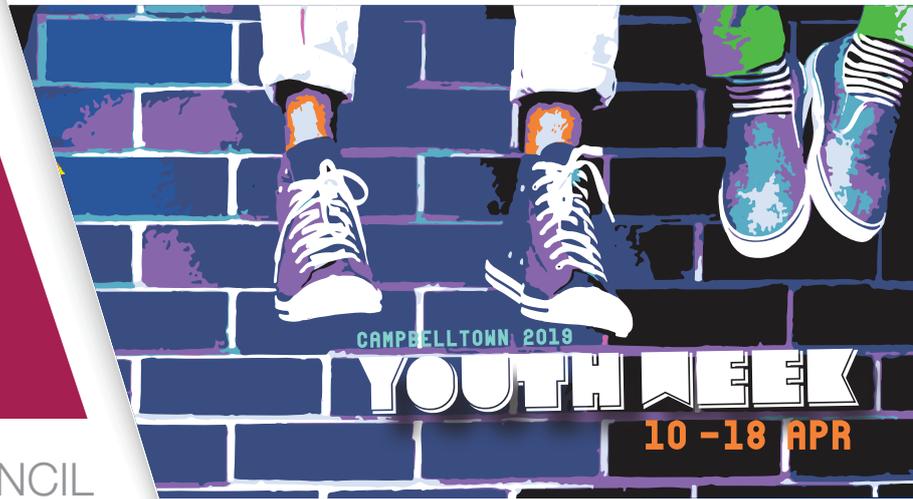


2019

ORDINARY BUSINESS PAPER



CAMPBELLTOWN CITY COUNCIL

9 April

COMMON ABBREVIATIONS

AEP	Annual Exceedence Probability
AHD	Australian Height Datum
BASIX	Building Sustainability Index Scheme
BC	Building Certificate
BCA	Building Code of Australia
BPB	Buildings Professionals Board
CLEP	Campbelltown Local Environmental Plan
CBD	Central Business District
CPTED	Crime Prevention Through Environmental Design
CSG	Coal Seam Gas
DA	Development Application
DCP	Development Control Plan
DDA	<i>Disability Discrimination Act 1992</i>
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
EPA Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA	Environmental Protection Authority
EPI	Environmental Planning Instrument
FPL	Flood Planning Level
FFTF	Fit for the Future
FSR	Floor Space Ratio
GRCCC	Georges River Combined Councils Committee
GSC	Greater Sydney Commission
HIS	Heritage Impact Statement
IDO	Interim Development Order
IPR	Integrated Planning and Reporting
KPoM	Koala Plan of Management
LEC	Land and Environment Court
LEC Act	<i>Land and Environment Court Act 1979</i>
LEP	Local Environmental Plan
LEP 2002	Local Environmental Plan 2002
LGA	Local Government Area
LG Act	<i>Local Government Act 1993</i>
LPP	Local Planning Panel
LTFP	Long Term Financial Plan
MSB	Mine Subsidence Board
NGAA	National Growth Areas Alliance
NOPO	Notice of Proposed Order
NSWH	NSW Housing
OEH	Office and Environment and Heritage
OLG	Office of Local Government, Department of Premier and Cabinet
OSD	On-Site Detention
OWMS	Onsite Wastewater Management System
PCA	Principal Certifying Authority
PoM	Plan of Management
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
PMF	Probable Maximum Flood
PN	Penalty Notice
PP	Planning Proposal
PPR	Planning Proposal Request
REF	Review of Environmental Factors
REP	Regional Environment Plan
RFS	NSW Rural Fire Service
RL	Reduced Levels
RMS	Roads and Maritime Services (incorporating previous Roads and Traffic Authority)
SEE	Statement of Environmental Effects
SEPP	State Environmental Planning Policy
SREP	Sydney Regional Environmental Plan
SSD	State Significant Development
STP	Sewerage Treatment Plant
SWCPP	Sydney Western City Planning Panel (Regional Planning Panel)
TCP	Traffic Control Plan
TMP	Traffic Management Plan
TNSW	Transport for NSW
VMP	Vegetation Management Plan
VPA	Voluntary Planning Agreement
SECTION 149 CERTIFICATE	- Certificate as to zoning and planning restrictions on properties
SECTION 603 CERTIFICATE	- Certificate as to Rates and Charges outstanding on a property
SECTION 73 CERTIFICATE	- Certificate from Sydney Water regarding Subdivision



02 April 2019

You are hereby notified that the next Ordinary Council Meeting will be held at the Civic Centre, Campbelltown on Tuesday 9 April 2019 at 6.30pm.

Lindy Deitz
General Manager

Agenda Summary

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1. ACKNOWLEDGEMENT OF LAND

I acknowledge the Dharawal people whose ongoing connection and traditions have nurtured and continue to nurture this land.

I pay my respects and acknowledge the wisdom of the Elders – past, present and emerging and acknowledge all Aboriginal people here tonight.

2. APOLOGIES

Nil at time of print.

3. CONFIRMATION OF MINUTES

3.1 Minutes of the Ordinary Meeting of Council held 12 March 2019

Officer's Recommendation

That the Minutes of the Ordinary Meeting of Council held 12 March 2019, copies of which have been circulated to each Councillor, be taken as read and confirmed.

Report

That the Minutes of the Ordinary Meeting of Council held 12 March 2019 are presented to Council for confirmation.

Attachments

1. Minutes of the Ordinary Meeting of Council held 12 March 2019 (contained within this report)

CAMPBELLTOWN CITY COUNCIL

Minutes Summary

Ordinary Council Meeting held at 6.30pm on Tuesday, 12 March 2019.

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Minutes of the Ordinary Meeting of the Campbelltown City Council held on 12 March 2019

Present The Mayor, Councillor G Brticevic
 Councillor M Chivers
 Councillor M Chowdhury
 Councillor B Gilholme
 Councillor G Greiss
 Councillor K Hunt
 Councillor P Lake
 Councillor D Lound
 Councillor R Manoto
 Councillor B Moroney
 Councillor W Morrison
 Councillor B Thompson

1. ACKNOWLEDGEMENT OF LAND

An Acknowledgement of Land was presented by the Chairperson Councillor Brticevic.

Council Prayer

The Council Prayer was presented by the General Manager.

2. APOLOGIES

It was **Moved** Councillor Chowdhury, **Seconded** Councillor Hunt:

That the apology from Councillor M Oates be received and accepted.

Note: Councillor T Rowell and Councillor R George have both been granted a leave of absence from Council incorporating all meetings until further notice.

025 The Motion on being Put was **CARRIED**.

3. CONFIRMATION OF MINUTES

3.1 Minutes of the Ordinary Meeting of Council held 12 February 2019

It was **Moved** Councillor Lound, **Seconded** Councillor Thompson:

That the Minutes of the Ordinary Council Meeting held 12 February 2019, copies of which have been circulated to each Councillor, be taken as read and confirmed.

026 The Motion on being Put was **CARRIED**.

4. DECLARATIONS OF INTEREST

Declarations of Interest were made in respect of the following items:

Pecuniary Interests

Nil

Non Pecuniary – Significant Interests

Nil

Non Pecuniary – Less than Significant Interests

Nil

Other Disclosures

Nil

5. MAYORAL MINUTE

6. PETITIONS

7. CORRESPONDENCE

Nil

8. REPORTS FROM OFFICERS

8.1 Planning Proposal - Reclassification of land at 21 Deans Road, Airs from Community to Operational Land

It was **Moved** Councillor Hunt, **Seconded** Councillor Morrison:

That Council forward the Planning Proposal for the Reclassification of 21 Deans Road, Airs to the Minister for Planning for finalisation pursuant to Section 3.36 of the *Environmental Planning and Assessment Act 1979*.

A Division was recorded in regard to the Resolution for Item 8.1 Planning Proposal – Reclassification of land at 21 Deans Road, Airs from Community to Operational Land with those voting for the Motion being Councillors G Brticevic, M Chowdhury, K Hunt, D Lound, R

Manoto, B Gilholme, M Chivers, P Lake, B Moroney, W Morrison, B Thompson and G Greiss.

Voting against the Resolution were Nil.

027 The Motion on being Put was **CARRIED**.

8.2 Exhibition of Greater Macarthur 2040 and Special Infrastructure Levy

It was **Moved** Councillor Moroney, **Seconded** Councillor Thompson:

That a copy of this report outlining the major issues identified, be forwarded to the Department of Planning and Environment as Council's formal submission to the Greater Macarthur 2040: An Interim Plan for the Greater Macarthur Growth Area and the Greater Macarthur Special Infrastructure Contribution Plan including:

1. The need for additional east-west koala habitat corridors
2. Provision of viable and effective fauna / koala crossings to link key habitat corridors
3. Specific actions to increase the ratio of local jobs above the current baseline
4. Appin Road to serve a regional arterial and not State road function
5. Greater commitment to early delivery of public transport to new communities
6. Alignment of the Special Infrastructure Contributions levy with the provision of housing diversity.

028 The Motion on being Put was **CARRIED**.

8.3 Quarterly Legal Status Report 1 October to 30 December 2018

It was **Moved** Councillor Hunt, **Seconded** Councillor Chowdhury:

That the information be noted.

029 The Motion on being Put was **CARRIED**.

8.4 Development Application Status

It was **Moved** Councillor Thompson, **Seconded** Councillor Lake:

That the information be noted.

030 The Motion on being Put was **CARRIED**.

8.5 Transfer of Land to Council - Glenfield Release Area

It was **Moved** Councillor Morrison, **Seconded** Councillor Thompson:

1. That Council approve the acceptance of the transfer of Lots 198 and 199 in DP 270460, currently zoned as R2 Residential, for the provision of stormwater management infrastructure within the Glenfield Road Urban Release Area from Mirvac Homes (NSW) Pty Ltd and the Cornish Group Pty Ltd on delivery of the terms outlined in this report.
2. That Council approve the acceptance of the transfer of Lot 71 in DP 1225892, currently zoned as part R2 Low Density Residential and part RE1 Public Recreation, and Lot 72 in DP 1225892 currently zoned as RE1 Public Recreation, for the provision of open space and stormwater management infrastructure within the Glenfield Road Urban Release Area from Mirvac Homes (NSW) Pty Ltd and the Cornish Group Pty Ltd on the terms outlined in this report.
3. That Council approve the acceptance of the transfer of Lot 303 in DP 1216565, Lot 33 in DP 1192946, and Lot 351 in DP 1208321 currently zoned as R2 Low Density Residential, for the provision of environmental conservation and management within the Glenfield Road Urban Release Area from Mirvac Homes (NSW) Pty Ltd and the Cornish Group Pty Ltd on the terms outlined in this report.
4. That Council approve the acceptance of the transfer of Lot 31 in DP 1169493, currently zoned as R2 Low Density Residential, for the provision of open space within the Glenfield Road Urban Release Area from Mirvac Homes (NSW) Pty Ltd and the Cornish Group Pty Ltd on the terms outlined in this report.
5. That Council classify Lots 198 and 199 in DP 270460, Lots 71 Lot 72 in DP 1225892, Lot 31 in DP 1169493, and Lot 33 in DP 1192946 as operational land.
6. That all documentation associated with the transfers be executed under the Common Seal of Council if required.

031 The Motion on being Put was **CARRIED**.

8.6 Investment and Revenue Report- January 2019

It was **Moved** Councillor Lound, **Seconded** Councillor Chivers:

That the information be noted.

032 The Motion on being Put was **CARRIED**.

8.7 Reports and Letters Requested

It was **Moved** Councillor Chowdhury, **Seconded** Councillor Manoto:

That the information be noted.

033 The Motion on being Put was **CARRIED**.

8.8 Classification of Land, Campbelltown

It was **Moved** Councillor Morrison, **Seconded** Councillor Thompson:

1. That Lot 3, DP 827641, otherwise known as 288 Queen St, Campbelltown is classified as Operational Land.
2. That Lot 1, DP 827641, otherwise known as 298 Queen St, Campbelltown is classified as Operational Land.

A Division was recorded in regard to the Resolution for Item 8.8 Classification of Land, Campbelltown with those voting for the Motion being Councillors G Brticevic, M Chowdhury, K Hunt, D Lound, R Manoto, B Gilholme, M Chivers, P Lake, B Moroney, W Morrison, B Thompson and G Greiss.

Voting against the Resolution were Nil.

034 The Motion on being Put was **CARRIED**.

8.9 Property Strategy Update

It was **Moved** Councillor Gilholme, **Seconded** Councillor Thompson:

That Council amends the Property Strategy to make the following changes to its targeted

income weightings within its Property Investment Portfolio:

1. Reduce its target exposure to ground lease rental income from 65 percent to 20 percent.
2. Increase its target exposure to developed property income from 30 percent to 75 percent.

035 The Motion on being Put was **CARRIED**.

8.10 Proposed Operating Hours During Christmas Holiday Period 2019-2020

It was **Moved** Councillor Lake, **Seconded** Councillor Chowdhury:

1. That Council Offices and the Works Depot close from Tuesday 24 December 2019 – Wednesday 1 January 2020 inclusive.
2. That the holiday opening hours for the Council offices, Depot, Animal Care Facility, Campbelltown Visitor Information Centre, Family Education and Community Services, Leisure Services, Campbelltown Arts Centre and Libraries as detailed in the report, be approved and advertised through local papers, on Council's website, social media and at relevant centres and services.

036 The Motion on being Put was **CARRIED**.

8.11 Six Monthly Progress Report against the Delivery Program

It was **Moved** Councillor Lound, **Seconded** Councillor Chivers:

That the information be received and noted.

037 The Motion on being Put was **CARRIED**.

9. QUESTIONS WITH NOTICE

Nil

10. RESCISSION MOTION

Nil

11. NOTICE OF MOTION

11.1 Weed Control Methods

It was **Moved** Councillor Moroney, **Seconded** Councillor Chivers:

Councillor Ben Moroney has given Notice in writing of his intention to move the following Motion at the next meeting of Council on 12 March 2019.

1. That a report be presented to Council investigating weed control methods without the use of glyphosate herbicide, such as foam weeding or steam weeding, their potential costs and benefits, as well as their potential applicability to other Council functions such as cleaning and sanitisation.

038 The Motion on being Put was **CARRIED**.

11.2 Music Festival Event

It was **Moved** Councillor Chivers, **Seconded** Councillor Gilholme:

Councillor Margaret Chivers has given Notice in writing of her intention to move the following Motion at the next meeting of Council on 12 March 2019.

1. That Council pilot a music festival event tailored for attendees and entrants with disabilities.

039 The Motion on being Put was **CARRIED**.

11.3 Water Safety / Learn to Swim Classes

It was **Moved** Councillor Chivers, **Seconded** Councillor Gilholme:

Councillor Margaret Chivers has given Notice in writing of her intention to move the following Motion at the next meeting of Council on 12 March 2019.

1. That Council investigate the feasibility of providing specific and tailored water safety and/or learn to swim classes for children on the autism spectrum.
-

040 The Motion on being Put was **CARRIED**.

12. URGENT GENERAL BUSINESS

13. PRESENTATIONS BY COUNCILLORS

1. Councillor Masood Chowdhury with Councillors Lound, Gilholme, Oates, Manoto and Brticevic on 23 February celebrated International Mother Language Day which promotes linguistic and cultural diversity and multilingualism. The event was celebrated by Campbelltown City Council holding a flag raising ceremony outside the Civic Centre. Councillor Chowdhury thanked the Council staff for organising this and noting that Campbelltown is the first Council in Australia to mark this day by holding a ceremony.

2. Councillor Masood Chowdhury on 3 March attended Clean up Australia at Redfern Park, Minto. This event to clean up our local area showcased our great community spirit. Councillor Chowdhury expressed his gratitude to the local community who volunteered.

3. Councillor Masood Chowdhury on 9 March attended The Grange Public School for their Family Fun Fair. This was organised by the school P&C Association and had some great activities including rides and food stalls. The Fair raised some much needed funding for the school.

4. Councillor Masood Chowdhury along with Councillor Brticevic on 10 March attended the Fagun Hawa (beginning of spring) celebrations at the Ron Moore Centre. This event was attended by the local Bangladeshi community and some of the wider community. The event was full of colour, music and movement. It was a great celebration for all in attendance.

5. Councillor Karen Hunt on 6 February attended the Little Athletics Regional Championships at Campbelltown Sports Stadium. The event was for local athletes who had progressed from their Zone. Councillor Hunt congratulated all athletes on making it to the Region Championships and commented on the great atmosphere and the event was a fantastic use of the stadium.

6. Councillor Karen Hunt with Councillors Brticevic, Chowdhury, Chivers, Manoto and Morrison on 6 March attended a koala forum at Campbelltown Arts Centre. The forum was attended by stakeholders from the Greater Macarthur region to discuss the future of south-western Sydney's koala population. Councillor Hunt passed on her thanks to Council staff for arranging the forum.

7. Councillor Darcy Lound with Councillors Chowdhury, Moroney and Morrison on 22 February attended the Chinese New Year Festival at Greg Percival Community Centre. It was a great opportunity to celebrate with the community as they made dumplings together.

8. Councillor Darcy Lound on 22 March attended the final night of Miracle Mile at Menangle Park. Miracle Mile is the biggest harness race in Australasia. Councillor Lound was joined by Greg Warren MP and thanked the Menangle Park Chair, Ray Sharman and the Menangle Park Board and Harness Racing NSW.

9. Councillor Rey Manoto on 7 March attended the 2019 Diocesan Education Mass at St John Vianney in Fairy Meadow in Wollongong. The mass was held to celebrate Catholic Schools Week and included a welcome to the new principals and staff.
10. Councillor Rey Manoto with Councillor Brticevic on 10 March attended the Campbelltown City Challenge Walk at The Australian Botanic Garden at Mount Annan. Councillor Brticevic was given the honour of firing the starting gun. The event had over 1520 entrants who all received a participation medal upon completion. Councillor Manoto made a special mention to Elizabeth, a member of the Macarthur Disability Services team, who completed her 28th Challenge Walk in her wheelchair. Councillor Manoto thanked Council staff for coordinating this event.
11. Councillor Ben Gilholme on 2 March attended Ingleburn Alive - Revived. Councillor Gilholme spoke about the new time this year, with the event starting in the afternoon and noted that the event was well attended with consistent numbers across the event.
12. Councillor Margaret Chivers on 14 February acting as a delegate to the NSW Public Library Association, attended the Australian Library and Information Association conference in Sydney. Councillor Chivers attended two workshops during the conference. The first, A Model for Innovative Community Engagement: Tech Shed at City of Canada Bay, presented by Joy Suliman, a librarian at City of Canada Bay who discussed the collaboration the library has with the local Men's Shed, running a weekly Men's Tech Shed. The second workshop, Makerspace Collections, was presented by Sharlene Louey, who discussed the City of Sydney libraries collection of Makerspace kits. There are robotic and electronic kits that inspire learning in science, technology, engineering, arts and mathematics.
13. Councillor Margaret Chivers with Councillor Oates on 1 March attended the Ingham Institute, International Womens Day Luncheon. The day celebrated women in science and attendees met researchers from the Institute and learnt about world-first programs the Institute has developed for the early identification and treatment of developmental disorders like Autism.
14. Councillor Warren Morrison attended the Chinese New Year festival at Greg Percival Community Centre on 22 February with Councillors Lound, Chowdhury and Moroney. Councillor Morrison commented on the music at the event and the different musical instruments and the music they produced was unbelievable. Councillor Morrison thanked Council staff for organising.
15. Councillor Warren Morrison also attended International Mother Language Day on 23 February with more celebrations at The Grange Public School. Councillor Morrison thanked Councillor Chowdhury for the introduction to some amazing people and for always feeling welcome. Councillor Morrison congratulated all the students from Campbelltown Bangla School on their performances.
16. Councillor Warren Morrison attended the Ingleburn Alive – Revived festival on 2 March. Councillor Morrison noted that the event was well attended with over 6000 people. The new lay out this year had four different areas allowing more space and Councillor Morrison commented on how well this worked with all areas always attracting a crowd.

17. Councillor Warren Morrison on 6 March attended the Koala forum and commented on how informative and educational the forum was. Councillor Morrison passed on his congratulations and thanks to Ricardo Lonza who since 2013 has been advocating for the koalas in the community, without Ricardo's dedication and passion it wouldn't have happened.

18. Councillor Warren Morrison with Councillor Manoto attended Our Lady Help of Christians Church at Rosemeadow. Councillor Morrison passed on his congratulations to the Catholic Church community and to Fr Chris Sarkis for providing a place of worship in Rosemeadow.

19. Councillor Bob Thompson passed on his thanks to all Council staff for their support and assistance.

20. The Mayor, Councillor Brticevic with Councillors Chivers, Lound, Chowdhury, Manoto, Lake and Oates on 28 February attended the Macarthur South-West A-League team public forum. The forum outlined the vision for the A-League team and was attended by former Soccerroo Brett Emerton. Councillor Brticevic thanked Council staff for the coordination of this forum.

14. CONFIDENTIAL REPORTS FROM OFFICERS

Confidentiality Recommendation

It was **Moved** Councillor Gilholme, **Seconded** Councillor Chivers:

1. That this Ordinary Meeting of Council be adjourned and reconvened as a meeting of the Confidential Committee for discussion of items 14.1 and 14.2 which are considered to be confidential in accordance with Section 10A(2) of the *Local Government Act 1993*, as indicated below:

Item 14.1 Static Signage Campbelltown

Item 14.1 is confidential in accordance with Section 10A(2)(d)(i) of the *Local Government Act 1993* as the report refers to commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

Item 14.2 Review of Telecommunications Licence Agreement

Item 14.2 is confidential in accordance with Section 10A(2)(c) of the *Local Government Act 1993* as the report refers to information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

2. Council considers that discussion of the business in open meeting would be, on balance, contrary to the public interest.

041 The Motion on being Put was **CARRIED**.

The Ordinary Meeting of Council was adjourned at 8.17pm and reconvened as a meeting of the Confidential Committee at 8.18pm.

Recommendations of the Confidential Committee

14.1 Static Signage Campbelltown

It was **Moved** Councillor Lake, **Seconded** Councillor Thompson:

That Council approve a new licence for Identelite advertising signage with the entity named in this report, on the following terms and conditions:

1. For a term of eight years with an option for a further two years and otherwise on the commercial terms contained in this report.
2. That the number of advertising signs in the Local Government Area (LGA) is approved to increase, subject strictly to the terms outlined below.
3. That all documentation associated with completion of the licence be executed under the Common Seal of Council, if required.

042 The Motion on being Put was **CARRIED**.

14.2 Review of Telecommunications Licence Agreement

It was **Moved** Councillor Gilholme, **Seconded** Councillor Lake:

That Council approve the following in relation to the licence agreement for the existing Telecommunications tower at Varroville Reserve, Varroville:

1. Settlement of the outstanding arrears payable to Council totalling \$180,061.71 plus GST.
2. A licence for a five year period with four consecutive options providing total tenure of 21 years on terms to be outlined in this report.
3. A public consultation process to enter into a licence agreement for the provision of a telecommunications tower on community land in line with Section 47 of the *Local Government Act 1993*.
4. That the licence is executed under the Common Seal of Council (if required).

043 The Motion on being Put was **CARRIED**.

It was **Moved** Councillor Gilholme, **Seconded** Councillor Chivers:

That the Council in accordance with Section 10 of the Local Government Act 1993, move to re-open the meeting to the public.

044 The Motion on being Put was **CARRIED**.

At the conclusion of the meeting of the Confidential Committee the Open Council Meeting was reconvened at 8.22pm

It was **Moved** Councillor Gilholme, **Seconded** Councillor Chivers:

That the reports of the Confidential Committee and the recommendations contained therein be adopted.

045 The Motion on being Put was **CARRIED**.

There being no further business the meeting closed at 8.23pm.

Confirmed by Council on

..... General Manager Chairperson

4. DECLARATIONS OF INTEREST

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

Other Disclosures

5. MAYORAL MINUTE

6. PETITIONS

7. CORRESPONDENCE

7.1 Status Resolution Support Services (SRSS) Payments

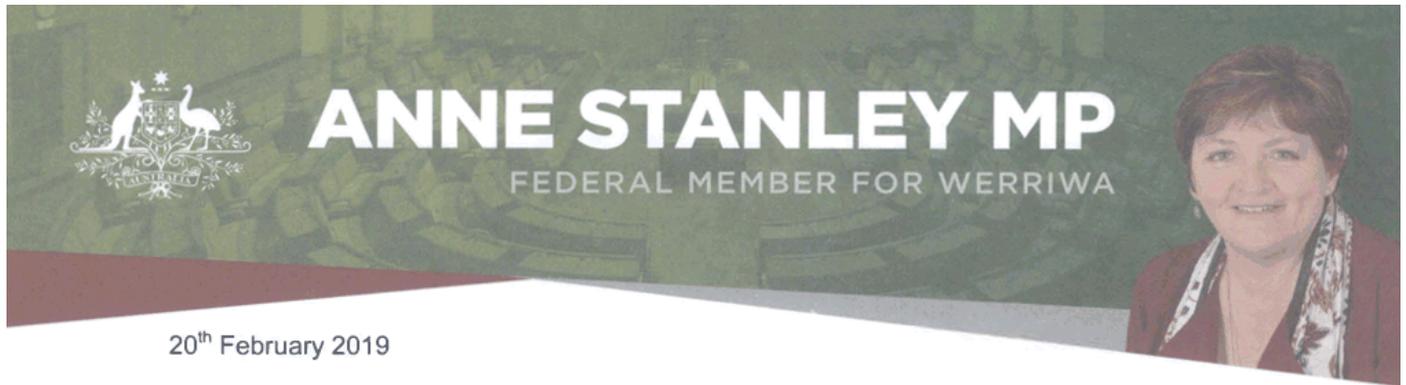
Officer's Recommendation

That the letter be received and the information be noted.

Letter from the Hon David Coleman MP, Minister for Immigration Citizenship and Multicultural Affairs, in response to Council request for Status Resolution Support Services (SRSS) payments.

Attachments

1. Copy of letter from Anne Stanley MP enclosing the response from the Hon David Coleman MP regarding SRSS payments (contained within this report)
2. Copy of letter from Anne Stanley MP (dated 19/09/18 and previously included in 09/10/18 agenda) regarding SRSS payments (contained within this report)
3. Copy of letter to Anne Stanley MP regarding SRSS payments (contained within this report)



20th February 2019

Ms Lindy Deitz
General Manager
Campbelltown City Council
PO Box 57
Campbelltown NSW 2560

25FEB'19 08:00 RCUD

21065232P/190201/SR

Dear Ms Deitz

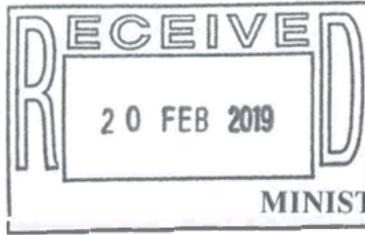
I refer to my previous letter dated 19th September advising that I had written to the Minister for Home Affairs regarding changes to the Status Resolution Support Service payments.

Please find enclosed the response I have today received from the Minister for Immigration, Citizenship and Multicultural Affairs.

Yours sincerely

SIGNATURE HAS BEEN REMOVED

Anne Stanley MP
Federal Member for Werriwa



THE HON DAVID COLEMAN MP
MINISTER FOR IMMIGRATION, CITIZENSHIP AND
MULTICULTURAL AFFAIRS

Ref No: MC18-040975

Ms Anne Stanley MP
Federal Member for Werriwa
PO Box 191
HOXTON PARK NSW 2171

Dear Ms Stanley

Thank you for your representation of 19 September 2018 on behalf of Campbelltown Council concerning the Status Resolution Support Services (SRSS) programme. Your correspondence has been referred to me as the Minister for Immigration, Citizenship and Multicultural Affairs as the matter falls within my portfolio responsibilities.

The SRSS programme commenced in 2014 and has provided short term support to individuals while they engage with the Department of Home Affairs to resolve their immigration status, either through grant of a substantive visa or departure from Australia. The programme has been regularly reviewed and updated to ensure it aligns to community standards and continues to support status resolution outcomes.

An individual's access to the SRSS programme is assessed regularly on a case by case basis, with appropriate consideration given for individual needs. The programme encourages clients with work rights to support themselves and their family throughout the process of their immigration status being resolved.

Individuals who have specific barriers to employment or resolving their immigration status may continue to be supported through the SRSS programme until these barriers are overcome, or their status is resolved.

Thank you for bringing Campbelltown Council's concerns to my attention.

Yours sincerely

SIGNATURE HAS BEEN REMOVED

David Coleman

5/1/2018

Parliament House Canberra ACT 2600 Telephone: (02) 6277 7770 Facsimile: (02) 6277 2353



ANNE STANLEY MP

FEDERAL MEMBER FOR WERRIWA



19th September 2018

Ms Lindy Deitz
General Manager
Campbelltown City Council
PO Box 57
Campbelltown NSW 2560

31676145P/180919/SR

Dear Ms Deitz

I acknowledge receipt of your letter dated 7th September 2018 regarding the changes to Status Resolution Support Service Payments.

I note the resolution of Council on 14th August 2018. The Labor opposition is not in favour of the changes made to these payments and does understand the concerns that Council has raised and the impacts it will have on the community you represent.

I think these changes are particularly harsh and unhelpful to the ability of people on bridging visas to successfully live within our community.

I have written to the Minister responsible and will advise you of any response I receive.

Yours sincerely

SIGNATURE HAS BEEN REMOVED

Anne Stanley MP
Federal Member for Werriwa

Shop 7, 441 Hoxton Park Rd, Hinchinbrook NSW 2168 | PO Box 88, Hoxton Park, 2171 | T: (02) 8783 0977
F: (02) 9825 0244 | E: Anne.Stanley.MP@aph.gov.au | www.annestanley.com.au | f Anne.Stanley.Werriwa

Authorised by Anne Stanley MP, Australian Labor Party, Shop 7, 441 Hoxton Park Rd, Hinchinbrook NSW. Printed by Jeffries Printing, 5/71a Milperra Rd, Revesby NSW.



7 September 2018

Ms Anne Stanley
Member for Werriwa
Shop 7, 441 Hoxton Park Road,
Hinchinbrook NSW 2168

Dear Ms Stanley

Changes to Status Resolution Support Service Payments

I write to you regarding the changes being implemented to the Status Resolution Support Service (SRSS) Payments.

The Campbelltown Local Government Area is becoming increasingly home to people from a range of culturally and linguistically diverse backgrounds, some of whom will be on bridging visas awaiting resolution of their immigration status, and recipients of SRSS payments.

Campbelltown City Council understands that more restrictive eligibility criteria are being introduced for the SRSS in response to the restoration of employment rights for many recipients.

Council recognises that asylum seekers and others who are awaiting determination of their immigration status face high levels of uncertainty and vulnerability, and is concerned that changes to entitlements to SRSS payments may exacerbate these existing vulnerabilities. Council also notes that organisations supporting asylum seekers report that these restrictions are already compromising the ability of former recipients and their families to maintain secure housing and to continue education and training.

At the meeting of Council on 14 August 2018, it was resolved:

1. That Council note that the Federal Government has removed or indicated removal of Status Resolution Support Services (SRSS) payments from over 7000 migrants and asylum seekers awaiting determination of their visa status.
2. That SRSS payments help secure housing and allow for education and training, particularly English language training.
3. That withdrawing SRSS payments has already resulted in migrants withdrawing from education and training and contributed to housing stress and homelessness in Campbelltown, and will continue to impact our city.
4. That Council write to the Federal Members of Parliament Dr Mike Freelander and Ms Anne Stanley to make appropriate representations to the Minister for Home Affairs, Peter Dutton MP.

Civic Centre: 91 Queen Street, Campbelltown Mail: PO Box 57, Campbelltown NSW 2560
Telephone: 02 4645 4000 Facsimile: 02 4645 4111
Email: council@campbelltown.nsw.gov.au Website: www.campbelltown.nsw.gov.au
ABN 31 459 914 087



Council would therefore request that you advocate to the Minister for Home Affairs for a review of this policy and its impacts on individuals, their families and services supporting them in our community.

I look forward to your response and consideration of our concerns.

Yours sincerely,

SIGNATURE HAS BEEN REMOVED

Lindy Deitz
General Manager
Campbelltown City Council

8. REPORTS FROM OFFICERS

8.1 Development Application Status

Reporting Officer

Director City Development
City Development

Community Strategic Plan

Objective	Strategy
1 Outcome One: A Vibrant, Liveable City	1.8 - Enable a range of housing choices to support different lifestyles

Officer's Recommendation

That the information be noted.

Purpose

To advise Council of the status of development applications within the City Development Division.

Report

In accordance with the resolution of the Council meeting held 13 March 2018, that:

Councillors be provided with monthly information detailing the status of each report considered by the (IHAP), now known as the Local Planning Panel (LPP), South Western City Planning Panel and approved by the General Manager under delegation of a value of more than \$1m, the attachment to this report provides this information as requested.

Attachments

1. List showing status of Development Applications (contained within this report)

Development Application Register

DAs to be considered by the Regional Panel

DA No.	Address	Description	Value	Authority Criteria	Status	Determination
389/2017/DA-RA	'Raith' 74 Fern Avenue, Campbelltown	Construction of a residential development containing 134 residences and alterations to and use of the existing heritage building.	\$26,000,000	>20million (registered prior to \$30mil threshold)	Assessing	
497/2017/DA-SW	Riverside Drive, Cheviot Place, Ryeland Place, Southdown Place and Deans Road, Airds	Airds Bradbury Stage 4 subdivision to create 180 residential lots and associated civil works	\$11,200,000	>\$5million Crown	Assessment completed; reporting to Planning Panel commenced	
2138/2017/DA-SW	Briar Road, Waterhouse Place, Kingston Place, Merino Crescent and Dorchester Park, Airds	Airds Bradbury Stage 6 subdivision to create 144 residential lots and associated civil works	\$9,088,028	>\$5million Crown	Completed	Approved with conditions by Panel on 1 March
3293/2017/DA-C	166 - 176 St Andrews Road Varroville	Construction and use of a new cemetery and parklands	\$38,077,510	>\$5million Crown	Referred by Planning Minister to Independent Planning Commission for assessment	Public meeting held by Independent Planning Commission on 25 th March 2019
3511/2018/DA-C	Farrow Road, Campbelltown	Construction of a commercial building for use as a hardware and building supplies outlet with associated signage, earthworks and landscaping	\$35,860,000	>\$5 million Council owned land	Submitted to Sydney Western City Planning Panel meeting of 8 April 2019	

Development Application Register

DA No.	Address	Description	Value	Authority Criteria	Status	Determination
4435/2018/DA-SL	Lot 1 Pembroke Road, Minto	Construction of a seniors living development comprising 315 independent living units, 100 bed residential aged care facility and 32 villas, associated car parking, site works and landscaping in stages	\$157,872,000	>\$30 million capital investment value	On public exhibition	
130/2019/DA-SL	247 Jamboree Avenue, Denham Court	Construction of a 144 bed residential aged care facility with onsite parking for 48 cars, loading facility and associated site and landscaping works	\$39,051,242	>\$30 million capital investment value	Under assessment	
308/2019/DA-C	22-32 Queen Street, Campbelltown	Concept plan for the development of a multi-storey mixed use residential and commercial development	\$132,572,272	>\$30 million capital investment value	On public exhibition	

DAs to be considered by the Local Planning Panel

DA No.	Address	Description	Value	Authority Criteria	Status	Determination
2238/2017/DA-RA	37 Cumberland Road, Ingleburn	Demolition of an existing dwelling and construction of a five storey residential apartment building containing 30 units, basement carparking	\$8,712,418	Residential Flat Building - more than 3 storeys	Assessing	
3598/2017/DA-SL	1 Reddall Street, Campbelltown	Demolition of existing dwelling and construction of a three storey senior living building consisting of 14 independent living units	\$2,400,000	Residential Flat Building – more than 3 storeys	Awaiting further information from applicant	

Development Application Register

DA No.	Address	Description	Value	Authority Criteria	Status	Determination
3885/2017/DA-SW	Lot 3 Menangle Rd, Menangle Park	Stage 1 – Menangle Park Urban Release Area – civil works and subdivision of land to create 255 residential lots and seven superlots	\$19,330,000	VPA	Assessing	
368/2016/DA-U	150 Georges River Road, Kentlyn	Extension of existing poultry sheds	\$10,000	Number of objections	Awaiting further information from applicant	
559/2018/DA-RS	10 Wickfield Circuit, Ambarvale	Construction of a mixed use development consisting of 27 residential units, 9 retail premises with basement car parking and strata s' division	\$8,026,960	Residential Flat Building – more than 3 storeys	Awaiting further information from applicant	
736/2017/DA-S	2 & 5 Culverston Street, Minto	Subdivision of Culverston Road and the construction of a cul-de-sac head	\$414,639	Council land	Assessing	
743/2018/DA-SW	901 & 913 Appin Road, Campbelltown	Subdivision into 333 residential allotments, 5 residue allotments with associated civil works including road construction, stormwater management facilities and tree removal	\$19,072,587	VPA	Assessing	
1361/2016/DA-C	7/4 Grange Road, Leumeah	Fit out and use of premises as a brothel – 7/4 Grange Road, Leumeah	\$80,000	Number of objections	Awaiting further information from applicant	
3493/2017/DA-RS	Lot 1 Linum and Lot 143 Lantana Streets, Macquarie Fields	Construction of 12 two storey dwellings and subdivision into 12 Torrens title allotments	\$3,200,000	Council land	Awaiting further information from applicant	
975/2019/DA-S	10 Dowrie Drive, Claymore	Subdivision and change of use of a residential building	No cost	Council staff	Assessing	

Development Application Register

DA No.	Address	Description	Value	Authority Criteria	Status	Determination
1698/2017/DA-M	2 Albert Street, Ingleburn	Demolition of existing dwelling and construction of two x two storey semi attached dwelling	\$400,000	Variation of development standard by more than 10%	Awaiting further information from applicant	
774/2018/DA-C	111 Oxford Road, Ingleburn	Partial demolition of existing heritage-listed dwelling and alterations and additions to the existing dwelling for use as a childcare centre for 150 children and associated car parking	\$1,250,000	Heritage	Amended plans being notified	
48/2019/DA-I	1 Magnum Place, Minto	Construction of 5 flour silos and other minor additions used in association with an existing bakery	\$366,000	Variation of development standard by more than 10%	Assessing	
440/2019/DA-SL	34 Sturt Street, Campbelltown	Construction of a residential aged care facility	\$24,712,636	Development value and others	Preparing for notification	

DAs with a stated value of \$1 million or more approved under Delegated Authority by the General Manager since last Council meeting

DA No.	Address	Description	Value	Authority Criteria	Status	Determination
Nil	Nil	Nil	Nil	Nil	Nil	Nil

8.2 Planning Proposal - Ingleburn CBD

Reporting Officer

Director City Development
City Development

Community Strategic Plan

Objective	Strategy
1 Outcome One: A Vibrant, Liveable City	1.9 - Create places where people feel good, are likely to stay, to return to and tell others about their experience

Officer's Recommendation

1. That Council endorse the draft planning proposal for the Ingleburn CBD and submit it to the Department of Planning and Environment seeking a Gateway Determination.
2. That subject to the Gateway Determination, further investigation for the funding for the design and construction of the multi deck car park be investigated, and a funding plan be prepared and publicly exhibited with the planning proposal.
3. That Council support the submission of an application to the Housing Acceleration Fund and any other funding applications for similar grants that may come available to fund drainage design and works to reduce flooding at Ingleburn.
4. That a further report be provided to Council after the Gateway Determination with public exhibition with the planning proposal a draft Development Control Plan for Ingleburn CBD to be placed on public exhibition with the draft planning proposal.

Purpose

To advise Council of a draft planning proposal for the Ingleburn Central Business District (CBD), and request Council's approval to forward the draft planning proposal to the Department of Planning and Environment for determination by the Gateway Panel.

History

- The draft planning proposal relates to certain land in Ingleburn CBD as shown in Figure 1 of this report.
- Historically, developing a long term plan for Ingleburn has been a challenge due to differing views held within the community in relation to height limits and higher densities.
- In May 2004, the then NSW Premier announced the Centres Planning and Development Program (CPDP) which provided funding to assist 11 councils, with town centre expansion and revitalisation.

- Funds were made available and provided to assist Campbelltown City Council in the preparation of structure plans for the Campbelltown, Macarthur and Ingleburn Town Centres. Council engaged APP Corporation, who prepared the Campbelltown/Macarthur and Ingleburn Structure Plans (draft structure plans).
- The draft structure plans were placed on public exhibition from 4 June 2006 to 1 September 2006.
- A report on the draft structure plans was presented to and adopted by Council on 18 February 2008. As part of the recommendation, the draft structure plan relating to Campbelltown/Macarthur was adopted and Ingleburn was deferred to allow for further information to be collected and presented to Council in the near future.
- On 10 September 2013, Council resolved to prepare a new Structure Plan for Ingleburn as follows:

That Council expedite the preparation of an integrated structure plan for the Ingleburn Business Centre that addresses land use, development, traffic and transport planning and management as well as car parking, with the aim that a draft of the structure plan be finalised by 30 June 2014.
- In early 2014, Council staff undertook extensive community and stakeholder consultation to inform the preparation of a new draft structure plan for Ingleburn Town Centre.
- In October 2014, Council considered a report on the new draft Ingleburn Structure Plan and resolved:

That Council staff review the proposed density and design for the draft Ingleburn Structure Plan and report back to Council prior to the public exhibition to ensure that the recommended planning controls are sustainable.
- The Department of Planning and Infrastructure (the Department) communicated to Council that a planning strategy was being prepared for the renewal of the urban railway corridor between Glenfield to Macarthur and as a result the draft structure plan for Ingleburn was put on hold.
- On 26 July 2015, the Department prepared and exhibited a draft Macarthur to Glenfield Urban Renewal Corridor Strategy (Corridor Strategy). The draft Corridor Strategy identified opportunities for additional housing and jobs around the seven train station precincts between Glenfield and Macarthur.
- In December 2017, the NSW Government released the final Corridor Strategy which included precinct plans for six areas around the railway stations of Macquarie Fields, Ingleburn, Minto, Leumeah, Campbelltown and Macarthur.
- Council staff have prepared a draft planning proposal that seeks to rezone the core area of Ingleburn CBD to facilitate the implementation of the Ingleburn Precinct Plan. A copy of the draft planning proposal is provided under attachment 1 to this report.
- Councillors were briefed on the Ingleburn CBD draft planning proposal on 26 June 2018.

- On 22 August, the draft planning proposal was submitted to Campbelltown Local Planning Panel (CLPP) for consideration. The CLPP supported the planning proposal and provided a number of recommendations. The CLPP's recommendations with the Officers comments are included under attachment 2 to this report.

Report

1. The review of Campbelltown Local Environmental Plan 2015

Council is currently undertaking a major review of Campbelltown Local Environmental Plan 2015 (CLEP 2015). A report in this regard was presented to Council's extraordinary meeting of 30 October 2018. This LEP review includes preparation of a Local Strategic Planning Statement.

This proposal for Ingleburn CBD will progress as a stand-alone exercise, ahead of the CLEP 2015 review. This is to ensure that all matters related to Ingleburn CBD including development contributions, flooding, open space, car parking and traffic are all considered and addressed in more detail.

The residential densities of the areas surrounding the Ingleburn CBD are proposed to be considered as part of the Housing Strategy completed as part of the CLEP 2015 review. Figure 1 below shows the area that is subject to this planning proposal.



Figure 1: Ingleburn CBD

2. Ingleburn Precinct Plan – Department of Planning and Environment

In December 2017, the NSW Government released the final Corridor Strategy which included a precinct plan for Ingleburn. The built form vision for Ingleburn stipulated in the Plan is to:

- Maintain the scale and village feel of Ingleburn town centre by restricting buildings fronting Oxford Road to two storeys, with higher storeys set back from the street.

- Enable residential, commercial and mixed use buildings between four and eight storeys close to the station and surrounding the town centre to maximise pedestrian activity and increase trade for local businesses.

Notably the reference to the four storey building height above applies to the areas proposed for medium density residential development in the Precinct Plan which do not form part of the Ingleburn CBD Planning Proposal.

A summary of the findings and anticipated outcomes of the Ingleburn Precinct Plan are included in the draft planning proposal under attachment 1 of this report.

The Site

The site of the planning proposal for Ingleburn CBD is bounded by Cumberland Road to the southeast, Ingleburn Road to the northwest, Suffolk Street to the southwest, James Street to the northeast.

The site is adjacent to the railway station and is currently the primary commercial and retail centre of Ingleburn.

The majority of the land surrounding the commercial area comprises of one to two storey low rise residential buildings with a small number of medium density developments.

Cumberland Road and Collins Promenade/Harold Street serve as the primary north-south access ways in the precinct, while the Hume Motorway and Campbelltown Road provide the main regional routes for through traffic in the area. East-west access points include Oxford Road and Chester Road, as well as Macquarie Road which is one of the major gateways into the precinct.

Ingleburn has a reasonable supply of passive and recreational open space. Wood Park and Memorial Oval are large enough for sports and other active recreation. However, there is only limited open space provision within the Ingleburn CBD area. This is not considered sufficient for the proposed higher residential densities. As such, there is a need to provide additional parks within a short walking distance from the areas proposed for R4 High Density Residential zoning.

3. Planning Proposal

3.1 Summary of draft Planning Proposal

For the purpose of this report and to illustrate the proposed zoning and building heights, the Ingleburn CBD is further divided into four smaller precincts known as Area A, B1, B2 and C as shown on Figure 2 of this report.

Proposed Zoning

It is proposed that Areas A, B1 and B2 will generally maintain the same land use zoning, with the exception of some areas proposed to be rezoned to public open space. Area C is proposed to be rezoned to R4 High Density Residential. Maps of existing and proposed zoning are included under Appendix 1 of the draft planning proposal under attachment 1 to this report.



Figure 2 Core Area Precincts

Proposed Building Height and Setbacks from Oxford Road

The proposed outcome will be achieved by:

Amending the CLEP 2015 Height of Building Map in accordance with the proposed height map shown at Appendix 1 of Attachment 1 – Map 1.6 Proposed Height of Building to the following:

- For Area A and B2: increase the building height from 15 metres (five storeys) to 26 metres (eight storeys)
- For Areas C and B1: increase the building height from nine metres (three storeys) to 26 metres (eight storeys)
- For areas fronting Oxford Road, setback the building from Oxford Road by five metres for the first level, and by 10 metres for any level that is more than two storeys in height as illustrated in the Figure 3 below. It is proposed that the setbacks for the first and second levels be achieved through height limit controls under the CLEP 2015 and not a setback control under the Development Control Plan (DCP). This is because development standards under the CLEP 2015 have more statutory weight compared to DCPs.



Figure 3 Proposed Building Heights and Setbacks for Buildings Fronting Oxford Road

The proposed building heights have been designed to achieve the following outcome:

- ensure that the urban village feel is maintained by creating low scale development along Oxford Road
- create opportunities for green roofs and open terraces at the first and second levels, which would be visible from Oxford Road, thus enhancing the overall aesthetic values of Ingleburn Town Centre and Oxford Road Plaza.
- provide additional dwellings within a walking distance to the railway station
- increase residential densities to help support and facilitate economic growth within the town centre

Proposed Qualifying Site Area

It is proposed to amend Section 4.1C (Minimum qualifying site area and lot size for certain residential and centre-based child care facility development in residential zones) by including

- a qualifying area of 1200m² for mixed use development/shop top housing (area A) and 2000m² for residential apartment buildings within the areas identified as B1, B2 and C

The proposed qualifying site areas were selected after detailed analysis of hypothetical scenarios of potential amalgamation of allotments, taking into consideration the land ownership, strata development and development applications that have been approved or currently under assessment by Council. A copy of the hypothetical amalgamation scenarios are shown under attachment 3 of this report. The analysis has indicated that the proposed figures of 2000m² and 1200m² for qualifying site area would be achievable and would potentially minimise the isolation of allotments.

Proposed Floor Space Ratio

a) For areas that are proposed to have a zoning of R4 High Density Residential

It is proposed to include a floor space ratio requirement of 2.7:1 for residential apartment buildings within areas that are currently zoned or proposed to be rezoned to R4.

The proposed floor space ratio figures have been tested in line with the proposed qualifying site area, building separation (as per the Apartment Design Guide requirements) and the hypothetical scenarios of potential amalgamation of allotments. A copy of the floor space ratio analysis is shown under attachment 4.

Furthermore, this proposed numerical standard has been compared to the suggested floor space ratio under the Apartment Design Guide and found to be generally consistent.

b) For areas that are zoned B4 Mixed Use Zone

For mixed use developments, the Apartment Design Guide suggests a separate floor space ratio for each use. Residential uses usually fill about 70 percent of their building envelope and commercial/retail uses fill 80-85 percent of the building envelope.

The main parameters for calculating a building envelope are the building foot print and the allowable building height. The building footprint depends largely on the required setback, site coverage, deep soil planting and ground level communal open space.

These controls are normally included in a Development Control Plan (DCP), which is yet to be developed for Ingleburn CBD. It is proposed to prepare the DCP after Gateway Determination but in time to be exhibited concurrently with the draft planning proposal.

A floor space ratio of 1.7:1 is proposed for the commercial/retail components of the development, which would occupy the ground and first floors. A floor space ratio of 2:1 is proposed for the residential component of the building which would occupy the remaining 6 floors. Notably, a detailed master plan is proposed to be prepared as part of the preparation of a site specific DCP controls for the Ingleburn CBD and the proposed floor space ratios for the areas zoned B4 mixed use may need to be further refined for alignment with the proposed master plan.

Proposed inclusion of local provisions to address the flooding issue

It is proposed to investigate the inclusion of local provisions to address flooding issues (pending the recommendation of a flood risk management plan and study and further investigations).

Proposed inclusion of incentive clauses to encourage quality design outcomes

It is proposed to investigate the inclusion of incentive clauses to encourage high standard living for occupants and sustainability. An example is a clause similar to clause 4.4A in the Bankstown Local Environmental Plan which says:

4.4A Additional gross floor area for more sustainable development in Bankstown CBD commercial core

- (1) The objectives of this clause are as follows:
 - (a) to encourage building design (namely the built form and layout) of large-scale commercial development and mixed use development in Zone B4 Mixed Use that minimises the consumption of energy and water
 - (b) to provide increased amenity to occupants over the long term
 - (c) to ensure the increase in gross floor area is compatible with surrounding buildings in terms of bulk, height and amenity.
- (2) This clause applies to development if:
 - (a) the development is on land in Zone B4 Mixed Use
 - (b) the lot on which the development will be sited is at least 18 metres wide at the front building line
 - (c) the lot on which the development will be sited has a maximum floor space ratio of 3:1 as shown on the Floor Space Ratio Map
 - (d) the development includes the erection of one or more buildings for the purposes of commercial premises or a mixed use development.
- (3) Despite any other provision of this Plan, the consent authority may grant development consent to development to which this clause applies if the gross floor area of the buildings on the development site exceeds the gross floor area otherwise permitted by this Plan by no more than 0.5:1.

- (4) Before granting development consent to development under this clause, the consent authority must be satisfied that:
- (a) the part of any building used for the purposes of commercial premises (whether or not for the purposes of mixed use development) complies with the following standards:
 - (i) the energy target is a maximum 135 kg/m² per year
 - (ii) the water target is a maximum 0.47 kL/m² per year for business premises and office premises and a maximum 1.68 kL/m² per year for shops, restaurants and function centres, and
 - (b) the part of any building that is a dwelling used for the purposes of mixed use development complies with the following standards:
 - (i) the energy target is a minimum 10-point increase in the BASIX score compared to current requirements,
 - (ii) the water target is a minimum BASIX 60, and
 - (c) the building does not adversely impact on any neighbouring land in terms of visual bulk or overshadowing, and
 - (d) a report prepared by a qualified consultant to the satisfaction of the Council verifies that, if all of the commitments relating to the building design (namely the built form and layout) listed in the report are fulfilled, the development will comply with both the energy and water targets.
- (5) This clause does not apply to land on which development to which clause 13 of State Environmental Planning Policy (Affordable Rental Housing) 2019 applies is to be carried out.
- (6) In this clause:

BASIX means a rating under State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004.

Mixed use development means a building or place comprising commercial premises and dwellings.

It is intended that any clause included in Campbelltown LEP 2015 for Ingleburn CBD would also apply to the R4 zone. Incentives will be in the form of bonus floor space but not allow for an increase in height.

Proposed Iconic Building

It is proposed to facilitate the development of an iconic mixed-use building within Ingleburn CBD through an Expression of Interest (EOI) process, whereby landowners/developers would be invited to nominate their sites for this purpose. The process for the EOI and the criteria for a nominated site are proposed to be developed post Gateway Determination, but prior to the public exhibition.

It is anticipated that a building on an eligible site could be permitted to depart from the building height standards and the floor space ratio controls, where it can be clearly demonstrated that the building will among other things, result in an exceptional

architectural design response, exemplar sustainability inclusions (green building), provision of a superior public benefit, (such as additional or highest quality public open space open space/plaza), and include other measures that have a significant impact on setting the tone, lifting the bar and increasing the desirability of the Ingleburn Town Centre.

This approach may require an amendment to the Gateway Determination prior to exhibition, depending on expressions received and whether such an approach is agreed to by Council.

1.2 Justification

The draft planning proposal is a result of the release of the Glenfield to Macarthur Urban Renewal Corridor Strategy and the previous work undertaken by Council. In December 2017 the Department announced the release of final plans (after considering the outcomes of public consultation) for six train station precincts (excludes Glenfield), within the Campbelltown LGA.

As a result, Council has been approached by a number of sole developers and owners who sought to lodge individual planning proposals for individual sites, particularly in Ingleburn, to enable higher density developments. This approach has been discouraged as it would result in fragmented and unpredictable outcomes and cause difficulties in resourcing the numerous planning proposals.

Therefore, Council is leading the rezoning of the Ingleburn CBD precinct to ensure that the Ingleburn Precinct Plan is appropriately implemented in a holistic manner and collective impacts of the increased densities are appropriately considered and addressed. This approach will identify the required upgrades in infrastructure for the entirety of the area and the mechanisms to fund it.

Flooding is a major issue in Ingleburn, and by leading the planning of the Ingleburn CBD, it is anticipated that a funding mechanism will be identified and developed to finance the work needed to mitigate the flooding issue.

Planning proposals initiated by Council would be in accordance with Council's policy, provide certainty to the community and the development industry and potentially reduce the number of planning proposals submitted by individuals for individual sites.

1.3 Consideration of Section 9.1 Ministerial Directions

Section 9.1 (formerly Section 117) of the *Environmental Planning and Assessment Act 1979* allows the Minister for Planning to provide direction to Council in relation to the preparation of draft local environmental plans.

The directions that are most relevant to this proposal are listed below:

- Direction 1.1 Business and Industrial Zones
- Direction 2.3 Heritage Conservation
- Direction 3.1 Residential Zones
- Direction 3.4 Integrated Land Use and Transport
- Direction 5.10 Implementation of Regional Plans
- Direction 6.2 Reserving Land for Public Purposes
- Direction 7.1 Implementation of a 'A Plan for Growing Sydney'
- Direction 7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor

The proposal is consistent with the relevant Section 9.1 Directions. Further detail and explanation of the relevant Ministerial directions are outlined in the draft Planning Proposal located in attachment 1 to this report.

1.4 Consideration of State Environmental Planning Policies (SEPPs)

The following SEPPs are applicable to the proposal and have been discussed in the draft planning proposal which is located in attachment 1 to this report.

- SEPP 1 – Development Standards
- SEPP 19 – Bushland in Urban Areas
- SEPP 44 – Koala Habitat Protection
- SEPP 55 - Remediation of Land

1.5 Consideration of the Campbelltown Local Environmental Plan 2015

The proposal to amend the CLEP 2015 to facilitate the future redevelopment of the Ingleburn CBD would not be inconsistent with the functions of the existing centre and surrounding locality. Currently, the subject area is functioning primarily as a commercial core with 1-2 storey low rise residential buildings and a small amount of medium density housing. The Campbelltown Local Planning Panel has approved two residential flat buildings at Ingleburn in the last 12 months.

The Ingleburn CBD is primarily zoned B4 – Mixed Use with pockets of R4 – High Density Residential, R3 – Medium Density Residential, RE1 – Public Recreation, SP2 – Drainage, SP2 – Local Road Widening and SP2 – Road. A zoning map is included in the draft planning proposal at attachment 1.

The current site incorporates a number of retail and commercial tenancies including Coles and Woolworths as well as dwellings, consistent with the permissible land uses outlined under the CLEP 2015.

2. Strategic Context – Relationship to State and Local Planning Policies

2.1 A Plan for Growing Sydney

On 14 December 2014, the NSW Government released 'A Plan for Growing Sydney' which outlined actions to achieve the Government's vision for Sydney which is a strong global city and a great place to live.

A Plan for Growing Sydney sets a strategy for accommodating Sydney's future population growth and identifies the need to deliver 689,000 new jobs and 664,000 new homes by 2031. The Plan identifies that the most suitable areas for new housing are in locations close to jobs, public transport, community facilities and services.

The draft planning proposal is considered consistent with the actions and objectives of 'A Plan for Growing Sydney' as the draft planning proposal will facilitate high density mixed use and residential development within a walking distance from Ingleburn train station.

2.2 Greater Sydney Region Plan 2018

The 'Greater Sydney Region Plan' has been prepared by the NSW State Government to guide land use planning decisions over the next 40 years in order to achieve a common goal of having a metropolis of three cities, Eastern, Central and Western. Ingleburn is identified within the Western City. The Plan sets a strategy for accommodating Sydney's future population growth and identifies the need to deliver 725,000 additional homes and create 817,000 jobs by 2036.

Four key components have been identified within the document:

- Infrastructure and collaboration
- Liveability
- Productivity
- Sustainability

The most relevant to this draft planning proposal are the vision statements relating to Liveability and Productivity. Increasing the residential densities within close proximity to Ingleburn train station would provide a platform for future residents to be located within a walking distance from public transport and services.

2.3 Western City District Plan

As part of the NSW State Government's Greater Sydney Region Plan, Ingleburn is identified as being located within the Western City District Plan. The Plan provides guidance in relation to job creation, housing supply and sustainability. The following objectives and planning priorities are relevant to the proposal.

- Planning Priority W3 - The draft planning proposal supports integrated land uses to provide services that meet the need of the communities they serve
- Planning Priority W6 - The draft planning proposal supports the creation of great local places with a mix of land uses and provision of well-designed open space
- Planning Priority W11 - The draft planning proposal supports investment and business activity in local centres and the creation of local jobs.

The draft planning proposal is consistent with the objectives and planning priorities for the Western City District Plan.

2.4 Glenfield to Macarthur Urban Renewal Corridor Strategy

The NSW Government recently finalised the Glenfield to Macarthur Urban Renewal Corridor Strategy which aims to provide better connections between homes, jobs and open space close to seven train stations between Glenfield and Macarthur.

As part of the strategy, the subject area forms part of the Ingleburn precinct with an aim to provide additional employment and housing through the revitalisation of the existing town centre. The strategy encapsulates Ingleburn as an Urban Village that provides a diverse range of housing within walking distance of the train station with heights of more than seven storeys in some areas.

The Corridor Strategy released in December 2017 identified Ingleburn as an area to experience significant growth and rejuvenation to improve and grow the local economy. The proposal is consistent with this strategy. Other parts of the Ingleburn Precinct Plan outside the core area will be addressed by separate planning processes.

Draft Greater Macarthur 2040 Plan

In November 2018, the Department of Planning and Environment released a 20 year vision, entitled Greater Macarthur 2040: An interim Plan for the Greater Macarthur Growth Area (the draft Plan 2040) that sets out the strategic planning framework for the Growth Area.

The draft Plan aims to:

- provide new homes and local centres
- create local jobs (21,000 jobs are anticipated to be created within the Glenfield to Macarthur urban renewal precincts)
- facilitate collaborative planning
- improve transport connections
- provide open space and parks
- protect koala habitat.

The draft plan sets out six key actions as follows:

1. rezoning of precincts as agreed with Councils
2. finalisation of the Special Infrastructure Contributions Levy
3. preparation of a Cumberland Plain Conservation Plan
4. develop business cases for public transport and road improvements
5. establishing an economic development strategy for the growth area
6. provide land owners with the opportunity to bring forward the release and rezoning of land where there is no financial impost on Government.

The draft Plan 2040 reintroduces and emphasises the 'place-based planning' approach to 12 growth precincts including Ingleburn. For Ingleburn the draft Plan aims to:

- maintain the scale and village feel of Ingleburn town centre by restricting buildings fronting Oxford Road to two storeys, with higher buildings set back from the street.
- enable higher residential and commercial buildings between four and eight storeys close to the station and surrounding the town centre to maximise pedestrian activity and increase trade for local businesses.

Notably, unlike the Macarthur to Glenfield Urban Renewal Corridor Strategy (the Corridor Strategy) that was released by the Department in December 2017, the draft Plan 2040 proposes a height limit for Ingleburn of eight storeys. This is more particular than the seven plus storey building height limit that is recommended by the Corridor Strategy.

The draft Planning Proposal for Ingleburn has been revised to ensure consistency with the draft Plan 2040. The areas fronting Oxford Road are now proposed to have a terrace style building that is setback from Oxford Road by at least five metres for the first level, and by at least 10 metres for any level that is more than two storeys in height.

Campbelltown Community Strategic Plan 2027

The Campbelltown Community Strategic Plan 2027 is a document which will guide the Local Government Area including Ingleburn over the next 10 years through a series of goals and strategies including, but not limited to housing choice, strengthening the local economy and promoting the use of public spaces.

The proposed increase in residential densities would provide the opportunity for a revitalised commercial and retail core which will support the growth of a strong local economy. The draft planning proposal is consistent with Strategy No. 4.6 identified in the Plan which aims to plan and invest in the revitalisation of Campbelltown-Macarthur CBD, Ingleburn and other town centres.

2.5 Campbelltown Local Planning Strategy

The Campbelltown Local Planning Strategy (CLPS) is a background document which informed the preparation of the CLEP 2015. It was endorsed by Council at its meeting on 26 March 2013.

Ingleburn was identified as one of Campbelltown's major centres with a notional dwelling yield of 2,983 dwellings. The Strategy predicts an increase in the commercial floor space and increased higher residential densities around the railway station in the Ingleburn Town Centre and referenced the draft Structure Plan that was being prepared at the time.

The CLPS states that the residential development growth should occur in a measured and staged manner and provided time frames and priorities for residential development within Campbelltown LGA. The Ingleburn Town Centre and medium density buffer, is identified as a medium term (5-10 years) priority. The draft planning proposal will facilitate residential development within the Ingleburn CBD in this timeframe and as such is considered consistent with the priorities that are set out in the CLPS.

2.6 Challenges relating to the Planning Proposal

Preliminary assessment undertaken by Council staff has identified a number of challenges in relation to the proposal. Concerns relating to traffic, flooding, open space and developer contributions have all been identified as matters which require further attention should Gateway Determination be issued.

Further discussion regarding the challenges identified so far, is provided below.

Traffic

A traffic study has not been prepared as part of the proposal although traffic modelling has been undertaken across the LGA.

Traffic volumes within area will change due to population growth which is likely to place pressure on the local road network. Council will be developing strategies to combat traffic and parking issues within the centre post Gateway Determination. However, without certainty on proposed heights from the elected body and Gateway, yield determinations are not possible until there is certainty on proposed building heights and floor space ratio provisions.

Council has recently undertaken studies relating to car ownership rates for residents living in apartments as part of the Re-imagining Campbelltown project. Studies undertaken have indicated that car ownership rates are lower for households living in units and also for those in close proximity to existing train stations. In December 2018 Council adopted a new Local Infrastructure Contributions Plan which identifies intersection upgrades at Ingleburn that will in part be funded by contributions collected under the plan.

Further investigation and discussion with Council's traffic engineers will be undertaken as the proposal progresses to ascertain if any further improvements to the road network to accommodate the increase in traffic are required.

Heritage

The subject area contains items holding local heritage status, being:

Heritage Item	Address	Lot and DP	Item No.
Ingleburn Community Hall	Corner of Oxford Road and Cumberland Road	Lot 8, Section 8, DP2913	170
Ingleburn Horse Trough	Centre of Oxford Road - adjacent to Lot 4	Section A, DP 10494	171
Ingleburn Public School	Corner of Cumberland Road and Oxford Road	Lot 1, DP 122332	172

The draft planning proposal does not propose to alter the heritage listings within the area. Future development applications lodged for sites within the subject area would need to consider the impact on the local heritage items (where relevant) in line with existing heritage controls in the Campbelltown Local Environmental Plan 2015.

The location of the heritage items are identified in attachment 1.

Flooding

The Bow Bowing Bunbury Curran (BBBC) Creek Flood Study was adopted by Council in 2014. An update of the study was completed in 2016 as part of the Floodplain Risk Management process. The BBBC Creek Strategic Floodplain Risk Management Study and Plan (FRMSP) was adopted by Council at its meeting on 12 February, 2019.

The FRMSP identifies significant flooding occurring in parts of Ingleburn CBD, with notable flood depths throughout the CBD observed in events as frequent as the 20 percent AEP (5yr Average Recurrence Interval). Numerous solutions have been investigated as part of the FRMSP, the preferred solution being additional drainage lines through roads in the CBD.

A cost of \$20m was estimated for the Ingleburn CBD drainage upgrade. It should be noted that this estimate is based only on a concept design and is subject to change. The above estimate does not include any relocation of services, should this be needed. The study has indicated that there are significant services in the area and until a detailed investigation and design is undertaken, the above is only an estimate, for the purposes of better understanding the potential magnitude of the cost of the works.

It is unlikely that any solution will remove all flood risk in Ingleburn CBD. As such, planning controls will be needed in addition to any upgrade works. It is also noted that development is currently permissible with consent in these flood prone areas.

An increase in height limit will provide opportunities to improve the ability of development proposals to adapt to an individual site's flooding constraints, such as raised floor levels and providing flood free parking and evacuation routes. However, the preferred solution and recommendation is to seek funding under the Housing Acceleration Fund to expedite the investigation and flood mitigation works needed for the area.

Open Space

There is currently a limited amount of public open space located within the Ingleburn Core precinct. Hallinan Park is currently the only formal recreation space within the study area. As such, there are only limited opportunities for public recreation. However there are significant areas of open space located outside of the study area.

Planning Priority (W18) of the Western Sydney District Plan partially states:

Western Sydney Urban renewal also creates opportunities for increasing the quantity of open space. Planning for urban renewal needs to consider opportunities to deliver new, improved and accessible open spaces, including space for active sport and recreation, that meets the needs of the growing community. High density development (over 60 dwellings per hectare) should be located within 200 metres of open space and all dwellings should be within 400 metres of open space. People in urban neighbourhoods should be able to walk to local open space. In high density neighbourhoods, public open space is used like a shared backyard, providing a green communal living space. Open space in high density neighbourhoods needs to be durable, multipurpose and accessible to a wide variety of users. High density neighbourhoods also need to have high quality open space within close proximity.

The draft planning proposal recommends that two additional parks be included within the Ingleburn CBD to service the future occupants of apartment buildings.

The newly proposed parks are intended to be located on Council's land (Figure 4 below). Further detailed information on this matter is provided on page 32 of the draft planning proposal under attachment 1 to this report.

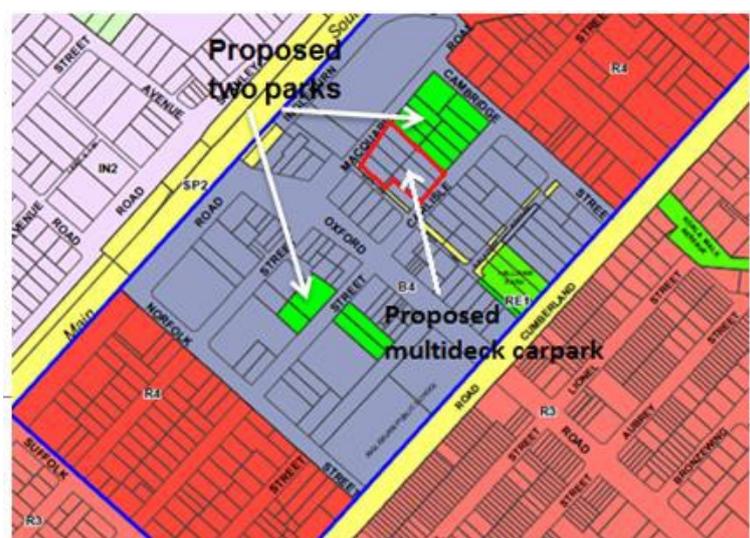


Figure 3 Proposed Parks and multi deck carpark

The lack of car parking for shoppers in Ingleburn is an ongoing issue, primarily due to the lack of sufficient commuter car parking spaces.

The land identified for additional open space (two parks) currently provides 520 on grade car parking spots. The car park to the north of Oxford Road is approximately 1.2 hectares in area, of which 7,500m² is proposed to be converted to a park. The remaining area of the site is proposed to be developed into a multi deck car park of a capacity of 600 car parking spaces (approximately four storeys), which would provide 80 more car parking spaces.

There is an existing car parking contributions plan which collects money for an Ingleburn car park. It is acknowledged that further work is required on car park design options and funding but this should occur once the proposed building heights and therefore potential dwelling yield have been confirmed by Council resolution and Gateway Determination.

In order to minimise impacts on the businesses and customers within Ingleburn CBD, it is proposed that this area would continue to function as a car park until such time as alternative solution such as a multi deck car park is constructed.



Figure 4 Sites proposed for public open space

Reclassification of Council’s land – Public hearing

The two sites that are proposed to be rezoned for public open space purpose as part of the draft planning proposal are shown on the map of Figure 4 and are currently classified as operational land.

Given that the sites are proposed to continue to function as carparks until such time as the additional parking is constructed, it is recommended to not reclassify these lands to community land at this stage. As such no public hearing would be required as part of the proposed amendment to the CLEP 2015.

An alternate option was considered to expand Hallinan Park.

Hallinan Park is within Ingleburn CBD and is about 4,000sqm in area. This option would expand Hallinan Park by acquiring 3 additional parcels that are located immediately adjacent to it. This would increase the proposed park areas to about 7,700sqm.

However, the location of Hallinan Park at the edge of the core area (approximately about 400 metres from the railway station) is not preferable as it would be inconsistent with the 200 metres park location requirements under the Planning Priority (W18) of the Western Sydney District Plan mentioned above and would not have the same benefits to the commercial core.

The Hallinan Park option has an economical advantage over the preferred option as it would enable Council to potentially utilise the land it owns within the core of the centre for commercial purposes (instead of converting it into a park) and raise funds to acquire additional land for the expansion of Hallinan Park. However, this option would not provide the same livability benefits.

Connectivity between the Western and the Eastern Sides of the Ingleburn Railway Station

The Ingleburn railway station is a physical barrier between the industrial land to the west and the Ingleburn CBD to the East. Improving the pedestrian connection between the two sides is a desirable outcome as it would enable people who work on the western side to access services and eatery outlets located in the CBD. This in turn would enhance the economic feasibility of Ingleburn CBD. The current connection at the railway station is bland and lacking in architectural appeal. This bridge is in need of a facelift and even potential extension over Ingleburn Road to connect and integrate with new development.

A funding mechanism to improve the pedestrian connection over the railway line has not been determined, nor has the exact form of an enhancement. This could potentially be achieved in partnership with the State Government. One example of how this could occur is if the area on top of the station is made available for development and a connection over the railway provided as part of the design of the development. This is not a new concept as this approach was utilised to deliver the Chatswood Interchange Transport Project. The mixed-use infrastructure development rejuvenated the centre of Chatswood, and re-joined the east and west halves of Chatswood delivering a mix of retail and commercial spaces including three residential towers over the interchange. A similar approach could be investigated for Ingleburn.

Additional studies

A comprehensive investigation of issues including but (not limited to) the following studies would need to be undertaken prior to public exhibition:

- Traffic and Parking Assessment
- Public Domain Strategy (potentially to be prepared in-house)
- Site Specific DCP including a master plan (potentially to be prepared in-house)
- urban design analysis to formulate comprehensive development standards in relation to floor space ratio and qualifying site area and block depths (potentially to be prepared in-house)
- a funding strategy for the provision of the required infrastructure
- a commercial and retail demand study in order to confirm the extent of mixed use in the proposed B4 zone.

It is recommended that the above studies be funded by the funds available from the State Government for the CLEP 2015 review where they cannot be prepared in house. The implementation of the corridor strategy has been identified in the project plan for the LEP review.

Submission to the Housing Acceleration Fund

The Housing Acceleration Fund (HAF), managed by the Department of Planning and Environment, was established in 2012 with \$875m in funding from the NSW Government to deliver critical enabling infrastructure to stimulate and accelerate housing development in NSW.

As part of the government's recently announced plan to improve housing affordability, the HAF has received an additional \$1.6b in funding from Restart NSW and the State Capital Program to continue to accelerate housing supply.

So far, the HAF has provided \$528m of funding to 27 projects, and has also contributed to critical water supply and drainage projects for growth in the Hunter, the North Coast and Sydney and power supply projects in Western Sydney.

Addressing the flooding issue in Ingleburn would cost in the order of \$20m and given that the project would facilitate housing, there is merit in Council applying for HAF funding.

In this regard it is recommended that Council support submission of an application to the HAF to fund drainage works to reduce flooding at Ingleburn.

Development Contributions – Ingleburn

Council recently adopted the Campbelltown Local Infrastructure Contributions Plan 2018. This plan aims to ensure the capture of adequate developer contributions to assist with the delivery of essential local infrastructure throughout the Campbelltown Local Government Area.

The Campbelltown Local Infrastructure Contributions Plan includes the following infrastructure projects relevant to this draft planning proposal:

Item	Description	Work Cost	Staging/timing
Ingleburn CBD	Footpath improvements, pedestrian crossings, street tree planting, bicycle storage facilities and lighting	\$5,000,000	10+ years
Collins Promenade / Eagleview Road,	Upgrade to signalised intersection	\$200,000	0-5 years
Henderson Road / Macquarie Road	Upgrade to signalised intersection	\$250,000	10+ years
Greg Percival Community Centre and Library	Additions to allow for performance and community art space	\$4,556,222	10+ years
Koala Walk Reserve	Fitness Trail / Outdoor Gym upgrade	\$100,000	10+ years
Simmo's Beach	Regional Playground	\$2,500,000	0-5 years
Ingleburn Reserve	Regional Picnic Area (upgrade of existing area)	\$1,500,000	0-5 years
Ingleburn Leash free dog park	Leash Free Dog Parks upgrades	Part of \$250,000 (as other parks are also identified in the plan and falls under this)	Over life of plan
Bushwalking Trails	Simmo's Beach 10km, Ingleburn Reserve 7km,	\$3,000,000	Over life of plan

There is also an existing Contributions Plan collecting funds for an Ingleburn Car Park. This to date has not collected sufficient contributions to enable construction of a multi deck car park. As such, an overall funding strategy for the car park needs to be prepared.

Plan making Delegation

As the Council owns a number of key sites within the study area, it is recommended that Council does not request the delegation of the Minister to make the Plan.

4. Conclusion

The draft planning proposal for Ingleburn CBD seeks to facilitate higher residential densities around the Centre, whilst identifying and ensuring the appropriate and timely provision of essential infrastructure, which includes the recommendation for two additional parks to be created on Council owned land, in order to provide suitable recreational areas within a walking distance for the future residents of Ingleburn CBD.

Flooding is a major issue for Ingleburn CBD, and preliminary estimates suggest that infrastructure upgrades in the area of approximately \$20m are required to address the current flooding issues to an acceptable level. It is recommended Council seek these funds from the Housing Acceleration Fund. Notwithstanding the flooding issues, the proposed changes to zoning and height controls will assist developments in managing flood impacts.

A number of studies/reports including site specific development control plans and a public domain strategy are proposed to be prepared prior to public exhibition of the draft planning proposal. Some of those studies will be undertaken by consultants. It is recommended that the studies be funded from the CLEP 2015 review budget where possible.

It is recommended that Council endorse the draft planning proposal and forward it to the Department of Planning and Environment seeking a Gateway Determination.

Notably, the implementation of the draft planning proposal is anticipated to take between 10 to 15 years to fully realise, depending on the uptake of the market and its appetite for the provision of apartment buildings.

Attachments

1. Planning Proposal Ingleburn CBD (contained within this report)
2. Panel Comments (contained within this report)
3. Amalgamation Precinct 1 Ingleburn CBD - Stage 1 - Model (contained within this report)
4. FSR Calculations Scenarios (contained within this report)



**Draft
Planning Proposal**

**Ingleburn CBD
The Core Precinct**

Campbelltown City Council

(Council meeting February 2019)

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Appendices**Appendix 1: Maps**

Map 1.1 Location Plan of the Subject Site

Map 1.2 Aerial Photo of the Subject Site

Map 1.3 Existing Zoning Map under the CLEP 2015

Map 1.4 Proposed Zoning Map under the CLEP 2015

Map 1.5 Existing Height Map under the draft CLEP 2015

Map 1.6 Proposed Height of Buildings Map under the CLEP 2015

Map 1.7 Existing Flooding Extents (Left) and Flood Extents with Upgraded Drainage (Right) for the 20% AEP Flood Depths in the Ingleburn CBD

Map 1.8: Existing Flooding Extents (Left) and Flood Extents with Upgraded Drainage (Right) for the 1% AEP Flood Depths in the Ingleburn CBD

Note a copy of the Macarthur to Glenfield Urban Renewal Precincts is available from the Department of Planning and Environment website at:

<https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Greater-Macarthur-Growth-Area/Draft-Glenfield-to-Macarthur-Urban-Renewal-Corridor-Strategy>

History

- This planning proposal relates to certain land in Ingleburn CBD as shown under Appendix 1, Map 1.1 *Ingleburn Town Centre Stage 1*.
- Historically, developing a long term plan for Ingleburn has been a challenge for Council due to differing views held within the community in relation to height limits and higher densities.
- In May 2004, the then NSW Premier announced the Centres Planning and Development Program (CPDP) which provided funding to assist eleven councils to expand and revitalise existing town centres.
- Funds were provided to assist Campbelltown City Council in the preparation of structure plans for Campbelltown/Macarthur and Ingleburn. Council engaged APP Corporation, who prepared the Campbelltown/Macarthur and Ingleburn Structure Plans (draft Structure Plans). Subsequently, the draft Structure Plans were placed on public exhibition from 4 June to 1 September 2006.
- On 18 February 2008, a report was considered by Council following the public exhibition of the draft Structure Plans. Council resolved to adopt a draft structure plan for Campbelltown/Macarthur and deferred a decision regarding the Ingleburn Town Centre subject to further information being provided to Council at a future briefing night.
- On 10 September 2013, Council resolved to prepare a new Structure Plan for Ingleburn and resolved:
‘That Council expedite the preparation of an integrated structure plan for the Ingleburn Business Centre that addresses land use, development, traffic and transport planning and management as well as car parking, with the aim that a draft of the structure plan be finalised by 30 June 2014.’
- In early 2014, Council staff undertook extensive community and stakeholder consultation to inform the preparation of a new draft structure plan for Ingleburn Town Centre.
- In October 2014, Council considered a report on the new draft Ingleburn Structure Plan and resolved:
“That Council staff review the proposed density and design for the draft Ingleburn Structure Plan and report back to Council prior to the public exhibition to ensure that the recommended planning controls are sustainable.”
- The Department of Planning and Infrastructure (the Department) communicated to Council that a planning strategy was being prepared for the renewal of the urban railway

corridor between Glenfield to Macarthur shortly after the consideration of the new draft Ingleburn Structure Plan. As a result of the release of the urban railway corridor strategy the draft structure plan for Ingleburn was put on hold.

- On 26 July 2015, the Department prepared and exhibited a draft Macarthur to Glenfield Urban Renewal Corridor Strategy (the draft Corridor Strategy). The draft Corridor Strategy identified opportunities for additional housing and jobs around the seven train station precincts between Glenfield and Macarthur.
- In December 2017, the NSW Government released the final Corridor Strategy which included precinct plans for six areas around railway stations within Campbelltown Local Government Area comprising:
 1. Macquarie Fields;
 2. Ingleburn;
 3. Minto;
 4. Leumeah;
 5. Campbelltown; and
 6. Macarthur.
- Due to the relocation of the Hurlstone Agricultural High School, which freed substantial land for potential redevelopment as part of the Glenfield Precinct, the Department will re-exhibit a revised plan for Glenfield Precinct for public comment.
- Council staff have prepared a draft planning proposal that seeks to rezone the core area of Ingleburn CBD to facilitate the implementation of the Ingleburn Precinct Plan
- Councillors were briefed on the Ingleburn CBD draft planning proposal on 26 June 2018.
- On 22 August, the draft Planning Proposal was submitted to Campbelltown Local Planning Panel for consideration.

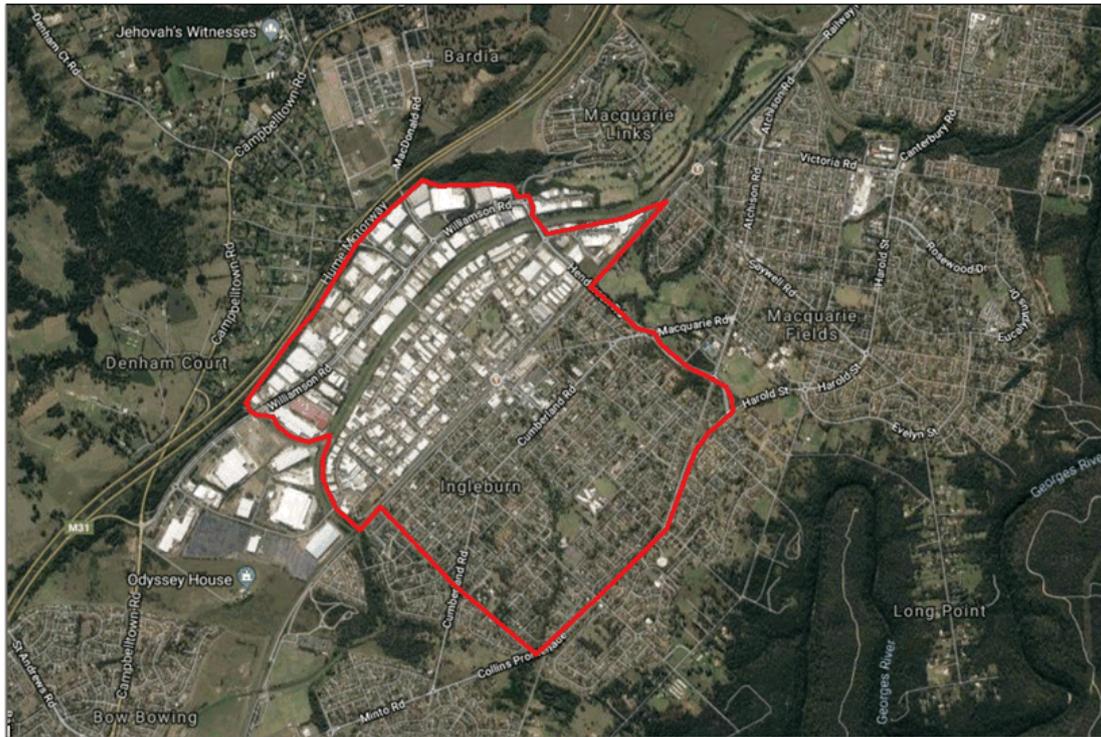
This planning proposal seeks to rezone the core area of Ingleburn Town Centre to facilitate the implementation of the Ingleburn Precinct Plan.

A copy of the Ingleburn Precinct Plan is shown in map 1.2 and full details are available on the Department of Planning website.

This proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and the relevant Department Guidelines including A Guide to preparing Local Environmental Plans and A Guide to Preparing Planning Proposals.

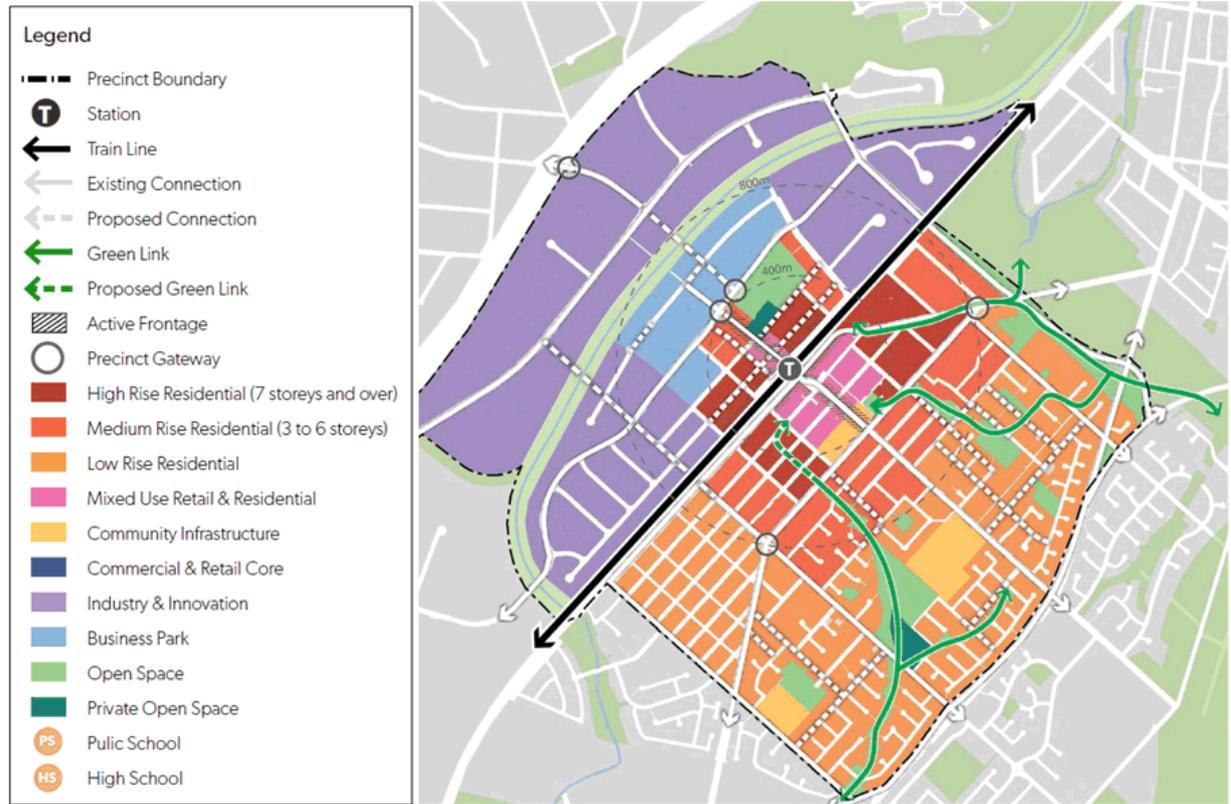
1. Background

The Ingleburn Precinct Plan, prepared by the Department of Planning and Environment, applies to the area bounded by Henderson Road in the north, Collins Promenade to the east, Sackville Road to the south and the Hume Highway to the west as shown on Map 1.1 below.



Map 1.1: Ingleburn Precinct

The Ingleburn Precinct Plan includes a map showing the anticipated densities and indicative building heights around the Ingleburn Railway Station as shown on Map 1.2 below:



Map 1.2 Ingleburn Precinct Plan

1.1 Proposed staging of the CLEP 2015 amendment of the Ingleburn Precinct

The proposal to amend the CLEP 2015 will be undertaken in Stages to simplify the process and focus on the Ingleburn CBD as a matter of priority. The Ingleburn Town Centre is divided into three areas (refer to Map 1.3) as follows:

Area 1: The Core CBD Precinct – Eastern Side

Area 2: Area around the Centre – Eastern Side

Area 3: Western Side Precinct – West of the railway Corridor

Proposed Amendment to Campbelltown Local Environmental Plan 2015

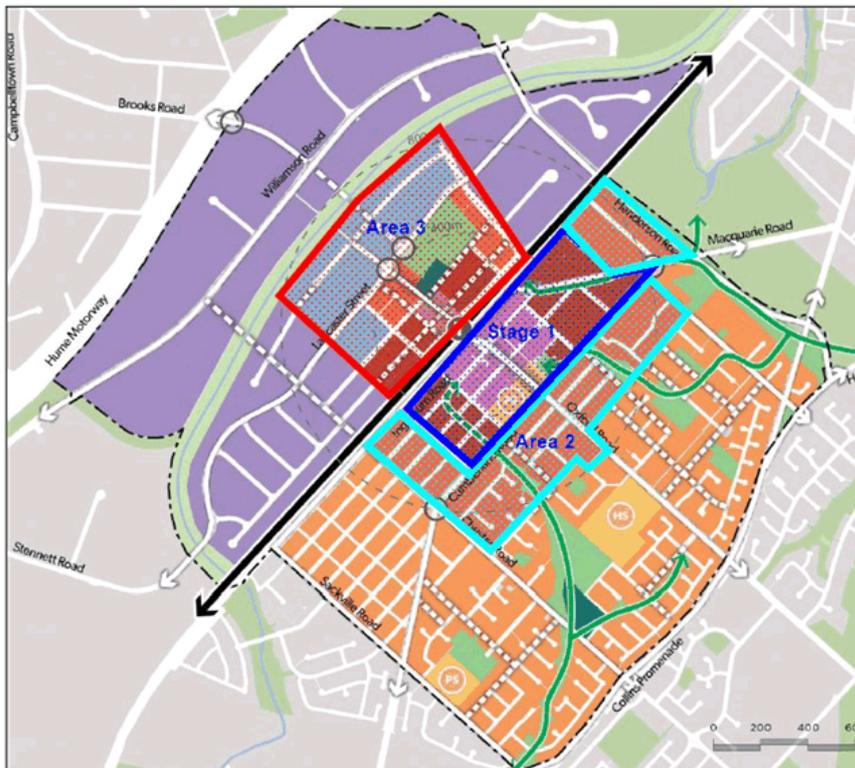
[PLANNING PROPOSAL – INGLEBURN CBD]

Area 1 is the subject of this planning proposal and Areas 2 and 3 will be further investigated as part of the review of the CLEP 2015.

Land outside these three areas will maintain the same current zoning under Campbelltown LEP 2015. This includes the areas identified as 'low rise residential' and 'Industry & Innovation' on Map 1.2 Ingleburn Precinct Plan Map.

The staging of the proposal to facilitate an amendment to the CLEP 2015 of Ingleburn Town Centre is recommended for the following reasons:

- It ensures high-rise development occurs in the heart of the Centre and not in the periphery areas, thus strengthening the livability and viability of the Ingleburn Town Centre
- It enables Council to deal with each precinct individually and address the issues relevant to each precinct in more details.
- It postpones dealing with potential land contamination issues on the western side of the railway station to a later stage, thus ensuring the timely rezoning of the core area of the Ingleburn CBD. A potential contamination investigation of these areas is proposed as part of the LEP review.



Map 1.3 Proposed Stages of the rezoning of Ingleburn Town Centre**2. The Site**

The subject site is bounded by Cumberland Road to the southeast, Ingleburn Road to the northwest, Suffolk Street to the southwest, James Street to the northeast and is approximately 42 hectares in area. The subject site is shown on Map 1.4 below.

**Map 1.4: Aerial Map Ingleburn CBD**

The precinct is adjacent to the railway station and is currently the primary commercial and retail centre of Ingleburn CBD.

The majority of the land surrounding the commercial area comprises of 1-2 storey low rise residential buildings with a small number of medium density developments.

More detailed analysis for the Ingleburn CBD site context has been undertaken by the Department including:

- transport and movement
- walking catchment
- open space network
- topography
- Flooding and Drainage
- vegetation and ecology
- bushfire risk

- heritage
- recent residential development
- land ownership
- social Infrastructure

A summary of the site context from the Ingleburn Precinct Plan is shown in Table 1.1 below. A copy of the Department’s Ingleburn Precinct Plan is shown as Map 1.2, a copy of the whole Document is available from the Department’s website at:.

<https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Greater-Macarthur-Growth-Area/Draft-Glenfield-to-Macarthur-Urban-Renewal-Corridor-Strategy>

Table 1.1 Summary of the Site Context Analysis including Council officer’s comments

Aspect	Summary of findings from the Precinct Plan prepared	Comments regarding relevance to Stage 1
Transport and movement	<ul style="list-style-type: none"> – Cumberland Road and Collins Promenade/Harold Street serve as the primary north-south access ways in the precinct, while the Hume Motorway and Campbelltown Road provide the main regional routes for through traffic in the area. East-west access points include Oxford Road and Chester Road, as well as Macquarie Road which is one of the major gateways into the precinct. – There are limited connections over the rail corridor – The precinct also experiences high demand for commuter and retail car parking within the town centre 	<ul style="list-style-type: none"> – Council’s Engineers advised that a vehicle access/bridge connecting the eastern side with western side (the extension of Chester Road) is not needed as part of Stage 1. This matter will be further investigated as part of the review of the CLEP 2015.
Walking Catchment	<ul style="list-style-type: none"> – Pedestrian and cycling accessibility is greatly restricted by the rail corridor and the lack of dedicated and signalised crossings along Oxford and Cumberland Roads, particularly near the schools and public open spaces – There are also a number of local streets with limited street lighting and pedestrian footpaths that further restrict active modes of transport. 	<ul style="list-style-type: none"> – The pedestrian and cycling routes and accessibility will be further investigated as part of a Public and Urban domain Strategy that will be prepared for the Ingleburn Town Centre, after Gateway Determination.
Open Space Network	<ul style="list-style-type: none"> – Ingleburn has a reasonable supply of passive and recreational open space within the precinct. Wood Park and Memorial Oval are the only open space in the precinct large enough for sports 	<ul style="list-style-type: none"> – The open space provision within Stage 1 is not considered sufficient for the proposed higher residential densities. – There is a need to provide additional parks within a short

Proposed Amendment to Campbelltown Local Environmental Plan 2015

[PLANNING PROPOSAL – INGLEBURN CBD]

Aspect	Summary of findings from the Precinct Plan prepared	Comments regarding relevance to Stage 1
	and other active recreation.	walking distance from the areas proposed for R4 High Density Residential. – The planning proposal includes the provision of two additional parks within the Core Precinct.
Topography	– The topography within stage 1 is undulating with a high point in the east of the precinct around Cumberland and Oxford Roads.	Noted
Flooding and Drainage	– Campbelltown City Council is currently preparing a Floodplain Management Plan to identify areas subject to flooding. Once finalised, this Plan will be used to manage flood risk and inform future planning for the precinct. – Any development of land within the precinct will need to consider whether the land is flood prone and address any relevant flooding control.	– Ingleburn Town Centre is flood affected and a flood management plan would need to be prepared. Such a plan must provide practical solutions to the flooding issue. It is proposed to seek housing acceleration fund money in relation to this issue.
Vegetation and Ecology	– The precinct contains some small dispersed areas of vegetation that are classified as Endangered Ecological Communities under the Threatened Species Conservation Act 1995. These include areas of Cumberland Plain Woodland and River Flat Eucalypt Forest on Coastal Floodplains.	– Council will be further consulting with the Office of Environment and Heritage (OEH) in relation to the preservation of the existing trees within the precinct.
Bushfire Risk	– Due to the relatively small amount of existing vegetation and urban nature of the precinct, there is a relatively small amount of land that is subject to bushfire risk. Much of the land is to the north and southern perimeters of the precinct in existing open spaces. – Any redevelopment of land within these bushfire prone areas will need to provide the required asset protection zones in accordance with relevant bushfire protection guidelines	– This proposal does not include any land that is identified as bushfire prone land.
Heritage	– The precinct contains relatively few heritage constraints. There are five local heritage items, all located in the eastern half of the precinct.	– There are three heritage items located within stage 1 as follows: 1. Ingleburn Community 2. Ingleburn Horse Trough 3. Ingleburn Public School

Proposed Amendment to Campbelltown Local Environmental Plan 2015

[PLANNING PROPOSAL – INGLEBURN CBD]

Aspect	Summary of findings from the Precinct Plan prepared	Comments regarding relevance to Stage 1
		<ul style="list-style-type: none"> - Any future development within close proximity to those items would need to address potential impacts on the heritage items.
Recent Residential Development	<ul style="list-style-type: none"> - There is only a minimal amount of recent development that has occurred in the precinct, and largely in a dispersed manner on single lots or over a few amalgamated lots 	<ul style="list-style-type: none"> - The minimal amount of recent development in Ingleburn may potentially be partially due to the market and the ongoing review of the planning controls within the centre. The Local Planning Panel has approved to residential flat buildings in 2018. - The Ingleburn Chamber of Commerce provided Council with a list of the sites that are likely to be amalgamated for redevelopment. There are ample opportunities for higher residential densities within the Town Centre.
Land Ownership	<ul style="list-style-type: none"> - Campbelltown City Council owns a number of land holdings, including the open space corridor to the north of the precinct, and a number of local parks. - There are also several land holdings owned by the NSW State Government, - including many of the schools and large parks in the precinct 	<ul style="list-style-type: none"> - Council owns substantial land holding within the area that is subject to this planning proposal, refer to Map 1.5 Council lands.
Social Infrastructure	<ul style="list-style-type: none"> - The precinct is well served by community facilities and infrastructure, including a high and primary public school, Ingleburn Community Health Centre and Greg Percival Library and Community Centre. 	Noted

Map 1.5 Map showing Council's landholdings



2.1 Existing Zoning

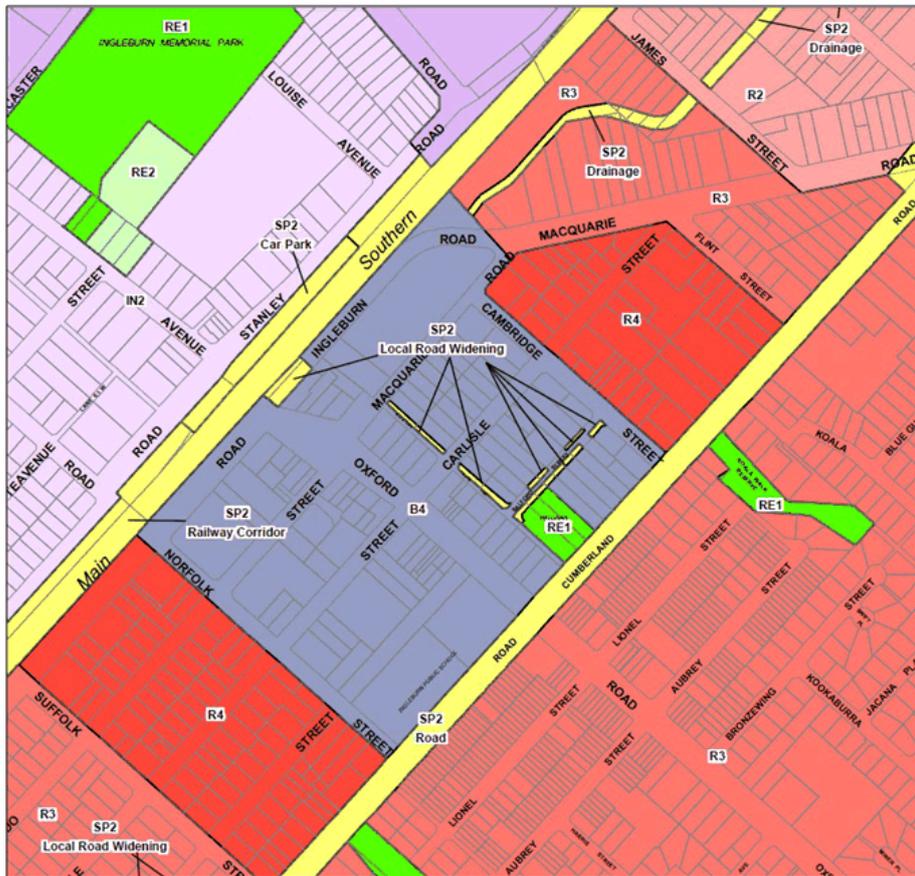
The site is currently subject to the Campbelltown Local Environmental Plan 2015 (the CLEP 2015). The site includes the following zones under the CLEP 2015:

- R3 Medium Density Residential
- R4 High Density Residential
- B4 Mixed Use
- RE1 Public Recreation
- SP2 Drainage
- SP2 Local Road Widening
- SP2 Road

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Map 1.6 Existing Zoning under the CLEP 2015



Part 1 – Objectives or Intended Outcomes

The planning proposal intends to amend the CLEP 2015 to facilitate higher density mixed use development within the Ingleburn CBD.

The planning proposal aims to:

- Increase residential density in the Ingleburn CBD
- Establish development controls to ensure the redevelopment of Ingleburn CBD maintains an urban village feel
- Offer high level amenity for future residents
- Ensure that future residents have access to quality open space within their reach
- Investigate and implement a mechanism to address flooding
- Incorporate public domain improvements as part of any future development within the Centre
- Facilitate the development of an iconic mixed-use building within Ingleburn CBD through an Expression of Interest (Eoi) process, whereby landowners/developers would be invited to nominate their sites for this purpose. The process for the Eoi and the criteria for the site are proposed to be developed post Gateway Determination, but prior to the public exhibition. It is anticipated that a building on this site would be permitted to depart from the height of building development standard in return for exceptional architectural design, exemplar sustainability inclusions (green building), provision of a public benefit, (such as public open space open space/plaza) and public domain enhancement. This approach is likely to result in the need to request a gateway alteration later in the process.
- Introduce an incentive in terms of bonus floor space ration to encourage buildings with a higher level of sustainability in that they exceed BASIX requirements for energy and water efficiency.

Certain areas are proposed to be rezoned to public open space to provide parks within walking distances from the town centre.

The increased number of dwellings would increase the population within Ingleburn and would promote and stimulate future economic activity within the area.

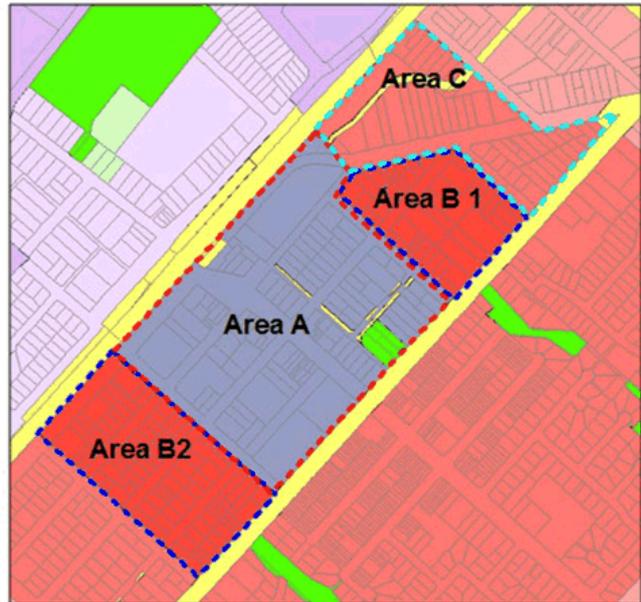
Part 2: Explanation of provisions

For the purpose of this Part, the site has been divided into 3 main Precincts as shown on the Map 2.1 to the right.

The proposed outcome will be achieved by:

- a) Amending the zoning map that applies to the site under the CLEP 2015 in accordance with the proposed zoning Map shown at Appendix 1 – Map 1.3 Proposed Zoning Map under the CLEP 2015.

It is proposed that Areas A, B1 and B2 will generally maintain the same zoning, with the exception of some areas proposed to be rezoned to public open space. Area C is proposed to be rezoned to R4 High Density Residential.



Map 2.1 Precincts

- b) Amending the CLEP 2015 Height of Building Map in accordance with the proposed height map shown at Appendix 1 – Map 1.6 Proposed Height of Building to the following:
 - For Area A and B2: increase the building height from 15 metres (five storeys) to 26 metres (eight storeys)
 - For Areas C and B1: increase the building height from nine metres (three storeys) to 26 metres (eight storeys)
 - For areas fronting Oxford Road, setback the building from Oxford Road by 5 metres for the first level, and by 10 metres for any level that is more than 2 storeys in height as illustrated in the Figure 1.1 below.



Figure 1.1 Proposed Building Heights and Setbacks for Buildings Fronting Oxford Road

It is proposed that the setbacks for the first and second levels be achieved through height limit controls under the CLEP 2015 and not a setback control under the DCP. This is because development standards under the CLEP 2015 have more statutory weight compared to DCPs.

The proposed building heights and setbacks have been designed to achieve the following outcome:

- Ensure that the urban village feel is maintained through Oxford Road by requiring buildings to be set back at least 5 metres on the first floor.
 - Provide additional dwellings within a walking distance to the railway station
 - Increasing densities to help support and facilitate economic growth within the Town Centre.
- c) Amend Section 4.1C (Minimum qualifying site area and lot size for certain residential and centre-based child care facility development in residential zones) by including a qualifying area of 1200 m² for mixed use development/shop top housing and 2000 m² for residential apartment buildings within the areas identified as B1, B2 and C in Map 2.1. The above qualifying site areas were selected after detailed analysis of hypothetical scenarios of potential amalgamation of allotments, taking into consideration the land ownership, strata development and development applications that have been approved or currently under assessment. The analysis has indicated that the proposed figures of 2000sqm and 1200sqm for qualifying site area are achievable and would potentially minimise the isolation of allotments.
- d) Investigation of the inclusion of local provisions to address flooding issues (pending the recommendation of a flood study and further investigations).
- e) Investigation of the inclusion of incentive clauses to encourage high standard living for occupants and sustainability, pending the outcome of further studies post gateway determination.
- f) Include a FSR requirement of 2.7:1 for residential apartment buildings within the R4 zone.
- g) Include an FSR of 1.7:1 for the commercial/ retail components of the development. In this regard it is proposed that the retail/commercial uses would occupy the ground and first floors. An FSR of 2:1 is proposed for the residential component of the building which is proposed to occupy the remaining 6 floors.

Notably, a master plan is proposed to be prepared as part of the preparation of a site specific DCP for the Ingleburn CBD and the proposed FSRs for the areas zoned B4 mixed use would need to be further refined for alignment with the master plan.

- g) Include a provision under the CLEP 2015 to allow for an iconic building to be developed in Ingleburn CBD

Part 3: Justification for the Planning Proposal

Section A – Need for the Planning Proposal

Q1. Is the Planning Proposal a result of any strategic study or report?

The planning proposal is a result of the release of the Corridor Strategy. As discussed in previous sections of this planning proposal, in late December 2017 the Department of Planning and Environment announced the release of final plans (after considering the outcomes of public consultation) for each train station precinct within the Campbelltown LGA excluding Glenfield.

As a result, Council has been approached by a number of sole developers and owners who sought to lodge individual planning proposals for individual sites to enable higher density developments. Individual proposals would result in fragmented and unpredictable outcomes.

Therefore, Council is leading the rezoning of the Ingleburn CBD Precinct to ensure that the Ingleburn Precinct Plan is appropriately implemented in a holistic manner so that the collective impacts of the increased densities are appropriately considered and addressed. This approach would identify the required upgrade in infrastructure and the mechanisms to fund it.

Flooding is a major issue in Ingleburn, and by leading the planning of the Ingleburn Town Centre, it is anticipated that a funding mechanism can be identified and developed to finance the work needed to mitigate the flooding issue within the town centre.

Planning proposals initiated by Council would be in accordance with Council's policy, provide certainty to the community and the development industry and potentially eliminate planning proposals submitted by individuals for individual sites.

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. The planning proposal represents the best means of achieving the objectives and intended outcomes for the Ingleburn Town Centre as the current building heights under the CLEP 2015 would not achieve the vision for Ingleburn CBD in conjunction with local and state policies.

Section B – Relation to Strategic Planning Framework

Q3. *Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft Strategies)?*

The planning proposal is consistent with the objectives and aims of the following Strategic Plans:

- A Plan for Growing Sydney
- Towards Our Greater Sydney 2056 and The Greater Sydney Region Plan, A Metropolis of Three Cities
- the Western City District plan
- Greater Macarthur Growth Area

– A Plan for Growing Sydney

On 14 December 2014, the NSW Government released 'A Plan for Growing Sydney' which outlines actions to achieve the Government's vision for Sydney to become a 'strong global city and a great place to live'.

'A Plan for Growing Sydney' sets a strategy for accommodating Sydney's future population growth and identifies the need to deliver 689,000 new jobs and 664,000 new homes by 2031. The Plan identifies that the most suitable areas for new housing are in locations close to jobs, public transport community facilities and services.

The planning proposal is consistent with the actions and objectives of 'A Plan for Growing Sydney' as the planning proposal will facilitate high density mixed use and residential development within a walking distance from Ingleburn Train Station.

In March 2018, the NSW Government released the Greater Sydney Region Plan, A Metropolis of Three Cities, which is built on a vision of three cities where most residents live within 30 minutes of their jobs, education, health facilities and services.

The vision for the future of Sydney as identified in TOGS is for the reorganisation of centres to become supported by public transport. The vision identifies three cities known as the Western, Central and Eastern Cities. The vision identifies goals and objectives for the three respective cities. Ingleburn is located within the Western City as part of the vision.

The study has four key components that are in place to drive the three cities vision including:

- Infrastructure and collaboration

- Liveability
- Productivity
- Sustainability

Most relevant to this planning proposal are the vision statements relating to liveability and productivity. Increasing residential densities within close proximity to Ingleburn train station would ensure that more people would be located within walking distance from public transport and services.

– **The Western City District Plan**

The vision for Greater Sydney as a metropolis of three cities - the Western Parkland City, the Central River City and the Eastern Harbour City and a 30-minute city - means residents in the Western City District will have quicker and easier access to a wider range of jobs, housing types and activities. This vision will improve the District's lifestyle and environmental assets.

The Western City District Plan identifies a 20-year plan to manage growth and achieve the 40-year vision. Emphasis is also placed on enhancing Greater Sydney's liveability, productivity and sustainability into the future. It is a guide for implementing *A Metropolis of Three Cities* - the Greater Sydney Region Plan at a District level and is a bridge between regional and local planning.

The planning proposal is consistent with the objectives and planning priorities for *Western City District Plan* as demonstrated below:

- Planning Priority W3 - The Planning Proposal supports integrated land uses to provide services that meets the needs of the communities;
- Planning Priority W6 - The planning proposal supports the creation of great local places with a mix of land uses and provision of well-designed open space; and
- Planning Priority W11 - The planning proposal supports investment and business activity in local centres and the creation of local jobs.

– **Glenfield to Macarthur Urban Renewal Precincts**

The Glenfield to Macarthur Urban Renewal Precincts is a strategy that was released by the State Government for the purposes of revitalisation of existing urban centres through good design, providing jobs, open space and improved movement networks.

As discussed in the introduction of this planning proposal, Ingleburn CBD is one of the identified precincts for revitalisation and future rezoning as part of the Glenfield to Macarthur Urban Renewal Precincts.

The Plan identifies Ingleburn Centre as an Urban Village, with the majority of heights of

7+ storeys and greater in certain areas. This planning proposal is generally consistent with the Ingleburn Precinct Plan. Table 3.1 below illustrates consistency with the Ingleburn Vision/Directions.

Table 3.1: Assessment of the planning proposal against the Ingleburn Vision as presented in the Glenfield to Ingleburn Precinct Plan

Vision	Relevant Directions	Consistent	Comments
Housing	– Provide a variety of housing types within walking distance of the station to cater for all members of the community	Yes	– This proposal would facilitate apartment buildings and mixed use development (Shop top housing).
	– Provide for increased building heights close to the town centre and station	Yes	– The planning proposal includes higher densities around the town centre of 8 storeys.
	– Retain the existing character of areas south of Chester Road, with a mixture of detached dwellings and townhouses	Not applicable to this stage	– This matter will be addressed in the LEP review
Jobs	– Oxford Road to be strengthened as a prominent retail and commercial centre for surrounding suburbs.	Yes	– The proposed higher densities around the centre would strengthen Oxford Road as the main retail centre. As for the surrounding suburbs, Ingleburn is anticipated to become a destination for quality coffee shops and restaurants.
	– Reinforce Ingleburn as a major industrial centre for south western Sydney.	Not applicable to this stage	– This matter will be addressed in the LEP review
	– Encourage renewal, intensification and diversification of some employment lands over time through the emergence of a business park with direct access to the station.	Not applicable to this stage	– This matter will be addressed in the LEP review
Move-ment Network	– Promote cycling and walking by providing new shared pathways, separated cycleways, footpaths, pedestrian	Not applicable to this stage	– These matters will be addressed as part of the review of the CLEP 2015 and stages 2 and 3. – Council's Engineers advised that a vehicle access/bridge connecting the

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[PLANNING PROPOSAL – INGLEBURN CBD]

Vision	Relevant Directions	Consistent	Comments
	<p>refuges, street tree planting, bicycle storage facilities and lighting.</p> <ul style="list-style-type: none"> - Develop a continuous, safe regional commuter and recreational cycle route from Glenfield to Macarthur adjacent to the rail corridor. - Introduce new local cycle routes to improve connections with Ingleburn station and the surrounding area, including to Koala Walk Reserve and west through the employment area - Improve east-west connections and accessibility to the town centre by investigating a potential new vehicle connection over the railway line between Devon Road and Chester Road. 	<p>Not applicable to this stage</p> <p>Not applicable to this stage</p> <p>Not applicable to this stage</p>	<p>eastern side with western side (the extension of Chester Road) is not needed at this stage. However, as part of the review of the CLEP 2015, further analysis on this matter will be undertaken to confirm the timing and the necessity of the east-west connections.</p>
<p>Open Space and Public Domain</p>	<ul style="list-style-type: none"> - Promote Oxford Road as a vibrant, safe, pedestrian friendly street with widened footpaths, street tree planting, inviting public gathering spaces, outdoor dining, attractive street furniture and barrier free access. - Establish a quality open space and public domain network that provides better linkages to and upgrades of existing open spaces. - Provide a new green link along Redfern Creek 	<p>Yes</p> <p>Yes</p>	<ul style="list-style-type: none"> - As part of this proposal, a public domain strategy is recommended to be prepared. The public domain strategy should provide recommendations in terms of street planting, furniture, footpaths width and the like. The strategy would then feed into a site specific DCP and a S7.11 development contribution plan to enable it to be implemented. - This proposal includes a proposal to provide for two additional public parks within a walking distance of the high density residential areas.

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Vision	Relevant Directions	Consistent	Comments
	connecting Wood Park and the town centre		<ul style="list-style-type: none"> The proposed new link along Redfern Creek connecting Wood Park and the town centre would be further investigated as part of the LEP review.
Built Form	<ul style="list-style-type: none"> Maintain the scale and village feel of Ingleburn town centre by restricting buildings fronting Oxford Road to two storeys, with higher storeys set back from the street. 	Yes	<ul style="list-style-type: none"> The village feeling will be maintained by including development controls for larger setbacks from for the first floor component of the buildings. These controls are proposed to be included in the site specific DCP for Ingleburn Town Centre. The Planning Proposal provide for heights of 8 storeys within the core area.
	<ul style="list-style-type: none"> Enable residential, commercial and mixed use buildings between 4 and 8 storeys close to the station and surrounding the town centre to maximise pedestrian activity and increasetrade for local businesses. 	Yes	

Draft Greater Macarthur 2040 Plan

In November 2018, the Department of Planning and Environment released a 20 year vision, entitled Greater Macarthur 2040: An interim Plan for the Greater Macarthur Growth Area (the draft Plan 2040) that sets out the strategic planning framework for the Growth Area.

The draft Plan aims to:

- Provide new homes and local centres
- Create local jobs (21,000 jobs are anticipated to be created within the Glenfield to Macarthur urban renewal precincts)
- Facilitate collaborative planning
- Improve transport connections
- Provide open space and parks
- Protect koala habitat

The draft plan sets out six key actions as follows:

1. rezoning of precincts as agreed with Councils
2. finalisation of the Special Infrastructure Contributions Levy
3. preparation of a Cumberland Plain Conservation Plan
4. develop business cases for public transport and road improvements
5. establishing an economic development strategy for the growth area
6. land owners will have the opportunity to bring forward the release and rezoning of land where there is no financial impost on Government.

The draft Plan 2040 reintroduces and emphasises the 'place-based planning' approach to 12 growth precincts including Ingleburn. For Ingleburn the draft Plan aims to:

- Maintain the scale and village feel of Ingleburn town centre by restricting buildings fronting Oxford Road to two storeys, with higher buildings set back from the street.
- Enable higher residential and commercial buildings between four and eight storeys close to the station and surrounding the town centre to maximise pedestrian activity and increase trade for local businesses.

Notably, unlike the Macarthur to Glenfield Urban Renewal Corridor Strategy (the Corridor Strategy) that was released by the Department in December 2017, the draft Plan2040 proposes a height limit for Ingleburn of eight storeys. This is more particular than the "7+" storey building height limit that is recommended by the Corridor Strategy.

The draft Planning Proposal for Ingleburn has been revised to ensure consistency with the draft Plan 2040. The areas fronting Oxford Road are now proposed to have a terrace style building that is setback from Oxford Road by at least 5 metres for the first level, and by at least 10 metres for any level that is more than 2 storeys in height.

Q4. *Is the Planning Proposal consistent with Council's local strategy or other local strategic plan?*

Campbelltown 2027 Community Strategic Plan

Campbelltown 2027 is Campbelltown City Council's highest level, strategic planning document. It outlines the aspirations of the city's people, and details how Council and other key stakeholders will achieve those goals over the next 10 years.

The planning proposal is considered to be consistent with the relevant outcomes headed accordingly within the Plan:

- A vibrant, liveable city;
- A thriving attractive city; and
- A successful city.

The proposed increase in residential densities would provide the opportunity for a revitalised commercial and retail core which will support the growth of a strong local economy.

Relevant to Ingleburn Town Centre is Strategy No 4.6 (Plan and invest in the revitalisation of Campbelltown-Macarthur CBD, Ingleburn and other town centres), which is identified as one of the main actions needed to achieve a successful city.

Campbelltown Local Planning strategy 2013

The Campbelltown Local Planning Strategy is a background document which informed the preparation of Campbelltown Local Environmental Plan 2015 (the CLEP 2015). It was endorsed by Council at its meeting on 26 March 2013.

Ingleburn Centre was identified as one of Campbelltown’s major centres with an estimated dwelling yield of 2,983 dwellings.

The Strategy also predicted an increase in the commercial floor space in the Ingleburn CBD and referenced the draft Structure Plan that was being prepared at the time, with potential higher residential densities around the railway station.

Q5. Is the Planning Proposal consistent with applicable State Environmental Planning Polices?

The planning proposal is consistent with applicable State Environmental Planning Policies. See Table 3 and Table 4 below.

Table 3.1: Assessment of the Planning Proposal against Relevant State Environmental Planning Policies

No.	State Environmental Planning Policies (SEPPs)	Consistency	Comments
1	SEPP No 1 Development Standards	NA	This SEPP is not applicable to the subject land under Clause 1.9 of the Campbelltown LEP 2015.
19	Bushland in Urban Areas	Yes	Clause 10 of SEPP 19 states that: <i>When preparing draft local environmental plans for any land to which this Policy applies, other than rural land, the council shall:</i> <i>(a) have regard to the general and specific aims of the Policy, and</i> <i>(b) give priority to retaining bushland, unless it is satisfied that significant environmental, economic or social benefits will arise which outweigh the value of the bushland.</i> No open space or bushland would be impacted by the planning proposal.
44	Koala Habitat Protection	Yes	SEPP 44 does not apply as the lots within the study area are less than one hectare.
55	Remediation of Land	Yes	SEPP 55 aims to promote the remediation of contaminated land for the purpose of reducing risk and harm to human health or any other aspects of the environment. Any requirement for remediation that may

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No.	State Environmental Planning Policies (SEPPs)	Consistency	Comments
			be required of future developments within Ingleburn Town Centre would be required to be addressed in the future DA, where applicable.

Q6. Is the Planning Proposal consistent with applicable Ministerial Directions (s 117 directions)??

The planning proposal is either considered consistent, justifiably inconsistent or the inconsistency is of minor significance with the applicable Ministerial Directions (s 117 directions). See Table 5 for an assessment of the planning proposal against the relevant Section 117(2) Ministerial Directions.

Table 3.2: Assessment of the Planning Proposal against the relevant Section 117(2) Ministerial Directions

Ministerial Direction	Consistent ?	Assessment
1.1 Business and industrial Zones	Yes	The planning proposal aims to increase densities and footprint of mixed use and residential development within close proximity to the Ingleburn Train Station. The proposal is consistent with this Direction.
2.3 Heritage Conservation	Yes	The Direction applies whenever a relevant planning authority prepares a planning proposal. The Study area include three heritage items of local significance as follows: <ul style="list-style-type: none"> - Ingleburn Horse Trough (Centre of Oxford Road) - Ingleburn Public School (51 Oxford Road) - Ingleburn Community Hall (72 Oxford Road) The planning proposal is consistent with this Direction. Further analysis is needed to ensure that the proposed increase in heights for development adjacent to the heritage items would not have an impact.
3.1 Residential Zones	Yes	This direction applies when a relevant planning authority prepares a planning proposal that will affect land within: (a) an existing or proposed residential zone (including the alteration of any existing residential zone boundary), (b) any other zone in which significant residential development is permitted or proposed to be permitted. The proposal is consistent with this Direction as the additional dwellings would be in close proximity to existing infrastructure and services.
3.4 Integrated Land Use and Transport	yes	This direction applies when a relevant planning authority prepares a planning proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes. A planning proposal must locate zones for urban purposes and include

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Ministerial Direction	Consistent ?	Assessment
		<p>provisions that give effect to and are consistent with the aims, objectives and principles of:</p> <ul style="list-style-type: none"> (a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and (b) The Right Place for Business and Services – Planning Policy (DUAP 2001). <p>The proposed rezoning is consistent with principles of Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and The Right Place for Business and Services – Planning Policy (DUAP 2001) and therefore with the Direction for the following reasons:</p> <ul style="list-style-type: none"> – The site is within walking distance of Ingleburn Railway Station. – The site is located on two local bus service routes accessing a number of neighboring suburbs
4.3 Flood Prone Land	No	<p>This direction applies when a relevant planning authority prepares a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land. While Ingleburn Town Centre is flood prone land, the inconsistency with the direction is justifiable for the following reasons:</p> <ol style="list-style-type: none"> 1. The planning proposal is not proposing to rezone land from Special Use, Special Purpose, Rural or Environmental Protection Zones to a Residential, Business, Industrial, Special Use or Special Purpose Zone. 2. The planning proposal would not result in additional development to what is currently permissible in floodway areas, contain permit development that will result in significant flood impacts to other properties, 3. The planning proposal would permit a significant increase in the development of that land, 4. The proposal is like to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services
4.4 Planning for Bushfire Protection	NA	<p>The Bushfire Prone Map for the Campbelltown area does not identify any part of the site to be bushfire prone land.</p>
6.2 Reserving Land for Public Purposes	Yes	<p>The objectives of this direction are:</p> <ul style="list-style-type: none"> (a) to facilitate the provision of public services and facilities by reserving land for public purposes, and (b) to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition. <p>The Proposal does not impact on land reserved for public purposes.</p>
7.1 Implementation of A Plan for Growing Sydney	Yes	<p>The proposal is consistent with the requirements of the strategy as discussed in Part 3 of this planning proposal.</p>

Ministerial Direction	Consistent ?	Assessment
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Yes	This direction applies when a relevant planning authority prepares a planning proposal for land within the precincts between Glenfield and Macarthur. A planning proposal is to be consistent with the precinct plans approved by the Minister for Planning and published on the Department’s website on 22 December 2017. The proposal is generally consistent with the Ingleburn Precinct Plan. Further details on this matter are included in in Table 3.1 under Part 3 of the planning proposal.

Section C – Environmental social and economic impact

Q7. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

The study area within Ingleburn CBD is almost fully developed with commercial and residential buildings. A small portion has a community of vegetation identified as Cumberland Plain Woodland, as shown on the Map 3.1 below.



Map 3.1 Cumberland Plain Woodland – Ingleburn CBD

Council will be consulting with the OEH in relation to the vegetation on those sites. There is no proposal to clear the vegetation as the site is not currently subject to a development application. These particular sites are highly inhibited by vegetation, and any proposal to redevelop them would need to be accommodated by detailed biodiversity studies. Further investigation would be required for any removal of vegetation in the future.

Q8. Are there any other likely environmental effects as a result of the rezoning submission and how are they proposed to be managed?

As discussed above, the Ingleburn CBD is almost fully developed with commercial and residential buildings. In this regard the following matters will be further investigated after the Gateway Determination:

Heritage

The site contains 3 items of local heritage significance under Schedule 5 of the CLEP 2015.

- Ingleburn Community Hall(170) , Lot 8, Section 8, DP 2913 170
- Ingleburn Horse Trough(171) - Centre of Oxford Road, adjacent to Lot 4, Section A, DP 10494
- Ingleburn Public School (172) Lot 1, DP 122332

The location of the three local heritage items is shown on the Map 3.2 below:



Map 3.2 Heritage Items – Ingleburn CBD

Further investigations will be undertaken in relation to the potential impact of increasing building heights around the heritage items.

Flooding

The Bow Bowing Bunbury Curran (BBBC) Creek Flood Study was adopted by Council in 2014. An update of the Study was completed in 2016 as part of the Floodplain Risk Management process. The BBBC Floodplain Risk Management Study and Plan (FRMSP) will be delivered in the near future.

The FRMSP identifies significant flooding occurring in parts of Ingleburn CBD, with notable flood depths throughout the CBD observed in events as frequent as the 20 percent AEP (5yr Average Recurrence Interval). Numerous solutions have been investigated as part of the FRMSP, the preferred solution being additional drainage lines through roads in the CBD.



Map 3.3 Concept Layout Plan of the Preferred Solution - Flooding

Maps 1.7 and 1.8 under Appendix 1 show the current flooding in the 20% AEP and 1% AEP flood events, The Maps on the right of those figures show Ingleburn CBD with the drainage upgrades included in the flood model. Significant reductions in flood depth are evident throughout the CBD in both events.

A cost of \$20m was estimated for the Ingleburn CBD drainage upgrade. It should be noted that this estimate is based only on a concept design and is subject to change. The above estimate does not include any relocation of services, should this be needed. The study has indicated that there are significant services in the area and until a detailed investigation and design is undertaken, the above is only an estimate, for the purposes of better understanding the potential magnitude of the cost of the works.

It is unlikely that any solution will remove all flood risk in Ingleburn. As such, planning controls will be needed in addition to any upgrade works. It is also noted that development is currently permissible with consent in these flood prone areas.

An increase in height limit will provide opportunities to improve the ability of development proposals to adapt to an individual site's flooding constraints, such as raised floor levels and providing flood free parking and evacuation routes. However, the preferred solution and recommendation is to seek funding under the Housing Acceleration Fund to expedite the investigation and flood mitigation works needed for the area.

Several things are important to note:

- Central commercial core areas should have a 10% AEP piped drainage system (Council's Engineering Design for Development). It is unlikely that such a system will be cost effective for Ingleburn
- Alternative upgrades may be achievable in a number of different configurations
- Intensive planning controls may be able to be implemented with could lead to a reduced public infrastructure cost however such an approach may not provide any protection until such time as all properties are developed.
- It is unlikely that any solution will remove all flood risk in Ingleburn. As such, planning controls will be needed in addition to any upgrade works.
- This work to date looks at the major overland flow path only and additional upgrades may be required for some of the existing drainage deficiencies.

Additional studies

A comprehensive investigation of issues including (not limited to) the following studies would need to be undertaken prior to public exhibition:

- Traffic and Parking Assessment;
- Public Domain Strategy;
- Site Specific DCP including a master plan; and
- Urban design analysis to formulate appropriate development standards in relation to FSR and qualifying site area and block depths.
- A funding strategy for the provision of infrastructure including urban domain enhancements, any road improvement that may be needed and drainage works to reduce flooding

- A commercial and retail demand study in order to confirm the extent of mixed use in the proposed B4 zone.

Prior to the above studies being undertaken, Council is seeking a Gateway Determination to formalise the process, studies and consultation to be undertaken.

- ***Q 9 How has the rezoning submission adequately addressed any social and economic effects?***

It is likely that Ingleburn benefited from increased patronage following the previous demise of Minto Mall. With the re-emergence of Minto Mall, Ingleburn is experiencing increased competition and potentially some redirection of trade.

Increasing the residential population within the immediate locality will make a strong contribution to the increased trading performance and vitality of the town centre. In 2012, Campbelltown City Council, in conjunction with specialist consultants Hill PDA, undertook a review of the Business Centres within the Campbelltown LGA. This included the Ingleburn CBD.

With regard to Ingleburn, Hill PDA noted that Ingleburn provides approximately 12,100sqm of retail shopfront (main street) floor space. This is in addition to the 14,100sqm of floor space provided within Ingleburn Fair and Woolworths Marketplace. In total, Ingleburn provides 26,200sqm of shopfront retail floor space, which represents a marginal increase since the 2005 Study (24,400sqm of retail floor space was recorded in the 2005 Study, including vacant floor space). While the study is about six years old, the numbers are relatively accurate.

Social Impacts

The increase in population would increase pressure on community services. This matter is discussed in more detail under Question 10 of this planning proposal.

It is anticipated that the planning proposal would have a significant impact on social and economic factors. The anticipated increase in population initiated by the proposal would boost the economy within the centre and would contribute to facilitating a rejuvenated livable and safe centre.

Section D – State and Commonwealth interests

Q 10 Is there adequate public infrastructure for the planning proposal?

Ingleburn CBD is an established Centre with adequate services. Further detail about public infrastructure is discussed below.

Open Space

There is currently a limited amount of public open space located within the subject site. Hallinan Park is currently the only formal recreation space within the study area. As such, there are only limited opportunities for public recreation. However there are significant areas of open space located outside of the Study Area.

Planning Priority (W18) of the Western Sydney District Plan partially states:

Western Sydney Urban renewal also creates opportunities for increasing the quantity of open space. Planning for urban renewal needs to consider opportunities to deliver new, improved and accessible open spaces, including space for active sport and recreation, that meets the needs of the growing community. High density development (over 60 dwellings per hectare) should be located within 200 metres of open space and all dwellings should be within 400 metres of open space

People in urban neighbourhoods should be able to walk to local open space. In high density neighbourhoods, public open space is used like a shared backyard, providing a green communal living space. Open space in high density



neighbourhoods needs to be durable, multipurpose and accessible to a wide variety of users. High density neighbourhoods also need to have high quality open space within close proximity.)

The planning proposal recommends that two additional parks be included within the core area to service the additional occupants of apartment buildings which will be located within the Ingleburn Core Precinct.

Two additional parks are proposed on Council owned land with the possibility to expand one of the parks through a voluntary planning agreement.

Proposed Park A - North of Oxford Road

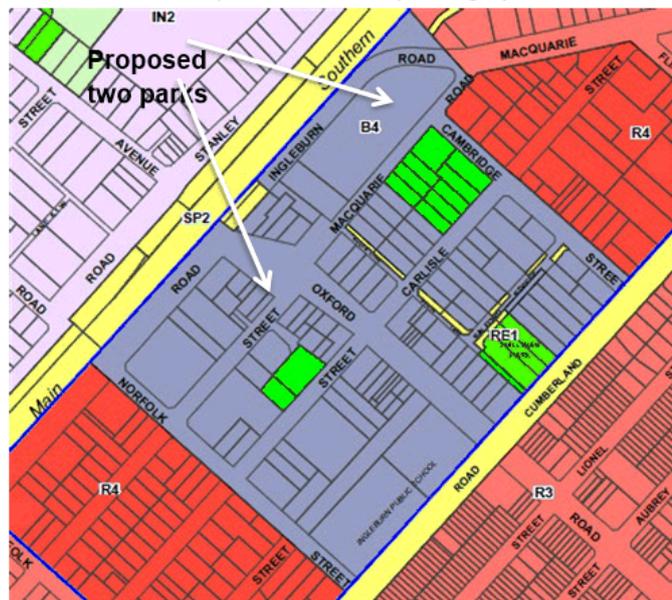
Park A is proposed to be located on part of the land that is owned by Council and shown on Map 3.4.

The site is approximately 1.2 hectares. Currently, the site provides 440 on grade car parking spots for vehicles. It is a timed car park intended for the use of the shopping centre customers.

It is proposed that part of this site (approximately 7,500m²) be converted to a park and the remaining part of the site be developed into a multi deck car park of 600 car parking spaces.

In order to minimise impacts on the businesses and customers within Ingleburn CBD, it is proposed that this area would continue to function as a car park until such time the multi deck car park is constructed.

It is anticipated that the Park will be a recreation hub for the residents within the centre. A funding plan is required for the multi deck car park. As such it is anticipated that funds would not be readily available for the construction of the multi deck park in the short term. The creation of a quality recreational space would be highly beneficial to future residents. Additionally, it is critical that the economic viability of the commercial and retail premises be maintained during the construction phase.



Proposed Park B - South of Oxford Road

Proposed Park B is 2,615sqm in area. This land is owned by Council and is currently used for 80 car parking spaces. It is proposed that the car parking spaces would eventually be accommodated within the multi deck car park that is proposed to be located north of Oxford Road, as previously discussed. The area of this park is not considered sufficient however there is an opportunity to extend the park through a Voluntary Planning Agreement (VPA) with adjacent landowners. The option of creating a larger park by way of a VPA will be investigated as part of the public exhibition process.

An alternate option was considered to expand Hallian Park.

Hallinan Park is within the Ingleburn Town Centre and is about 4,000sqm in area. This option would expand Hallinan Park by acquiring 3 additional parcels that are located immediately adjacent to it. This would increase the proposed park areas to about 7,700sqm.

However, the location of Hallinan Park at the edge of the core area (approximately about 400 metres from the railway station) is not preferable as it would be inconsistent with the 200metres park location requirements under the Planning Priority (W18) of the Western Sydney District Plan mentioned above and would not have the same benefits to the commercial core.

The Hallinan Park option has an economical advantage over the preferred option as it would enable Council to potentially utilise the land it owns within the core of the centre for commercial purposes (instead of converting it into a park) and raise funds to acquire additional land for the expansion of Hallinan Park. However, would not provide the same livability benefits.

Connectivity between the Western and the Eastern Sides of the Ingleburn Railway Station

The Ingleburn railway station is a physical barrier between the industrial land to the west and the Ingleburn Town Centre to the East. Improving the pedestrian connection between the two sides is a desirable outcome as it would provide people who work on the western side to access services and eatery outlets located in the town centre. This in turn would enhance the economic feasibility of Ingleburn Town Centre and boost it. The current connection at the railway station is bland and lacking in architectural appeal. This bridge is in need of a facelift and even potential extension over Ingleburn Road to connect with and integrate with new development.

A funding mechanism to enable a pedestrian connection over the railway line has not been investigated; however, this could potentially be achieved by a public-private partnership between Council, a developer and the State Government. One way this could occur is if the area on top of the station is made available for development and a connection over the railway would then be provided as part of the design of the development. This is not a new concept as this approach was utilised to deliver the Chatswood Interchange Transport Project. The mixed-use infrastructure development rejuvenated the centre of Chatswood, completely replacing the existing station and bus interchange. The design re-joined the east and west halves of Chatswood and delivered a mix of retail and commercial spaces including three residential

towers over the interchange. It has also created a new north-south pedestrian connection to Chatswood Oval. A similar approach could be taken at Ingleburn and progress parallel to this proposal.

Community Facilities and services

Campbelltown City Council has developed a Community Facilities Strategy to explore the needs and expectations of our growing and changing community. The Campbelltown City Community Facilities Strategy provided Council with an opportunity to look at emerging trends in community facilities and respond to different generational needs. The draft Strategy was publicly exhibited from 16 April until 25 May 2018. Following are the key findings and recommendations for Ingleburn:

- Ingleburn is well serviced in terms of facilities, including a district library, community centre and childcare in close proximity to the station and around future development
- The district level assessment supports an upgrade to the Greg Percival Community Centre and Greg Percival Library to allow a performance and community art space (additional 1,000).
- A community health centre could be integrated into an upgraded Greg Percival Community Centre/ Greg Percival Library)

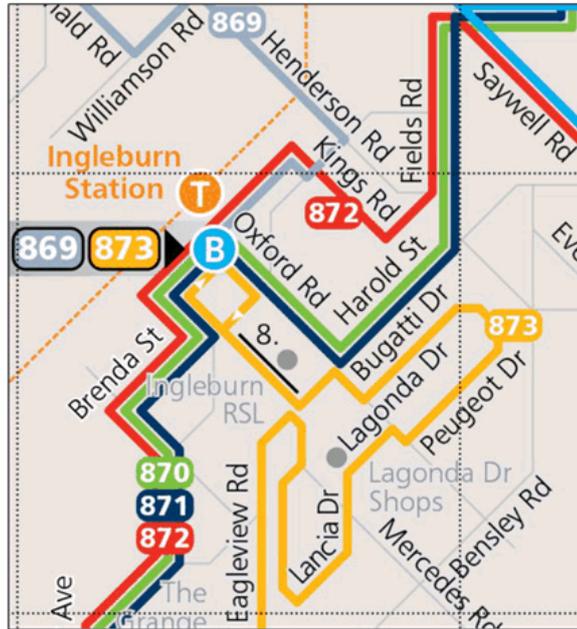
Public Transport

Ingleburn Town Centre is well serviced by public transport. A number of bus routes (refer to map 3.5) operate within the centre as follows:

1. Bus Route No 870: Campbelltown to Liverpool via Ingleburn, Harrow Road and Glenfield.
2. Bus Route No 871: Campbelltown to Liverpool via Ingleburn, Glenfield and Leacocks Lane.
3. Bus Route No 872: Campbelltown to Liverpool via Ingleburn, Macquarie Fields and Glenfield
4. Bus Route No 873: Ingleburn to Minto
5. Bus Route No 869: Ingleburn to Liverpool via Edmondson Park & Prestons

Ingleburn Train Station is at the heart of the centre, connecting Ingleburn to Sydney Centre.

Map 3.5 Bus routes Map



Q 11 What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

It is suggested that Council consult with the following agencies as part of the public consultation, while the planning proposal is on public exhibition:

1. Sydney Trains
2. Sydney Water Corporation
3. Telstra Deliveries
4. Water NSW
5. DPI Water
6. NSW Department of Industry
7. Liverpool City Council
8. NSW Rural Fire Services
9. Roads and Maritime Services
10. Office of Strategic Lands
11. Transport for NSW
12. Office of Environment and Heritage
13. Health NSW

14. Department of Planning and Environment
15. NSW Police - Campbelltown Police

Part 4: Mapping

The planning proposal is accompanied by the following maps as shown in Appendix 1 to this planning proposal:

- Map 1.1 Location Plan of the Subject Site
- Map 1.2 Aerial Photo of the Subject Site
- Map 1.3 Existing Zoning Map under the CLEP 2015
- Map 1.4 Proposed Zoning Map under the CLEP 2015
- Map 1.5 Existing Height Map under the draft CLEP 2015
- Map 1.6 Proposed Height of Buildings Map under the CLEP 2015
- Map 1.7 Existing Flooding Extents (Left) and Flood Extents with Upgraded Drainage (Right) for the 20% AEP Flood Depths in the Ingleburn CBD
- Map 1.8: Existing Flooding Extents (Left) and Flood Extents with Upgraded Drainage (Right) for the 1% AEP Flood Depths in the Ingleburn CBD

Part 5 - Community Consultation

Public consultation will take place in accordance with the Gateway Determination made by the Minister for Planning and Infrastructure in accordance with Sections 56 & 57 of the Environmental Planning & Assessment Act 1979.

Part 6 - Project Timeline

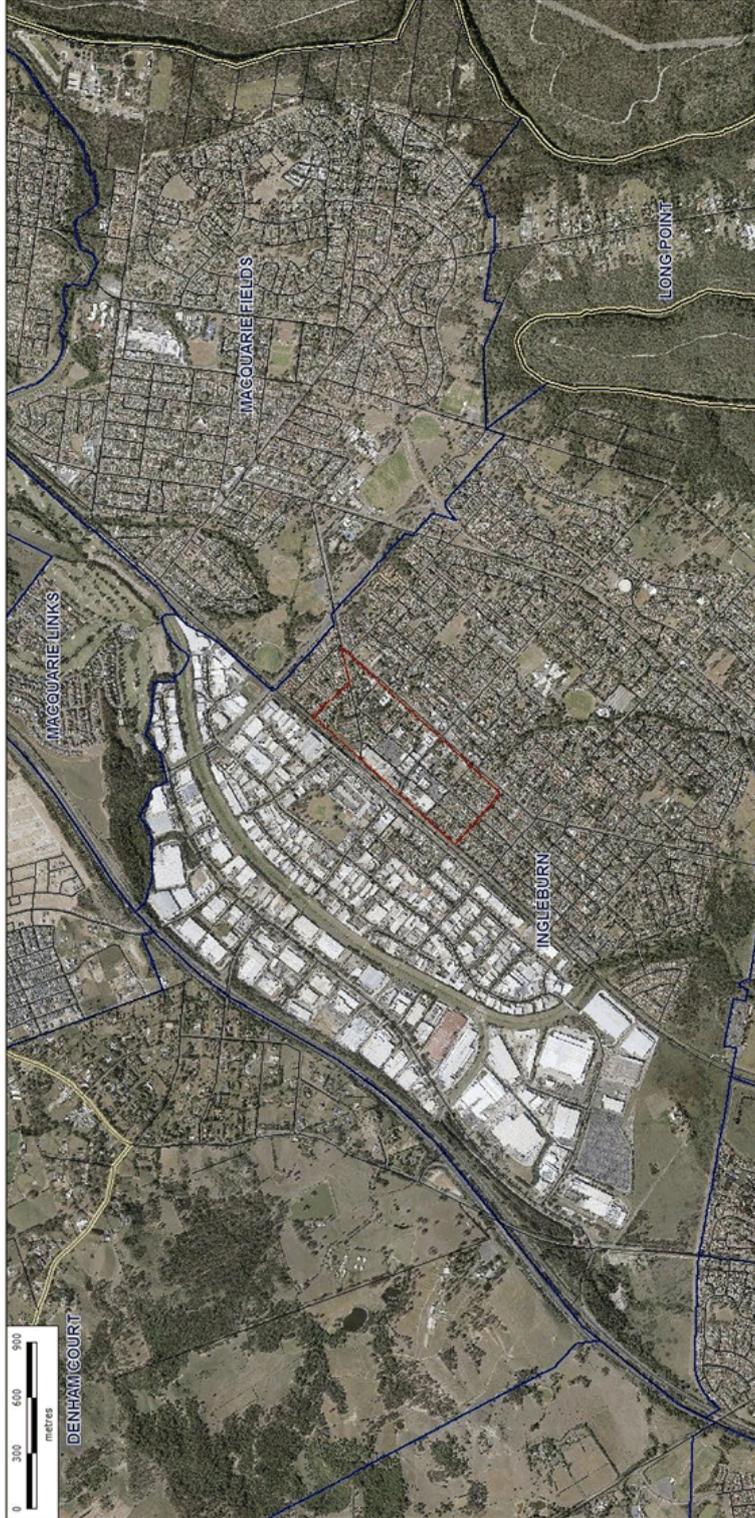
The draft project timeline has been included in Table 6 below. The anticipated timeframes and dates have been assigned to each milestone of the Gateway process.

Table 6: Project Timeline

Milestone	Date
– Preparation of the planning proposal and report to Local Planning Panel	August 2018
– Report to Council	February 2019
– Request a Gateway Determination	February 2019
– Gateway Determination issued	April 2019
– anticipated timeframe for the completion of required technical information /background studies	August 2019
– commencement and completion dates for public exhibition period	August –September 2019
– timeframe for government agency consultation (pre and post exhibition as required by Gateway determination) – Consultation with government agencies is proposed to be undertaken while the proposal is on public exhibition.	October-November 2019
– timeframe for consideration of submissions (report to Council)	January 2020
– date of submission to the department to finalise the LEP	February 2020

Appendix 1 Maps

Map 1.1 Locality Map of the Subject Site



**[PLANNING PROPOSAL – INGLEBURN
CBD]**

Proposed Amendment to Campbelltown
Local Environmental Plan 2015

Map 1.2 Aerial Photo of the Subject Site



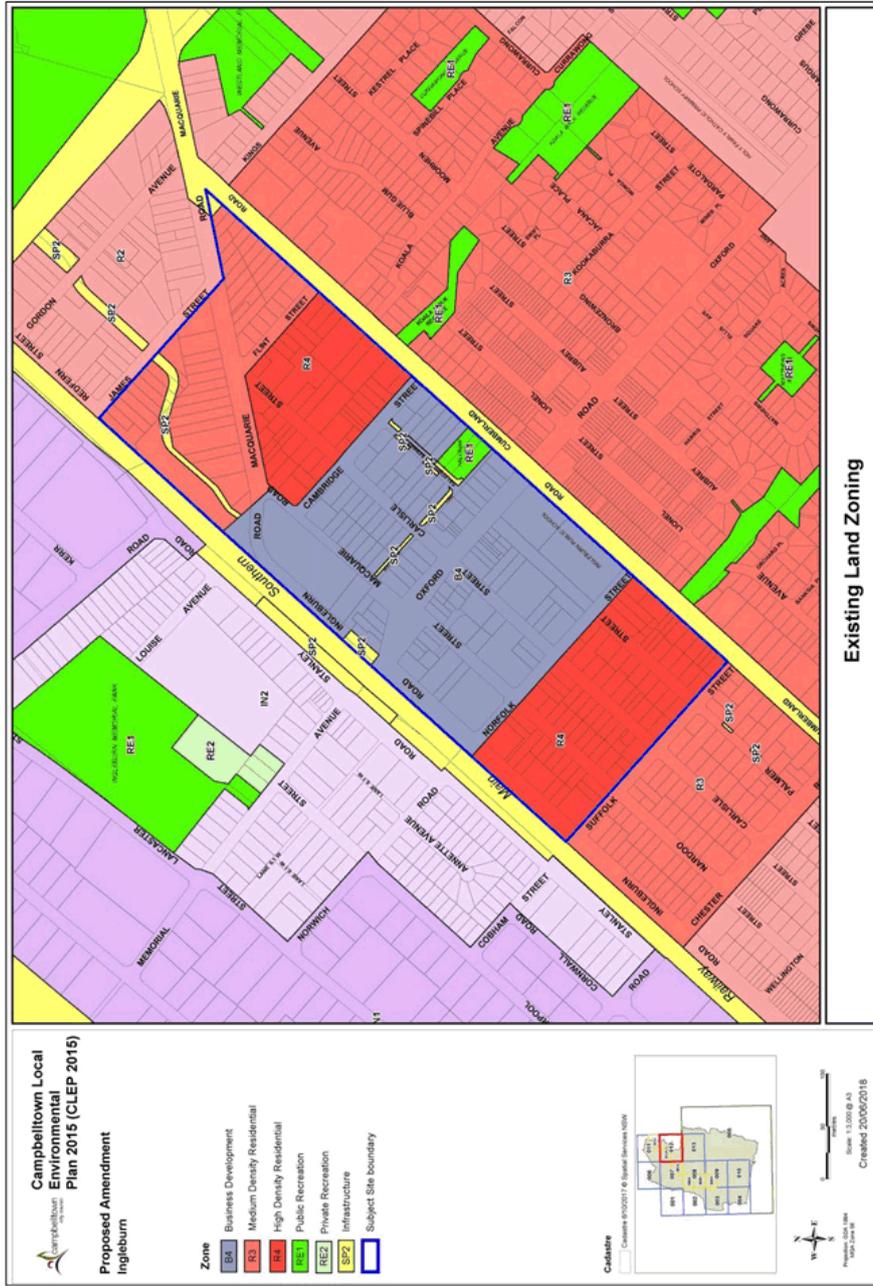
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[PLANNING PROPOSAL – INGLEBURN
CBD]

Proposed Amendment to Campbelltown
Local Environmental Plan 2015

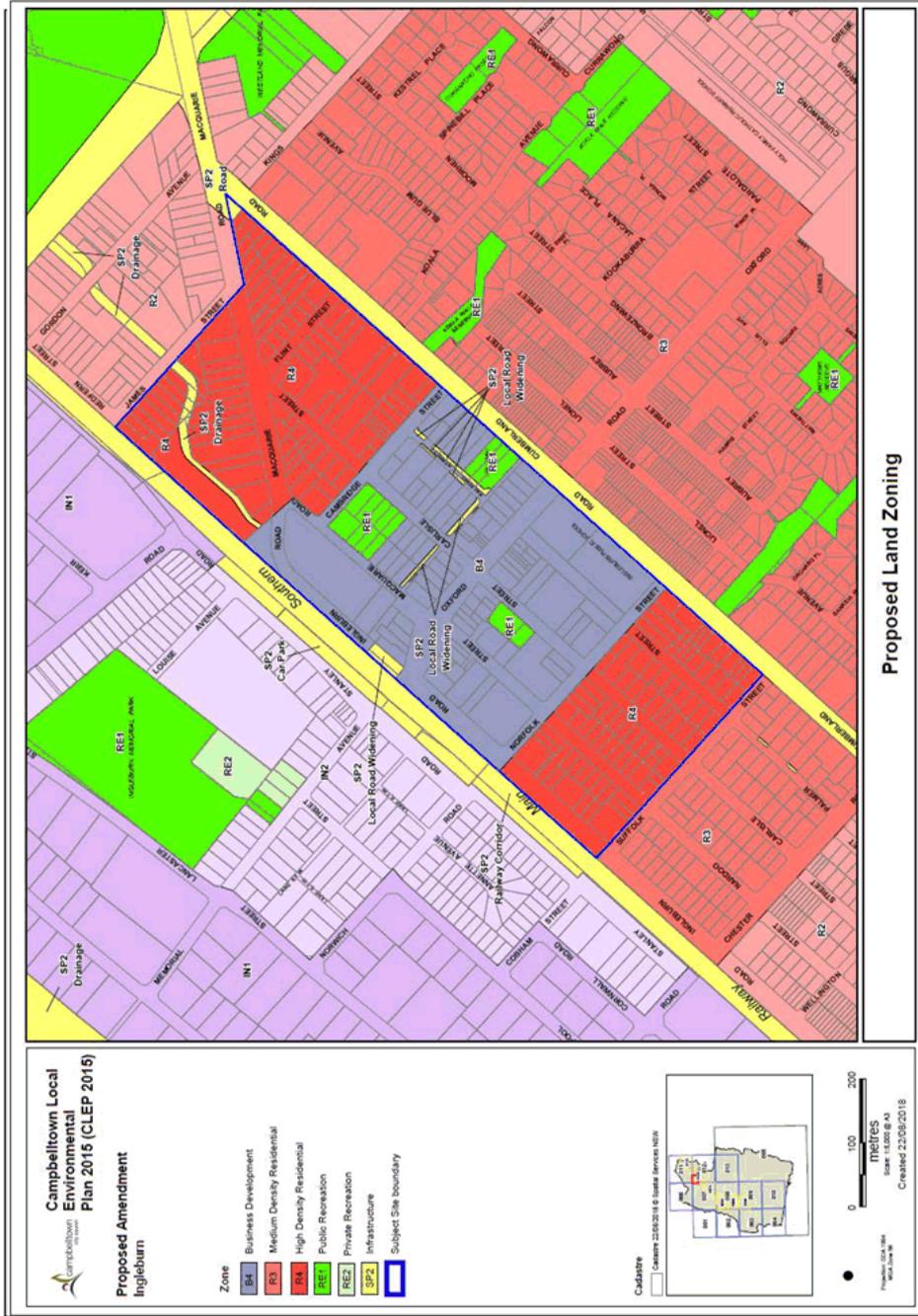
Map 1.3 Existing Zoning Map under the CLEP 2015



**[PLANNING PROPOSAL – INGLEBURN
CBD]**

**Proposed Amendment to Campbelltown
Local Environmental Plan 2015**

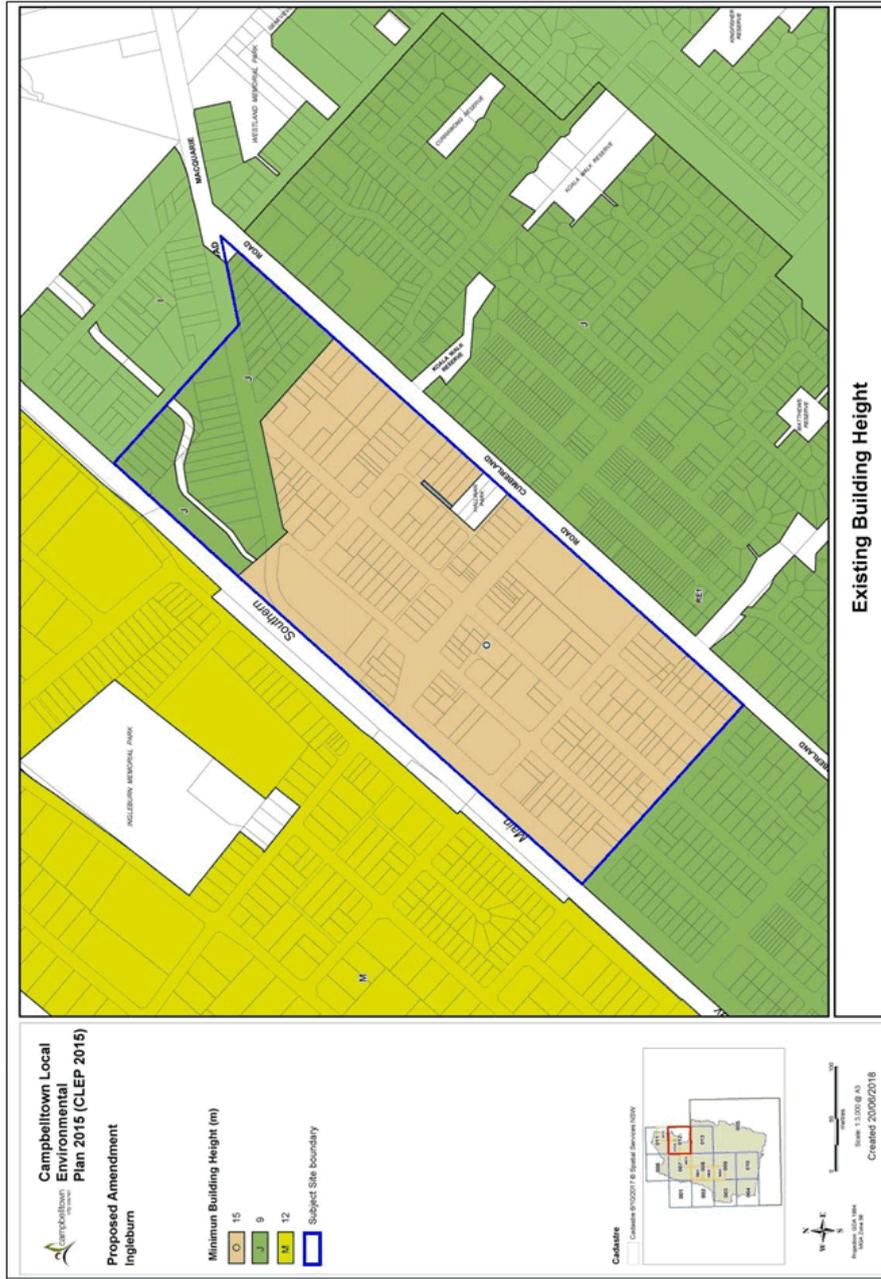
Map 1.4 Proposed Zoning Map under the CLEP 2015



[PLANNING PROPOSAL – INGLEBURN CBD]

Proposed Amendment to Campbelltown Local Environmental Plan 2015

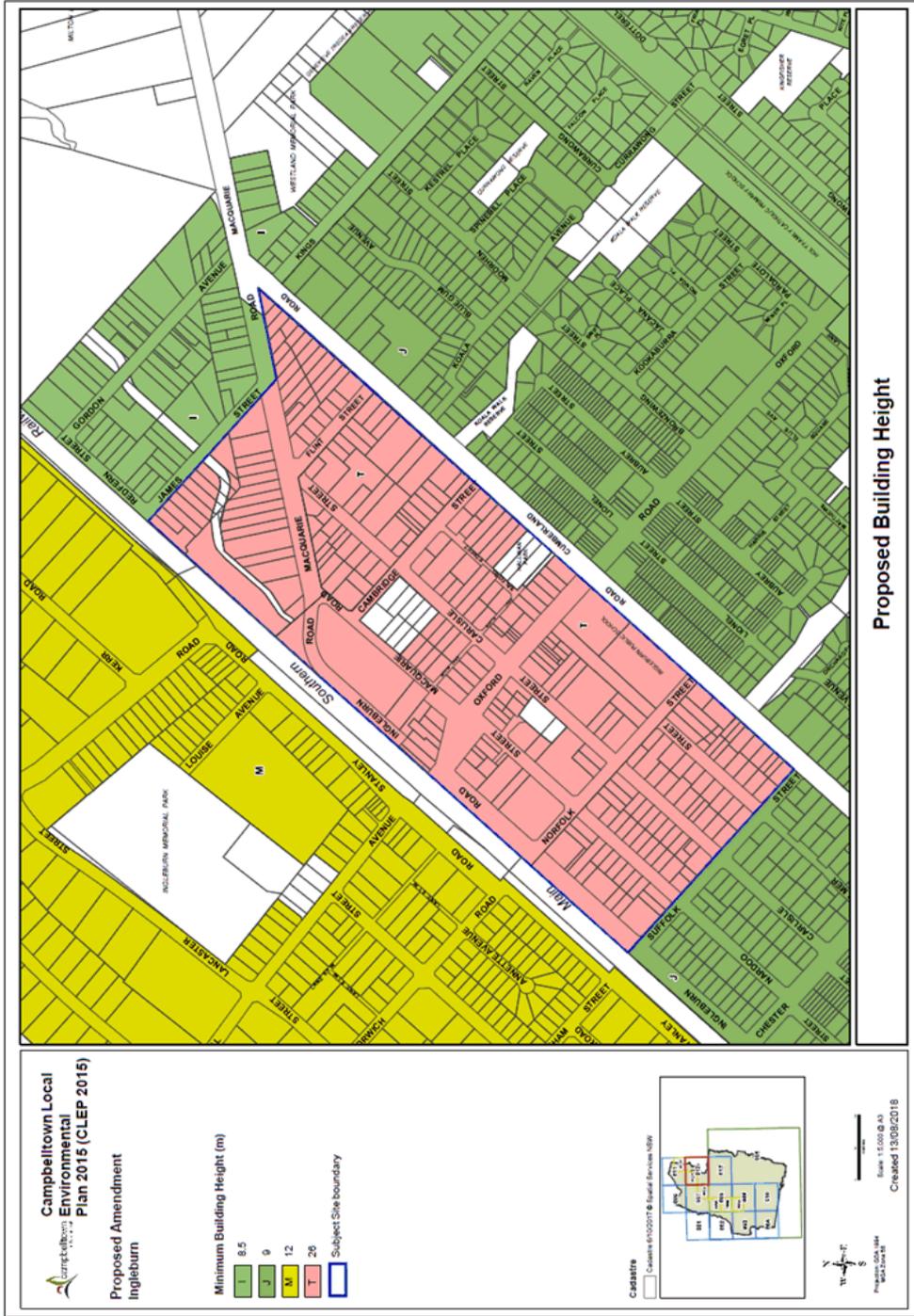
Map 1.5 Existing Height Map under the draft CLEP 2015



[PLANNING PROPOSAL – INGLEBURN
CBD]

Proposed Amendment to Campbelltown
Local Environmental Plan 2015

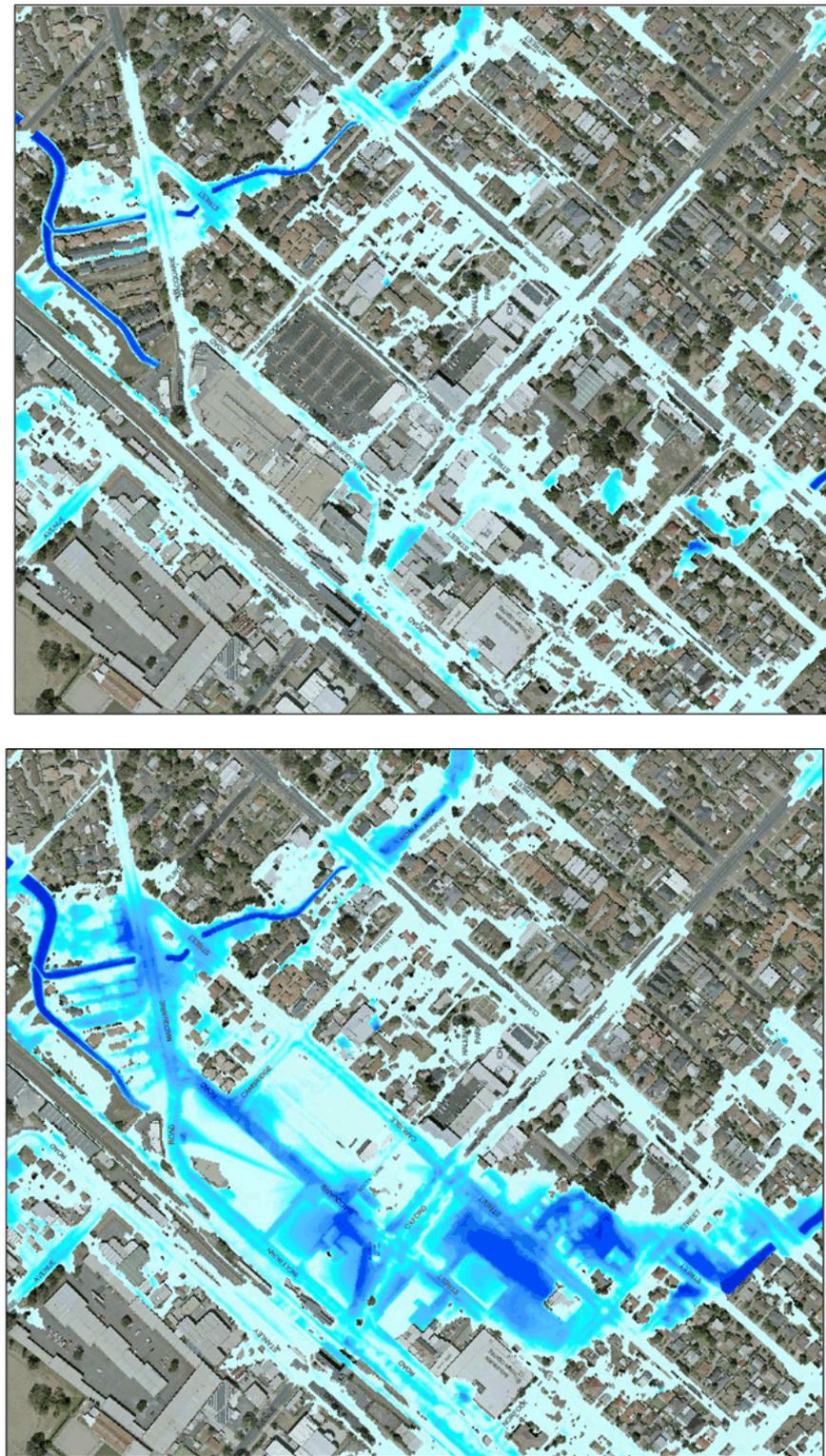
Map 1.6 Proposed Height of Buildings Map under the CLEP 2015



**[PLANNING PROPOSAL – INGLEBURN
CBD]**

Proposed Amendment to Campbelltown
Local Environmental Plan 2015

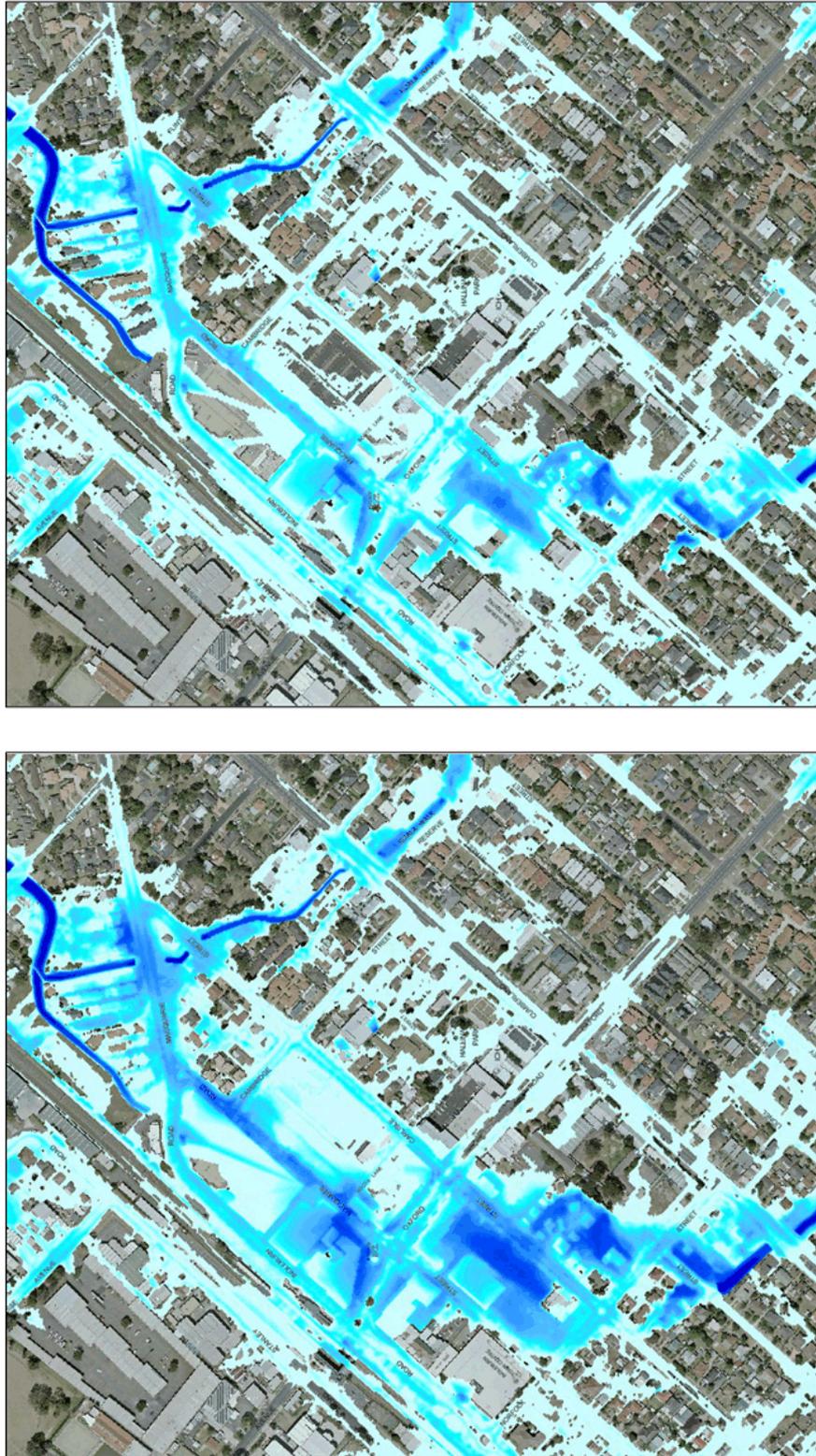
Map 1.7 Existing Flooding Extents (Left) and Flood Extents with Upgraded Drainage (Right) for the 20% AEP Flood Depths in the Ingleburn CBD



**[PLANNING PROPOSAL – INGLEBURN
CBD]**

Proposed Amendment to Campbelltown
Local Environmental Plan 2015

**Map 1.8: Existing Flooding Extents (Left) and Flood Extents with Upgraded Drainage (Right) for the 1% AEP
Flood Depths in the Ingleburn CBD**



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Attachment 2

Panel's Considerations and Advice	Comments
<p>1. The Panel Commends the Council for taking a proactive approach to planning for the future development of the Ingleburn Precinct.</p>	<p>Noted</p>
<p>2. The Panel notes the strategic merit of the proposal established by the state government's precinct planning approach.</p>	<p>Noted</p>
<p>3. The Panel supports the Planning Proposal going to Gateway, subject to:</p>	
<p>a) Area C as shown on the map at page 57 of the Council report titled Map 1.4 proposed Zoning map under the CLEP be shown as R4 as indicated in the map at Page 8 of the Council report</p>	<p>Noted and corrected</p>
<p>b) The Proposal could benefit from a financial feasibility assessment to examine the following: i.) Differential FSR and heights, and ii.) To inform the infrastructure contributions and or other finance mechanisms to secure essential infrastructure outcomes</p>	<p>Noted and supported. It is considered important that further financial feasibility assessment be undertaken to substantiate the proposed development standards and inform development contribution.</p>
<p>c) Further analysis on the package of FSR and height controls may be necessary in order to:- i.) Not lead to a uniform height and scale outcome ii.) Address transitional issues at the boundary between R2 and R4</p>	<p>Further analysis of the FSR has been undertaken for the areas that are proposed to be rezoned R4 High Density Residential. The Panel's comment in relation to addressing transitional issues at the boundary between R2 and R4 zones are not supported as it does not take into consideration the R3 Medium Density Zone that is located between the R4 and R2 zones and provides the sought after transition in height from the R4 to the R2 zone. Notably, an appropriate maximum building height for the R3 zone would be examined as part of the CLEP review.</p>
<p>d) Support the principle of the incentive clause to obtain good design and sustainability outcomes. The incentive clause should address how the additional FSR relates to additional heights. We note the reference in the report to the Bankstown Council LEP and suggest that it may be useful to investigate the use of clauses in other councils LEPs, such as Penrith.</p>	<p>Noted and supported. Further work on this matter will be undertaken post Gateway Determination, subject to Council's endorsement.</p>

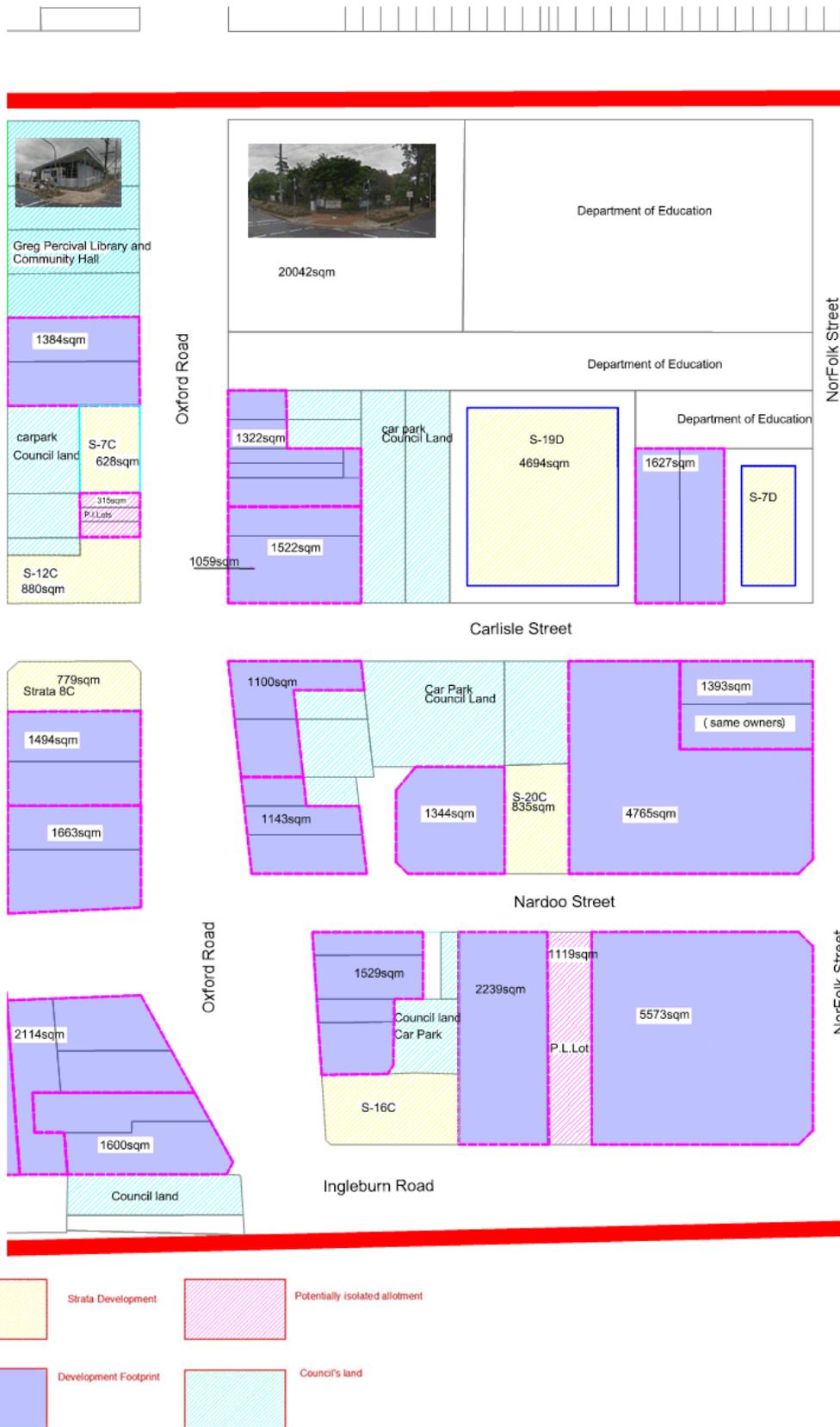
Attachment 2

<p>e) Consider undertaking a desktop traffic analysis in order to confirm the capability of the road network to accommodate the additional FSR and height.</p>	<p>Noted and further studies will be undertaken post Gateway Determination</p>
<p>f) Support the principle of site amalgamation to achieve appropriate outcomes across the precinct.</p>	<p>Noted</p>
<p>g) Consider the need for flood management and evacuation routes.</p>	<p>Noted and supported. In this regard it is proposed to have a site specific DCP and the requirement for site evacuation plans would be included as a requirement in the DCP.</p>
<p>h) Consider undertaking a commercial and retail demand study in order to confirm the extent of mixed use in the proposed B4 zone.</p>	<p>Noted and all additional further studies will be undertaken post Gateway Determination.</p>
<p>4. The Panel notes and supports the proposal for multi-deck parking and that an appropriate funding strategy will need to be developed.</p>	<p>Noted and supported.</p>
<p>5. Support a Site Specific Development Control Plan to be undertaken simultaneous with the planning proposal in order to develop a package of guidelines to support the LEP in an appropriate fashion reflecting Ingleburn's status as a special place.</p>	<p>Noted. It is proposed that a site specific DCP be prepared post Gateway Determination and prior to public exhibition.</p>
<p>6. The Panel notes council's comments regarding the potential for a submission to the Housing Affordability Fund to fund particularly the flooding and hydrology challenges and consider such an application to be appropriate in the circumstances</p>	<p>Noted and supported. However, there is an error in terms of the fund's title. It is the 'Housing Acceleration Fund' and not the 'Housing Affordability Fund' that needs to be referenced. Further information about the Housing Acceleration Fund is included in the report to Council.</p>
<p>7. The appropriate zoning and development controls for areas within the Ingleburn Precinct (as defined in the Ingleburn Precinct Plan published by the NSW Government in November 2017) but outside the land subject to this Planning proposal be considered as part of the upcoming broad review of the Campbelltown LEP 2015.</p>	<p>Noted and supported.</p>

Attachment 3 - Hypothetical amalgamation Scenarios for the purpose of calculating a workable qualifying site area Sheet 1



Attachment 3 continued - Hypothetical amalgamation Scenarios for the purpose of calculating a workable qualifying site area - Sheet 2



Attachment 3 continued - Hypothetical amalgamation Scenarios for the purpose of calculating a workable qualifying site area - Sheet 3

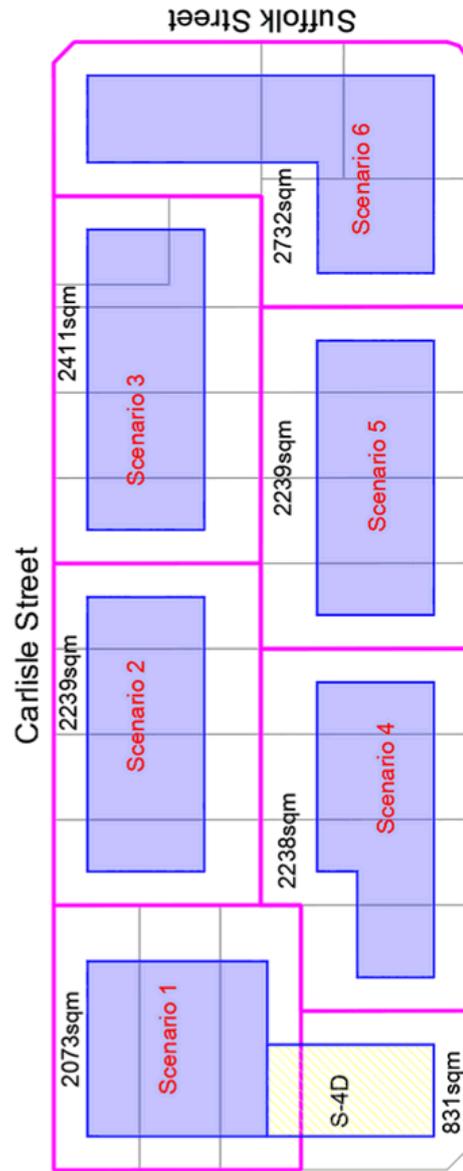


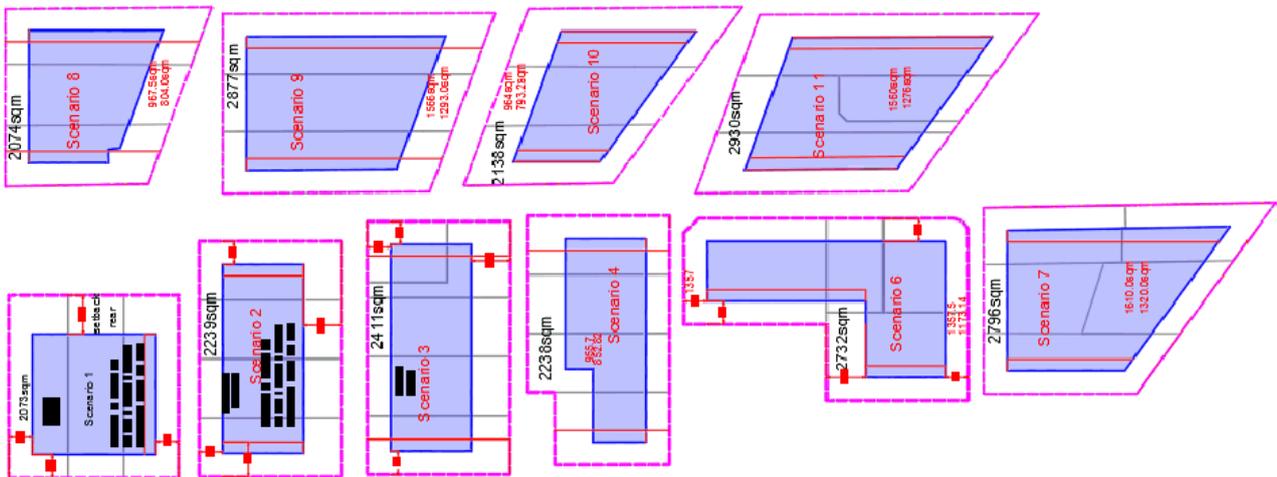
Attachment 3 continued - Hypothetical amalgamation Scenarios for the purpose of calculating a workable qualifying site area - Sheet 4



Analysis to Determine an appropriate FSR for the areas Zoned R4 – Ingleburn CBD.

site area (sqm)	Building envelope 1 (sqm)	Building E1x4 (sqm)	Building Envelope 2 (sqm)	Building E2x4 (sqm)	Total Gross Floor Area=B+C (sqm)	GFA x70%	FSR = GFAx70%/site area	FSR
2073	996.13	3984.52	902.4	3609.6	8496.52	5947.564	2.86	2.8:1
2239	1014.6	4058.4	860	3440	8358.4	5850.88	2.61	2.6:1
2238	955.7	3822.8	852.8	3411.2	8086.8	5660.76	2.52	2.5:1
2411	1110.38	4441.52	985.67	3942.68	9369.87	6558.909	2.72	2.7:1
2238	955.7	3822.8	852.82	3411.28	8086.9	5660.83	2.52	2.5:1
2732	1357.5	5430	1173.14	4692.56	11295.7	7906.99	2.89	2.8:1
2796	1610	6440	1320	5280	13040	9128	3.26	3.2:1
2074	967.5	3870	804	3216	7890	5523	2.66	2.6:1
2877	1566	6264	1293	5172	12729	8910.3	3.09	3:1
2138	964	3856	793.2	3172.8	7822	5475.4	2.56	2.3:1
2930	1560	6240	1276	5104	12620	8834	3.01	2.8:1





8.3 Draft Amendment No. 7 - Campbelltown (Sustainability City) Development Control Plan 2015

Reporting Officer

Director City Development
City Development

Community Strategic Plan

Objective	Strategy
1 Outcome One: A Vibrant, Liveable City	1.8 - Enable a range of housing choices to support different lifestyles

Officer's Recommendation

1. That Council endorse the public exhibition of draft Amendment No 7 to Volume 1 of Campbelltown (Sustainable City) Development Control Plan 2015.
2. That Council write to the Campbelltown Chamber of Commerce advising of the public exhibition of the draft amendment to the Campbelltown (Sustainable City) Development Control Plan 2015.
3. That a further report be provided to Council following the completion of the public exhibition of the draft amendment to the Campbelltown (Sustainable City) Development Control Plan 2015.

Purpose

To advise Council of the need for the amending of the Campbelltown Sustainable City Development Control Plan 2015, and seek its approval to place the draft amendment on public exhibition for community input.

History

Council at its meeting held 16 February 2016 adopted Campbelltown Sustainable City Development Control Plan 2015 (SCDCP), which came into effect on 11 March 2016 to coincide with the commencement of Campbelltown Local Environmental Plan 2015 (CLEP 2015).

Since its commencement in March 2016, the SCDCP has been amended five times.

Amendment No. 6 to the SCDCP is currently in progress and applies to the 'Caledonia' site in Ingleburn.

Report

This report proposes to amend the SCDCP to include the following provisions into Volume 1:

1. A new section added to Part 3 for manor house developments, which would become a permissible land use in certain residential zones after 1 July 2019 under State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.
2. A new section added to Part 6 (General Requirements for Commercial Development) which restricts vehicular access to/from Queen Street (Campbelltown CBD).
3. A new section added to Part 17 (Boarding Houses) which increases the number boarding house rooms, permitted in a R2 Low Density Residential Zone, from 8 to 12.
4. A new section added to Part 10 (Places of Public Worship) which ensures that any proposed Places of Public Worship, including all ancillary structures, are designed and developed to be consistent with the scale, character and built form of the surrounding residential area.

1. Proposed Amendment to Part 3 of the SCDCP (Volume 1) to include Manor House Development at Section 3.7.3

Draft Section 3.7.3 - Manor House development is proposed to be added after Section 3.7.2 – Multi Dwelling Housing of the SCDCP 2015.

The Department of Planning and Environment's proposed Low Rise Medium Density Housing Code (the Code) permits all dual occupancies, manor houses and terraces to be approved and constructed as complying development where multi dwelling housing is permitted within the R2 Low Density and R3 Medium Density Residential Zone, under Campbelltown Local Environmental Plan 2015. Complying development is a type of development that can be approved by a private certifier.

The Code separately defines manor houses and permits this land use with development consent from Council in certain residential zones where multi dwelling housing is permitted.

The operation of the Code with the Campbelltown (LGA) has been deferred by the State Government until 1 July 2019, to provide time for Council to address the impacts of permitting higher density development types within the R2 Low Density Residential Zone. This matter was considered by Council at its meeting of 10 July 2018, where Council resolved (in part) to prohibit multi dwelling housing in the R2 Low Density Residential Zone. Council is separately assessing and exhibiting a draft planning proposal, which intends on amending Councils CLEP 2015 in accordance with this resolution.

The Code is supported by the Low Rise Medium Density Design Guide for Development Applications (Design Guide) that provides design standards for dual occupancies, manor houses and terraces. For any development application submitted to any consent authority for manor houses or terraces, the Environmental Planning and Assessment Regulation 2000 (Clause 92(1)(e)) requires that consent authority to consider the 'Design Guide' but only if the consent authority is satisfied that there is not an active development control plan that applies and adequately addresses such development.

Campbelltown City Council's SCDCP already includes development controls for terraces (as a type of multi dwelling housing), however there are no provisions for manor houses. Under present arrangements, development applications for terraces would be assessed by Council under the SCDCP, however development applications for manor houses would need to be assessed under the State Government's Design Guide, as there is no reference to a manor house in its controls.

The inclusion of specific controls for manor houses within the SCDCP would therefore standardise the development application assessment process by ensuring Council's SCDCP prevails over the State Government's Design Guide for both manor houses and terraces. This would also allow Council to provide additional development controls to address local design issues.

Draft Section 3.7.3 – Manor House development is shown as attachment 2 to this report. A brief explanation of the proposed provisions, proposed under each section, is provided below:

Proposes Section 3.7.3 - Applications

Draft 3.7.3 – Manor House developments are a permissible land use within the R3 Zone of CLEP 2015.

Objectives

This section aims to:

- ensure that all Manor House developments are designed to enhance the streetscape character of established residential neighbourhoods.
- ensure that all Manor House developments offer a high standard of internal and external amenity for its occupants in addition to maintaining the amenity of other residents in the locality.
- encourage innovative designs and layout to produce a medium density style development with contemporary buildings that utilise facade modulation and incorporate shade elements, such as pergolas, verandahs and the like.

Proposed Section 3.7.3.1 – Site Requirements for Manor Houses – R3 Zone

This section proposed the following development controls:

- restrict the development of manor houses to allotments that have a site area of not less than 600m² with a minimum frontage width of 15 metres
- restrict the development of manor houses within 50 metres of the commencement of any cul-de-sac with vehicular access
- provide development controls for setbacks for manor houses within R3 zoned residential areas as proposed in the Table below:

Table 1: Proposed Setbacks for Manor Houses within R3 Zoned areas

Area	Setbacks
Medium density residential areas	<ul style="list-style-type: none"> • 5.5 metres from the primary street boundary • 2 metres from the secondary street boundary • 0.9 metres from any side boundary for the ground level • 1.5 metres from any side boundary for all levels above the ground level • 6 metres from the rear boundary for the ground level • 6 metres from the rear boundary for all levels above ground level within land zoned Zone R3 under the CLEP • 6 metres from any street boundary for garages

Proposed Section 3.7.3.5 - Car Parking Requirements for Manor Houses

This section includes development controls for driveways widths in addition to those which specify how vehicles are to enter and exit a manor house site.

Proposed Sections 3.7.3.7 & 9 – Private Open Space (POS) and Landscaping requirements for Manor Houses

This section details the minimum landscaping and private open space area requirements for manor houses. In this regard any proposed manor house shall be provided with a three metre wide landscaping strip along the primary and secondary street frontages (other than vehicle driveways) in addition to the provision of individual POS areas, depending on the number of bedrooms proposed, for each dwelling.

Proposed Section 3.7.3.11 - Waste Management for Manor Houses

This section specifies detailed requirements in relation to waste and recycling bin rates and the location of bins, for any manor house proposal.

A copy of the proposed draft Part 3.7.3 – Manor House developments has been included as part of Attachment 1 of this report.

2. Proposed Amendment to Volume 1 of the SCDCP 2015 to restrict vehicular access to/from Queen Street (Campbelltown CBD)

Some sections of Queen Street have frontage to both Queen Street and a rear laneway. Additionally it has been identified that there are many properties in the one way section of Queen Street which do not have alternate access. The construction of vehicular access to the premises along this busy thoroughfare has the potential of leading to intensified traffic congestion and pedestrian safety issues.

While the limitation of vehicular access to Queen Street in the CBD is desirable, there are no current planning controls that reinforce this requirement.

The main objective of this proposed amendment is to ensure that any new development, proposed along Queen Street, does not compromise the effective and ongoing operation of the Campbelltown CBD, for both pedestrians and vehicles, in addition to reducing the potential impact of additional traffic on any commercial development in the vicinity of these sites.

A copy of the proposed draft amendment to Part 6 – Restriction to Vehicular access to/from Queen Street (Campbelltown CBD) has been included as part of attachment 1 contained in this report.

3. Proposed Amendment to Part 17 (Boarding Houses) of the SDCDP 2015 (Vol. 1)

In February 2018, the Affordable Residential Housing SEPP (ARHSEPP) was amended so to permit boarding houses to increase the number of proposed rooms on site, within the R2 Low Density Residential zone, from 8 to 12. The revised changes were adopted in order to better reflect the scale and built form of the surrounding area while also facilitating the management of any of the potential impacts on neighbouring properties such as overlooking, overshadowing and/or car parking. It is proposed to align the SDCDP 2015 with this change.

In June 2018, the ARHSEPP was amended to increase the number of car parking spaces required on site for all boarding houses developments. Car parking standards for boarding houses, except where provided by a Social Housing Provider, are now 0.5 spaces per room in all locations. This follows requests from Council to increase the parking requirements for Boarding Houses. This provision also remains a 'standard which cannot be used to refuse consent'. This means councils are unable to refuse a boarding house proposal if it successfully meets this standard.

In this regard, it is proposed to amend the 'Note', which refers to car parking, as specified in Part 17 in order to accurately reflect these new amendments. The former car parking rates of 0.2 spaces per room in accessible areas, and 0.4 spaces in non-accessible areas will continue to apply where boarding houses are developed by or on behalf of a Social Housing Provider, as defined in the ARHSEPP.

Parts 17.2.1(b) (Site and Size Requirements) and 17.3.1 (Car Parking) have been included as an attachment to this report.

4. Proposed Amendment to Part 10 (Places of Public Worship) of the SDCDP 2015.

Draft Section 10.2.6(d) (Places of public worship on land located within residential zones) is proposed to be added to Part 10 (Places of Public Worship) of the SDCDP 2015.

The amendment to this clause proposes to add Section 10.2.6(d) which will ensure that any proposed Place(s) of Public Worship, including all ancillary structures, are designed and developed to be consistent with the scale, character and built form of the surrounding R2 and R3 residentially zoned precincts.

Public Exhibition of Draft Amendment No 7

It is recommended that the Draft Amendment 7 to the SDCDP 2015 be publicly exhibited for a period of 28 days, in line with the legislative requirements under the Act and its Regulation at a number of locations across the city including Council's Civic Centre, all libraries and on Council's website. An advertisement will be placed in the local newspapers advising of the details of the public exhibition of Draft Amendment No 7 to SDCDP 2015.

In addition, Council will write to the Campbelltown Chamber of Commerce requesting their feedback on these amendments, in particular, the proposed amendment to Part 6 (Commercial Development) which relates to restricting vehicular access to/from Queen Street.

It is proposed to report back to Council to advise on the outcomes of the public exhibition period following its completion.

Attachments

1. Amendment No 7 to Volume 1 of the Campbelltown (Sustainable City) DCP (contained within this report)

Amendment No 7 to Volume 1 of the Campbelltown (Sustainable City) DCP includes the following amendments:

1. Draft Section - 3.7.3 Manor Houses – Amendment to Part 3 Low and Medium Density Residential Development and Ancillary Residential Structures
2. Draft Section - 6.4.2.4 – Amendment to Part 6 Commercial Development
3. Draft Sections - 17.2.1 and 17.3.1 – Amendments to Part 17 Boarding Houses
4. Draft Section - 10.2.6 – Amendment to Part 10 Places of Public Worship

**1. Draft Section - 3.7.3 Manor Houses – Amendment to Part 3
Low and Medium Density Residential Development and
Ancillary Residential Structures**

3.7.3 Manor Houses - Zone R3

Objectives:

- Ensure that all Manor House developments are designed to enhance the streetscape character of established residential neighbourhoods.
- Ensure that all Manor House developments offer a high standard of internal and external amenity for its occupants in addition to maintaining the amenity of other residents in the locality.
- Encourage innovative designs and layout to produce a medium density style development with contemporary buildings that utilise facade modulation and incorporate shade elements, such as pergolas, verandahs and the like.

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Density
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Development**

**3.7.3
Manor Houses**

3.7.3.1 Site Requirements for Manor Houses - Zone R3

- a) The minimum lot area for a manor house is 600 square metres with a minimum frontage width of 15m, which is required to adequately achieve setback requirements and sufficient space for landscaping and car parking.
- b) This building type is best suited to corner lots or sites with rear lane access in order to adequately accommodate garages and car parking.
- c) The proposal may include a strata title subdivision, with a common entry and internal hallway.
- d) Like other medium density proposals within the Campbelltown LGA, manor houses shall only be permitted on a site where no part of that allotment is located within 50 metres of the commencement of a cul-de-sac head to which vehicular access has been retained.

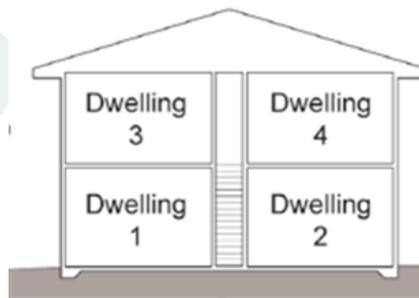


Figure 3.7.3.1 - An example of a cross section - Manor

3.7.3.2 - Strata title subdivision

- a) A manor house containing three or four dwellings on one lot may be strata titled to allow for separate ownership of each dwelling.
- b) Development that complies with this Section may receive concurrent

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approval for both the development and strata title subdivision.

- c) Development that complies with this Section may receive concurrent approval for both the development and strata title subdivision.

3.7.3.3 - Setbacks for Manor Houses - Zone R3

- a) The development shall provide the following front and side boundary setback distances which reflect the existing and/or future intended character of the area in addition to an appropriate separation between buildings on adjoining sites.
- b) A manor house must be setback from the front boundary, or public space, so that it:
 - (i) defines the street edge;
 - (ii) creates a clear threshold and transition between common private areas of the site;
 - (iii) assists in achieving visual privacy to ground floor dwellings from the street;
 - (iv) contributes to the streetscape character and landscape; and
 - (v) relates to the desired future streetscape pattern without any unreasonable, adverse impacts on the existing streetscape.
- c) Any infill development must reflect the average setback distance of the two nearest residential accommodation buildings, located on either side of the proposed site.
- d) A manor house development shall be set back a minimum of:
 - i) 5.5 metres from the primary street boundary;
 - ii) 2 metres from the secondary street boundary;
 - iii) 0.9 metres from any side boundary;
 - iv) 3 metres from the rear boundary for the ground level; and
 - v) 6 metres from the rear boundary for all levels above ground level.
- e) Notwithstanding Section (d) above, all car



Figure 3.7.3.2 - An example of a ground floor Manor House

parking spaces shall be setback a minimum of 6 metres from the primary street setback.

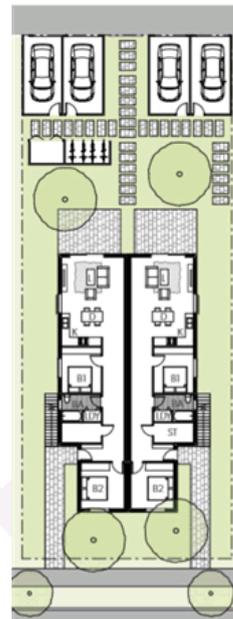
- f) Despite above, where car parking spaces/ garages are located and accessed from the back of the site (i.e via a rear lane), all manor house development shall be permitted to be setback by:
 - i) 5.5 metres from the primary street boundary;
 - ii) 2 metres from the secondary street boundary;
 - iii) 0.9 metres from any side boundary;
 - iv) Where garages are located and accessed from the back of the site (i.e. via a rear lane) they shall not exceed 50% of the width of the rear elevation.

3.7.3.4 - The Size of Indoor Living Areas for Manor Houses - Zone R3

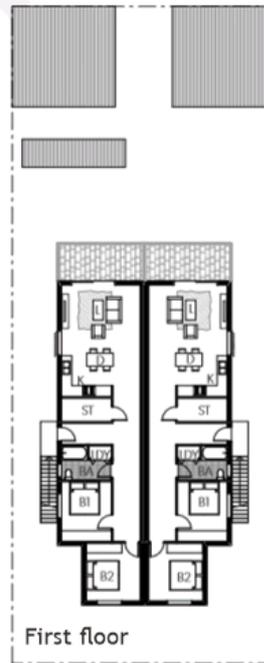
- a) Any dwellings that form part of a manor house development are required to have the following minimum internal floor areas:
 - i) Studio = 35m²
 - ii) 1 bed = 50m²
 - iii) 2 bed = 70m²
 - iv) 3+ bed = 90m².
- b) The minimum area of any bedroom is 12m² which comprises a minimum length of 4m and width of 3m, excluding space for a wardrobe.
- c) The indoor living areas within a dwelling that forms part of a manor house development shall have combined, minimum living and dining room areas of:
 - i) 1 and 2 bedrooms = 24m²
 - ii) 3+ bedrooms = 28m²
- d) All living / lounge rooms shall have a minimum length and width of 4m, which excludes any fixtures.
- e) Kitchens are not to be part of a circulation space such as a hallway, except in studio apartments.

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Ground floor



First floor

Figure 3.7.3.3 - An example of a ground floor and a first floor design of a Manor House

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Density
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Development

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Manor Houses

3.7.3.5 - Rear Access for Manor Houses - Zone R3

- a) Where there is no access to a rear lane or rear street, directly available from the back of the proposed manor house, each ground floor dwelling shall be provided with a separate and direct access from the backyard to the front yard which does not pass through any habitable area of the dwelling.
- b) For these purposes, direct access from the rear to the front of the dwelling shall have a minimum width of 0.9 metres and shall not be obstructed by hot water systems, air conditioning units, gardens or anything that may result in the obstruction of the access way.

Note:
 For more examples of Manor Houses designs, please refer to the 'Low Rise Medium Density Design Guide, 2018', which is available from the Department of Planning and environment website at the following link:
<https://www.planning.nsw.gov.au/Policy-and-Legislation/Housing/Medium-Density-Housing>

3.7.3.6 - Private Car Parking Requirements for Manor Houses - Zone R3

- a) A minimum of one (1) car parking space shall be provided for each dwelling proposed as part of a manor house development.
- b) All required car parking spaces must meet compliance with Australian Standard (AS) -AS2890.1 (2004) - "Parking facilities - Off -street car parking".
- c) The visual and/or environmental impacts of car parking and garages shall not dominate the streetscape.
- d) Basement car parking should not protrude more than 1m above finished ground level except at the entrance to the car park.
- e) The maximum dimensions of any basement car park entry will be 2.7m high by 3.5m wide.
- f) 'Studio' sized dwellings, located within 400 metres of a railway station, are exempt from having to provide any car parking spaces on-site.

Note:
 All the figures used under Section 3.7.3 Manor Houses have been copied from the 'Low Rise Medium Density Design Guide, 2018', which is available from the Department of Planning and environment website at the following link:
<https://www.planning.nsw.gov.au/Policy-and-Legislation/Housing/Medium-Density-Housing>

3.7.3.7 - Private Open Space for Manor Houses - Zone R3

- a) All proposed manor houses shall provide appropriately sized private open space areas and balconies to enhance residential amenity.

- b) All dwellings shall have access to individual private open space , with a minimum length and width of 3m, in addition to meeting compliance with the following areas square metres requirements:
 - i) 1 bedroom or a studio = 9 square metres
 - ii) 2+ bedrooms = 12 square metres
 - iii) Houses with ground level living areas = 16 square metres
- c) The principal private open space shall be located adjacent to the living room, dining room or kitchen in order to extend these living areas.
- d) A minimum 25% of all private open space areas shall be covered to provide shade and protection from rain.

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3.7.3.8 - Presentation to Public Streets for Manor Houses - Zone R3

- a) A Design Verification Statement shall be submitted with any manor house application which comprehensively describes how the proposed building aesthetics and articulation will contribute to the existing streetscape and character of the local area.
- b) The development may have a primary road articulation zone that extends up to 1.5m forward of the minimum required setback from that primary road.
- c) The following elements can be located within the above mentioned articulation zone:
 - i) An entry feature or portico;
 - ii) A balcony, deck, terrace or verandah;
 - iii) window box treatment;
 - iv) A bay window or similar feature;
 - v) An awning or other feature over a window;
 - vi) A sun shading feature;
 - vii) An eave;
 - viii) An access ramp.
- d) Provide high level activation and passive surveillance to the public streets.

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- e) Pedestrian entries shall be directly visible from the public domain (street).
- f) Windows from habitable rooms shall be positioned to overlook the public domain.
- g) Direct visibility shall be provided along paths and driveways from the public domain to the front door.
- h) Front fences and walls shall not dominate the public domain but complement the context and character of the area.
- i) Private courtyards within the front setback shall be located within the proposed building's articulation zone or behind the required front building line.
- j) The roof design shall be integrated harmoniously with the overall building form.
- k) Skylights and ventilation systems are integrated into the roof design.

3.7.3.9 - Landscaping and deep soil planting Requirements for Manor Houses - Zone R3

- a) All manor house proposals shall satisfy the following requirements relating to landscape:
 - i) a detailed landscape design plan shall be submitted by a suitably qualified person with the development application; and
 - ii) a minimum of 20% of the total site area shall be available for deep soil planting; and
 - iii) no more than 30% of the area forward of any building line, or between the building and a rear lane, shall be surfaced with impervious materials.

3.7.3.10 - Manor Houses and Waste Management - Zone R3

- a) Manor house development shall make provision for individual waste storage, allocated behind the primary and secondary building lines and out of public view, as per the following:
 - i) a 140 litre bin; and
 - ii) two (2) x 240 litre bins.

- iii) be located behind the primary and secondary building line;
 - iv) be no more than 25 metres from the street;
 - v) be covered;
 - vi) contain a hose connection;
 - vii) have an impervious floor that is connected to the sewer;
 - viii) be located no closer than 3 metres (in a horizontal direction) from an opening within a dwelling on the site or from the property boundary;
 - ix) incorporate appropriate design and construction materials (including colours and finishes) which complement the development;
 - x) Any bin storage facility shall be of a sufficient size to accommodate the following for each manor house domicile.
- b) Where waste storage is provided in the basement car park a maximum ramp gradient of 1:6 is to be provided to the waste collection point.
 - c) Where a rear lane has provision for waste collection trucks used by council, the collection point shall be undertaken from the rear lane.
 - d) Storage areas for rubbish and recycling bins are to be provided:
 - i) within garages;
 - ii) in a screened enclosure that is part of the overall building design; or
 - iii) in the basement car park.

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Development

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Manor Houses

3.7.3.11 - Site Services for Manor Houses - Zone R3

- a) The location, design and construction of utility services shall satisfy requirements of the relevant servicing authority and Council.
- b) Adequate provision shall be made available for all essential services such as water, sewerage, electricity, gas, telephone, internet and stormwater drainage.

3.7

Medium Density Residential Development

3.7.3 Manor Houses

- c) All site services shall be placed underground.
- d) All communication dishes, antennae and the like shall be located in a manner which minimises any visual impact on neighbouring properties and/or the public domain. These types of ancillary structures shall be limited to one per building, if visible from a public place

Draft

**2. Draft Section - 6.4.2.4 – Amendment to Part 6 Commercial
Development**

6.4

6.4.2.4 Vehicular Access along the Queen Street, Campbelltown Commercial Core

General Requirements

6.4.2 Car Parking and Access

Objectives

- To ensure that new development does not compromise the effective and ongoing operation of the Queen Street, Campbelltown commercial core; and
- To prevent or reduce the potential impact of traffic on any commercial development adjacent to Queen Street.

Design Requirements

- a) Consent must not be granted to the development of land that has a frontage to Queen Street unless Council is satisfied that:
 - ii) where practicable, vehicular access to the land is provided by a road other than Queen Street; and
 - iii) The safety, efficiency and ongoing operation of Queen Street must not be adversely affected by the proposed development as a result of:
 - The design of the vehicular access to the land, or
 - The nature, volume or frequency of vehicles using Queen Street to gain access to the land.
- b) Any vehicular access must take into account the existing services within the Queen Street road reserve, such as power poles, drainage pits and existing street trees.
- c) If adjacent to an existing residential development, a minimum 1.5m setback must be provided from the relevant side property boundary.
- d) Vehicular access shall be designed to:
 - i) minimise any potential impact on Queen Street, the site layout and building façade design; and
 - ii) if located off the Queen Street frontage, be integrated into the building design; and
 - iii) enable all vehicle to the site and leave in

a forward direction without the need to make more than a three point turn.

- e) Access ways to underground parking should not be located adjacent to doors or windows of any habitable rooms which form part of a residential development.

6.4

General Requirements

6.4.2 Car Parking and Access

Draft

**3. Draft Sections - 17.2.1 and 17.3.1 – Amendments to Part 17
Boarding Houses**

17.2 General Requirements for Boarding Houses

**17.2
General
Requirements
for Boarding
Houses**

Objectives:

- Ensure that boarding houses are of high quality design and consistent with the desired future character of the locality;
- Ensure that boarding houses do not adversely impact on the residential amenity of adjoining residents.
- Provide appropriate levels of amenity (internal and external) for residents within boarding houses.
- Ensure that boarding houses are designed to provide sufficient communal facilities for the occupants in terms of communal indoor and outdoor areas, kitchen and laundry facilities.

17.2.1 Site and Size Requirements

- a) Boarding houses located within low density residential areas shall only be located on sites with a minimum area of 700sqm and a road frontage of 15 metres.
- b) Boarding houses located within land zoned R2 Low Density Residential zone under the CELP or land zoned Zone 2(b) Residential B Zone under LEP 2002 shall have a maximum of 12 boarding rooms.
- c) Boarding houses shall not be erected on battle-axe allotment.
- d) Boarding houses shall only be permitted on a site where no part of the allotment is within 50 metres of the commencement of the head of a cul-de-sac to which vehicular access to the site is obtained.
- e) Boarding houses shall only be allowed on streets that provide for on street parking.
- f) Boarding houses within local, neighbourhood centres and mixed use areas are not permitted to be located at the ground floor level.

Note

For the purpose of this Part:

Low and medium density residential areas shall be taken to mean any land zoned R2 Low Density Residential, R3 Medium Density Residential, under the CLEP, or where relevant, any land zoned Zone 2(b) Residential B Zone under LEP 2002.

High density residential areas shall be taken to mean any land zoned R4 High Density Residential under the CLEP, or where relevant any land where residential apartment buildings are permissible under LEP 2002.

Local and neighbourhood centres shall be taken to mean any land zoned B1 Neighbourhood Centre or B2 Local Centre under the CLEP or where relevant areas zoned Zone 3(c) Neighbourhood Business Zone under LEP 2002.

Mixed use areas shall be taken to mean any land zoned B4 Mixed Use under the CLEP, or where relevant areas zoned Zone 10 (a) Regional Comprehensive Centre Zone under LEP 2002.

17.3 Car Parking and Access

17.3

Car Parking and Access

Objectives:

- Ensure that the location and design of driveways and parking areas, waste access and collection areas are practical, easily maintained, convenient, safe and suitably landscaped.
- Ensure that the surrounding street network and intersections continue to operate safely and effectively.
- Minimise parking arising from boarding houses on local streets.

17.3.1 Car Parking

Design Requirements

- a) Car parking areas shall be setback a minimum of 3 metres from the front boundary and any secondary boundary.
- b) Off street parking and loading shall be designed in accordance with *Australian Standards 2890 (as amended)*, except as otherwise provided by this Plan.
- c) No required car parking space shall be designed in a stacked configuration.
- d) A boarding house shall have a maximum of one ingress and one egress driveway.
- e) The minimum width of a driveway serving a boarding house shall be 3 metres.
- f) Driveways shall :
 - i) be located a minimum distance of 6 metres from the tangent point of any unsignalled intersection; and
 - ii) be sealed.

Note: In circumstances where an intersection is controlled by lights, a roundabout or the like, applicants are requested to contact Council for

Note:

Clause 29 (2) of the ARH SEPP states:

(2) A consent authority must not refuse consent to development to which this Division applies on any of the following grounds:

‘(e) parking

if:

(i) in the case of development in an accessible area—at least 0.2 parking spaces are provided for each boarding room, and

(ii) in the case of development not in an accessible area—at least 0.4 parking spaces are provided for each boarding room, and

(iii) in the case of any development—not more than 1 parking space is provided for each person employed in connection with the development and who is resident on site,’.

Additionally, clause 30 (h) of the ARH SEPP states:

‘(h) at least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms’.

Please note: Car parking requirements for boarding houses except where provided by a social housing provider is 0.5 spaces per bedroom in all locations.

4. Draft Section - 10.2.6 – Amendment to Part 10 Places of Public Worship

10.2.5 Fencing

Design Requirements

- a) Fencing along the primary and secondary street boundaries shall:
 - i) not be constructed of bonded sheet metal;
 - ii) not be higher than 1.2 metres;
 - iii) be articulated, incorporate landscape treatments and complement the design and finish of the development.
- b) Fencing to the rear and side boundaries shall:
 - i) be located behind the primary and secondary street setbacks; and
 - ii) be a maximum of 2.1 metres in height (excluding retaining walls).
- c) Despite Clause 10.2.5 b) above, fencing, where applicable, shall be designed to ensure that the privacy of adjacent residential developments is maintained.
- d) Bonded sheet metal fencing shall only be permitted where all of the following criteria have been met:
 - i) the fence is located behind a 1.5 metre deep landscaped buffer; and
 - ii) the fence is located behind the building line of all street frontages.

10.2.6 Places of public worship on land located within residential zones

- a) Newly proposed places of public worship (whether a newly proposed building is proposed to be built or a change of use of an existing building) located on land within residential zones shall not be located on a site that:
 - i) has an area less than 1,500 sqm;
 - ii) is within a no through road;

10.2 General Design Requirements

10.2 General Design Requirements

- iii) has principal vehicular access to a road where the carriageway is less than 6.5 metres; and
- iv) has a width less than 20 metres (measured at the front building line).
- b) For newly proposed places of public worship within residential zones, the indoor assembly area shall have a maximum total floor area of 160sqm. For the purpose of this clause, assembly area means the total floor space area of all buildings on the site excluding the areas of offices, library, kitchens, toilets, changing rooms and residential accommodation.
- c) Any area that is immediately adjacent to the assembly area and not fully separated from the assembly area by walls, shall be included in the calculations of the assembly area including open access corridors and areas between aisles.
- d) Any proposed Place(s) of public worship including all ancillary structures that are proposed to be located within the R2 and R3 residential zones shall be designed to be consistent with the scale, character and built form of the surrounding residential area.
- e) Buildings and structures comprising places of public worship shall be setback a minimum of:
 - i) 3 metres from any side boundary;
 - ii) 5.5 metres from the primary street boundary; and
 - iii) 10 metres from the rear boundary; and
 - iv) 5 metres from the secondary street boundary.
- f) Places of public worship shall not result in loss of solar access that would exceed the minimum requirements specified in clause 3.6 Solar Access.
- g) Places of public worship shall have

8.4 Re-establishment of North Area Alcohol Free Zones

Reporting Officer

Director City Development
City Development

Community Strategic Plan

Objective	Strategy
4 Outcome Four: A Successful City	4.2 - Support and advocate for infrastructure solutions that meet the needs of our city and which pay an economic and liveability dividend

Officer's Recommendation

1. That a notice be placed on Council's website inviting submissions from any person or groups in response to Council's intention to re-establish Alcohol Free Zones over the public roads and carparks detailed in the attachments to this report for the proposed Alcohol Free Zones of:
 - a) Claymore
 - b) Glenfield
 - c) Ingleburn
 - d) Macquarie Fields
 - e) Minto
 - f) Minto Zone 2
 - g) Raby
 - h) St Andrews
2. That any objections received during the exhibition period be reported to Council.
3. That should no objections be received during the exhibition period, advice be given that Council intends to re-establish Alcohol Free Zones over the areas specified in Recommendation 1 above to:
 - a) The Anti-Discrimination Board
 - b) The Officer in charge of the Police Station nearest the zones
 - c) The liquor licensees and secretaries of registered clubs whose premises border on or adjoin or are adjacent to the proposed zones
 - d) Any known group that might be affected by the creation of the proposed zones.
4. That a further report be provided to Council on the re-establishment of the Alcohol Free Zones specified in Recommendation 1 at the completion of the period for comment by the organisations/groups listed in Recommendation 3.

Purpose

To submit to Council for endorsement, a proposal to re-establish without changes eight Alcohol Free Zones that are located within the northern area of the Campbelltown Local Government Area and due to expire on 24 December 2019.

History

The *Local Government Act 1993* (the Act) provides Council with the ability to establish an Alcohol Free Zone to promote the safe use of roads, (including footpaths) and public car parks (including privately owned shopping centre car parks) without interference from anti-social behaviour caused by public drinkers. The object of an Alcohol Free Zone is an early intervention measure to prevent the escalation of irresponsible street drinking to incidents involving public nuisance, disturbance or serious crime.

Any person living or working within the Local Government Area, the local police or a local community group can make an application for an Alcohol Free Zone. Once established, an Alcohol Free Zone prohibits the drinking of alcohol on the roads, footpath and public car parks in the specified zone. A proposal to establish an Alcohol Free Zone must, in all cases, be supported by evidence that street drinkers have compromised the public's use of those footpaths, roads or car parks. The maximum duration of an Alcohol Free Zone is four years although it may be re-established upon following the same procedure that was used to originally establish the zone.

Council considered a report to re-establish eight Alcohol Free Zones at its Ordinary Meeting of 15 December 2015 and resolved:

1. That Council re-establish Alcohol Free Zones over the streets, footpaths, reserves and public housing open areas and car park areas detailed in the attachment to the report for the Alcohol Free Zones at:
 - a) Claymore (as amended)
 - b) Glenfield
 - c) Ingleburn
 - d) Macquarie Fields
 - e) Minto
 - f) Minto 2 (Zone 2) (as amended)
 - g) Raby
 - h) St Andrews
2. That the Alcohol Free Zones referred to in Recommendation 1 commence on 25 December 2015 and that a public notice advising of Council's decision be placed in a local paper at least seven days in advance of re-establishing the zones.
3. That the Alcohol Free Zones referred in Recommendation 1 be sign posted in accordance with Council's standard Alcohol Free Zone sign template including a contact phone number of the appropriate Police Local Area Command.
4. That the Alcohol Free Zones referred to in Recommendation 1 be reviewed prior to the expiration of the re-establishment period, being 24 December 2019.

These zones were re-established subsequent to the above resolution and are due to expire on 24 December 2019.

Report

The management and operation of an Alcohol Free Zone is a collaborative approach between Council and Police Local Area Commands. Council's role has been the establishment and sign posting of the zones, while Police are responsible for enforcement.

The Police have not been consulted at this stage regarding the proposed re-establishment of the existing Alcohol Free Zones. Consultation with the Police will occur subsequent to the public consultation process and prior to any decision to declare re-establishment of the Alcohol Free Zones in accordance with the procedure outlined below.

Re-establishment of Existing Alcohol Free Zones

The procedure that Council must follow in resolving to declare an Alcohol Free Zone is outlined in the legislation and is summarised as follows:

1. Publish a notice advising of Council's intention to re-establish the Alcohol Free Zone and inviting public submissions. The minimum period for lodging representations is 14 days after the publication of the notice.
2. Consider any submissions received, and where it is decided to declare the zone, advise:
 - the Anti-Discrimination Board
 - the Officer in charge of the Police Station nearest the zones
 - the liquor licensees and secretaries of registered clubs whose premises border on, adjoin or are adjacent to the proposed zone
 - any known group that might be affected by the creation of the Alcohol Free Zone.

Council must give each of the abovementioned notified organisations or persons a minimum of 30 days to make a written submission.

3. Consider any submissions received and where it is decided to proceed with the declaration, notify that decision (whether as originally proposed or as amended), at least seven days in advance of the proposed date of commencement.
4. Signpost the area in accordance with the Act.

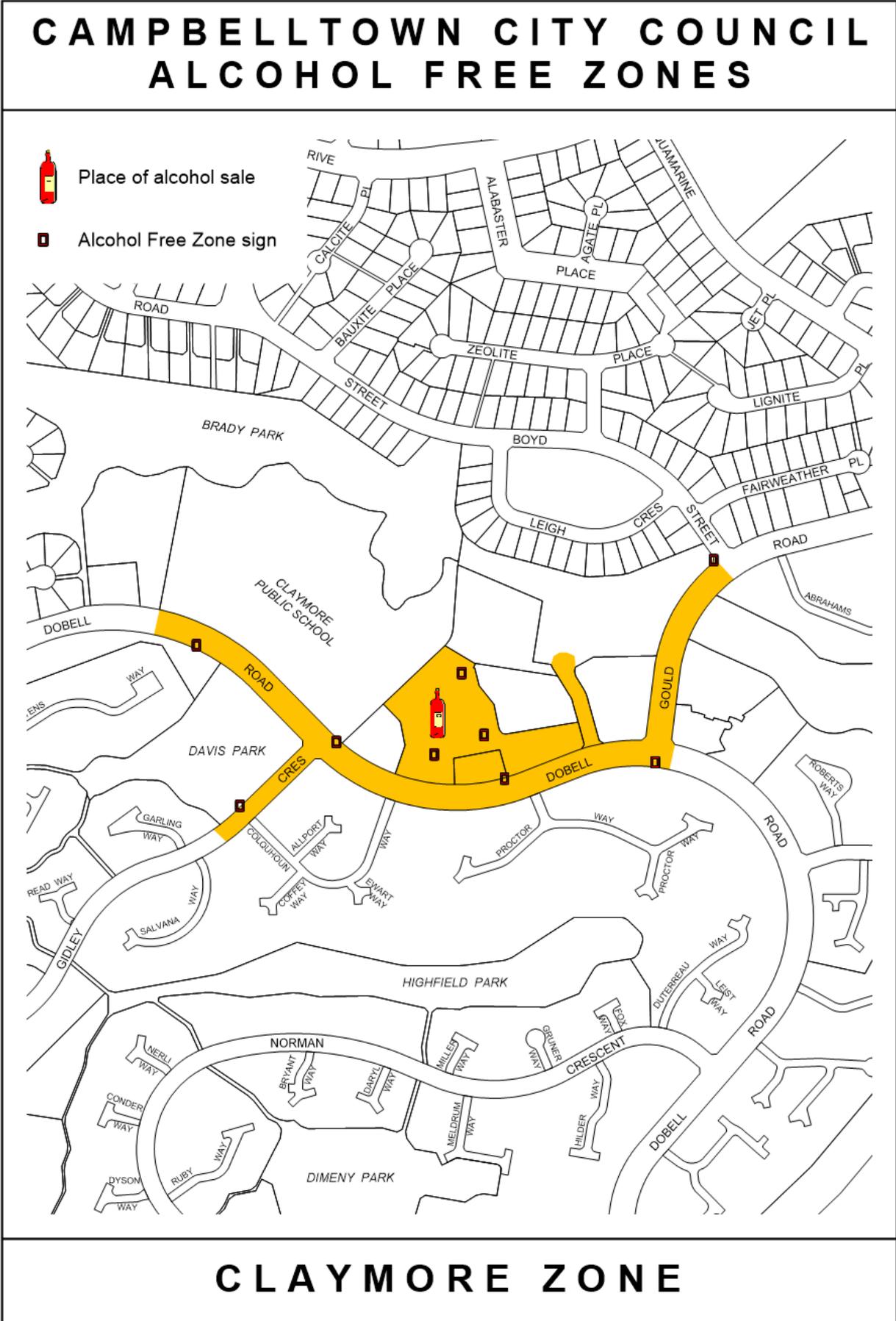
The zones shown in attachment 1 to this report are listed below:

- a) Claymore
- b) Glenfield
- c) Ingleburn
- d) Macquarie Fields
- e) Minto
- f) Minto Zone 2
- g) Raby
- h) St Andrews

The zones subject of this report are proposed to be re-established and are due to expire on 24 December 2019. Therefore in the interest of continuing to promote the safe use of roads and road related areas within each Alcohol Free Zone, it is proposed these zones be re-established.

Attachments

1. Claymore Alcohol Free Zone Area Map (contained within this report)
2. Glenfield Alcohol Free Zone Area Map (contained within this report)
3. Ingleburn Alcohol Free Zone Area Map (contained within this report)
4. Macquarie Fields Alcohol Free Zone Area Map (contained within this report)
5. Minto Zone 1 Alcohol Free Zone Area Map (contained within this report)
6. Minto Zone 2 Alcohol Free Zone Area Map (contained within this report)
7. Raby Alcohol Free Zone Area Map (contained within this report)
8. St Andrews Alcohol Free Zone Area Map (contained within this report)



CAMPBELLTOWN CITY COUNCIL ALCOHOL FREE ZONES



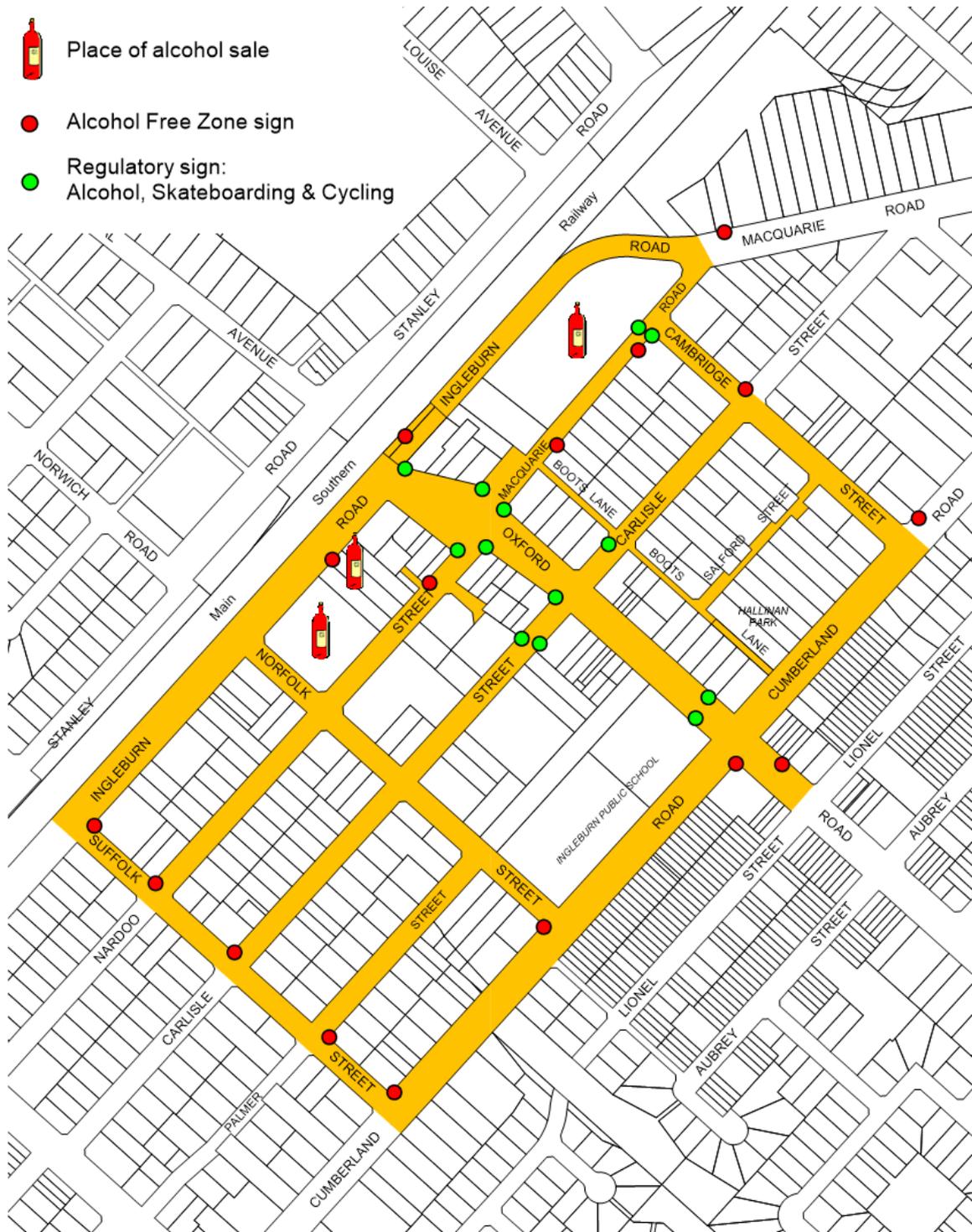
Place of alcohol sale



Alcohol Free Zone sign



Regulatory sign:
Alcohol, Skateboarding & Cycling



INGLEBURN ZONE

CAMPBELLTOWN CITY COUNCIL ALCOHOL FREE ZONES



Place of alcohol sale



Alcohol Free Zone sign



MACQUARIE FIELDS ZONE

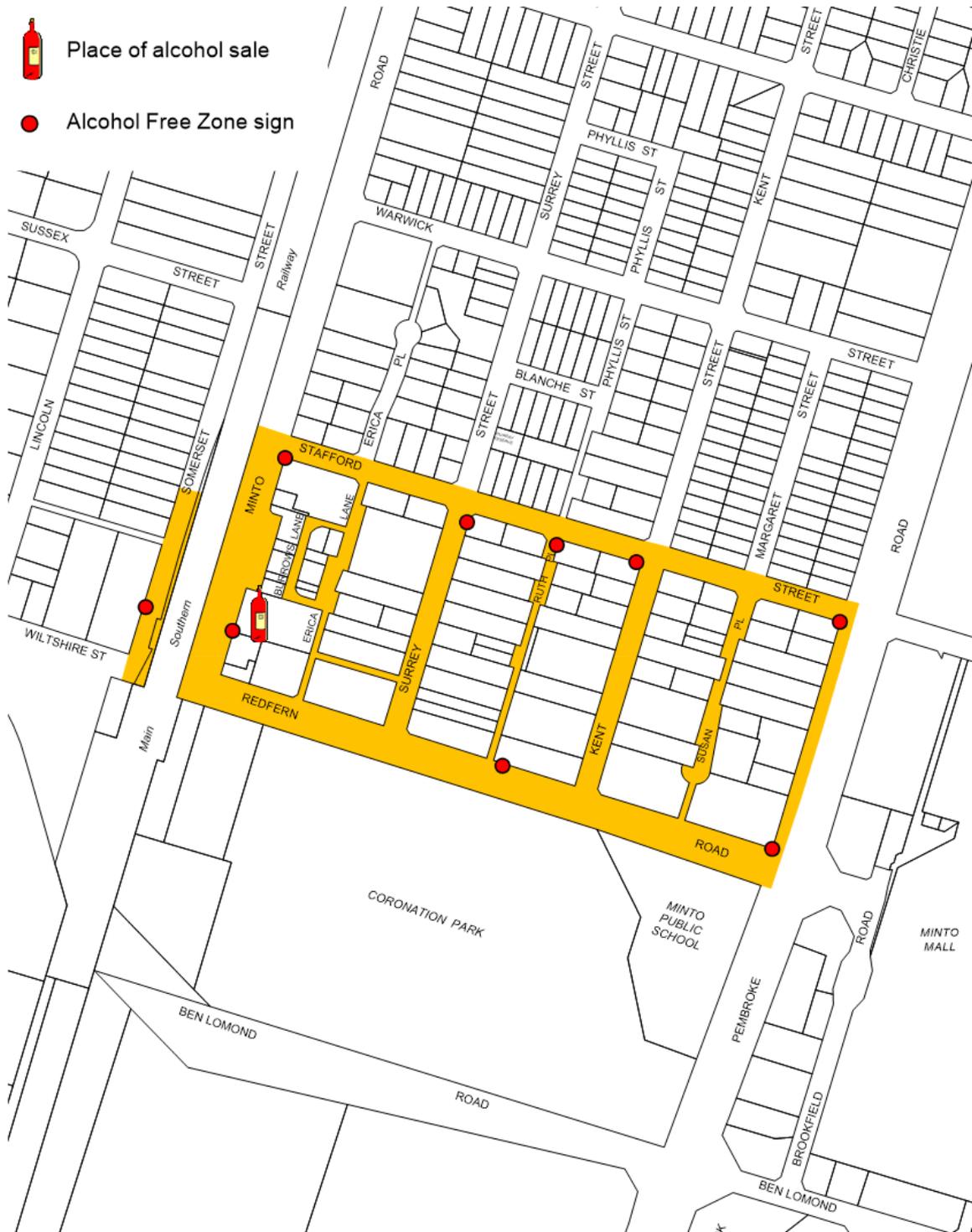
CAMPBELLTOWN CITY COUNCIL ALCOHOL FREE ZONES



Place of alcohol sale

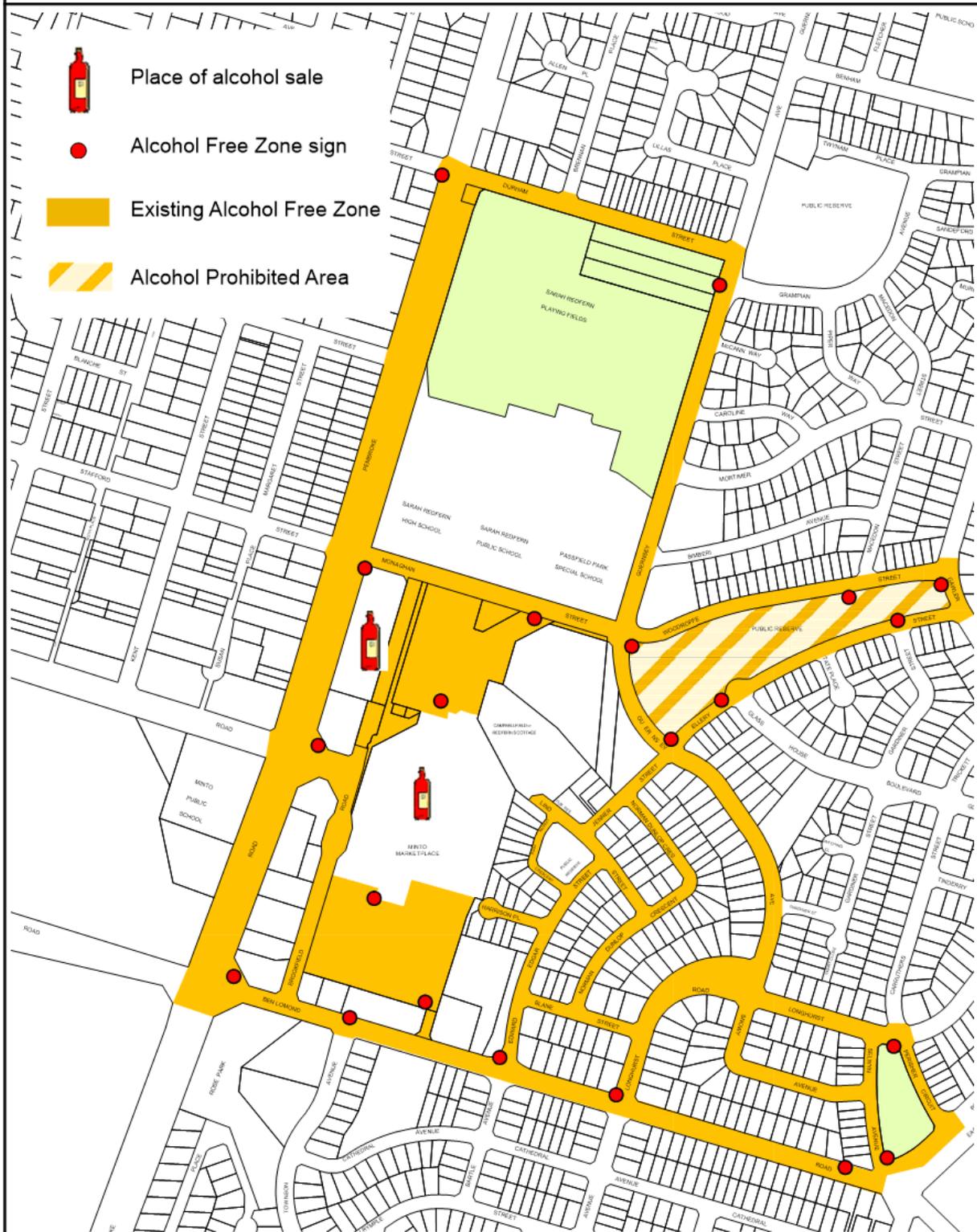


Alcohol Free Zone sign



MINTO ZONE

CAMPBELLTOWN CITY COUNCIL ALCOHOL FREE ZONES



MINTO 2 ZONE

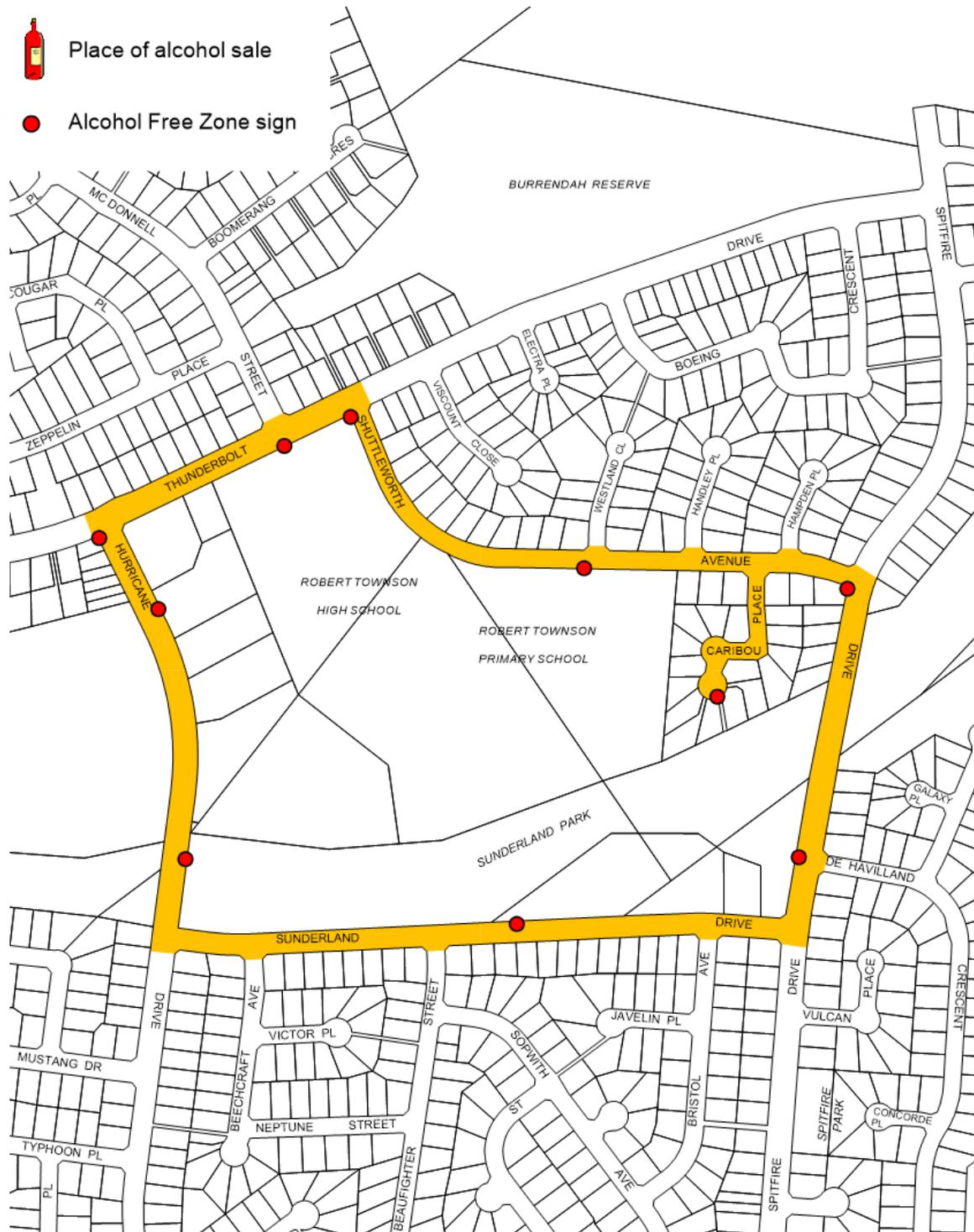
CAMPBELLTOWN CITY COUNCIL ALCOHOL FREE ZONES



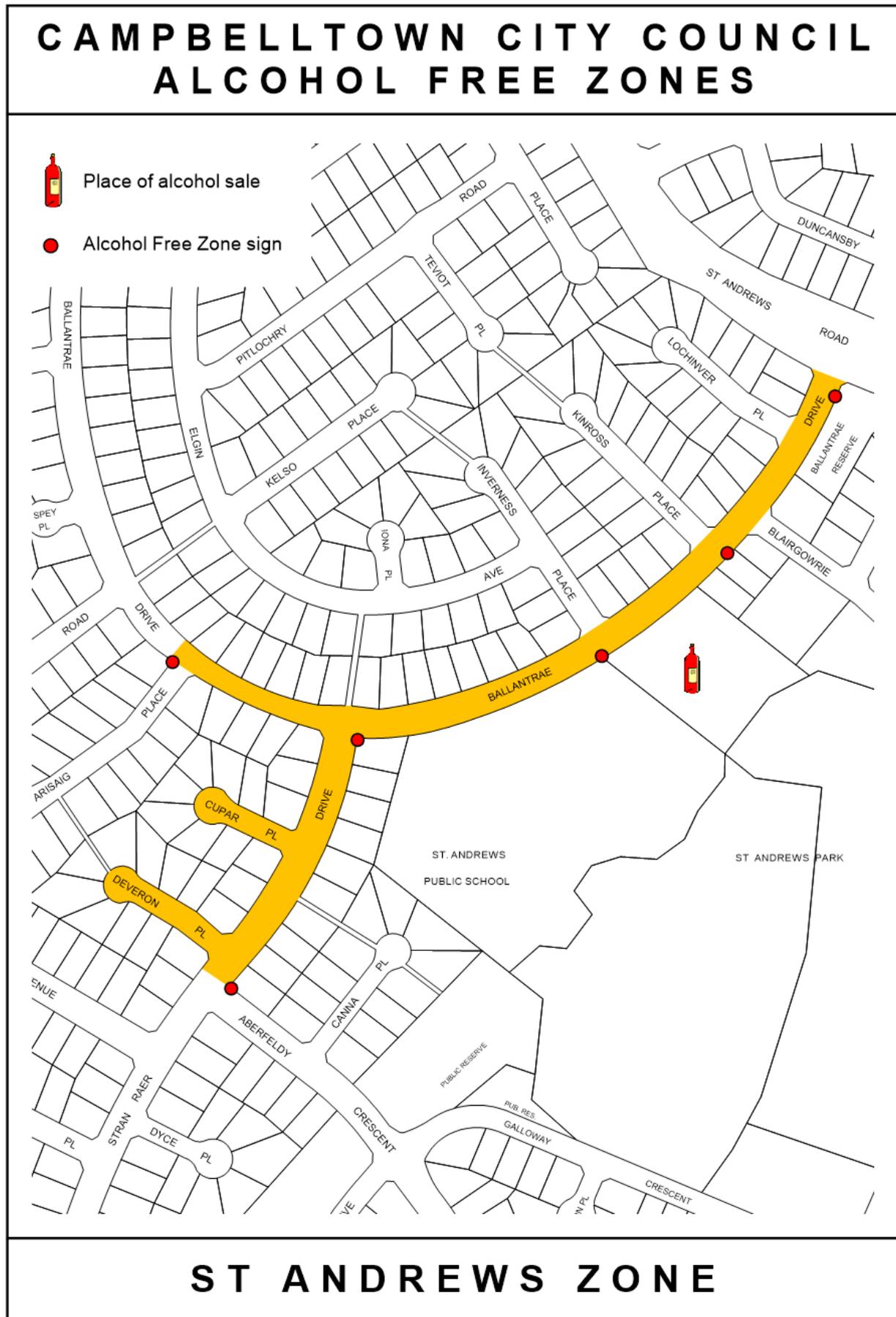
Place of alcohol sale



Alcohol Free Zone sign



RABY ZONE



8.5 Animal Care Facility Companion Animal Adoption Fees

Reporting Officer

Director City Development
City Development

Community Strategic Plan

Objective	Strategy
3 Outcome Three: A Thriving, Attractive City	3.2 - Ensure that service provision supports the community to achieve and meets their needs

Officer's Recommendation

1. That Council note the submissions received during the proposed adoption fee exhibition period.
2. That Council reaffirm the reduced adoption fees as follows:
 - purchase of Cat or Kitten \$170 (inclusive of GST)
 - purchase of Dog or Puppy \$320 (inclusive of GST)
3. That the above fees can be discounted by 50 percent for difficult to rehome companion animals.

Purpose

1. To reaffirm Council's commitment to the continued implementation of a 50 percent discounted adoption fee for difficult to rehome cats and dogs.
2. To seek confirmation from Council to change adoption fees as proposed and exhibited in January 2019.

History

Council at its Ordinary Meeting of 11 December 2018 considered a report on Animal Care Facility Companion Animal Adoption Fees and resolved as follows:

1. That Council affirm its current practice of applying a 50 percent discounted sale/adoption fee to assist with the adoption of difficult to rehome animals from the Animal Care Facility, which is to be applied at the discretion of delegated staff.
2. That in light of reduced veterinary contractor costs for desexing cats and dogs sold from the Animal Care Facility, companion animal adoption fees be reduced as follows:

- purchase of Cat or Kitten \$170 (inclusive of GST)
 - purchase of Dog or Puppy \$320 (inclusive of GST)
3. That Council adopt the proposed fee changes at the conclusion of the exhibition period provided that no objections are received.

Report

Subsequent to the above resolution, the proposed changes were exhibited from 10 January to 8 February 2019.

In total six submissions were received (see below table), none of which were objecting to the proposed fee changes and therefore the proposed fee reduction was implemented.

ACF Dog and Cat Purchase Fees Submissions	
Submission 1	
Date	19/01/19 at 5.24pm
Comment received	That the decrease in dog and cat purchase fees be adopted but also in high peak surrender times such as around Christmas and during summer once a month fees are reduced on cats to \$50 and dogs to \$100. Other Councils, Animal Welfare and RSPCA in high peak times in Sydney have these reduced prices to home a greater number of animals.
Submission 2	
Date	29/01/19 at 12.40pm
Comment received	Awesome to see the adoption fees coming down. Please keep the improvements coming!
Submission 3	
Date	30/01/19 at 3.55pm
Comment received	A very positive move on behalf of Campbelltown City Council. Adoption fees, particularly during kitten season for cats and kittens, have simply not been competitive with other facilities. This lending itself to increased pressure on community groups and rescue organisations to have the responsibility to get the impounds to safety. These volunteer community groups are at their wits end emotionally and financially in trying to fill these gaps. It's great to see Council stepping up and making improvements for these responsibilities in their LGA. Great move thank you!
Submission 4	
Date	05/02/19 at 5.02pm
Comment received	I think it will help to rehome the cats easier dropping down the price to \$170. 100% supportive.
Submission 5	
Date	07/02/19 at 12.58pm
Comment received	With the reduction in fees it should become easier for people to come in, look, find and adopt a fur baby to join their family. There are horrible people in this world, but I think there are more loving animal people who would love to help with the lonely fur babies in all pounds but just can't justify the huge price tag.

ACF Dog and Cat Purchase Fees Submissions (continued)	
Submission 6	
Date	08/02/19 at 10.14am
Comment received	If the prices were cheaper people could afford to buy and rehome the cats.

Although all submissions were supportive of the reduced adoption fee proposal, one submission advocated for a further reduction of adoption fees to \$50 for cats and \$100 for dogs during peak surrender times (such as Christmas) and summer (when cat/kitten intake is high during breeding season).

Council's Animal Care Facility over recent years has been able to sustain minimal euthanasia rates in the order of 5 percent per annum, whereby no animals that are suitable for rehoming are euthanased. This has been able to be achieved largely due to the appointment of a specialist Companion Animal Rehoming Officer who has worked with the community and rescue groups to successfully rehome all cats and dogs suitable for rehoming. The current policy of applying a 50 percent adoption fee reduction for difficult to rehome animals has assisted in maintaining our minimum euthanasia practice.

In view of the above it is considered that our current rehoming practices and 50 percent adoption fee reduction policy (to \$85 for cats/kittens and \$160 for dogs/puppies) are sufficient to maintain minimum euthanasia rates and a further reduction of adoption fees is not considered necessary or recommended.

It is considered therefore that a further reduction of fees to \$50 for cats and \$100 for dogs is not warranted or financially viable, given that the costs outlaid by Council for desexing, along with microchipping, sustenance, vaccination, health check and registration.

Further consideration to reducing adoption fees during peak intake periods can be revisited should Council's capacity to successfully rehome suitable animals change into the future.

Conclusion

No objections were received during the exhibition of the proposed reduced adoption fee proposal.

The reduced adoption fees together with our current rehoming practices and 50 percent adoption fee reduction policy for difficult to rehome animals will ensure Council's current minimal euthanasia practices will be sustained into the future.

In view of the above it is recommended that our current fee structure and 50 percent reduced adoption fee Policy be maintained.

Attachments

Nil

8.6 Submission Report – Amendment to the Campbelltown Sustainable City Development Control Plan (Caledonia Precinct)

Reporting Officer

Director City Development
City Development

Community Strategic Plan

Objective	Strategy
1 Outcome One: A Vibrant, Liveable City	1.3 - Ensure that Campbelltown is an inclusive city

Officer's Recommendation

1. That Council adopt the amendment to the Campbelltown (Sustainable City) Development Control Plan - Volume 2, Part 11: Caledonia Precinct.
2. That Council give public notice of its decision in a local newspaper within 28 days, with commencement of the Development Control Plan Amendment to come into effect on the date of the public notice.
3. That all those who provided a submission, to be advised of Council's decision.
4. That Council prepare supplementary development controls for land zoned R5 Large Lot to be included in Volume 1 of the Campbelltown Sustainable City Development Control Plan.
5. That a further report be submitted to Council in regard to the acquisition of No. 306 Bensley Road, Ingleburn for open space purposes.

Purpose

The purpose of this report is to summarise submissions received in respect of the public exhibition of the Caledonia Precinct Amendment to the Campbelltown Sustainable City Development Control Plan (SCDCP) and to recommend that Council proceed with the adoption of the amendment.

History

At its meeting of 13 September 2018, Council considered a report in respect of submissions received during the public exhibition of the Caledonia Precinct draft Planning Proposal (seeking an amendment to the Campbelltown Local Environment Plan 2015) and resolved, in part, to forward the draft Planning Proposal to the Minister for Planning for finalisation pursuant to Section 3.36 of the *Environmental Planning and Assessment Act, 1979*.

The amendment was finalised by the Minister under delegation on 22 February 2019, whereby the amendment to Campbelltown Local Environmental Plan 2015 was made.

Further to this, Council also resolved at the same meeting to exhibit an amendment to the Campbelltown SCDCP to insert local development guidelines to support the orderly development of the Caledonia Precinct.

The draft Amendment seeks to supplement the current SCDCP with local guidelines geared toward the development of a comprehensive and sustainable residential subdivision, within the Caledonia Precinct. In particular, the local controls seek to respond to the sensitivities of the precinct and prospects of fragmented development, given prevailing ownership patterns.

A summary of the outcome of the public exhibition is provided below.

Report

This report discusses the consultation strategy undertaken for public exhibition of the draft Amendment to the Campbelltown SCDCP, the issues raised in submissions and provide an overview of additional minor amendments to the SCDCP for Council's endorsement.

1. Public Exhibition

The SCDCP Amendments were exhibited on two occasions from 10 October 2018 until 9 November 2018 and from 14 November 2018 until 12 December 2018.

Notification of the exhibition was made in the local newspaper, letters mailed to government agencies and surrounding residents and exhibited at the Council Civic Centre, HJ Daley Library, Greg Percival Library and on Council's website.

2. Submission Issues

Five submissions were received as discussed in section 2 below.

- a) The major land owner has requested minor modifications to the structure plan, street network plan and landscape plan to facilitate the retention of an existing dwelling that will not form part of initial subdivision and remove the requirement for rear access ways in locations where "Cat A Accessway" streets were proposed.

Comment: The proposed modification of the structure plan and supporting plans is relatively minor and only impacts land under the control of the major landowner. On the grounds that the modified structure plan does not detract from the projected development outcome or adversely impact any adjoining property owners, the suggested amendment is supported and is reflected in the final SCDCP Amendment as attached.

- b) Concern with future road impact on an existing dwelling adjacent to the major land holding.

Comment: The proposed road pattern has remained generally unchanged and is considered logical at a precinct scale. Whilst the land remains privately owned, the owner/occupier is not compelled to subdivide their land. Upon a future application for subdivision, it is anticipated that the existing dwelling would be demolished to provide for the future road and optimal subdivision layout. Opportunity may also exist for a staged subdivision approach to further extend occupancy of the existing dwelling.

- c) The major landowner has raised concern with the adoption of the Landcom water quality stretch targets. Stormwater modelling in support of the Planning Proposal (amendment to CLEP) demonstrates that stretch targets can be achieved for all categories, except for Total Suspended Solids (93.5 percent compared to the target of 95 percent) and Phosphorus (78.8 percent compared to the target of 85 percent). Such percentage reductions are noted to be higher than baseline targets for those categories (being 85 percent and 65 percent respectively). Accordingly, the major land owner has requested that the SCDCP be amended to refer only to the baseline targets.

Comment: The Landcom stretch target is a best practice strategy for achieving integrated water cycle management and water sensitive urban design. As the subject site is located in the Georges River catchment, the stretch target is considered appropriate to protect the receiving environment from the impact of urban development. No amendment to the SCDCP is proposed in response to the submission.

- d) Concern is raised that the draft SCDCP Amendment incorrectly identifies the woodland on the corner of Bensley and Mercedes Road as containing significant vegetation.

Comment: Woodland is not identified on the corner of Bensley and Mercedes Road in the SCDCP. This issue appears to be a misinterpretation of the draft SCDCP as this location is largely devoid of vegetation. The Bensley Road frontage is, however subject to a provision at Clause 11.6 which requires a Vegetation Management Plan including landscape embellishment in a manner consistent with the landscape context. No amendment to the DCP is proposed in response to the submission.

- e) Concern with the requirement for 2,000sq.m lots, which reduce maximum yield attainable if a smaller lot size was applied.

Comment: The requirement for large lots is to ensure an appropriate transition from 500sq.m traditional allotments to larger lots fringing bushland. The minimum lot size is a CLEP 2015 development standard which is now in force and not relevant to the SCDCP exhibition. No amendment to the SCDCP is proposed in response to the submission.

- f) Concern with loss of developable land having frontage to Bensley Road, due to vegetation reinstatement.

Comment: The vision for the Caledonia Precinct is based on the retention of trees in the road shoulder and their embellishment in the front setback of proposed large allotments, subject to bushfire hazard management. A design solution would be required at the Development Application stage which balances revegetation, bushfire risk and building setbacks. No amendment to the SCDCP is proposed in response to the submission.

- g) Concern regarding the heritage conservation implications of retaining the existing stone cottage.

Comment: A Heritage Assessment and Statement of Heritage Impact was commissioned during the preparation of the associated Planning Proposal (GBA Heritage) and provided a framework for ensuring the heritage sensitivities of the site are adequately conserved and economic viability facilitated.

Future development would be required to retain the existing stone cottage on a re-subdivided lot that reflects the heritage curtilage principles of the draft SCDCP. No amendment to the draft SCDCP is proposed in response to the submission.

- h) Concern regarding the proposed bus route accessing the Precinct (as shown in page 9 of the draft SCDCP) on the grounds that additional journey time will be added to Route 873 and cause inconvenience to existing passengers. It is requested that the route be altered to run through the entire precinct along the main collector road to better service the entire precinct.

Comment: Significant consultation occurred in respect of proposed bus route during the assessment of the associated Caledonia Planning Proposal. Transport for NSW supported the proposed bus route extension when invited to comment on the related Planning Proposal, subject to compliance with relevant specifications and guidelines.

Extending the proposed bus route through the entire residential estate is likely to be at the expense of the level of service provided by Route 873 and would not be possible until full development of the precinct occurs. Notwithstanding, Transport for NSW is the responsible authority for the provision of bus services which would be monitored and adjusted over time to ensure an optimal service is provided. No amendment to the draft SCDCP is proposed in response to the submission.

- i) Request for additional information concerning the siting of bus stops.

Comment: As discussed above, the final bus route and associated bus stops will be determined in consultation with Transport for NSW and the relevant area operator as access to the Precinct becomes available. Bus stop locations are not currently identified and would be subject to future consultation with residents. No change to the draft SCDCP is proposed.

- j) Concern is raised in relation to the open space zoning at the front of property No. 306 Bensley Road, Ingleburn.

Comment: The part zoning of this land for open space was finalised in February 2019 via an amendment to the Campbelltown Local Environmental Plan 2015. The zoning of this land represents a logical extension of the principal parkland extending from the corner of Bensley Road and Oxford Road to meet the local recreational and conservation needs. It also provides opportunity for storm-water management in the low point of the local drainage catchment.

- k) Why has Council not requested to purchase my land, which is reserved for open space?

Comment: The process for acquisition of land is set out within the *Land Acquisition (Just Terms Compensation) Act 1991*. Accordingly, it is envisaged that the transfer of the subject land for open space and stormwater management would occur at the time of residential subdivision.

As the Campbelltown Local Infrastructure Contributions Plan 2018 was finalised prior to the rezoning of the Caledonia Precinct, a house keeping amendment is required to ensure the Contributions Plan includes provision for acquisition of this land.

3. Post Exhibition Amendments

The review of submissions has identified the need for a number of minor amendments to ensure consistency with Volume 1 of the Campbelltown SCDCP 2015 and relevant provisions of the State Environmental Planning Policy (Exempt and Complying Development) 2008 to achieve the vision for Caledonia. The subject amendments include:

- A change in reference to the prevailing Planning for Bushfire Protection Guidelines which is likely to be updated by mid 2019.
- Deletion of building setback control (Clause 11.5(2) of the draft SCDCP) as more relevant amenity outcomes can be achieved through existing Volume 1 SCDCP controls or with Complying Development Controls.
- Amendment to the stormwater management and water quality targets to reference the WaterNSW 'neutral or beneficial' (NorBE) approach.

Further, amendments are required to ensure that Volume 1 of Campbelltown SCDCP 2015 includes appropriate dwelling controls for R5 Large Lot zoned land. These will be included in a separate report to Council.

Additionally, it is foreshadowed that the Campbelltown Local Infrastructure Contributions Plan 2018 be amended to include the acquisition of land in respect of Property No. 306 Bensley Road in the Works Schedule.

Conclusion

Public exhibition of the draft amendments to the Campbelltown SCDCP (Caledonia Precinct) has occurred in accordance with the requirements of the *Environment Planning and Assessment Act 1979* and Regulations.

In response to submissions, it is recommended that Council adopt the amendment to the Campbelltown (Sustainable City) Development Control Plan 2015, as Volume 2, Part 11: Caledonia Precinct, with minor amendments as discussed in this report.

Commencement of the amendment to the Campbelltown SCDCP is important due to the recent rezoning (Planning Proposal approval) of the Precinct which now permits development applications for subdivision and residential development to be assessed and determined.

Attachments

1. SCDCP - Volume 11: Caledonia (contained within this report)

Campbelltown (Sustainable City) Development Control Plan 2015



VOLUME 2

Site Specific DCPs

Part 11: Caledonia DCP

Creating Campbelltown's Future 2025



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11.1 Application

11.1 Application

This Part sets out controls for land known as the Caledonia Precinct as shown in Figure 11.1.

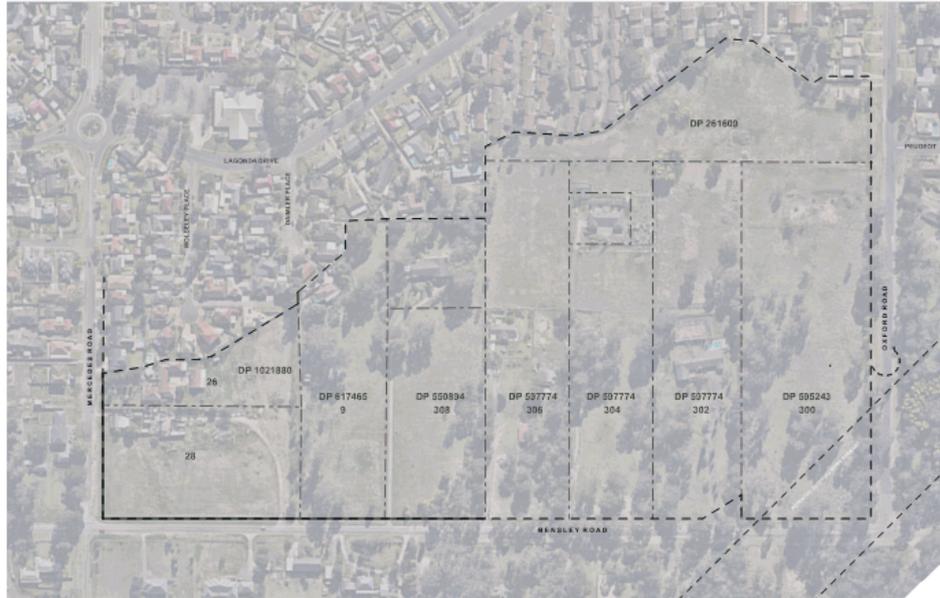


Figure 11.1 - Caledonia



~~Figure 11.1 - Caledonia~~

11.1.1 Purpose of this Part

11.1 Application

The purpose of this Part is to establish a supplementary planning framework (beyond the general provisions of the Campbelltown Sustainable city DCP) for achieving the Council endorsed vision for the Caledonia precinct, through the establishment of issue specific objectives and controls. In doing so it provides a platform against which Council will assess future development applications in the Caledonia Precinct.

11.1.2 Relationship to other parts of the DCP

The controls applicable to development of land within Caledonia Precinct are generally detailed in this Part. When a development control is not specified in this Part, development should be consistent with all other relevant controls of Volume 1 of the Campbelltown (Sustainable City) DCP.

11.1.3 The Vision

In particular, this part should be read in conjunction with the following parts of Volume 1 of the Campbelltown (Sustainable) City Development Control Plan:

- Part 2 Requirements Applying to All Types of Development
- Part 3 Low and Medium Density Residential Development and Ancillary Residential Structures
- Part 4 Rural Residential Development and Ancillary Rural Residential Structures
- Part 8 Child Care Centres

The Campbelltown City Council Engineering Design Guide for Development also applies to development specified in this Part.

Where there is an inconsistency between Volume 2, Part ~~9-11~~ and any other part of this Development Control Plan, Volume 2, Part ~~9-11~~ applies to the extent of the inconsistency.

The Caledonia Precinct will form a low density urban transition between the rural and woodland Edgelands hinterland to the east of the site, and the varying low to medium density urban environment of Ingleburn extending from the west of the site to the railway line.

The subdivision of the Caledonia Precinct will comprise a mix of lot types of a typical minimum lot size of 500sqm, surrounded by 1000sqm large lots fronting Oxford Road to the north, and 2000sqm lots to the Bensley Road frontage.

Full development of the precinct will allow for approximately 170 residential lots. While not specifically planned as such it is possible that some of these lots could include secondary dwellings such as granny flats.

11.2 Key Development Objectives

Caledonia will be characterised by tree lined streets with integrated WSUD elements and environmentally responsible development. It will be highly permeable and include quality pathways, direct connections, attractive and safe streets which encourage walking and cycling.

The natural environment provides a visual backdrop and access to open space for the residents. New development will integrate with the existing characteristics, surrounding land uses and will take into consideration the heritage building to the South of the site.

11.2 Key Development Objectives

Objective:

- To create a transition between the rural/woodland known as the Edgelands to the east of the precinct and the low to medium density urban environment of Ingleburn.
- To develop the precinct in a way that respects and builds on the existing landscape character of the site and surrounds.
- To provide a mix of lot sizes, ranging from 2,000 to 500 sqm, to provide for a diverse residential community.
- To encourage walking and cycling through the precinct and to create a safe and walkable neighbourhood.
- To provide a highly permeable road network that creates a clear road hierarchy and provides convenient and safe links throughout the precinct.
- To encourage the use of public transport, allowing for the extension of bus services into the precinct.
- To protect areas of significant vegetation located within the precinct including the woodland area on the corner of Oxford Road and Mercedes Road and the large trees on Oxford Road.
- To provide areas of open space that all well connected and provide opportunities for passive and active recreation.
- To create a safe and secure environment with high levels of passive surveillance of the public domain.
- To preserve and respect the heritage values of the stone cottage fronting Mercedes Road.

11.2

Key Development Objectives

Controls

- 1) All development is to be undertaken generally in accordance with the Structure Plan at Figure 11.2 and the objectives and development controls set out in this Part.
- 2) Where variation from the Structure Plan is proposed, the applicant is to demonstrate that the proposed development is consistent with the Vision and Development Objectives for the precinct set out in Section 2-1 11.1.3 and 2-2 11.2 of this part.
- 3) Lower density housing is to be located on large 'rural style' lots fronting Oxford and Mercedes Road.
- 4) Typical housing is to be located on 500sqm lots, some with dual frontage on primary streets enabling garage-free frontages.
- e) The Woodland area on the corner of Oxford Road and Mercedes Road is to be preserved.

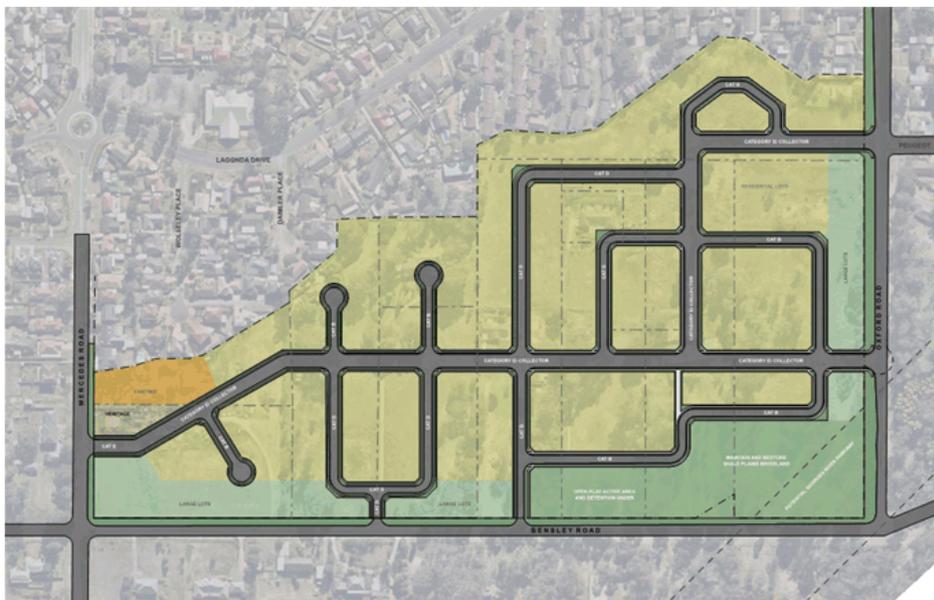
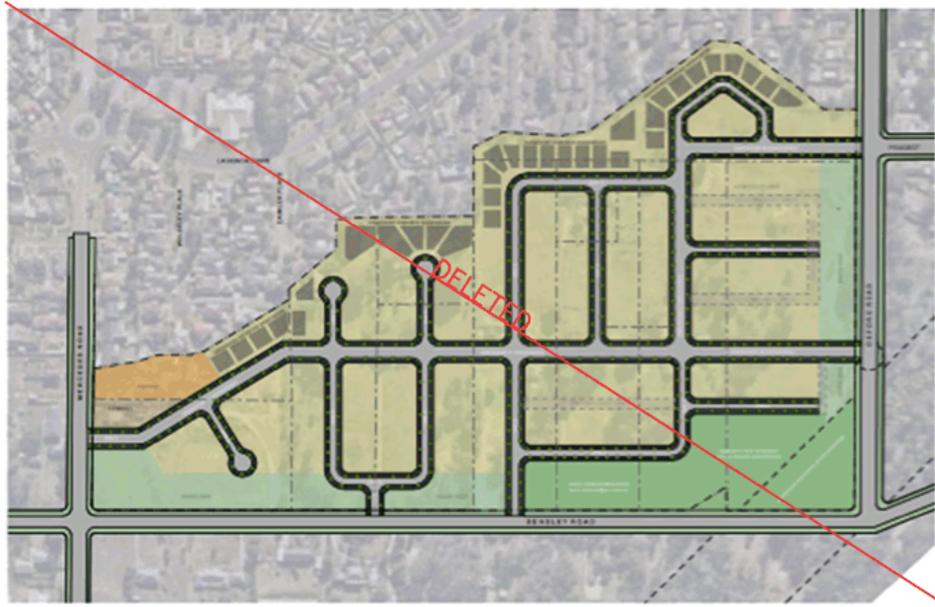


Figure 11.2 - Structure Plan

11.2 Staging



~~Figure 11.2 – Structure Plan~~

11.2.1 Staging

Objective:

- To develop the land in an orderly manner and provide for reasonable flexibility.
- To ensure the sufficient provision of infrastructure is in place prior to the release of land.
- To mitigate against adverse impacts on nearby/neighbouring properties and the public realm.

Controls

- 1) The various stages may be developed concurrently, provided adequate service infrastructure can be provided to support each stage.
- 2) Each released stage should have contiguous vehicular access to an existing street network.
- 3) Adverse drainage/stormwater and land form impacts shall be avoided in respect of nearby/neighbouring properties and the public realm.

11.3 Street and Public Transport Network

11.3

Street and Public Transport Network

Objectives

- Provide a highly permeable road network that creates a clear road hierarchy and facilitates safe, convenient and legible access.
- Provide safe and accessible connections to the existing road network.
- Provide access to a bus route to service the precinct.
- Ensure carriageways and verges match the function of the road.
- Provide adequate land within verges for infrastructure, landscaping and pathways.

Controls

1. Development of the street network and access to the existing road network is to be undertaken generally in accordance with the Street Network Plan at Figure ~~11.3~~ **11.3**.
2. Each street type shall be designed and constructed according to Campbelltown (Sustainable City) Development Control Plan 2009 Volume 2 Engineering Design for Development.
3. Alternative street designs may be permitted on a case-by-case basis if the functional objectives and requirements of the street design are maintained and the outcome is in accordance with the Campbelltown City Council Engineering Design Guide for Development.
4. The design of the local street network is to:
 - a. Create a safe environment for walking and cycling with safe crossing points;
 - b. Encourage a low-speed traffic environment;
 - c. Optimise solar access opportunities for dwellings;

11.3

Street and Public Transport Network

- d. Take into account the site's topography and view lines;
 - e. Provide frontage to maximise surveillance of open space;
 - f. Facilitate wayfinding and place making opportunities by taking into account streetscape features; and
 - g. Be characterised by a street tree canopy
 - h. Retain existing trees, where appropriate, within the road reserve.
 - i. Make provision for the integration of WSUD where appropriate.
5. An extension of Bus Route 873 is to be investigated and integrated with the Structure Plan.

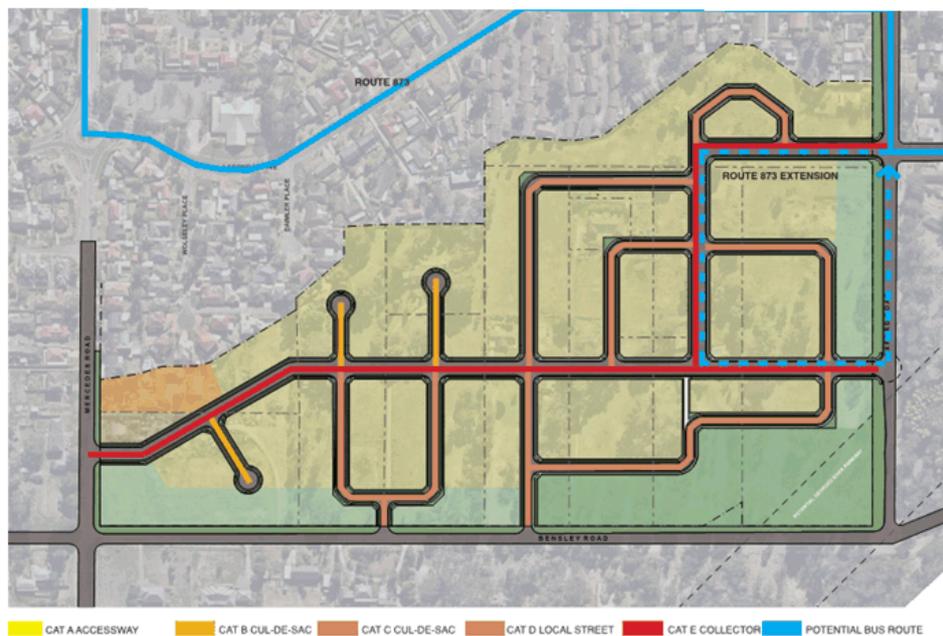
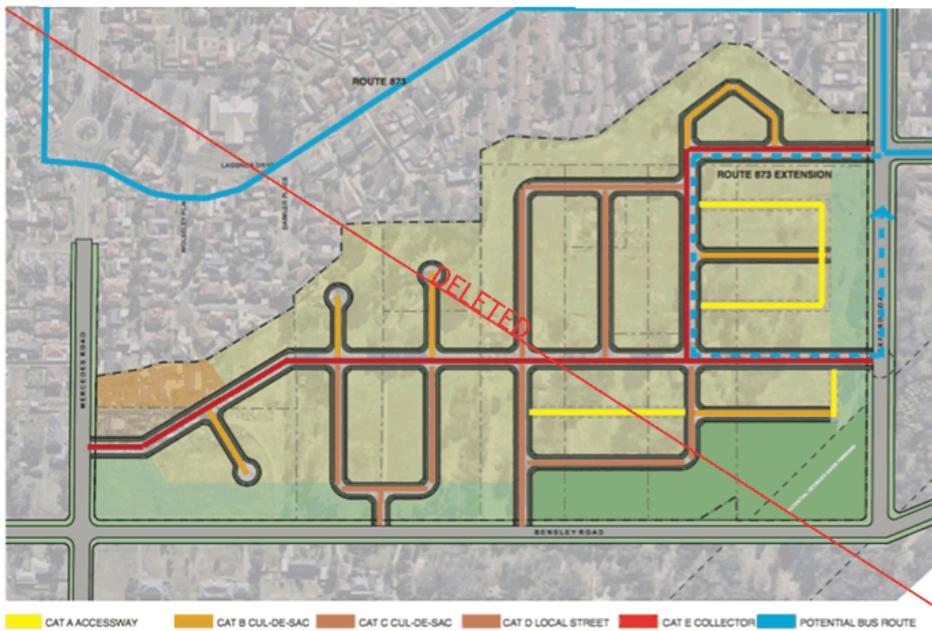


Figure 11.3 - Street Network Plan



11.4 Public Open Space and Landscaping

~~Figure 11.3 – Street Network Plan~~

11.4 Public Open Space and Landscaping

Objectives

- Maintain the landscape character of the precinct through retention of significant trees and planting.
- Position and design open space areas to retain areas of significant vegetation.
- Provide open space that is accessible, useable and safe for a range of users.
- Incorporate an open active play area within the precinct.
- Provide a landscape transition between the existing development of Ingleburn and the bushland of Georges River.
- Optimise Koala Habitat retention.

Controls

1. Provision of open space areas is to be undertaken generally in accordance with the Landscape Plan at Figure ~~4~~ **11.4**.
2. The minimum area for the public open space within the development of the Caledonia Precinct shall be 17,786sqm.
3. Public open space should accommodate an active play area to encourage active lifestyles.

11.4

Public Open Space and Landscaping

4. A Vegetation Management Plan and Landscape Concept Plan outlining the management and design of public open space areas is to be submitted and implementation commenced with the first subdivision application for land within the precinct.
5. The Vegetation Management Plan must outline:
 - a. How the Shale Plains Woodland area located within the precinct will be preserved and maintained; and
 - b. How any areas of potential koala habitat shall be protected and enhanced.

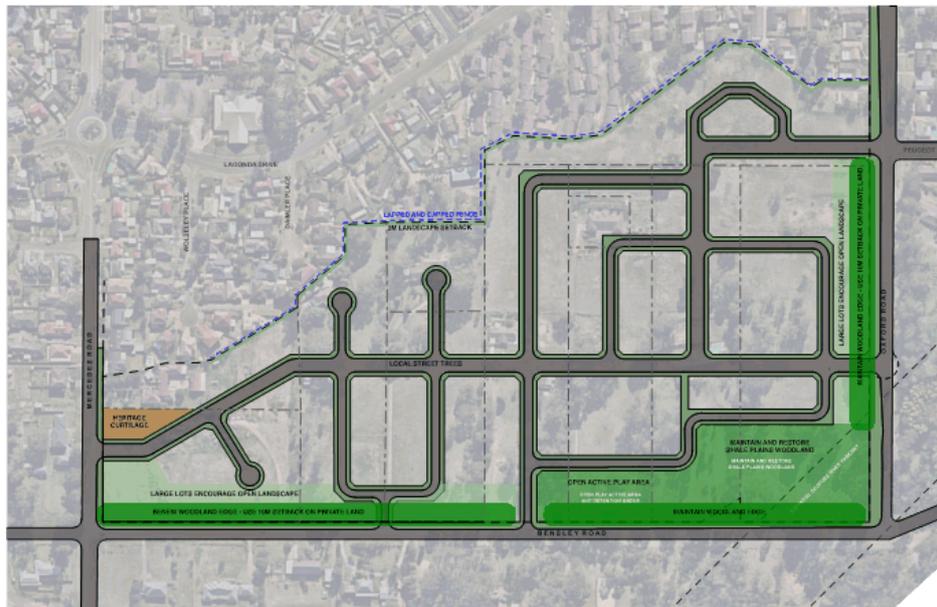


Figure 11.4 - Landscape Plan



11.5 Building Setbacks

~~Figure 11.4 – Landscape Plan~~

11.5 Building Setbacks

Objectives

- Retain the landscape character of the precinct through appropriate building setbacks and landscaping.
- Maintain and enhance the existing bushland character fronting Bensley and Oxford Roads.

Controls

1. Properties fronting Bensley and Oxford Road shall have a front setback of 10m that includes 60% soft landscaping.
- ~~2. Properties adjoining the existing development of Ingleburn (the north west of Caledonia) shall have a minimum rear setback of 3m and the subdivision of these lots shall include Section 88b Covenants to effect the same.~~
3. The rear setback of properties adjoining the existing development of Ingleburn (the north west of Caledonia) shall maintain a minimum of 80% soft landscaping.
4. All other setbacks are to be provided in general accordance with the relevant provisions of Volume 1 of the DCP.

11.6

Private Property Vegetation Management

11.6 Private Property Vegetation Management

Objectives

- Ensure conservation of retained remnant Vegetation.
- Ensure landscaping on allotments is in keeping with the surrounding landscape context.

Controls

1. A Vegetation Management Plan for properties facing Bensley and Oxford Road shall be prepared and submitted with the first subdivision application that relates to these lots. Subdivision of these lots shall include Section 88b Covenants to reflect the plan.
2. The Vegetation Management Plan must outline measures to maintain and enhance the existing bushland character fronting Bensley and Oxford Roads and balance the Asset Protection Zone requirements.
3. Significant trees within each allotment are to be retained where possible.

11.7 Heritage

Objectives

- Ensure areas identified as archaeologically or culturally significant are managed appropriately.
- Protect heritage values associated with the Caledonia Stone Cottage.
- Establish a public domain and urban character that respects and interprets the cultural heritage of the site and context.

Controls

1. The original Caledonia stone cottage fronting Mercedes Road is to be protected by a curtilage as shown on Figure ~~6-11.5~~.
2. An Aboriginal Cultural Heritage assessment is to be submitted

with development applications for subdivision or resulting in land modification within the precinct.

3. The curtilage and development parameters contained in “Heritage Assessment and Statement of Heritage Impact” prepared by GBA Heritage shall be addressed in respect of the local heritage item and development in the vicinity.

11.7 Heritage

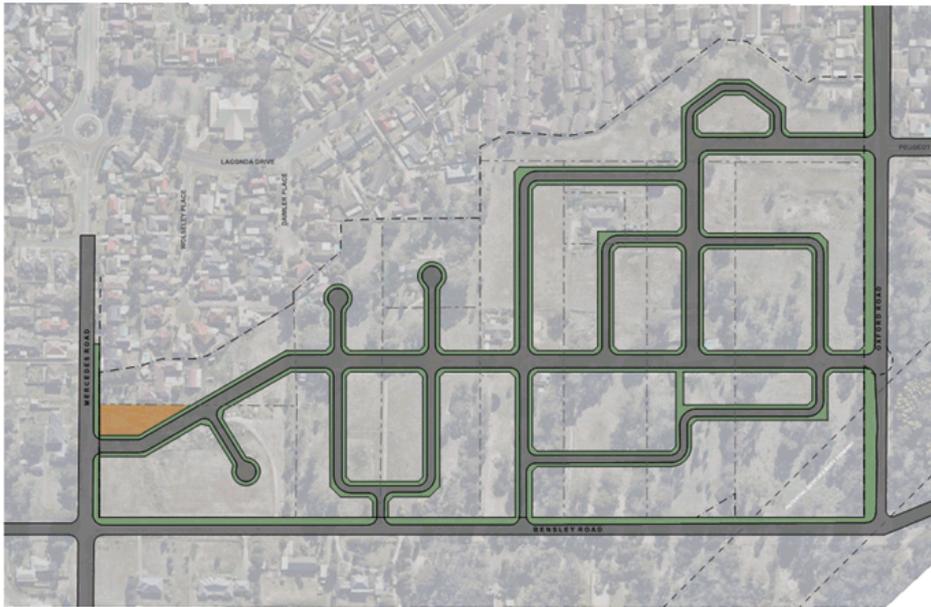
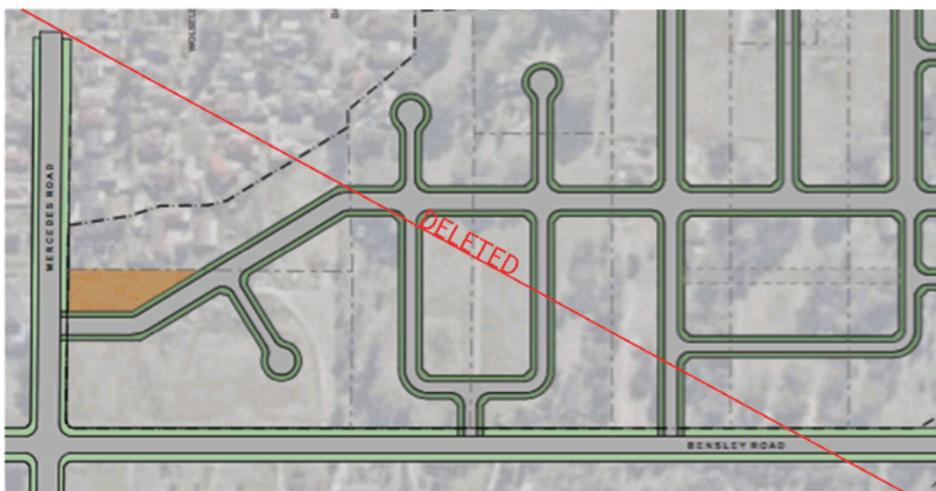


Figure 11.5 -Heritage Curtilage



~~Figure 11.5 -Heritage Curtilage-~~

11.8

Asset Protection Zones

11.8 Asset Protection Zones

Objectives

- To prevent loss of life and property due to bushfires by providing for development compatible with bushfire hazard.
- To encourage sound management of bushfire-prone areas.
- To manage bush fire risks while maintaining the character of Shale Plain Woodlands and potential Koala Habitat particularly near the corner of Oxford and Bensley Roads.

Controls

1. The location and width of Asset Protection Zones (APZs) are to be provided generally in accordance with the Figure ~~7-11.6~~.
2. Where Asset Protection Zones are required, a Section 88B Instrument on the affected lot is to be included to require the use of 'Private Property Vegetation Management Plan,' ~~as described in Appendix C of this plan.~~
3. Public Open Space Asset Protection Zones shall be managed according to 'Public Open Space Vegetation Management Plan,' ~~as described in Appendix A of this plan.~~
4. Reference is to be made ~~to Planning for Bushfire Protection 2006~~ **the current enforced version of Planning for Bushfire Protection** in subdivision planning and design and development, ~~is to be consistent with Planning for Bushfire Protection 2006.~~
5. APZs and construction standards are to be accurately mapped and detailed for each affected lot on plans submitted with the development application.

11.8

Asset Protection Zones

6. APZs:
 - a. Are to be located wholly within the Precinct or within Bensley or Oxford Road;
 - b. May incorporate roads and flood prone land;
 - c. May be used for open space and recreation subject to appropriate fuel management;
 - d. Are to be maintained in accordance with the guidelines of the **current enforced version of Planning for Bushfire Protection.** ~~in Planning for Bushfire Protection 2006;~~ and
 - e. may incorporate private residential land, but only within the building setback (no dwellings are to be located within the APZ).
7. Where an allotment fronts and partially incorporates an APZ, it shall have an appropriate depth to accommodate a dwelling with private open space and the minimum required APZ. The APZ will be identified through a Section 88B instrument.
8. Temporary APZs, identified through a Section 88B instrument, will be required where development is proposed on allotments next to undeveloped land that presents a bushfire hazard. Once the adjacent stage of development is undertaken, the temporary APZ will no longer be required and shall cease.
9. Reticulated water is to meet the standards contained within the ~~Planning for Bushfire Protection 2006~~ **current enforce version of Planning for Bushfire Protection.** Water supply is to be via a ring main system, engineered to the requirements of Australian Standard 2419.1-1994 Fire Hydrant Installations.

11.8

Asset Protection Zones

10. Buildings adjacent to APZs are to be constructed in accordance with the requirements of the ~~Planning for Bushfire Protection 2006~~ **current version of Planning for Bushfire Protection** and Australian Standard 3959-1999-Construction of Building in Bushfire Prone Areas.



Figure 11.6 -Asset Protection Zones

11.9 Stormwater Management and Water Quality

11.9

Stormwater Management and Water Quality

Objective:

- To avoid adverse impacts from stormwater runoff on other properties as a result of development in the catchment.
- To minimise potable water consumption and maximise re-use of stormwater within urban areas.
- To maintain and enhance the quality of natural water bodies.
- To incorporate principles of Water Sensitive Urban Design (WSUD).

Controls

1. A WSUD Strategy is to be prepared for the precinct and submitted with the first development application for subdivision within the Precinct.
2. The WSUD Strategy is to incorporate use of the following:
 - a. On lot rainwater tanks with allocated stormwater retention
 - b. Subterranean detention through oversized stormwater infrastructure within road reserves
 - c. Gross pollutant traps
 - d. Provision for a constructed wetland or rain garden (capable of servicing entire precinct catchment).
3. The integrated stormwater management system shall aim to achieve the "Landcom Water Quality Stretch Target."



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Campbelltown City Council, PO Box 57, Campbelltown, NSW 2560

8.7 Reports and Letters Requested

Reporting Officer

Director City Governance
City Governance

Community Strategic Plan

Objective	Strategy
1 Outcome One: A Vibrant, Liveable City	1.3 - Ensure that Campbelltown is an inclusive city

Officer's Recommendation

That the information be noted.

Report

Attached for the information of Councillors is a status list of reports and letters requested from Council as at 2 April 2019.

Attachments

1. Reports requested listing (contained within this report)
2. Letters requested listing (contained within this report)

Reports Requested effective 2 April 2019

*Date of Decision *Mover *DocSet	Action Item	Comments / updates	Expected completion date
City Lifestyles			
11.12.18 MC	<p>ORD - 11.1 - Improvements to Minto Sports Centre</p> <p>1. That a report be presented on the feasibility of improvements to the exterior of Minto Sports Centre.</p> <p>2. That the report should include options to improve the exterior facade and entrance, such as new signage and flags to enhance the visual appeal of the facility to the community, and the associated costs.</p> <p>3. That the exterior wall facing the railway line should be included in any enhancement works.</p>	<ul style="list-style-type: none"> • Exterior sign has been installed. • Costings on other improvements being collated for inclusion in report. 	June 2019
City Delivery			
13.02.18 WM 5787318	<p>ORD - NM - 11.1 Parking at Campbelltown Hospital</p> <p>3. That a report be presented to Council investigating Council's capacity to secure free or subsidised parking at Campbelltown Hospital for patients, visitors and staff.</p>	<p>This item was presented as an item of correspondence to Council at its meeting held 12 February 2019.</p> <p>Further to this, Councillor Morrison has now asked for additional information which is currently being investigated.</p>	April 2019
14.08.18 MC	<p>ORD - NM - 11.5 Badminton Courts</p> <p>That a report be presented to Council investigating the feasibility of developing outdoor badminton courts for local community use.</p>	<p>Council is currently investigating suitable locations for the courts. At the conclusion of the investigation a report will be presented to Council.</p>	May 2019

Reports Requested effective 2 April 2019

*Date of Decision *Mover *DocSet	Action Item	Comments / updates	Expected completion date
City Delivery 14.08.18 RM	<p>ORD - NM - 11.6 Avenue of Native Trees</p> <p>1. That Council prepare a feasibility report to consider the development of an avenue of native trees, such as Angophora and Claret Ash or any other appropriate local native species to be planted contiguously on the nature strip and either side of Appin Road, between Narellan Road and Fitzgibbon Lane or other suitable areas, to create a prominent entrance into the City.</p> <p>2. The report to include the potential to maintain the current road name but to call the new planted area 'Angophora Ave' or 'Claret Ash Lane' or other name appropriate to the selected native species with appropriate signage and well developed wider footpaths to complement the new planting section.</p>	<p>Council is currently liaising with the RMS and investigating native plant species. At the conclusion of the investigation a report will be presented to Council.</p>	<p>May 2019</p>
12.03.19 BM	<p>ORD - 11.1 Weed Control Methods</p> <p>That a report be presented to Council investigating weed control methods without the use of glyphosate herbicide, such as foam weeding or steam weeding, their potential costs and benefits, as well as their potential applicability to other Council functions such as cleaning and sanitisation.</p>		<p>July 2019</p>

Reports Requested effective 2 April 2019

*Date of Decision *Mover *DocSet	Action Item	Comments / updates	Expected completion date
City Governance			
14.10.14 RK 4033794	CG2.3 – Claymore Urban Renewal Project – VPA Land Acquisitions, Transfers and Dedications 4. That a further report will be submitted to Council once a draft VPA/Infrastructure Services Delivery Plan (ISDP) have been finalised which will deal with the compulsory acquisition/land transfer issues concerning the whole of the Claymore Urban Renewal Project.	VPA exhibited from December 2018 - February 2019. Matter under consideration with report under preparation for future briefing and report to Council.	June 2019
11.12.18 BM	ORD - 14.4 - Engagement of Architects for Construction of a New Childcare Centre 1. That Council approves the engagement of the preferred Architects based on their fee proposal submitted to Council – subject to legal confirmation that the negotiated contract terms are satisfactory 2. That the scope of works and risk mitigation strategies are undertaken in accordance with this report and within the cost estimates 3. That a further report be submitted to Council once a Development Approval has been obtained consistent with the analysis contained in this report.	Council has engaged the architect and commenced Stage one of the scope works.	May 2020

Reports Requested effective 2 April 2019

*Date of Decision *Mover *DocSet	Action Item	Comments / updates	Expected completion date
City Development			
19.04.16 MO 4770730	CS8.1- Old Clinton's development site That a report be presented outlining any action taken by Council with regards to the dead trees on the old Clinton's development site - Queen Street, Campbelltown.	Further discussions currently being organised with development representatives to discuss financial contribution for street tree damage. Estimate of financial contribution prepared for further consideration and consultation.	June 2019
13.11.18 GB	ORD - 8.3 Household E-Waste Drop Off Event 2. That a further report be provided to Council on the future recycling arrangements for e-waste upon confirmation of the completion timeframe for the construction of the Community Recycling Centre.	This report is subject to the time frame of the Community Recycling Centre.	November 2019
City Growth and Economy			
11.09.18 MC	ORD – 11.3 Campbelltown Arts Centre Shop 1. That a report be returned to council on the feasibility of expanding the shop at Campbelltown Arts Centre. a) The report should consider expanding the retail offering of goods from local artists and makers and consider the size, location and appearance of the current shop as well as social media marketing opportunities to highlight the offerings from the shop. b) The report should also explore the future feasibility of an online retail platform or ecommerce store that acts as an extension of the physical store, highlighting local handmade products and makers and showcasing Campbelltown Arts Centre.	A review of the retail shop was undertaken by a Cultural Commerce Consultant and the team is waiting on a report from his findings.	August 2019

Letters requested effective 2 April 2019

*Date of Decision *Mover	Action Item	Comments / updates
City Lifestyles		
14.08.18	<p>ORD - 11.2 -Status Resolution Support Services (SRSS) payments</p> <p>4. That Council write to the Federal Members of Parliament Dr Mike Frelander and Ms Anne Stanley to make appropriate representations to the Minister for Home Affairs, Peter Dutton MP.</p>	<p>Letter sent 07/09/18 and a response was received from Ms Anne Stanley MP on 19/09/18.</p> <p>A response was received on 25/2/19 from the Minister for Immigration Citizenship and Multicultural Affairs, the Hon David Coleman MP and has been included in the April 2019 agenda.</p>
City Development		
11.09.18 KH	<p>ORD – NM 11.4 – Emergency Veterinary Care for Injured Koalas</p> <p>1. Council write to the relevant State and Federal government ministers seeking urgent intervention and provision of financial assistance to local veterinary clinics that care for injured koalas; and</p> <p>2. a forum be organised with local key stakeholders including local veterinarians, representatives of WIRES and other local koala rescue groups, and relevant State and Commonwealth agencies, to identify a viable and sustainable care program for injured koalas; and</p> <p>3. the above correspondence be forwarded to all Local State and Federal Members with in the Campbelltown Local Government Area, seeking their support with this issue.</p>	<p>1. Letters sent 05/11/18 to the Hon Andrew Constance MP, the Hon Gabrielle Upton MP, the Hon Melissa Price MP, the Hon Melinda Pavey MP, the Hon Michael McCormack MP and the Hon Anthony Roberts MP.</p> <p>Responses were received on 06/12/18 from Mr Damian Callachor representing the Hon Michael McCormack MP, on 14/12/18 from Ms Trish Harrup from the Office of Environment and Heritage responding on behalf of the Hon Gabrielle Upton MP and on 02/01/19 from Mr Brett Whitworth representing the Hon Anthony Roberts MP and was included in the February 2019 agenda.</p> <p>2. Initial discussions have been held with key stakeholders.</p> <p>3. Letters sent 20/12/2018 to all Local, State and Federal Members. A response received on 29/01/19 from Ms Anne Stanley MP and was included in the February 2019 agenda.</p> <p>Awaiting a response from the Hon Andrew Constance MP, the Hon Melissa Price MP and the Hon Melinda Pavey MP.</p>

8.8 Investments and Revenue Report - February 2019

Reporting Officer

Executive Manager Corporate Services and Governance
City Governance

Community Strategic Plan

Objective	Strategy
3 Outcome Three: A Thriving, Attractive City	3.7 - Public funds and assets are managed strategically, transparently and efficiently

Officer's Recommendation

That the information be noted.

Purpose

To provide a report outlining activity in Councils financial services portfolio for the month of February 2019.

Report

Investment Portfolio

Council's investment portfolio as at 28 February 2019 stood at approximately \$230m. Funds are currently being managed by both Council staff and fund managers and are in accordance with the *Local Government Act 1993*, Local Government (General) Regulation 2005 and Council's Investment Policy.

All investments are placed with approved deposit taking institutions and no funds are placed with any unrated institutions.

The return on Council's investments is tracking in accordance with budget expectations; and continues to outperform the AusBond Bank Bill Index benchmark. For the month of February Councils return exceeded the benchmark by 83 basis points, which includes approximately 30 percent of the portfolio linked to the three month BBSW plus a margin. These floating rate coupon payments are a positive contributor to the returns. Floating rate notes are contributing an average yield of 103 basis points above the benchmark.

During the month, Council also invested in green tailored deposits that have been certified to meet the Climate Bonds Standard, an internationally recognised scheme. These deposits were placed with Westpac Banking Corporation and the current level is \$10m.

The portfolio is diversified with maturities ranging up to a period five years in accordance with Councils investment policy.

The official cash rate has remained steady, with no movement since August 2016, at its present level of 1.50 percent.

Rates

Rates and Charges levied for the period ending 28 February 2019 totalled \$116,987,200 representing 100 percent of the current budget estimate.

The rates and charges receipts collected to the end of February totalled \$81,038,108. In percentage terms 69.9 percent of all rates and charges due to be paid have been collected, compared to 70.3 percent collected in the same period last year.

Debt recovery action during the month involved the issue of 21 Statements of Claim to ratepayers with two or more instalments outstanding and a combined balance exceeding \$500. Further recovery on accounts with previous action resulted in two Judgments and one Writ being served on defaulters that have not made suitable payment arrangements or failed on multiple occasions to maintain an agreed payment schedule.

Council staff continue to provide assistance to ratepayers experiencing difficulty in settling their accounts. This includes the monitoring of 298 ratepayers with a total arrears balance of \$412,730, who have made suitable payment arrangements.

Ratepayers who purchased property since the annual rates and charges notices are issued with a 'Notice to new owner' letter. During the month, 22 of these notices were sent to ratepayers advising them of the amount unpaid on their account and the amount levied in annual rates and charges.

Sundry Debtors

Debts outstanding to Council as at 28 February 2019 are \$1,757,308 reflecting an increase of \$23,773 since January 2019. During the month, 1420 invoices were raised totalling \$997,327. The majority of these are paid within a 30 day period. Those that are not paid within the 30 day period are reflected in the ageing report in attachment 3.

Debts exceeding 90 days of age totalled \$831,462 as at 28 February 2019. A significant portion of this debt relates to Government Grants with an amount of \$500,000 payable by NSW Department of Planning and Environment, payment has been delayed due to changes in the grant funding payment criteria, and the \$44,300 payable by the Roads and Maritime Services is expected by the end of the month.

Other significant debts relate to Various Sundry Items with an amount of \$30,447 outstanding for road and footpath occupancy fees for a development in Broughton Street, Council staff have referred this account to Council's agent for legal recovery. Negotiations are still continuing to resolve this debt. Also incorporated in sundry items are three claims relating to accident's involving council vehicles where the other parties were not insured, they amount to \$17,874. These accounts have also been referred to Council's agent and it appears that third party insurance applies to one account and recovery is likely.

The amount of \$15,500 raised for costs relating to a motor vehicle accident and damage to Council property (bus shelter) in Ambarvale is to be put forward for write-off. Road Restoration fees for one debtor of \$50,000 remains unpaid due to their system changes and loss of documents, this has now been rectified and will be cleared.

Public hall hire fees of \$43,684 are a result of debts that have been raised in advance at the time of booking and in accordance with council policy do not need to be finalised until two weeks prior to the function.

Debt recovery action is undertaken in accordance with Council's Sundry Debtors Recovery Procedures Policy and commences with the issue of a tax invoice. A person or entity may be issued any number of invoices during the calendar month for any business, services or activities provided by Council. At the conclusion of each calendar month, a statement of transactions is provided with details of all invoices due and how payments or credit notes have been apportioned. Once an invoice is paid, it no longer appears on any subsequent statement.

All debts that age by 90 days or more are charged a statement administration fee of \$5.50 per statement. Debtors are contacted by telephone, email or in writing to make suitable arrangements for payment of the overdue debt. Where a suitable arrangement is not achieved or not maintained as agreed, a seven day letter is issued referencing referral to Council's debt recovery agents.

Matters referred to Council's recovery agent are conducted in accordance with relevant legislation and the *Civil Procedures Act 2001*. Formal legal recovery commences with a letter of demand (or letter of intent) providing debtors with at least 14 days to respond. In the event that no response is received, instructions are given to proceed to Statement of Claim allowing a further 28 days to pay or defend the action. Failing this, the matter will automatically proceed to judgment and continue through the *Civil Procedures Act 2001* process.

All costs associated with formal legal recovery are payable by the debtor and staff continue to make every effort to assist debtors to resolve their outstanding debt before escalating it through the local court.

During the month, nine accounts were issued a letter of demand on Council's letterhead, advising that if the account was not settled or an appropriate arrangement was not made, the account will escalate to formal legal action through Council's agent.

Council's agents were not instructed to issue any legal action for the month.

Council officers continue to provide assistance to debtors experiencing difficulties in paying their accounts. Debtors are encouraged to clear their outstanding debts through regular payments where possible, to avoid any further recovery action.

Attachments

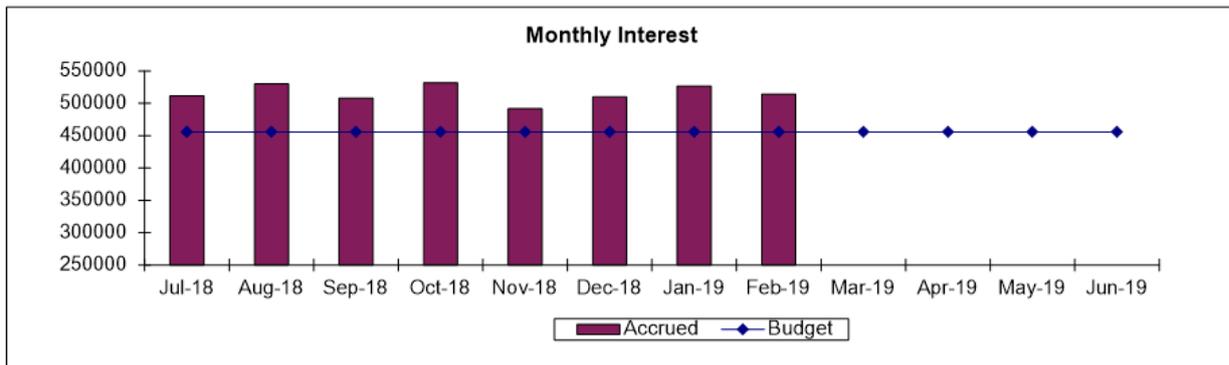
1. Investments as at 28 February 2019 (contained within this report)
2. Debtors Summary and Ageing Report - February 2019 (contained within this report)
3. Monthly Rates Summary - February 2019 (contained within this report)
4. Rates Statistics - February 2019 (contained within this report)

CAMPBELLTOWN CITY COUNCIL INVESTMENT PORTFOLIO

Feb-2019

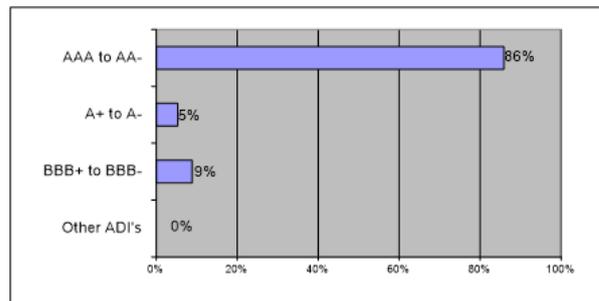
Benchmark AusBond Bank Bill Index
 Portfolio Balance 229,297,204.42

Monthly Performance	Return (mth)	Return (pa)
AusBond Bank Bill Index	0.16%	2.08%
Portfolio - Direct Investments	0.22%	2.88%
<i>Performance to Benchmark</i>	+ 0.06%	+ 0.80%
Short Term Call Accounts	0.13%	1.75%
Managed Funds	0.25%	3.24%



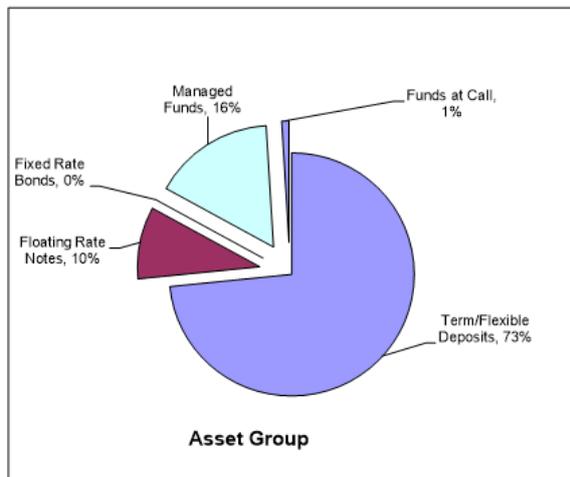
Year to Date Performance **Credit Exposure (S&P Long Term Rating)**

Rolling 12 Month Period
 2.80% Council Managed Funds
 1.97% Benchmark



Interest Budget to Actual
 Budget to Period \$3,646,667
 Actual Accrued to Period \$4,122,727

Portfolio Diversity



			%
Funds at Call	\$ 2,195,136.10	AA-	1%
NSW Treasury	\$ 40,573,962.15	AA+	18%
National Australia Bank	\$ 39,267,925.28	AA-	17%
Westpac Bank	\$ 72,207,828.79	AA-	31%
Commonwealth Bank	\$ 30,211,375.58	AA-	13%
Bank Western Australia	\$ 12,428,509.93	AA-	5%
AMP Bank	\$ 8,000,000.00	A	3%
Suncorp Metway	\$ 4,168,780.57	A+	2%
Rural Bank	\$ 4,079,921.54	BBB+	2%
Bank of Queensland	\$ 7,163,764.48	BBB+	3%
Newcastle Perm BS	\$ 500,000.00	BBB	0%
Australian Unity Bank	\$ 2,000,000.00	BBB	1%
Credit Union Aust	\$ 2,000,000.00	BBB	1%
Heritage Bank	\$ 2,000,000.00	BBB	1%
ME Bank	\$ 2,500,000.00	BBB	1%
Total	\$ 229,297,204.42		100%

DEBTORS SUMMARY 1 February 2019 to 28 February 2019

DEBTOR TYPE/DESCRIPTION	ARREARS AT 31/01/2019	RAISED THIS PERIOD	RECEIVED THIS PERIOD	BALANCE AT 28/02/2019	% DEBT RATIO
Corporate Administration	52,645	58,317	42,523	68,439	29.49%
Abandoned Items	1,068	395	395	1,068	0.35%
Education and Care Services	18,710	0	0	18,710	0.98%
Community Bus	89	0	0	89	0.01%
Sportsground and Field Hire	44,349	28,764	26,945	46,168	5.46%
Government and other Grants	879,873	283,895	339,607	824,161	12.87%
Public Hall Hire	149,162	70,344	49,256	170,250	1.39%
Health Services	350	0	0	350	0.02%
Land and Building Rentals	251,303	184,483	286,807	148,979	5.63%
Healthy Lifestyles	27,834	49,691	50,990	26,535	0.15%
Library Fines and Costs	0	0	0	0	0.00%
Licence Fees	36,200	20,259	11,962	44,497	1.85%
Pool Hire	12,986	14,419	12,790	14,615	0.39%
Private Works	2,612	0	0	2,612	0.52%
Road and Footpath Restoration	55,295	139,133	7,472	186,956	28.17%
Shop and Office Rentals	26,438	42,848	37,452	31,834	2.17%
Various Sundry Items	233,939	104,780	154,902	183,818	6.42%
Waste Collection Services	26,906	0	0	26,906	6.17%
	1,781,081	997,327	1,021,100	1,757,308	100%

AGEING OF SUNDRY DEBTOR ACCOUNTS - 28 February 2019

	Current Charges	Total 30 Days	Total 60 Days	Total 90+ Days	Balance Due	Previous Month 90+ days
Corporate Administration	22,841	9,798	4,659	31,141	68,439	16,012
Abandoned Items	0	0	0	1,068	1,068	1,068
Education and Care Services	0	0	0	18,710	18,710	0
Community Bus	89	0	0	0	89	0
Sportsground and Field Hire	24,980	6,191	0	14,997	46,168	19,973
Government and other Grants	279,861	0	0	544,300	824,161	500,000
Public Hall Hire	72,546	44,979	9,041	43,684	170,250	46,618
Health Services	0	0	0	350	350	350
Land and Building Rentals	139,184	4,897	4,897	0	148,979	0
Healthy Lifestyles	12,848	5,949	1,541	6,197	26,535	6,637
Licence Fees	16,196	3,610	5,626	19,065	44,497	18,512
Pool Hire	13,690	0	0	925	14,615	0
Private Works	1,189	0	0	1,423	2,612	1,423
Road and Footpath Restoration	131,661	0	2,092	53,203	186,956	4,148
Shop and Office Rentals	28,850	1,092	1,090	802	31,834	0
Various Sundry Items	66,610	17,285	4,325	95,598	183,818	100,864
Waste Collection Services	-330	27,236	0	0	26,906	0
	771,537	121,037	33,272	831,462	1,757,308	715,605

RATES SUMMARY

STATEMENT OF ALL OUTSTANDING RATES AND EXTRA CHARGES

RATE - CHARGE	NET ARREARS 1/7/2018	NET LEVY FOR YEAR	PENSION REBATES	EXTRA CHARGES	TOTAL RECEIVABLE	CASH COLLECTED	NET AMOUNT DUE	POSTPONED RATES & INTEREST	GROSS AMOUNT DUE
RESIDENTIAL	2,322,157.05	63,774,444.60	1,391,995.22	556,767.70	65,261,374.13	44,651,147.79	20,610,226.34	278,618.21	20,888,813.91
BUSINESS	327,431.34	19,064,551.47		28,382.40	19,420,365.21	14,027,948.16	5,392,417.05		5,392,417.05
FARMLAND	0.00	491,554.39	459.05	522.98	491,618.32	399,717.55	91,900.77	223,087.78	314,988.55
MINING	0.00	27,126.00		0.00	27,126.00	27,126.00	0.00		0.00
SR - LOAN	0.00	0.00		193.00	193.00	0.00	193.00	658.79	0.00
SR - INFRASTRUCTURE	284,463.25	6,302,846.34		6,899.78	6,594,209.37	4,497,455.87	2,096,753.50	50,879.16	2,148,484.45
TOTAL	\$2,934,051.64	\$89,660,522.80	\$1,392,454.27	\$592,765.86	\$91,794,886.03	\$63,603,395.37	\$28,191,490.66	\$583,243.94	\$28,744,703.96
GARBAGE	682,743.31	23,946,445.37	906,463.90	28,193.24	23,750,918.02	16,439,396.67	7,311,521.35		7,311,521.35
STORMWATER	52,436.22	1,388,666.29		293.28	1,441,395.79	995,315.79	446,080.00		446,080.00
GRAND TOTAL	\$3,669,231.17	\$114,995,634.46	\$2,298,918.17	\$621,252.38	\$116,987,199.84	\$81,038,107.83	\$35,949,092.01	\$553,243.94	\$36,502,305.31

Total from Rates Financial Transaction Summary	35,776,479.01
Overpayments	-725,826.30
Difference	0.00

ANALYSIS OF RECOVERY ACTION

Rate accounts greater than 6 months less than 12 months in arrears	225,432.24
Rate accounts greater than 12 months less than 18 months in arrears	58,117.87
Rate accounts greater than 18 months in arrears	30,623.88
TOTAL rates and charges under instruction with Council's agents	\$314,173.99

RATES STATISTICS

No. of documents issued	July	August	September	October	November	December	January	February	March	April	May	June	Feb-18
Rate Notices	50,402			608			108						
Electronic - DoH	5,190												
Instalment Notices				47,031			47,254						
Electronic - DoH				5,245			5,147						
Missed Instalment Notices			8,136			6,504							
- Pensioners > \$15.00			719			723							
Notice to new owner	149	47	27	18	22	53	44	22					17
7-day Letters - Council issued			2,105			2,310							
- Pensioners > \$500.00			184			201							
7-day Letters - Agent issued			576				699						
Statement of Claim	108	16	12	156	13	8	263	21					13
Judgments	6	31	19	9	23	6	9	2					46
Writs	12	20	21	6	0	10	9	1					9
Electronic - eRates & BPAView	4,316	4,629	4,679	4,820	4,941	4,966	5,130	5,262					3,944
Arrangements	311	259	425	223	301	412	389	298					318

8.9 24 Hour Fight Against Cancer Macarthur

Reporting Officer

Manager Governance and Risk
City Governance

Community Strategic Plan

Objective	Strategy
3 Outcome Three: A Thriving, Attractive City	3.8 - Provide strong governance for all Council activities

Officer's Recommendation

That Council determine the request for sponsorship including coverage of the cost of venue hire, security and cleaning associated with the 24 Hour Fight Against Cancer Macarthur 2019 walk at the Campbelltown Athletics Stadium.

Purpose

To consider a request for sponsorship toward the 24 Hour Fight Against Cancer Macarthur 2019 event.

History

The 24 Hour Fight Against Cancer Macarthur has been conducted since October 2005. Council has sponsored this event through venue hire and other associated costs also being provided by Council since the inaugural event.

Report

A request for sponsorship has been received by the 24 Hour Fight Against Cancer Macarthur Inc toward this year's event and associated activities, to be conducted at the Campbelltown Athletics Stadium, Leumeah from Saturday 19 October - Sunday 20 October 2019.

In 2018, Council supported the event through the in-kind provision of stadium hire, cleaning and security to the value of \$4000. The attached correspondence states that more than 1500 local residents participated in last year's event, with fundraising achieving more than \$317,000 for the Macarthur Cancer Therapy Centre and the Paediatric Ambulatory Care Unit both located in Campbelltown Hospital. Since the inaugural event in 2005, in excess of \$4.2m has been raised.

Council has been requested to continue sponsorship for the event through the provision of venue hire, security and other associated costs related to the 24 Hour Fight Against Cancer walk event at Campbelltown Athletics Stadium. Under the Grants, Sponsorship and Donations Policy, the elected Council has authority to approve grants or other financial assistance. This request is referred to the Council for its consideration and determination as the in-kind value of this request is approximately \$4000 and therefore exceeds the delegation provided to the General Manager under the policy.

Attachments

1. 24 Hour Fight Against Cancer Macarthur Letter to Council Requesting Sponsorship (contained within this report)



Fight Against Cancer Macarthur Inc
PO Box 233N
Campbelltown North NSW 2560

Clr George Brticevic
Mayor
Campbelltown City Council
PO Box 57
CAMPBELLTOWN NSW 2560

Dear Mayor

I write to request that Campbelltown City Council continue their sponsorship of the 24 Fight Against Cancer Macarthur Inc. signature fundraising event, as in past years by providing:

- the Campbelltown Athletics Stadium Leumeah from Saturday 19th October to Sunday 20th October 2019 at no cost
- security for the event, and
- cleaning services over the 24 hours.

Over 1500 local residents participated last year during the weekend and their efforts, combined with a number of other high profile fundraising events, raised much needed funds for the Macarthur Cancer Therapy Centre, the Oncology Ward and the Paediatric Ambulatory Care Unit located in Campbelltown Hospital and the Palliative Care Unit and its outreach services based at Camden Hospital.

It is also my pleasure to inform you, as our patron, that we expect the total raised for local cancer care by the 24Hr Fight Against Cancer Macarthur to more than \$4.2m in 15 years. I am sure you agree that this is an outstanding achievement by local residents and businesses across the Macarthur community.

The generous support of the Campbelltown City Council, as one of our valued Foundation sponsors, will be acknowledged on our publicity material which includes banners, signage, brochures, posters and team booklets and on the event T-shirts. The logo will also be displayed on the Macarthur Cancer Therapy Centre patient transport bus that was purchased through this fundraising.

I look forward to welcoming you on the day and announcing the details of the continued support of Campbelltown City Council.

Yours sincerely

SIGNATURE HAS BEEN REMOVED

Warren Morrison
Chairperson
31 January 2019

FIGHT AGAINST CANCER MACARTHUR INC.
Fundraising Authority under the Charitable Fundraising Act 1991
Registered Charity - Donations over \$2 are tax deductible

8.10 Update on the Preparation of a Draft Local Strategic Planning Statement for the Campbelltown Local Government Area

Reporting Officer

Executive Manager City Growth and Strategy
City Growth and Economy

Community Strategic Plan

Objective	Strategy
4 Outcome Four: A Successful City	4.5 - Work in partnership with the State Government to achieve positive planning outcomes

Officer's Recommendation

That Council note the information provided within this report regarding:

- a) the change of timeframe for the preparation of the draft Local Strategic Planning Statement and progress made to date
- b) the outcomes of the Councillor workshop on 26 February 2019, and
- c) the processes for liaising with the Greater Sydney Commission and State Government Departments and Agencies about the formulation of the Local Strategic Planning Statement.

Purpose

To provide Council with a progress update on the process for preparing a Local Strategic Planning Statement (LSPS) for the Campbelltown Local Government Area. This includes:

1. updated information on critical dates within the process schedule
2. an overview of the findings from the workshop elements undertaken as a part of the briefing/workshop with Councillors on 26 February 2019, and
3. the processes for liaising with the Greater Sydney Commission and State Government Departments and Agencies about formulation of the LSPS.

Report

Background

The *Environmental Planning and Assessment Act 1979*, was amended in 2018 to require all Councils in NSW to prepare a Local Strategic Planning Statement (LSPS) for their respective Local Government Areas (LGAs).

The LSPS represents Council's 20-year land use vision for the Campbelltown LGA that is spatially based, and that responds to the themes and priorities identified in the Western City District Plan. It will also identify special characteristics of the LGA, shared community values, and demonstrate Council's priorities and actions for managing growth and change over time.

This is the first round of LSPS documents being drafted by Councils and these plans need to be prepared as a matter of high priority and urgency.

Updated information on critical dates

As indicated at the Councillor briefing on 26 February 2019, Council had initially been given a short timeframe to prepare its draft LSPS. On 1 March 2019, Council received further communication from the Greater Sydney Commission (GSC) that indicated a compression of these timeframes.

Councils' opportunity for consultation with the Greater Sydney Commission (GSC) on the drafting of the LSPS has been brought forward from 30 April to 2 April 2019 with a deadline for submission of preliminary documentation to the GSC of 26 March 2019.

These changes to the LSPS timeframe are presented in the table below:

Timeframe articulated in the briefing	New timeframe
23 Nov 2018 Staff briefing and engagement workshop with representation from across the organisation.	N/A Completed as scheduled.
26 February 2019 Councillor Briefing and Workshop.	N/A Completed as scheduled.
12 March 2019 Department of Planning and Environment requested meeting to discuss LSPS.	N/A Completed as scheduled.
NIL – new timeframe set by GSC	26 March 2019 LSPS 'health check' and preliminary draft key elements of LSPS to be lodged with GSC
NIL – new timeframe set by GSC	2 April 2019 GSC Assurance 2 (LSPS 'health check' meeting and presentation of key elements
9 April 2019 Report to Council to endorse Preliminary Draft LSPS (or major LSPS elements) for submission to GSC by 30 April 2019. A briefing was to be held prior to the meeting to present key elements of the LSPS to Councillors.	9 April 2019 Report to Council providing an update on the amended LSPS timeframes, process, progress and GSC and Government liaison.
30 April 2019 Lodge preliminary draft LSPS (or requested elements) with GSC for review.	30 April 2019 Lodge preliminary draft LSPS (or requested elements) with GSC for review.

Timeframe articulated in the briefing	New timeframe
May 2019 Obtain feedback from GSC on preliminary draft LSPS documentation.	May 2019 Obtain feedback from GSC on preliminary draft LSPS documentation.
11 June 2019 Report to Council on draft LSPS seeking endorsement for public exhibition. A briefing will be held prior to the meeting to present key elements of the LSPS to Councillors.	11 June 2019 Report to Council on draft LSPS seeking endorsement for public exhibition. A briefing will be held prior to the meeting to present key elements of the LSPS to Councillors.
Late June 2019 Public exhibition must commence prior to 1 July 2019.	Late June 2019 Public exhibition must commence prior to 1 July 2019.
July 2019 Public exhibition.	July 2019 Public exhibition.
Post July 2019 Report back to Council at completion of on exhibition to seek adoption of LSPS. LSPS must be in place by 1 December 2019.	Post July 2019 Report back to Council at completion of exhibition to seek adoption of LSPS. LSPS must be in place by 1 December 2019.

Update on Councillor Workshop (26 February 2019)

Workshop on LSPS Vision

After the briefing session and vision workshop, the results were collated and a draft tag-line of “Campbelltown - the Lifestyle Capital” was proposed. This information was sent to Councillors on 8 March 2019 and feedback was invited.

The feedback process identified a strong level of support for the general direction of the vision, and special mention was made of the need to embed the history and heritage of Campbelltown within the vision. It should be noted that respecting our City’s history and heritage is also emerging via various community consultation activities and general community consultation as a desirable focus. In order to ensure that this important aspect of our City’s identity is captured, our history, heritage and culture are being embedded within both the vision and the LSPS’s themes, priorities and actions.

Workshop on aligning strategic priorities with LSPS priority areas

The results of this workshop activity have been used to develop a series of strategic priorities that will form the structure of the LSPS and the development of specific actions to guide Council’s management of land use based growth and change over the next 20 years. Current strategic projects are also being included within the LSPS.

Update on Liaising with GSC and State Government

Council officers are continuing to work with the GSC and State Government departments and agencies to prepare the draft LSPS. Consultation on the LSPS has now occurred with:

- Department of Planning and Environment (12 March and 2 April 2019)
- South Western Sydney Local Health District (14 March 2019)
- Greater Sydney Commission (2 April 2019)
- Roads and Maritime Services (2 April 2019)
- Transport for NSW (2 April 2019)

Next Steps

Council officers are continuing to refine the draft LSPS and are seeking to provide a report back to Council in June to seek Council's approval to place the draft LSPS on public exhibition. The report will be preceded by a Councillor briefing.

Conclusion

The intention of this report is to provide the Council with a progress update on the process for preparing a Local Strategic Planning Statement for the Campbelltown LGA, including updates on critical dates within the process schedule, the outcomes of the Councillor workshops held on 26 February 2019, and the process for continued liaison with the Greater Sydney Commission and State Government departments and agencies.

Council Officers will continue to provide Council with regular updates on this matter.

Attachments

Nil

9. QUESTIONS WITH NOTICE

Nil

10. RESCISSION MOTION

Nil

11. NOTICE OF MOTION

Nil

12. URGENT GENERAL BUSINESS

13. PRESENTATIONS BY COUNCILLORS

14. CONFIDENTIAL REPORTS FROM OFFICERS

14.1 General Manager's Performance Review

This report is **CONFIDENTIAL** in accordance with Section 10A(2)((a)) of the *Local Government Act 1993*, which permits the meeting to be closed to the public for business relating to the following: -

personnel matters concerning particular individuals (other than Councillors).

14.2 Land Transfer

This report is **CONFIDENTIAL** in accordance with Section 10A(2)((c)) of the *Local Government Act 1993*, which permits the meeting to be closed to the public for business relating to the following: -

information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

14.3 Purchase of Property in Macquarie Fields

This report is **CONFIDENTIAL** in accordance with Section 10A(2)((c)) of the *Local Government Act 1993*, which permits the meeting to be closed to the public for business relating to the following: -

information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.



PO Box 57, Campbelltown NSW 2560

Phone: 02 4645 4000

Facsimile: 02 4645 4111

Visit our website at campbelltown.nsw.gov.au