

8. REPORTS FROM OFFICERS

8.1 Ingleburn CBD Planning Proposal - Post Exhibition Report

Reporting Officer

Executive Manager Urban Centres
City Planning and Environment

Community Strategic Plan

Objective	Strategy
4 Economic Prosperity	4.2.2 Attract investment to the area

Delivery Program

Principal Activity
2.1.1.3 Deliver effective land use planning to ensure community needs are met

Officer's Recommendation

1. That Council endorse the Ingleburn CBD Planning Proposal at attachment 5 to amend the Campbelltown Local Environmental Plan 2015 (CLEP 2015) to implement part of the Ingleburn Precinct Plan in the Glenfield to Macarthur Urban Renewal Corridor Strategy.
2. That Council forward the Planning proposal to the Minister for Planning and Public Spaces for plan making and finalisation.
3. That Council adopt the Ingleburn CBD Development Control Plan (DCP) at attachment 4 with the commencement date being the date the Ingleburn CBD Planning Proposal is finalised and the amendment to the CLEP 2015 made.
4. That Council notify the decision to adopt the DCP within 28 days of the date of this meeting.
5. That all those who made a submission during the public exhibition, and all owners of land within the precinct, be notified of Council's decision.

Purpose

The purpose of this report is:

- To advise Council of the outcome of the public exhibition of the Ingleburn CBD Planning Proposal (PP) and the draft Ingleburn CBD Development Control Plan (the draft DCP) in accordance with the Council resolution of 3 August 2021 and the Gateway Determination.
- Seek Council endorsement of the revised PP (attachment 5) and agreement to request the NSW Minister for Planning and Public Spaces (the Minister) and/or his delegates to make the amendment to the Campbelltown Local Environmental Plan 2015 (CLEP 2015).
- Seek Council adoption of the revised Ingleburn CBD Development Control Plan (attachment 4)

Property Description: Ingleburn CBD

Applicant: Campbelltown City Council

Owners: Multiple land owners

Executive Summary

- On 21 August 2021, Council considered a report on the PP and the draft DCP and resolved to seek a Gateway Determination to enable their progression including public exhibition of the PP and the draft DCP.
- On 19 August 2021, the draft DCP was submitted to Campbelltown Design Excellence Panel (CDEP) for their review. The advice of the CDEP was considered post public exhibition, and the draft DCP has been amended to address matters raised by the CDEP.
- On October 2022 a Gateway Determination was requested from the Department of Planning and Environment. The Gateway Determination was issued on 23 November 2022 and allowed Council to publically exhibit the PP, the draft DCP and associated documentation and included a deadline of 22 December 2023 for the finalisation of the PP and the making of the amendment to the CLEP 2015.
- The letter from the Department of Planning and Environment (DPE) that accompanied the Gateway Determination required that Council submit the request for the making of the plan, no later than 27 October 2023.
- The PP, draft DCP and associated studies were publically exhibited from 15 December, 2022 to 3 March, 2023.
- In response to public exhibition 26 submissions were received.
- Flooding is a constraint within Ingleburn CBD. Submissions from the State Emergency Services (SES) and the Environment and Heritage Group (EHG) of DPE raised concerns in this regard.
- Council undertook extensive consultation with SES and EHG, in the form of a series of online workshops with the attendance of staff from SES, EHG, a flood engineering specialist and staff from the DPE's Regional Team.

- Extensive flood modelling to address the requests by SES and EHG was undertaken, leading to the revision of the PP and the draft DCP's flood section.
- The revised PP is now able to be considered by Council. It is recommended that the revised PP be sent to the Minister for Planning and Public Spaces (the Minister) to make the amendment to the CLEP 2015 and that the revised draft DCP be adopted.

Background

There is a long history of planning activities for Ingleburn CBD which have been detailed in previous reports to Council.

In December 2017, the NSW Government released the final Corridor Strategy which included precinct plans for areas around the railway stations of Macquarie Fields, Ingleburn, Minto, Leumeah, Campbelltown and Macarthur.

In 2018, Council started the planning proposal process for the partial implementation of the Ingleburn Precinct Plan, and in April 2019 Council endorsed the Ingleburn CBD Planning Proposal and sought Gateway Determination from the Department.

A Gateway Determination was issued on 9 March 2020 which instructed Council to undertake a number of studies to support the progression of the PP. Council was given 12 months to complete the studies and public exhibition requirements

However, due to constraints arising from the COVID epidemic, Council was not able to meet the 12 month deadline imposed by the Department for the finalisation of the plan. A request from Council for extension to the 12 month deadline was not supported by the Department.

A revised planning proposal for Ingleburn CBD was submitted to Council on 3 August 2021, and after the completion of all required studies and a draft DCP for Ingleburn CBD, the Department on 23 October 2022 issued a Gateway Determination, which enabled the public exhibition of the PP and the draft DCP. This report presents to Council the outcome of the public exhibition process and subsequent engagement with government agencies.

Report

The Planning Proposal

The PP as publicly exhibited sought to amend the maps and clauses of CLEP 2015. The map changes proposed included:

- Rezoning parts of the Ingleburn CBD to a mix of MU1 Mixed Use, R4 High Density Residential and RE1 Public Recreation.
- Increasing maximum building heights for the proposed R4 zoned part of the precinct to 26 m and for the proposed MU1 zoned part of the precinct to 28 m.
- Amending the floor space ratio (FSR) map to provide an FSR of 2.7:1

The clauses of the CLEP 2015 were proposed to be amended to:

- Detail the differential floor space ratios in the MU1 Mixed Use (MU1) zone to allocate 60-80 per cent of the FSR for residential development and the balance to commercial development.
- Restrict development prior to the amendment of the Campbelltown Local Infrastructure Contributions Plan.
- Provide minimum lot sizes for high rise development to require lot consolidation.
- Require replacement car parking as part of a future mixed use development of land near the centre of the precinct, currently owned by Council, to replace parking lost through public domain improvements and new public open space.

Public Consultation

The PP, draft DCP and associated studies were publically exhibited from 15 December 2022 to 3 March 2023.

Land owners located within the Ingleburn CBD Precinct and within 100 m from it, were notified of the public exhibition in accordance with Council's Community Participation Plan.

Exhibition materials were made available on Council's website and the NSW Planning Portal website. Hard copies were made available at Council's Administration Centre and Greg Percival Library at Ingleburn.

Seven public authorities were also notified in writing of the public exhibition in accordance with the conditions of the Gateway Determination.

Council Staff conducted 2 drop-in sessions at Greg Percival Library in Ingleburn (on Saturday, 4 February 2023 and Wednesday, 8 February 2023). Each session went for 2 hours. As a result of the interaction with Ingleburn residents during those sessions, it was identified that there was a need to extend the public exhibition for another 2 weeks (resulting the public exhibition finishing on 3 March 2023), to provide the residents with additional time to make a submission.

In response to the public exhibition, 26 submissions were received as follows:

- A detailed submission from the Ingleburn Business Chamber (IBC) which supported the increased densities, but also raised a number of concerns.
- A detailed submission from The Hon. Anoulack Chanthivong, MP, Member for Macquarie Fields, (now also Minister for Better Regulation and Fair Trading, Minister for Industry and Trade, Minister for Innovation, Science and Technology, Minister for Building, and Minister for Corrections) which objected to the increased densities.
- Nineteen submissions from residents/landowners/other entities as follows:
 - 7 submissions from residents in support of the increased densities
 - 8 submissions expressing concerns (5 of these were form letters)

- 2 submissions raising various issues
- One detailed submission on behalf of one of the landowners relating mainly to the redevelopment of their potentially isolated allotment.
- Six submissions from the following state agencies
 - State Emergency Service (SES)
 - Environment and Heritage Group (EHG) – Department of Planning and Environment
 - South Western Sydney Local Health District (SWSLHD)
 - Transport for NSW (TNSW)
 - Sydney Waster
 - Water NSW

NSW Police did not make a submission, despite multiple follow-up requests by staff.

Summaries of all submissions received with officer's comments and recommended actions are detailed in attachments 1, 2 and 3 to this report.

The key issues raised are discussed below:

Key Issue 1: The lack of detail on the Iconic Building site within the Ingleburn CBD

The IBC Submission raised concerns in relation to the lack of details within the public exhibition documentation in relation to the proposed iconic building.

Comments/discussion

On August 3, 2021, Council approved the PP for Public exhibition and made the following resolution:

A further report be presented to Council outlining options for a design excellence process for the development of the future car park site for a mixed-use building and a public park. This report is to consider the appropriateness of this site for a possible iconic building.

It is intended that the above resolution be acted upon after the amendment to the CLEP 2015 is made. Delaying action on this matter will grant a level of certainty before committing resources and commencing further testing for this site.

The above exercise can be undertaken in the future, and the DCP can then be amended if necessary to include requirements relating to the Iconic building. This process would include community consultation in accordance with Council's Community Participation Plan and subject to the legislative requirements for amending a DCP under the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Recommended Action to address Issue 1

Remove the reference to the iconic building from the draft DCP.

Key Issue 2: The Proposed Qualifying Site Area of 2000 m² for residential flat buildings is considered too large

Nine submissions raised concerns in relation to the proposed 2,000 m² minimum qualifying lot size area for the construction of residential flat buildings within the R4 – High Density Residential zone. Individual submissions have noted that in order to achieve the required minimum lot size they will need to amalgamate with 4 adjoining landowners which would be difficult to achieve.

One submission noted that early discussions with adjoining landowners proved to be difficult as there appeared to be no interest for the amalgamation of individual lots.

Comments/discussion

The proposed qualifying site area of 2000 m² was introduced after detailed analysis of all individual lots within the Ingleburn CBD. Detailed hypothetical amalgamation scenarios of all the individual lots within the Ingleburn CBD were investigated. An example of the work that was undertaken is shown below, demonstrating some scenarios of allotment amalgamations.

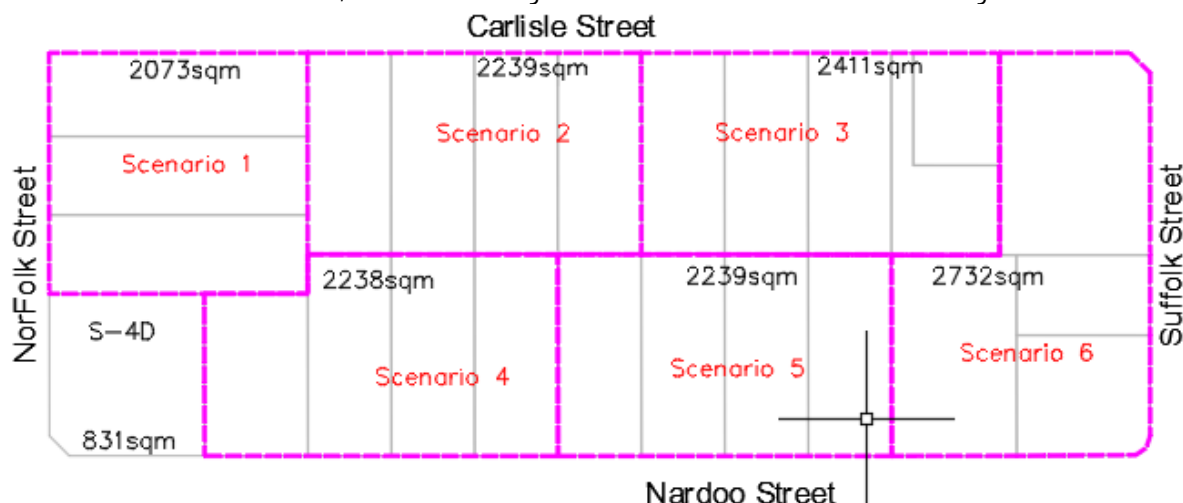


Figure 1: Previous Amalgamation Scenario

As seen in the plan above Figure 1, amalgamating 4 lots will result in site areas well above the required 2000 m². The proposed area of 2000 m² was selected for 2 main reasons:

1. It is achievable where 4 lots are amalgamated;
2. It is considered an appropriate size for high rise flat buildings as it would enable better design outcomes. A site of this size would accommodate various design layouts such as, courtyards and/or L-shaped layouts, which would maximise solar access, natural ventilation, and deep soil planting and communal open space at ground floor level.

The submissions raised concern with the number of lots that would need to be amalgamated to achieve the required 2000 m². In most instances, at least 4 lots would need to be amalgamated to achieve this proposed outcome as shown on Figure 1 above.

A further analysis in relation to the outcome of amalgamating 3 sites instead of 4 sites was undertaken and is shown below:

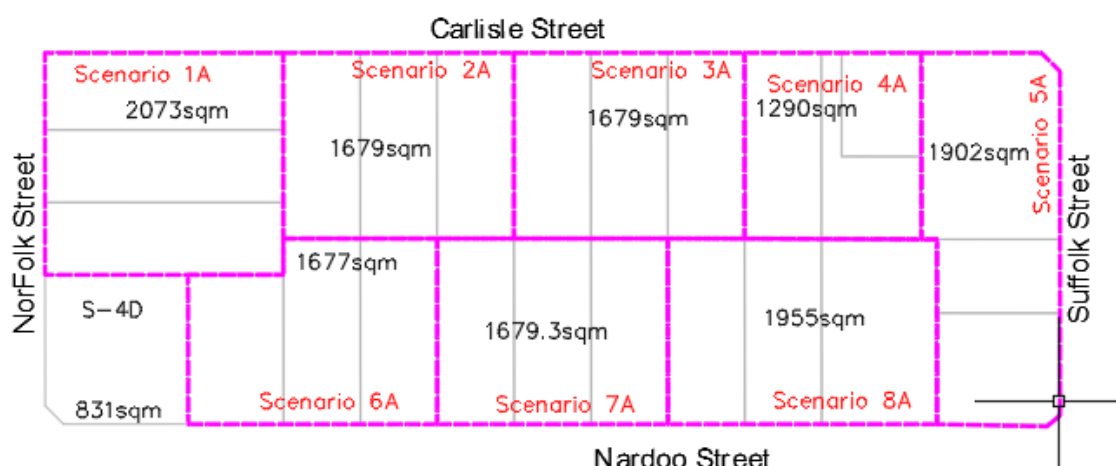


Figure 2: Revised Amalgamation Scenario

This analysis was undertaken broadly across the precinct however only the land bounded by Carlisle, Suffolk, Nardoo and Norfolk Street is shown in Figure 1 and 2 as a sample of the analysis undertaken.

By reducing the number of lots that needed to be amalgamated to 3 lots instead of 4, as shown Figure 2 above, the following is noted:

- Eight large lots would potentially be created with sizes ranging from about 1670 m² to just over 2000 m²
- In some instances, amalgamating 3 lots would result in small sites (1,290 m²) that would not be suitable for residential flat buildings
- Amalgamating 3 lots, in some instances would result in site areas that are just marginally below the originally proposed site area of 2000 m²
- Four of these lots are about 1700 m², which is still considered relatively small for flat buildings of 8 storeys and above.

If Council support the reduction in the qualifying site area from 2,000 m² to 1,800 m², this would potentially increase the possibility of redevelopment by 25 per cent (i.e. 2 additional sites from the 8 sites created), without impacting on the residential amenity and design of residential flat buildings within the Ingleburn CBD.

Recommended Action to address Key Issue 2

Given the above, it is recommended that the qualifying site area for residential flat buildings in the R4 zone be reduced from 2000 m² to 1,800 m².

Key Issue 3: Isolated lots and proposed qualifying site area

The submission from the IBC and from some land owners raised concern with development requirements for 'isolated lots'. The requirements need to be reviewed having regards to the 'planning principles' set out by the NSW Land and environment Court.

The submission from IBC stated:

Allotment requirements need to outline criteria to be considered in certain circumstances where it may not be possible to consolidate sites. It is recommended that

the planning principles established by the NSW Land and Environment Court be adopted within the DCP to provide guidance on when and how these sites would be considered.

One landowner/resident within the Ingleburn CBD prepared a detailed submission regarding their allotment being isolated and not meeting the proposed minimum qualifying site area to enable the redevelopment of the site.

Comments/discussion

The NSW Land and Environment Court have established 'planning principles' describing the desired outcome, and the matters to consider, in relation to the potential isolation of sites as a result of proposed redevelopment of adjacent sites. These principles were set out in the following cases:

- Melissa Grech v Auburn Council [2004] NSWLEC 40 at 51) - Isolation of site by redevelopment of adjacent site(s) - general
- (Cornerstone Property Group Pty Ltd v - Warringah Council [2004] NSWLEC 189 at 31-34) - Isolation of site by redevelopment of adjacent site(s) - where intensification of development is anticipated
- Karavellas v Sutherland Shire Council [2004] NSWLEC 251 at 17-19) - Isolation of site by redevelopment of adjacent site(s) - role of Court in assessing consolidation negotiations

In establishing the 'planning principles' the court responded to the following main questions:

Is amalgamation of the site subject to the development application feasible?

Can orderly and economic use and development of the separate sites be achieved if amalgamation is not feasible?

The findings by the Court stated:

Firstly, where a property will be isolated by a proposed development and that property cannot satisfy the minimum lot size requirements then negotiations between the owners of the property should commence at an early stage and prior to the lodgement of the development application.

Secondly, and where no satisfactory result is achieved from the negotiations, the development application should include details of the negotiations between the owners of the properties. These details should include offers to the owner of the isolated property. A reasonable offer, for the purposes of determining the development application and addressing the planning implications of an isolated lot, is to be based on at least one recent independent valuation and may include other reasonable expenses likely to be incurred by the owner of the isolated property in the sale of the property.

Thirdly, the level of negotiation and any offers made for the isolated site are matters that can be given weight in the consideration of the development application. The amount of weight will depend on the level of negotiation, whether any offers are deemed reasonable or unreasonable, any relevant planning requirements and the assessment provisions of the *Environmental Planning and Assessment Act 1979*.

The key principle is whether both sites can achieve a development that is consistent with the planning controls. If variations to the planning controls would be required, such as noncompliance with a minimum allotment size, will both sites be able to achieve a development of appropriate urban form and with acceptable level of amenity.

To assist in this assessment, an envelope for the isolated site may be prepared which indicates height, setbacks, resultant site coverage (both building and basement). This should be schematic but of sufficient detail to understand the relationship between the subject application and the isolated site and the likely impacts the developments will have on each other, particularly solar access and privacy impacts for residential development and the traffic impacts of separate driveways if the development is on a main road.

The subject application may need to be amended, such as by a further setback than the minimum in the planning controls, or the development potential of both sites reduced to enable reasonable development of the isolated site to occur while maintaining the amenity of both developments.'

The above planning principles have been used to inform the development controls within the draft DCP for 'isolated lots'.

Recommended Action to address Key Issue 3

It is recommended that additional Sections 17.4.1.1 and 17.5.6 Site Consolidation and Development of Isolated Allotments be included in the draft DCP as part of:

- section 17.4 Residential Flat Buildings in the high density Residential Precinct; and
- section 17.5 Development in Mixed Use Precinct.

These additional sections are proposed to be based on the planning principles developed by the NSW Land & Environment Court discussed above. The sections are proposed to read:

Site Consolidation and Development Isolated Allotments

- a) Development shall not result in an isolated allotment adjoining the development site.
- b) Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value.
- c) At least one recent independent valuation is to be submitted as part of that evidence and is to account for reasonable expenses likely to be incurred by the owner of the isolated site in the sale of the property.
- d) Where amalgamation of the isolated site is not feasible, applicants will be required to demonstrate that an orderly and economic use and development of the separate sites can be achieved.
- e) For the isolated sites, the Applicant shall prepare the following and submit them to Council as part of the application:

- i. a building envelope for the isolated site, indicating height, setbacks, resultant site coverage (building and basement), deep soil planting with sufficient information to understand the relationship between the application and the isolated site.
 - ii. The likely impacts the developments will have on each other, such as solar access, visual and acoustic privacy and the impact of development of the isolated site on the streetscape must also be addressed.
- f) The development of existing isolated sites is not to detract from the character of the streetscape and is to achieve a satisfactory level of amenity including solar access, visual and acoustic privacy.
- g) Development of existing isolated sites may not achieve the maximum potential, particularly height and floor space ratio, and will be assessed on merit.

Key Issue 4: Destruction of village feel

Concern was expressed that the PP would allow an increase in maximum building height from 15 m to 28 m, an extra 3,500 dwellings and a population increase of more than 7000 residents. There was concern that this have a negative effect on the existing village character of the Ingleburn town centre. Further, concern was raised that the requirement of an extra 5 signalised intersections to accommodate high-density development is not conducive to maintaining the village feel of Ingleburn town centre.

Comments/discussion

The PP aims to increase the building height from 5 storeys to 8 storeys for the majority of the areas subject to the PP, with the goal of accommodating approximately 3,250 dwellings within the Ingleburn CBD. This estimated dwelling figure takes into account the current land capacity, as well as strata development, existing land uses, and potential lot amalgamation. It is important to note that the 3,250 dwelling estimate is not a representation of the 'net increase' of dwellings within the Ingleburn CBD, but rather is an estimate of the overall redevelopment capacity of Ingleburn CBD.

Currently, the population of Ingleburn, which includes the whole suburb, stands at approximately 15,500 people. It is predicted that the population will grow to about 19,000 people by 2041, with an additional 3,500 people over the next two decades (id). It is worth noting that the realisation of the predicted population growth as a result of the proposed increased building height may also take 2 to 3 decades.

In December 2017, the State Government released the Glenfield to Macarthur Urban Renewal Corridor Strategy, which aimed to increase residential densities around the Campbelltown Local Government Area (LGA) railway corridors to address the ongoing shortage of housing in Sydney's Metropolitan areas. As part of the Glenfield to Macarthur Urban Renewal Corridor Strategy, a Precinct Plan was developed for Ingleburn, which included a building height map of 7+ storeys for areas on both sides of the Ingleburn Railway Station. The Precinct Plans were further supported by Ministerial Direction No. 1.9, which aimed to ensure that future planning proposals in Ingleburn are consistent with the released Ingleburn Precinct Plan.

As a result of the Precinct Plans released by the Department, developers and landowners started approaching Council for "spot rezoning" requests. These requests were on both sides of the railway line with potential building heights well above the proposed 8 storeys under this PP.

In the past, Council undertook extensive community consultation with Ingleburn residents and business owners. The main issues raised were around the ongoing closure of businesses, increased vacancy rates for retail/commercial premises and the deteriorating feeling of the Ingleburn CBD. Comments such as it being dead and lacking pedestrian traffic were also mentioned.

The workshops generated a widespread consensus that Ingleburn CBD requires a greater influx of people to bolster businesses and revive the vibrancy of the area. As a response, the PP for Ingleburn CBD endeavours to enhance the population of the CBD while preserving its characteristic urban village ambience.

The population of the LGA is predicted to keep growing, and the Ingleburn suburb as a whole will accommodate more people. A traffic study has identified a need to signalise five intersections. The future upgrade of those intersections will facilitate safe and efficient traffic movements in and out of the Ingleburn CBD.

Additionally, the proposed park and the revitalisation of the CBD will ensure that the urban village feel will be maintained.

Recommended Action to address Key Issue 4

Revise the PP to clarify that the 3,250 additional dwellings is a prediction on the redevelopment of the subject precinct to its maximum potential, and not the net increase as a result of the PP.

Key Issue 5: Supporting Infrastructure (Hon Anoulack Chanthivong, MP)

Lack of committed funding for the supporting infrastructure and frontline services required to support the growing population. It is imperative the community knows how Council intends to fund flood mitigation works and a multi-deck car park. Council has previously entertained the idea of a levy on ratepayers when the Ingleburn CBD Planning Proposal was first proposed.

Comments/discussion

There is no plan to levy ratepayers for flood mitigation works or a multi-deck car park.

The Campbelltown Local Infrastructure Contributions Plan 2018 (CLICP) is proposed to be amended to include the necessary infrastructure to support the future population of Ingleburn CBD. The revised CLICP will be reported to Council this year and publicly exhibited for feedback. If adopted, development contributions will be collected from newly proposed development to fund the intersection upgrades and park embellishment.

The multi-deck car parking can be delivered through a combination of mechanisms including:

1. A potential amendment to the Contributions Plan for Public Car parking Facilities in Campbelltown and Ingleburn business centres
2. A potential amendment to the CLICP

3. Voluntary Planning Agreements where development occurs on sites that cannot provide their own car parking
4. Paid parking
5. Public/private partnerships/ventures

Council will continue to apply for grants to fund the flood mitigation infrastructure that is necessary to reduce flooding within the Ingleburn CBD. The PP has been adjusted so that it can proceed without having to wait until the drainage works are undertaken. Should the drainage works be funded and completed in the future then there will be an opportunity to revisit the planning controls in Ingleburn CBD at that time.

Recommended Action to address Key Issue 5

No action required for this PP. Council will continue to apply for grants from State and Federal governments as they become accessible to implement the drainage work in the Ingleburn CBD.

Key Issue 6: Provision of car parking

There will be no net gain in car parking spaces under this PP, despite intentions to increase dwellings by 3500 and the population by more than 7000 residents.

Comments/discussion

Over time, sites within the Ingleburn CBD will be developed, and each new development will be obligated to provide adequate on-site parking for use by its future occupants. The Traffic and Parking Study undertaken included a full survey of on street car parking and council car parks. This study supports the proposed parking provision in the multi-deck car park.

Recommended Action to address Key Issue 6

No further action is required.

Key Issue 7: The cost of flood mitigation work

Since 2018, Council's iterations of this Planning Proposal for the Ingleburn CBD have identified the need for significant flood mitigation works. Nearly 4 years later, the community is no closer to identifying a funding mechanism to finance the work needed to mitigate the flooding issue. In August 2021, Council estimated a \$20 m cost of flood mitigation works, which did not include the relocation of utility services (as per item 8.5 of the 3 August 2021 Ordinary Council Meeting).

However, the Bow Bowling Bunbury Curran Creek Strategic Floodplain Risk Management Study and Plan - Ingleburn CBD (Summary) that accompanies the current Planning Proposal, identifies a cost of \$13.4 m.

Is the floodplain study up-to-date and does it reflect the true cost of the works required?

Comments/discussion

Council conducted a flood study for the Bow Bowling Creek that included information relevant to the Ingleburn Planning Proposal. Council has been working to address the flooding problem in Ingleburn CBD for several years and recently completed a detailed engineering design study,

which identified the necessary flood infrastructure to mitigate flooding within the CBD. The study was partially funded by a grant from the State Government.

The previous figures of \$13.4 m and \$20 m were estimates at the time. In October 2022, Council engaged Royal Haskoning, and an accurate estimate for the costing of the drainage mitigation work was undertaken and was found to be \$28,498,021. While there are no funds currently available to undertake the work, the study's preparation will enable the Council to apply for grants from State and Federal funds.

Recommended Action to address Key Issue 7

The PP has been revised in consultation with SES and EHG so that it can progress without the required works having been completed. Council will continue to submit grant applications to fund the required drainage work in Ingleburn.

Issues raised by State Agency Submissions

Council received 6 submissions from the following state agencies:

1. State Emergency Service(SES)
2. Environment and Heritage Group (EHG) – Department of Planning and Environment
3. South Western Sydney Local Health District (SWSLHD)
4. Transport for NSW
5. Sydney Waster
6. Water NSW

Sydney Water and Water NSW raised no concerns with the planning proposal. While the comments of the NSW Police were sought, they have made no submission.

The issues/matters raised by the state agencies are summarised in attachment 2. A summary of the main issues raised along with officer's comments and recommendations are presented below:

Key Issue 9 - Objection to increased densities within Ingleburn CBD due to flooding - State Emergency Services (SES) and NSW Environment and Heritage Group (EHG)

SES raised concerns in relation to the PP as part of the Ingleburn CBD is located within a flood prone area and the PP would lead to an increase in the number of people potentially exposed to flood risk.

The following main points were raised by the SES submission:

- Horizontal evacuation is the preferred primary strategy where feasible and if not feasible, then where a vertical evacuation (shelter in place) strategy is proposed, it must be to an area above the Probable Maximum Flood (PMF).
- The NSW SES is opposed to the imposition of development consent conditions requiring private flood evacuation plans and is also opposed to development strategies that transfer residual risk to the NSW SES and/or increase capability requirements of the NSW SES.

- Consent authorities should consider the cumulative impacts of any development on risk to life and the existing and future community and emergency service resources in the future.
- Site-specific recommendations were also provided, including stipulations that all ground floor businesses and retail floors must be above the one per cent (1%) Annual Exceedance Probability (AEP) flood levels and access to the basement must be above the PMF. There must also be the provision of sufficient readily accessible habitable areas above the PMF to cater for the safety of potential occupants, clients and visitors in commercial development

The submission from EHG also noted that the flood summary report prepared by Council did not adequately address the requirements outlined in the gateway determination for the 2019 proposal, including flooding risk, behaviour, vulnerability, impact and options to mitigate the impact of flooding. EHG recommended consultation with the SES and discussion of proposed second storey evacuation routes, and adequate consideration of risk to life.

Comments

Council Staff, an independent flood engineering specialist engaged by Council, SES, EHG and the DPE Regional Team met on multiple occasions between February 2023 and August 2023 to discuss the flooding issues and their resolution. During these sessions, all parties collaborated on solutions to the flooding issues.

In addition, extensive flood modelling was undertaken as follows:

1. The identification of the level of the flood hazard risks within Ingleburn CBD which identified areas with:
 - H1 Flood Risk – generally safe for people, vehicles and buildings
 - H2 Flood risk – unsafe for small vehicles
 - H3 Flood Risk – unsafe for vehicles, children and the elderly
 - H4 Flood Risk – unsafe for vehicles and people
 - H5 Flood Risk – unsafe for vehicles and people. Buildings require detailed design and construction.
 - H6 Flood Risk – unsafe for vehicles and people. All building types considered vulnerable to failure
2. The identifications of flood durations, depth and velocity. The results shows that in any flood event, the worst areas within Ingleburn in a PMF level will be flooded for a duration of less than 48 hours.
3. Identification of lots where basement car parking will not be possible due to the flood water level.
4. Identification of lots that will not have safe access for vehicles and pedestrians due to flooding

Recommended Action to address Key Issue 9

As a result of the extensive flood modelling, the following amendments are proposed to the PP

1. Due to flooding impacts, certain lots are proposed to be excluded from the increased building height and up zoning where the lot:
 - has been identified as having H5 or H6 Flood Risk Hazards; and/or
 - has no safe access for pedestrian and vehicles; and
 - has no potential to be amalgamated with adjoining lots to provide safe access for pedestrian and vehicles.

More information on the lots to be excluded is presented under Key Issue 13 later in this report. The lots excluded will still benefit from their existing development potential under the CLEP 2015.

2. A local clause is proposed to be included under the CLEP 2015 that requires any proposed development of more than 5 storeys to have safe access/egress for pedestrians and vehicles.

Proposed recommended Amendments to the draft DCP

It is recommended that the draft DCP be amended to respond to the matters raised by the SES and EHG as follows:

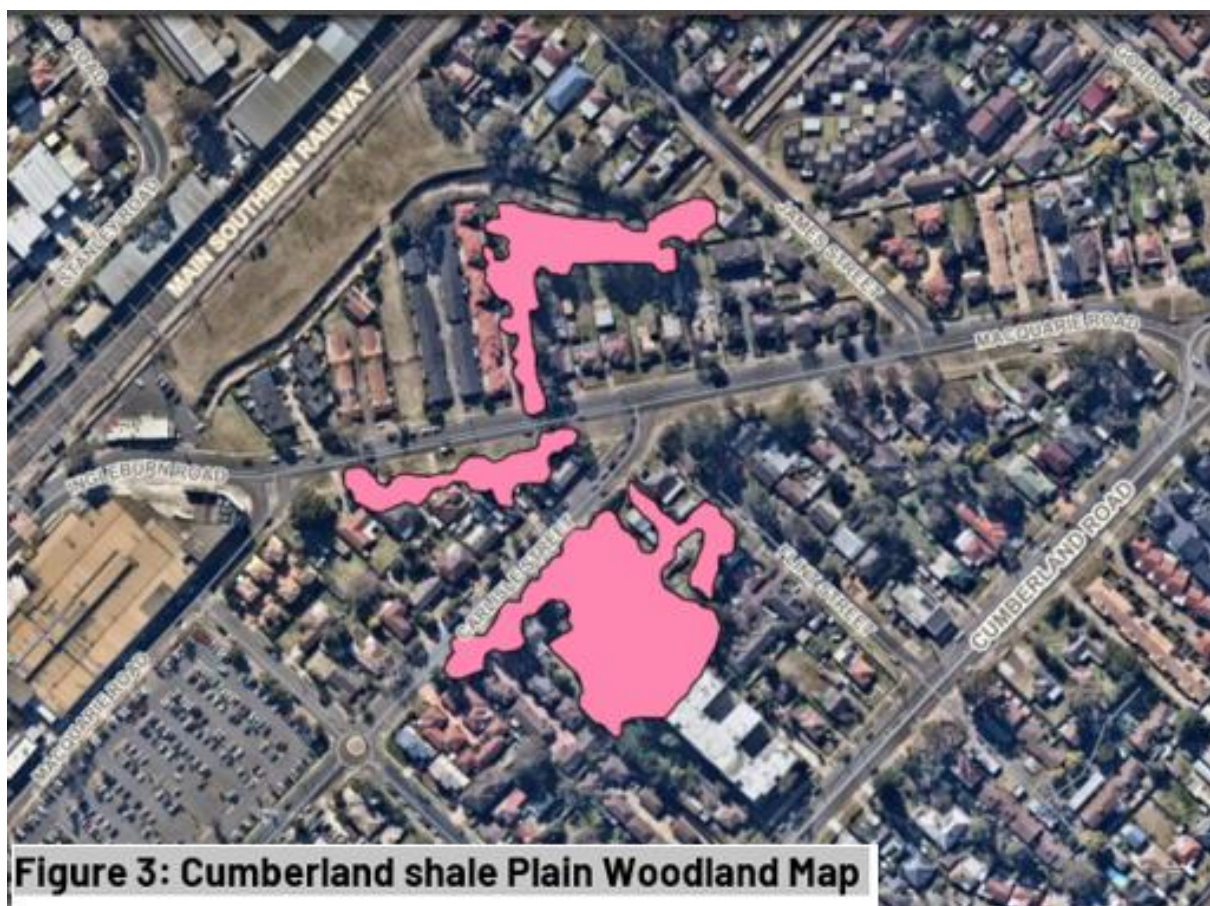
- A new section detailing the flood Risk Categories within Ingleburn CBD
- A new section on Access and Egress for flood affected areas
- A new section on Flood Emergency Response Planning
- A development control that restricts access for certain lots due to potential risk to humans and vehicles. These lots will only be able to be redeveloped if it is amalgamated by rear or side lots that would provide safe access.
- A new section on building design and refuge which requires buildings to be designed to facilitate refuge in any flood event including the requirement that all new mixed-use buildings, shall be provided with a designated gathering refuge area for the public, located at a floor level that is at least 500 mm above the Probable Maximum Flood (PMF) level. This room or gathering space shall be clearly identifiable and easily accessible to the public and shall be provided with sufficient resources to cater for residents up to 48 hours. Signage must be provided at street level, guiding the public to access this area during any flood event.
- A proposed development control to ensure that no vehicle access will be allowed for the section of Macquarie Road that is between Ingleburn and Oxford Roads.

The draft DCP has been revised to ensure that any new development within Ingleburn CBD area, in any flood event, will enable residents and visitors to have access to a safe area until such time that the streets are flood free and safe. The Draft DCP wording has been amended to clarify that building structures are to be designed to withhold flood impacts.

Both the SES and the EHG have expressed in writing that their requirements have been satisfied by the modifications to the PP and the draft DCP in relation to the flooding concerns. During the most recent workshop, both organisations commended the Council for adopting a collaborative approach to tackle these issues.

Key Issue 10 – Protection of Vegetation and the location of open space

The PP is intended to apply to land identified on the NSW Biodiversity Values map and includes areas listed as a Critically Endangered Ecological Community (CEEC) under the *Biodiversity Conservation Act 2016*. Figure 3 shows the areas within Ingleburn that have biodiversity values. EHG recommends reconsidering the location of proposed open space/RE1 and/or incorporating additional open space over mapped CPW, and incorporating a DCP control requiring further lot consolidation to consider opportunities for the retention of existing native vegetation.

**Comments/discussion**

The PP does not in any way or shape facilitate the removal of vegetation on these areas. The existing legislation will continue to apply in this regard.

The lots that have biodiversity values as shown on the shaded pink on Figure 3 above, also have potential flooding issues, and have been excluded from the PP.

The location of the proposed open space within the Ingleburn CBD was based on the following principles:

- Land that is centrally located so that it provides equitable access to residents

- Land that is already owned by Council, as acquiring private land for public open space has its own challenges in regards to timing and the increased funding required under the CLICP

Recommended Action to address Key Issue 10

It is recommended that that proposed location of open space on Council land be maintained and therefore there is no change required to this PP on the basis of the endangered ecological community.

Key Issue 11- Activation of first level to ensure safe pedestrian access is maintained on level one in any flood event

In relation to the proposed first storey evacuation routes, EHG noted that City of Parramatta aborted a similar plan due to safety concerns and recommended that Council revisit this element of the proposal.

Comments/discussion

Council consulted with City of Parramatta Team Leader Design Excellence, who confirmed that a similar proposal was considered by the City of Parramatta but has now been abandoned due to cost and technical difficulties in the implementation.

The proposed cross over bridges within the draft DCP were proposed to ensure that in a flooding event, people are able to access a safe refuge/place that is flood free. Four of the proposed bridges have been removed in response to the feedback however it is important to maintain the proposed connection between the Ingleburn Fair Shopping Centre and the proposed multi deck car park. EHG, confirmed that they would have no issues with providing a future pedestrian bridge connection in this area.

Recommended Action to address Key Issue 11

It is recommended that Section 17.5.5 First level pedestrian access be deleted from the draft DCP.

It is recommended that the proposal for a pedestrian bridge connecting the future multi deck car parking and the Ingleburn Fair Shopping Centre, at 100 Macquarie Road, Ingleburn, be retained.

Key Issue 12 - Urban Heat Planning Controls, tree Canopy and Carbon emissions

The submission from SWSLHD recommends improved standards addressing urban heat, tree canopy and carbon emissions to achieve sustainable development within the CBD. The submission also suggested additional development controls to include green roofs and gardens, and green walls on sides of buildings.

Comments/discussion

The draft DCP is a site specific DCP that is proposed to apply to Ingleburn CBD, and it would form part of the Campbelltown (Sustainable City) DCP 2015 (SCDCP). Development controls related to urban heat, tree canopy and Carbon emissions should apply to all new development

within the LGA and therefore should also form part of Volume 1 of the SCDCP; and should not be part of a site specific DCP that applies to a limited area.

Should Council support the preparation and adoption of such development controls, a separate report will be prepared identifying what development controls should be adopted or amended and the impacts and financial feasibility of including such controls within the SCDCP.

Recommended Action to address Key Issue 12

A standalone amendment to the SCDCP in relation to urban heat, tree canopy and carbon emissions will be included in the strategic planning work plan for inclusion in future DCP reviews.

Key Issue 13 - Request to exclude certain lots from the PP to reduce flood risk to life and property

As part of the follow up workshops with EHG, they raised a concern in relation to lots with no safe access for pedestrian and vehicles in the 1 per cent AEP flood event within the Ingleburn CBD PP area. They requested Council to undertake additional flood modelling to identify those lots. EHG then requested that Council remove any allotment that does not have safe access for pedestrian and vehicles from the planning proposal to ensure that residential densities on those lots will not be increased.

SES also requested that any lots with hazard category H5 and H6 be also removed from the planning proposal.

Comments/discussion

Figure 4 of this report shows lots that have been identified with unsafe pedestrian access (coloured Aqua) and unsafe vehicle access (coloured pink) and lots with high flood hazards of H5 and H6 (coloured green). As shown on this map, there are a number of lots impacted.



Figure 4: Lots impacted by flooding within Ingleburn CBD

Some of the lots identified as having unsafe access for vehicles and pedestrians (Green and Aqua coloured lots), if amalgamated with adjoining or rear lots, would then be serviced by a safe access.

So, in order to address the concerns raised by EHG, it is proposed to include a special clause in the CLEP 2015 that restricts the proposed increase in building height from 15m to 28m within the Ingleburn CBD area, unless the applicant can demonstrate to Council that the site has safe pedestrian and vehicle access.

It is also proposed to remove certain lots from the PP that have H5 and H6 flood risks as well as those which have no pedestrian access nor amalgamation potential with adjoining lots. These lots are shown bounded by red in Figure 4.

As a result of the removal of these lots from the PP the following is proposed:

- For lots currently zoned R3 medium density – these lots will be able to be developed for medium density under the current development standards under the CLEP 2015.
- One part parcel (lot 2 in DP859601), as shown on Figure 5 is proposed to be rezoned from R3 to R4, as publicly exhibited, with a maximum building height of 26 m. The proposed

building height will only be able to be achieved where this lot is able to demonstrate safe evacuation routes for pedestrian and vehicles. Safe access/egress can only be achieved in this situation where this lot is amalgamated with at least one additional lot fronting James Street. The maximum building height for this lot is proposed to be 15m. Notably, Council will not support any increased density on any lot within Ingleburn CBD, unless it can be demonstrated to Council's satisfaction that safe evacuation routes can be

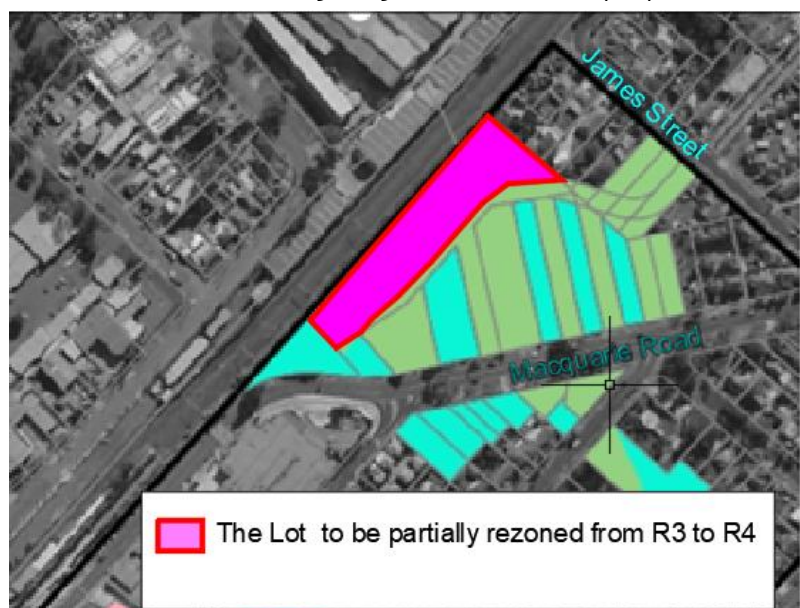


Figure 5: The Lot within the R3 Zone to be partially rezoned to R4

obtained for occupants/pedestrian and vehicles.

- For lots currently zoned MU1 and R4: The existing 15 m building height development standard under the CLEP 2015 will continue to apply and these lots will be able to be redeveloped to 5 story, subject to the flooding matters being addressed as part of any new development.

Notably the proposed draft DCP, will apply to all lots within the Ingleburn CBD.

Council has also undertaken a flood modelling scenario that shows the impact of flooding, where flood mitigation drainage work is undertaken see Figure 6.

This shows that the majority of the excluded lots would be able to have flood free access for both pedestrian and vehicles, if the flood mitigation work were implemented.

A total of 101 lots were found to be significantly impacted by flooding, of those Council owns 36 lots.

The tables below show the number of lots that are impacted by flooding according to their current zoning.

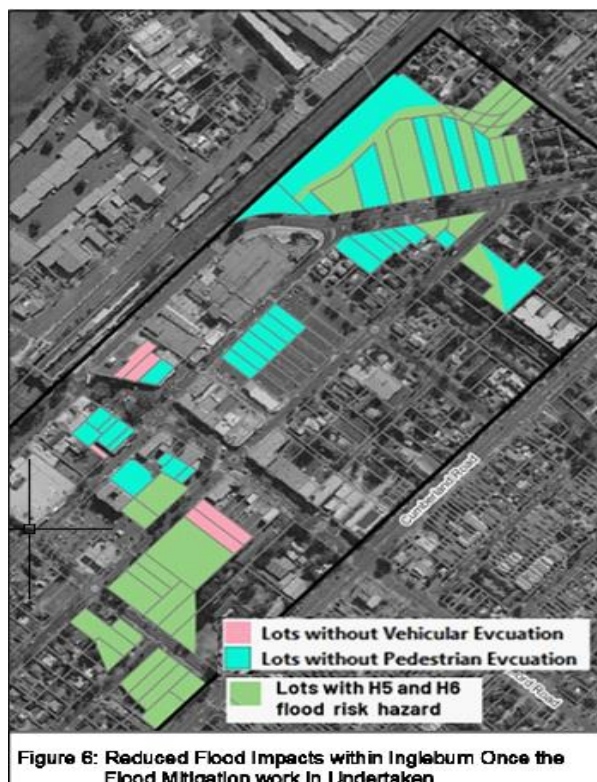


Table 1: Impacted lots within Land currently Zoned R3				
Lot restriction	Colour on map	No of lots	Ownership	Future proposed zoning
Without Pedestrian Evacuation	Aqua	7	Private 7 Council 0	A combination of R3 and R4 as some of the lots have no potential amalgamations for safe access
Without Vehicle Evacuation	Pink	0	0	0
Lots with H5 and H6 Risk hazard and with no potential amalgamation	Green	10	Private 4 Council 6	Maintain current planning controls

Lot restriction	Colour on map	No of lots	Ownership	Proposed Building height
Without Pedestrian Evacuation	Aqua	6 and a half	Private	Maintain 15m but could go to 26 if safe access can be demonstrated, eg through amalgamation
Without Vehicle Evacuation	Pink	5	Private	Maintain 15m but could go to 26 if safe access can be demonstrated, eg through amalgamation
Lots with H5 and H6 Risk hazard and with no potential amalgamation	Green	8 and a half	Private	Maintain current planning controls

Lot restriction	Colour on map	No of lots	Ownership	Proposed Building height
Without Pedestrian Evacuation	Aqua	40	Private 22 Council 18	Maintain 15 m but could go to 28 if safe access can be demonstrated, eg through amalgamation
Without Vehicle Evacuation	Pink	14	Private 8 Council 6	0
Lots with H5 and H6 Risk hazard and with no potential amalgamation	Green	11	Private 9 Council 2	Maintain current planning controls (building height/zoning)

Recommended Action to address Key Issue 13

It is recommended to remove certain lots from the PP that have H5 and H6 flood risks and also have no pedestrian access nor potential amalgamation with adjoining lots. These lots are shown in Figure 4, and will continue to be able to be developed under the current planning controls.

It is recommended that the amendment to the CLEP 2015 include a local provision that would only permit development above 15 m where it can be demonstrated to Council's satisfaction, that the development site has safe access/egress in a flood event.

The local clause is proposed to be supported by a map showing the affected lots.

For some lots this can be achieved through lot amalgamation or at the time when the flood mitigation drainage work is completed.

To prevent inappropriate use of the FSR of 2.7:1 where a lot cannot provide safe vehicular and pedestrian access, it is recommended that the a local clause be also included to ensure that the proposed FSR of 2.7:1 will only apply where the site is able to be developed above 15m, for example to 28 m (for sites within the MU1 Zone) or 26 m (for sites within the R4 Zone) metres, as development to this FSR at lower heights would result in bulky buildings inconsistent with the intended village character for Ingleburn.

Key Issue 14 – Transport for NSW comments

The proposal has the potential to generate a significant increase in traffic demands. The written submission from Transport for NSW recommends a multi-modal transport impact assessment be carried out to determine how sustainable transport will be prioritised to support growth. The assessment should include existing and future land uses and transport context, mode share targets, access to key destinations and identification of current and planned cycle routes.

The written submission also raised concerns that the traffic and parking study does not consider the contribution of walking and cycling, e-mobility devices, and public transport in supporting a mode shift away from car-based travel and requests appropriate maximum car parking rates be included in the DCP for the precinct to encourage the use of public and active transport and curtail reliance on private vehicle use over the long term. The Traffic and Parking Study recommends a parking supply rate of 1 space per 50 m² GFA for commercial uses within the B4 Mixed-use Development zone.

The submission states that there is a lack of clarity on how the proposal will implement the Ingleburn Precinct Transport and Movement Plan, especially regarding improvements for cycling.

The submission recommends that the draft DCP should consider provisions for trees, promote street activation and pedestrian site through links. The draft DCP should also be updated to include additional mid-block crossings, site through pedestrian links and reduced speed limits in the CBD.

The submission also notes that developers must approach Sydney Trains early in the design process to ensure all relevant considerations are taken into account. Sydney Trains will not allow private party services to utilise its corridor, and alternative solutions or collection of developer contributions must be considered for drainage purposes.

A suitable funding mechanism is needed to obtain developer contributions on an equitable basis towards regional transport infrastructure upgrades. Until a regional contribution has been implemented, an alternate developer funding mechanism should be in place before the making of the LEP amendment.

The precinct should be included in the Campbelltown LEP Urban Release Area Map to ensure Clause 6.1 applies.

Six intersections require upgrading to accommodate the planning proposal in relation to traffic within the CBD. The upgrade details must be agreed upon by TfNSW under Section 87 of the *Roads Act 1993*.

Comments/discussion

Council Staff met with TfNSW on 10 May 2023, and the issues raised were discussed in detail.

At the meeting the following points were clarified:

1. The proposed increased prediction in the number of dwellings will not be realised within a short period of time, as it is anticipated that the predicted increase in the dwelling numbers would take decades.
2. The review of the railway capacity is a matter for the state government and not Council.
3. The precinct plan for Ingleburn CBD, prepared by the NSW government, included detailed analysis on walking routes, connectivity and the like.
4. Council has prepared a public domain and urban design strategies that included information and identified mid-block connections, and these connections are included in the draft DCP.
5. The consultation with Sydney trains will occur at the Development Application stage, where it is required under the Environmental Planning and Assessment Regulation 2021 (the Regulation) and the relevant state environmental planning policies.
6. A regional contribution levy is not a matter for Council. Notably, it is proposed to amend the CLICP to include intersection upgrades recommended in the traffic and parking study.

Recently the NSW Government has announced the 'housing and productivity contribution' which is proposed to fund state infrastructure including major roads and public transport infrastructure. The draft ministerial order for this contributions is currently on public exhibition.

Recommended Action to address Key Issue 14

No further actions are recommended, as the matters raised either have been addressed in the draft DCP or will be addressed through the amendment of the CLICP.

Campbelltown Design Excellence Panel

On 19 August 2021 the draft DCP, was submitted to the Campbelltown Design Excellence Panel (CDEP) for review. The CDEP raised a number of comments, and as a result, the following main 2 amendments are proposed to the draft DCP:

1. The inclusion of a control under the DCP that encourages the utilisation of some areas within the setbacks for vegetable gardens.
2. The inclusion of an additional development control that requires blank walls with zero setbacks on side boundaries to have some form of minor articulation through texture and/or colour to avoid blank walls. These blank walls, will ultimately not be visible, once the adjoining site is redeveloped.

For further detail on CDEP comments refer to attachment 3.

Gateway Determination Conditions

The following table demonstrates how the conditions of the Gateway Determination have been satisfied:

Gateway Determination Conditions	Response
<p>1) Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the Act as follows:</p> <p>a) The planning proposal is categorised as standard as described in the Local Environmental Plan Making Guidelines (Department of Planning and Environment, 2022) and must be made publicly available for a minimum of 30 days; and</p>	<p>The PP was publically exhibited from 15 December, 2022 to 3 March, 2023.</p>
<p>b) The PP authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in Local Environmental Plan Making Guidelines (Department of Planning and Environment, 2021)</p>	<p>The PP complied with the requirements identified in Local Environmental Plan Making Guidelines (Department of Planning and Environment, 2021).</p> <p>The public exhibition documentation was made available on Council's website and the NSW Planning Portal website as well as physical copies being made accessible at Council's Administration Building and Greg Perceval Library at Ingleburn. Letters were sent to the owners of all land within the boundary of PP area as well as to all adjoining land owners within 100m of the boundary of the site subject to the PP, and located on the eastern side of the railway line.</p>
<p>Exhibition must commence before the end of January 2023.</p>	<p>The public exhibition commenced on 15 December, 2022, which is prior to January 2023.</p>
<p>2) Consultation is required with the following public authorities and government agencies under section 3.34(2)(d) of the Act and/or to comply with the requirements of applicable directions of the Minister under Section 9 of the Act:</p> <ul style="list-style-type: none"> • Sydney Water • Water NSW • DPE – Environment and Heritage • Transport for NSW • NSW Police – Campbelltown Police • NSW State Emergency Service <p>Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material via the NSW Planning Portal and given at least 30 days to comment on the proposal.</p>	<p>State Agencies listed were all notified of the public exhibition of the PP.</p> <p>Five agencies provided comments in relation to the PP.</p> <p>NSW Police did not make a submission, despite a number follow up attempts.</p>
<p>3) A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).</p>	<p>Noted.</p>

<p>4) The Secretary as planning proposal authority is authorised to exercise the functions of the local plan-making authority under section 3.36(2) of the Act subject to the following:</p> <ul style="list-style-type: none"> a) The planning proposal authority has satisfied all the conditions of the gateway determination; b) The planning proposal is consistent with applicable directions of the Minister under section 9.1 of the Act or the Secretary has agreed that any inconsistencies are justified; and c) There are no outstanding objections from public authorities. 	<p>The PP has satisfied all the conditions of the gateway determination as well as the Section 9.1 Directions.</p> <p>The covering letter that accompanied the Gateway Determination (dated 23 November 22) indicated that the inconsistency of the PP with applicable directions of the Minister under section 9.1 of the Act 4.1 - Flooding is justified in accordance with the terms of the Direction, and that no further approval is required in relation to this Direction.</p> <p>There are no outstanding written objections from public authorities in relation to the PP. Extensive consultation with SES and EHG has ensured that these agencies have now agreed to the revised PP and draft DCP and they have no objection to the making of the plan, in its revised condition. The regional team within the Department, have attended all of the workshops with these agencies. There are no outstanding matters that would need to be addressed.</p>
<p>5) The LEP should be completed on or before 22 December 2023.</p>	<p>Should the Councillors resolve to finalise the PP, all related documentation will be submitted on the NSW Planning Portal soon after the Council meeting.</p>

Summary of Revised Planning Proposal and Revised DCP

Having considered the submissions and having further consideration of the supporting/informing studies that were prepared, the PP and the draft DCP have been revised.

The following table provides a summary of the proposed amendments to the PP and the reason for each amendment

Exhibited	Proposed revised development standard and provisions	Reason for the amendments
Minimum qualifying site area for Residential Flat Buildings in R4: 2000 m ²	Proposed to be reduced to 1800 m ²	To respond to concerns raised by residents and to increase redevelopment opportunities to facilitate urban renewal
Allocate 60-80 per cent of the FSR for residential development and the balance to commercial development within the MU1 Zone	This requirement should be removed	Clause 7.9 of the CLEP 2015 requires that the ground floor within any MU1 zone to be not used for residential purposes. Any additional commercial/retail floor space should be informed by an economic study and should be assessed on merits at the time of the development application.

<p>Increased building height to 26 m and rezone land from R3 Medium Density Residential Zone to R4 High Density Residential</p>	<p>It is recommended to remove certain lots from the PP that have H5 and H6 flood risks and also have no pedestrian access nor potential amalgamation with adjoining lots. Those lots are shown in Figure 4, and will continue to be able to be developed under the current planning controls.</p> <p>It is recommended that the amendment to the CLEP 2015 include a local provision that would only permit development above 15m within the R4 and MU1 zones where it can be demonstrated to Council's satisfaction, that the development site has safe access/egress in a flood event.</p> <p>The local clause is proposed to be supported by a map showing the affected lots.</p> <p>It is recommended that a local clause be also included to ensure that the proposed FSR of 2.7:1 will only apply where the site is able to be developed for 28 m (for sites within the MU1 Zone) or 26 m (for sites within the R4 Zone) metres.</p>	<p>Due to flooding impacts, certain lots are proposed to be excluded from the increased building height and up zoning where the lot:</p> <ol style="list-style-type: none"> 1- has been identified as having H5 and H6 Flood Risk Hazards; and 2- Has no safe access for pedestrian and vehicles; and 3- Has no potential to be amalgamated with adjoining lots to provide safe access for pedestrians and vehicles. <p>A local clause is proposed to be included under the CLEP 2015 that requires any proposed development of more than 5 storeys to have safe access for pedestrian and vehicles. This amendment came as a result of consultation with SES and EHG. Full discussion on this matter is included earlier in this report.</p>
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The draft DCP has also been revised to address matters raised in submissions. A summary of the main amendments to the draft DCP is provided below:

1. It is proposed to remove the section that requires pedestrian access at level one as a result of consultation with EHG, as this would be difficult to implement.
2. It is proposed to remove the reference to the Iconic building, as this will be undertaken as a separate exercise, after the amendment to the CLEP 2015 is made.
3. A new section in relation to isolated lots is proposed
4. Substantial additional provisions dealing with flooding have been included. These were mainly informed by discussions with SES and EHG and the findings of detailed flood modelling.
5. Rear setbacks for residential flat buildings within the R4 Zone are proposed to be increased from 6 metres to 8 metres to increase solar access and deep soil planting
6. A provision encouraging vegetable gardens within residential flat buildings has been included.
7. A newly proposed control that requires blank walls on zero side boundaries to have some form of articulation, so that there is visual amenity until such time that the adjoining site is developed. This is similar to the side façade wall treatment at No. 6 Dumaresq Street, Campbelltown, where the side wall has been painted with triangular shapes that provides some optical 3D effects. Notably, these wall treatments are relatively inexpensive, but are essentials to enhance the visual appearance of centres until neighbouring sites are developed.
8. The draft DCP will apply to the area subject to the PP, regardless of the existing or proposed zoning.

Proposed Commencement date of the Draft DCP

The Environmental Planning and Assessment Regulation 2021 (the Regulation), (Section 14 (2)) requires that Council notify the public of its decision to adopt a DCP, within 28 days after the decision is made.

The DCP may commence on the day the public notice of Council's decision to adopt the plan is published, or at a later day specified in the notification notice (Section 14 (4) of the Regulation).

If the Council chooses to endorse the draft DCP, it is recommended that the Council notify its decision to adopt the Ingleburn draft DCP within 28 days of the decision and the notification should specify that the draft DCP commences on the same date as the amendment to the CLEP 2015 is made by the Minister.

Dwelling Yield estimate of 3,250 dwellings

Given the proposed restriction on increased densities for a number of lots within Ingleburn CBD, it is anticipated that the overall dwelling yield may not be realised, until such time that the flood drainage work is undertaken.

Council will continue to apply for any funding opportunities as they become available to undertake the drainage work within Ingleburn. For this reason, it is considered acceptable to maintain the estimated dwelling yield for the time being.

Local Infrastructure to fund Ingleburn

The following infrastructure upgrades have been identified to support the increased densities within Ingleburn CBD:

1. Road Intersection upgrades :
 - Henderson Road / Macquarie Road roundabout (upgrade to signals)
 - Macquarie Road / Cumberland Road / Kings Road (roundabout upgrade)
 - Macquarie Road / Carlisle Street intersection (upgrade to signals)
 - Cambridge Street / Cumberland Road intersection (upgrade to signals)
 - Oxford Road / Carlisle Street roundabout (upgrade to signals)
 - Norfolk Street / Cumberland Road intersection (upgrade to signals)
2. The embellishments of 2 proposed public parks

The CLICP is proposed to be amended to include the above items. It is also important that the embellishment of the main public park that is currently used as on grade car park within the Ingleburn CBD (located opposite to the Ingleburn Fair Shopping Centre), occurs after the completion work of the multi deck car park within the site. This will minimise disturbance to the availability of car parking within the Ingleburn CBD.

The Next Step

It is recommended that the revised draft DCP and the revised PP be submitted to the Department of Planning requesting that the amendment to the CLEP 2015 be made.

Conclusion

Increased densities are needed within Ingleburn CBD to sustain the economic viability and public domain improvements of the Centre. More people will help businesses to thrive and the Ingleburn CBD to become alive again.

The Ingleburn CBD Planning Proposal has been placed on public exhibition in accordance with the Gateway Determination, and the community and public agencies were provided with the opportunity to make a submission. Twenty-six submissions were received and in response changes have been made to both the Planning Proposal and the Draft DCP, most significantly to address state agencies concerns in regards to flooding.

Extensive workshops with State Emergency Services, Environment and Heritage Group and the Department's Regional Team have been undertaken to address flooding issues, and the outcome of these discussions has informed the revised documents.

It is now recommended that the revised Planning Proposal be endorsed by Council and submitted to the Department requesting the plan to be made. It is further recommended that the Draft DCP be adopted with the commencement date being the date the Planning Proposal is made.

Additionally it is recommended that Council notify both those that made submissions and land owners in the precinct of its decision.

Attachments

- 8.1.1 Detailed Summary of all submissions received (contained within this report) [↓](#)
- 8.1.2 Detailed Summary of all State Agency submissions received (contained within this report) [↓](#)
- 8.1.3 Responses to Comments from Design Excellence Panel on Draft Ingleburn DCP at its meeting of 19 August 2021 (contained within this report) [↓](#)
- 8.1.4 Ingleburn CBD Draft DCP (contained within this report) [↓](#)
- 8.1.5 Ingleburn CBD Planning Proposal (due to size)(distributed under separate cover)

Detailed Summary of all submissions received

Submissions made during the public exhibition

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
1-Shield Yourself Working Group	1- Concerns raised relating to several parcels of land which are less than the proposed 2,000 m ² lot size required for residential flat buildings. This would result in sites having to amalgamate to develop the lots. 2- Concerns raised that this may lead to standover tactics and unreasonable behaviour which would lead to owners selling their properties for less than market value. 3- To avoid such behaviours, the submission suggests that negotiations between landowners commences early. 4- Any reasonable offer tendered for the required parcel of land should be based on at least one independent land valuation. 5- The submission also suggests that if Council is willing to sell any of their land across the LGA then this should be detailed in the final exhibited LEP.	1 - Qualifying site area is proposed to be reduced from 2,000m ² to 1,800m ² . Further information is provided within the report. 2 - Council is not able to comment on fictional scenarios. 3 - Noted. 4 - Council is not able to comment on the approach landowners should take when receiving land valuations. It is recommended that landowners seek their own advice in relation to the matter. 5 - Council is not proposing to sell any parcels of land as part of the Planning Proposal.	1 - Amendments have been made to reflect this change. 2 - No amendments are required. 3 - No amendments are required. 4 - DCP is proposed to be amended to strengthen requirements regarding isolated lots. 5 - No amendments are required.
2- Resident	The resident had provided the same submission as the above.	Response provided above.	Response provided above.
3- Resident	The resident had provided the same submission as the above.	Response provided above.	Response provided above.
4- Resident	The resident had provided the same submission as the above.	Response provided above.	Response provided above.

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
5 -Ray White Real Estate (St Marys)	The organisation had provided the same submission as the above.	Response provided above.	Response provided above.
6 -GLN Consulting on behalf of Ingleburn Chamber of Commerce	<p>Suggestions and feedback were provided to enhance the vision for Ingleburn including:</p> <ul style="list-style-type: none"> 1- Impracticality of pedestrian connections at upper levels; 2- Car parking - the DCP has not incorporated the recommendation within the Traffic and Parking Study for a car parking rate of 1 space per 50m2 GFA in the B4 Mixed Use zone for commercial premises. 3- Clarification required on Ingleburn Concept Urban Design + Public Domain Strategy, or whether this document will sit below the DCP to supplement it and assist in informing future developments. 	<p>1- Council has undertaken extensive consultation with SES and has amended the Proposal to address the concerns raised. Council consulted with Parramatta City Council and was advised that the idea of first storey evacuation routes did not work. Further reasoning is provided within the Report.</p> <p>2- Car parking rates of one space per 50 came as a result of detailed traffic and car parking analysis study for the Ingleburn CBD area. The traffic study was prepared after Council adopted the draft DCP for public exhibition. The draft DCP is proposed to be amended to reflect the findings of the Ingleburn Traffic and Parking Study.</p> <p>3- The Ingleburn Concept Urban Design and Public Domain strategy was prepared to provide in depth analysis for the future vision of Ingleburn and to inform the development controls within the DCP where it is considered timely. As Ingleburn</p>	<ul style="list-style-type: none"> 1- The DCP will be revised and the requirements for first storey evacuation routes will be removed. Additionally, the DCP has also been updated to require structural stability across all land uses up to and including the PMF. 2- Include a new section titled; 16.5.7 Commercial development car parking rates and include a new provision under this section that reads: <ul style="list-style-type: none"> a) Commercial development shall be provided with one car parking space per 50sqm of Gross Floor Area 3- No amendments are required

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
		<p>develops, and residential densities are increased, (within 10 to 15 years) the recommended actions in relation to road closures, and the like will be re-examined and the DCP may then be reviewed prior to any implementation of any road closure. Given the above, this document is not proposed to be attached to the DCP.</p>	
4-	Clarification required on iconic building provision,	4-The reference to Iconic Building is proposed to be removed from the DCP, as further consideration is required prior to implementing the Iconic Building idea. Refer to the Council report for more information.	4- Remove the reference to Iconic building from the DCP.
5-	Confirmation required of car parking provision in case of partial road closure;	5-The proposed partial road closure within the Public Domain Strategy, is a long term concept, and as such, the concept itself including the car parking and access requirement will be further reviewed in details and further community consultation will take place, prior to any implementation of any road closures and removal of parking spaces.	5- No amendments are required
6-	Clarification required of site acquisition for RE1 (Public Recreation) zoned land;	6- All the land that is proposed to be rezoned for public open space is currently owned by Campbelltown City Council, and as such no acquisition will be required.	6- No amendments are required
7-	Review of Contribution Plan is required.	7- Council is currently reviewing its Campbelltown Local Infrastructure Plan 2018 to include all the identified and required infrastructure to enable the provision of the required infrastructure.	7- No amendments are required

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>8- Recommendations made to update the Draft DCP for Ingleburn, including providing more visually interesting building images to inspire and guide future development.</p> <p>The lodged submission also requested changes to the Ingleburn DCP. The proposal was prepared in response to the Section 14.4 and Section 14.5 of the DCP.</p> <p>Section 14.4: -</p> <p>9- Allotment requirements need to outline criteria to be considered in certain circumstances where it may not be possible to consolidate sites. It is recommended that the planning principles established by the NSW Land and Environment Court be adopted within the DCP to provide guidance on when and how these sites would be considered. Guidance includes criteria to facilitate the consideration of unique cases that may result in the isolation of sites, including whether amalgamation of the site is feasible and whether orderly and economic use and development of the separate site(s) can be achieved.</p> <p>10- Pedestrian connections at upper levels are considered impractical particularly in an area where the aim is to create a 'village' type</p>	<p>8-Noted</p> <p>9- Sections 17.4.1.1 and 17.5.6 Allotment Requirements of the draft DCP is proposed to be reviewed, and additional development controls will be included in relation to when an allotment is considered to be isolated.</p> <p>10- This has been addressed under point 1.</p>	<p>8- Additional images and illustrations are proposed to be included in the DCP.</p> <p>9- Review Sections 17.4.1.1 and 17.5.6 Allotment Requirements of the draft Ingleburn DCP.</p> <p>10- As per point 1 above</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>atmosphere. Instead, the focus should be on ground level connections to create high trafficked areas which assist in creating a village atmosphere. Additionally there are a number of other potential issues related to the provision of upper level pedestrian connections which require further clarification within the DCP (minimum vehicle clearance heights, delivery / funding of connections, ownership, loss of commercial GFA and on-going maintenance requirements).</p> <p>11- Proposal suggests moving the side note highlighting Clause 7.9 of the CLEP 2015 from Section 14.4 to Section 14.5.</p> <p>Section 14.5: -</p> <p>12- Proposal suggests deleting or providing more detail for the side note that states the 'Height of Buildings Map in CLEP 2015 s these setbacks' in Section 14.5.1.</p> <p>13- Proposal suggests further clarification on the purpose and what the control is asking for in the table in Section 14.5.1, which requires architectural design to address the frontage from the second storey and above as though no building greater than two storeys will be</p>	<p>11- Noted and supported</p> <p>12- Noted and supported</p> <p>13-It is proposed to review this part of the DCP, and remove some of the requirements that requires certain side elevations to be architecturally designed where the proposed building does not immediately adjoin laneways and public open space.</p>	<p>11- Move the note in relation to Clause 7.9 of the CLEPP to section 16.4 of the DCP.</p> <p>12- Delete this note</p> <p>13- Revise Section 17.5.1 to ensure that the requirements for additional articulation is only required where the side boundary adjoins laneways and public open space. A provision has been added to</p>

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	erected on the opposite side of the setback line.		include minor articulation of blank walls on 0m setbacks similar to the side wall treatment at no. 6-12 Dumaresq St, Campbelltown.
7-Ethos Urban Pty Ltd on behalf of Cameron Brae Group	<p>1- Ethos Urban and the Cameron Brae Group advised of their support to this PP (PP) but recommends that Council pursue several LEP amendments and preparation of a site specific DCP for the urban renewal of the Ingleburn CBD.</p> <p>2- The draft PP seeks to amend the Building Height and Floor Space Ratio Map to provide a maximum building height of 26m and impose a maximum FSR of 2.7:1, but no maximum FSR is currently nominated. The proposed 26m maximum building height and 2.7:1 FSR would not result in a commercially feasible development opportunity for the subject sites. Both parties also recommended that the PP be amended to allow additional building heights up to 42m and cease pursuing any change to the FSR maps until required feasibility analyses have been undertaken.</p> <p>Macarthur Developments provided</p>	<p>1- Support is noted.</p> <p>2- The Planning Proposal does not seek to amend CLEP 2015 by increasing the proposed maximum height of building of 26m and introduction of FSR of 2.7:1. The proposed height and FSR controls would maintain consistency with the Glenfield to Macarthur Urban Renewal Corridor Strategy. In response to community consultation, the proposed amendments would maintain the current village feel. The requirement of 60-80% residential FSR has been removed from the proposal.</p>	<p>1- No amendments are required.</p> <p>2- Remove the requirement for 60-80% residential FSR from the planning proposal.</p>

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	<p>a submission in 2015 indicating a building height of 45m and FSR maximum of 5:1 would be required for commercial viability, but subsequent modelling indicated a minimum of 35m and 10-12 storeys would be required.</p> <p>Proposed clauses require 60-80% of the FSR to be provided for residential purposes, restrict developments of more than 5 storeys, provide minimum lot sizes for high-rise development, and require replacement of car parking.</p> <p>3- A minimum site area and width are also proposed, but no draft clauses have been provided in the exhibition documents.</p> <p>4- The submission notes a number of comments in relation to the draft DCP including:</p> <p style="padding-left: 40px;">a. Lack of information relating to one or more iconic buildings.</p>	<p>3- The minimum qualifying site area is proposed to be included in the LEP. Further information is included in the Report.</p> <p>4- Council will not be exploring an iconic building control or site identification as part of the Planning Proposal.</p> <p style="padding-left: 40px;">a. An alternative is not being proposed in relation to the current approach to site amalgamation within the CBD such as an FSR bonus. In addition, the</p>	<p>3 – An amendment to the DCP has been included to reflect the change.</p> <p>4 – Delete any reference to iconic building from the DCP.</p> <p>4a – No amendments are required.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>b. Suggestion that Council consider other incentives that might encourage site amalgamation such as FSR bonuses for when sites amalgamate.</p> <p>c. There are several large landholdings within the CBD such as Cameron Brae, it is suggested Council identify key sites throughout the precinct and have specific controls for larger landholdings.</p> <p>d. The DCP requires existing laneways and public domain areas be enhanced, and new through site connections be</p>	<p>NSW Government is working on a proposal to increase the height and FSR for affordable housing developments.</p> <p>b. Council is not seeking to undertake a site specific approach within the CBD.</p> <p>c. The notion of a site through link would be best suited once a development application is lodged, however additional DCP controls are proposed to be included for minimum widths of the site through links and awning requirements.</p> <p>d. As part of the Planning Proposal process, Council has been in contact with the SES and a Consultant</p>	<p>4b – No amendments are required.</p> <p>4c – Amendments are proposed to the DCP to include minimum widths and awning requirements. It is proposed to prepare an additional section that addresses the development controls that are required for site through connections and laneways including widths, design of buildings, CPTED and awnings.</p> <p>4d - The flooding section of the DCP has been updated in conjunction with SES and EHG to address the issues raised.</p>

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	<p>established along the north western boundaries of 11 Nardoo St and 104 Macquarie Rd. It is recommended that key sites be identified during this PP. Two of Cameron Brae properties are noted as being affected by proposed through site pedestrian links. It is suggested to include minimum widths for site through connections as well as additional guidance as to how the awning and pedestrian connection controls relate.</p> <p>e. Concerns are raised relating to the draft DCP controls for second storeys of buildings to act as a refuge during flooding events.</p>	<p>regarding the best approach to combat evacuation should flooding occur in the area has been developed. Section 17.7 'Flooding' of the draft Ingleburn CBD DCP has been revised in consultation with a specialist flood engineer and SES to address these concerns.</p> <p>e. Council has undertaken extensive consultation with SES and has amended the Proposal to address the concerns raised. Council consulted with Parramatta City Council and was advised that</p>	<p>4e - The DCP will be revised and the requirements for second storey evacuation routes will be removed. Additionally, the DCP has also been updated to require structural stability across all land uses up to and including the PMF.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>5- An update to the Contributions Plan to facilitate the upgrade of drainage infrastructure through the CBD.</p>	<p>the idea of second storey evacuation routes did not work. Further reasoning is provided within the Report.</p> <p>5- There is no proposal to levy flooding work within Ingleburn. Council will be applying for any infrastructure grants as they become available. There is no proposal to levy development for flooding work. Further information is provided within the Report.</p>	<p>5 – No amendments required. Amendment to section 17.7 ‘Flooding’ of the DCP to address the issues raised.</p>
<p>8 – Hamptons Property Services</p>	<p>Hamptons Property Services provided the following points in response to the Ingleburn PP.</p> <p>1- Application should be made with the NSW DPE to remove the biodiversity map overlay on the subject property.</p> <p>2- Assign an appropriate future zoning for residential, commercial, or industrial development, without biodiversity, conservation, or environmental protection implications.</p> <p>3- Rezone the adjacent stormwater corridor as it appears to be located near several native vegetation and habitats.</p>	<p>1- It is not proposed to make any amendments to the biodiversity mapping as part of this Planning Proposal. For further discussion on biodiversity mapping please refer to the Council report.</p> <p>2- The Planning Proposal does not seek to rezone land outside what is currently proposed as part of the Proposal. The Proposed amendments to CLEP 2015 are considered consistent with the Glenfield to Macarthur Corridor Strategy.</p> <p>3- As above.</p>	<p>1- No amendments are required.</p> <p>2- No amendments are required.</p> <p>3- No amendments are required.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>4- Impose appropriate setbacks for Tree Protection Zone (TPZ) buffers on future development of the subject property and vegetation in the adjacent stormwater easement lot, as advised by a qualified consultant Arborist in accordance with relevant Australian Standards.</p> <p>5- Request that the CCC investigate to ensure that the site is not listed as containing Cumberland Plain Woodland.</p> <p>6- Consider a site-specific exemption to be embedded.</p> <p>7- Adhere to new planning provisions in the "interests of sound strategic planning".</p>	<p>4- TPZs would be implemented as part of any future DA to Council should they be required.</p> <p>5- No Cumberland plain woodland is proposed to be amended as part of this planning proposal. Council aims to protect all Cumberland plain woodland within the precinct.</p> <p>6- Council will not be seeking to include a site specific exemption for the site.</p> <p>7- Refer to above discussion.</p>	<p>4- No amendments are required.</p> <p>5- No amendments are required.</p> <p>6- No amendments are required.</p> <p>7- No amendments are required.</p>
<p>9- Resident Carlisle Street, Ingleburn</p>	<p>The submission raises concerns in relation to the Proposal for the following reasons:</p> <p>1- Currently they can only develop a site which has a minimum site area of 1,200 m², the subject PP requires a minimum lot size of 2,000 m².</p> <p>2- Liverpool Council has an FSR of 10:1 and a minimum lot size of 1,500 m².</p> <p>3- Submission requests that Council adjust the proposed requirement by reducing the minimum lot size to</p>	<p>1- Qualifying site area is proposed to be reduced from 2,000m² to 1,800m². Further information is provided within the report.</p> <p>2 - Noted. Detailed analysis was undertaken to determine the appropriate FSR and qualifying site area.</p> <p>3 - Council has amended the qualifying site area to 1,800m². Further information is provided within the report.</p>	<p>1 - Amendments have been made to reflect the change.</p> <p>2 - No amendments are required.</p> <p>3 - Amendments have been made to reflect the change.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	1,500 m ² which would allow for them and the property owner next door to develop their land.		
10 - Resident Carlisle Street, Ingleburn	<p>The submission raises the following concerns in relation to the Proposal:</p> <ol style="list-style-type: none"> 1- Currently they can only develop a site which has a minimum site area of 1,200 m², the subject PP requires a minimum lot size of 2,000 m². This position by council is unreasonable as you propose to take away what we currently have and that is a self-sufficient development site. 2- Discussions with neighbours have advised that there is no interest for site amalgamation. Discussions have been ongoing since 2016. 3- The submission suggests an increase to the minimum lot size to 1,500m² as this will enable us to further invest in Ingleburn. 4- Currently there are a number of DAs being submitted in Palmer Street that are 5 storeys. This is another confirmation that 2,000m² will be extremely difficult and may not even be feasible to wait the time to accumulate the land needed. 5- The proposed carpark is adequate for residents and shoppers, however there is no mention of train commuters. I am not sure if this should be 	<ol style="list-style-type: none"> 1 - Qualifying site area is proposed to be reduced from 2,000m² to 1,800m². Further information is provided within the report. 2 - Council is unable to influence discussions with landowners. 3 - The qualifying site area is proposed to be reduced from 2,000m² to 1,800m². Further information is provided within the report. 4 - Noted. 5 - Train commuters is not a matter for local Councils. 	<ol style="list-style-type: none"> 1 - Amendments have been made to reflect the change. 2 - No amendments are required. 3 - Amendments have been made to reflect the change. 4 - No amendments are required. 5 - No amendments are required.

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>taken into consideration or not.</p> <p>6- The submission supports the rest of the plan including the shopping precinct and park.</p>	6 – Noted.	6 – No amendments are required.
10 – Resident James Street, Ingleburn	<p>The submission was in support of the Proposal for the following reasons:</p> <ul style="list-style-type: none"> • The proposed amendments should be supported due to the closeness to CBD, railway stations and existing community facilities. • The proposed amendments would help with the growing population and housing needs of younger people. 	Noted.	No amendments are required.
11 – Resident James Street, Ingleburn	<p>The submission was in support of the Proposal for the following reasons:</p> <ul style="list-style-type: none"> • The proposed amendments would allow for an update to the Ingleburn CBD. 	Noted.	No amendments are required.
12 – Resident	<p>The submission was in support of the Proposal and acknowledge the time and effort it has taken to get to the current stage.</p>	Noted.	No amendments are required.
13 – Resident	<p>The submission was in support of the Proposal as it would revitalise Ingleburn.</p>	Noted.	No amendments are required.
14 – Resident	<p>Submission questions the timelines provided on Page 61, Table 7 specifically references to 2022 that should read 2023.</p>	The Planning Proposal has been updated to reflect the most current timelines.	No amendments are required.
15 – Resident	<p>The submission raises concerns to the increase in density as any proposed development would increase traffic within the area. The submission also states that the area needs more green space and play equipment for children. The resident also notes that they will be forced out of their home and will not be able to</p>	<p>The Planning Proposal has been prepared as a result of the Glenfield to Macarthur Urban Renewal Corridor Strategy. The Strategy has identified the CBD area of Ingleburn for increased densities. As part of the Proposal, a public park is also proposed in order to provide additional green space to</p>	No amendments are required.

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	afford another property as a result of the proposal.	the anticipated increase of people within the area. The Proposal does not require an individual to sell their property.	
16 - Resident Macquarie Road, Ingleburn	The submission supports the Proposal due to the key location of Ingleburn within the context of South-Western Sydney. The Proposal would allow for a variety of housing and would allow for revitalisation and for young people to enter the property market.	Noted.	No amendments are required.
17 - Resident	The submission supports the Proposal. The Proposal would allow for the revitalisation of Ingleburn CBD. Other CBDs such as Edmondson Park have overtaken Ingleburn.	Noted.	No amendments are required.
18 - Resident	The submission states that the changes are long overdue and that the Proposal would revitalise the Ingleburn CBD.	Noted.	No amendments are required.

Note - At the time of public exhibition the draft DCP included references to Part 14, however since public exhibition a number of site specific DCPs have been adopted. As such, the draft DCP for Ingleburn will now be Part 17.

Detailed Summary of all State Agency submissions received

Submissions made during the public exhibition

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
1- NSW State Emergency Services (SES)	<p>1- The Ingleburn CBD is located in a flood-prone area and the proposed zoning would lead to an increase in the number of people potentially exposed to flood risk.</p> <p>2- Flood mitigation strategies proposed in flood studies should not be used to justify rezoning. Future development should not conflict with the NSW SES's flood response and evacuation strategy and evacuation must not require people to drive or walk through flood water.</p> <p>3- Shelter in place strategy is not an endorsed flood management strategy by the NSW SES for future development as it increases the number of people exposed to flooding and may lead to secondary emergencies such as fires and medical emergencies.</p> <p>4- Horizontal evacuation is the preferred primary strategy where feasible and if not feasible, then where a vertical evacuation (shelter in place) strategy is proposed, it must be to an area above the Probable Maximum Flood (PMF).</p> <p>5- The NSW SES is opposed to the imposition of development consent</p>	<p>1- Noted. The planning proposal is proposed to be amended to exclude lots from any proposed amendments that are identified as H5 and H6.</p> <p>2 - Noted.</p> <p>3 - Noted.</p> <p>4 - Noted.</p> <p>5 - Noted. Any proposed development within a</p>	<p>1 - The LEP is proposed to be amended to not rezone any areas that are considered to be H5 and H6. Additionally, a new section detailing the flood risk categories within the Ingleburn CBD has also been included in the DCP.</p> <p>2 - A new section on Access and Egress for flood affected areas and flood emergency response planning has been included in the DCP. Further information is detailed within the Report.</p> <p>3 - As above.</p> <p>4 - As above.</p> <p>5 - A new section on Building Design and Refuge which</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>conditions requiring private flood evacuation plans and is also opposed to development strategies that transfer residual risk to the NSW SES and/or increase capability requirements of the NSW SES.</p> <p>6- Consent authorities should consider the cumulative impacts of any development on risk to life and the existing and future community and emergency service resources in the future.</p> <p>7- Site specific recommendations were also provided, including stipulations that all ground floor businesses and retail floors must be above the 1% Annual Exceedance Probability (AEP) flood levels and access to the basement must be above the PMF. There must also be the provision of sufficient readily accessible habitable areas above the PMF to cater for the safety of potential occupants, clients and visitors in commercial development</p>	<p>flood prone area would be referred to SES for comment. Further information is provided within the Report.</p> <p>6 - Noted. The planning proposal is proposed to be amended to remove lots that are identified as having H5 and H6 risk.</p> <p>7 - The planning proposal is proposed to be amended to include requirements regarding basements in floor prone areas.</p>	<p>requires buildings to be designed to facilitate refuge in a flood event including the requirement that all new mixed-use buildings, shall be provided with a designated gathering refuge area for the public, located at a floor level that is at least 500mm above the Probable Maximum Flood (PMF) level.</p> <p>6 - The DCP is proposed to be amended to include further information regarding evacuation. This was undertaken in consultation with SES.</p> <p>7 - The DCP is proposed to be amended to restrict basements in flood prone areas. This has been undertaken in conjunction with the SES. A map has been included within the DCP to identify lots with restrictions on basement car parking. The DCP has been updated to require basements to be protected to FPL3 to FPL4 (whichever is higher).</p>
<p>2- South Western Sydney Local Health</p>	<p>1- Support for proposed new shared pathways, separated cycle ways, footpaths, pedestrian refuges, street tree</p>	<p>1- Noted</p>	<p>1- No amendment is required.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
District (SWSLHD)	<p>planting, cycle storage and lighting.</p> <p>2- SWSLHD supports the regional commuter and recreational cycle route through Ingleburn along the rail line but recommends safe cycle routes within CBD with slow vehicle speeds (preferably 30kph or less) and safer CBD intersections.</p> <p>3- Recommendation for consultation with Aboriginal community members prior to the exhibition period.</p> <p>4- Suggestion for a Healthy Streets assessment of the Ingleburn CBD streets to ensure proposed street changes achieve positive health outcomes.</p> <p>5- The proposal is relevant for state and federal agencies with services provided to the Ingleburn community to consider current and future demands for services, especially regarding access for staff and clients.</p>	<p>2 - Noted</p> <p>3 - Noted. The Gateway Determination issued by did not require Council to engage the Aboriginal Community or Local Aboriginal Land Council. Should Council endorse re-exhibition of the DCP, a letter to the representative of the Aboriginal Community within the Campbelltown LGA will be sent a letter advising of public exhibition. Further information is provided within the Report.</p> <p>4 - Noted</p> <p>5 - Noted</p>	<p>2 - No amendment is required.</p> <p>3 - No amendment is required.</p> <p>4 - No amendment is required.</p> <p>5 - No amendment is required.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>6- Support for maximising urban shade by protecting existing trees and increasing open space areas and streetscapes through all new developments, including green building and green walls.</p> <p>7- Support for open spaces well connected by pedestrian and cycle links, with consideration for stronger active travel connections through the surrounding suburbs and into the CBD.</p> <p>8- Recommendation for strong consultation and engagement with the local Ingleburn community, including parents, families, and seniors.</p> <p>9- Suggestion for better standards addressing urban heat, tree canopy and carbon emissions to achieve sustainable development within the CBD.</p>	<p>6 - Noted</p> <p>7 - Noted</p> <p>8 - All landowners within and 100m from the precinct were notified of the public exhibition. Two face to face sessions were also conducted at Greg Percival Library. The public exhibition was also prolonged for 2 weeks which was greater than the requirements outlined in the gateway determination.</p> <p>9 - Council will be looking to review and undertake updated standards for the DCP in the near future. Urban heat planning development controls, tree canopy and Carbon emissions, if were to be adopted by Council, they should apply to all new developments within the LGA and should also form part of Volume 1 of the SCDCP; i.e. not be part of one site specific DCP.</p>	<p>6 - No amendment is required.</p> <p>7 - No amendment is required.</p> <p>8 - No amendment is required.</p> <p>9 - No amendment is required at this stage. Future review of the DCP will be undertaken at a later date.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>10- Support for increased density to support increased healthy food offerings such as outdoor dining opportunities, outdoor community gardens and edible street plantings that promote cultural identity.</p> <p>11- Future open spaces should incorporate community gardens and edible plantings that the community can care for and share.</p> <p>12- Recommendation for Council to review their walking and cycling plans and policies (Bike Plan, Street Design Guidelines, Tree Strategy, etc.) to better support walking and cycling in the Ingleburn CBD and surrounding areas.</p> <p>13- No support for the historical Council policy of using street shoulders for on-road cycle ways.</p> <p>14- Recommendation for a Healthy Streets assessment of Ingleburn CBD streets and recommendations for future action to support walking and cycling as developments proceed.</p> <p>15- Vital need for improved public transport to and through the Ingleburn CBD, and improved walking and cycling access across state roads and intersections.</p> <p>16- Support for the planning proposal to contribute to activation of Ingleburn and create greater walkability through increased numbers of</p>	<p>10 – Noted</p> <p>11 – Noted. Council’s open space team will be engaged to investigate the most appropriate features of the future park.</p> <p>12 – Noted</p> <p>13 – Noted. Council will investigate the best means to achieve for on-road cycle ways in the future.</p> <p>14 – Noted</p> <p>15 – Noted. As part of the proposal, Council was required to contact TfNSW for comments. Upgrade of public transport is not a matter for Council.</p> <p>16 – Noted</p>	<p>10 – No amendment is required.</p> <p>11 – No amendment is required.</p> <p>12 – No amendment is required.</p> <p>13 – No amendment is required.</p> <p>14 – No amendment is required.</p> <p>15 – No amendment is required.</p> <p>16 – No amendment is required.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>destinations for people walking and cycling but with consideration for Healthy Streets indicators.</p> <p>17- Figure 14.3.2 needs to show more sustainable development features such as green roofs, green walls, and timber construction.</p> <p>18- Buildings on one side of the setback need to be designed as if no building greater than two storeys will be erected on the opposite side.</p> <p>19- Elevated first storey crossings will reduce activation and draw people away from the streets.</p> <p>20- Supports the objectives for public domain improvements in Ingleburn.</p> <p>21- Type E setback is unclear.</p> <p>22- Proposal needs to address walking and cycling access to sporting facilities and playing fields.</p> <p>23- Apartments could provide play spaces for children aged 0-5 years.</p>	<p>17 – BASIX requirements will influence design and development outcomes.</p> <p>18 – Building design should take into consideration the requirements of the ADG in relation to building separation.</p> <p>19 – First storey crossings will not be included in the DCP. Further information is located within the Report.</p> <p>20 – Noted</p> <p>21 – The setback is in relation to active pedestrian frontage. The setbacks under the DCP has been clarified.</p> <p>22 – As part of any DA to Council, connectivity will be reviewed and assessed. Overarching strategies for cycling and pedestrian connectivity have been addressed as part of the urban design strategy and the Glenfield to Macarthur Urban Renewal Corridor Strategy.</p> <p>23 – Noted. This could be implemented as part of a DA to Council.</p>	<p>17 – No amendment is required.</p> <p>18 – No amendment is required.</p> <p>19 – Remove first storey crossings from DCP.</p> <p>20 – No amendment is required.</p> <p>21 – Amend setbacks section of the DCP.</p> <p>22 – No amendment is required.</p> <p>23 – No amendment is required.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>24- Removal of angle parking could make room for cycle lanes. Proposal should consider space for e-bike/scooter share scheme.</p> <p>25- Street cross sections need to allow space for cycling/scootering using Transport for NSW's Movement and Place approach and Road User Space Allocation policy and procedures.</p> <p>26- Development controls need to include green roofs and gardens, and green walls on sides of buildings.</p> <p>27- Numerous pedestrian overbridges through the town centre will likely draw people away from the streets and limit any future over-height traffic through the Ingleburn centre. Investigation is necessary to determine if they are sustainable for Ingleburn town centre and can create a safe, comfortable, well-connected quality of life above the ground layer without impacting street life.</p>	<p>24 - The planning proposal does not set parking locations. Any future DA will need to consider parking positioning.</p> <p>25 - Noted. This will need to be considered during future stages of Oxford Rd closure and upgrades.</p> <p>26 - Volume 1 of the SCDCP addresses these matters.</p> <p>27 - The proposed cross over bridges within the Ingleburn CBD draft DCP are proposed to ensure that in a flooding event of, people are able to access a safe refuge/place that is flood free. There are very limited number of overbridges pedestrian crossing and it is not considered that those would have any negative impacts in terms of drawing people of the streets. Refer to the Council report for further details on this matter.</p>	<p>24 - No amendment is required.</p> <p>25 - No amendment is required.</p> <p>26 - No amendment is required at this stage.</p> <p>27 - No amendment is required.</p>
<p>3 - Transport for NSW</p>	<p>1- The proposal has the potential to generate a significant increase in traffic demands. Transport Assessment.</p>	<p>1 - Noted. The proposed increased prediction in dwellings' number will not be realised within a short period of time, as it is anticipated that the predicted increase in the dwelling numbers take 10 to 15 years, if not more.</p>	<p>1 - No amendment is required.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>2- TfNSW recommends a multi-modal transport impact assessment be carried out to determine how sustainable transport will be prioritised to support the envisaged growth of the precinct.</p> <p>3- The assessment should include existing and future land use and transport context, mode share targets, access to key destinations, and identification of current and planned cycle routes. Additionally, it should consider trip generation potential by mode, cumulative growth of the surrounding area, impact on transport network, and review of existing station capacity and train services. The assessment should also recommend changes to public transport services, proposed transport infrastructure improvements, and recommended parking rates.</p> <p>4- The following documents are recommended to inform the development of the transport impact assessment and overall planning for the area. Travel Demand Management.</p> <p>5- The Traffic & Parking Study does not consider the contribution of walking and cycling, e-mobility devices, and public transport in supporting a mode shift away from car-based travel.</p> <p>6- Requests appropriate maximum car parking</p>	<p>2 - Noted. The review of the Railway capacity is a matter for the State Government and not Council.</p> <p>3 - The Precinct Plan for Ingleburn CBD, prepare by the State Government included detailed analysis on walking routes, connectivity and the like.</p> <p>4 - Noted.</p> <p>5 - The Precinct Plan for Ingleburn CBD, prepared by the State Government included detailed analysis on walking routes, connectivity and the like.</p> <p>6 - Car parking rates have been included in</p>	<p>2 - No amendment is required.</p> <p>3 - No amendment is required.</p> <p>4 - No amendment is required.</p> <p>5 - No amendment is required.</p> <p>6 - An update has been undertaken to</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>rates be included in the DCP for the precinct to encourage the use of public and active transport and curtail reliance on private vehicle use over the long term.</p> <p>7- The Traffic & Parking Study recommends a parking supply rate of 1 space per 50sqm GFA for commercial uses within the B4 Mixed-use Development zone.</p> <p>8- There is a lack of clarity on how the proposal will implement the Ingleburn Precinct Transport and Movement Plan, especially regarding improvements for cycling.</p> <p>9- The draft DCP should consider provisions for street trees to enhance pedestrian comfort, without obstructing driver sightlines.</p> <p>10- The DCP should promote street activation and direct pedestrian through links and laneways, particularly for key desire lines.</p> <p>11- The Active Transport Strategy by TfNSW aims to double active transport trips within 20 years, and the DCP should support this by creating walkable and connected 15-minute neighbourhoods, delivering connected cycling networks, and referring to guidance</p>	<p>the DCP and came as a result of the traffic and parking study that was prepared for the Ingleburn DCP.</p> <p>7 - Noted. The DCP has been updated to reflect the parking supply rate.</p> <p>8 - Improving cycling movements will be undertaken as a separate project by Council's infrastructure division at a future date. Also, the DCP provides for pedestrian linkages through the precinct.</p> <p>9 - Noted. Council has prepared a public domain and urban design strategies that included information and identified mid-block connections, and these connections were included in the site specific DCP.</p> <p>10 - Noted. The DCP encourages and promotes street activity via pedestrian links and laneways.</p> <p>11 - Noted.</p>	<p>the DCP to include car parking rates.</p> <p>7 - As above.</p> <p>8 - No amendment is required.</p> <p>9 -The draft DCP is proposed to be amended to require that basements be setback 3m from the front and rear boundaries to allow deep soil planting.</p> <p>10 - No amendment is required.</p> <p>11 - No amendment is required.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>documents for best practice street and precinct design.</p> <p>12- TfNSW suggests amending the site-specific DCP for the Ingleburn CBD, by improving the connectivity to surrounding areas and precincts, providing additional mid-block crossings and through-site links, increasing pedestrian priority at intersections, reducing speed limits within the CBD, minimising conflicts with traffic movements, and prioritising safe, connected, and direct cycling for all ages and abilities.</p> <p>13- Developers must approach Sydney Trains early in the design process to ensure all relevant considerations are taken into account and incorporated into development design.</p> <p>14- Sydney Trains will not allow private party services to utilise its corridor, and alternative solutions or collection of developer contributions must be considered for drainage purposes.</p> <p>15- HV aerial power lines off corridor in the local streets must be accounted for and may affect development potential. Council should consider collection of developer contributions for undergrounding.</p> <p>16- Traffic Management Plan for the construction phase and future operation phase must demonstrate that</p>	<p>12 - Through site linkages have been identified in the draft DCP.</p> <p>13 - Noted. This is already an approach by Council for other DAs near railways.</p> <p>14 - Noted.</p> <p>15 - Council already includes controls relating to overhead power lines in volume 1 of the SCDCP. Refer to Sections 5.4 and 6.4.</p> <p>16 - Noted. This is a matter to be considered during the DA stage.</p>	<p>12 - No amendment is required.</p> <p>13 - No amendment is required.</p> <p>14 - No amendment is required.</p> <p>15 - No amendment is required.</p> <p>16 - No amendment is required.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>additional vehicular movements do not obstruct rail corridor access, and rail bridge load restrictions must be considered.</p> <p>17- Future development must incorporate anti-throw mechanisms for openings within 20m and facing the rail corridor.</p> <p>18- Acoustic reports must be provided with future DAs to account for rail noise and vibration and protect the amenity of future occupants.</p> <p>19- A suitable funding mechanism is needed to obtain developer contributions on an equitable basis towards regional transport infrastructure upgrades.</p> <p>20- Until a separate SIC has been implemented, an alternate developer funding mechanism should be in place before the making of the LEP amendment.</p> <p>21- The precinct should be included in the Campbelltown LEP Urban Release Area Map to ensure Clause 6.1 applies.</p> <p>22- Proposed infrastructure improvements:</p> <p>a- Six intersections require upgrading to accommodate planning proposal related traffic in the CBD.</p> <p>b- The upgrade details must be agreed upon</p>	<p>17 - Noted.</p> <p>18 - Noted.</p> <p>19 - Noted. Developer contributions will be obtained via Council's Contributions Plan. Regional transport corridors are a matter for State Government.</p> <p>20 - Noted. It is recommended that TfNSW approach DPE for any matters related to SIC/Regional contributions.</p> <p>21 - As above. Refer to points 19 and 20 above.</p> <p>22a - Upgrades to intersections will be undertaken at a later stage as part of the ongoing development of the Precinct. The upgrade of intersections is proposed to be included under Campbelltown Local Infrastructure Plan 2018.</p> <p>22b - Noted.</p>	<p>17 - No amendment is required.</p> <p>18 - No amendment is required.</p> <p>19 - No amendment is required.</p> <p>20 - No amendment is required.</p> <p>21 - No amendment is required.</p> <p>22a - No amendment is required.</p> <p>22b - No amendment is required.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	by TfNSW under Section 87 of the Roads Act 1993.		
4 -NSW Environment and Heritage Group (EHG)	<p>1- The Ingleburn CBD PP is located on the Cumberland Plain which may contain habitat for a range of threatened biodiversity.</p> <p>2- The area subject to the PP contains land identified on the NSW Biodiversity Values map and includes areas identified as Cumberland Plain Woodland (CPW) which is listed as critically endangered ecological community (CEEC) under the Biodiversity Conservation Act 2016.</p> <p>3- Historical aerial photography from 1966, 1969 and 1978 shows that some portions of the subject land consist of woody vegetation likely to be native vegetation which has persisted over at least the last 60 years.</p> <p>4- EHG recommends site surveys be undertaken to confirm the biodiversity values of the site prior to any LEP amendments over the subject land.</p> <p>5- The Biodiversity Assessment Method (BAM) 2020 requires applicants to document the reasonable measures taken by a proponent to avoid or minimise clearing of native vegetation and threatened species</p>	<p>1 - Noted</p> <p>2 - Noted</p> <p>3 - Noted</p> <p>4 - The introduction of Biodiversity mapping was introduced as part of the LEP Review in 2021. Studies were undertaken prior to the mapping of the biodiversity land. The proposal does not seek to amend the mapping.</p> <p>5 - Consideration and assessment of any impact on land identified as having biodiversity values would be undertaken during the development application assessment phase.</p>	<p>1 - No amendments are required.</p> <p>2 - No amendments are required.</p> <p>3 - No amendments are required.</p> <p>4 - No amendments are required.</p> <p>5 - No amendments are required.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>habitat during the design of a development proposal.</p> <p>6- EHG recommends measures to avoid impacts to areas providing habitat for threatened ecological communities (TECs) and threatened species or corridors between habitats.</p> <p>7- EHG recommends that priority be given to retaining additional areas of native vegetation in secure management, and that some consideration may be given to locations proposed to be zoned RE1 to assist in the retention of this vegetation.</p> <p>8- Approval of the current rezoning proposal could lead to future DAs being refused given section 7.16 of the BC Act.</p> <p>9- EHG recommends reconsidering the location of proposed open space/RE1 land or incorporating additional open space areas over mapped occurrences of CPW, and incorporating a DCP control requiring future lot consolidation to consider opportunities for the retention of existing native vegetation, particularly those areas mapped as CPW.</p> <p>10- EHG acknowledges CCC's efforts to manage flood risk but emphasises that the increased building heights and density of development require complete and proper</p>	<p>6 - Noted</p> <p>7 - Refer to the Council report for further discussions on the matter.</p> <p>8 - Noted. Landowners should undertake their own independent research prior to lodging DAs to Council, including obtaining an s10.7 planning certificate.</p> <p>9 - Refer to Council report for further information.</p> <p>10 - Council has undertaken extensive consultation with SES regarding the proper consideration of flood risk and impact.</p>	<p>6 - No amendments are required.</p> <p>7 - No amendments are required.</p> <p>8 - No amendments are required.</p> <p>9 - No amendments are required.</p> <p>10 - Amendments to the draft DCP have been implemented. Further information is available within the Report.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>consideration of flood impacts and risk.</p> <p>11- The flood summary report submitted by the Council does not adequately address the requirements outlined in the gateway determination for the 2019 proposal, including flooding risk, behaviour, vulnerability, impact, and options to mitigate the impact of flooding. The potential for flood impacts because of the proposal has not been adequately considered, and further details are needed on flood behaviour after the proposed mitigation measure is implemented.</p> <p>12- The proposal is inconsistent with local planning direction 4.1 Flooding, and a Flood Impact and Risk Assessment is required instead of an incomplete summary of the Floodplain Risk Management Study.</p> <p>13- EHG strongly recommends consultation with the SES and requires discussion of proposed second storey evacuation routes, and adequate consideration of risk to life.</p>	<p>11 – Substantial flood modelling has been undertaken. Further information is listed within the Report.</p> <p>12 – The Gateway Determination issued by DPE advises that the inconsistency is justifiable. Sufficient measures are proposed under the revised planning proposal and draft DCP to reduce risk to life and property to the satisfaction of EHG and SES.</p> <p>13 – Council has undertaken extensive consultation with SES and has amended the Proposal to address the concerns raised. Council consulted with Parramatta City Council and was advised that the idea of first storey evacuation routes did not work. Further reasoning is provided within the Report.</p>	<p>11 – Amendments have been made to the draft DCP to include additional information and requirements on flood risk and options for mitigation.</p> <p>12 – No amendment is required.</p> <p>13 – The draft DCP is proposed to be revised and the requirements for first storey evacuation routes will be removed. Additionally, the draft DCP is proposed to be updated to require structural stability across all land uses up to and including the PMF.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>14- The DCP has an appropriate set of flood-related controls, but EHG has specific comments, including careful consideration of the siting of new vulnerable developments in flood-affected areas and the need for controls to restrict the location of vulnerable developments.</p> <p>15- The letter concludes that the information provided is insufficient to justify the inconsistencies, and a Flood Impact and Risk Assessment is required per the direction.</p> <p>16- Childcare facilities and groups homes are considered sensitive uses with vulnerable occupants and should be excluded from the floodplain.</p> <p>17- Car parking restrictions – basement car parks should be protected from the PMF, not only 1% + freeboard</p> <p>18- Potential future drainage upgrade for the precinct.</p>	<p>14 –Noted. The draft DCP is proposed to be amended to reflect comments from EHG and all vulnerable uses such as child care centres and hospitals are restricted on flood affected sites.</p> <p>15 – The Gateway Determination issued by DPE advises that the inconsistency is justifiable.</p> <p>16 – Noted.</p> <p>17 – Noted.</p> <p>18 – The cost of the drainage work is substantial, and is estimated to be \$28.5m. Further information is located within the Report.</p>	<p>14 – Amendments to the draft DCP are proposed to be implemented. Further information is located within the Report.</p> <p>15 – No amendment is required.</p> <p>16 – The draft DCP is proposed to be updated to include the childcare facilities and group homes as sensitive uses and will be restricted on flood affected sites.</p> <p>17 – The draft DCP is proposed to be updated to require basements to be protected to FPL3 to FPL4 (whichever is higher).</p> <p>18 – No amendment is required.</p>
<p>5 –Sydney Water</p>	<p>1- As the subject PP proposal has the potential to deliver approximately 3240 additional dwellings in the Ingleburn CBD, SW</p>	<p>1 – Noted</p>	<p>No amendments are required.</p>

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
	<p>supports government growth initiatives and has already identified Ingleburn CBD in its planning for the Greater Macarthur Growth Area.</p> <p>2- Water and wastewater planning for the Ingleburn CBD are currently in the strategic planning phase with no expected timeframes for completion of works available.</p> <p>3- SW requests that any development applications within the Ingleburn CBD that proposes notable growth (additional 50 dwellings) be referred to Sydney Water.</p> <p>4- SW requests that the Growth Data Form be completed by the Council to understand potential growth expected in the Ingleburn CBD.</p> <p>5- The development servicing advice provided by SW is based on the best available information at the time of referral but will vary over time with development and changes in the local systems.</p> <p>6- Additional requirements, including any potential extensions or amplifications, will be provided once the development is referred to SW for a Section 73 application.</p>	<p>2 - Noted</p> <p>3 - Noted</p> <p>4 - Noted</p> <p>5 - Noted</p> <p>6-Noted</p>	
6 -Water NSW	1- No comment.	Noted	No amendments are required.

No.	Submission	Response	Proposed Recommended Amendment to the DCP/LEP
7 – NSW Police	Did not provide a submission.	Multiple attempts from Council Staff contacting NSW Police. Council did not receive a response.	No amendments are required.
8 – MP for Macquarie Fields	1 – Refer to Report for more information.	1 – Refer to Report for response.	No amendments are required.

Table 1: Responses to Comments from Design Excellence Panel on Draft Ingleburn DCP at its meeting 19 August 2021

No.	Comments	Response	Proposed Recommended Amendment to the DCP
1 - General Comments from the Panel	1- The panel acknowledges and agrees with the Proposal and its completeness in all the areas of controls proposed. 2- The following items are noted as suggested areas of further exploration or possible clarity required to ensure the desired outcomes are achieved as intended or variations are dealt with.	1 - Noted 2 - Noted	1 - No amendments are required. 2 - No amendments are required.
2- Retail Activation Strategy	1- Undertake a Town Core retail planning study to understand the how the retail plan will evolve with development of varying sized sites and separate ownerships. This will assist in understanding the controls needed to avoid undesirable outcomes. 2- The panel recommended Council undertake a retail demand analysis.	1 - Council will investigate an opportunity to undertake a retail activation strategy once funding becomes available. Additionally, the gateway determination issued to Council did not require Council to undertake a retail activation strategy during this stage of the planning proposal. 2 - As above.	1 - No amendments are required, 2 - No amendments are required.
3 - Second Level Pedestrian Walk	1- Identify and separate the aspirations and principles for the upper-level pedestrian link Eg. <ul style="list-style-type: none"> a. Vertical Life safety refuge access requirements (from flash flooding) b. Maintenance of mixed-use access / egress during or after flooding event (to maintain ease and continuity of access) c. Develop a network of vertical access opportunities prior 	1 - Council will not be pursuing second level pedestrian walkways as part of the planning proposal. In consultation with SES, EHG and Parramatta Council all references to the second level pedestrian walkways have been removed. Further information is provided within the report.	1 - No amendments are required.

No.	Comments	Response	Proposed Recommended Amendment to the DCP
	<p>to the train station entry points define locations and providers.</p> <p>d. Characteristics to Activate upper levels of the commercial core</p> <p>e. Define street edge activation options on upper levels and surveillance from upper levels</p>		
4-Street Activation	<p>1- Ground floor street activation should align with appropriate activation derived from street hierarchy research, market/economic analysis and local character analysis.</p> <p>2- Clarify why street activation is only one sided in some laneways. Is it an option?</p>	<p>1 - Ground floor street activation has been included as a result of the urban design study.</p> <p>2 - Laneways and interface are dependent on land uses and zoning.</p>	1 - No amendments are required.
5-Further General Comments	<p>1- Consider CPTED issues with cross site links/walkways</p> <p>2- Consider flooding effects on Public Domain especially overland flow.</p> <p>3- Ensure completeness and finish quality of all boundary walls for short to long term. High or low level. Visible for short or long term and not dependant on neighbouring development.</p> <p>4- Ensure Car parking designed for adaptive reuse heights.</p>	<p>1 - Noted. CPTED matters will be considered during the DA stage.</p> <p>2 - Council has consulted SES and EHG and have updated information on flooding matters within the Proposal.</p> <p>3 - Noted, and it is considered important to include additional requirement in the DCP to ensure that blank boundary walls are appropriately designed.</p> <p>4 - Noted.</p>	<p>1 - No amendments are required.</p> <p>2 - Amendments to the DCP have been undertaken in response to comments received from SES and EHG. Further information is outlined within the Report.</p> <p>3 - Amend the DCP to include an additional control that requires side elevations on zero setback to include visual treatment to ensure that blank walls are minimised, until such time that adjoining properties are redeveloped.</p> <p>4 - No amendments are required.</p>

No.	Comments	Response	Proposed Recommended Amendment to the DCP
	<p>5- Consider options of good quality car park structures exposed for light and ventilation benefits. Allow for high quality screening such as art, green wall filters etc as options to build form sleaving.</p> <p>6- Provide for Mixed-use options within carparks (eg rooftop child care , tennis courts, sports activity etc)</p> <p>7- Uses - could add specifically medical, health and wellbeing activity</p> <p>8- Ensure provision in DCP for found space uses, on an individual site-specific basis</p>	<p>5 - Noted.</p> <p>6 - Noted. As landowner, Council anticipates mixed uses on the ground floor of the proposed car park.</p> <p>7 - Noted.</p> <p>8 -Noted: a development control is proposed to encourage rooftop gardens where appropriate.</p>	<p>5 - No amendments are required.</p> <p>6 - No amendments are required.</p> <p>7 - No amendments are required.</p> <p>8 - Add the following development control into the DCP. Rooftop garden are encouraged, however will not be considered as part of the required communal open space.</p>

DRAFT

Campbelltown (Sustainable City) Development Control Plan 2015



VOLUME 2

Site Specific DCPs

DRAFT Part 17: Ingleburn CBD

Creating Campbelltown's Future 2025



(Blue text indicates sections that have been added or revised post public exhibition)

(Revised post public exhibition – 1 September 2023)

Note:

The Ingleburn CBD Development Control Plan (DCP) came into effect on xx xxxxx 2023 and has been incorporated as Part 17, Volume 2 of Campbelltown (Sustainable City) DCP 2015.

It should be read in conjunction with relevant Parts in Volume 1. In the case of any inconsistencies this Part will prevail to the extent of that inconsistency.

17.1 Application

17.1 Application

This Part applies to the land shown in Figure 17.1.1 – the Ingleburn CBD - The Core Precinct which includes land zoned MU1 Mixed Use (MU1); R3 Medium Density Residential (R3) and surrounding high density residential land zoned R4 High Density Residential (R4). It relies on other relevant Parts in Volume 1 of Campbelltown (Sustainable City) DCP 2015 (CDCP2015) including:

- Part 2 Requirements Applying to All Types of Development;
- Part 3 (Low and Medium Density Residential Development (applies to land zoned R3 within the Ingleburn CBD Area).
- Ancillary Residential Structures)
- Part 5 Residential Flat Buildings and Mixed-Use Development; and
- Part 6 Commercial Development.
- Part 8 to Part 19 as they provide development controls that relate to specific land uses and vegetation management that are not covered by this site specific DCP.

This Part provides requirements additional to Volume 1 to achieve the specific vision established for the future development of Ingleburn CBD and applies to the land shown in Figure 17.1.1 below.

Part 17 sets out the following:

- Desired future character for high density residential neighbourhoods in areas zoned R4.
- Desired future character for mixed use development in the area zoned MU1.
- Development controls for:
 - residential flat buildings in areas zoned R4;and
 - mixed use development in the area zoned MU1;
- Desired outcome for the public domain.
- Development controls and special provisions for flooding.

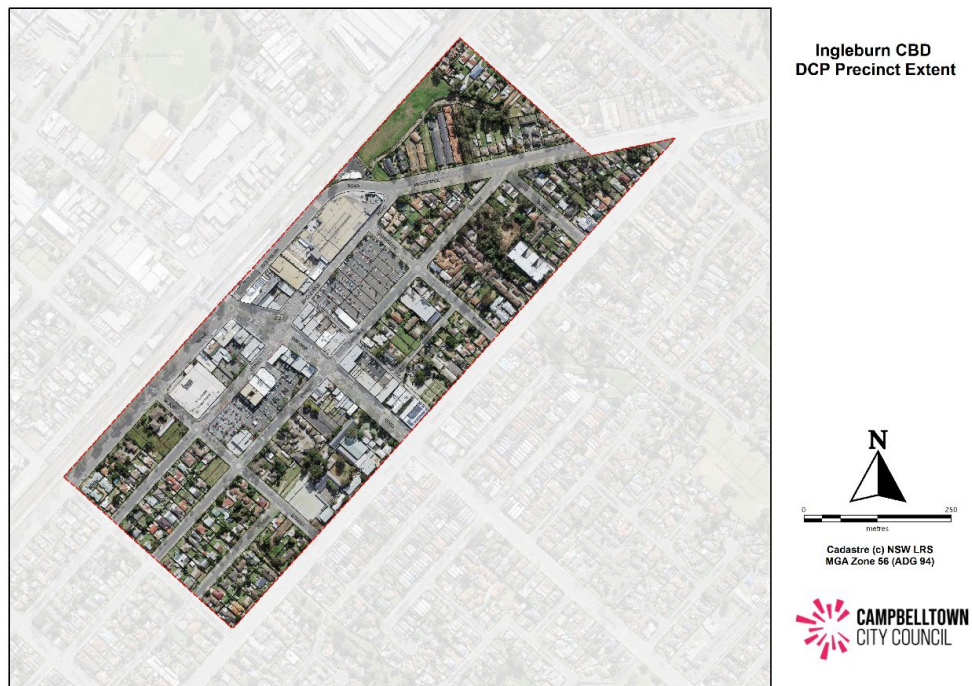


Figure 17.1.1 Ingleburn CBD

Background

In December 2017, the NSW Government released the final Glenfield to Macarthur Urban Renewal Corridor Strategy which included a Precinct Plan for Ingleburn.

The Ingleburn Precinct is divided into three distinct areas as shown in Figure 17.1.2 below:

- Area 1: The CBD Precinct** — Eastern Side of railway (where this DCP applies)
- Area 2: Area around the CBD** — Eastern Side of railway
- Area 3: Western Side Precinct** — West of the railway

Area 1 is the subject of this DCP and Areas 2 and 3 will be further investigated as part of future reviews of Campbelltown Local Environment Plan 2015.

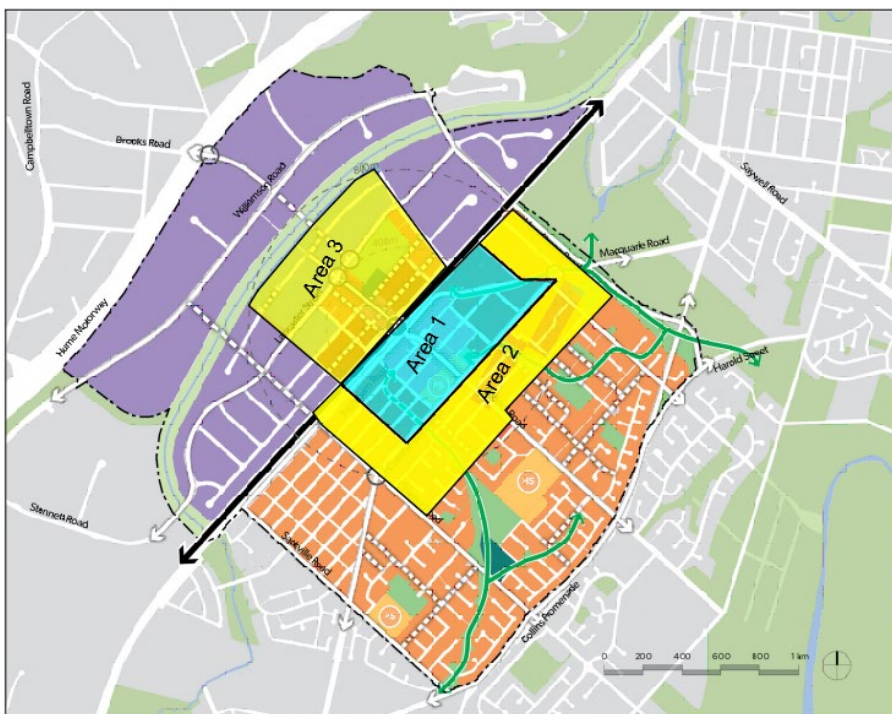
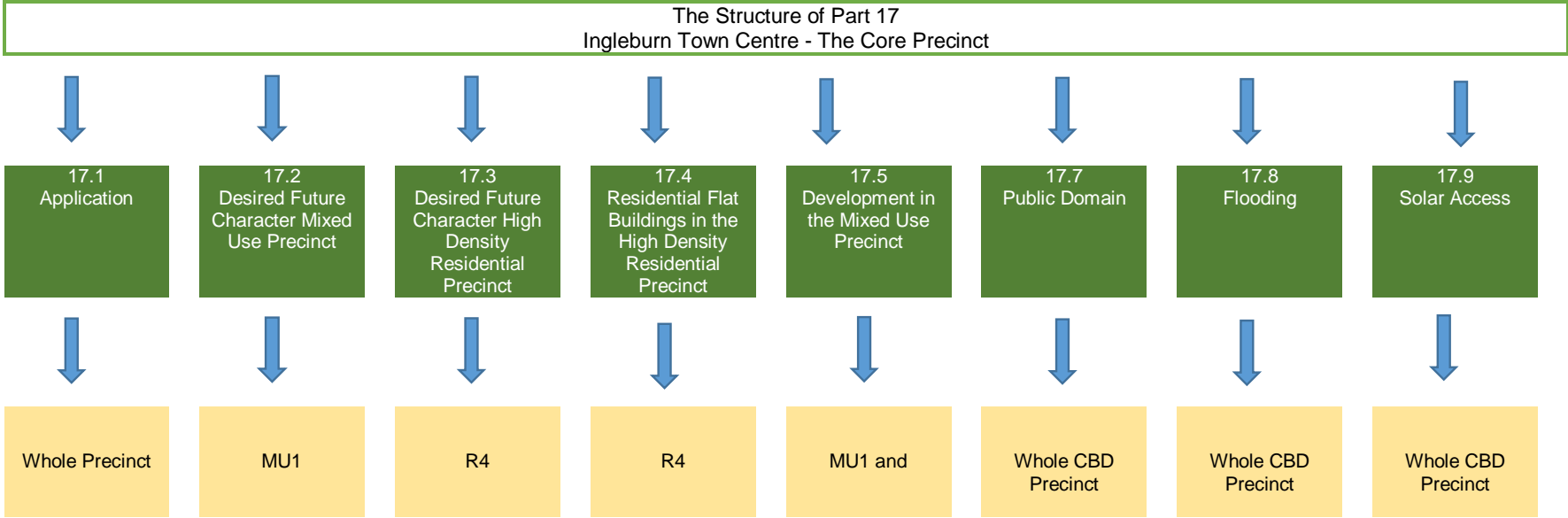


Figure 17.1.2 Ingleburn Precinct Plan



17.2

17.2 Desired Future Character - Mixed Use Precinct

Desired Future Character - Mixed Use Precinct (Zone MU1)

The Ingleburn Vision

“To create a vibrant town centre that strengthens Ingleburn’s unique urban village character and desirability as a place to live.”

*Glenfield to Macarthur Urban Renewal Corridor
Ingleburn Precinct – DPIE November 2017*

“Ingleburn town centre will retain its village atmosphere and provide a vibrant attractive destination for business, leisure and social engagement.”

Ingleburn CBD Urban Design and Public Domain Strategy – July 2021

Mixed Use Retail, Commercial & Residential

This area (shown edged blue in Figure 17.2.1 below) will accommodate a mix of retail, commercial and residential uses. Ingleburn will evolve as a prominent retail and employment centre within the Glenfield to Macarthur Urban Renewal Corridor. New buildings will be carefully designed to achieve excellence in built form, sustainability and user amenity. The first two storeys of high rise buildings will be commercial and their presentation to the public domain will contribute to achieving high amenity, pedestrian friendly outcomes for all public roads and especially for Oxford Road. Additional storeys will be further set back to maintain an appropriate scale and amenity and establish the primacy of retail and commercial development at the street level.

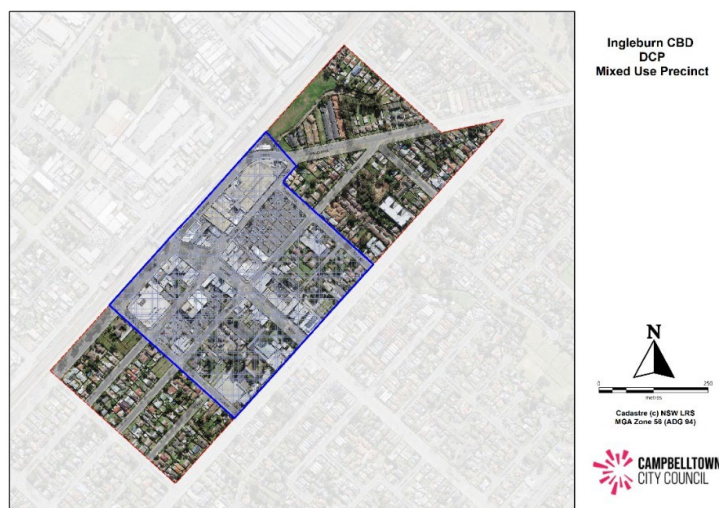


Figure 17.2.1: Mixed Use area Ingleburn Precinct Plan



Figure 17.2.2: Vibrant town centre – Visionary Perspectives

17.3

17.3 Desired Future Character - High Density Residential Precinct

Desired Future Character High Density Residential (Zones R4)

High Rise Residential

This area will provide apartment housing with a high level of amenity for residents. The precincts will be characterised by typically 8 storey apartment buildings (apart from the area zoned R3 Medium Density Residential shown on Figure 17.3.1 below) with apartment design, communal open spaces and shared facilities delivering a first class standard of apartment living. Apartment buildings will be designed to maximise sustainability outcomes and to capitalise on district views.

Volume 1, Part 3 (Low and Medium Density Residential Development and Ancillary Residential Structures) of the plan will apply to the areas zoned R3 Medium Density Residential within the Ingleburn CBD Precinct in relation to any proposal for future medium density development applications within these sites. In addition, the flooding provisions within this Part will apply too. All flooding requirements under this Part of Volume 2 (Ingleburn CBD) will also apply to any future development within the areas zoned R3 medium density.

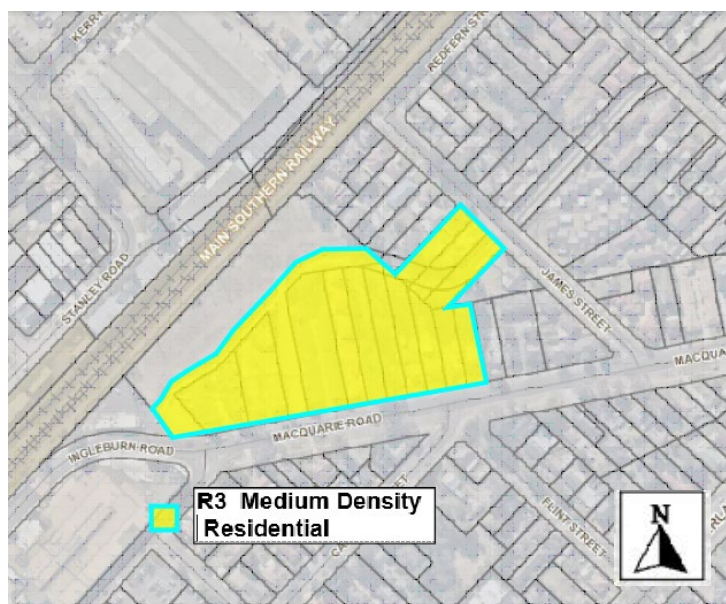


Figure 17.3.1: Medium Density (R3) residential area in Precinct Plan



Figure 17.3.2: Potential style of high density residential development

17.4

Residential Flat Buildings

17.4 Residential Flat Buildings in the High Density Residential Precinct

17.4.1 Allotment Requirements

- a) Sites shall be amalgamated where required, to achieve the minimum site area of 1800sqm and minimum width requirement of 30m.
- b)

For the purpose of Part 17.4 of this DCP, an **isolated allotment** is an allotment that has a site area of less than 1800 square metres and/or a width at the front property boundary of less than 30 metres that has no immediate potential for amalgamation with any other adjoining allotments to achieve a minimum site area of 1800 square metres and a width at the front property boundary of 30 metres.

17.4.1.1 Site Consolidation and Development of Isolated Allotments

- a) Development shall not result in an isolated allotment adjoining the development site.
- b) Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value.
- c) At least one recent independent valuation is to be submitted as part of that evidence and is to account for reasonable expenses likely to be incurred by the owner of the isolated site in the sale of the property.
- d) Where amalgamation of the isolated site is not feasible, applicants will be required to demonstrate that an orderly and economic use and development of the separate sites can be achieved.
- e) For the isolated sites, the Applicant shall prepare the following and submit them to Council as part of the application:
 - I. a building envelope for the isolated site, indicating height, setbacks, resultant site coverage (building and basement), deep soil planting with sufficient information to understand the relationship between the application and the isolated site.
 - II. The likely impacts the developments will have on each other, such as solar access, visual and acoustic privacy and the impact of development of the isolated site on the streetscape must also be addressed.
- f) The development of existing isolated sites is not to detract from the character of the streetscape and is to achieve a satisfactory level of amenity including solar access, visual and acoustic privacy.
- g) Development of existing isolated sites may not achieve the maximum potential, particularly height and floor space ratio, and will be assessed on merit.

17.4.1.2 Building Setbacks for Residential Flat Buildings – Areas Zoned R4

- a) Residential flat buildings shall be setback a minimum of:
 - i. 6 metres from any street boundary; and
 - ii. 6 metres from any side boundary; and
 - iii. 8 metres from the rear boundary
- b) The basement shall be setback at least 5 metres from the rear boundary and 2 metres from the front boundary to allow for deep soil planting and to create green interface with the streets.
- c) Vegetable gardens within the communal open space are encouraged.

17.4.1.3 Building Design

- a) Residential flat buildings, where the dimensions of the site permits, shall have L-shaped, or U-shaped building layout, to maximise solar access, ventilation and residential amenity.
- b) A 1 metre articulation zone is permitted forward of the front building setback, in which building elements may occupy a maximum of one third of the area of the facade. Services or lift shafts are not permitted in the articulation zone as shown in Figure 17.4.1.
- c) The setbacks under this Part are subject to building separation controls under the ADG.
- d) Building design should aim to create a clear delineation between public, communal and private open space

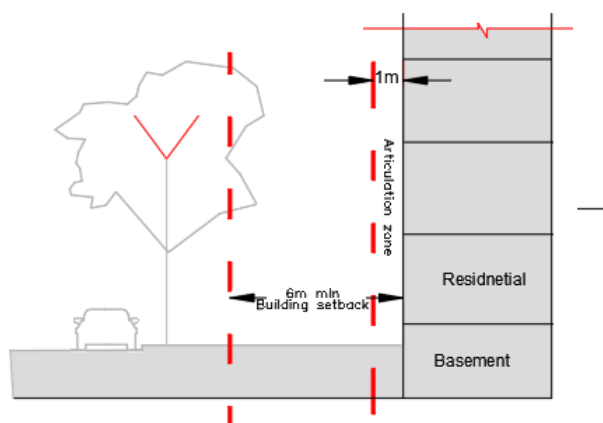


Figure 17.4.1: Street Setback – Residential Flat Buildings

17.5 17.5 Development in the Mixed Use Precinct

Mixed Use Development

17.5.1 Mixed Use Development Setbacks – Areas Zoned MU1

- a) Mixed Use development shall be setback a minimum of:
 - I. 0 metres from any street boundary for the ground and first floors and 6 metres for second and higher floors.
 - II. 0 metres from side setback;
 - III. 0 metres from rear setbacks.
- b) Despite section 17.5.1 a) above, setbacks for certain sites within the Ingleburn CBD shall be in accordance with Figure 17.5.1 below.



Figure 17.5.1 Setbacks Map

17.5.2 Mix of Uses

- a) Mixed use buildings must have at least one story of, and encouraged to have at least two storeys (ground and first floor) of commercial and/or retail uses (including centre based childcare, recreation facilities (indoor), places and public worship). Residential development shall not be undertaken on the first or second storeys (ground and first floor) of a building in this precinct.

17.5.3 Adaptability of car parking floors

- a) Where car parking is provided on the ground first floor or above within mixed use buildings, then it must be capable of being redesigned for later conversion to retail, commercial or residential purposes as appropriate for that level.

17.5.4 Awnings

- a) All new mixed use buildings within the MU1 Zone shall have awnings on their street frontages, excluding mixed use development along Cumberland Road.

For the purpose of Part 17.5.6 of this DCP, an isolated allotment is an allotment that has a site area of less than 1200 square metres and has no immediate potential for amalgamation with any other adjoining allotments to achieve a minimum site area of 1200 square metres and a width at the front property boundary of 30 metres.

17.5.5 Pedestrian Bridge Access

a) As part of any new major redevelopment of Lot 101, DP613509, known as Ingleburn Fair Shopping Centre, 100 Macquarie Road, Ingleburn, a pedestrian access bridge connecting the site to the proposed multi deck car parking building (at Lots 7-9 and 19-23 Section 4 DP 2913) at level one or above shall be provided. Where the redevelopment of the shopping Centre occurs prior to the redevelopment of the multi deck car park, the design of the new shopping centre shall facilitate a future pedestrian connection. Where the multi deck car park development occurs prior to the redevelopment of the subject Shopping Centre, the design of the multi deck car parking shall facilitate a future pedestrian bridge connection/linkage.

17.5.6 Site Consolidation and Development Isolated Allotments

- a) Sites shall be amalgamated where required, to achieve the minimum site area of 1200 sqm and width requirement of 30m.
- b) Despite section 17.5.6 a) above, consolidation of lots will be required to provide low flood hazard evacuation access for sites identified with no safe vehicle and pedestrian access. Refer to the Summary Flood Information Report under Index 1 of this DCP for more information on this matter. (The graphics/maps showing amalgamation patterns within the Summary Flood Information Report are hypothetical scenarios only, and by no means should be undertaken as the preferred amalgamation outcomes.)
- c) Development shall not result in an isolated allotment adjoining the development site.
- d) Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value.
- e) At least one recent independent valuation is to be submitted as part of that evidence and is to account for reasonable expenses likely to be incurred by the owner of the isolated site in the sale of the property.
- f) Where amalgamation of the isolated site is not feasible, applicants will be required to demonstrate that an orderly and economic use and development of the separate sites can be achieved.
- g) For the isolated sites. The Applicant shall prepare the following and submit them to Council as part of the application:
 - I. a building envelope for the isolated site, indicating height, setbacks, resultant site coverage (building and basement), deep soil planting with sufficient information to understand the relationship between the application and the isolated site.
 - II. The likely impacts the developments will have on each other, such as solar access, visual and acoustic privacy and the impact of development of the isolated site on the streetscape must also be addressed.
- h) The development of existing isolated sites is not to detract from the character of the streetscape and is to achieve a satisfactory level of amenity including solar access, visual and acoustic privacy.

Development of existing isolated sites may not achieve the maximum potential, particularly height and floor space ratio, and will be assessed on merit.

17.5.7 Commercial development - car parking rates

a) Commercial development shall be provided with one car parking space per 50sqm of Gross Floor Area

17.5.8 Building Design

- a) Setbacks above the street podium on corner sites apply to both streets
- b) The minimum floor to floor height for commercial floor levels shall be 4.5m
- c) The minimum floor to floor height for above ground car parking shall be 3.1m
- d) All front facades shall be articulated with depth, relief and shadow on the street façade.
- e) No blank walls shall be permitted. Where the blank wall is on the side and is intended to be attached to the side wall of future development on the side boundary, the side wall shall be articulated.

17.6

17.6 Public Domain

Public Domain

17.6.1 Ingleburn CBD

Ingleburn CBD is focused on Ingleburn Railway Station and will be characterised by a vibrant and active mixed use core with high density residential adjoining.

The Ingleburn CBD will be characterised by mixed use development with commercial, business and retail on the ground and first floors with up to 6 storeys of residential apartments above.

New and refurbished open space areas will be complimented by an improved permeable pedestrian network that focuses people on the centre, open space and railway station. About 90% of the area currently lies within a 400m walking distance of open space. About 50% is within 200m walking distance of open space and almost all is within a 400m radius of open space. Improved pedestrian infiltration, in combination with new development, can improve these proportions.

Redevelopment will help provide a first floor access between the Ingleburn Shopping Fair and the Multi deck car park. Larger blocks can be broken down and pedestrian access can be provided along active and interesting laneways.

The provision of larger setbacks and improved street furniture, awnings and tree canopy will provide an attractive public domain where people can meet, carry out business and safely enjoy the town centre.

17.6.2 Objectives for the Public Domain Improvements in Ingleburn

Objectives for the public domain of Ingleburn CBD are:

- To provide a safe, attractive and comfortable place to meet, work, socialise, shop and access public transport both during the day and at night;
- To enable ease of movement in, around and through Ingleburn CBD for cars, pedestrians and cyclists;
- To provide quality open space within 400m of all residents;
- To provide an active commercial centre that encourages business activity;
- To provide a variety of communal recreation facilities within residential flat buildings and mixed use development readily accessible to all residents, in addition to and complimenting facilities in the public domain.

17.6.3 Pedestrian Connections and Laneways

- a) Existing pedestrian connections and laneways should be enhanced to:
- i. Have active ground floor frontages and encourage outdoor dining opportunities;
 - ii. Be legible and direct throughways for pedestrians, clear of obstructions (including columns, stairs and escalators);
 - iii. Provide access 24 hours, 7 days per week;

- iv. Be open to the air above and at each end, except where a connecting public pedestrian access is provided on level one between buildings (refer to section 17.5.5 above) ;
- v. Council may consider an 'arcade style' walkway;
- vi. Have signage at the street entries indicating public accessibility and the street and activities to which the through site link connects.

d) New pedestrian only connections are to be provided along the areas marked through site linkages in the figure 17.6.1 below. Pedestrian linkages across the site must have a minimum width of 3 metres. If these linkages are located along the perimeter of a newly proposed development/building, the development shall be designed to accommodate the entire width of the walkway – i.e the site that is developed first, must provide for the full width and length of the pedestrian link.



Figure 17.6.1 Pedestrian linkages



Figure 17.6.2 Figtree Pocket Newmarket Randwick - residential apartment building addressing the open space and street network (Source: newmarketrandwick.com.au)

17.6. Blank Walls on Zero setback of side boundaries

a) To prevent the presence of blank walls along the side boundaries of zero setback buildings, all new buildings must incorporate minor articulation elements on the adjoining wall. The blank wall surface must be broken up by introducing features such as changes in texture and/or colour and/or LED lights. This development standard is included to ensure that blank walls on zero setback boundaries are designed so that they are slightly articulated. These side walls will not be visible once the adjacent site is re-developed and attached to these side boundary walls.



Figure 17.6.3 Example of sidewall articulation

<h2 style="margin: 0;">17.7</h2>	<h2 style="margin: 0;">17.7 Flooding</h2>
<p>Flooding</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Note:</p> <p>“Ingleburn on the other hand has considerable flood risks for both residential and non-residential buildings and, as discussed, urban renewal provides a real opportunity to provide significant flood mitigation benefits.”</p> <p>Draft BBCC Strategic Floodplain Risk Management Study and Plan 2019</p> </div>	<p>17.7.1 Background</p> <p>Flooding is a significant issue that affects existing and future development in the Ingleburn CBD. This Section establishes Council’s approach to development control for the Ingleburn CBD. Council’s approach to flooding has regard to and complies with the New South Wales Government’s Floodplain Development Manual (FDM 2005).</p> <p>The criteria for determining applications for proposals potentially affected by flooding are structured to recognise that different controls can be applied to different land uses and different levels of potential flood inundation and hazard. As a first step in the development consent process, proponents are strongly advised to consult with Council officers, particularly for proposals significantly affected by flooding.</p> <p>The Bow Bowing Bunbury Curran Creek Strategic Floodplain Risk Management Study and Plan (BBCC) was adopted by Council on 12 February, 2019.</p> <p>Significant flooding is identified in parts of the Ingleburn Town Centre, with notable depths during floods as frequent as the 20 percent AEP (5 year average recurrence interval) event.</p> <p>Substantial drainage upgrade work is proposed within the Ingleburn CBD area to alleviate the flooding impact. However, even if this work is undertaken, it would not fully resolve the flooding issue within Ingleburn CBD. As development has already occurred and further development is permissible and desirable, the planning controls, in addition to any drainage upgrades, will be needed to address safety to life and property and respond to likely flooding events.</p> <p>The proposed flooding requirements within this section of the DCP, shall apply to any development within Ingleburn CBD that is impacted by flooding. Completion of the drainage upgrade would facilitate development within Ingleburn CBD by reducing flooding and so facilitating compliance with the controls in this DCP. Proponents should also read relevant parts of Council’s <i>“Campbelltown (Sustainable City) Development Control Plan 2009 Volume 2 Engineering Design for Development June 2009 Engineering Design for Development”</i></p> <p>Link: https://www.campbelltown.nsw.gov.au/files/assets/public/document-resources/builddevelop/dcps/dcp2014v3/scdcp2009volume2-1engineeringdesignfordevelopment.pdf</p>

	<p>17.7.2 Flood Planning Levels</p> <p>A range of flood planning levels (FPL) may be applied depending on the type of land use and the part of the development in consideration. In principle, a higher FPL will apply to land uses considered more sensitive to flood hazards or which may be critical to emergency management operations or the recovery of the community after a flood event.</p> <p>Different FPLs are also considered appropriate for different parts of development. For example, the non-habitable floor levels of a dwelling can be at a lower level relative to the habitable floor level as the potential for significant flood damage costs is reduced.</p> <p>The following table outlines those FPLs to be applied to the development controls outlined later in this part of the DCP.</p> <p>Table 17.7.3 – Flood Planning Levels</p> <table border="1"> <thead> <tr> <th>Reference</th> <th>Flood Planning Level</th> </tr> </thead> <tbody> <tr> <td>FPL1</td> <td>5% AEP</td> </tr> <tr> <td>FPL2</td> <td>1% AEP</td> </tr> <tr> <td>FPL3</td> <td>1% AEP + <ul style="list-style-type: none"> • 0.3m Freeboard for flows < 0.3m deep • 0.5m Freeboard for flows > 0.3m deep </td> </tr> <tr> <td>FPL4</td> <td>PMF</td> </tr> </tbody> </table> <p>Notes:</p> <ol style="list-style-type: none"> FPL1, FPL2 and FPL 4 have zero freeboard. The design flood levels and FPLs in Table 1 may be obtained from Council if available or otherwise will be required to be determined by the proponent. These levels will normally be 'rounded up' to the nearest 0.1m and be referenced relative to Australian Height Datum (AHD). <p>FPL= Flood Planning Level. AEP = Annual Exceedance Probability. PMF = Probable Maximum Flood</p> <p>17.7.4 Flood Hazard Categories</p> <p>Flood hazard categorisation is based on the depth and velocity of floodwaters, and it is a way to define what risks are presented to life and property in a major flood event.</p> <p>For the purpose of this DCP, flood modelling for Ingleburn CBD has been undertaken and the following categories have been used, where H1 represents the lowest flood hazard and H6 represents the most severe flood hazard.</p> <p>These categories are defined as:</p> <ul style="list-style-type: none"> • H1 – generally safe for people, vehicles and buildings • H2 – unsafe for small vehicles • H3 – unsafe for vehicles, children and the elderly • H4 – unsafe for vehicles and people • H5 – Unsafe for vehicles and people. All building types vulnerable to structural damage. • H6: Unsafe for vehicles and people. All building types considered vulnerable to failure. 	Reference	Flood Planning Level	FPL1	5% AEP	FPL2	1% AEP	FPL3	1% AEP + <ul style="list-style-type: none"> • 0.3m Freeboard for flows < 0.3m deep • 0.5m Freeboard for flows > 0.3m deep 	FPL4	PMF
Reference	Flood Planning Level										
FPL1	5% AEP										
FPL2	1% AEP										
FPL3	1% AEP + <ul style="list-style-type: none"> • 0.3m Freeboard for flows < 0.3m deep • 0.5m Freeboard for flows > 0.3m deep 										
FPL4	PMF										

	<p>As a result of the flood modelling that has been undertaken for Ingleburn CBD, certain sites have also been identified with unsafe access for pedestrian and vehicles.</p> <p>17.7.5 Objectives</p> <ul style="list-style-type: none"> • To ensure the safety of existing and future occupants and property of Ingleburn CBD by ensuring that flood risk associated with development is minimised and/or not increased beyond the level that is acceptable to the community. • To ensure the proponents of development and the community in general are fully aware of the potential flood hazard and consequent risk associated with the use and development of land within Ingleburn CBD. • Maximise development potential for Ingleburn. • To reduce the impact of flooding on Ingleburn. • To design development, in full knowledge of the flooding risk, to alleviate flooding and risk. • To minimise the risk to life by ensuring the provision of appropriate evacuation measures are available. • To enable safe pedestrian movement between buildings during flooding. • To maximise the potential for buildings to be returned to use as quickly and efficiently as possible after being affected by flooding. • To ensure that developments with high sensitivity to flood risk (eg. critical public utilities) are sited and designed to provide reliable access and minimise risk from flooding. • To allow development with a lower sensitivity to the flood hazard to be located within flood affected areas, subject to appropriate design and siting controls and provided that the potential consequences that could still arise from flooding remain acceptable.
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	<p>17.7.6 Development Controls</p> <p>17.7.6.1 General Development Controls</p> <p>The following development controls apply to all land use categories:</p> <ol style="list-style-type: none"> a) The flood impact of the development is to be considered to ensure that the development will not increase flood effects elsewhere, having regard to: <ul style="list-style-type: none"> - loss of flood storage; - changes in flood hazards, flood levels and flood velocities caused by alterations to the flood conveyance, including the effect of fencing styles; and - the cumulative impact of multiple potential developments in the Ingleburn CBD.
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A report prepared by a suitably qualified flooding engineer may be required to demonstrate these requirements can be satisfied.

- b) The design materials and construction of the proposed development shall comply with the principles set out in the publication "Reducing Vulnerability of Buildings to Flood Damage – Guidance on Building in Flood Prone Areas", published by the NSW Government.

Link:

https://www.ses.nsw.gov.au/media/2247/building_guidelines.pdf

17.7.6.2 Access and Egress

a) Ensuring constant access to and from a building is essential to minimise the risk to people's safety during a flood. Effective building design takes into consideration the surrounding terrain and site knowledge to facilitate easier access for emergency services and building users. Measures to achieve this include:

- i) Position building entrances and vehicle access points above the nominated FPL.
- ii) Establish safe pathways to designated places of refuge during flood events, either within the site or external to it.
- iii) Incorporate landscaping that contribute to the overall design and seamlessly blend of these features into the surroundings.

By implementing these strategies, buildings can enhance their resilience against floods while prioritising the safety and convenience of occupants and emergency responders.

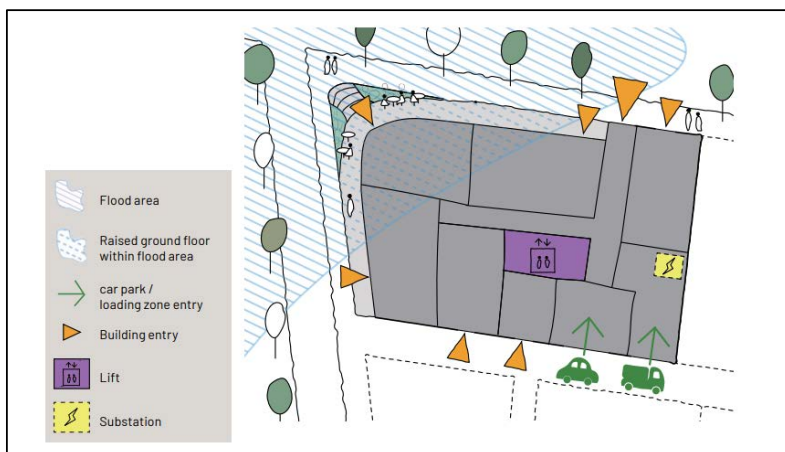


Figure 17.7.1 Shows:

- The building entrances are strategically positioned outside of the predicted flood prone area, both on the natural ground and through an elevated colonnade with a raised terrace.
- The car parking and loading zone are situated outside the flood-prone area at the rear of the property.

- The lift and substation are intentionally placed outside and above the flood-affected zone. *Source: Good Design Guide for Buildings in Flood Affected Areas in Fishermans Bend, Arden and Macaulay*

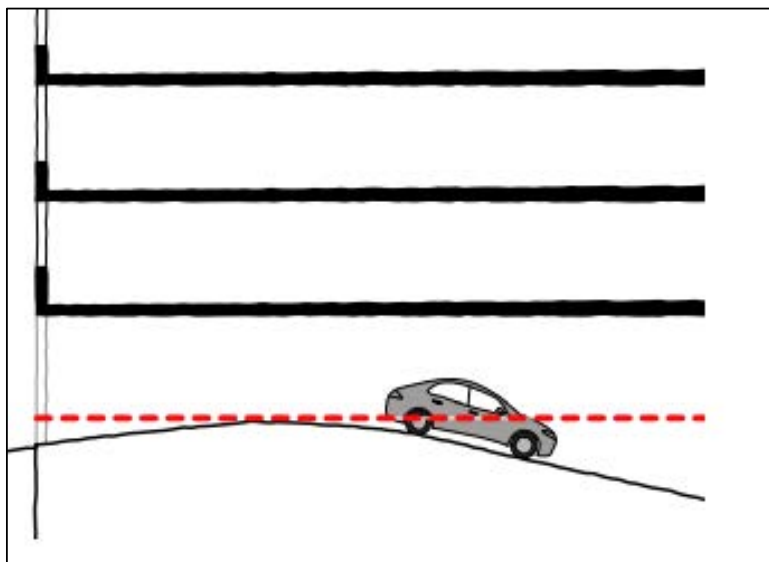


Figure 17.7.2 An apex above the flood level prevents water from entering a basement car park (Red dashed line in this figure represents the minimum required Finished Floor Level).

- b) Ramps are the preferred option to access higher levels over platform lifts. Platform lifts shall only be utilised in situations where a ramp is not feasible, such as in small spaces or when there is a considerable vertical level difference.

Note: Reasons why ramps are generally preferred over platform lifts:

- Ramps are more aligned with accessibility inclusion standards compared to platform lifts. Platform lifts are not the preferred choice as they can hinder accessibility in the event of a breakdown, rendering an entire building or area inaccessible to certain segments of the community.
- Platform lifts are not recommended for external locations due to their vulnerability to flood damage and vandalism.
- In high-traffic public areas like shopping centres, platform lifts are not suitable due to their limitations. Ramps are a more practical and efficient solution in such scenarios.
- Overall, ramps are favoured for their broader accessibility, reliability, and resilience, making them the preferred choice over platform lifts in most situations.

- c) Where basement parking is proposed, all potential entrances and/or potential water ingress locations must be protected to FPL3 or FPL4, whichever is higher.

	<p>d) Areas with basement car parking will need to provide evacuation routes at or above FPL3 or FPL4 (whichever is higher) to a safe area or, where it is provided, to connect to the first level pedestrian access.</p> <p>e) For newly proposed commercial buildings and mixed use buildings a suitable storage area shall be provided to store goods at or above FPL3 or FPL4 (whichever is higher).</p> <p>17.7.6.3 Flood Emergency Response Planning</p> <p>a) Low hazard, horizontal evacuation from the building must be demonstrated for residents, workers and visitors for all floods up to and including FPL2. Low hazard is defined as no greater than H2 hazard as defined in Section 7.2.7 of Book 6 of ‘Australian Rainfall & Runoff’ (Ball et al, 2019)</p> <p>b) For floods larger than FPL2 (up to and including FPL4), horizontal evacuation measures are still preferred for all building occupants (residents, workers and visitors) where the following can be satisfied:</p> <ul style="list-style-type: none"> i) Pedestrians can evacuate safely from a building via a ‘rising road’ to an area of refuge located above the PMF. The evacuation pathway must not require passage through H2 hazard areas or areas of deepening water. ii) An exit from a building is provided above the PMF that is accessible internally to all occupants. iii) Requirements for accessibility are available for all occupants (where possible) iv) Do not rely on lifts, elevators etc. v) Appropriate consideration has been given to access into the property during floods by Emergency Services such as SES, Ambulance, Fire and Rescue. <p>c) Where horizontal evacuation is not feasible during FPL4, Shelter In Place or vertical evacuation must be provided for all building occupants (residents, workers and visitors) that offers access to a safe indoor area of refuge above the PMF where they can remain until the flood event has passed and any subsequent disruption after the flood has been rendered safe and serviceable.</p> <p>d) Shelter In Place or vertical evacuation measures must satisfy the following requirements:</p> <ul style="list-style-type: none"> i) Refuge shelters must be adequate and fit for purpose (size, design, equipment, supplies) and maintained as such in perpetuity. ii) Unless otherwise advised by Council, facilities must be designed for a refuge stay of at least 48 hours. iii) It is recommended that large residential buildings be provided with emergency back-up power, water supply and sewerage for all residential units and common facilities including lifts. iv) Where the building design and back-up systems enable some residents to safely remain in their own apartments for extended periods during floods, all such residents
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	<p>must still have access to a communal refuge area of adequate size where support from other residents and emergency supplies are available.</p> <ul style="list-style-type: none"> v) The communal safe area of refuge must be permanently provided with, as a minimum: <ul style="list-style-type: none"> i) emergency electricity supply, and lighting, ii) clean water for drinking, washing and toilet flushing, iii) working bathroom and toilets, iv) suitable food, v) personal washing and drying facilities, vi) medical equipment including a first aid kit, vii) a battery-powered radio and relevant communications equipment. <p>e) All development involving the construction of a new building or significant alterations to an existing building, and or intensification of a use must be supported by a flood emergency response plan (FERP) detailing the preferred emergency response strategy. FERPs submitted with Development Applications must include:</p> <ul style="list-style-type: none"> i) measures to prevent evacuation from the site by private vehicle if external floodwater are not safe; ii) the most appropriate emergency response for flood and fire events that occur together; iii) a building flood emergency response plan, similar to a building fire evacuation drill, and measures to ensure this is tested at least annually; and iv) evidence of consultation undertaken with relevant state and local agencies in the preparation of the FERP. <p>The flood plan should be consistent with the relevant NSW SES "FloodSafe" Guide.</p> <p>17.7.6.4 Building Design and Refuge</p> <ul style="list-style-type: none"> a) Integrate access elements such as stairs, ramps, and sloping walkways seamlessly into the overall design, ensuring a human-scale approach and creating a welcoming atmosphere. When incorporating ramps, ensure they are logically placed and easily accessible without obstructing circulation or sightlines. b) Enhance the architectural features by incorporating elements like terraces, colonnades, seating, or landscaping to bridge the gap between elevated ground and street level. These elements not only contribute to the aesthetics but also activate the streetscape, making it more vibrant and encourage the development of external transitions as part of the overall streetscape design. c) Whenever possible, connect terraces and colonnades with adjacent buildings to create areas of refuge and secondary circulation in case of a flood event.
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	<p>d) Streamline access to multiple sites or tenancies by providing a shared, accessible transition space located at FPL4 or higher.</p> <p>e) Utilise terraces and colonnades for less sensitive uses like cafes and retail establishments, and provide seating opportunities on ledges and stairs wherever possible. This adds to the functionality and appeal of the space.</p> <p>f) All new mixed-use buildings, shall be provided with a designated gathering refuge area for the public, located at a floor level that is at least 500mm above the Probable Maximum Flood (PMF) level. This room or gathering space shall be clearly identifiable and easily accessible to the public. Signage must be provided at street level, guiding the public to access this area during any flood event. Sufficient resources should be available within the refuge area including running water, drinking water and toilets to support temporary refuge without reliance on emergency services.</p> <p>17.7.6.5 Critical Uses and Facilities</p> <p>a) For the purpose of this Part, Critical land uses and facilities include - emergency services facilities; public administration buildings that may provide an important contribution to the notification, management or evacuation of the community during and following flood events (e.g. SES headquarters, police stations, hospitals) and any other development that in the opinion of Council is considered to be a critical land use facility.</p> <p>b) Critical land uses and facilities are unsuitable land uses on any land affected by flooding up to FPL4.</p> <p>17.7.6.6 Sensitive Uses and Facilities</p> <p>a) For the purpose of this Part, Sensitive uses and facilities include - community facilities; educational establishments; public utility undertakings (including electricity generating works; sewerage systems; telecommunications facilities and water treatment facilities); child care centres, residential care facilities; schools, seniors housing, group homes and any other development that in the opinion of Council is considered to be a sensitive land use facility (i.e., facilities whose occupants may be more vulnerable to the impacts of flooding, facilities which are essential to evacuation during periods of flood or if affected would unreasonably affect the ability of the community to return to normal activities after flood events).</p> <p>b) No development is to occur in or over a floodway area, a flow path or within a H5/H6 hazard area (as defined in Section 7.2.7 of Book 6 of 'Australian Rainfall & Runoff' (Ball et al, 2019))</p> <p>c) Habitable floor levels to be no lower than FPL4.</p>
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	<p>d) Non-habitable floor levels to be no lower than FPL3 unless justified by a site specific assessment.</p> <p>e) All structures to have flood compatible building components below FPL4.</p> <p>f) Applicant to demonstrate that any structure can withstand the forces of floodwater, debris and buoyancy up to and including FPL4. An engineer's report may be required.</p> <p>g) The minimum surface level of open car parking spaces or carports shall be as high as practical, and not below FPL1.</p> <p>h) Garages or enclosed car parking must be protected from inundation by flood waters up to FPL2. Where 20 or more vehicles are potentially at risk, protection shall be provided to FPL3.</p> <p>i) Where the level of the driveway providing access between the road and parking space is lower than 0.3m below FPL2, the following condition must be satisfied - when the flood levels reach FPL2, the depth of inundation on the driveway shall not exceed:</p> <ul style="list-style-type: none"> - the depth at the road; or - the depth at the car parking space. <p>j) Reliable access for pedestrians and vehicles is required from the building, commencing at a minimum level equal to the lowest habitable floor level to a refuge area above FPL4. In the case of alterations or additions to an existing development, this may require retro-fitting the existing structures if required to support a refuge area above FPL4.</p> <p>k) Applicant to demonstrate that an area is available to store goods above FPL4.</p> <p>l) Materials which may cause pollution or are potentially hazardous during any flood must not be stored externally below FPL4.</p> <p>17.7.6.7 Residential development For the purpose of this part, residential development includes - Additions or alterations to existing dwellings greater than 10% to the habitable floor area which existed at the date of commencement of this Plan; affordable housing; attached dwellings; backpackers accommodation; bed and breakfast accommodation; boarding houses; child care centres; dual occupancies; dwelling houses; exhibition homes; garages or</p>
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	<p>outbuildings with a floor area exceeding 40sqm, group homes; home based child care centres; home businesses; home industries; home occupancies; home occupations (sex services); hostels; hotel or motel accommodation; moveable dwellings; neighbourhood shops; residential flat buildings; secondary dwellings; semi-detached dwellings and serviced apartments.</p> <p>a) No development is to occur in a floodway area, a flow path or a high hazard area or within a H5/H6 hazard area (as defined in Section 7.2.7 of Book 6 of 'Australian Rainfall & Runoff' (Ball et al, 2019) unless justified by a site-specific assessment, to Council's satisfaction.</p> <p>b) Habitable floor levels to be no lower than FPL3.</p> <p>c) Non-habitable floor levels to be no lower than FPL3 unless justified by a site specific assessment.</p> <p>d) A restriction is to be placed on the title of the land, pursuant to S.88B of the Conveyancing Act, where the lowest habitable floor area is elevated above finished ground level, confirming that the undercroft area is not to be enclosed, where Council considers this may potentially occur.</p> <p>e) All structures to have flood compatible building components below FPL3.</p> <p>f) Applicant to demonstrate that the structure can withstand the forces of floodwater, debris and buoyancy up to and including FPL4. An engineer's report prepared by a suitably qualified flood engineer may be required.</p> <p>g) The minimum surface level of open car parking spaces or carports shall be as high as practical, and not below FPL1.</p> <p>h) Garages or enclosed car parking must be protected from inundation by flood waters up to FPL2. Where 20 or more vehicles are potentially at risk, protection shall be provided to FPL3.</p> <p>i) Where underground carports are proposed, consideration must be given to escape routes, pumpout drainage systems (which must include backup pumpout systems), location of service utilities (including power, phone, lifts) for FPL4. Refer to Volume 2 Engineering Design for Development for additional requirements.</p> <p>j) Where the level of the driveway providing access between the road and parking space is lower than 0.3m below FPL2, the following condition must be satisfied - when the flood levels reach FPL2, the depth of inundation on the driveway shall not exceed:</p> <ul style="list-style-type: none"> i. the depth at the road; or ii. the depth at the car parking space.
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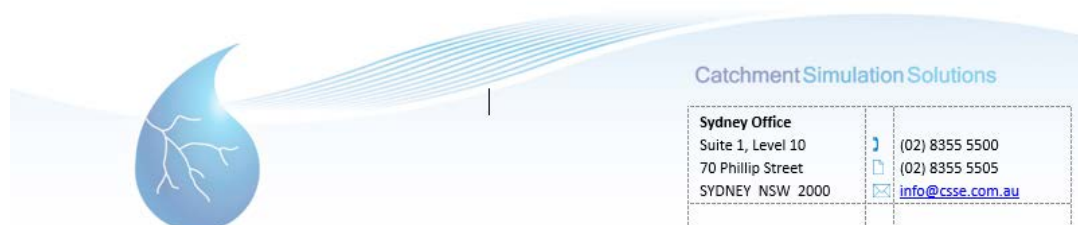
	<p>k) All service conduits located below FPL3 are to be made fully flood compatible and suitable for continuous underwater immersion. Conduits are to be self-draining if subject to flooding.</p> <p>17.7.6.8 Commercial Development Commercial development includes - amusement centres; brothels; business premises; car parks; community facilities (other than sensitive uses and facilities); entertainment facilities; food and drink premises; function centres; hardware and building supplies, health care professionals; health consulting rooms; medical centres; mixed use development; mortuaries; office premises; passenger transport facilities; places of public worship; pubs; public administration buildings (other than critical uses and facilities); recreation facilities (major); registered clubs; restaurants; restricted premises; service stations; sex services premises; shops; shop top housing; take away food or drink premises; veterinary hospitals.</p> <p>a) No development is to occur in or over a floodway area, a flow path or within a H5/H6 hazard area (as defined in Section 7.2.7 of Book 6 of 'Australian Rainfall & Runoff' (Ball et al, 2019) generated by flooding up to FPL2, unless justified by a site specific assessment to Council's satisfaction.</p> <p>b) Habitable floor levels are to be at FPL3 or higher.</p> <p>c) Non-habitable floor levels to be equal to or greater than FPL3 where possible, or otherwise no lower than FPL2 unless justified by a site specific assessment.</p> <p>d) All structures to have flood compatible building components below FPL3.</p> <p>e) Applicant to demonstrate that the structure can withstand the forces of floodwater, debris and buoyancy up to and including FPL4. An engineer's report will be required for sites impacted by H5/H6 hazard area (as defined in Section 7.2.7 of Book 6 of 'Australian Rainfall & Runoff' (Ball et al, 2019)</p> <p>f) The minimum surface level of open car parking spaces or carports shall be as high as practical, and not below FPL1.</p> <p>g) Where underground carparks are proposed, consideration must be given to escape routes, pumpout drainage systems (which must include backup pumpout systems), location of service utilities (including power, phone, lifts) for FPL4, as well as the PMF. Refer to Volume 2 Engineering Design for Development for additional requirements.</p> <p>h) Garages or enclosed car parking must be protected from inundation by flood waters up to FPL2. Where 20 or more vehicles are potentially at risk, protection shall be provided to FPL3.</p>
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	<p>i) Where the level of the driveway providing access between the road and parking space is lower than 0.3m below FPL2, the following condition must be satisfied - when the flood levels reach FPL2, the depth of inundation on the driveway shall not exceed:</p> <ul style="list-style-type: none"> i) the depth at the road; or ii) the depth at the car parking space. <p>j) All service conduits located below FPL3 are to be made fully flood compatible and suitable for continuous underwater immersion. Conduits are to be self-draining if subject to flooding.</p> <p>k) No external storage of materials below FPL3 which may cause pollution or be potentially hazardous during any flood.</p> <p>17.7.6.9 Concessional Development</p> <p>a) For the purpose of this part, Concessional Development is –</p> <ul style="list-style-type: none"> - Additions or alterations to an existing dwelling up to 10% to the ground floor area which existed at the date of commencement of this Plan; - Garages or outbuildings with a maximum floor area of 40m²; or - Redevelopment for the purposes of substantially reducing the extent of flood affectation to the existing building. <p>b) No development is to occur in a floodway area, a flowpath or a H5/H6 hazard area (as defined in Section 7.2.7 of Book 6 of ‘Australian Rainfall & Runoff’ (Ball et al, 2019) generated by flooding up to FPL2, unless justified by a site specific assessment to Council’s satisfaction.</p> <p>c) New habitable floor levels to be no lower than FPL3. Where this is not practical due to compatibility with the height of adjacent buildings, or compatibility with the floor level of existing buildings, or the need for access for persons with disabilities, a lower floor level may be considered. In these circumstances, the floor level is to be as high as practical, and, when undertaking alterations or additions shall be no lower than the existing floor level.</p> <p>d) A restriction is to be placed on the title of the land, pursuant to S.88B of the Conveyancing Act, where the lowest habitable floor area is elevated above finished ground level, confirming that the undercroft area is not to be enclosed, where Council considers this may potentially occur.</p> <p>e) All new structures to have flood compatible building components below FPL3.</p> <p>f) Applicant to demonstrate that the structure can withstand the forces of floodwater, debris and buoyancy up to and including FPL4. An engineer’s report prepared by a suitably qualified flood engineer may be required.</p>
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	<p>g) Driveway and parking space levels to be no lower than the design floor level or ground level. Where this is not practical, a lower level may be considered. In these circumstances, the level is to be as high as practical, and, when undertaking alterations or additions shall be no lower than the existing level.</p> <p>h) All service conduits located below FPL3 are to be made fully flood compatible and suitable for continuous underwater immersion. Conduits are to be self-draining if subject to flooding.</p> <p>i) Applicant to demonstrate that area is available to store goods above FPL3.</p> <p>j) No external storage of materials below FPL3 which may cause pollution or be potentially hazardous during any flood.</p> <p>17.7.6.10 Other Development</p> <p>Fencing</p> <p>a) Fencing within a floodway or a flow path must be of an open style that that will not impede the flow of floodwaters.</p> <p>Filling</p> <p>a) Filling on flood affected land is not permitted unless a report from a suitably qualified civil engineer is submitted to Council that certifies that the development will not increase flood affectation elsewhere, or Council otherwise determines that a report is not required.</p> <p>b) Filling of floodway areas or land that conveys an existing overland flow path is not permitted.</p> <p>c) Filling of individual sites in isolation, without consideration of the cumulative effects is not permitted. A case by case decision making approach cannot take into account the cumulative impact of flooding behaviour, and associated risks, caused by individual developments. Any proposal to fill a site must be accompanied by an analysis of the effect on flood levels of similar filling of developable sites in the area.</p> <p>17.7.6.11 Further Information Bow Bowing Bunbury Curran Creek Strategic Floodplain Risk Management Study and Plan. View at:</p> <p>https://www.campbelltown.nsw.gov.au/files/assets/public/document-resources/cityimprovements/draftbbbcfrmspvol1.pdf</p> <p>https://www.campbelltown.nsw.gov.au/files/assets/public/document-resources/cityimprovements/draftbbbcfrmspvol2.pdf</p> <p>NSW Government's Floodplain Development Manual 2005 – https://www.environment.nsw.gov.au/-/media/OEH/Corporate-</p>
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	<p>Site/Documents/Water/Floodplains/floodplain-development-manual.pdf</p>
<p>17.8</p>	<p>17.8 Sun Access Planes</p>
<p>Sun Access Planes</p>	<p>17.8.1 Sensitive locations The sites identified in Figure 17.8.2 as sensitive solar access sites are to be provided with 2 hours of solar access on 21 June each year to at least 50% of their areas.</p> <div data-bbox="544 680 1315 1223" style="border: 1px solid black; padding: 5px;"> </div> <p>17.8.2 Sun access diagrams Any development application in the vicinity of a sensitive solar site must provide sufficient information to satisfy the consent authority that the development will not result in a contravention of the control above.</p>

Appendix 1: Summary of Flood Information Report



25 August, 2023

Ingleburn CBD Planning Proposal

Summary of Flood Information Provided to Support Planning Proposal and DCP Updates

Introduction

Catchment Simulation Solutions (CSS) has been working with Campbelltown City Council to support a Planning Proposal (PP) for the Ingleburn CBD and the development of a site-specific Development Control Plan (DCP). CSS has been involved to assist in addressing a range of flood-related issues that have been raised by NSW State Emergency Services and the Department of Planning and environment, Environment and Heritage Group (EHG).

The following report summarises the flood information that has been provided to Council to support the PP and DCP updates.

PMF Flood Hazard

The NSW SES expressed concerns that the PP may bring additional people into a high hazard area and may also introduce additional evacuation difficulties/extended periods of isolation for that population. Therefore, CSS extracted flood hazard information for the 20% AEP, 1% AEP and PMF design floods to help understand the potential flood risk.

The flood hazard maps are provided in Figure 1, Figure 2 and Figure 3 for the 20% AEP, 1% AEP and PMF design floods respectively.

The duration of greater than H1 hazard was also extracted from the full time series of simulation results and is provided in Figure 4, Figure 5 and Figure 6. This provides an

understanding of the amount of time that evacuation would not be possible (i.e., duration of isolation).

Finally, hazard versus time charts were extracted at four locations across the Ingleburn CBD. The locations where the hydrographs were extracted is shown in Figure 1, Figure 2 and Figure 3, while the hazard charts for each location are provided in Figure 7, Figure 8, Figure 9 and Figure 10. The total duration of >H1 hazard (i.e., potential duration of isolation) was also extracted for each design flood and is provided in Table 1.

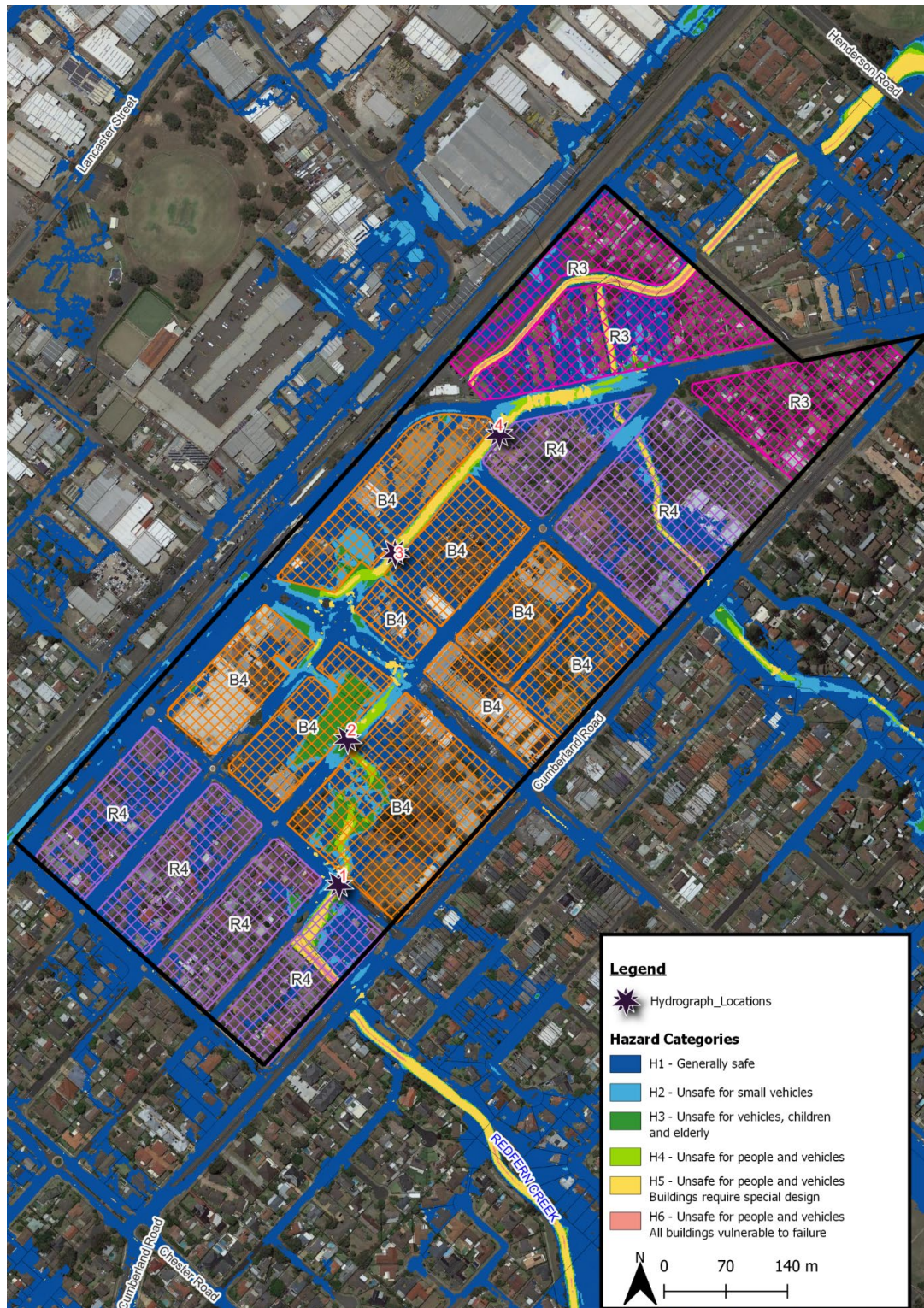


Figure 1 Peak Flood Hazard for 20% AEP Design Flood

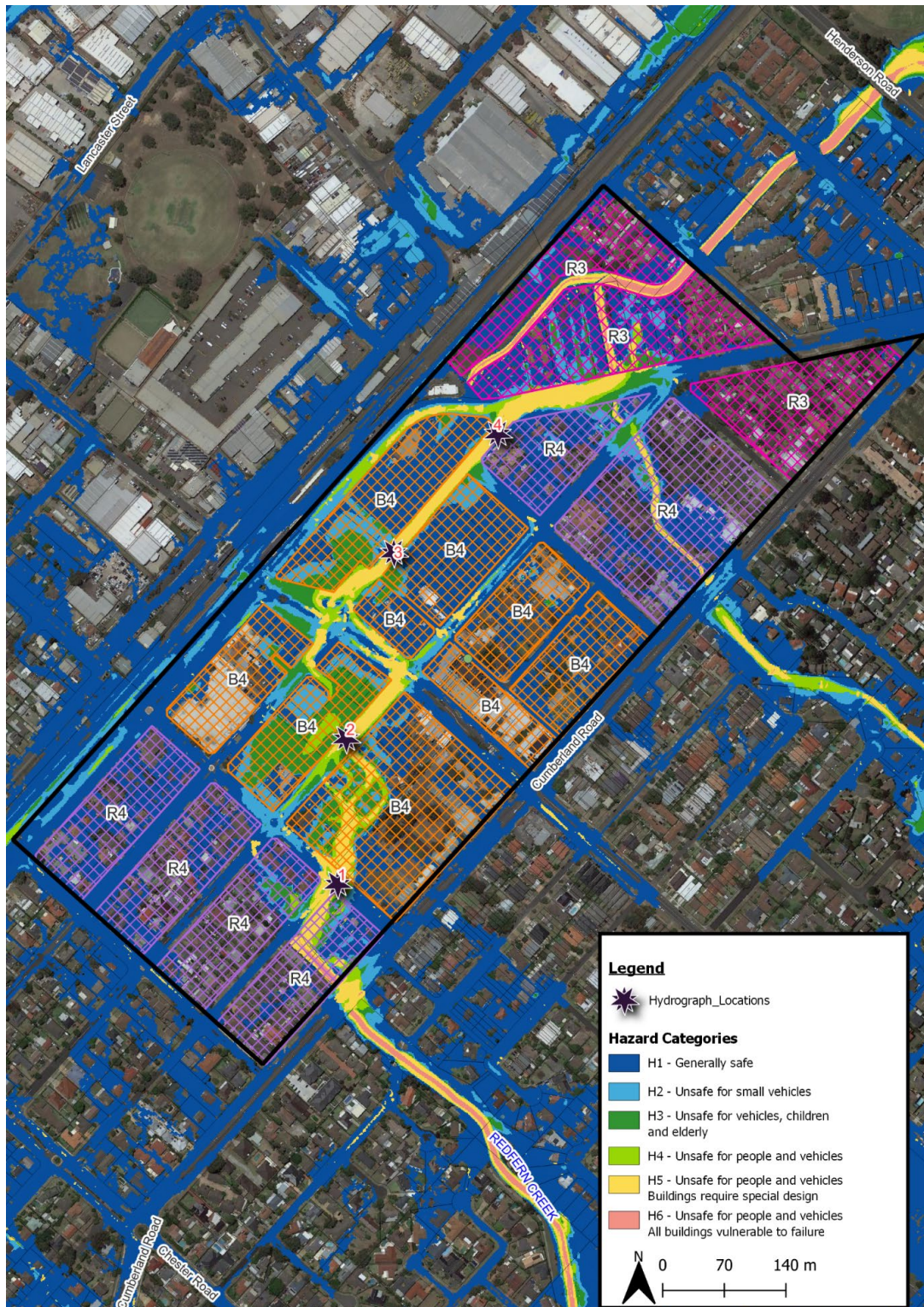


Figure 2 Peak Flood Hazard for 1% AEP Design Flood

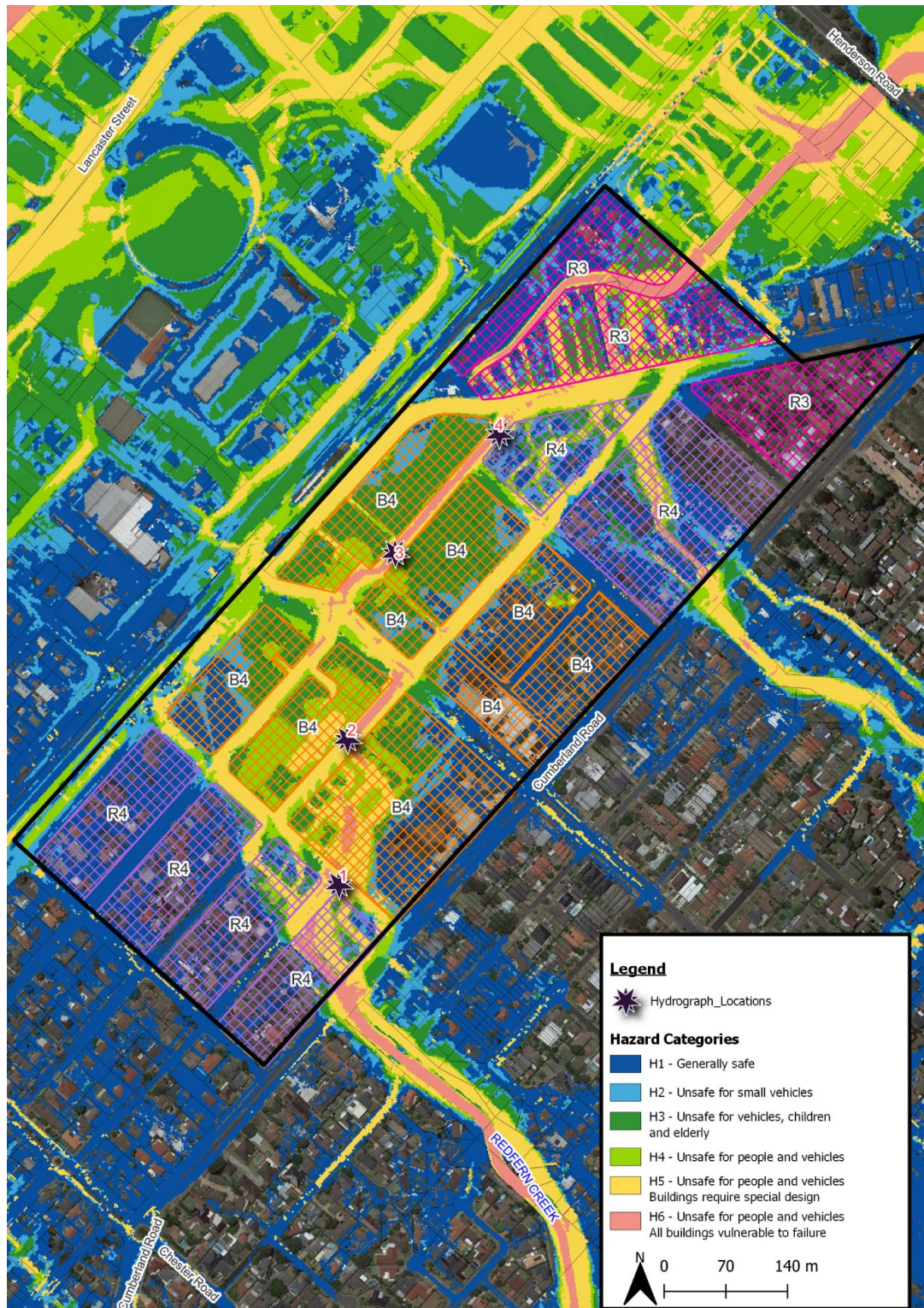


Figure 3 Peak Flood Hazard for PMF

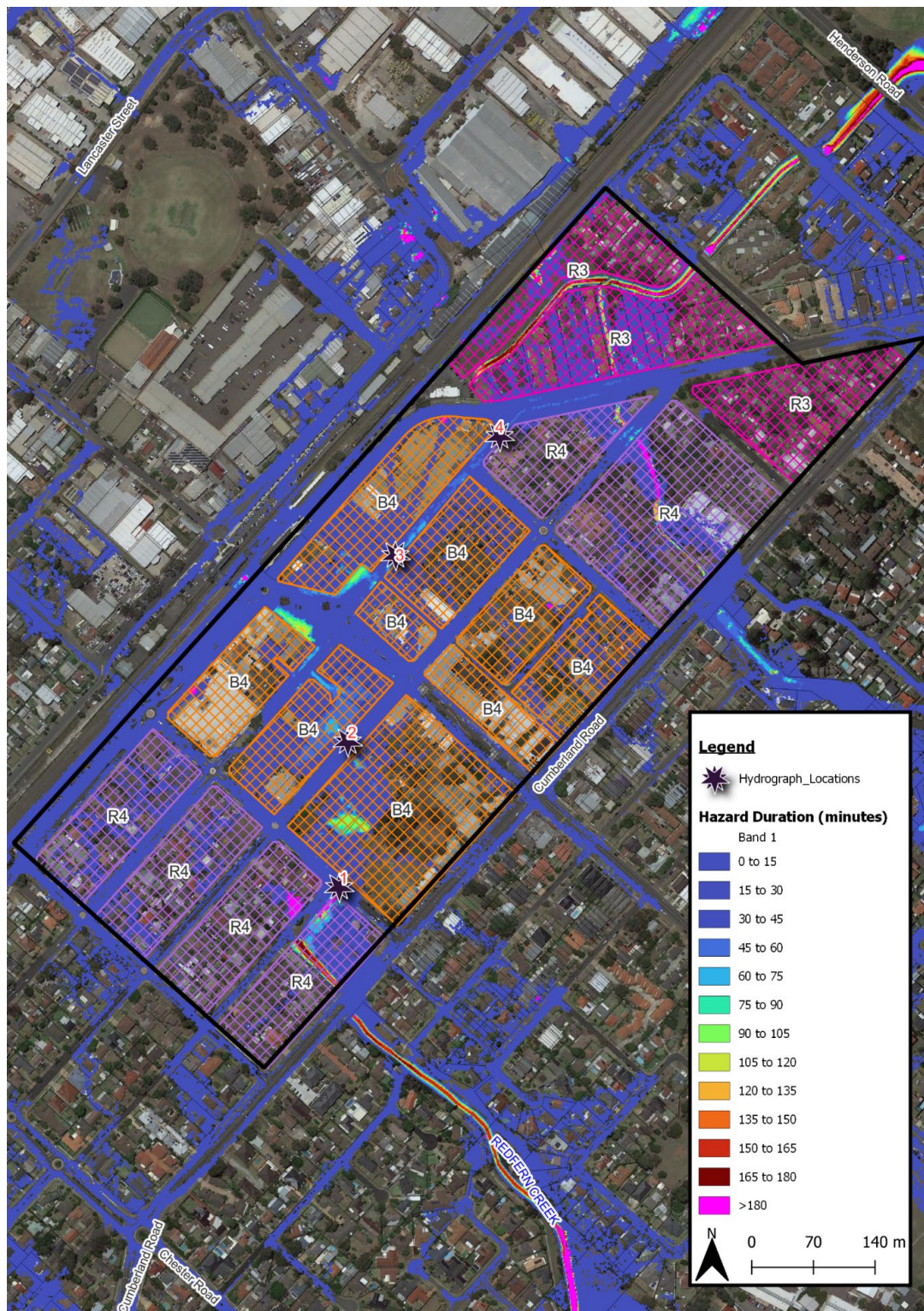


Figure 4 Duration of >H1 hazard for 20% AEP Design Flood

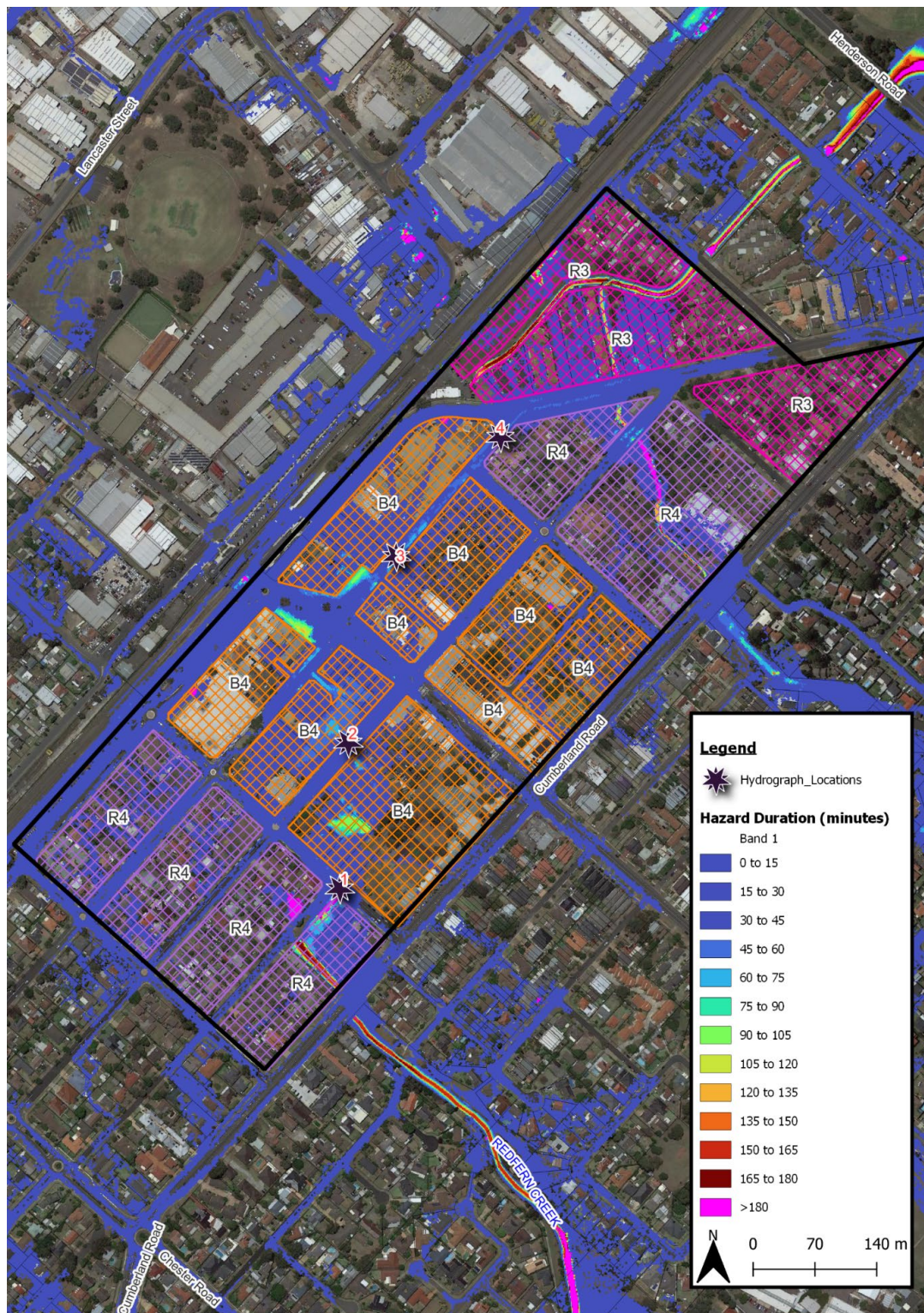


Figure 5 Duration of >H1 hazard for 1% AEP Design Flood

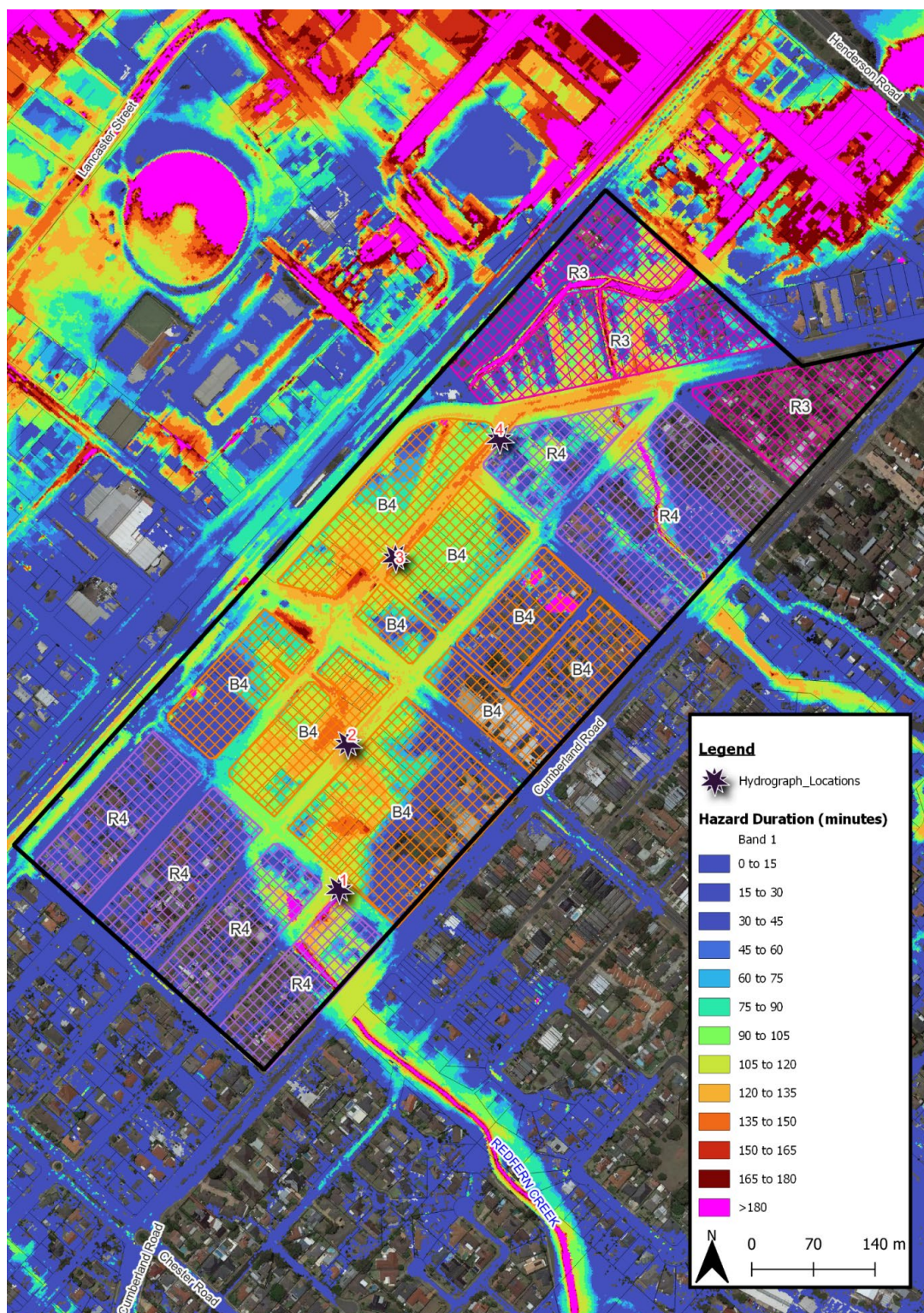


Figure 6 Duration of >H1 hazard for PMF

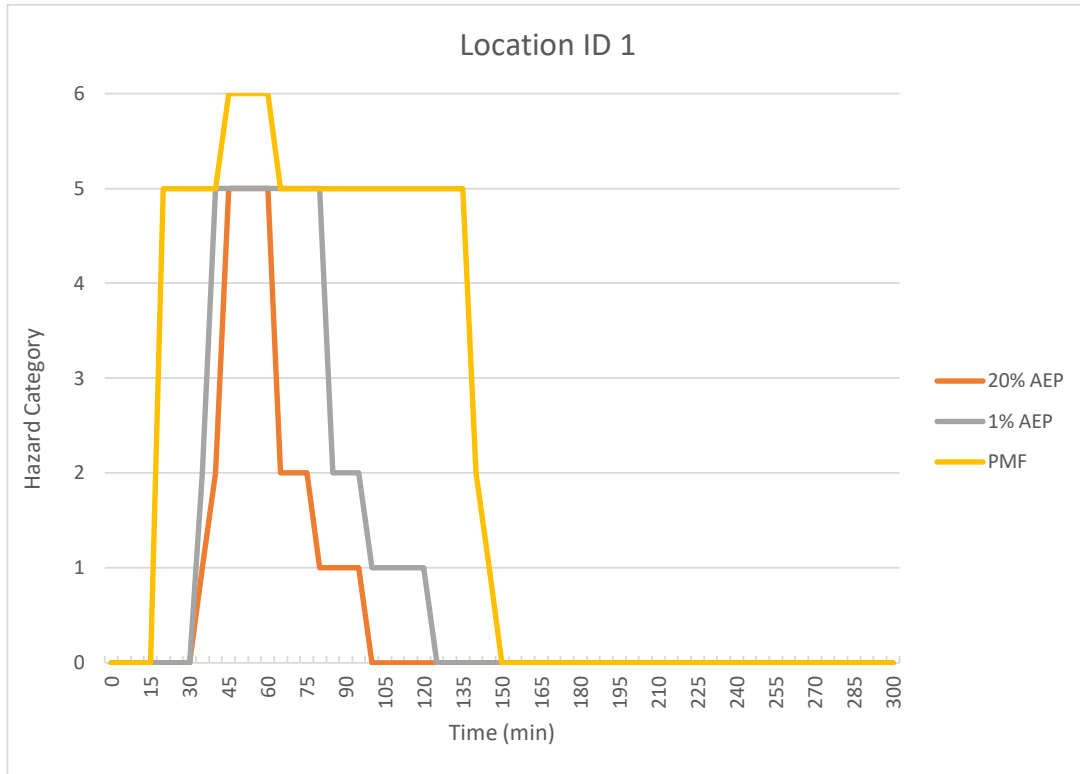


Figure 7 Flood hazard versus time chart for Location 1

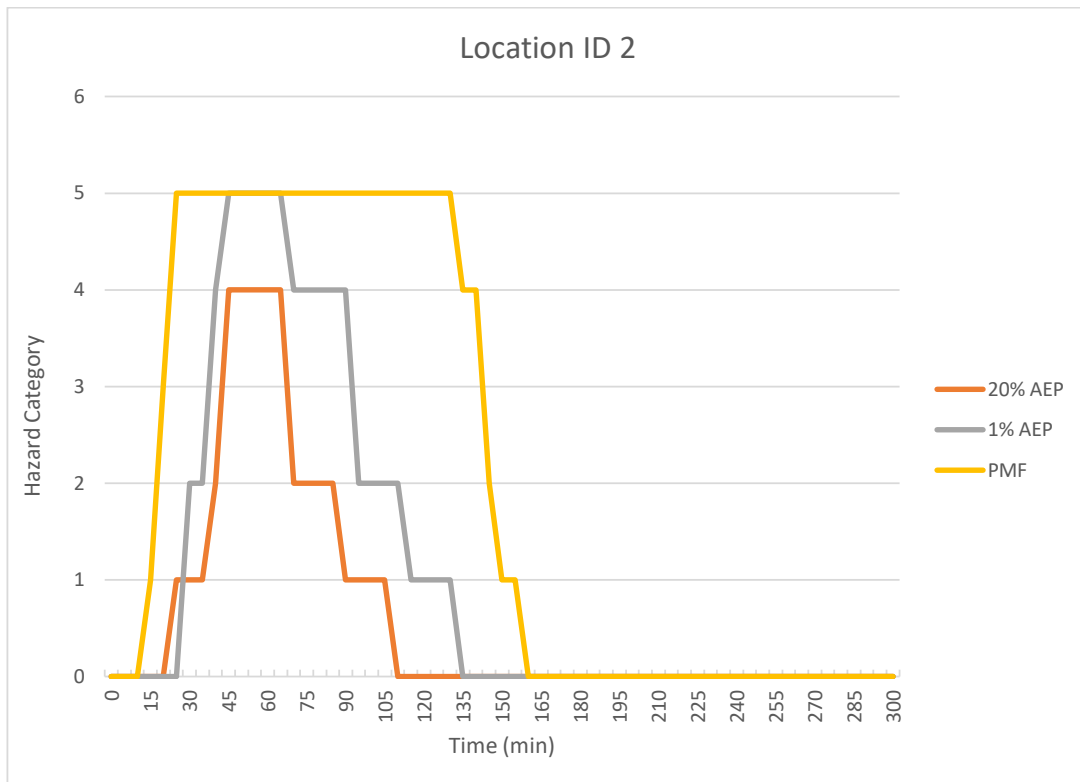


Figure 8 Flood hazard versus time chart for Location 2

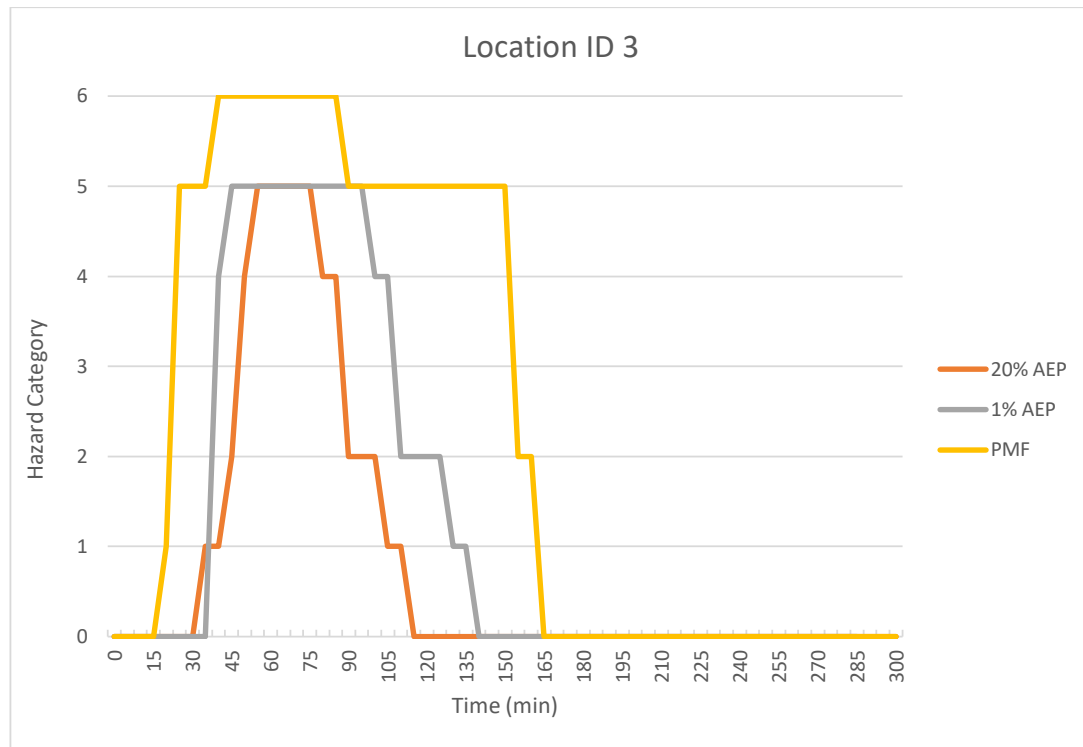


Figure 9 Flood hazard versus time chart for Location 3

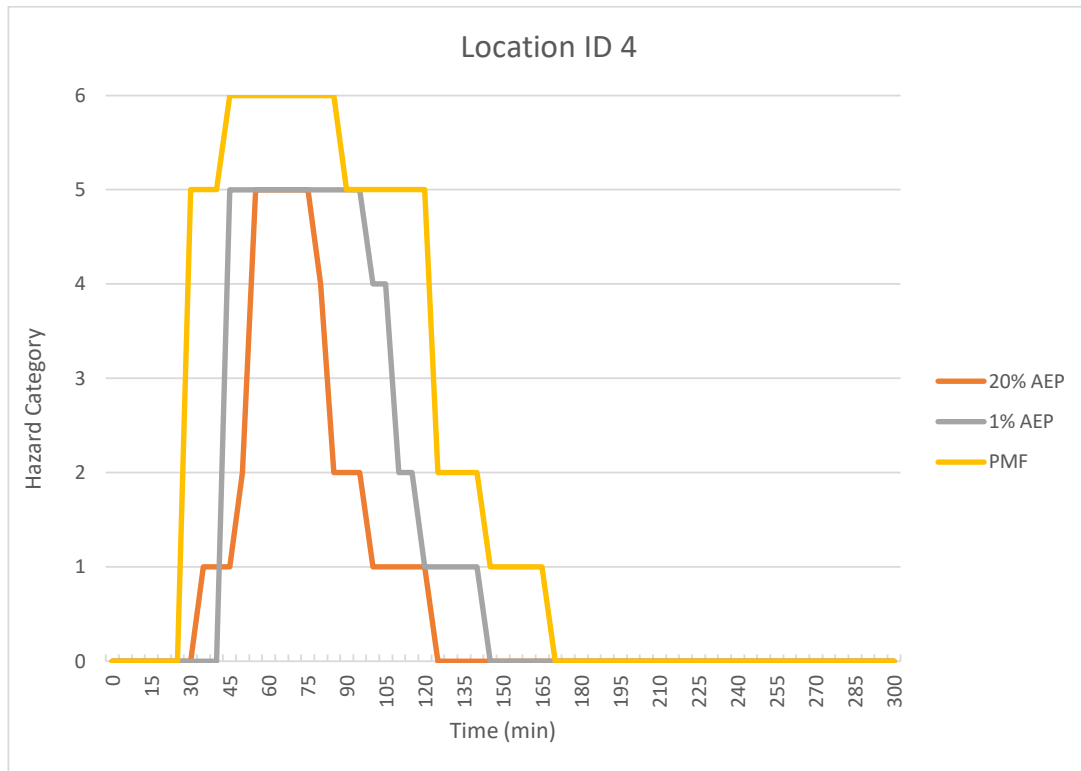


Figure 10 Flood hazard versus time chart for Location 4

Table 1 >H1 Hazard Duration

Location ID	Event	Duration >H1 (mins)
1	20%AEP	40
	1%AEP	65
	PMF	125
2	20%AEP	50
	1%AEP	85
	PMF	130
3	20%AEP	60
	1%AEP	90
	PMF	140
4	20%AEP	50
	1%AEP	75
	PMF	115

Identification of High Hazard Lots

The SES also expressed concerns regarding inclusion of lots exposed to H5 and H6 hazard in the PP as there is potential for structural damage to buildings. Therefore, CSS analysed the flood hazard at the peak of the PMF to identify lots exposed to high (H5 or H6) hazard conditions that should be excluded from the PP. These lots are identified in green in Figure 11.

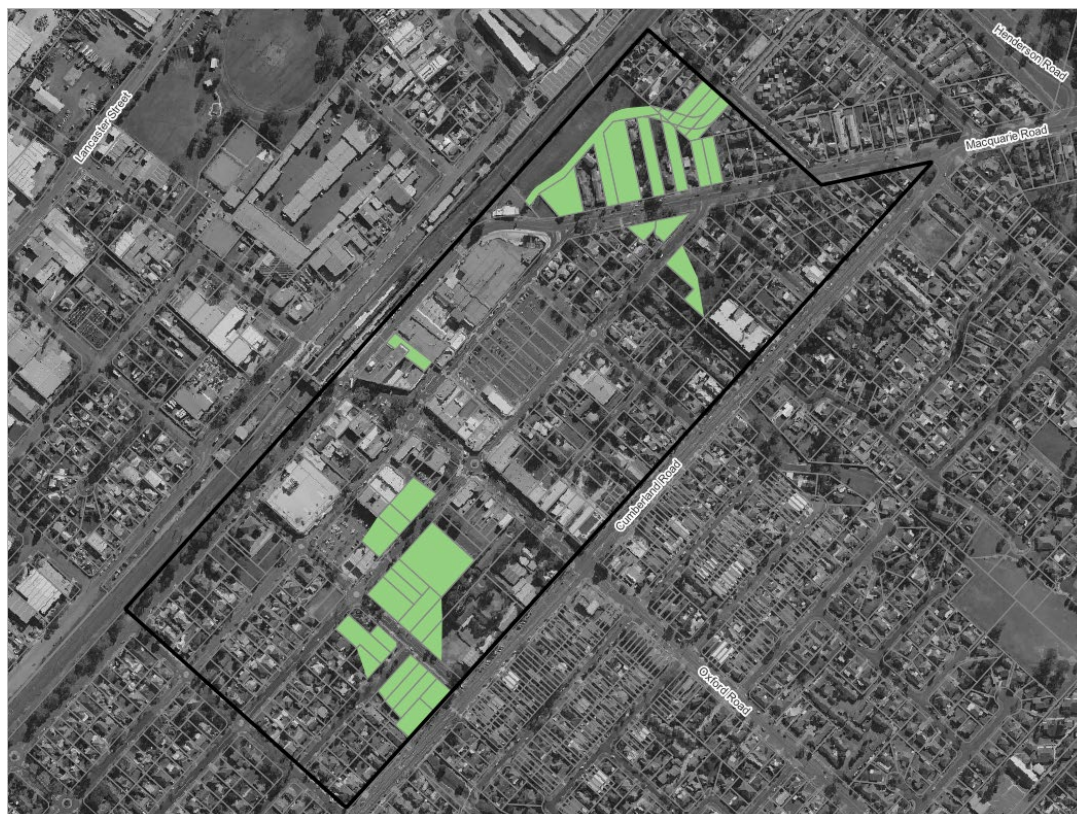


Figure 11 Lots exposed to H5 or H6 hazard at the peak of the PMF (Green)

Identification of Lots with Flood Evacuation Constraints

DPE:EHG noted that the PP would introduce a greater density of people into the Ingleburn DCP. This will potentially increase the population at risk if they are unable to evacuate through low hazard (i.e., no greater than H1 hazard) floodwater. Therefore, an additional review of the 1% AEP flood hazard mapping was completed to identify:

- 💧 Lots where evacuation by vehicle may not be possible (i.e., >H1 hazard)
- 💧 Lots where evacuation on foot may not be possible (i.e., >H2 hazard)

These lots are included on Figure 12. The high hazard lots previously identified on Figure 11 are also retained.



Figure 12 Lots exposed to H5 or H6 hazard at the peak of the PMF or with evacuation difficulties in the 1% AEP Flood

Impact of Potential Drainage Upgrades

The Bow Bowing Bunbury Curran Creek Strategic Floodplain Risk Management Study and Plan (2019) noted the existing flood risk across the Ingleburn CBD and recommended drainage upgrades as one option to assist in reducing the existing flood risk. Further concept design work on the potential drainage upgrades has been completed.

DPE:EHG noted that, if these drainage upgrades were to proceed, it would reduce the existing hazard and evacuation constraints considerably. Therefore, based on revised hazard mapping supplied by DPE:EHG with the concept drainage upgrades in place, the lots exposed to evacuation difficulties were re-evaluated assuming that the current drainage upgrade plans were to proceed. The updated map is shown in Figure 13.



Figure 13 Lots exposed to H5 or H6 hazard at the peak of the PMF or with evacuation difficulties in the 1% AEP Flood, assuming drainage upgrades proceed.

Potential Lot Consolidation

Council and DPE:EHG noted that there were opportunities for evacuation difficulties to be overcome if some lots were consolidated with adjacent lots that had access to low hazard evacuation routes. Therefore, a review of the lots with evacuation difficulties identified in Figure 12 and Figure 13 was completed to identify lot consolidation opportunities.

The outcomes of this assessment are presented in Figure 14 (no drainage upgrades) and Figure 15 (including drainage upgrades).

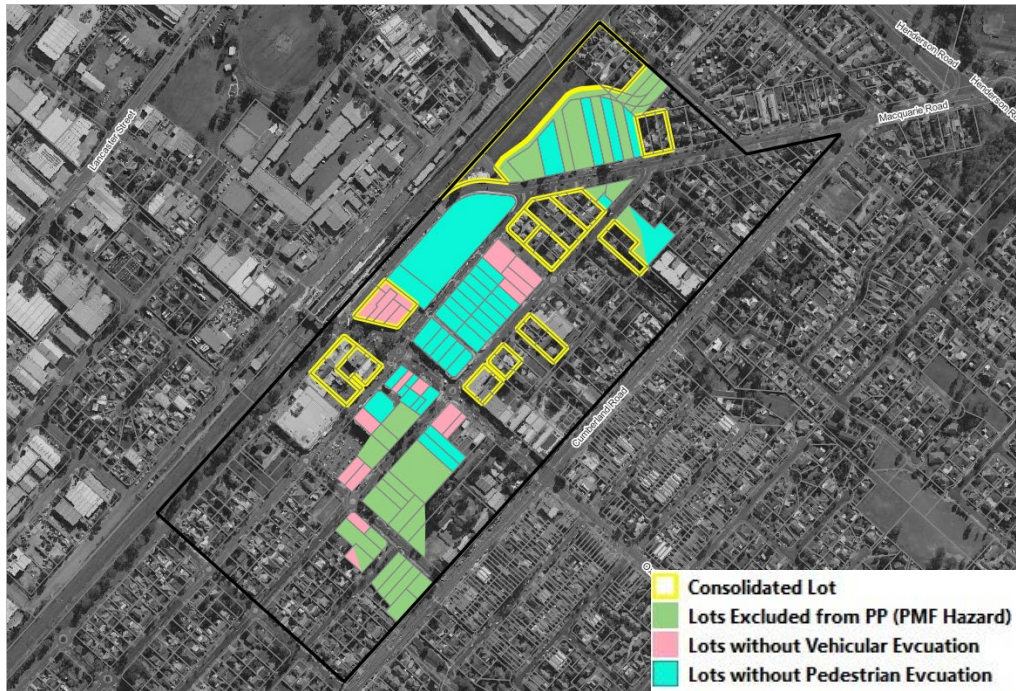


Figure 14 Lots that could be potentially consolidated to overcome evacuation limitations (no drainage upgrades)



Figure 15 Lots that could be potentially consolidated to overcome evacuation limitations (with drainage upgrades)

End of Summary report

Catchment Simulation Solutions



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