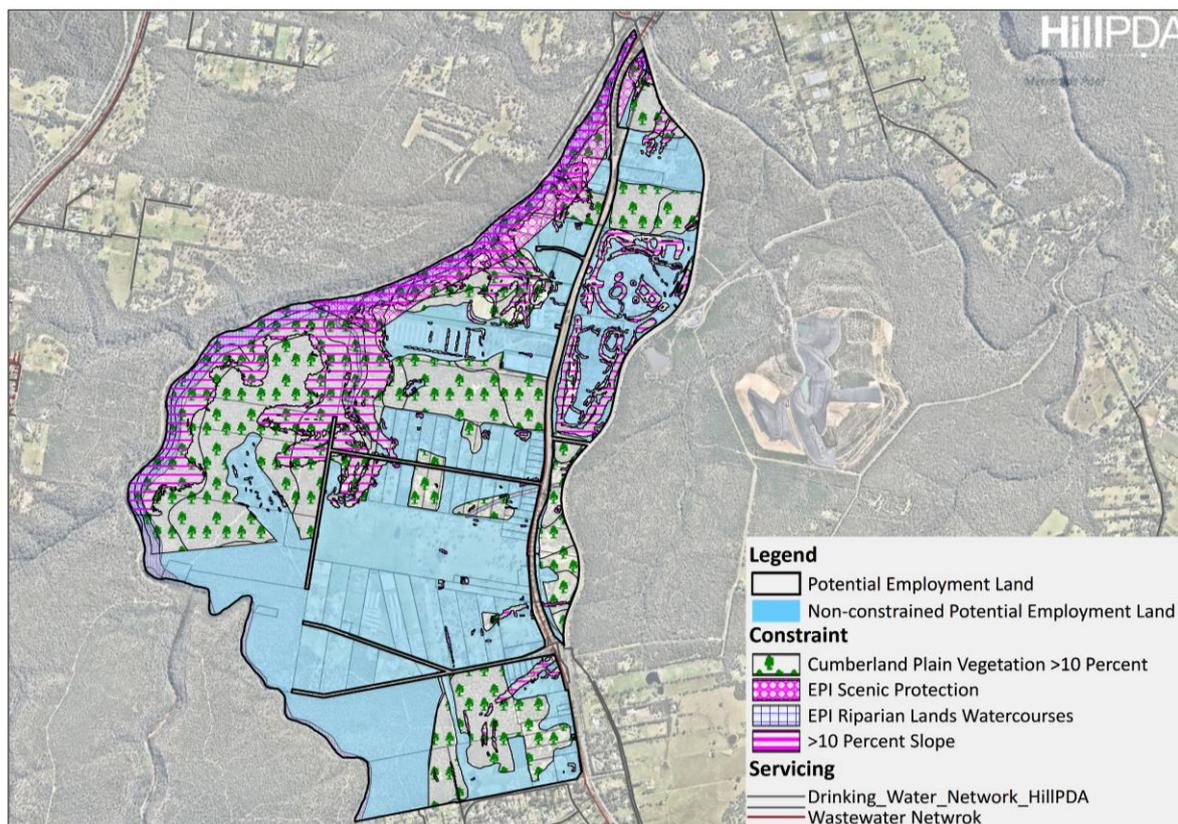


Figure 7: Bargo constraints map

Source: HillPDA 2022

Table 5: Bargo’s benefits and challenges analysis

Benefits	Challenges
<ul style="list-style-type: none"> Strong surrounding residential catchment to support business viability Limited competing industrial opportunity Remembrance Drive has some capacity to accommodate additional vehicle movement Connection along Remembrance Drive to Hume Motorway in southern direction Connected to enabling infrastructure including waste and drinking water network Established mining presence and opportunity for industry co-location Some natural barriers create buffers to surrounding sensitive receivers Could create a diversity of jobs closer to homes Good access to support services such as local shops 	<ul style="list-style-type: none"> Current mining operation due to cease in 2022, however extension has been sort for a further 10 years to 2032. The approval seeks to extend underground mining at Tahmoor, to the south of existing surface facilities. The proposed extent of underground longwalls intersects (subsurface) with the proposed investigation area. This may reduce surface opportunities for larger format developments due to subsidence Crown land holdings Significant vegetation coverage in some areas Heavy vehicle movement limited in northern direction by rail bridge crossing restrictions No connection north to Hume Motorway with vehicles required to travel through Picton centre Proximity to school infrastructure

Benefits	Challenges
<ul style="list-style-type: none"> ● Some larger lots that are more appealing for industrial development ● Opportunity to connect precinct from side roads 	<ul style="list-style-type: none"> ● Potential increase in heavier vehicle movements on Remembrance Drive on top of those associated with mine operation ● Side streets are minor roads and would require upgrades and intersection improvements ● Within an Area of Regional Koala Significance ● Fragmented land ownership ● Proximity to surrounding residential community from an amenity perspective ● Proximity to riparian corridors and waterway ● Some areas within Bushfire Risk Categories and buffer area ● Current zone and minimum lot size is prohibitive ● Small area associated with a State Heritage Item – General (State) – Wirrimbirra Sanctuary ● The area has an emerging agglomeration of tourism related industries. ● May erode the separation between Tahmoor and Bargo.

2.2.3 Recommendations

The analysis indicates that there could be merit in rezoning a portion of the investigation area for the purpose of light industrial uses (E3 Productivity support) to support the local catchment (See Figure 8 and Figure 9). The merits of the selected area include:

- established local road intersection at Yarran Road and Remembrance Drive
- connection to enabling infrastructure
- relatively cleared and unconstrained land
- presence of existing employment businesses
- larger lot configuration, reducing the need to amalgamate land
- capacity to buffer from sensitive receivers.

The rezoning may however open the area up for further intensification of urban uses that may diminish the separation between Tahmoor and Bargo. This would contradict a principle of the rural land strategy to retain urban uses within or on fringes of existing urban extents. It may also erode the amenity of the area for tourism uses of which there is a growing agglomeration.

Considering the Tahmoor mine operation has extended its operating timeframes, the opportunity for larger floorplates to operate above long wall mining is minimised.

Overall, there are strengths and weaknesses to both Bargo sites, however likely only demand for one to be further progressed. In the short term, both could be considered as employment investigation areas.



Figure 8: Potential rezoning extent - Bargo

Source: Mecone Mosaic 2022

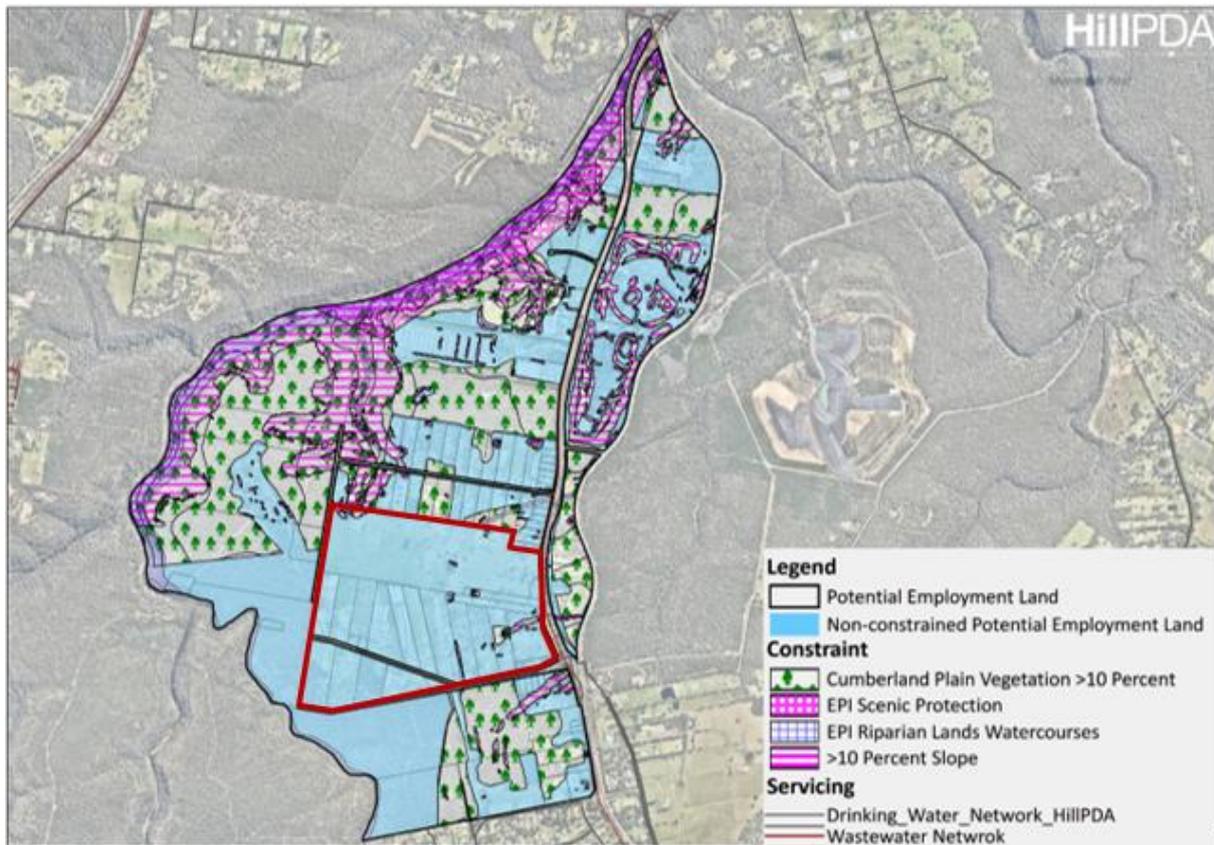


Figure 9: Potential rezoning extent in the context of constraints mapping

Source: HillPDA 2022

2.3 Investigation area 3 - Pheasant Nest

2.3.1 Site characteristics

Investigation area 3 is 180 hectares located between the Hume Motorway and Mockingbird Road (see Figure 10). It is made up of numerous RU1 Primary Production lots that are generally operating in line with the land zoning. The investigation area is predominantly privately owned by multiple landowners.

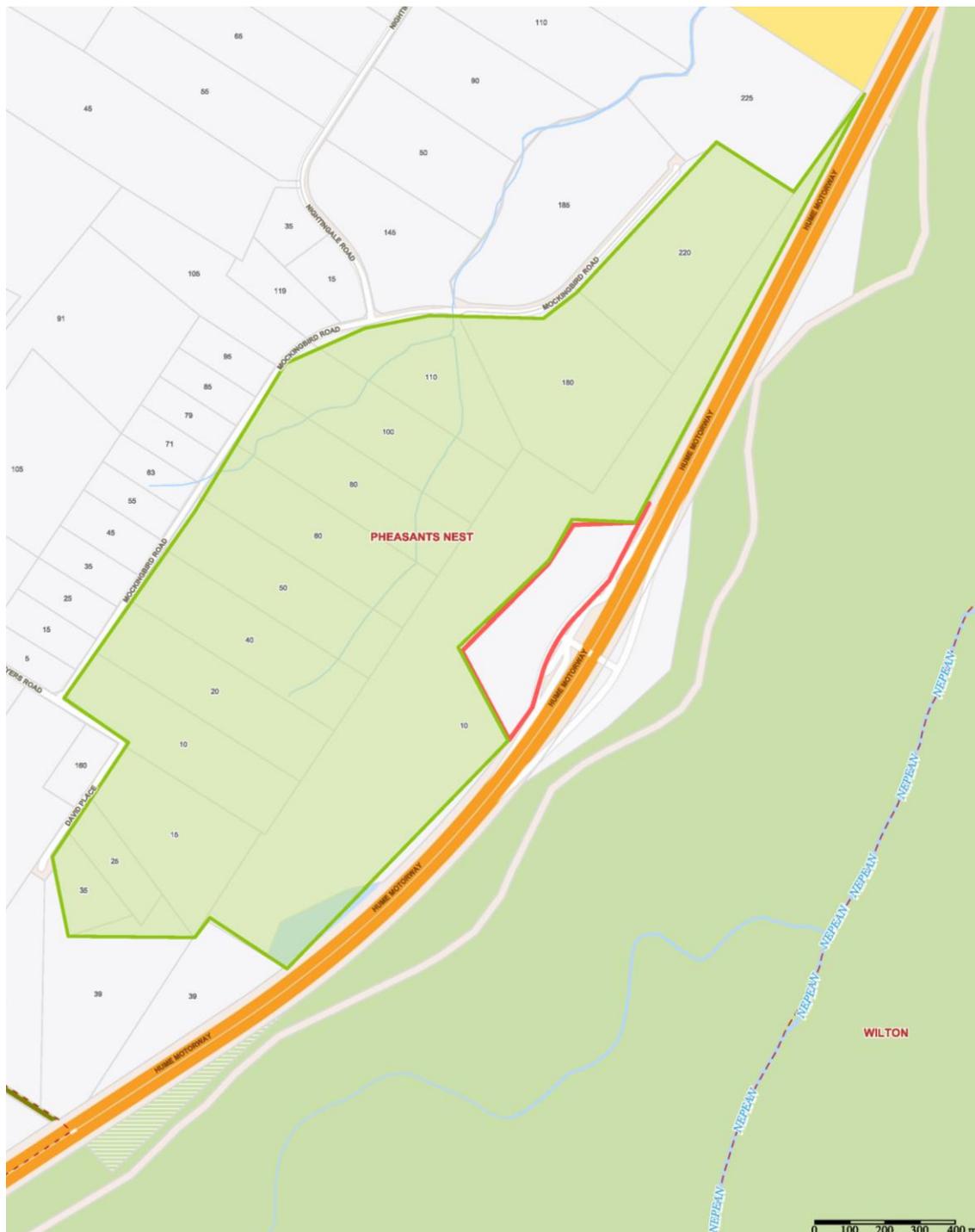


Figure 10: Pheasant Nest Locality Map

Source: Wollondilly Shire Council 2022

2.3.2 Opportunities and constraints

Investigation area 3 would seek to leverage the existing access and egress ramps off the Hume Motorway that are to be upgraded to facilitate the approved service centre. Figure 11 identifies some of the spatial constraints associated with the proposed area. Further investigation would need to be undertaken to consider items such as environmental implication, cultural landscape preservation, tree removal etc.

Total site area: 180 ha

Non-constrained area: 79.43ha or 44%

Constrained area: 100.57ha or 56%

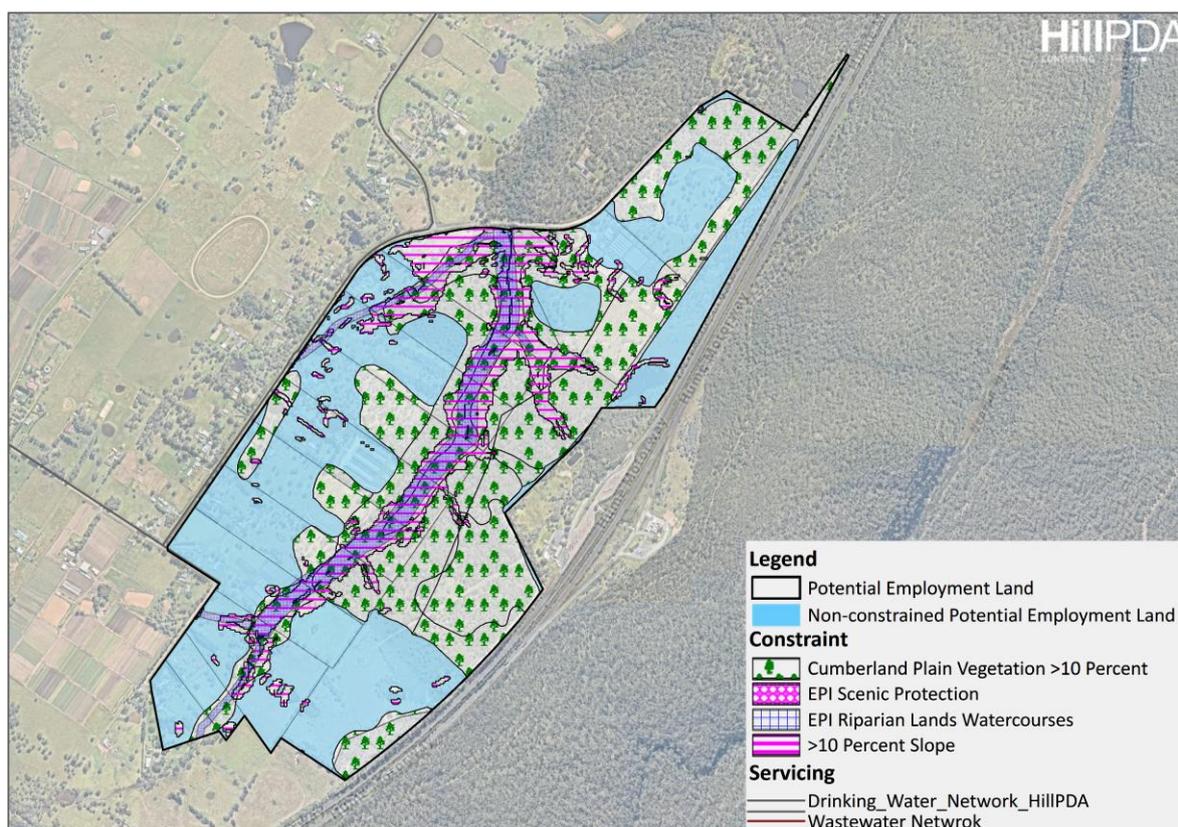


Figure 11: Pheasant nest constraints map

Source: HillPDA 2022

Table 6: Pheasant Nest benefits and challenges analysis

Benefits	Challenges
<ul style="list-style-type: none"> The investigation area has an advantageous position on the Hume Motorway, providing direct access north. Recent approval to expand and renew the highway service centre. Potential opportunity to use the upgraded access and egress ramps from the motorway (subject to a capacity assessment). 	<ul style="list-style-type: none"> Access from the Hume M1 to the north west of the site is constrained due to the riparian corridor running down the middle (see Figure 12). The local road network to the north is not suitable for accommodating the potential increase in vehicle movements that a rezoning would generate. Any access from the Hume M1 would need to be through the highway service centre. It is unclear whether safe access arrangements could be possible under the current design. The area to the south of the riparian corridor would require significant tree clearing. There is limited un-constrained area. The area would not have a strong local catchment to support business generation and would instead be reliant on more regional businesses that could leverage the strong motorway connection. The demand for this type of business would potentially be limited due to the isolation of the site.

Benefits	Challenges
	<ul style="list-style-type: none"> ● Access on to the motorway is only in the northbound direction. ● Potential increased pedestrian and heavier vehicle conflicts if access was through service centre. ● Access to enabling infrastructure is not in place. ● Within an Area of Regional Koala Significance

2.3.3 Recommendation

Considering the extent of constraints as identified in Table 6 and Figure 11, it is not recommended to further pursue the Pheasant Nest investigation area.

2.4 Investigation area 4 - Moreton Park Road

2.4.1 Site characteristics

Investigation area 4 is approximately 720 hectares and is accessed via Moreton Park Road (see Figure 12). It is made up of numerous private lots, zoned RU2 Rural Landscape, that contain predominantly rural residential uses. While the investigation area is adjacent the Hume Motorway, it does not have direct access. The capacity of Moreton Park Road is limited due to the single lane bridge to the north, and the flood prone causeway to the south.

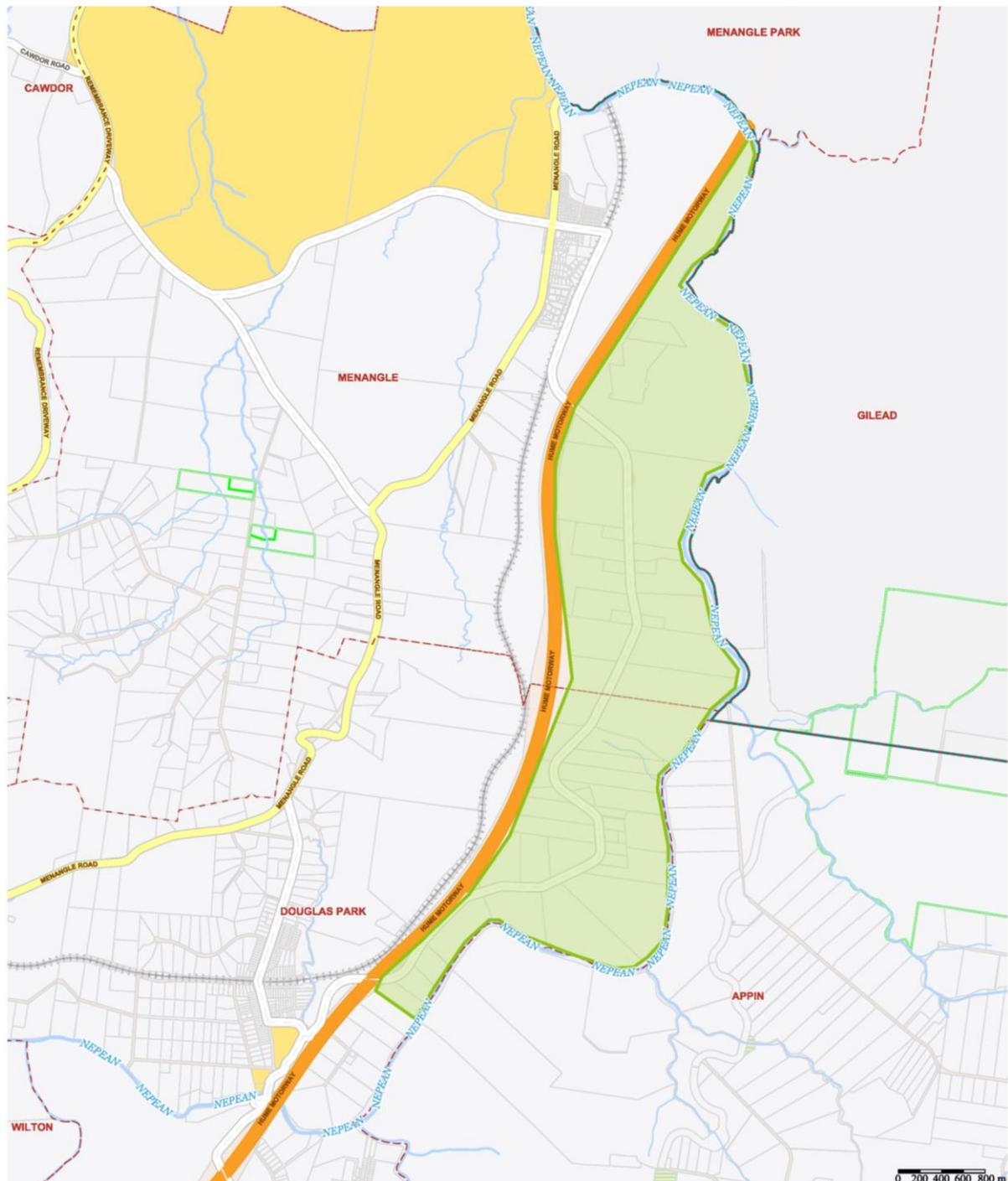


Figure 12: Moreton Park Road Locality Map

Source: Wollondilly Shire Council 2022

2.4.2 Opportunity and constraints

The Moreton Park Road investigation area has been identified as a potential employment area due to its strategic location adjoining the Hume Motorway and mooted connection to the future Outer Sydney Orbital. Figure 13 explores some of the environmental constraints associated with the site. Further investigation would need to be undertaken to consider items such as environmental implication, cultural landscape preservation, tree removal, bushfire and koala habitats etc. Table 7 discusses the opportunities and constraints of the investigation area.

Total site area: 720 ha

Non-constrained area: 402.6ha or 56%

Constrained area: 317.5ha or 44%

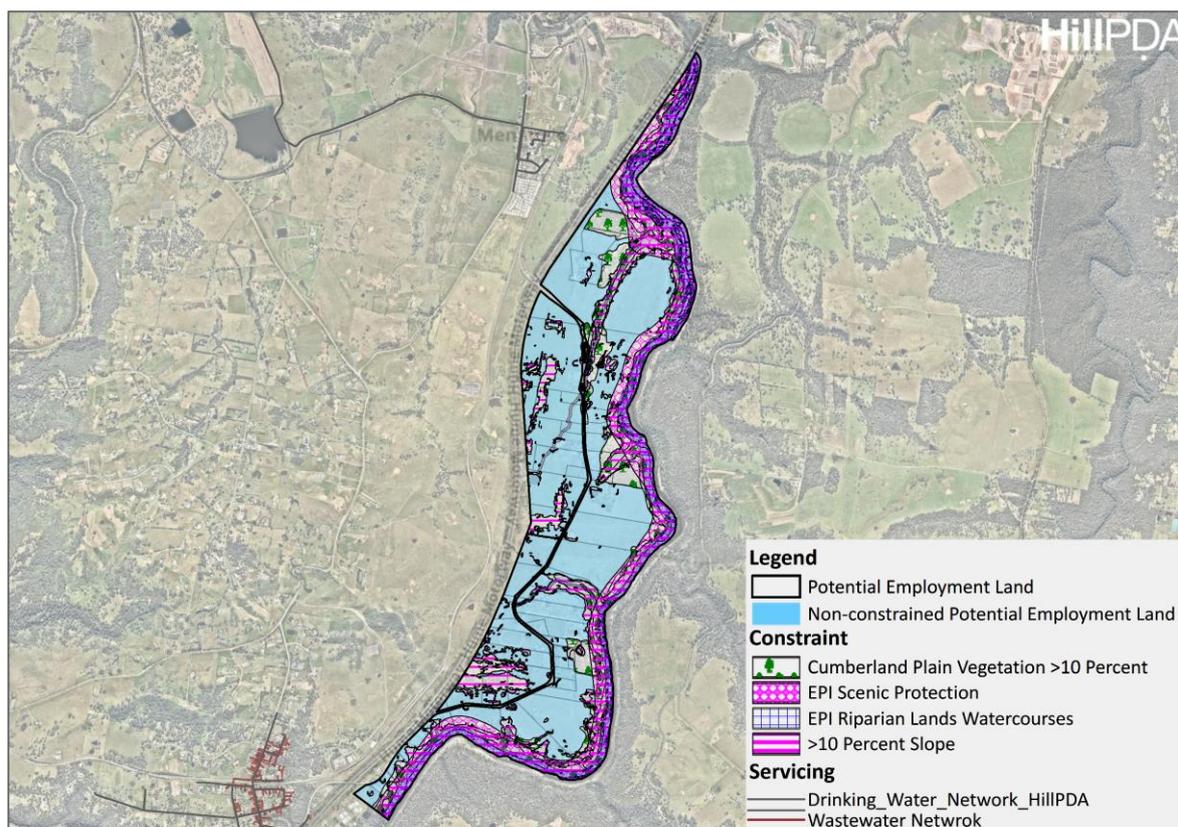


Figure 13: Moreton Park Road constraints map

Source: HillPDA 2022

Table 7: Moreton Park Road benefits and challenges analysis

Benefits	Challenges
<ul style="list-style-type: none"> Opportunity for a new intersection with the Hume Motorway. The investigation area would be adjacent the potential mooted connection to the Outer Sydney Orbital (Stage 1), providing strategic linkages to the Western Sydney Airport and Parkland City (see Figure 14). The Stage 2 Outer Sydney Orbital Proposal would transect the investigation area opposite the proposed Stage 1 intersection. This connection is considered long term and would provide a linkage through to Appin Road. 	<ul style="list-style-type: none"> No motorway connection currently exists. The Outer Sydney Orbital has not received committed funding. Stage 2 is considered a longer term project. The orbital is critical infrastructure for the investigation area. The investigation area would be competing with the employment land proposed at Western Sydney Airport. The residential area would be released over a longer term period, limiting the immediate employment catchment. The investigation area is within an Area of Regional Koala Significance.

Benefits

- Subject to connections to the motorway, the area is a strategic location on a major north-south motorway connecting to major ports and employment centres.
- There is strong existing demand for employment land generated by the established population in the Campbelltown LGA and limited land availability.
- Large property holdings that are more appropriate for future industrial subdivision.

Challenges

- There is no enabling infrastructure in place or funded.
- At present, the road and bridge access to Moreton Park Road in both the north and southern direction are for local traffic only. Access would be through residential areas. The right hand bend after the bridge is not suitable for regular use by trucks as they would require both sides of the road to make a turn. A traffic study would be required.
- Framed by a riparian zone on the eastern border.

Outer Sydney Orbital recommended corridor

Douglas Park



Figure 14: Potential Outer Sydney Orbital corridor location

Source: Maps for consultation – Outer Sydney Orbital recommended corridor, NSW Government, March 2018

2.4.3 Recommendation

There is merit in identifying the land as a long term employment area due to its strategic location adjacent the Hume Motorway and the proposed Stage 1 intersection with the Outer Sydney Orbital. The following table provides recommendations for the investigation area.

Table 8: Moreton Park Road investigation area recommendations

Recommendation	Justification
Future rezoning of the land should be recommended on an intersection being constructed that provides direct access from the investigation area to the Hume Motorway.	<ul style="list-style-type: none"> • The current road network is not of sufficient size to be able to accommodate significant vehicle movements, including heavy vehicles. • The location advantage is only present when there is direct access to an intersection with the Hume Motorway. • There would still be merit in considering the area for long term employment purposes regardless of the Outer Sydney Orbital progressing.
Consider securing the land as a regionally significant employment precinct.	<p>The investigation area is of a size and scale that could be capable of accommodating a regionally significant employment precinct. Its strategic location (subject to Hume Motorway intersection) would make it favourable for transport and logistics companies that are more dependent on efficient distribution channels. The size of the land parcels provide opportunity for large floorplate industrial built form. There is limited capacity in the industrial land, within Campbelltown LGA, to accommodate further growth.</p>
Consider a long term rezoning to E4 General Industrial.	<p>The future residential catchment would provide demand for population serving industries. The E4 General Industrial zone provides opportunity for both population serving light industry and larger format industrial uses such as distribution centres. There is proven demand, as evidenced by the Campbelltown Strategic Review of Employment Land Strategy, 2020 and Wollondilly Employment Land Strategy 2021, for uses that are commonly associated with a general industrial zone.</p>
Schedule planning for enabling infrastructure with relevant stakeholders.	<p>The investigation area is currently not connected to enabling infrastructure. Significant investment would be required to connect the area and upgrade the road network to a standard that can accommodate employment generating uses.</p>
Advocate for incorporating the land into the Greater Macarthur Growth Area as a designated employment area.	<p>The investigation area is strategically located to accommodate significant employment land, subject to critical infrastructure planning and investment. To undertake appropriate planning, the area should be incorporated in the Greater Macarthur Growth Area and earmarked for employment. At present the Greater Macarthur 2040 is predominantly focused on housing delivery. Considering the significant population proposed, more attention needs to be placed on employment generators in order to protect and secure jobs in proximity to future residential areas. While the area is noted for future employment on figures within the plan, it is not formally recognised within the plan boundary. Recognising the employment area within the Greater Macarthur Growth Area boundary would enable a collaborative agency and stakeholder response to planning critical infrastructure.</p>

3.0 CONCLUSION

This report has investigated the suitability of four investigation areas to contribute to employment lands in the Wollondilly LGA. The analysis included consideration of the site characteristics, opportunities and constraints. Where relevant, the suitability of future uses was explored.

In summary, the analysis recommended that:

- The Oaks Aerodrome be considered for a rezoning to SP4 Enterprise in the short term and look to accommodate predominantly aviation, light industry and tourism uses. The residential airpark component could be permitted subject to consideration of lot design and pedestrian, vehicle and aircraft safety.
- A portion of the Bargo investigation area could be investigated as an E3 Productivity Support zone alongside the Arina Road land already identified in the Employment Land Strategy. A decision would then need to be made as to which site best aligns with Councils need.
- The Pheasant Next investigation area should not be further progressed due to the significant environmental and access constraints.
- The Moreton Park Road investigation area should be earmarked as a long term E4 General Industrial location, if an intersection with the Hume Motorway is delivered.

Further investigation into infrastructure, traffic and environmental constraints should be undertaken as part of any rezoning process.

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