

8.4 Submission Report - Caledonia Precinct Planning Proposal and draft Voluntary Planning Agreement

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 forward the draft Caledonia Planning Proposal to the Minister for Planning for finalisation pursuant to Section 3.36 of the Environmental Planning and Assessment Act 1979.
2. That Council authorise the General Manager to execute the draft Voluntary Planning Agreement with Bensley Developments Pty Ltd. on behalf of Council.
3. That all those who provided a submission to the public exhibition of the Caledonia Planning Proposal and Voluntary Planning Agreement be advised of Council's decision.
4. That Council exhibit proposed amendment to the Campbelltown Sustainable City Development Control Plan to insert local development guidelines to support the orderly development of the Precinct.
5. That Council prepare and submit a draft Planning Proposal to rezone property Nos. 26 Mercedes Road and 39 Lagonda Drive consistent with the final proposed plan for the Caledonia Precinct as per Item 1.

Purpose

The purpose of this report is to summarise submissions received in respect of a draft Planning Proposal and draft Voluntary Planning Agreement for land known as the Caledonia Precinct and to recommend that Council proceed with the making of the plans.

The report also seeks support to exhibit an amended development control plan for the precinct and to prepare a separate planning proposal to separately commence the rezoning of two properties that were not part of the exhibited planning proposal that fall within the precinct boundary.

History

Council resolved at its meeting of 25 October 2016, to prepare a planning proposal in respect of the Caledonia Precinct. A Gateway Determination was issued by the Department of Planning and Environment (DP&E) on the 8 December 2016 and subsequently re-issued on 29 March 2017 with conditions relating to consultation with public agencies which have been addressed.

To secure the public benefits of the proposed rezoning, the proponent of the northern portion of the Precinct formally offered to enter into a VPA on 20 July 2018 in connection to both the rezoning of the land and future development.

A summary of the proposal, outcome of public exhibition and details concerning the draft VPA is discussed below.

Report

This report discusses the exhibition of the Caledonia Precinct Planning Proposal (CPPP) and VPA and submissions received in respect of these plans.

The report also discusses proposed amendments to the Campbelltown Sustainable City Development Control Plan (CSDCP) and strategy to address a planning anomaly arising from the exclusion of two properties from the rezoning process.

1. Description of the Proposal

The subject site is approximately 18 hectares of rural residential land generally bounded by Mercedes Road, Bensley Road and Oxford Road, Ingleburn. The Precinct is characterised as rural residential and is currently zoned E4 Environmental Living.

The land forms part of the eastern edge of the suburb of Ingleburn and part of a landscape unit known as the East Edge Scenic Projection Lands or the Edgelands. Generally, to the immediate east is the reservation of the proposed Georges River Parkway (Road), which forms a clear divide to the densely vegetated George River environs as illustrated in Figure 1.



Figure 1 – Subject site and surrounding locality

The proposed rezoning of the site is to allow for a mix of land uses, including large lot residential (R5), low density residential (R2), public recreation (RE1) and Infrastructure (SP2) and is illustrated in Figure 2 below. Lot sizes would range from 1,000 – 2,000 square meters on the R5 zoned land and 500 square meters on the R2 zoned land.

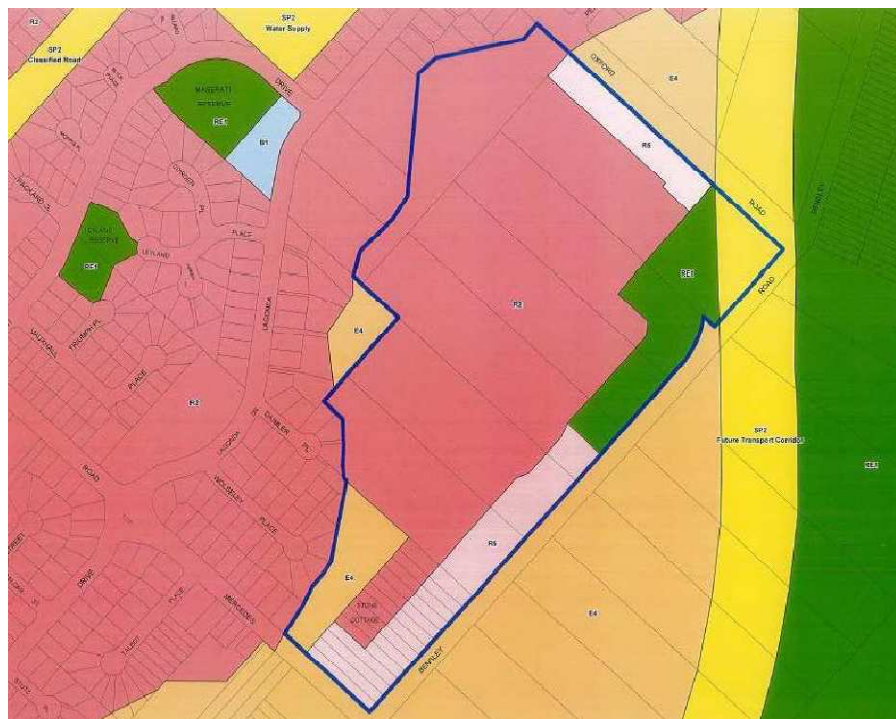


Figure 2 – Proposed Zoning for the Caledonia Precinct

Concept plans of the future subdivision indicate that the rezoning could facilitate the development of approximately 170 residential lots for low density residential housing. An indicative layout of the proposed subdivision has been included in the Development Control Plan to ensure the orderly development of the Precinct.

The majority of the open space land and stormwater management facilities would be provided in conjunction with the residential subdivision of the northern portion of the Precinct, which is controlled by a single developer. This developer has offered to enter into a voluntary planning agreement with Council to deliver the required infrastructure needed to support the development. The specific works and monetary contributions are outlined in Section 4 of this report.

Figure 3 illustrates the indicative subdivision layout for the northern portion of the Precinct, and the portion of the Precinct that is subject to the voluntary planning agreement, shown in black outline.

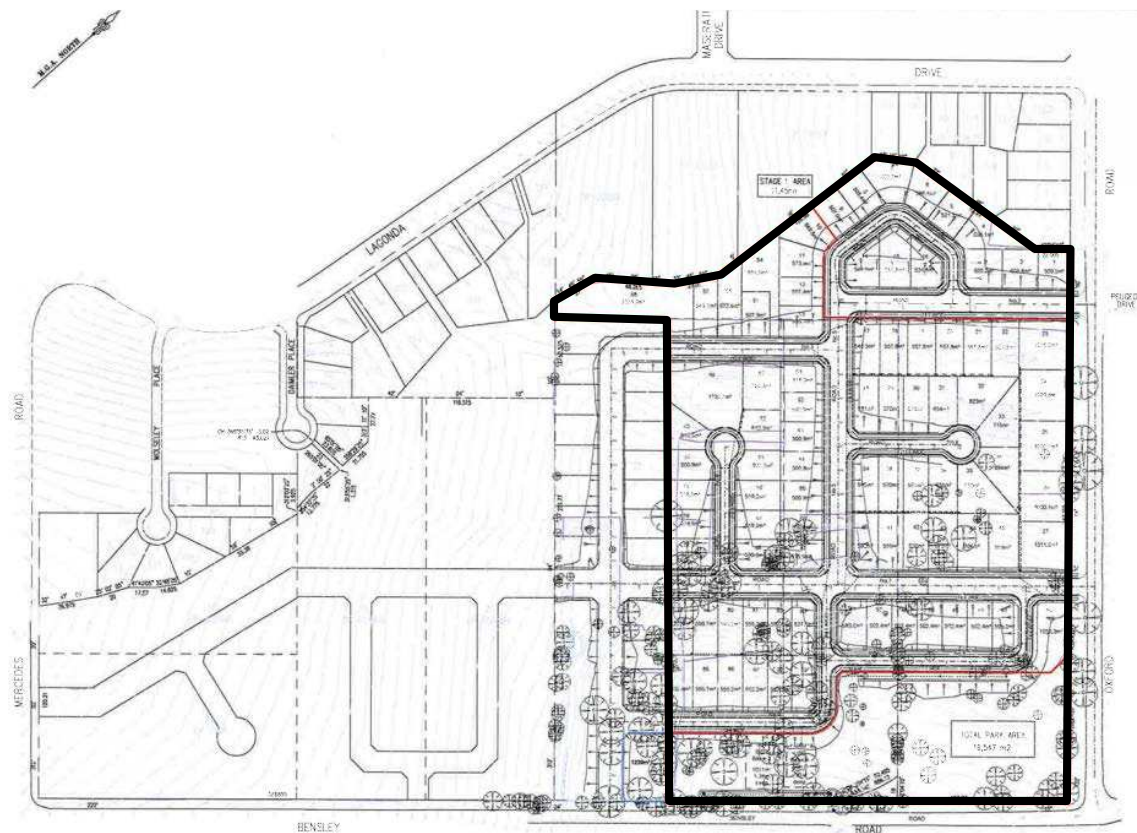


Figure 3 – Indicative subdivision layout for the northern portion of the Precinct

Development of the remaining land in the precinct would benefit from lead-in works established by the lead developer and would be required to meet the same development standards.

2. Exhibition and Review of Submissions

A summary of the exhibition process and submissions received in relation to the draft planning proposal and voluntary planning agreement is discussed below.

2.1. Planning Proposal

In accordance with the requirements of the Gateway Determination, the planning proposal and associated documentation, was publicly exhibited by Council from 19 July 2017 to 18 August 2017. 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.

During the exhibition period, a total of six government agency submissions were received and 27 public submissions (5 in support of the proposal, including one submission with 18 signatories, representing 17 households). Of these, 17 resident submissions opposing the plan were form letters, raising the same issues. The issues raised in submissions are addressed in attachment 2 and generally relate to the following matters:

Agency submissions

- Request for an additional Aboriginal cultural heritage assessment
- Request to prepare a Statement of Heritage Impact in respect of Item I69 "Stone Cottage and Bushland Setting"
- Request to increase Asset Protection Zone

In response to the above issues, the applicant prepared an Aboriginal Archaeology Report and undertook test excavations which identify the Precinct to have low Aboriginal Heritage Significance. Additional work would be required at the development application stage, including a further referral to the office of Environment and Heritage to obtain an Aboriginal Heritage Impact Permit (AHIP).

In relation to the request for a Statement of Heritage Impact, the applicant prepared a Heritage Assessment and Statement of Heritage Impact with recommendations to protect a curtilage detailed in the proposed DCP. Finally, in relation to the Asset Protection Zone, amendments have been made to the Development Control Plan to increase the Asset Protection Zone width from 20 metres to 25 metres as requested by the Rural Fire Service.

Public Submissions

- Traffic impacts, connectivity with the existing street network and accessibility to public transport
- Accuracy of flora surveys and preservation of Cumberland Plain Woodland and Koala Habitat
- Impact on the reservation of the Georges River Parkway
- Potential odour impact from local poultry farms
- View impact from properties on the current urban edge
- Provision of infrastructure and local services
- Management of stormwater and wastewater
- Lack of detailed subdivision plans
- Inclusion of 26 Mercedes Road in the planning proposal
- Reduction of lot size adjoining Bensley Road

In response to the submission issues concerning biodiversity and tree removal, the planning proposal has been updated to extend the existing Terrestrial Biodiversity Provisions of Council's LEP to identify significant vegetation on the site as mapped by Council officers.

This will ensure that future development of the land is required to demonstrate compliance with the objectives of the LEP in relation to the protection and conservation of native fauna and flora. Any future proposal to remove native vegetation would require further concurrence and consent from both State and Federal Agencies.

Further to above, the applicant has demonstrated that a satisfactory water management outcome would be implemented that meets Council's requirements in relation to Water Sensitive Urban Design.

2.2. Draft Voluntary Planning Agreement and Explanatory Note

A separate exhibition of the draft Voluntary Planning Agreement and Explanatory Note occurred from 24 July 2018 to 21 August 2018. Notification of the proposed VPA was placed in the local newspaper, on Council's website and residents who were previously notified of the draft planning proposal. One public submission was received, which identified the following matters.

VPA submission

- Fragmented holdings and staging of development
- Adequacy of stormwater and service provision
- Visual impact
- Concern regarding future development process and impact

The issues raised in the submission mainly relate the planning proposal or would be addressed at the development application stage. As discussed in part 1 of this report, although the lead developer only has an interest in land shown in Figure 3, rezoning would provide certainty to remaining owners who would benefit from the construction of lead-in works.

Accordingly, no amendment to the proposed VPA is recommended as a result of public consultation.

3. Rezoning of Additional Lands

The Gateway Determination originally issued by the DP&E did not include the rezoning of Property Nos. 26 Mercedes Road and 39 Lagonda Drive, Ingleburn even though they are located within the investigation area. These properties are currently zoned E4 Environmental Living in accordance with Council's CLEP and would become isolated upon future development of surrounding land.

The owner of property No. 26 Mercedes Road has made numerous representations, including during the public exhibition period, for rezoning of their property to R2 Low Density Residential with a 500sqm minimum lot size, consistent with the adjoining land. No submission or contact has been made with the owner of property No. 39 Lagonda Drive.

The inclusion of these properties within the current rezoning process would require a Council resolution, updated Gateway Determination and re-exhibition. Recent advice from the DP&E provides that no further extensions to the current Gateway Determination which expires on 31 October 2018. As sufficient background information is available to support the rezoning of these properties, it is recommended that a separate planning proposal be prepared to address this planning anomaly.

4. Draft Voluntary Planning Agreement

To secure the public benefits of the rezoning, the applicant Billbergia Pty Ltd' has offered to enter into a Voluntary Planning Agreement for their holdings within the Precinct. A description of this land is contained attachment 3 and relates to the potential development of 90 future residential allotment as shown in Figure 3. Should the rezoning proceed, the VPA would be registered on title and would continue to apply should the land be re-sold and developed by another applicant.

The following works and monetary contributions would be provided:

- Dedication of 16,547 square metres of open space - \$1,323,760
- Embellishment of open space - \$600,000
- A monetary contribution to community facilities - \$128,430
- A management fee of 1.5 percent of the total VPA value
- Environmental Conservation works in accordance with a Vegetation Management Plan (VMP)

The preparation of the draft VPA has been the subject of extensive consultation and peer review in relation to the value of open space land to be dedicated and embellishment to be undertaken. The Agreement has also been peer reviewed by Council's solicitor as suitable for finalisation.

As the draft VPA does not apply to all land in the Precinct, development of remaining lands would be subject to a Section 7.11 Development Contribution (formerly known as Section 94) in accordance with a new plan that is currently under development for the entire local government area of Campbelltown. This outcome is not uncommon in fragmented land holdings and would not prejudice the orderly development of the Precinct.

4. Draft Development Control Plan – Caledonia Precinct

A draft Development Control Plan (DCP) as prepared by the applicant formed part of the planning information exhibited with the planning proposal.

In response to the submissions and matters raised in respect of the draft planning proposal, amendments are proposed to the DCP to strengthen provisions in relation to:

- Precinct vision
- Staging and avoidance of adverse impacts
- Strengthened streetscape outcomes
- Delivery of open space
- Vegetation management and biodiversity conservation
- Enhanced bushfire protection requirements
- Stormwater quality

The amended draft DCP seeks to reinforce delivery of the vision statement for Caledonia, including highlighting the need for additional investigations in respect of Aboriginal Heritage, Koala Habitat Management and terrestrial biodiversity generally.

Re-exhibition of the draft DCP is required to insert a new chapter in the Campbelltown (Sustainable City) Development Control Plan. Exhibition would occur for a minimum of 28 days and would involve notification in the local newspaper, Council's website and notification letters to affected and adjoining properties. A copy of the amended DCP is provided in attachment 4.

5. Proposed Street Name

The family of a long term property owner and member of the Ingleburn Business Community has made representations to Council to name a road in the proposed new residential estate.

Notwithstanding the merits of the proposal, the process of assigning street names must, however, follow the procedure established by the Geographic Names Board. In this regard, the naming of roads and streets, must comply with the principles outlined in the NSW Addressing User Manual (AUM), published by the Geographical Names Board of NSW.

Principle 6.7.6 of the AUM deals with the naming of roads to commemorate a person. This principle states that the names of persons who are still alive shall not be used because their use can be subject to partisan perception and changes to community attitudes and opinions over time. Unfortunately, this prevents Council from complying with the request to name a street within this development after the land owner. In addition, the naming of the street would not occur until the issuing of a subdivision certificate which is the final step in the land development process and is not expected to occur within the next 18 months.

6. Next Steps

Should Council support the finalisation of the planning proposal, next steps would involve submission of the planning proposal to the DP&E for finalisation. Commencement would occur upon the notification of the amendment on the NSW Legislation website.

Upon execution of the VPA, the Agreement would be registered on title of the subject lands and works provided in accordance with the schedule.

Financial Implications

The proposed rezoning of the Caledonia Precinct will not have an adverse financial impact on Council. The provision of a draft VPA to secure the public benefits of the proposal will ensure that the dedication of public land does not provide a financial burden to Council in relation to its embellishment and maintenance prior to hand over.

The ongoing cost of maintenance would be funded as part of Council's Asset Management Plan. In addition, onsite conservation measures associated with the preparation of a vegetation management plan would be addressed via the payment of a lump sum fee to meet any ongoing management cost.

Conclusion

The planning proposal to rezone the Caledonia Precinct has been exhibited in accordance with the Gateway Determination issued by the DP&E. In addition, the public benefits of the proposal would be secured by a draft voluntary planning agreement that was separately exhibited.

A total of six agency submissions and 27 public submissions were received in relation to various aspects of the proposal. One submission was received in relation to the draft VPA. In response, amendments have been made to the planning proposal to strengthen the protection of native vegetation by expanding the existing terrestrial biodiversity provisions of the CLEP to apply to the subject land. In addition, the proposed DCP has been updated to strengthen environmental, water management and streetscape outcomes.

Accordingly, it is recommended that Council forward the draft planning proposal attached to this report to the DP&E for finalisation. It is also recommended that the draft VPA be executed and the draft DCP re-exhibited. Finally, to ensure that property Nos. 26 Mercedes Road and 39 Lagonda Drive, Ingleburn are not isolated by the future subdivision of adjoining lands, it is recommended that a separate planning proposal be prepared and forwarded for Gateway Determination.

Attachments

1. Caledonia Precinct Planning Proposal (contained within this report)
2. Summary of Submissions for the Caledonia Precinct Planning Proposal (contained within this report)
3. Amended draft Caledonia Precinct Development Control Plan (contained within this report)
4. Planning Agreement (contained within this report)



**Planning Proposal
Caledonia Precinct**
(Bensley, Mercedes and Oxford Roads,
Ingleburn)

Campbelltown City Council
(Amendment No.7 - Campbelltown Local
Environmental Plan 2015)

Planning Proposal (PP)

Caledonia Precinct

Background

The East Edge Scenic Protection Lands form a strategic transitional landscape unit located between the eastern urban edge of Campbelltown City and the proposed "Georges River Parkway" (Road). The Landscape Unit has been the subject of numerous scenic landscape and urban capability investigations over recent years. Most recently, at the Council meeting of 21 June 2016, Council reinforced the broad-ranging development principles for the future of the Landscape Unit, including the East Edge Scenic Protection Lands – Ingleburn – EE2 (inclusive of the Caledonia Precinct).

The subject principles applying to the Caledonia Precinct in summary include:

- Any future developments within the Precinct should reflect a transition from the existing residential density (generally 500sqm) to large lot residential development of 1,000sqm and 2,000sqm allotments.
- Retention/management of remnant woodland and reinstatement of an informal rural /woodland verge character of perimeter roads should be pursued where practical.

These principles have evolved during the review of a Planning Proposal Request (PPR) submitted for the part of the Ingleburn EE2 precinct known as the Caledonia Precinct.

In October 2016, Campbelltown City Council resolved to request a Gateway Determination from the Department of Planning and Environment (DPE) for the planning proposal. On 8 December 2016 DPE issued a Gateway Determination for the proposal. This report and the associated background studies have been updated to reflect the requirements of the Gateway Determination.

Additionally, the Gateway Determination was subsequently amended on 29 March 2017 to require consultation with the Office of Environment and Heritage and the Rural Fire Service prior to exhibition. The planning proposal has been updated to reflect these comments.

Existing situation

The site comprises approximately 17.65 hectares of rural residential land generally bounded by Mercedes Road, Bensley Road and Oxford Road. It forms part of the eastern edge of the suburb of Ingleburn and part of a landscape unit which is known as the East Edge Scenic Projection Lands or 'the Edgelands'. Generally, to the immediate east is the reservation of the proposed 'Georges River Parkway' (Road), which forms a clear divide to the densely vegetated George River environs.

Some two kilometres to the west of the site is the Ingleburn Town Centre, Industrial Precinct and transport hub focused on Ingleburn Railway Station.

An aerial photograph extract of the subject site in its immediate context is illustrated in Figure 1 below.



Figure 1 – Subject site and immediate locality

The real property description of the land is as follows:

Lot 41 DP 1021880 (No. 26 Mercedes Road)*
Lots 55-68 (inclusive) Sec A2 DP 2189 (No. 28 Mercedes Road)
Lot 25 DP 617465 (No. 9 Daimler Place)
Lot 2 DP 550894 (No. 308 Bensley Road)
Lot 1 DP 597774 (No. 306 Bensley Road)
Lot 2 DP 597774 (No. 304 Bensley Road)
Lot 3 DP 597774 (No. 302 Bensley Road)
Lot 47 DP 595243 (No. 300 Bensley Road)
Lot 4 DP 261609 (Oxford Road) & Lot 1 DP 261609 (No. 233 Oxford Road)

*Note *: Lot 41 DP 1021880 is within the area to which this planning proposal applies, however the zoning provisions remain unchanged as a result of this planning proposal.*

The site has a general open scattered remnant woodland, rural - residential character, a dominant feature being the informal grouping of trees which creates a distinct natural edge to Bensley and Oxford Roads.

Further, the site transitions into more heavily vegetated land to the immediate north and east and generally open rural residential land to the immediate south east and an operational poultry farm. The western interface comprises low density and medium density residential development. The perimeter roads (Mercedes and Oxford Roads) form the only connectivity with the existing residential communities.

The site has access to reticulated service provision, excluding sewer.

Part 1 – Objectives or Intended Outcomes

The objective of the Planning Proposal (PP) is to amend Campbelltown Local Environmental Plan 2015 (CLEP 2015) to facilitate the development of the subject land holding for predominantly low density residential purposes, supported with public recreation opportunities and infrastructure provision.

The Planning Proposal aims to deliver the following outcomes:

- a transition in residential densities and building typologies from the existing urban edge to the interface with the proposed "Georges River Parkway";
- conservation of the most significant on-site vegetation;
- enhanced water quality outcomes;
- preserve that part of the proposed Georges River Parkway reservation which impacts the site;
- retention and embellishment of the existing rural verge on the perimeter roads;
- minimisation of potential heritage impacts and implementation of a relevant conservation strategy;
- augmentation and reticulation of all essential services, and
- restriction on the subdivision of dual occupancies in the proposed R5 Zone.

Part 2 – Explanation of provisions**2.1 Proposed amendments to CLEP 2015**

The proposed changes can be achieved by a series of mapping amendments. It is proposed that the following maps from CLEP 2015 be amended to reflect the envisaged land use distribution across the site. In this regard the following zoning controls are proposed:

Changes to Zoning Map

- R2 - low density residential from the existing urban edge;
- R5 - large lot residential generally for the road frontage perimeter of the site; and
- RE1 for the open space area generally aligning with the area of vegetation to be retained and the provision of stormwater management infrastructure.

The proposed Zoning Map in annexure 1 reflects the above.

It is noted that the SP2 - Infrastructure Zone is to be retained where it aligns with the proposed Georges River Parkway Reservation (Road).

Changes to Minimum Lot Size Map

The proposed Minimum Lot Size Map in annexure 2 reflects lot sizes commensurate with the above referenced residential zones as follows;

- R2 - low density residential - 500sqm
- R5 - large lot residential - 1,000 and 2,000sqm. Changes to Land Reservation Acquisition Map

The proposed Land Reservation Acquisition Map in annexure 5 is to be amended to reflect the acquisition of the proposed RE1 Public Recreation land.

Changes to Terrestrial Biodiversity Map

It is proposed to amend the Terrestrial Biodiversity Map as shown in annexure 5. This will facilitate the application of Clause 7.20 of the Campbelltown Local Environmental Plan 2015

No amendments to the Maximum Height Map

The Planning Proposal is not proposing any amendments to the Maximum Building Height Map, which will remain at nine metres.

2.2 Proposed amendments to Campbelltown Development Control Plan 2015

It is proposed to prepare a concurrent amendment to the Campbelltown Sustainable City DCP. This amendment will generally introduce the following controls to facilitate achieving the proposed objectives.

- a transition in residential densities and building typologies from the existing urban edge to the interface with proposed Georges River Parkway;
- conservation of the most significant on-site vegetation;
- enhanced water quality outcomes;
- preservation of that part of the proposed Georges River Parkway reservation which impacts the site;
- retention and embellishment of the existing rural verge on the perimeter roads;
- minimisation of potential heritage impact, implementation of an appropriate curtilage and a relevant conservation strategy; and
- the servicing of the land.

Part 3 – Justification**Section A - Need for the planning proposal****1. Is the planning proposal a result of any strategic study or report?**

The Planning Proposal is consistent with a recent review of the planning provisions for the Eastern Edge Lands locality (Council meeting of 21 June 2016). It is noted that the Planning Proposal Request submitted in respect of the subject land is a professionally compiled report supported by a range of specialist studies.

The supporting reports address the following specific area.

- storm water management (as amended);
- traffic management and accessibility;

- service infrastructure provision;
- ecology (as amended);
- heritage (as amended);
- bushfire hazard;
- odour impacts;
- preliminary Concept Plan (as amended); and
- planning framework compliance.

The subject reports are included in the Planning Proposal and have been updated in response to the Gateway Determination. These revised reports/plans are provided separately.

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

The planning proposal is considered to be the best means of achieving the planning objective and intended outcomes detailed in Part 1. There are no other relevant means of accommodating the proposed development than to amend CLEP 2015 as promoted by this Planning Proposal.

Section B - Relationship to Strategic Planning Framework

3. Is the planning proposal consistent with the objectives and actions contained within the applicable Regional or Sub-regional Strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The Draft Southwest District Plan was released in December 2016 the planning proposal is deemed to be consistent with the Draft Plan in that it is consistent with the following actions.

L3: Councils to increase housing capacity across the District

The proposal will add approximately 170 new dwellings to the Campbelltown Local Government Area.

L4: Encourage housing diversity

The proposal will provide a range of lot sizes and dwelling sizes adding to diversity in the housing supply within the area and catering for different lifestyle choices and budgets.

S1: Protect the qualities of the Scenic Hills landscape

While not technically part of the Scenic Hills the proposal is in the area known as the Eastern Edge Lands and it has been designed to provide a sensitive transition between the existing urban area and the Georges River Nature Reserve and the more rural and/or environmentally sensitive parts of the LGA. This was the subject of a policy decision by Council in mid 2016 and is further discussed below. The Planning Proposal is also consistent with the relevant areas of the former draft Sub-Regional Planning Strategy 2007 and in particular the dwellings target objectives and general locational criterion.

4. Is the planning proposal consistent with the local Council's Community Strategic Plans?

Campbelltown Community Strategic Plan 2013 - 2023

The Community Strategic Plan represents the principal community outcome focused strategic plan guiding Council's policy initiatives and actions.

The Planning Proposal at a generic level is consistent with the relevant objectives, including:

- a sustainable environment;
- a strong economy;
- an accessible city; and
- a safe, healthy and connected community.

Campbelltown Local Planning Strategy 2013

The Edge Lands is identified as a sensitive landscape unit which provides limited environmental living opportunities in the form of large lot residential development which has regard to the general bushland character.

They are identified to fulfil a transitional function between the urban edge and heavily vegetated extensive Georges River 'foreshore areas'; it being noted that 'requests for smaller residential/rural – residential/lifestyle housing development need to be balanced with the existing rural character and prevailing environmental quality of the area'.

Opportunities for limited 4,000sqm and large lot environmentally sensitive residential development were flagged to represent the general expectation in the fringing woodland areas. The strategy is less definitive in respect of the more open areas contiguous with existing urban communities. These areas may have some form of potential for transitional urban development as reflected in the Preliminary Concept Plan accompanying the Planning Proposal Request and Council's acknowledgement in its Planning Policy Position for the subject precinct, adopted at its Ordinary Meeting held on 21 June 2016.

The Planning Proposal is consistent with the above-mentioned Planning Policy Position.

Campbelltown Residential Development Strategy 2013

The Campbelltown Residential Development Strategy provided a broad strategic plan for delivering sub-regional housing supply objectives at a local level. It is heavily focused on urban renewal/infill areas and major Greenfield urban release areas.

Some passing reference is made to lifestyle housing opportunities. It does not however, address in any detail the transitional fringe rural/urban interface areas.

The Planning Proposal could be considered to be consistent to the extent of fulfilling underpinning housing supply and housing diversity objectives.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The Planning Proposal is consistent with applicable State Environmental Planning Policies, as shown in Table 1 below.

Table 1 – Consistency with State Environmental Planning Policies and deemed State Environmental Planning Policies.

State Environmental Planning Policies (SEPPs)		
	Consistency	Comments
SEPP No 1 Development Standards	N/A	CLEP 2015 is a Standard Instrument Local Environmental Plan. It incorporates Clause 4.6 Exceptions to Development Standards, which negates the need for consistency with SEPP 1.
SEPP No. 4 - Development Without Consent and Miscellaneous Complying Development	N/A	N/A
SEPP No 6- Number of Stories in a Building	Yes	The planning proposal does not contain provisions that will contradict or will hinder the application of the SEPP.
SEPP No. 14 - Coastal Wetlands	N/A	Not applicable in the Campbelltown City LGA.
SEPP No. 19- Bushland in Urban Areas	Yes	The Planning Proposal facilitates a balanced planning outcome. Commentary needs to be expanded.
SEPP No. 21 - Caravan Parks	N/A	Not applicable to this Planning Proposal.
SEPP No. 22 - Shops and Commercial Premises	N/A	Not applicable to this Planning Proposal.
SEPP No. 26 - Littoral Rainforests	N/A	Not applicable in the Campbelltown City LGA.
SEPP No. 30 - Intensive Agriculture	N/A	Not applicable to this Planning Proposal.
SEPP No. 33 - Hazardous and Offensive Development	N/A	Not applicable to this Planning Proposal.
SEPP No. 36 - Manufactured Home Estates	N/A	Not applicable in the Campbelltown City LGA.

SEPP No. 44 - Koala Habitat Protection	Potential to be	An ecological report is attached addressing the impact appropriate to the planning proposal stage. A further assessment consistent with SEPP44 will be required at DA stage.
SEPP No. 47 - Moore Park Showground	N/A	Not applicable in the Campbelltown City LGA.
SEPP No. 50 - Canal Estates	N/A	Not applicable to this Planning Proposal.
SEPP No. 52 - Farm Dams and Other Works in Land and Water Management Plan Areas	N/A	Not applicable in the Campbelltown City LGA.
SEPP No. 60 - Exempt and Complying Development	Yes	The planning proposal will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP No. 62 - Sustainable Aquaculture	N/A	Not applicable to this Planning Proposal.
SEPP No. 64 - Advertising and Signage	N/A	Not applicable to this Planning Proposal.
SEPP No. 65 - Design Quality of Residential Flat Development	Yes	The Planning Proposal does not apply to zones where residential flat buildings are permissible.
SEPP No. 70 - Affordable Housing (Revised Schemes)	N/A	Not applicable in the Campbelltown City LGA.
SEPP No. 71 - Coastal Protection	N/A	Not applicable in the Campbelltown City LGA.
SEPP (Affordable Rental Housing) 2009	Yes	The planning proposal will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP (Housing for Seniors or People with a Disability)	Yes	The planning proposal does not contain provisions that will contradict or would hinder a future application for SEPP (HSPD) housing.

SEPP (Building Sustainability Index: BASIX) 2004	Yes	The planning proposal will not contain provisions that will contradict or would hinder the application of the SEPP. Future development applications for dwellings will need to comply with this policy.
SEPP (Kumell Peninsula) 1989	N/A	Not applicable in the Campbelltown City LGA.
SEPP (Major Development) 2005	N/A	Not applicable to this Planning Proposal.
SEPP (Sydney Region Growth Centres) 2006	N/A	Not applicable to this Planning Proposal.
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Yes	This Planning Proposal does not contain provisions which would contradict or hinder the application of this SEPP.
SEPP (Temporary Structures) 2007	N/A	Not applicable to this Planning Proposal.
SEPP (Infrastructure) 2007	Yes	Certain infrastructure required to service residential development would be permissible in accordance with this SEPP.
SEPP (Kosciuszko National Park - Alpine Resorts) 2007	N/A	Not applicable in the Campbelltown City LGA.
SEPP (Rural Lands) 2008	N/A	Not applicable in the Campbelltown City LGA.
SEPP (Exempt and Complying Development Codes) 2008	Yes	The planning proposal does not contain provisions that will contradict or would hinder the application of the SEPP at future stages, post rezoning.
SEPP (Western Sydney Parklands) 2009	N/A	Not applicable in the Campbelltown City LGA.
SEPP (Western Sydney Employment Area) 2009	N/A	Not applicable in the Campbelltown City LGA.
SEPP (Sydney Drinking Water Catchment) 2011	N/A	Not applicable in the Campbelltown City LGA.

Deemed State Environmental Planning Policies (Formerly Regional Environmental Plans)	Consistency	Comments
REP No.2 – Georges River Catchment	Consistent	The proposal has been designed to provide a transition to Bensley Road through the use of open space and large lots. An appropriate level of stormwater treatment will be required under the future DCP to manage any potential water quality impacts to the Georges River Catchment. Bensley Road (and ultimately the Georges River Parkway) also provides an appropriate edge treatment to the Georges River Nature Reserve.
REP No.9- Extractive Industry (No2)	N/A	Not applicable to this Planning Proposal.
REP No.20 - Hawkesbury-Nepean River (No 2 1997)	N/A	Not applicable to this Planning proposal.
Drinking Water Catchments REP No.1	N/A	Not applicable in the Campbelltown City LGA.

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

The Planning Proposal is generally consistent with applicable Ministerial Directions as shown in Table 2 below.

Table 2 assesses the Planning Proposal against Section 117(2) Ministerial Directions issued under the *Environmental Planning and Assessment Act (EP&A) 1979*.

Ministerial Direction	Applicable to LEP	Consistency of LEP with Direction	Assessment
1. Employment and Resources			
1.1 Business and industrial Zones	No	N/A	N/A
1.2 Rural Zones	No	N/A	N/A
1.3 Mining, Petroleum Production and Extractive Industries	No	N/A	N/A
1.4 Oyster Production	No	N/A	N/A
1.5 Rural Lands	No	N/A	N/A
2. Environment and Heritage			
2.1 Environmental Protection Zones	Yes	Justifiably Inconsistent	The Planning Proposal does potentially adversely impact on an lands currently zoned "Environmentally Living". In accordance with the Direction the inconsistency is largely justified by a supporting specialist ecological study and is considered to be of minor significance in accordance with the Direction exception criterion. Significant ecology on the site is largely contained within an area to be zoned open space and dedicated to Council for management in perpetuity.
2.2 Coastal Protection	No	N/A	N/A
2.3 Heritage Conservation	Yes	Potential	The site includes a heritage item. A heritage impact study has been completed by GBA Heritage Architects, it states that an appropriate curtilage can be achieved within the proposal. The recommendations of this report will be incorporated into the draft future DCP amendment. An Aboriginal Cultural Heritage Assessment has been commissioned from GML and consultation is ongoing.

2.4 Recreation Vehicle Area	No	No	Direction does not apply.
3. Housing, Infrastructure and Urban Development			
3.1 Residential Zones	Yes	Justifiably Inconsistent	The proposed R2 Low Density Residential and R5 Large Lot residential zones permit a range of types of residential development adjacent to an existing urban area. The Direction is considered to be generally fulfilled. The "consumption" of land for urban purposes is not however, fulfilled. This inconsistency is considered to be justified by Council's recently adopted
3.2 Caravan Parks and Manufactured Home Estates	Yes	Yes	Caravan Parks are currently precluded in both proposed residential zones.
3.3 Home Occupations	Yes	Yes	The R5 Large Lot Residential and R2 Low Density Residential zone permit "Home Occupations" without consent.
3.4 Integrating Land Use and transport	Yes	Yes	The Planning Proposal seeks to rezone land adjoining an existing urban area for residential development. The site is proximate to public transport and will potentially facilitate expanded and enhanced bus services. Opportunities to optimise pedestrian/cycleway are incorporated in the Draft future DCP amendment.
3.5 Development Near Licensed Aerodromes	No	N/A	Direction does not apply.
3.6 Shooting Ranges	No	N/A	Direction does not apply.
4. Hazard and Risk			
4.1 Acid Sulphate Soils	No	N/A	Land not known to exhibit acid sulphate qualities.
4.2 Mine Subsidence and Unstable Land	No	N/A	Direction does not apply.
4.3 Flood Prone Land	No	N/A	Land not recorded to be flood prone.

4.4 Planning for Bushfire Protection	Yes	Potentially	The Bushfire Impact assessment has been updated to reflect pre exhibition consultation comments from RFS. An appropriate vegetation management plan is required by the future DCP to balance the desire for a vegetated edge with any fire risk and need for an asset protection zone..
5. Regional Planning			
5.1 Implementation of Regional Strategies	No	N/A	Not applicable in the Campbelltown City LGA
5.2 Sydney Drinking Water Catchments	No	N/A	Not applicable in the Campbelltown City LGA
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	No	N/A	Not applicable in the Campbelltown City LGA.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	No	N/A	Not applicable in the Campbelltown City LGA.
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	No	N/A	Revoked.
5.6 Sydney to Canberra Corridor	No	N/A	Revoked.
5.7 Central Coast	No	N/A	Revoked.
5.8 Second Sydney Airport: Badgerys Creek	No	N/A	Not applicable in the Campbelltown City LGA
6. Local Plan Making			
6.1 Approval and Referral Requirements	Yes	Yes	The proposal is consistent with this direction because it does not alter the provisions relating to approval and referral requirements.
6.2 Reserving Land for Public Purposes	Yes	Potential to be	The proposed dedication of land identified as RE1 is currently the subject of a VPA offer from the principal controlling party.
6.3 Site Specific Provisions	No	N/A	Not applicable in the Campbelltown City LGA
7. Metropolitan Planning			

7.1 Implementation of Plan for Growing Sydney	A Yes	Yes	Consistent – Seeks to increase housing supply at a local scale in a location which is generally consistent with the locational commentary of the Plan.
7.2 Implementation of Greater Macarthur Land Release Investigation	N/A	N/A	The land is not in the subject investigation area.

Section C - Environmental, Social and Economic Impact

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

The Planning Proposal will have a minor impact upon the critically endangered Cumberland Plain Woodland ecological community. The impact however, from initial review, is not considered to be significant. The proposal contains an ecology report detailing potential impacts on flora and fauna which are deemed to be manageable within acceptable limits.

A Voluntary Planning Agreement (VPA) offer has been received for the dedication of the land to be zoned RE1, this will ensure that the on-site vegetation to be retained in the proposed open space area is rehabilitated to a maintainable standard and then maintained in perpetuity, in accordance with a relevant Vegetation Management Plan.

Council is investigating an update to the Campbelltown Development Contribution Plan to further accommodate any offsite impacts arising from the development of the precinct. This may include higher-order open space recreation facilities and social infrastructure generally. Additionally, opportunities to fund embellishment and access to offsite woodland areas in public ownership is to be explored.

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

There are a number of potential environmental effects associated with the proposal on local ecology which require specific management strategies so as to ensure acceptable and sustainable environmental outcomes.

The relationship to the retained vegetation and fringing off-site vegetation requires a range of bushfire management measures. Modest asset protection zone requirements at Bushfire Attack Level 29 (BAL29) construction level are proposed to manage the potential bushfire hazard impacts.

The presence of a heritage item (local) at 28 Mercedes Road will require its retention, conservation and establishment of an appropriate curtilage. As mentioned above a heritage impact assessment has been completed and is provided with this Planning Proposal.

Advanced storm-water management practices will be required to ensure appropriate storm- water management outcomes, particularly given the relationship to the nearby Georges River. Appropriate provisions and standards have been incorporated into the proposed future DCP amendment to ensure that any application for subdivision addresses these requirements.

Amplification and reticulation of all service infrastructures including in particular water and sewer is required as the proposal is progressed. Additionally, it is noted the matter is further addressed by the future DCP and any application for subdivision will need to address this criteria.

9. How the planning proposal adequately addressed any social and economic effects?

The rezoning for residential purposes will result in positive economic effects. The planning proposal will potentially result in short and medium term employment opportunities related to development and construction activities associated with the sub-divisional works and the subsequent erection of dwellings.

The increased supply of diverse housing stock will also have positive social impacts. Additionally, an increase in the resident population will potentially have positive social and economic impacts on the Ingleburn Town Centre as a centre of commerce and recreation; this being reflected in increased employment and purchasing power.

Section D - State and Commonwealth Interests

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

Preliminary infrastructure investigations accompanied the Planning Proposal Request. These investigations were undertaken by Northrop Consulting Engineer and concluded that the existing service infrastructure network (water, sewer, electricity, telecommunications and gas servicing) was available in the locality and could be economically augmented and reticulated.

Perimeter roads will be upgraded as a requirement of development and likewise requisite storm- water management infrastructure and service roads.

Open space will be provide and embellished in accordance with Council's relevant standards.

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

OEH and RFS were consulted as required by the amended Gateway determination of 29 March 2017. OEH were generally supportive of the approach to preservation of Cumberland Plain Woodland onsite however they raised a number of issues relating *Pimelea spicata* and Koala feed tree species which have been clarified and addressed in the attached ecology report.

OEH also requested that a further archaeological assessment and cultural heritage assessment be undertaken. This has been commissioned and letter describing the proposed methodology is attached. OEH have advised that this can be done concurrent with the exhibition of the proposal.

The Rural Fire Service raised issues concerning the slope analysis and vegetation classification. The assessment has been updated to reflect these comments and is attached.

Part 4 – Mapping

In seeking to achieve the Planning Proposal objective and outcomes the following map amendments are proposed:

- 4.1 amendments to Zoning Map (refer to annexure 1);
- 4.2 amendments to Lot Size Map (refer to annexure 2);
- 4.3 amendments to Lot Size for Dual Occupancy Development Map (refer to annexure 3);
- 4.4 amendments to Lot Averaging Map (refer to annexure 4);
- 4.5 amendments to Land Reservation Acquisition Map (refer to annexure 5);
- 4.6 amendments to Terrestrial Biodiversity Map (refer to annexure 6)

It is noted that it is not proposed to amend the existing;

- Height of Buildings Map
- Infrastructure Map

Part 5 - Community Consultation

Public consultation will take place in accordance with the Gateway determination. Such determination requires prior consultation with OEH and RFS.

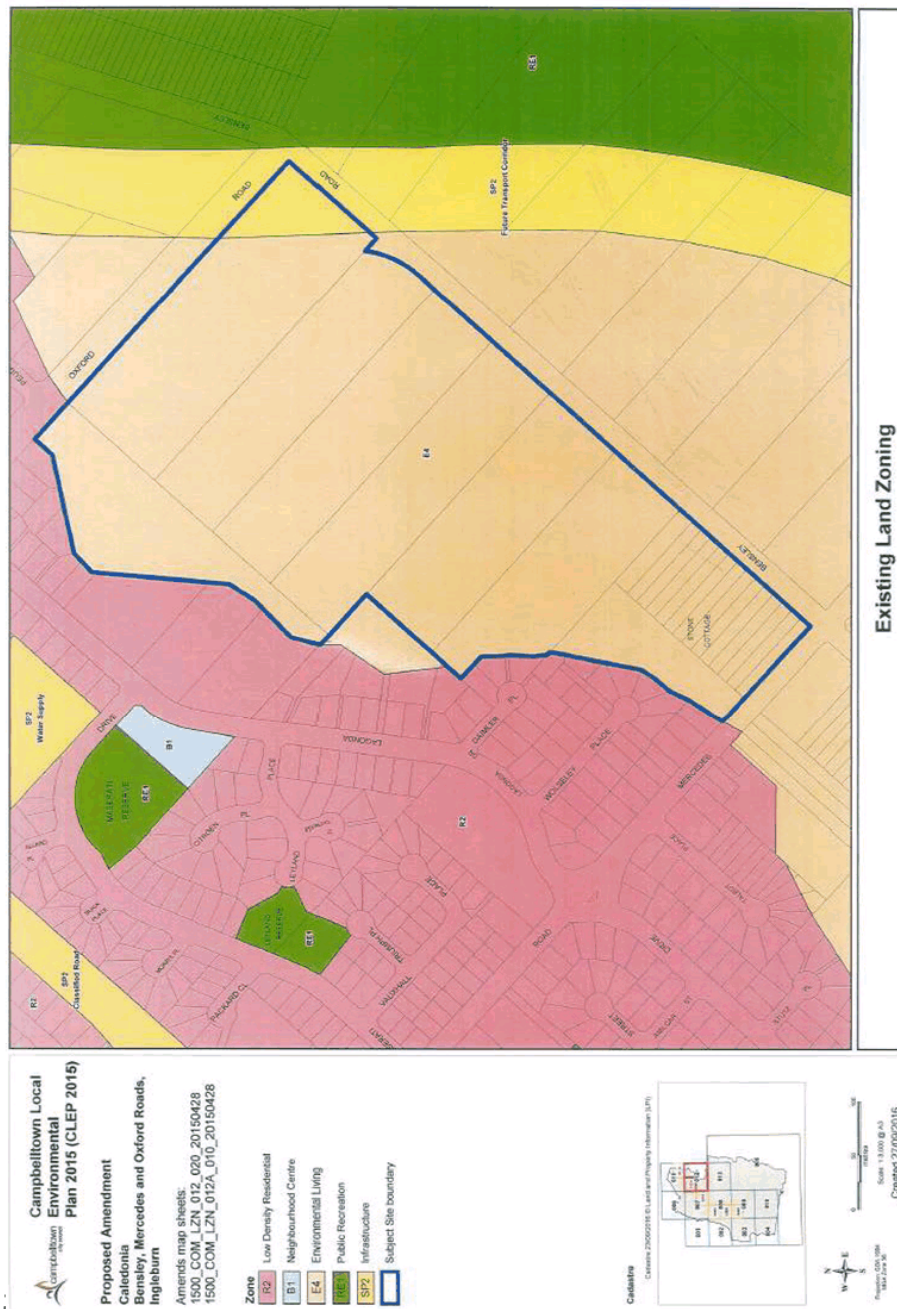
All relevant agencies and local community will also be consulted during the mandated 28 day public exhibition period.

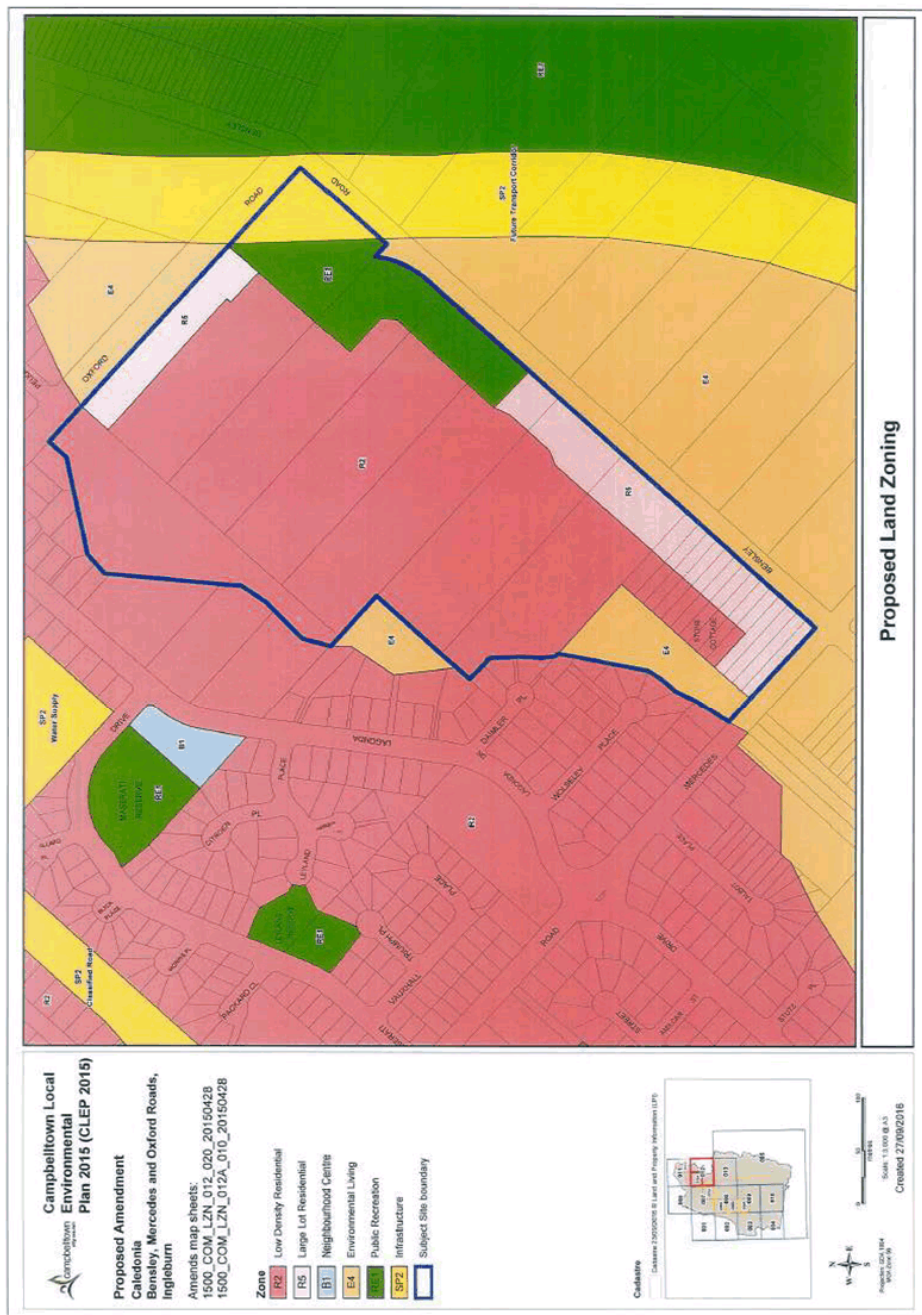
Part 6 - Project Timeline

The following notional project timeline is proposed:

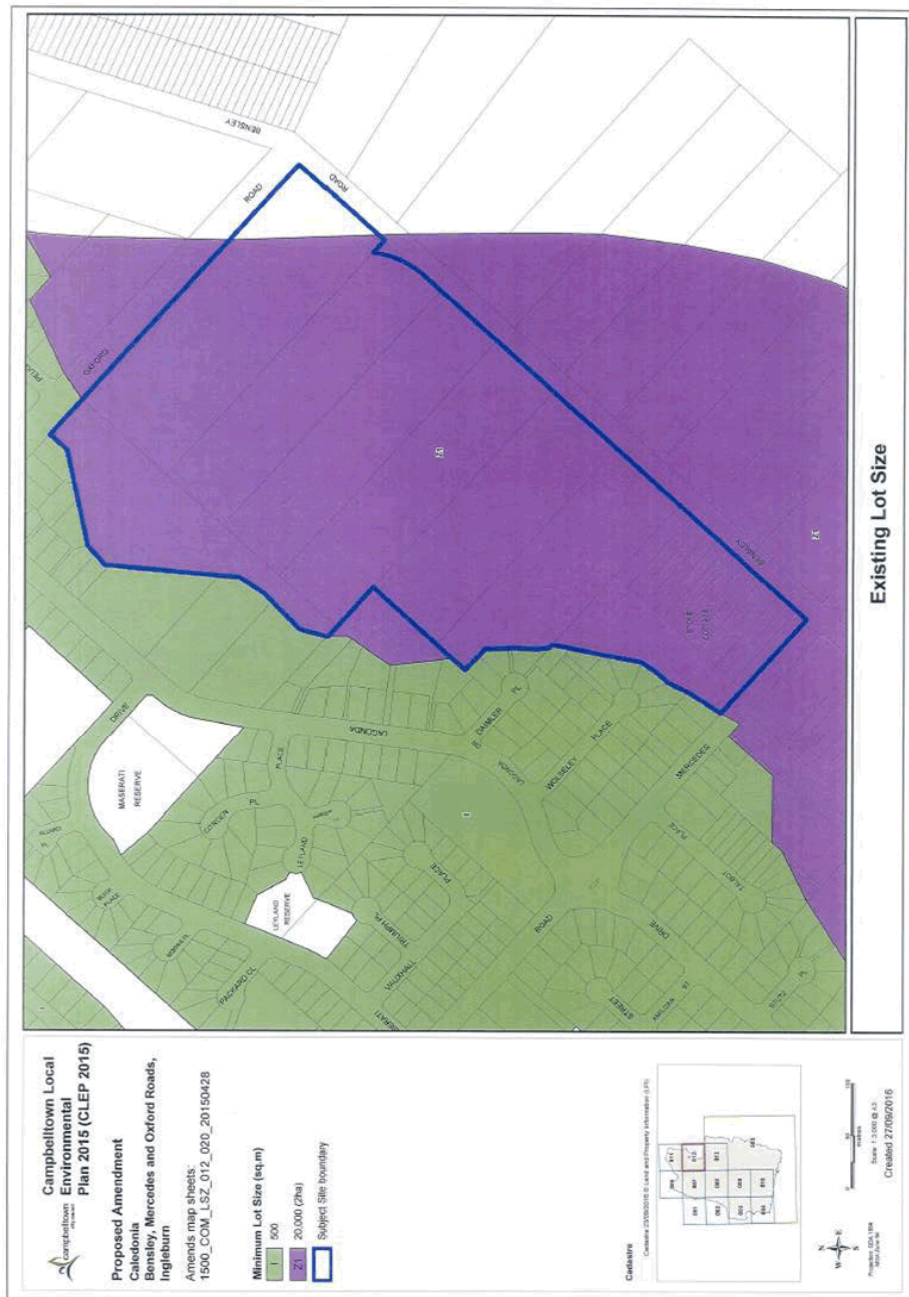
Council endorsement of Planning Proposal	October 2016
Referral for a Gateway Determination	November 2016
Gateway Determination	December 2016
Amended Gateway Determination	March 2017
Public Exhibition	July/August 2017
Consideration of submissions (Report to Council)	September/October 2017
Referral to Department of Planning and Environment for finalisation	September 2018
Plan amendment made	October 2018

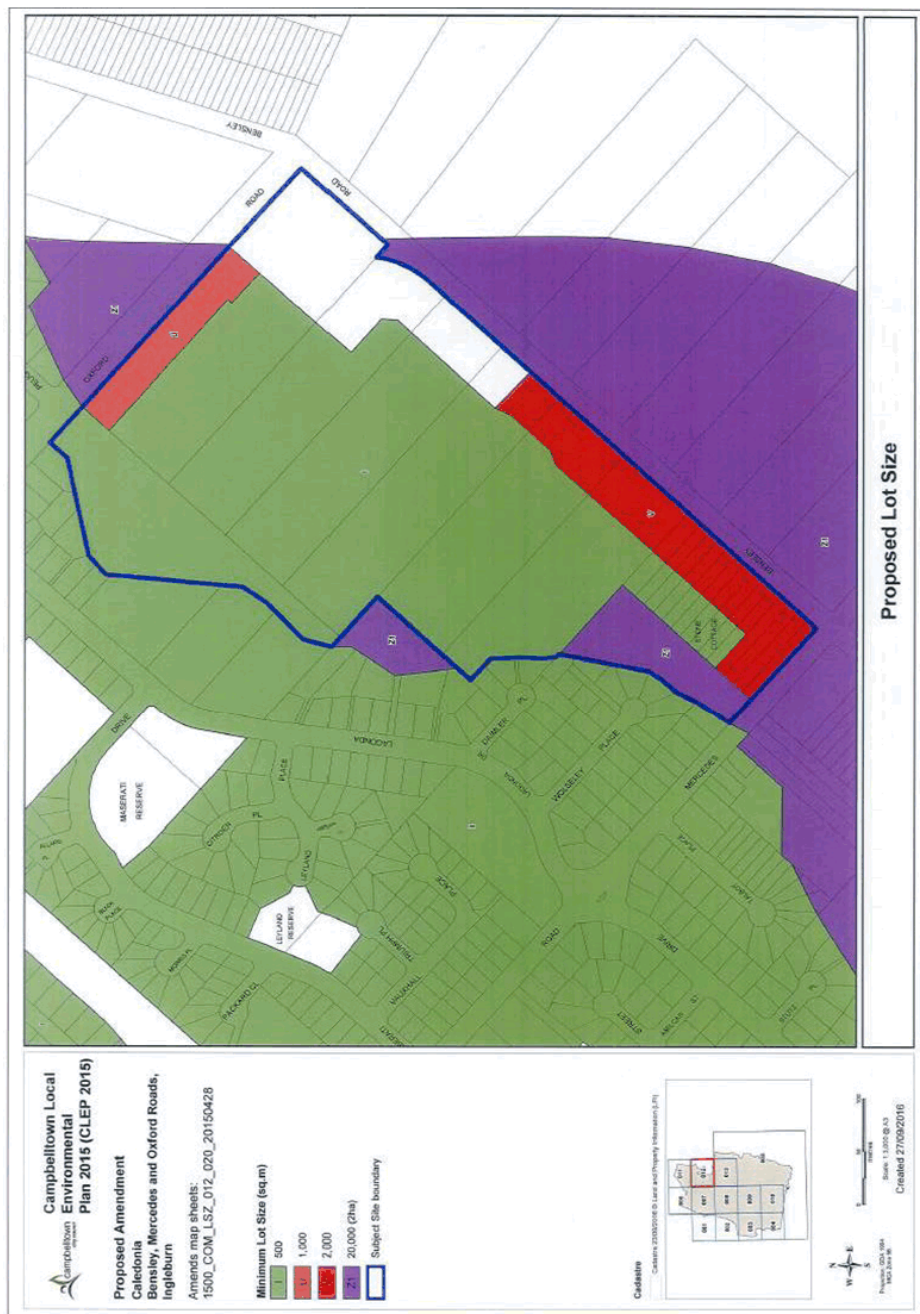
ANNEXURE 1



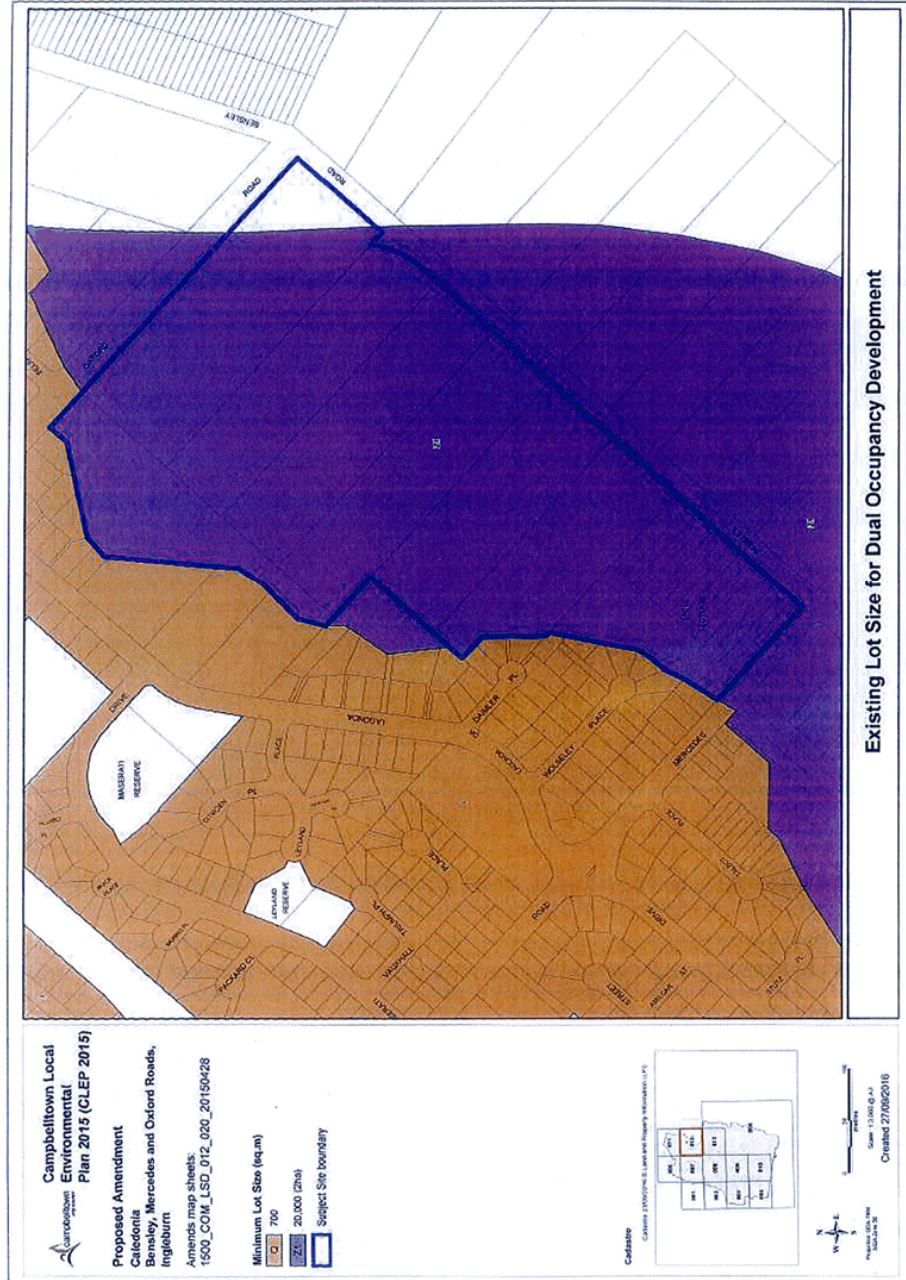


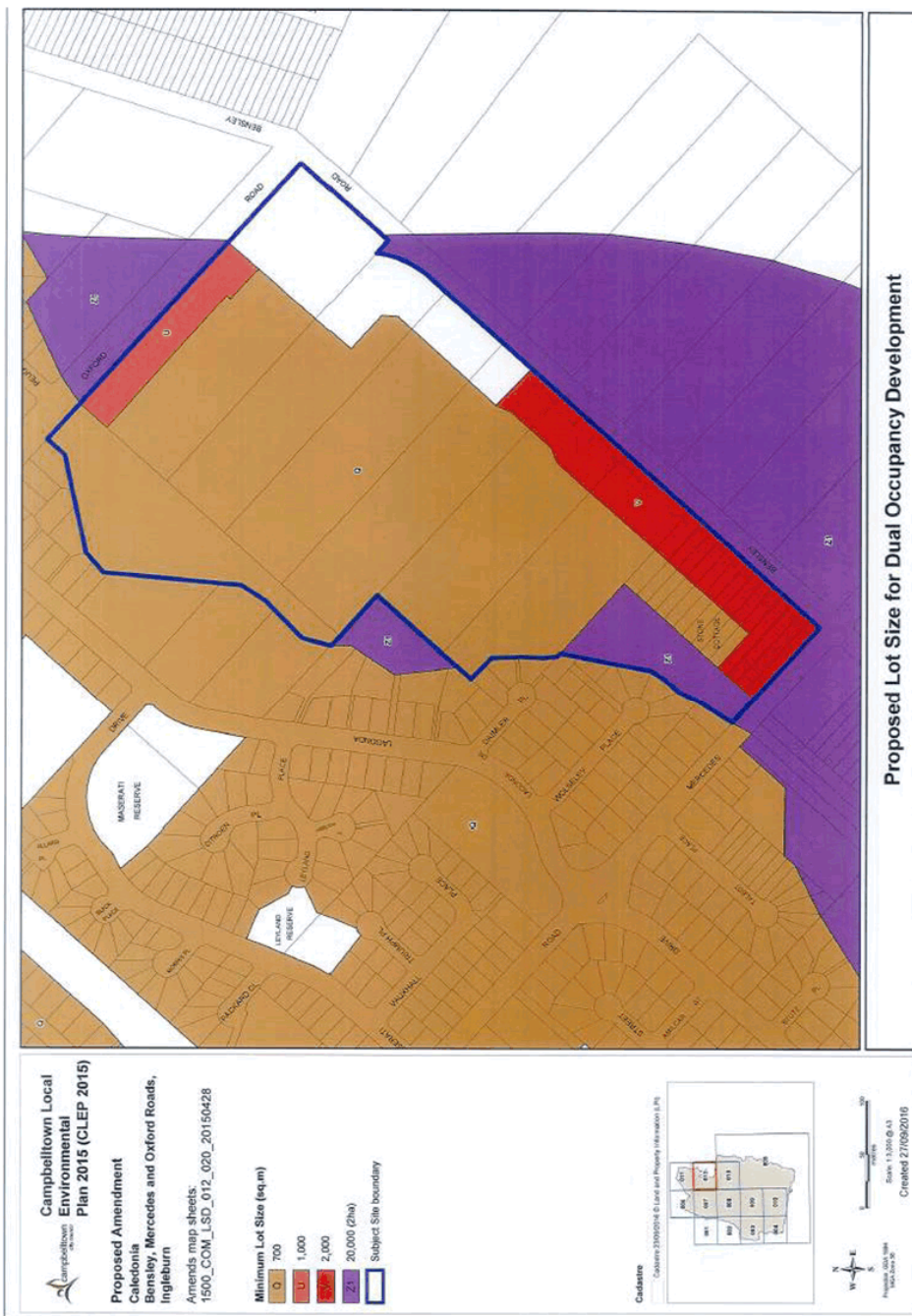
ANNEXURE 2



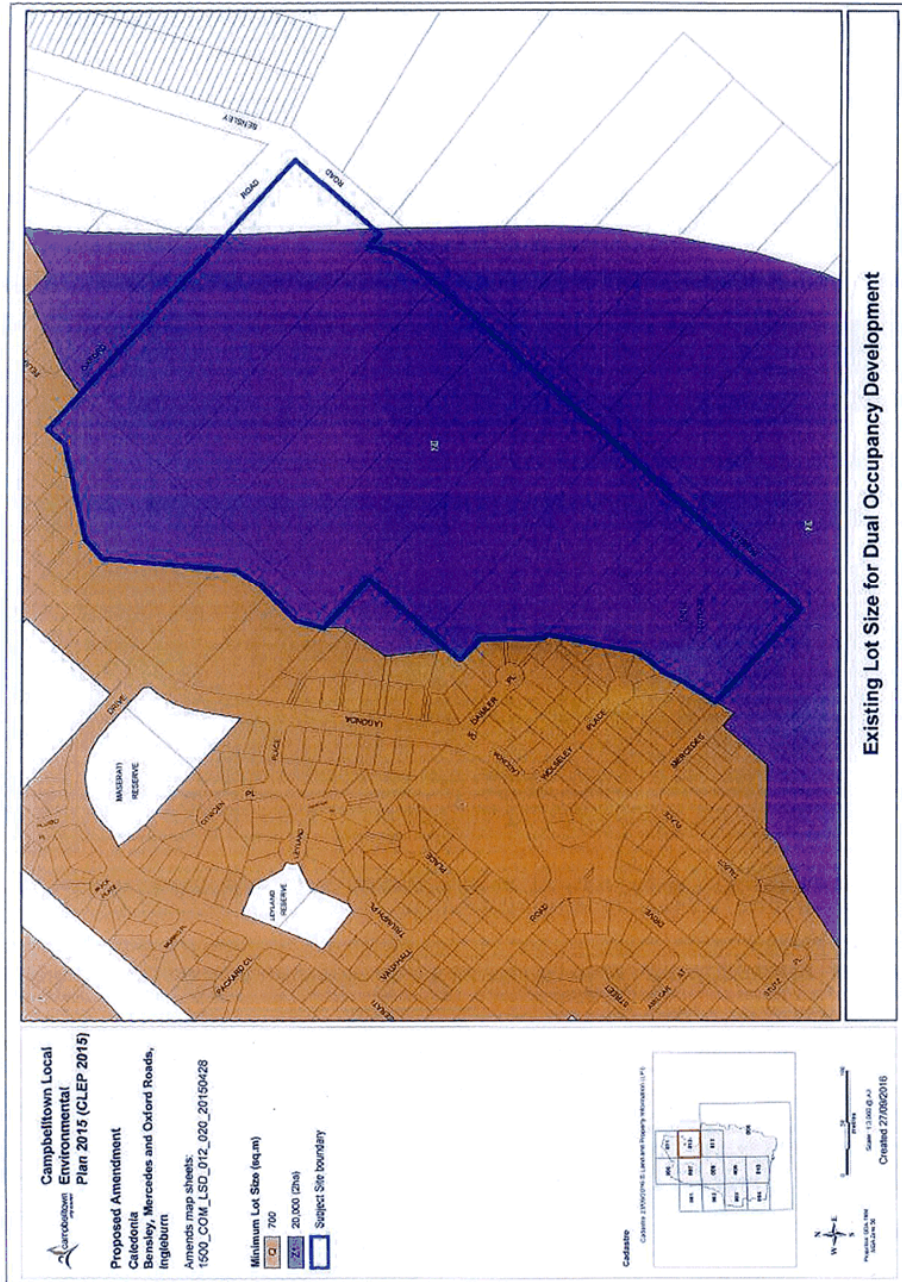


ANNEXURE 3

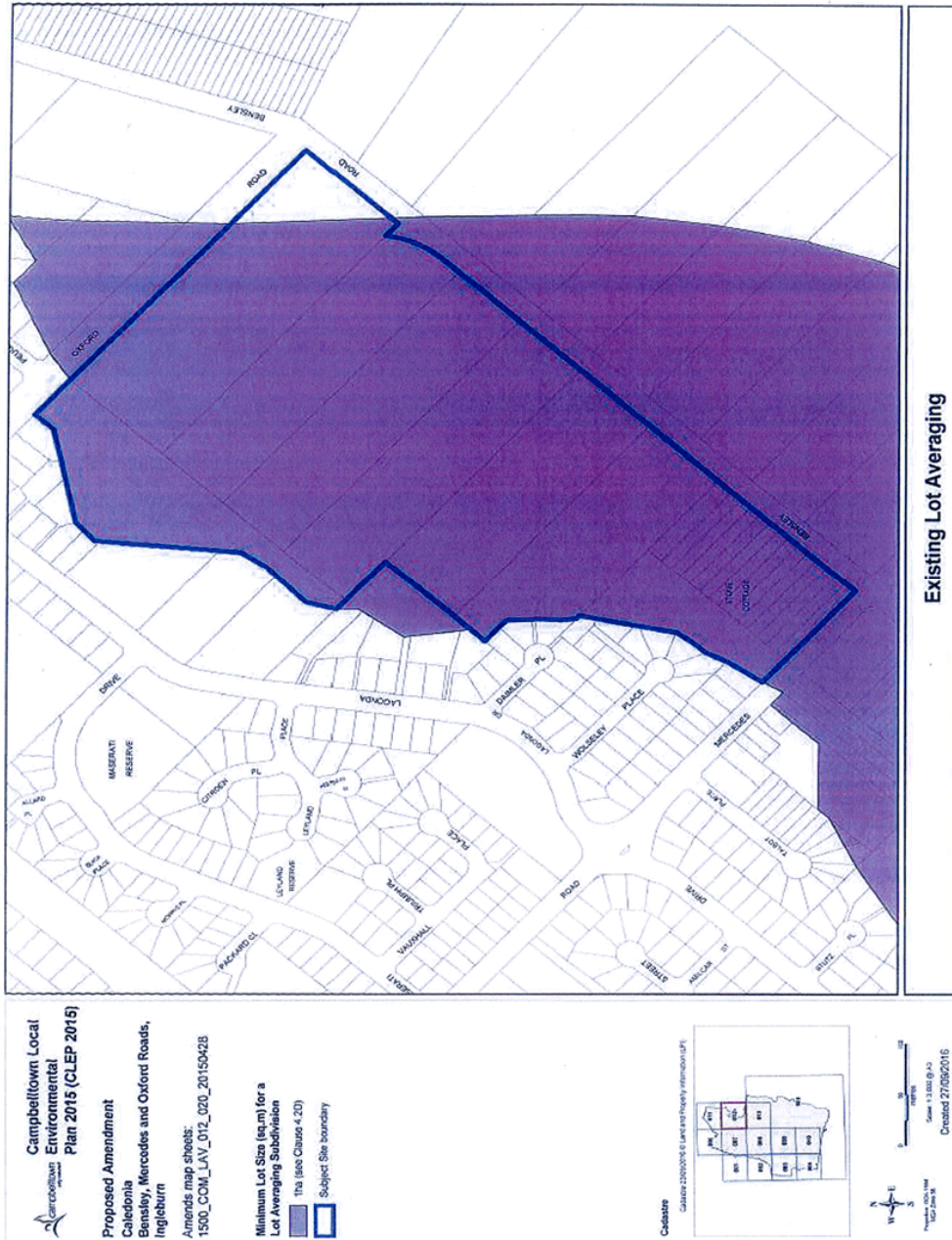


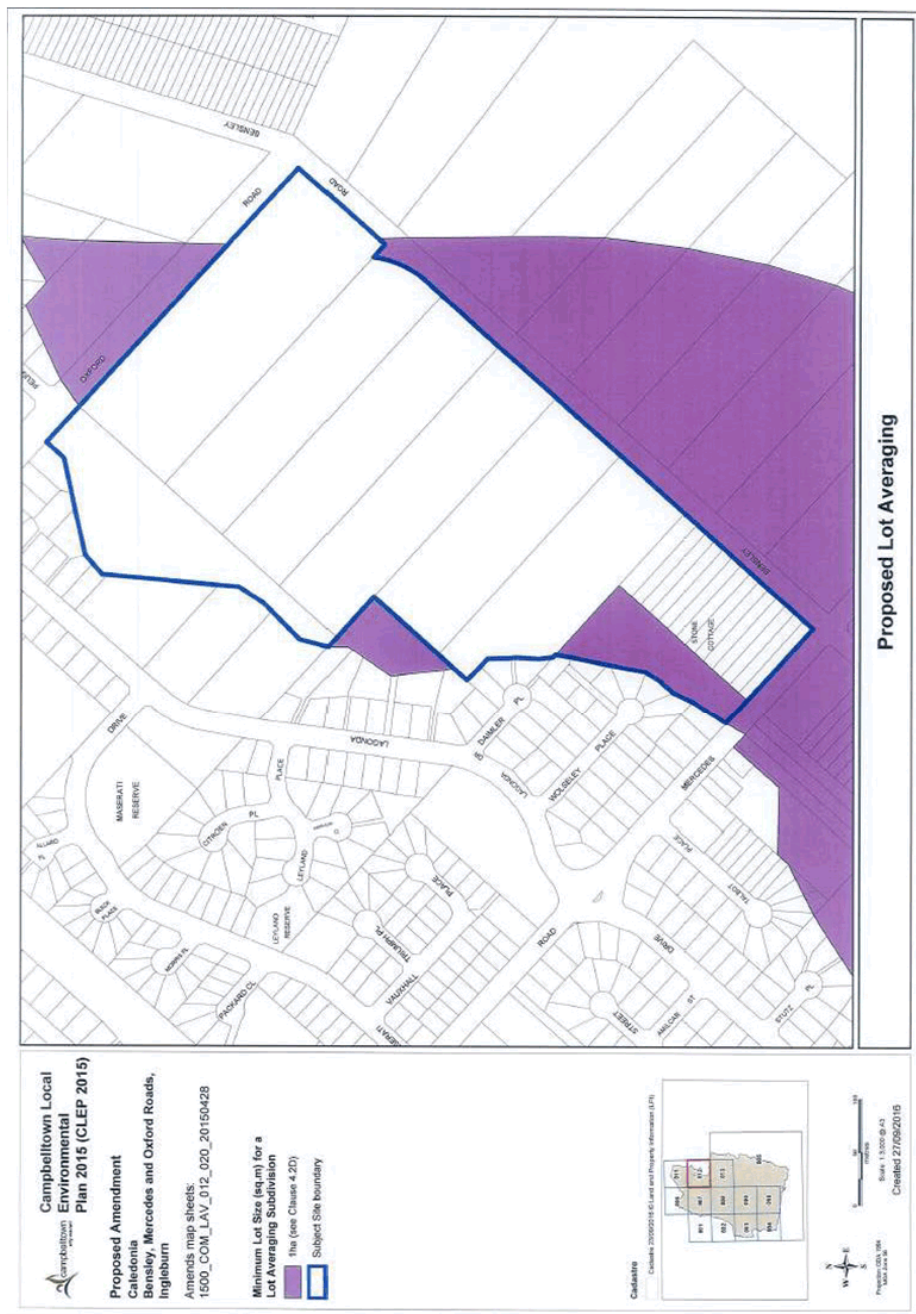


ANNEXURE 3



ANNEXURE 4





Summary of Submissions – Caledonia Precinct

Planning Proposal

State Government Agencies

1.0 Transport for NSW

- 1.1 Extension of existing bus route:** The proposed extension of the current bus route (as shown in the exhibited Draft DCP) to the internal roads within the subject site is supported, however, infrastructure such as internal roads layout and associated bus services facilities should comply with relevant specifications and guidelines.

Comment: The draft DCP includes provisions that outline an option for the extension of the current bus route and will be amended to reference relevant standard. Public transport will be considered further at the Development Application (DA) stage.

- 1.2 Provision of pathways:** Pathways should be provided along the three roads fronting the proposed development. There are existing bus stops located on Lagonda Drive and TfNSW requests further information regarding a potential pathway connection into Maserati Drive to benefit future residents on the western side of the proposed development.

Comment: The planning proposal seeks to rezone land to facilitate limited residential development. Lagonda Drive and Maserati Drive are not part of the area covered by the Planning Proposal. Pursuit of enhanced connectivity beyond the Planning Proposal Precinct should be the subject of independent review and action if appropriate.

2.0 NSW Office of Environment and Heritage (OEH)

- 2.1 *Pimelea spicata* (Spiked Rice Flower):** OEH recommended that the proponent clarify the surveys undertaken on the site, including details of surveys for *Pimelea spicata*. If no surveys for *Pimelea spicata* had been undertaken, it was recommended that they be completed.

Comment: Targeted field surveys for *Pimelea spicata* were conducted by two ecologists on 16 and 23 of October 2017. No threatened flora was identified within the study area during targeted survey. Most areas of native vegetation showed a history of disturbance and were considered unlikely to provide habitat for *Pimelea spicata* or *Pterostylis saxicola* which are known in the Ingleburn area or recorded in the vicinity. The systematic targeted survey for *Pimelea spicata* did not identify any individuals of this species within the study area.

Further surveys should be undertaken at DA stage to provide more confidence in completely ruling the presence of the species out.

- 2.2 Retention of Cumberland Plain Woodland (CPW):** OEH notes that much of the higher ecological value CPW at the corner of Bensley and Oxford Roads, and moderate quality CPW along Bensley Road is proposed to be retained in an RE1 zone. OEH supports the retention of moderate and high value CPW in public

ownership on the site, however, would prefer the land zoned E2 – Environmental Conservation with RE1 – Public Recreation OEH’s second preference.

Comment: The proposal would result in the reduction of CPW within the study area through the clearing of approximately 1.84 ha of CPW of moderate to low quality vegetation on site (0.18 ha of moderate quality and 1.66 ha of poor quality) upon redevelopment. The vegetation shows signs of disturbance and management for grazing, with disturbance to the groundcover and midstorey layers and invasion by weeds. An initial map of the CPW on site is shown below.

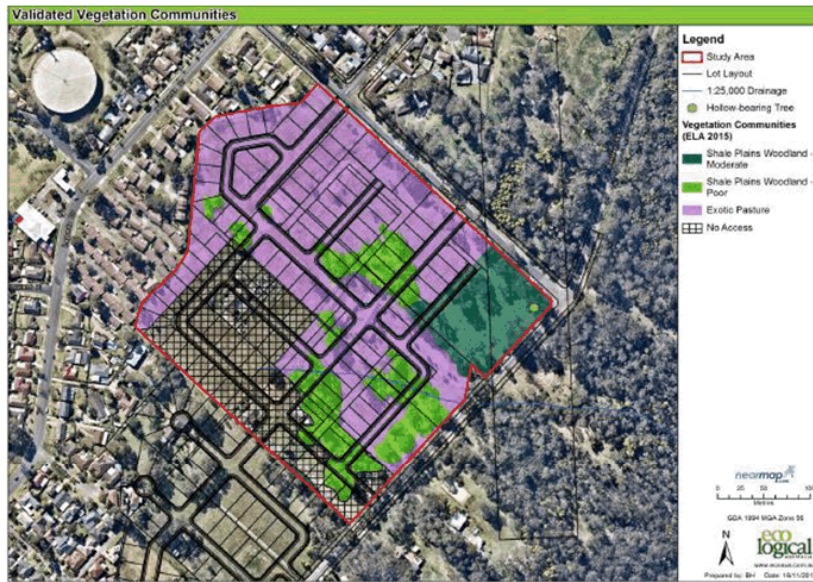


Figure 2 – CPW located on the subject site

From the outset it has been acknowledged that some vegetation would need to be removed to facilitate residential development.

The final impact of development on the Cumberland Plain Woodland, however, requires further assessment at the Development Application stage and potentially development of an “offsetting strategy”. To this end it is proposed to introduce a “Terrestrial Biodiversity Map” to the proposed CLEP 2015 amendment. The Map has been compiled principally from mapping of the Office of Environment and Heritage and consultant Ecological. The subject map triggers the application of clause 7.20 of CLEP 2015 in respect of Terrestrial Biodiversity conservation. (Refer to Attachment “1”).

The need to follow the subject procedure has been adopted as a proposed amendment to the draft Caledonia Development Control Plan (Refer to Attachment “3”).

The subject process will lead to an acceptable outcome in accordance with the prevailing vegetation conservation/management legislation.

Further, it is noted that the majority of the high value CPW (shown in dark green) (1.15 ha) will be retained, managed and improved within the area of open space on site which is to be dedicated to Council and zoned RE1 – Public Recreation.

Assessments of significance under the *Threatened Species Conservation Act 1995* (TSC Act) and *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) have been undertaken for CPW and other threatened ecological communities/species in regard to the impacts of the proposal, by the Proponent. These assessments of significance concluded that the proposal is unlikely to have a significant impact on threatened biodiversity and therefore, offsetting is unlikely to be required. This conclusion requires more rigorous review in accordance with the process outlined previously and encapsulated in Clause 7.20 of CLEP 2015.

At the end of the day OEH's suggestion of an E2 – Environmental Conservation zone for this part of the site was considered, however, the proposed RE1 – Public Recreation zone is the preference in this circumstance due to the need to also balance passive recreational use of the area.

- 2.3 Koalas:** In a pre-exhibition submission dated 30 May 2017, OEH noted that there were inconsistencies between the koala feed tree (KFT) species listed in Schedule 2 of SEPP 44 and the draft Campbelltown Comprehensive Koala Plan of Management (KPoM). OEH requested a survey of the site to identify tree species to clarify if any of the additional tree species identified in the KPoM are located on the site and would be impacted by the proposal.

Comment: The Flora and Fauna Assessment report was updated to include details as requested by OEH.

The Flora and Fauna Assessment Report prepared by Ecological Australia notes that as the total number of koala feed trees within the site exceed the 15% threshold under the SEPP 44 definition, the site contains 'potential koala habitat'. The report notes that koalas have not been sighted on the land but have been sighted within the vicinity of the site.

Council's draft Koala Plan of Management (KPoM) was recently been revised in response to comments from DP&E and OEH and endorsed by Council (10 July 2018) to be resubmitted to the Department of Planning and Environment for approval. If at the time of DAs, Council's draft Koala Plan of Management is not in place, any areas within the site that meet the criteria of *SEPP 44 Koala Habitat Protection* will require a site-specific KPoM prior to any development approval being issued for the site. This individual KPoM would include recommendations for appropriate development controls for koala protection which would be enforced via a condition of any development consent granted on the site.

In addition to the RE1 zoning of the high-quality vegetation within the site, a site specific Development Control Plan (DCP) has been prepared to ensure that the retention and maintenance of the potential Koala Habitat is a key consideration for any future development.

Furthermore, OEH provided no objection in their submissions to the proposal in relation to Koala protection and management.

- 2.4 Aboriginal Cultural Heritage:** OEH suggested the completion of additional archaeological and cultural assessment studies to inform the planning process. This

includes consultation with Aboriginal stakeholders to explore options for conserving areas of Aboriginal heritage significance.

Comment: The proponent has begun to prepare studies as recommended by OEH. The completed studies will be submitted to Council as part of future DA's for the site.

In December 2017, test excavations were undertaken on site. Based on the preliminary findings, GML Heritage consultants and the RAPs believe that the Caledonia Precinct has low Aboriginal heritage significance.

Further investigation will be required at DA stage and a referral to OEH will be required if the proposal is classified as 'designated development' under the *Environmental Planning and Assessment Act 1979* (EP&A Act). If any Aboriginal object will be "harmed" (as defined in the *National Parks and Wildlife Act 1974* (NPW Act) as part of the DA, an Aboriginal Heritage Impact Permit (AHIP) will be required to be submitted to OEH for review. An Aboriginal Cultural Heritage Assessment Report (ACHAR) is required as part of this process.

It is considered that sufficient information is available to advance finalisation of the Planning Proposal and that the issue can be more fully addressed at the development application stage when details of proposed works are known. The preliminary studies indicate that the proposed zoning is suitable, given the site is considered to have low Aboriginal heritage significance. In any case, detailed requirements will be considered and assessed at DA stage. An AHIP is required under the NPW Act prior to any impacting works proceeding. As such, the completion of additional archaeological and cultural assessment studies at this stage is not considered practical or necessary given the assessment work and consultation already undertaken with Aboriginal stakeholders to inform the planning proposal having regard to Aboriginal heritage issues.

3.0 Heritage Council of New South Wales

The Heritage Council recommended that a Statement of Heritage Impact and historical archaeological assessment be prepared prior to exhibition of the planning proposal.

Comment: It is initially noted that a Heritage Assessment and Statement of Heritage Impact was undertaken by GBA Heritage in response to the Heritage Council requirement.

The Assessment/Impact Statement concluded:

- That the Planning Proposal does not require any variation to the standard heritage provisions at clause 5.10 of CLEP 2015.
- That the Caledonia DCP include provisions in respect of the identified curtilage, Mercedes Road development setbacks and an interpretation plan
- That the listing of the local heritage item be revised.
- That the site DCP reinforces the sensitivities of the heritage item and related development parameters.

Further, Clause 5.10 of Campbelltown Local Environmental Plan (CLEP) 2015 contains extensive existing objectives with regard heritage matters. Detailed studies and assessment will be undertaken and resolved at DA stage for subdivision and building works on site.

4.0 Rural Fire Service (RFS)

- 4.1 Asset Protection Zone:** RFS disagrees with Eco Logical Bushfire Assessment which identified vegetation as 'Woodland' rather than the appropriate classification as 'Forest'. The RFS requires an Asset Protection Zone of 25m width, an additional 5m to that recommended in the Eco Logical report.

Comment: The draft DCP has been amended to refer to a 25m wide APZ along Bensley Road. Detailed bushfire requirements must comply with 'Planning for Bushfire Protection' 2006 and will be considered and resolved at the DA stage for subdivision and building works on site.

5.0 Agencies with no objection

The following agencies have advised that they have no objection to the proposal and/or have provided routine comments on development assessment issues that can be appropriately addressed at DA Stage for future road, building and subdivision works:

- Sydney Water noted that there is sufficient water and wastewater information to service future development. Detailed requirements will be addressed at Section 73 application phase.
- Roads & Maritime Services (RMS)
- Endeavour Energy
- Telstra

Council also advised the following government agencies and service providers of the public exhibition of this planning proposal but did not receive any comments:

- Fire and Rescue NSW
- NSW Department of Health.

Notwithstanding, the planning process must continue to proceed despite receiving no response from the authorities above.

Public Submissions

6.0 Public Submissions

Council received 27 submissions from surrounding residents. 17 of these were proforma submissions, and one of these submissions included signatures (18 signatures) of residents of Lagonda Drive. Five of the submissions were in support of the proposal.

The submissions highlight concern with the following key issues:

- Biodiversity,
- Potential removal of trees,
- Potential impacts on koala.
- Strategic planning
- Roads and traffic,
- Public transport,
- Context and design,
- Aboriginal heritage,
- Georges River Parkway,
- Public infrastructure and local services.

A comprehensive summary of concerns and issues raised is provided in Appendix "A" at the conclusion of this Attachment.

A detailed response to each issue raised in submissions is provided below.

6.1 Biodiversity and Tree Removal

Submissions highlight the positive impact the trees have including their contribution to fauna habitat, aesthetics and air purification. Concern was raised from residents regarding the potential loss of trees on site.

Higher ecological value Cumberland Plain Woodland (CPW) is located at the corner of Bensley Road and Oxford Road, and moderate quality CPW along Bensley Road. This vegetation is included in the RE1 – Public Recreation zone, which will substantially protect the vegetation. In addition, the proponent has offered to enter into a Voluntary Planning Agreement (VPA) with Council to retain the high quality vegetation (predominately Cumberland Plain Woodland) in the open space area and maintained in perpetuity in accordance with a relevant Vegetation Management Plan. OEH have raised no objection to this mechanism.

The public open space is approximately 17,786 in area and will allow for passive recreation, and well as the retention of biodiversity thereby, assisting in reducing any proposed loss of the carbon absorbing environment and habitat for native fauna.

All trees of high retention value are largely being conserved principally in the RE1 – Public Recreation zone. Where the remaining low to moderate quality vegetation is not retained, then the assessment of their removal and appropriate offsetting strategies can be considered at the development application stage.

The development of any rural land for urban purposes will result in a change in biodiversity. However, the studies that have been undertaken by various consultants with regard to the proposed Caledonia Precinct has shown that whilst recognising the constraints of the site it is capable of supporting urban development. Increased tree canopy will also be sought through tree planting as required by the draft DCP.

6.2 Koala Protection

Concerns were raised through submission regarding the protection of Koala habitat on the site. This matter has been addressed in detail in response to CEH's submission.

At the time of the subdivision application if any area within the site meets the criteria of *SEPP 44 Koala Habitat Protection* and Council's Comprehensive Koala Plan of Management has not been adopted by the Department of Planning and Environment a site-specific Koala Plan of Management (KPoM) will be required prior to any development approval being issued for the site. This individual KPoM would include recommendations for appropriate development controls for koala protection which would be enforced via a condition of any development consent granted on the site. It should be noted that OEH provided no objection to the proposal in relation to Koala protection and management.

6.3 Roads and Traffic

Traffic congestion was highlighted as a primary concern of residents during the exhibition of the planning proposal. A traffic study was prepared in support of the planning proposal, and has been reviewed by Council's traffic engineers and the

NSW Roads and Maritime Service. It has been established that traffic increases will be within the design capacity of the existing road network. The traffic study provides analysis of key intersection and roundabouts within the area of the site, modelling the current and future scenarios, as well as changes resulting from the proposal. Intersections within the vicinity of the development site have been determined to operate at a satisfactory level with adequate capacity for increased demands generated by the proposal.

It should be noted that the traffic study was based on an earlier scheme for the proposed development, which provided for 241 residential allotments rather than the current scheme of 170 residential allotments. As such, a reduction in the movements anticipated in the traffic study is expected. Although the traffic study was undertaken in late 2015, prior to lodgement of the planning proposal, the proposal and associated study have been reviewed by Roads and Maritime Services who raised no objection to the proposal.

While concern regarding increased traffic congestion is noted, only a marginal increase is projected to be generated from the proposed rezoning, with acceptable attendant impacts.

6.4 Provision of Infrastructure and Local Services

As noted in the submissions, the land subject to the planning proposal is not in single ownership. The community raised concerns regarding the delivery of required infrastructure in a piecemeal approach. Due to the future potential for rapid population growth in the area, Council is currently preparing a new comprehensive 7.11 Contributions Plan. Therefore, any future development of the site would be required to provide monetary contributions to ensure essential community facilities are delivered, regardless of land ownership, alternatively future developers may offer to enter into a VPA. It is noted that this is the case with the draft Bensley Developments Pty Ltd Planning Agreement.

Council notes the community concerns about the capacity of existing infrastructure. It is considered that existing infrastructure servicing the site has the capacity to accommodate the proposed number of dwellings, as reinforced by Sydney Water and Endeavour Energy. It is expected that these services would be upgraded by the developer, where required, to support the proposed development. The proposal will include an area for public recreational use (zone RE1 – Public Recreation) on the corner of Bensley Road and Oxford Road.

6.5 Public Transport

Submissions noted a lack of public transport servicing the proposed development and concerns that existing bus services would be compromised. The current bus route (at the time of this report - Route 873) servicing surrounding areas is proposed to potentially be extended to service the site, providing alternative transport options to future residents. Provisions to this effect have been included in the exhibited draft DCP and have been reiterated in the amended draft DCP (Attachment 3). Detailed consideration of bus routes will be addressed at DA stage.

6.6 Stormwater and Wastewater

The submissions highlighted concern that stormwater calculations contained in the Engineering report exhibited with the planning proposal were incorrect and that the proposed stormwater and sewerage system was not appropriate for future development.

In this regard, the proponent has agreed in principle to an amended stormwater management design. Concept stormwater management plans submitted to Council have adequately addressed the proposed methodology to manage the quantity and quality of stormwater drainage which is likely to result from any proposed urban development on the subject site.

The draft DCP has been amended to ensure the agreed upon stormwater management principles and related system, will be assessed and delivered as part of a future DA for subdivision. In addition, Sydney Water has advised that water and wastewater services can be provided to the subject land.

Further detailed water and wastewater requirements will be addressed at the DA stage in accordance with a stormwater management Masterplan as outlined in the amended DCP.

6.7 Consistency with Campbelltown Council direction/strategic plans

Submissions highlight concern that the proposal does not comply with Campbelltown Council's strategic planning objectives, or greater Sydney's strategic planning documents. Consideration of the proposal against the 'Western City District Plan' and the 'Greater Sydney Region Plan' is provided below.

The site is capable of supporting urban development and the constraints have been recognised, outlined and addressed in the various specialist technical reports and will be further attested to in supplementary investigations and strategy formulation. The proposal is also consistent with the recommendations of Council's Policy Position for the site as endorsed by Council at its meeting on 21 June 2016 as it reflects a transition from existing residential density to larger lot residential developments with varying lot sizes.

It is considered that the proposed draft planning proposal and amended draft DCP will provide for a viable urban community whilst appropriately respecting the existing natural and cultural heritage qualities of the land and ensuring access to requisite infrastructure.

6.8 Georges River Parkway

Residents highlighted concerns over the loss of land reserved for the proposed Georges River Parkway located on the corner of Bensley Road and Oxford Road. The proposal retains the current zoning for the future roadway, SP2 – Infrastructure and continues to identify the land on the Land Reservation Acquisition Map under Campbelltown Local Environmental Plan 2015.

6.9 Footpaths and Cycleways

Submissions requested the provision of footpaths and cycleways within the site. The exhibited draft DCP includes an objective to "provide a safe walkable community". The provision of footpaths and cycleway will be addressed in any future subdivision DA.

6.10 Odour

A number of submissions raised concerns that the any future development on the site may experience negative odour impacts from nearby land uses. Council notes that there is an existing poultry farm operation located on the corner of Bensley and Mercedes Road, approximately 100m from the southern boundary of the subject site. Pacific Environment were engaged to assess and evaluate potential odour impacts on the proposed future development. The predicted odour concentrations are

anticipated to be below the adopted odour performance goal as per various EPA requirements.

6.11 Aboriginal Heritage

Concern was raised regarding the preservation of Aboriginal heritage on site. This matter has been discussed in detail above in response to OEH comments. In summary, the Aboriginal community have undertaken site visits with the Proponent's consultants with regard to Aboriginal cultural heritage and areas of archaeological sensitivity. Preliminary investigations have concluded that the site has low Aboriginal Heritage significance. Further investigation will, however, be required at DA stage.

Future development of the subject land must ensure compliance with the provisions of Campbelltown (Sustainable City) DCP 2015 through clause 2.11.1 Indigenous Heritage.

6.12 Vista/View Loss

Residents of Lagonda Drive have noted concerns that future development may result in vista and view loss across the site. It is noted that any development of the Caledonia site will result in the loss of rural vistas across the subject site. It should be noted that the site is currently zoned to allow limited dwelling houses on the land and building heights across the site are not proposed to increase. Street tree planting throughout the site is proposed to soften the impact of any future development on the site, although this will take some time to establish. Any privacy issues or view loss associated with the construction of any future dwellings can be considered during the assessment of any future DA.

6.13 Lot Sizes

Concerns were raised during exhibition that the proposed lot sizes of 225sqm and 300sqm were too small and uncharacteristic of the surrounding subdivision pattern.

Whilst it is noted that the original planning proposal request submitted to Council included lot sizes of 225sqm and 300sqm, the planning proposal was revised in response to Council's resolution to increase the minimum lot size and reduce the lot yield. The exhibited proposal includes a mix of 500sqm, 1000sqm and 2000sqm minimum lot sizes, consistent with the adopted policy position for the area (resolved at Council Meeting held 21 June 2016):

"Any future developments should reflect a transition from the existing residential density (generally 500 sqm) to large lot residential development of 1,000sq m to 2,000sqm allotments. Retention/management of remnant woodland and reinstatement of an informal verge character of perimeter roads should be pursued where practical."

The proposed lot sizes are considered to be consistent with the prevailing lot size of the surrounding area and representative of the desired future character of the area.

6.14 Bushfire

Submissions noted concerns in relation to the adequacy of bushfire protection, including the proposed "bushfire buffer" to be provided. A bushfire assessment report was prepared by Eco Logical to inform this proposal. The recommendations of this report have been included in the draft Site Specific DCP for the Caledonia Precinct.

RFS raised no objection to the proposal, however have requested that the Asset Protection Zone (APZ) be increased by 5m, to a width of 25m. The draft DCP has been revised to identify this request.

Detailed bushfire management can be addressed during the assessment of any potential development applications for the subject site. Any future development must consider and comply with 'Planning for Bushfire Protection' 2006.

6.15 Watercourses

Submissions raised concerns with the Proponent's view that the waterway located on the site does not fit the definition of 'river' as defined by legislation.

During the assessment of the planning proposal at Gateway, it was noted that there was one 1st order waterway within the site. In accordance with DPI Water's Riparian Guidelines, a 1st order stream usually requires a 10m vegetated riparian zone on each side measured from the top of bank. A site inspection undertaken by Eco Logical found that the waterway did not meet the definition of a 'river' under the Water Management Act 200 (WM Act) because it has no defined channel, bed, bank or have evidence of geomorphic processes.

Department of Primary Industries (DPI) confirmed in their letter 5 September 2016 that they agree with the finding by Ecological Australia that the blue line shown on the topographic map on the western side of Bensley Road is not a 'river' under the provision of the WM Act. No further approvals or input from DPI is required at this stage.

6.16 Lack of detailed plans

Given the development is at planning proposal stage, the information and plans provided are considered to be adequate to allow proper assessment of the proposal. Detailed plans will be provided at DA stage for subdivision and/or building works, at which time the community will have the opportunity to review and comment on the details of the DA.

6.17 26 Mercedes Road

During exhibition, Council received a submission requesting changes to planning controls including zoning and minimum lot size for the above property. This property was not subject to planning control changes in the original Planning Proposal at what was understood to be the landowner's request. The amendments sought will trigger a requirement for an amended gateway or re-exhibition. As such, given the timeframes of this planning proposal, it is not intended to change the proposal to the extent that the finalisation of the proposal will be affected through the re-exhibition process.

If the landowner wishes to progress the requested changes in the future, these can be undertaken as or a new planning proposal. Alternatively, Council may display the initiative to prepare a relevant Planning Proposal.

The land exhibits qualities which support its rezoning in a manner similar to adjoining lands. In this instance it is recommended that Council prepare a Planning Proposal based on the existing background information. Should any additional information be required Post Gateway it should be funded by the owner.

6.18 28 Mercedes Road

Council received a submission requesting decreased minimum lot size for the above property. The proposed minimum lot size of 2000sqm is considered appropriate as the property is located on the outer edge of the planning proposal site, adjacent to land zoned E4 – Environmental Living with a 2 hectare minimum lot size. As such, the proposed minimum lot sizes provide a transition from existing residential development to large lot residential development.

APPENDIX A – SUMMARY OF SUBMISSIONS

Resident 1

- Concerns about protection of the environment by changing zoning to allow for residential housing.

Resident 2

- Proposal is contrary to Campbelltown Council as it does not promote sustainability and should continue to be zoned "Environmental Protection" for environmental reasons.
- Create further dependencies on non-renewable energy (i.e. increased car trips, energy usage).
- It is proposed that sewage waste from the development will be collected and pumped uphill to an existing sewer system. This could fail during a power outage and result in contamination to nearby watercourses.
- Concerns in relation to tree removal and koala protection.

Resident 3

- Request that 26 Mercedes Road be included in the planning proposal and rezoned from E4 Environmental Living to a mix of R2 Low Density Residential and/or R5 Large Lot Residential
- Include 25 Mercedes Road as part of the proposed minimum lot size amendments.
- Inconsistency between zoning and lot maps in comparison with DCP maps and Engineering Report with regard to 26 Mercedes Road.
- Proposal does not meet the "appropriate transition principles" as outlined in Campbelltown Local Planning Strategy 2013.

Resident 4

- Request that proposed 2000 sq.m minimum lot size be made smaller for 28 Mercedes Road.
- Object to loss of 10m of private land for tree planting along Bensley Road.

Resident 5

- Subject area should not be developed as Macquarie Fields and Ingleburn are already heavily congested.
- Proposal will result in further traffic in these areas.

Resident 6

- Odour from nearby chicken farm will impact new residents and lead to increased energy consumption.
- The proposed road layout does not provide good connectivity to nearby shops and services.
- Proposed extension of bus service should not impact on existing bus service.
- Potential for increased cars and impacts on cyclist and pedestrians along Bensley Road.
- Provision of footpaths and cycleways in new subdivision.
- Suggestions to include shared footpath/cycleways along Mercedes, Oxford and Bensley Road and provide connections to surrounding reserves and ovals.

- Need for increased formal recreation space, rather than bushland, including playground, seating etc.
- Impact on surrounding street network, including roundabout at Collins Prom and Chester Road during peak hour. Impact on school children and other pedestrians crossing the road. Suggest upgrade of intersection with traffic lights and controlled crossings.
- Concerns traffic study is 2 years old and does not take into account traffic increases.
- Lot sizes of 225sqm and 300sqm are too small.

Resident 7 (Form letter)

- Proposal is inconsistent with relevant sub-regional and local planning guidelines
- Inconsistent with local land zoning and does not support the rural/urban interface of the site.
- Concerns that the proponent of the Proposal does not own all the land included in the Proposal.
- The Proposal would therefore be unable to meet relevant requirements in terms of roads and stormwater infrastructure.
- A piecemeal approach to the development would disrupt surrounding residents.
- The proposed rezoning will destroy the scenic landscape character of the area.
- The applicant proposed to bear the cost and construct a boundary fence, however, has not specified details such as height.
- Concerns relating to the visual impact of the proposed development on residents of Lagonda Drive.
- Concerns the proponent's original request for a planning proposal document does not adequately address visual impact of the development.
- Concerns that the proponent's original structure plan (contained within the proponent's request for a planning proposal) contains 225sqm and 300sqm lots.
- Concerns that the 225sqm and 300sqm lots would require 2 storey dwellings to be constructed and therefore lead to privacy issues and loss of existing vistas from residential of Lagonda Drive.
- Loss of land reserved for Georges River Parkway.
- Inconsistent with 'A Plan for Growing Sydney'.
- No detailed plans, such as 3D perspectives, provided with the planning proposal.
- Incorrect information within the proponent's request for a planning proposal document.
- Concerns that water retention/stormwater run-off has not been calculated correctly.
- Concerns that the proponent seeks to redefine the waterway to not comply with DPI's Water Riparian Guidelines.
- Concerns in relation to bushfire and provided fire buffer.
- Concerns that traffic studies and trip distribution calculations are incorrect given that all lots within the site may not be acquired by the proponent, and therefore making a private bus route unviable.
- Concern that traffic generation has been underestimated and that the planning proposal will lead to increased traffic congestion to surrounding roads.
- Impacts of planning proposal and increased population on car parking in nearby Ingleburn Town Centre.
- Lack of public transport.
- The Koala assessment was undertaken in a restricted area, and therefore there may be a possibility that the proposed development could threaten the species. This matter requires more investigation.
- The vegetation area set aside in the proposed development is too small to be a viable bio banking site. Loss of habitat for native birds.
- Poultry farm and odour control.

- It has been portrayed to Lagonda Drive residents that the subject site would remain an E2 zoning.

Resident 8 – 12 (5 submissions)

- Support planning proposal
- Land is currently not productive and increased population and low density residential would be beneficial to surrounding businesses.
- Provide needed housing within Western Sydney.
- Provide an economic boost to the surrounding Ingelburn Centre. Proposal provides adequate transition from surrounding environmentally significant land.

Comment: Submissions in support of the planning proposal are noted.

Voluntary Planning Agreement

Submission 1

- Concern raised on the development of the Caledonia Precinct.
- The developer has not acquired all the land required to deliver the required infrastructure.
- Proposed dwellings adjoining properties along Lagonda Drive should be single storey to minimise the impact on their scenic views.
- Current road network is inadequate to cope with the increase in traffic.
- The proposed internal road network is not suitable for a bus service, forcing future residents to walk to Lagonda Drive and Oxford Road.
- Boundary fencing to match existing fence.
- Request for compensation for the internal and external cleaning of the properties due to dust created during the construction phase.

Submission 2

- A copy of a submission previously submitted to Council regarding the rezoning of the Caledonia Precinct. Summary issues:
 - Impact of the proposed development on Koala Habitat and general loss of trees.
 - The potential impact on Georges River if the proposed sewage pumping station needed for the residential development fails.

Comment

A majority of the issue raised in the submission are not VPA related and deal specifically with the rezoning of the land to permit residential development and its potential impact on the site and surrounding areas. These matters have been considered with the finalisation of the Planning Proposal and revised Development Control Plan.

In regards to the matter relating to the developer, Billergia Group, not having control of the entire Precinct, the VPA specific relates to land in the control or ownership of the developer. The infrastructure requirements on the remaining parcels of land will be delivered either through a VPA or be imposed as a condition of consent on the development of the site.

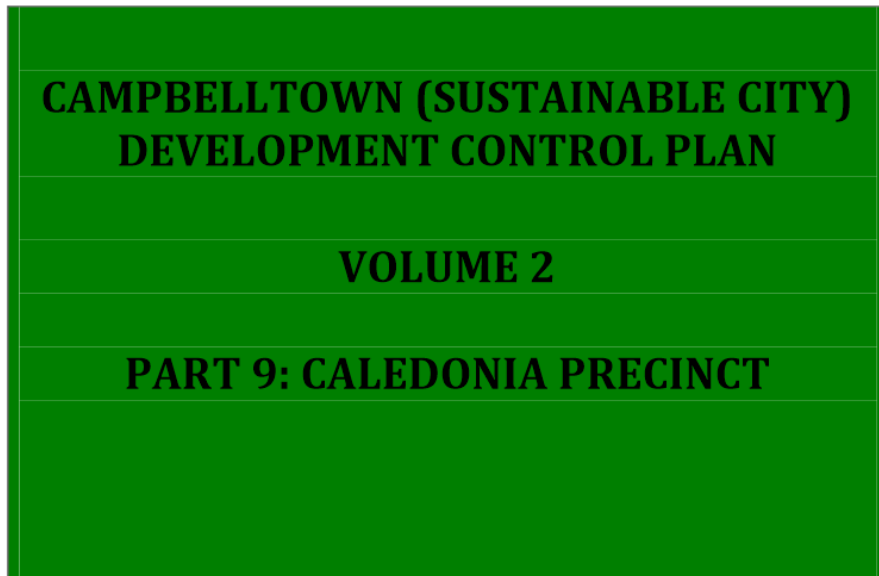


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1 INTRODUCTION

1.1 APPLICATION

This Part sets out controls for land known as the Caledonia Precinct as shown in Figure 1.

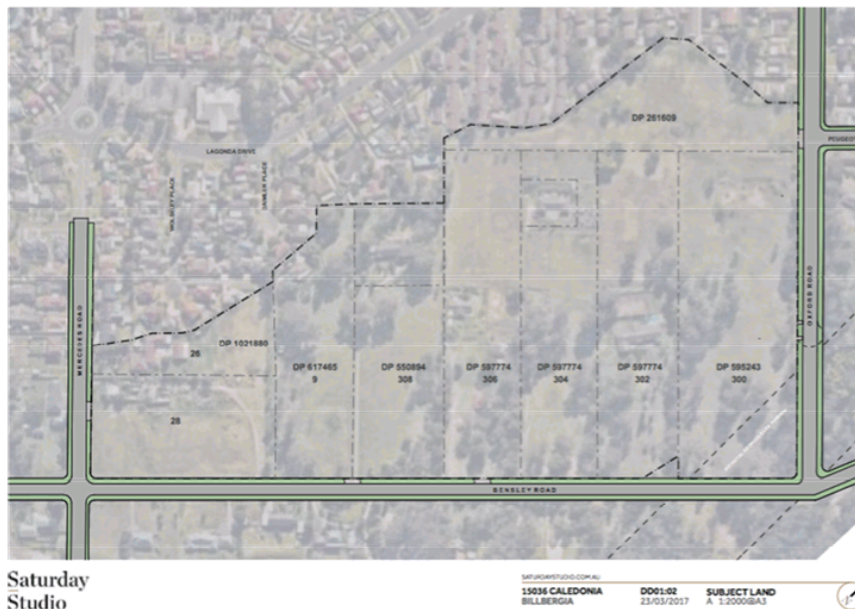


Figure 1 Land to which Part 9 applies

1.2 PURPOSE OF THIS PART

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 goals and controls. In doing so it provides a platform against which Council will assess future development applications in the Caledonia Precinct.

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.

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 and any other part of this Development Control Plan, Volume 2, Part 9 applies to the extent of the inconsistency.

2. VISION AND DEVELOPMENT OBJECTIVES

2.1 VISION

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.

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.

2.2 KEY DEVELOPMENT OBJECTIVES

Objectives

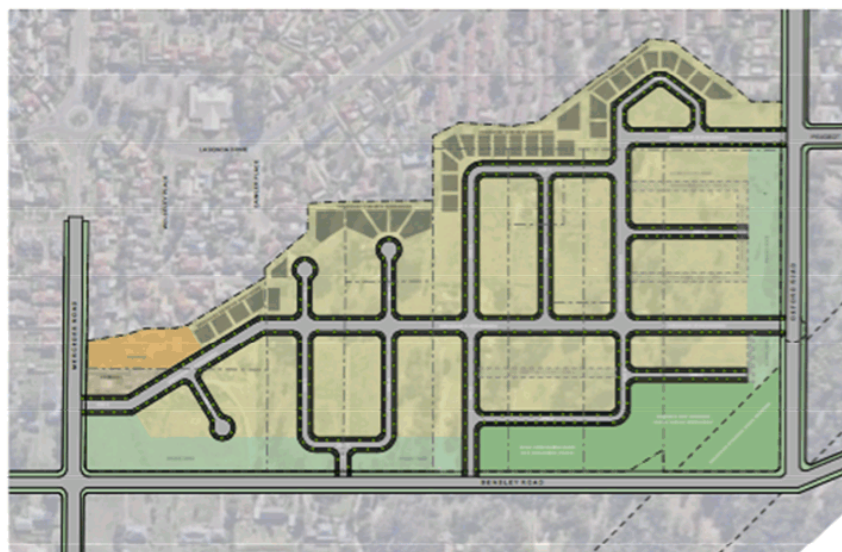
1. To create a transition between the rural/woodland known as the Edgelands to the east of the precinct and the low to medium density urban environment of Ingleburn.
2. To develop the precinct in a way that respects and builds on the existing landscape character of the site and surrounds.
3. To provide a mix of lot sizes, ranging from 2,000 to 500 sqm, to provide for a diverse residential community.
4. To encourage walking and cycling through the precinct and to create a safe and walkable neighbourhood
5. To provide a highly permeable road network that creates a clear road hierarchy and provides convenient and safe links throughout the precinct.
6. To encourage the use of public transport, allowing for the extension of

bus services into the precinct.

7. 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.
8. To provide areas of open space that are well connected and provide opportunities for passive and active recreation.
9. To create a safe and secure environment with high levels of passive surveillance of the public domain.
10. To preserve and respect the heritage values of the stone cottage fronting Mercedes Road.

Controls

1. All development is to be undertaken generally in accordance with the Structure Plan at Figure 1 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 and 2.2 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.
5. The Woodland area on the corner of Oxford Road and Mercedes Road is to be preserved.



Saturday Studio
Figure 1 **Structure Plan**

5/7 JRM/HT/2017/001/AL 5555 CALADONA DD01/01 MASTERPLAN
 BELLBERG 3/04/2017 A 1/2000/0A3

2.3 STAGING

Objectives
1. To develop the land in an orderly manner and provide for reasonable flexibility.
2. To ensure the sufficient provision of infrastructure is in place prior to the release of land.
3. 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.

3. DEVELOPMENT CONTROLS

3.1 STREET AND PUBLIC TRANSPORT NETWORK

Objectives

1. Provide a highly permeable road network that creates a clear road hierarchy and facilitates safe, convenient and legible access.
2. Provide safe and accessible connections to the existing road network.
3. Provide access to a bus route to service the precinct.
4. Ensure carriageways and verges match the function of the road.
5. 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 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;
 - 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.

- An extension of Bus Route 873 is to be investigated and integrated with the Structure Plan.

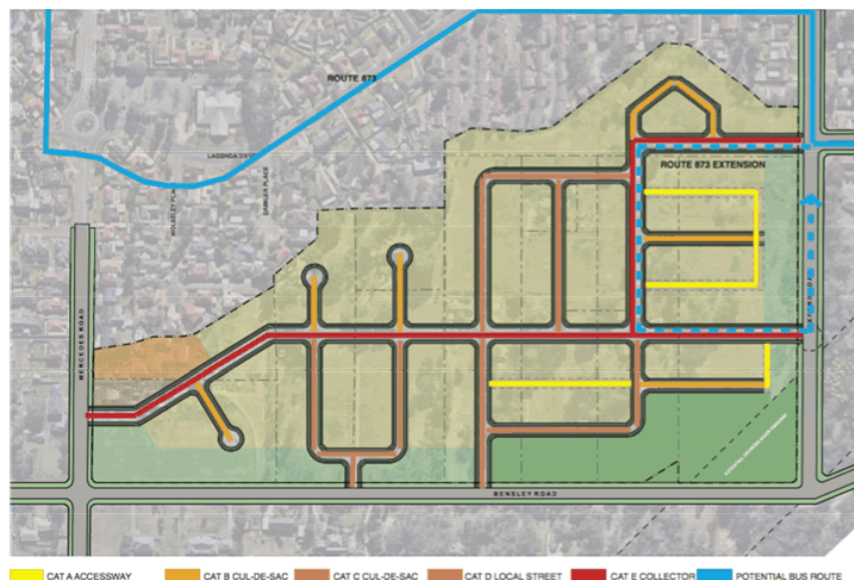


Figure 3 Street Network Plan

3.2 PUBLIC OPEN SPACE AND LANDSCAPING

Objectives
1. Maintain the landscape character of the precinct through retention of significant trees and planting.
2. Position and design open space areas to retain areas of significant vegetation.
3. Provide open space that is accessible, useable and safe for a range of users.
4. Incorporate an open active play area within the precinct.
5. Provide a landscape transition between the existing development of Ingleburn and the bushland of Georges River.
6. 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.

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.
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 4 Landscape Plan

3.3 BUILDING SETBACKS

Objectives
1. Retain the landscape character of the precinct through appropriate building setbacks and landscaping.
2. 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 Part 1 of the DCP.

3.4 PRIVATE PROPERTY VEGETATION MANAGEMENT

Objectives
<ol style="list-style-type: none"> 1. Ensure conservation of retained remnant Vegetation. 2. 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.

3.5 HERITAGE

Objectives
<ol style="list-style-type: none"> 1. Ensure areas identified as archaeologically or culturally significant are managed appropriately. 2. Protect heritage values associated with the Caledonia Stone Cottage. 3. 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.
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.

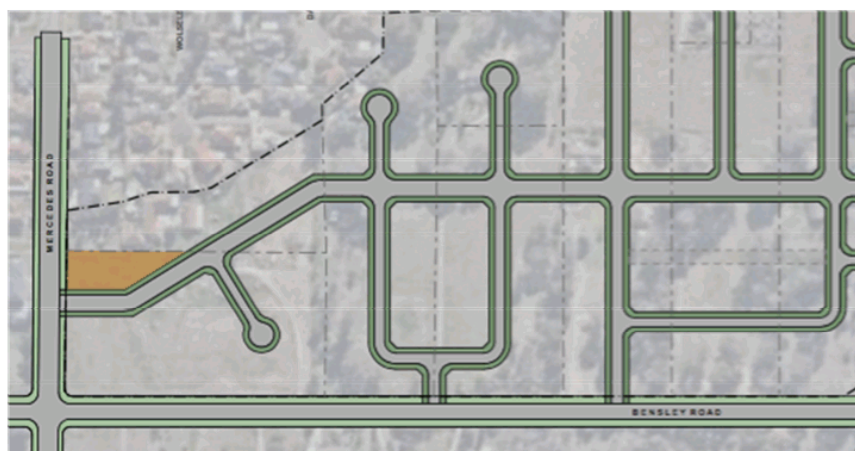


Figure 6 Heritage Curtilage

3.6 ASSET PROTECTION ZONES

Objectives

1. To prevent loss of life and property due to bushfires by providing for development compatible with bushfire hazard.
2. To encourage sound management of bushfire-prone areas.
3. 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.
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 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.
6. APZs:
 - c. Are to be located wholly within the Precinct or within Bensley or Oxford Road;
 - d. May incorporate roads and flood prone land;
 - e. May be used for open space and recreation subject to appropriate fuel management;
 - f. Are to be maintained in accordance with the guidelines in Planning for Bushfire Protection 2006; and
 - g. 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 Planning for Bushfire Protection 2006. Water supply is to be via a ring main system, engineered to the requirements of Australian Standard 2419.1-1994 Fire Hydrant Installations.
10. Buildings adjacent to APZs are to be constructed in accordance with the requirements of Appendix 3 of Planning for Bushfire Protection 2006 and

Australian Standard 3959-1999-Construction of Building in Bushfire Prone Areas.

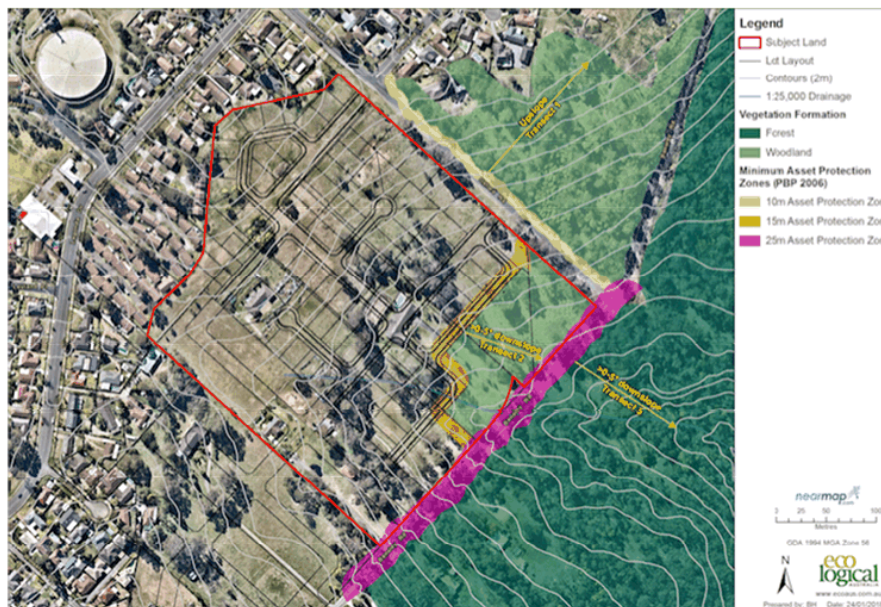


Figure 7 Asset Protection Zones

3.7 STORMWATER MANAGEMENT AND WATER QUALITY

- Objectives**
1. To avoid adverse impacts from stormwater runoff on other properties as a result of development in the catchment.
 2. To minimise potable water consumption and maximise re-use of stormwater within urban areas.
 3. To maintain and enhance the quality of natural water bodies.
 4. 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"