



2018

CAMPBELLTOWN CITY COUNCIL

22 August 2018

MEETING NOTICE

Campbelltown City Council Local Planning Panel

The meeting of the Campbelltown City Council Local Planning Panel will be held in Civic Centre, Campbelltown on **Wednesday, 22 August 2018 at 3.00pm.**

MEETING AGENDA

1. ACKNOWLEDGEMENT OF LAND

I would like to acknowledge the Traditional Custodians, the Dharawal people, whose Lands we are now meeting on. I would like to pay my respects to the Dharawal Elders, past and present and all other Aboriginal people who are here today.

2. APOLOGIES

3. DECLARATIONS OF INTEREST

4. REPORTS

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4.1 Planning Proposal – Ingleburn CBD

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General Information

Submissions by the applicant and concerned parties will be considered at the hearing. A concerned party is deemed to be a person who has made a written submission in respect to the application. The panel shall, upon request, hear submissions from persons who identify prior to a hearing that they wish to make a submission to be considered by the panel. Presentations to the panel by the applicant and concerned parties shall be restricted to five minutes each. The panel Chairperson has the discretion to extend the period if considered appropriate.

Members of the public, who have registered to speak at the meeting, will be invited to address the panel by the Chairperson during the meeting.

Recommendations of the Panel

The reports are presented to the Local Planning Panel for its consideration, advice and determination if the report is for a development application.

After the panel has considered submissions made by interested parties, the panel will make recommendations to the Council if the report relates to a planning proposal and determination if the report relates to a development application. The panel's recommendations/determinations become public by 4.30 the Friday following the Local Planning Panel meeting.

Information

Should you require information about the panel or any item listed on the agenda, please contact Council's City Development Division on 4645 4575 between 8.30am and 4.30pm.

The following reports are referred to the Local Planning Panel Panel for its consideration and recommendation.

Lindy Deitz
General Manager

4. REPORTS

4.1 Planning Proposal – Ingleburn CBD

Community Strategic Plan

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

Executive Summary

- This draft planning proposal relates to the Ingleburn CBD which is located to the east of the Ingleburn Railway Station.
- In December 2017, the NSW Government released the Glenfield to Macarthur Urban Renewal Corridor Strategy. This strategy included precinct plans for land near Macquarie Fields, Ingleburn, Minto, Leumeah, Campbelltown and Macarthur Railway Stations.
- This proposal has been prepared as a result of the NSW Government Corridor Strategy which anticipates rejuvenation of the town centre with increased housing choice and the creation of jobs to strengthen the local community.
- The proposal seeks to amend to the Campbelltown Local Environmental Plan (CLEP) 2015 in the following manner:
 - Amend the Height of Building map to increase the permissible building height for certain areas from 15m (approximately five storeys) to 26m (approximately eight storeys) and 9m (approximately two storeys) to 26m (approximately eight storeys)
 - Amend the Land Use Zoning map to rezone some land from R3 - Medium Density Residential to R4 – High Density Residential and rezone some land for RE2 to be used for public open space for certain areas
 - Amend Clause 4.1C (Minimum qualifying site area and lot size for certain residential and centre-based child care facility development in residential zones) by including a qualifying area of 1800m² for mixed use development, shop top housing and 2,400m² for residential apartment buildings within the town centre. These development controls will be further refined prior to public exhibition.
 - Introduce a floor space ratio of 2.25:1 for residential apartment buildings and 2.5:1 for mixed use development. This will be further tested post gateway determination and prior to public exhibition.
- The purpose of the draft planning proposal is to facilitate mixed use development in close proximity to existing transport networks which would strengthen the functionality and liveability of the town centre.

Officer's Recommendation

That the Campbelltown Local Planning Panel provides advice on the draft planning proposal for the Ingleburn CBD.

Purpose

The purpose of this report is to inform and seek the advice of the Campbelltown Local Planning Panel on a draft planning proposal to be forwarded to the Campbelltown City Council for its consideration.

Property Description	The site subject to this planning proposal is shown on Map 1 and
Lot and DP	2 under Appendix 1 of attachment 1 to this report.
Applicant	Campbelltown City Council
Owner	Various
Provisions	Certain SEPPS and Campbelltown Local Environmental Plan 2015



Figure 1: Location of the subject site

History

- The draft planning proposal relates to certain land in Ingleburn CBD as shown in Figure 1 above.
- Historically, developing a long term plan for Ingleburn has been a challenge for Council due to differing views held within the community in relation to height limits and higher densities.
- In May 2004, the then NSW Premier announced the Centres Planning and Development Program (CPDP) which provided funding to assist 11 councils, with town centre expansion and revitalisation.
- Funds were made available and provided to assist Campbelltown City Council in the preparation of structure plans for the Campbelltown, Macarthur and Ingleburn Town Centres. Council engaged APP Corporation, who prepared the Campbelltown/Macarthur and Ingleburn Structure Plans (draft structure plans).

- The draft structure plans were placed on public exhibition from 4 June 2006 to 1 September 2006.
- A report on the draft structure plans was presented and adopted by Council on 18 February 2008. As part of the recommendation, the draft structure plan relating to Campbelltown/Macarthur was adopted and Ingleburn was deferred to allow for further information to be collected and presented to Council in the near future.
- On 10 September 2013, Council resolved to prepare a new Structure Plan for Ingleburn and resolved:

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

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

Report

1. Planning Proposal

1.1 Summary of draft Planning Proposal

This draft planning proposal applies to the Ingleburn CBD. The remaining areas are proposed to be rezoned as part of the proposed review of Campbelltown LEP 2015.

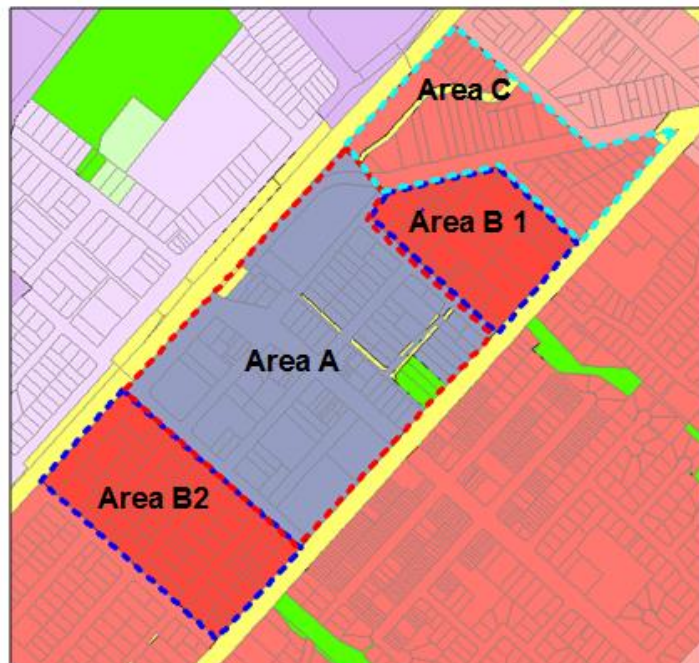
The rezoning of the core area of the Ingleburn Town Centre would ensure high-rise development occurs in the heart of the centre and would assist Council in accelerating the rezoning of the core area ahead of the LEP review.

The draft planning proposal seeks to amend the CLEP 2015 to amend the land use zoning map, Clause 4.1C and increase the maximum permissible building height for the subject area to facilitate future mixed use development consistent with the NSW Government's Corridor Strategy.

For the purpose of this report and to illustrate the proposed zoning and building heights the Core Area Precinct is further divided into four smaller precincts known as Area A, B1, B2 and C as shown on the map to the right.

Proposed Zoning

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



Proposed Building Height

The proposed outcome will be achieved by:

- Amending the CLEP Height of Building Map in accordance with the proposed height map shown at Appendix 1 – Map 1.6 Proposed Height of Building to the following:
 - For Area A and B2: increase the building height from 15 metres (five storeys) to 26 metres (eight storeys)
 - For Areas C and B1: increase the building height from nine metres (two storeys) to 26 metres (eight storeys)

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

- Ensure that the urban village feel is maintained through Oxford Road by requiring buildings to be set back at least 5 metres on the first floor.
- Provide additional dwellings within a walking distance to the railway station.
- Increasing densities to help support and facilitate economic growth within the town centre.

Proposed Qualifying Site Area

It is proposed to amend Section 4.1C (Minimum qualifying site area and lot size for certain residential and centre-based child care facility development in residential zones) by including a qualifying area of 1800 m² for mixed use development/shop top housing and 2400 m² for residential apartment buildings within the areas identified as B1, B2 and C.

Proposed Floor Space Ratio

It is proposed to include a FSR requirement of 2.25:1 for residential apartment buildings and 2.5:1 for mixed use development.

Proposed inclusion of local provisions to address the flooding issue

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

Proposed inclusion of incentive clauses to encourage quality design outcomes

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

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

(1) The objectives of this clause are as follows:

- (a) to encourage building design (namely the built form and layout) of large-scale commercial development and mixed use development in Zone B4 Mixed Use that minimises the consumption of energy and water
- (b) to provide increased amenity to occupants over the long term
- (c) to ensure the increase in gross floor area is compatible with surrounding buildings in terms of bulk, height and amenity.

(2) This clause applies to development if:

- (a) the development is on land in Zone B4 Mixed Use
- (b) the lot on which the development will be sited is at least 18 metres wide at the front building line
- (c) the lot on which the development will be sited has a maximum floor space ratio of 3:1 as shown on the Floor Space Ratio Map
- (d) the development includes the erection of one or more buildings for the purposes of commercial premises or a mixed use development.

- (3) Despite any other provision of this Plan, the consent authority may grant development consent to development to which this clause applies if the gross floor area of the buildings on the development site exceeds the gross floor area otherwise permitted by this Plan by no more than 0.5:1.
- (4) Before granting development consent to development under this clause, the consent authority must be satisfied that:
- (a) the part of any building used for the purposes of commercial premises (whether or not for the purposes of mixed use development) complies with the following standards:
 - (i) the energy target is a maximum 135 kg/m² per year
 - (ii) the water target is a maximum 0.47 kL/m² per year for business premises and office premises and a maximum 1.68 kL/m² per year for shops, restaurants and function centres, and
 - (b) the part of any building that is a dwelling used for the purposes of mixed use development complies with the following standards:
 - (i) the energy target is a minimum 10-point increase in the BASIX score compared to current requirements,
 - (ii) the water target is a minimum BASIX 60, and
 - (c) the building does not adversely impact on any neighbouring land in terms of visual bulk or overshadowing, and
 - (d) a report prepared by a qualified consultant to the satisfaction of the Council verifies that, if all of the commitments relating to the building design (namely the built form and layout) listed in the report are fulfilled, the development will comply with both the energy and water targets.
- (5) This clause does not apply to land on which development to which clause 13 of State Environmental Planning Policy (Affordable Rental Housing) 2019 applies is to be carried out.
- (6) In this clause:

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

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

Proposed Iconic Building

It is proposed to facilitate the development of an iconic mixed-use building within Ingleburn CBD through an Expression of Interest (EOI) process, whereby landowners/developers would be invited to nominate their sites for this purpose. The process for the EOI and the criteria for the site are proposed to be developed post Gateway Determination, but prior to the public exhibition. It is anticipated that a building on this site would be permitted to depart from the height of building development standard in return for exceptional architectural design, exemplar sustainability inclusions (green building), provision of a public benefit, (such as public open space open space/plaza) and public domain enhancement.

A copy of the draft planning proposal is shown at attachment 1.

It is also proposed to set up a Design Review Panel. The details of this will be reported to Council for consideration in the near future.

1.2 Justification

The draft planning proposal is a result of the release of the Corridor Strategy. In December 2017 the Department announced the release of final plans (after considering the outcomes of public consultation) for six train station precincts (excludes Glenfield), within the Campbelltown LGA.

As a result, Council has been approached by a number of sole developers and owners who sought to lodge individual planning proposals for individual sites particularly Ingleburn, to enable higher density developments. Council does not encourage this approach as, many individual planning proposals, it would result in fragmented and unpredictable outcomes and causes difficulties in resourcing the numerous planning proposals.

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

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

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

1.3 Consideration of Section 9.1 Ministerial Directions

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

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

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

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

1.4 Consideration of State Environmental Planning Policies (SEPPs)

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

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

1.5 Consideration of the Campbelltown Local Environmental Plan 2015

The proposal to amend the CLEP 2015 to facilitate the future redevelopment of the Ingleburn CBD would not be inconsistent with the functions of the existing centre and surrounding locality. Currently, the subject area is functioning primarily as a commercial core with 1-2 storey low rise residential buildings and a small number of medium density housing.

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

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

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

2.1 A Plan for Growing Sydney

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

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

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

2.2 Greater Sydney Region Plan 2018

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

Four key components have been identified within the document:

- Infrastructure and collaboration
- Liveability
- Productivity
- Sustainability

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

2.3 Western City District Plan

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

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

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

2.4 Glenfield to Macarthur Urban Renewal Corridor Strategy

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

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

The Corridor Strategy released in December 2017 identified Ingleburn as an area to experience significant growth and rejuvenation to improve and grow the local economy. Council has been approached by a number of sole developers and owners who sought to lodge individual planning proposals. Council advised that this approach is not preferred as it would result in spot rezoning and a fragmented town centre.

2.5 Campbelltown Community Strategic Plan 2027

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

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

2.6 Campbelltown Local Planning Strategy

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

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

The proposal would be consistent with the Campbelltown Local Planning Strategy.

2.7 Concerns relating to the Planning Proposal

Preliminary assessment undertaken by Council Staff has identified a number of concerns in relation to the proposal. Concerns relating to traffic, flooding, open space and developer contributions have all been identified as matters which require further attention should gateway determination be issued. Further discussion regarding the concerns is detailed below.

- **Traffic**

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

It is anticipated that traffic within area is likely to increase due to population growth which would put pressure on the local road network. Council will be developing strategies to combat traffic and parking issues within the centre post gateway determination. However, without certainty on proposed heights from the elected body and Gateway, yield determinations are not possible at this stage.

Council has recently undertaken studies relating to car ownership for residents living in apartments for the Re-imagining Campbelltown strategy. Studies undertaken have indicated that car ownership rates are lower for households living in units and also for those in close proximity to existing train stations.

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

- **Heritage**

The subject area contains three local heritage items as follows:

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

The draft planning proposal does not propose to remove any heritage listing. Future development applications lodged for sites within the subject area would need to consider the impact of the relevant heritage items in line with existing heritage controls in the Campbelltown Local Area Plan.

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

- **Flooding**

The Bow Bowling Bunbury Curran (BBBC) Creek Flood Study was adopted by Council in 2014. An update of the Study was completed in 2016 as part of the Floodplain Risk Management process. The BBBC Floodplain Risk Management Study and Plan (FRMSP) is currently being completed by Molino Stewart and will be delivered in December 2018.

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

Royal Haskoning DHV was engaged by Molino Stewart to provide an estimate of the cost of the solutions to flooding identified in the FRMSP. A cost of \$13,500,000 was estimated for the Ingleburn CBD drainage upgrade. It should be noted that this estimate is based only on a concept design and is subject to change. The above estimate does not include any relocation of services, should this be needed. The study has indicated that there are significant services in the area and until a detailed investigation and design is undertaken, the above is only an estimate.

It is unlikely that any solution will remove all flood risk in Ingleburn. As such, planning controls will be needed in addition to any upgrade works.

It is also noted that development is currently permissible with consent in these flood prone areas. The increase in height limit will improve the ability of proposal to adapt to individual sites flooding constraints such as raised floor levels and providing flood free parking and excavation routes.

- **Open Space**

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

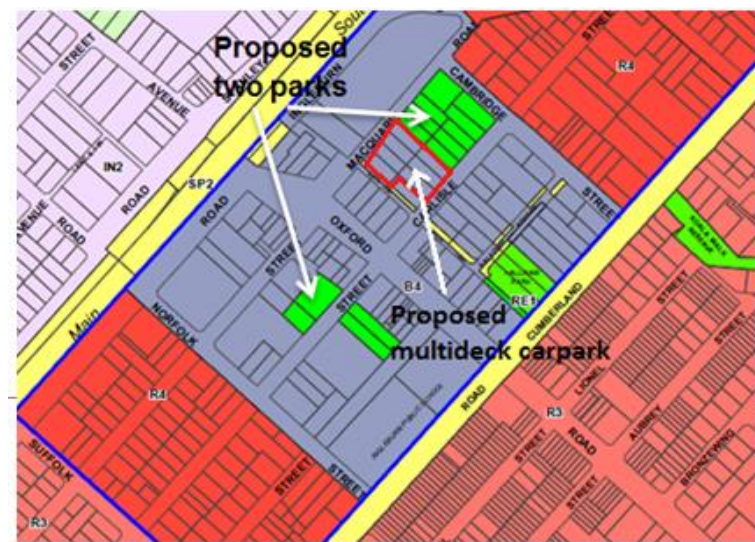
Planning Priority (W18) of the Western Sydney District Plan partially states:

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

People in urban neighbourhoods should be able to walk to local open space. In high density neighbourhoods, public open space is used like a shared backyard, providing a green communal living space. Open space in high density neighbourhoods needs to be durable, multipurpose and accessible to a wide variety of users. High density neighbourhoods also need to have high quality open space within close proximity.)

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

The newly proposed parks are proposed to be located on Council's land as shown on the map below. Further detailed information on this matter is provided on page 31 of attachment 1 to this report.



Car parking – proposed multi deck car park

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

The land identified for additional open space (two parks) currently provides 520 on grade car parking spots. The car park to the north of Oxford Road is approximately 1.2 hectares in area, of which 7,500m² is proposed to be converted to a park. The remaining area of the site

is proposed to be developed into a multi deck car park of a capacity of 600 car parking spaces (approximately four storeys), which would provide 80 more car parking spaces).

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

4. Conclusion

The draft planning proposal for the core area of Ingleburn CBD seeks to facilitate higher residential densities around the Centre. The draft planning proposal also recommends two additional parks be created on Council owned land to provide recreational areas within a walking distance for the future residents of Ingleburn Town Centre.

Flooding is a major issue for Ingleburn CBD, and preliminary estimates suggest that infrastructure upgrades in the area of approximately \$13.5M are required to address the current flooding issues to an acceptable level. In this regard, further investigation would be undertaken to establish a methodology/mechanism to fund the work. Notwithstanding the flooding issues, the proposed changes to zoning and height controls will assist developments in managing floor impacts.

A site specific development control plan and a public domain strategy are proposed to be prepared prior to public exhibition of the draft planning proposal.

The implementation of the draft planning proposal is anticipated to take between 10 to 15 years, depending on the of the market appetite for the provision of apartment buildings within Ingleburn Centre.

Attachments

1. Draft Planning Proposal - Ingleburn Stage 1 (contained within this report)

Reporting Officer

Executive Manager Urban Centres



**Draft
Planning Proposal**

**Ingleburn CBD
The Core Precinct**

Campbelltown City Council

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Appendices**Appendix 1: Maps**

Map 1.1 Location Plan of the Subject Site

Map 1.2 Aerial Photo of the Subject Site

Map 1.3 Existing Zoning Map under the CLEP

Map 1.4 Proposed Zoning Map under the CLEP

Map 1.5 Existing Height Map under the draft CLEP

Map 1.6 Proposed Height of Buildings Map under the CLEP

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

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

Appendix 2: Ingleburn Precinct Plan (Department of Planning, December 2017)

History

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

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

- On 26 July 2015, the Department prepared and exhibited a draft Macarthur to Glenfield Urban Renewal Corridor Strategy (the draft Corridor Strategy). The draft Corridor Strategy identified opportunities for additional housing and jobs around the seven train station precincts between Glenfield and Macarthur.
- In December 2017, the NSW Government released the final Corridor Strategy which included precinct plans for six areas around railway stations within Campbelltown Local Government Area comprising:
 1. Macquarie Fields;
 2. Ingleburn;
 3. Minto;
 4. Leumeah;
 5. Campbelltown; and
 6. Macarthur.
- Due to the relocation of the Hurlstone Agricultural High School, which freed substantial land for potential redevelopment as part of the Glenfield Precinct, the Department will re-exhibit a revised plan for Glenfield Precinct for public comment in 2018.

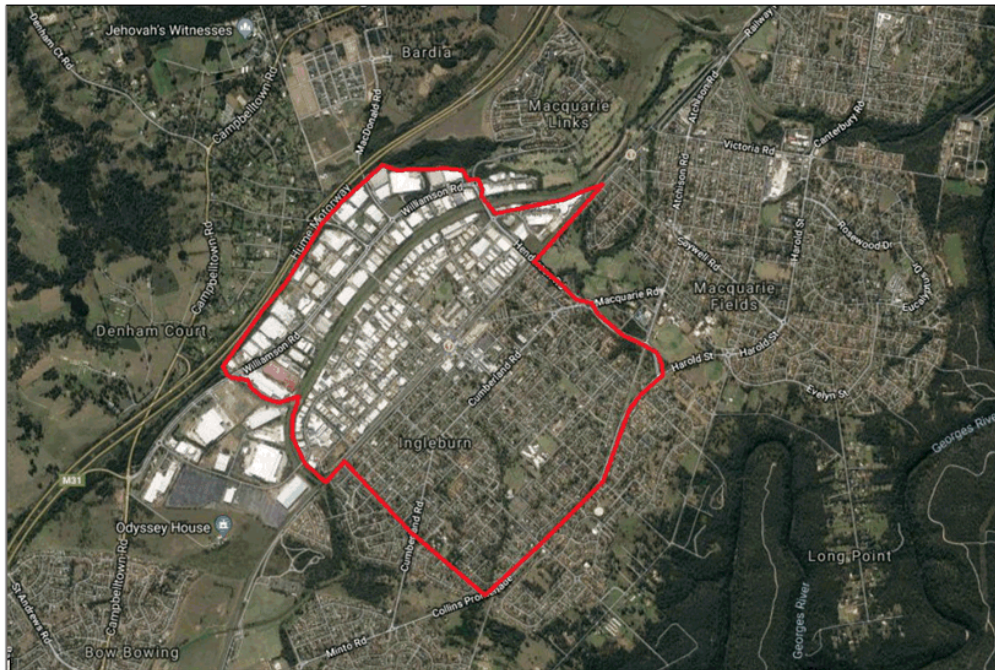
This planning proposal seeks to rezone the core area of Ingleburn Town Centre to facilitate the implementation of the Ingleburn Precinct Plan.

A copy of the Ingleburn Precinct Plan is provided under Appendix 2.

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

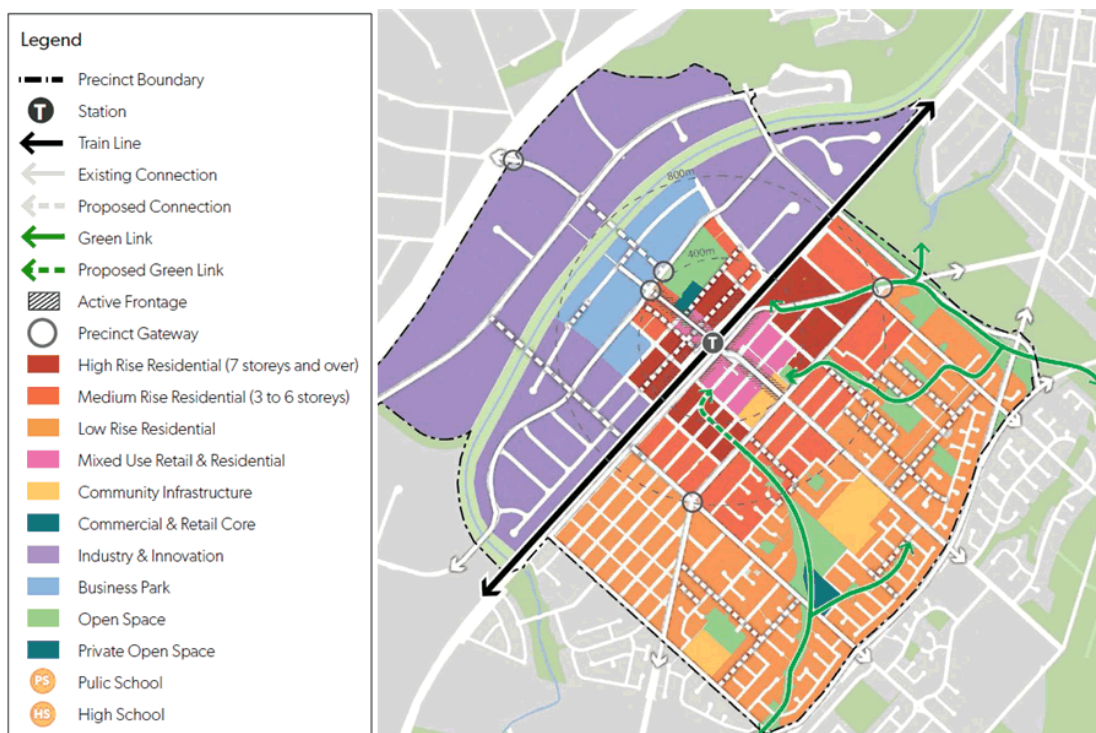
1. Background

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



Map 1.1: Ingleburn Precinct

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



Map 1.2 Ingleburn Precinct Plan

1.1 Proposed staging of the CLEP amendment of the Ingleburn Precinct

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

Area 1: The Core CBD Precinct – Eastern Side

Area 2: Area around the Centre – Eastern Side

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

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

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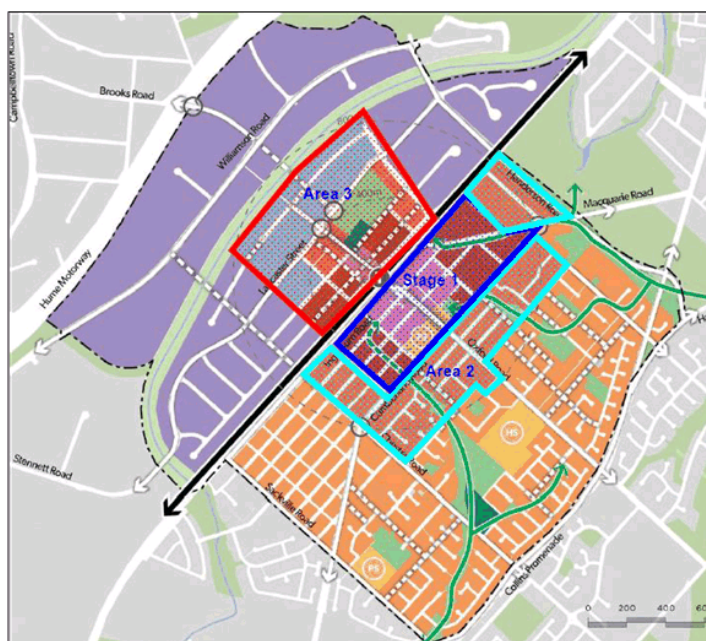
[PLANNING PROPOSAL – INGLEBURN CBD]

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

Further amendments to existing medium density zoning which includes attached dwellings, terraces and multi dwellings are not proposed as part of this proposal as the housing typologies are currently permissible in the R2 Low Density Residential Zone. The location of and range of uses permissible in the R2 and R3 zones will be reviewed within the next two years.

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

- It would ensure high-rise development occurs in the heart of the Centre and not in the periphery areas, thus strengthening the livability and viability of the Ingleburn Town Centre
- It would enable Council to deal with each precinct individually and address the issues relevant to each precinct in more details.
- It would postpone dealing with potential land contamination issues on the western side of the railway station to a later stage, thus ensuring the timely rezoning of the core area of the Ingleburn CBD.



Map 1.3 Proposed Stages of the rezoning of Ingleburn Town Centre

Campbelltown City Council is one of the Councils with an accelerated program to adopt a new Local Environmental Plans and associated local housing strategies. It is anticipated that the new plans will be completed within two years with relevant pathways to achieve local housing targets and better quality outcomes for local communities.

As such the remaining parts of Ingleburn will be incorporated under the LEP review.

2. The Site

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



Map 1.4: Aerial Map Ingleburn CBD

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

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

More detailed analysis for the Ingleburn CBD site context in relation the following aspects has been undertaken by the Department:

- transport and movement
- walking catchment
- open space network
- topography

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- Flooding and Drainage
- vegetation and ecology
- bushfire risk
- heritage
- recent residential development
- land ownership
- social Infrastructure

A summary of the site context from the Ingleburn Precinct Plan is shown in Table 1.1 below.

A copy of the Department's Ingleburn Precinct Document is included under Appendix 2.

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

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

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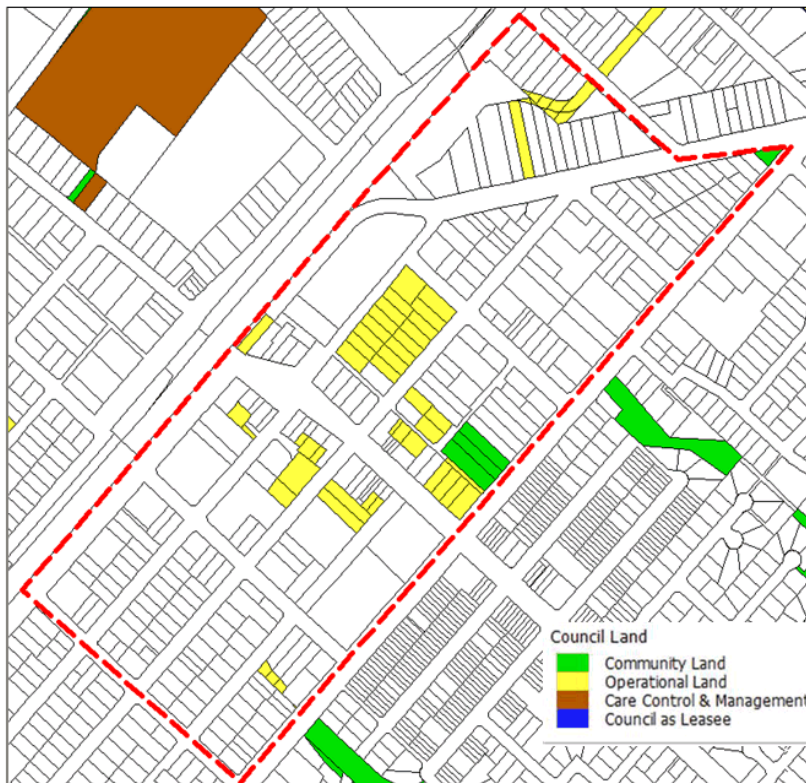
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Aspect	Summary of findings from the Precinct Plan prepared	Comments regarding relevance to Stage 1
		walking distance from the areas proposed for R4 High Density Residential. – The planning proposal includes the provision of two additional parks within the Core Precinct.
Topography	– The topography within stage 1 is undulating with a high point in the east of the precinct around Cumberland and Oxford Roads.	Noted
Flooding and Drainage	– Campbelltown City Council is currently preparing a Floodplain Management Plan to identify areas subject to flooding. Once finalised, this Plan will be used to manage flood risk and inform future planning for the precinct. – Any development of land within the precinct will need to consider whether the land is flood prone and address any relevant flooding control.	– Ingleburn Town Centre is flood affected and a flood management plan would need to be prepared. Such a plan must provide practical solutions to the flooding issue. Funding of the work may be included as part of a development contribution plan, or via an additional levy. Further detailed work/studies in relation to identifying a mechanism to fund drainage work to mitigate flooding within the Centre would need to be prepared and publicly exhibited.
Vegetation and Ecology	– The precinct contains some small dispersed areas of vegetation that are classified as Endangered Ecological Communities under the Threatened Species Conservation Act 1995. These include areas of Cumberland Plain Woodland and River Flat Eucalypt Forest on Coastal Floodplains.	– Council will be further consulting with the Office of Environment and Heritage (OEH) in relation to the preservation of the existing trees within the precinct.
Bushfire Risk	– Due to the relatively small amount of existing vegetation and urban nature of the precinct, there is a relatively small amount of land that is subject to bushfire risk. Much of the land is to the north and southern perimeters of the precinct in existing open spaces. – Any redevelopment of land within these bushfire prone areas will need to provide the required asset protection zones in accordance with relevant bushfire protection guidelines	– This proposal does not include any land that is identified as bushfire prone land.

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

Map 1.5 Map showing Council's landholdings

2.1 Existing Zoning

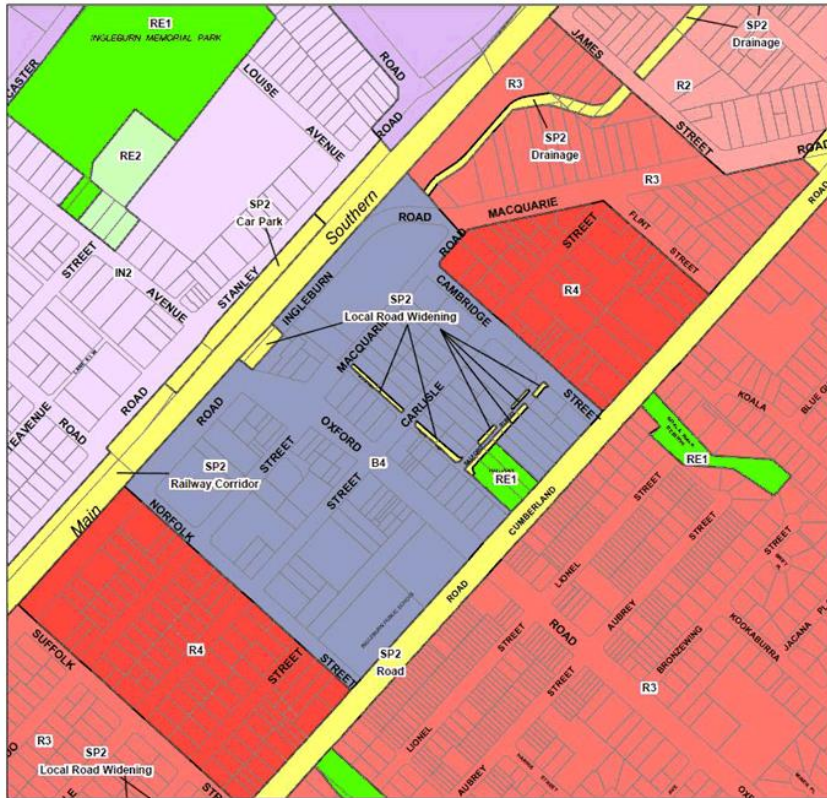
The site is currently subject to the Campbelltown Local Environmental Plan 2015 (the CLEP). The site includes the following zones under the CLEP:

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

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Map 1.6 Existing Zoning under the CLEP



Part 1 – Objectives or Intended Outcomes

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

The planning proposal aims to:

- Increase residential density in the Ingleburn CBD
- Establish development controls to ensure the redevelopment of Ingleburn CBD maintains an urban village feel
- Offer high level amenity for future residents
- Ensure that future residents have access to quality open space within their reach
- Investigate and implement a mechanism to address flooding
- Incorporate public domain improvements as part of any future development within the Centre
- Facilitate the development of an iconic mixed-use building within Ingleburn CBD through an Expression of Interest (EoI) process, whereby landowners/developers would be invited to nominate their sites for this purpose. The process for the EoI and the criteria for the site are proposed to be developed post Gateway Determination, but prior to the public exhibition. It is anticipated that a building on this site would be permitted to depart from the height of building development standard in return for exceptional architectural design, exemplar sustainability inclusions (green building), provision of a public benefit, (such as public open space open space/plaza) and public domain enhancement.

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

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

Part 2: Explanation of provisions

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

The proposed outcome will be achieved by:

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

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



- b) Amending the CLEP Height of Building Map in accordance with the proposed height map shown at Appendix 1 – Map 1.6 Proposed Height of Building to the following:
- increase the building height from 15 metres (5 storeys) to 26 metres (8 storeys) for Area A and B2, and;
 - increase the building height from 9 metres (2 storeys) to 26 metres (8 storeys) for Areas C and B1.

The heights have been carefully considered to maintain an urban village feel which is characteristic of the existing main plaza on Oxford Road.

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

- Ensure that the urban village feel is maintained through Oxford Road by requiring buildings to be set back at least 5 metres on the first floor.
 - Provide additional dwellings within a walking distance to the railway station
 - Increasing densities to help support and facilitate economic growth within the Town Centre
- c) Amend Section 4.1C (Minimum qualifying site area and lot size for certain residential and centre-based child care facility development in residential zones) by including a qualifying area of 1800 m² for mixed use development/shop top housing and 2400 m² for

- residential apartment buildings within the areas identified as B1, B2 and C in Map 2.1. These qualifying site areas would be further examined against the existing subdivision pattern of Ingleburn Town Centre prior to public exhibition.
- d) Investigation of the inclusion of local provisions to address flooding issues (pending the recommendation of a flood study and further investigations).
 - e) Investigation of the inclusion of incentive clauses to encourage high standard living for occupants and sustainability, pending the outcome of further studies post gateway determination.
 - f) Include a FSR requirement of 2.25:1 for residential apartment buildings and 2.5:1 for mixed use development. This will be tested further post gateway determination and prior to public exhibition.
 - g) Include a provision under the CLEP 2015 to allow for an iconic building to be developed in Ingleburn CBD

Part 3: Justification for the Planning Proposal

Section A – Need for the Planning Proposal

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

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

As a result, Council has been approached by a number of sole developers and owners who sought to lodge individual planning proposals for individual sites to enable higher density developments. Council does not encourage this approach as it would result in fragmented and unpredictable outcomes.

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

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

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

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

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

Section B – Relation to Strategic Planning Framework

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

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

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

– **A Plan for Growing Sydney**

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

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

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

– **Towards Our Greater Sydney 2056 and The Greater Sydney Region Plan, A Metropolis of Three Cities**

In November 2016, the Greater Sydney Commission released Towards Our Greater Sydney 2056 (TOGS), a draft amendment to A Plan for Growing Sydney, for public exhibition. TOGS aligns with the district plans, released on the same date. Both documents were on exhibition until March 2017.

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

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

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

- Infrastructure and collaboration
- Liveability
- Productivity
- Sustainability

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

– The Western City District Plan

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

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

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

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

– **Glenfield to Macarthur Urban Renewal Precincts**

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

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

The Plan identifies Ingleburn Centre as an Urban Village, with the majority of heights of 7+ storeys and greater in certain areas. This planning proposal is generally consistent with the Ingleburn Precinct Plan. Table 3.1 below illustrates consistency with the Ingleburn Vision.

Vision	Relevant Directions	Consistent	Comments
Housing	– Provide a variety of housing types within walking distance of the station to cater for all members of the community	Yes	– This proposal would facilitate apartment buildings and mixed use development (Shop top housing).
	– Provide for increased building heights close to the town centre and station	Yes	– The planning proposal includes higher densities around the town centre of eight storeys.
	– Retain the existing character of areas south of Chester Road, with a mixture of detached dwellings and townhouses	Not applicable to this stage	– This matter will be addressed in the LEP review
Jobs	– Oxford Road to be strengthened as a prominent retail and commercial centre for surrounding suburbs.	Yes	– The proposed higher densities around the centre would strengthen Oxford Road as the main retail centre. As for the surrounding suburbs, Ingleburn is anticipated to become a destination for quality coffee shops and restaurants. – This matter will be addressed in the

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Vision	Relevant Directions	Consistent	Comments
	<ul style="list-style-type: none"> Reinforce Ingleburn as a major industrial centre for south western Sydney. Encourage renewal, intensification and diversification of some employment lands over time through the emergence of a business park with direct access to the station. 	<p>Not applicable to this stage</p> <p>Not applicable to this stage</p>	<p>LEP review</p> <p>– This matter will be addressed in the LEP review</p>
Move-ment Network	<ul style="list-style-type: none"> Promote cycling and walking by providing new shared pathways, separated cycleways, footpaths, pedestrian refuges, street tree planting, bicycle storage facilities and lighting. Develop a continuous, safe regional commuter and recreational cycle route from Glenfield to Macarthur adjacent to the rail corridor. Introduce new local cycle routes to improve connections with Ingleburn station and the surrounding area, including to Koala Walk Reserve and west through the employment area Improve east-west connections and accessibility to the town centre by investigating a potential new vehicle connection over the railway line between Devon Road and Chester Road. 	<p>Not applicable to this stage</p> <p>Not applicable to this stage</p> <p>Not applicable to this stage</p> <p>Not applicable to this stage</p>	<ul style="list-style-type: none"> These matters will be addressed as part of the review of the CLEP and stages 2 and 3. Council’s Engineers advised that a vehicle access/bridge connecting the eastern side with western side (the extension of Chester Road) is not needed at this stage. However, as part of the review of the CLEP, further analysis on this matter will be undertaken to confirm the timing and the necessity of the east-west connections.

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Vision	Relevant Directions	Consistent	Comments
Open Space and Public Domain	<ul style="list-style-type: none"> Promote Oxford Road as a vibrant, safe, pedestrian friendly street with widened footpaths, street tree planting, inviting public gathering spaces, outdoor dining, attractive street furniture and barrier free access. 	Yes	<ul style="list-style-type: none"> As part of this proposal, a public domain strategy is recommended to be prepared. The public domain strategy should provide recommendations in terms of street planting, furniture, footpaths width and the like. The strategy would then feed into a site specific DCP and a S7.11 development contribution plan to enable it to be implemented.
	<ul style="list-style-type: none"> Establish a quality open space and public domain network that provides better linkages to and upgrades of existing open spaces. 	Yes	<ul style="list-style-type: none"> This proposal includes a proposal to provide for two additional public parks within a walking distance of the high density residential areas.
	<ul style="list-style-type: none"> Provide a new green link along Redfern Creek connecting Wood Park and the town centre 		<ul style="list-style-type: none"> The proposed new link along Redfern Creek connecting Wood Park and the town centre would be further investigated as part of the LEP review.
Built Form	<ul style="list-style-type: none"> Maintain the scale and village feel of Ingleburn town centre by restricting buildings fronting Oxford Road to two storeys, with higher storeys set back from the street. 	Yes	<ul style="list-style-type: none"> The village feeling will be maintained by including development controls for larger setbacks from for the first floor component of the buildings. These controls are proposed to be included in the site specific DCP for Ingleburn Town Centre.
	<ul style="list-style-type: none"> Enable residential, commercial and mixed use buildings between 4 and 8 storeys close to the station and surrounding the town centre to maximise pedestrian activity and increasetrade for local businesses. 	Yes	<ul style="list-style-type: none"> The Planning Proposal provide for heights of eight storeys within the core area.

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

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

Campbelltown 2027 Community Strategic Plan

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

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

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

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

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

Campbelltown Local Planning strategy 2013

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

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

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

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

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

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

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

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

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

Ministerial Direction	Consistent ?	Assessment
1.1 Business and industrial Zones	Yes	The planning proposal aims to increase densities and footprint of mixed use and residential development within close proximity to the Ingleburn Train Station. The proposal is consistent with this Direction.
2.3 Heritage Conservation	Yes	The Direction applies whenever a relevant planning authority prepares a planning proposal.

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Ministerial Direction	Consistent ?	Assessment
		<p>The Study area include three heritage items of local significance as follows:</p> <ul style="list-style-type: none"> – Ingleburn Horse Trough (Centre of Oxford Road) – Ingleburn Public School (51 Oxford Road) – Ingleburn Community Hall (72 Oxford Road) <p>The planning proposal is consistent with this Direction. Further analysis is needed to ensure that the proposed increase in heights for development adjacent to the heritage items would not have an impact.</p>
3.1 Residential Zones	Yes	<p>This direction applies when a relevant planning authority prepares a planning proposal that will affect land within:</p> <ul style="list-style-type: none"> (a) an existing or proposed residential zone (including the alteration of any existing residential zone boundary), (b) any other zone in which significant residential development is permitted or proposed to be permitted. <p>The proposal is consistent with this Direction as the additional dwellings would be in close proximity to existing infrastructure and services.</p>
3.4 Integrated Land Use and Transport	yes	<p>This direction applies when a relevant planning authority prepares a planning proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes.</p> <p>A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of:</p> <ul style="list-style-type: none"> (a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and (b) The Right Place for Business and Services – Planning Policy (DUAP 2001). <p>The proposed rezoning is consistent with principles of Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and The Right Place for Business and Services – Planning Policy (DUAP 2001) and therefore with the Direction for the following reasons:</p> <ul style="list-style-type: none"> – The site is within walking distance of Ingleburn Railway Station. – The site is located on two local bus service routes accessing a number of neighboring suburbs
4.3 Flood Prone Land	No	<p>This direction applies when a relevant planning authority prepares a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land. While Ingleburn Town Centre is flood prone land, the inconsistency with the direction is justifiable for the following reasons:</p> <ol style="list-style-type: none"> 1. The planning proposal is not proposing to rezone land from Special Use, Special Purpose, Rural or Environmental Protection Zones to a Residential, Business, Industrial, Special Use or Special Purpose Zone. 2. The planning proposal would not result in additional development to what is currently permissible in floodway areas, contain permit development that will result in significant flood impacts to other

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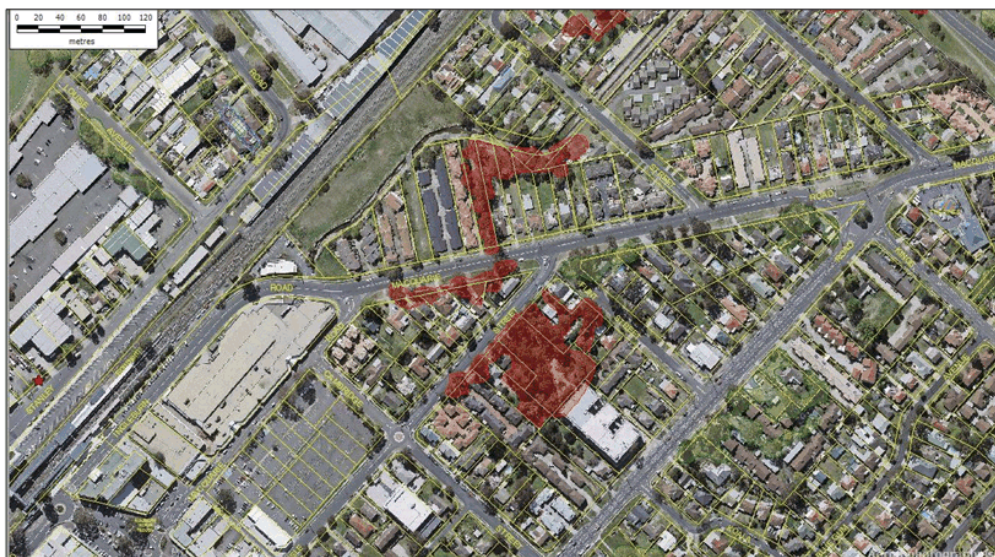
Ministerial Direction	Consistent ?	Assessment
		properties, 3. The planning proposal would permit a significant increase in the development of that land, 4. The proposal is like to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services
4.4 Planning for Bushfire Protection	NA	The Bushfire Prone Map for the Campbelltown area does not identify any part of the site to be bushfire prone land.
6.2 Reserving Land for Public Purposes	Yes	The objectives of this direction are: (a) to facilitate the provision of public services and facilities by reserving land for public purposes, and (b) to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition. The Proposal does not impact on land reserved for public purposes.
7.1 Implementation of A Plan for Growing Sydney	Yes	The proposal is consistent with the requirements of the strategy as discussed in Part 3 of this planning proposal.
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Yes	This direction applies when a relevant planning authority prepares a planning proposal for land within the precincts between Glenfield and Macarthur. A planning proposal is to be consistent with the precinct plans approved by the Minister for Planning and published on the Department's website on 22 December 2017. The proposal is generally consistent with the Ingleburn Precinct Plan. Further details on this matter are included in in Table 3.1 under Part 3 of the planning proposal.

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

Section C – Environmental social and economic impact

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

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



Map 3.1 Cumberland Plain Woodland – Ingleburn CBD

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

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

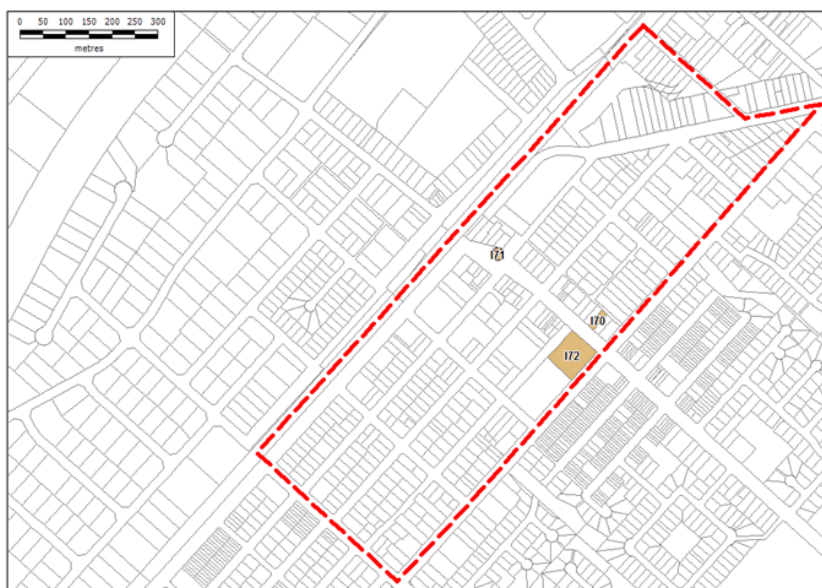
As discussed above, the Ingleburn CBD is almost fully developed with commercial and residential buildings. In this regard the following matters will be further investigated after the issuing of the Gateway Determination:

Heritage

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

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

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



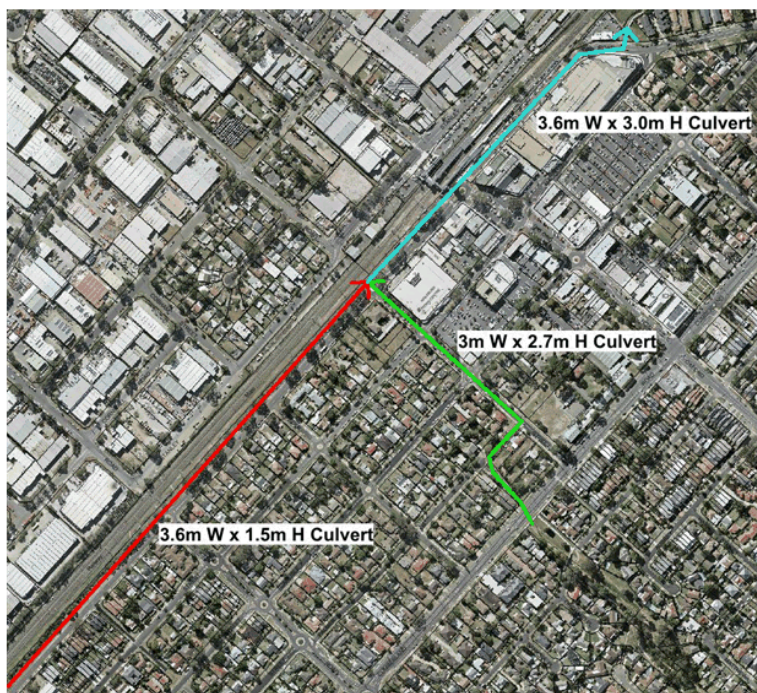
Map 3.2 Heritage Items – Ingleburn CBD

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

Flooding

The Bow Bowing Bunbury Curran (BBBC) Creek Flood Study was completed by Catchment Simulation Solutions (CSS) and adopted by Council in 2014. CSS completed updates in 2016 as part of the Floodplain Risk Management process. The BBBC Floodplain Risk Management Study and Plan (FRMSP) is currently being completed by Molino Stewart and will be delivered in December 2018.

The FRMSP identifies significant flooding occurring in Ingleburn CBD, with notable flood depths throughout the CBD observed in events as frequent as the 20% AEP. Numerous solutions have been investigated as part of the FRMSP, the preferred solution being additional drainage lines through roads in the CBD. A concept layout plan of the preferred solution is shown in Map 3.3. Please note that these are additional pipes and significant stormwater infrastructure already exists in this area.



Map 3.3 Concept Layout Plan of the Preferred Solution - Flooding

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

Royal Haskoning DHV was engaged by Molino Stewart to provide an estimate of the cost of the solutions to flooding identified in the FRMSP. A cost of \$13,500,000 was estimated for the Ingleburn CBD drainage upgrade. It should be noted that this estimate is based only on a concept design and is subject to change. The above estimate does not include any relocation of services, should this be needed. The study has indicated that there are significant services in the area and until a detailed investigation and design is undertaken, the above is only an estimate.

Several things are important to note:

- Central commercial core areas should have a 10% AEP piped drainage system (Council's Engineering Design for Development). It is unlikely that such a system will be cost effective for Ingleburn
- Alternative upgrades may be achievable in a number of different configurations

- Intensive planning controls may be able to be implemented with could lead to a reduced public infrastructure cost however such an approach **may not provide any protection** until such time as all properties are developed.
- It is unlikely that any solution will remove all flood risk in Ingleburn. As such, planning controls will be needed in addition to any upgrade works.
- This work to date looks at the major overland flow path only and additional upgrades may be required for some of the existing drainage deficiencies.

Additional studies

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

- Traffic and Parking Assessment;
- Public Domain Strategy;
- Site Specific DCP; and
- Urban design analysis to formulate appropriate development standards in relation to FSR and qualifying site area and block depths.

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

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

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

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

With regard to Ingleburn, Hill PDA noted that Ingleburn provides approximately 12,100sqm of retail shopfront (main street) floor space. This is in addition to the 14,100sqm of floor space provided within Ingleburn Fair and Woolworths Marketplace. In total, Ingleburn provides 26,200sqm of shopfront retail floor pace, which represents a marginal increase since the 2005 Study (24,400sqm of retail floor space was recorded in the 2005 Study, including vacant floor space). While the study is about six years old, the numbers are relatively accurate, as no major commercial or retail development has occurred in Ingleburn since the study was finalised.

Social Impacts

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

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

Section D – State and Commonwealth interests

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

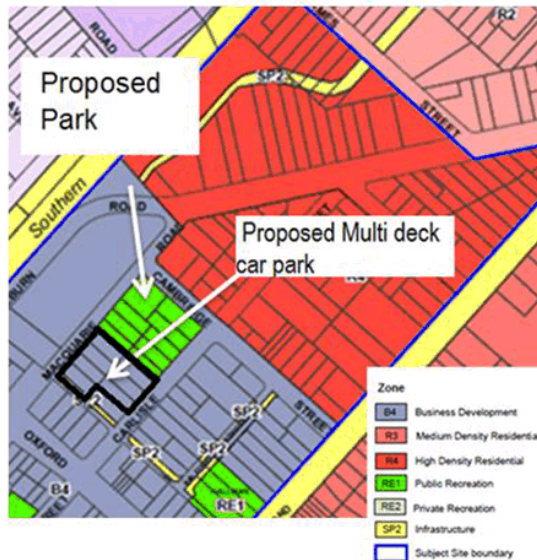
Ingleburn CBD is an established Centre with adequate services. Further detail about public infrastructure is discussed below.

Open Space

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

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

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



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be located within 200 metres of open space and all dwellings should be within 400 metres of open space

People in urban neighbourhoods should be able to walk to local open space. In high density neighbourhoods, public open space is used like a shared backyard, providing a green communal living space. Open space in high density neighbourhoods needs to be durable, multipurpose and accessible to a wide variety of users. High density neighbourhoods also need to have high quality open space within close proximity.)

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

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

Proposed Park A - North of Oxford Road

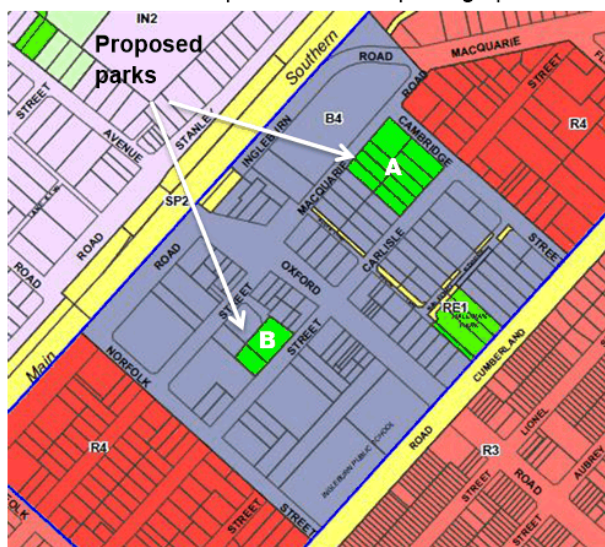
Park A is proposed to be located on part of the land that is owned by Council and shown on Map 3.4.

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

It is proposed that part of this site (approximately 7,500m²) be converted to a park and the remaining part of the site be developed into a multi deck car park of 600 car parking spaces. This would come to at a cost of approximately \$15 million.

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

It is anticipated that the Park will be a recreation hub for the residents within the centre. It is also expected that the multi deck car park would be funded by developer contributions. As such it is anticipated that funds would not be readily available for the construction of the multi deck park in the short term. The creation of a quality recreational



space would be highly beneficial to future residents. Additionally, it is critical that the economic viability of the commercial and retail premises be maintained during the construction phase.

Proposed Park B - South of Oxford Road

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

Community Facilities and services

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

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

The strategy is currently being revised and anticipated to be finalised in 2018.

Public Transport

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

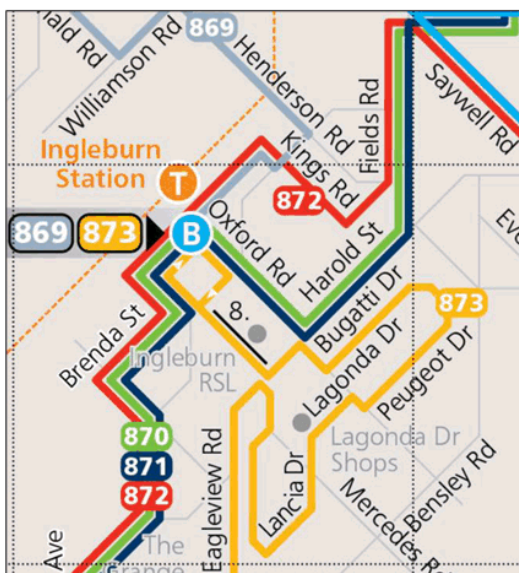
1. Bus Route No 870: Campbelltown to Liverpool via Ingleburn, Harrow Road and Glenfield.
2. Bus Route No 871: Campbelltown to Liverpool via Ingleburn, Glenfield and Leacocks Lane.

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3. Bus Route No 872: Campbelltown to Liverpool via Ingleburn, Macquarie Fields and Glenfield
4. Bus Route No 873: Ingleburn to Minto
5. Bus Route No 869: Ingleburn to Liverpool via Edmondson Park & Prestons

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



Map 3.5 Bus routes Map, Ingleburn Town Centre

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

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

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

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

Part 4: Mapping

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

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

Part 5 - Community Consultation

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

Part 6 - Project Timeline

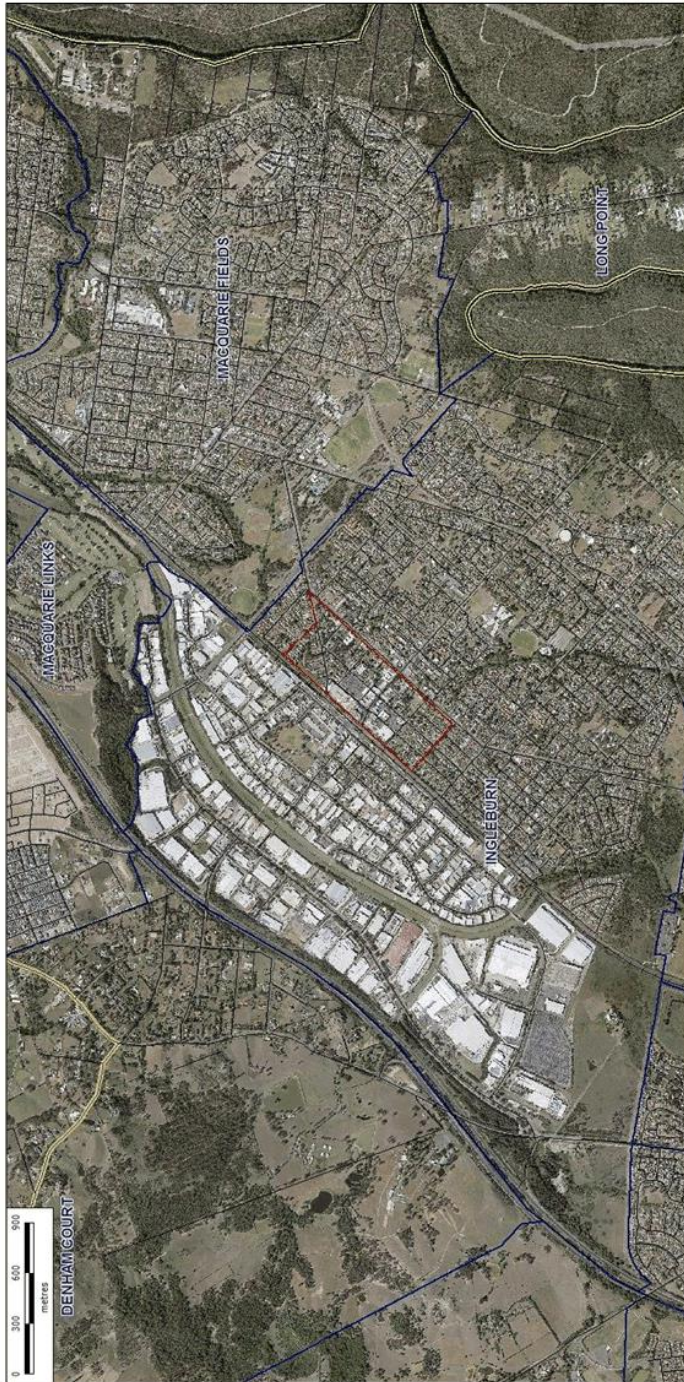
The draft project timeline has been included in Table 6 below. The anticipated timeframes and dates have been assigned to each milestone of the Gateway process.

Table 6: Project Timeline

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

Appendix 1 Maps

Map 1.1 Locality Map of the Subject Site



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Map 1.2. Aerial Photo of the Subject Site



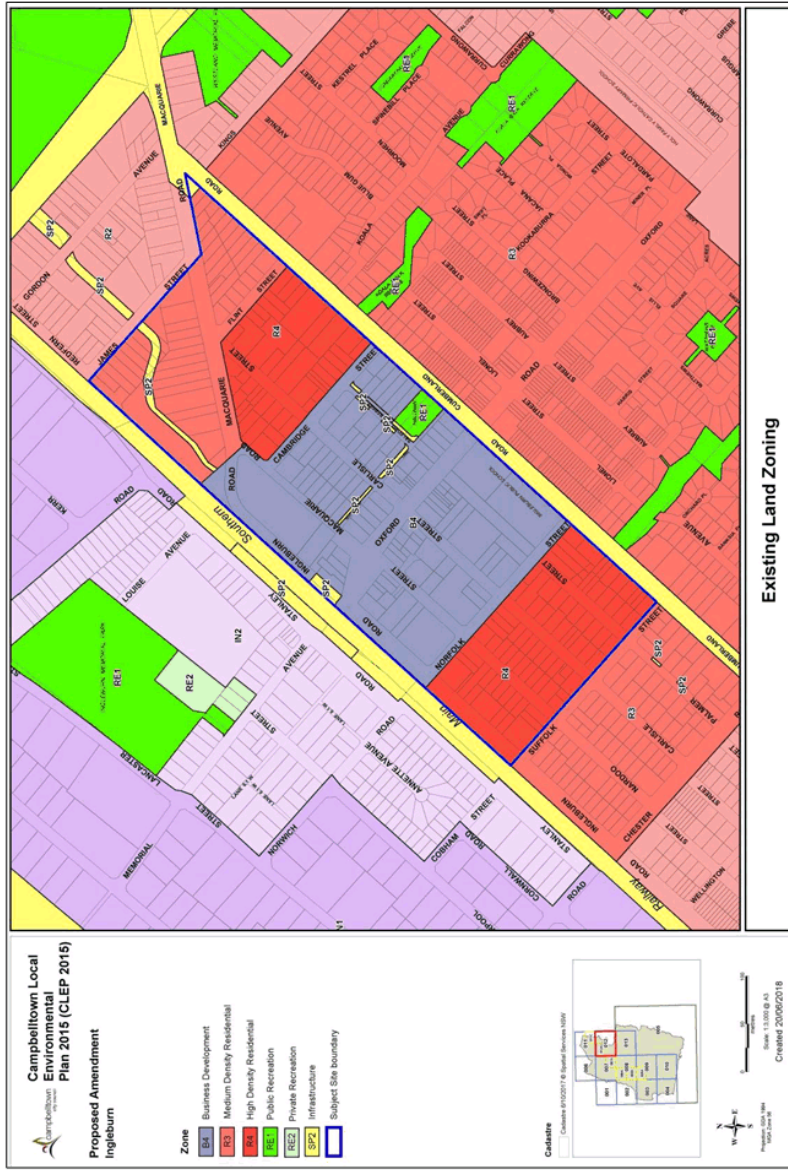
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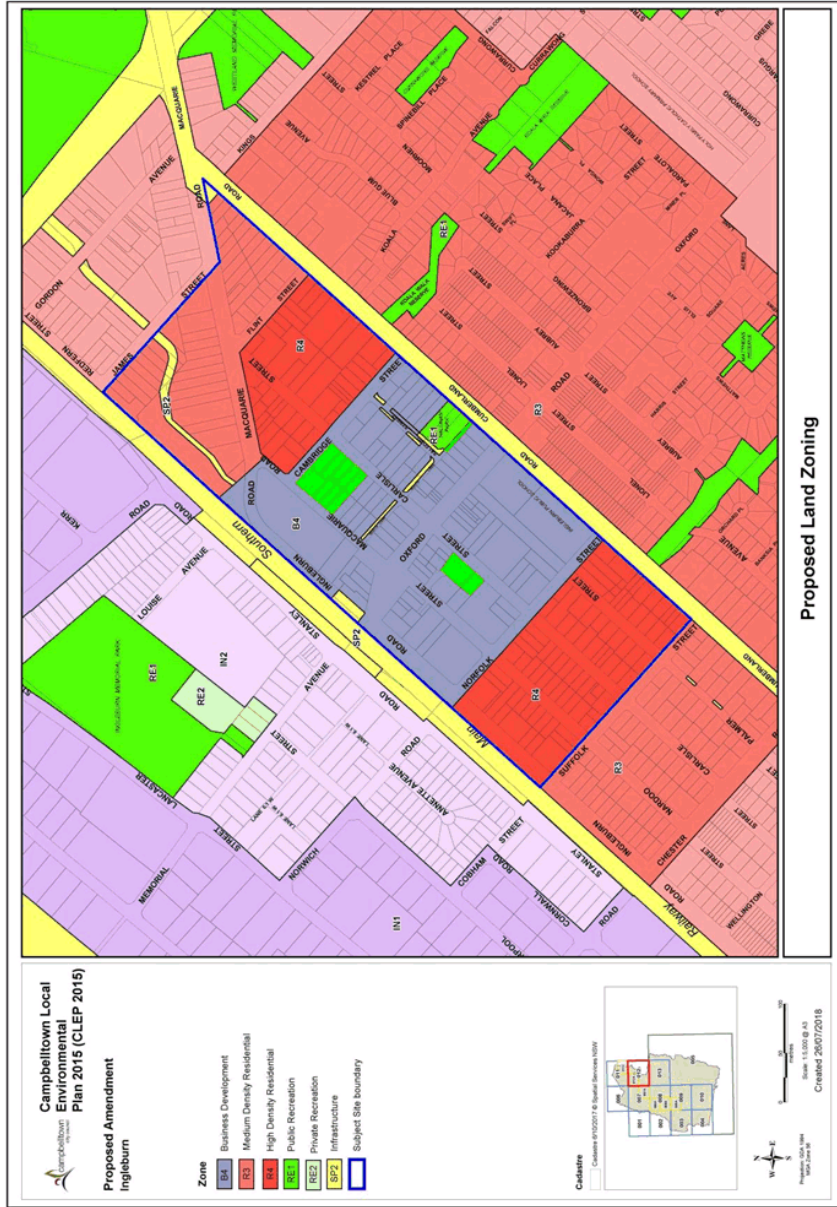
Map 1.3 Existing Zoning Map under the CLEP



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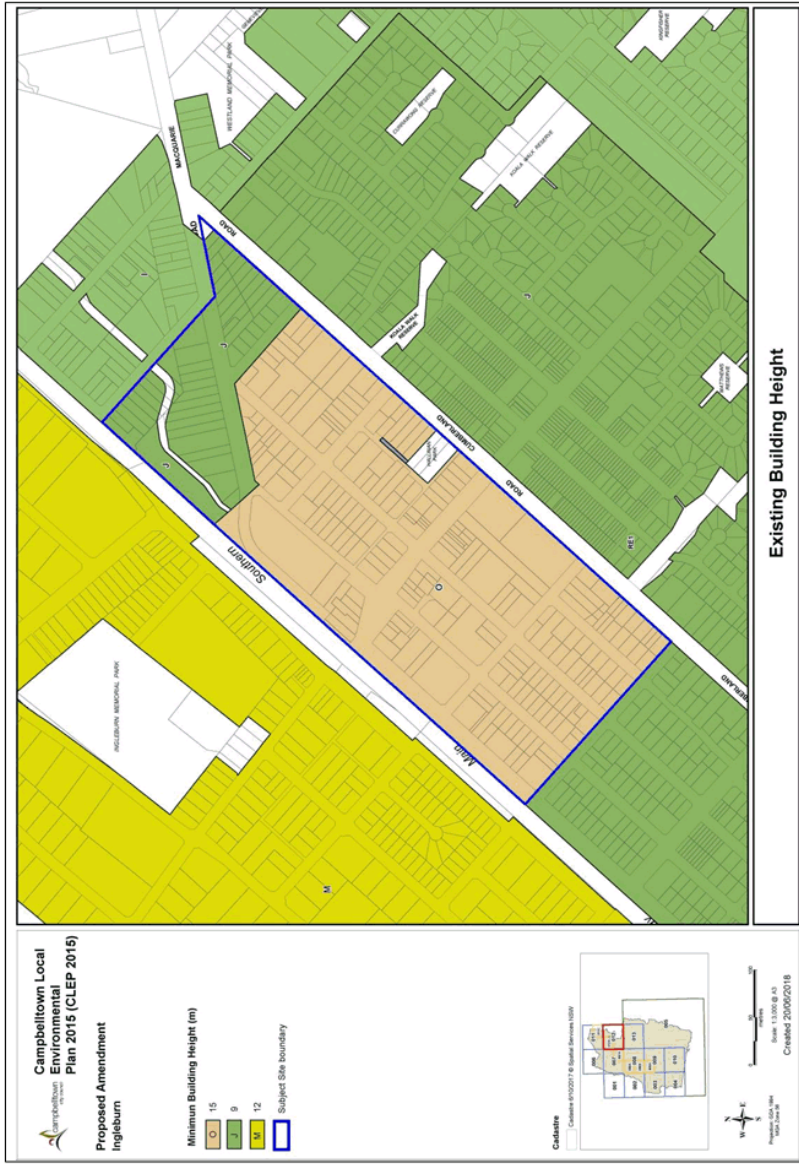
Map 1.4 Proposed Zoning Map under the CLEP



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Map 1.5 Existing Height Map under the draft CLEP



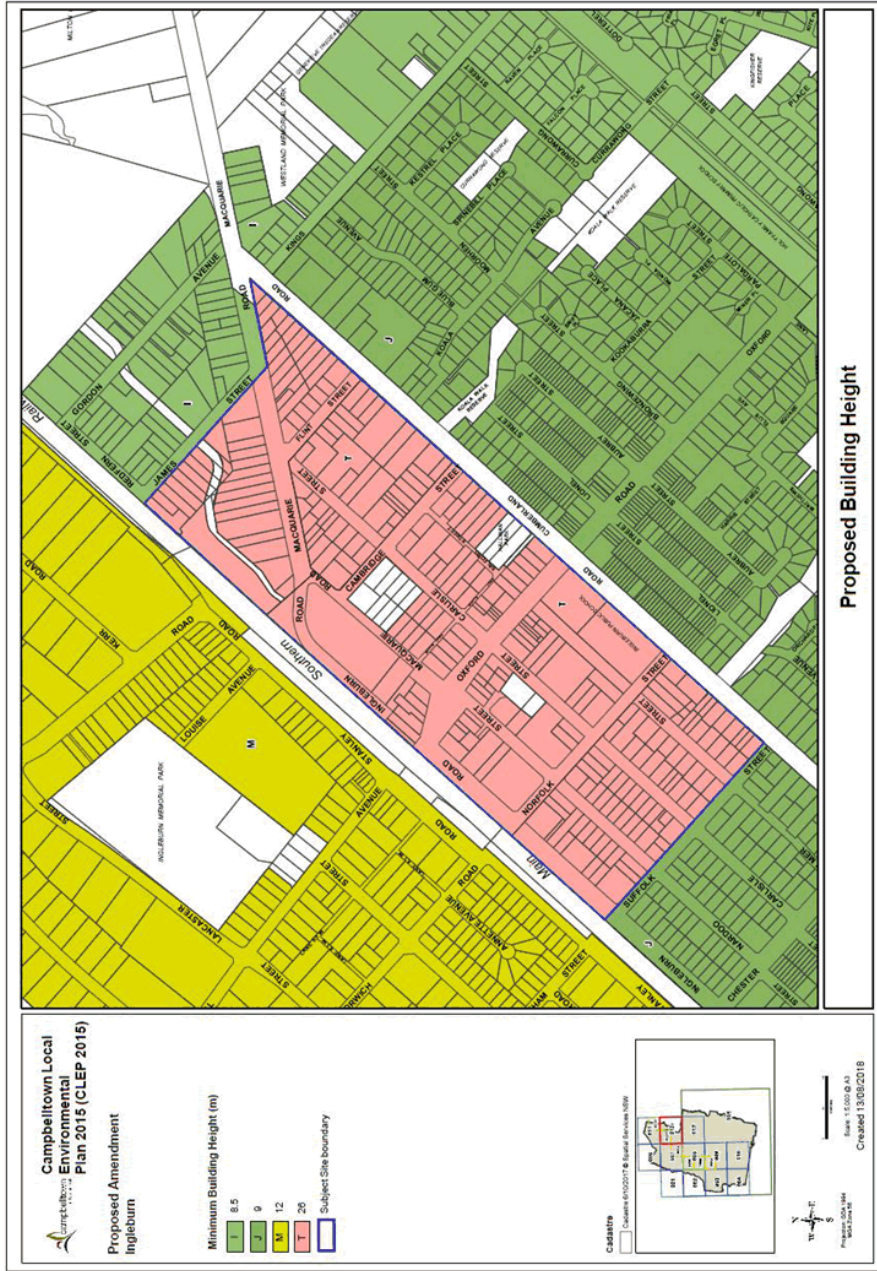
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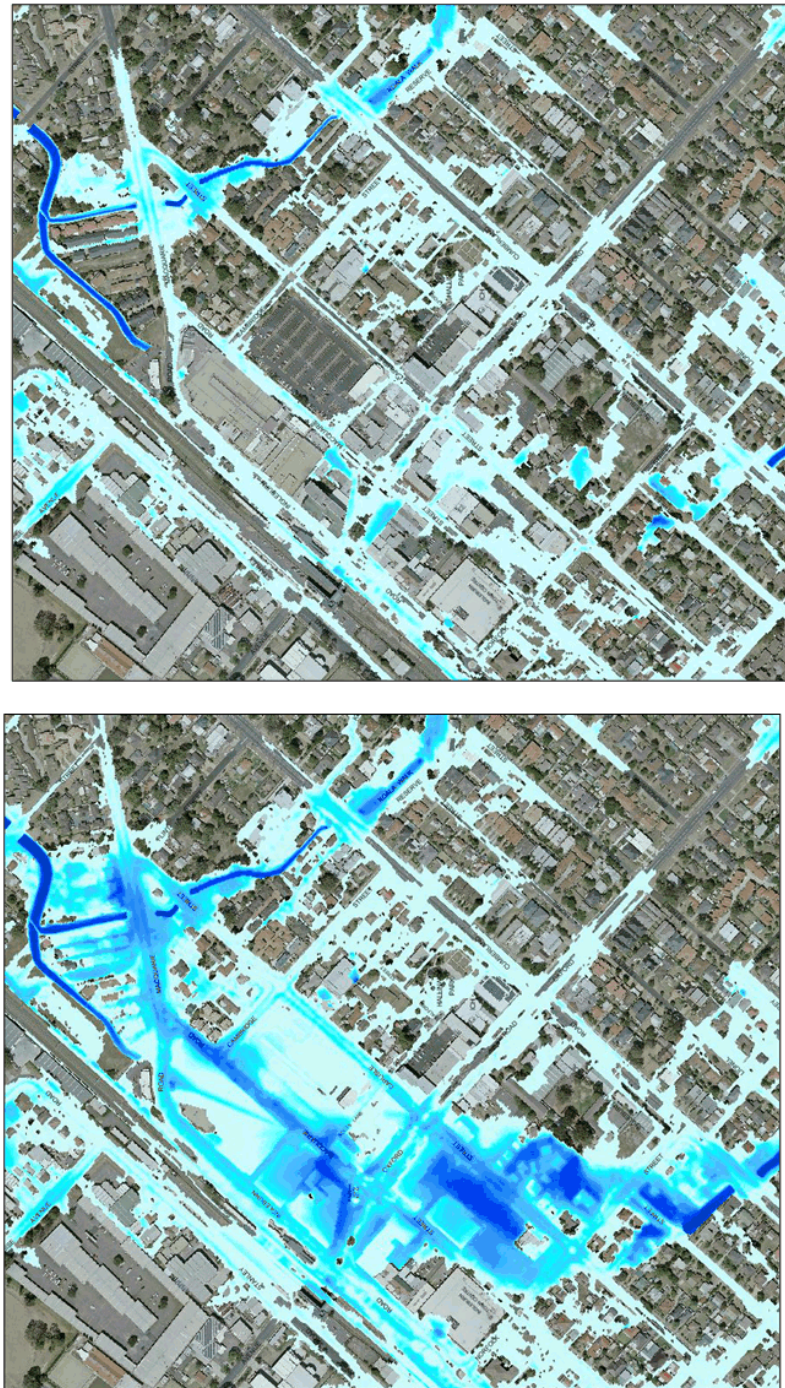
Map 1.6 Proposed Height of Buildings Map under the CLEP



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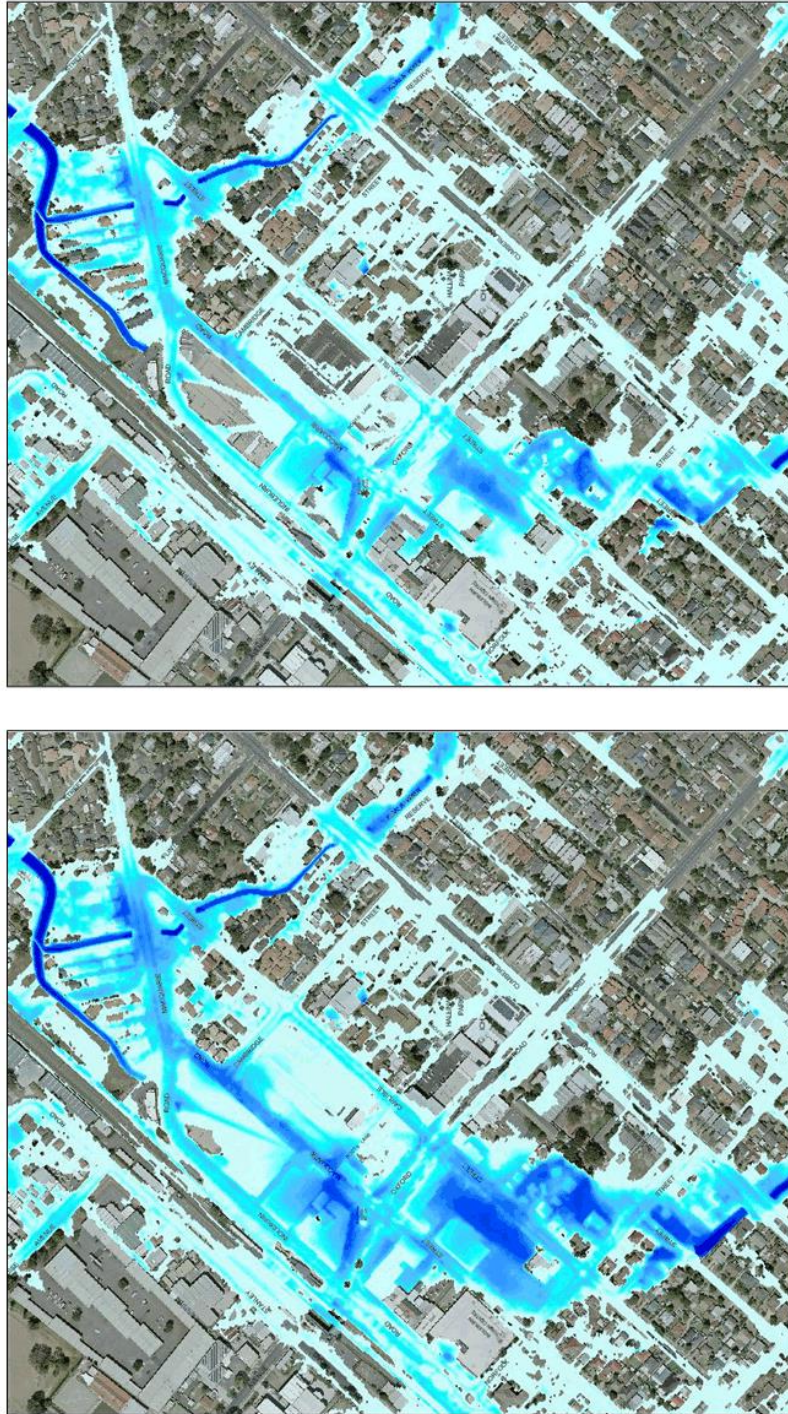
Map 1.7 Existing Flooding Extents (Left) and Flood Extents with Upgraded Drainage (Right) for the 20% AEP Flood Depths in the Ingleburn CBD



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



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