

# Campbelltown (Sustainable City) Development Control Plan 2015

## Volume 2

### Site Specific DCPs

#### Part 14: Ingleburn CBD - The Core Precinct DCP

Creating Campbelltown's Future 2025

*Note:*

*The Ingleburn CBD - The Core Precinct DCP came into effect on xx xxxxx 2020 and has been incorporated as Part 14, 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.*

## 14.1 Application

### 14.1 Application

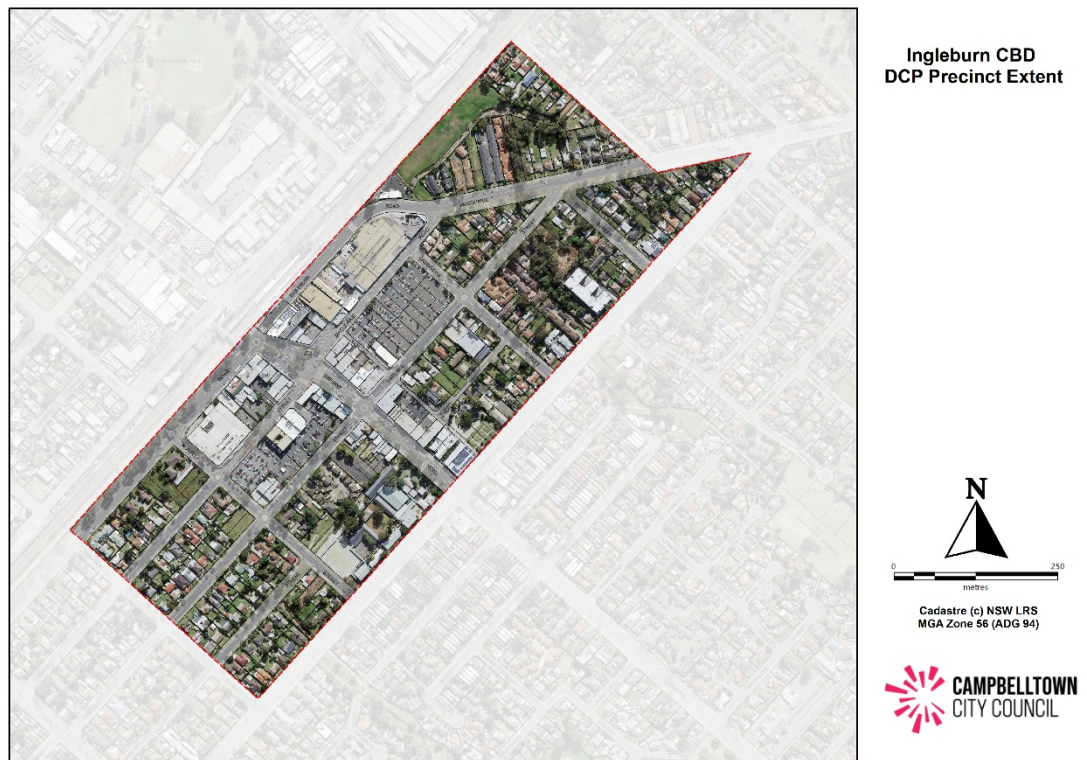
This Part applies to the land shown in Figure 1 – the Ingleburn CBD - The Core Precinct which includes land zoned B4 and surrounding high density residential land zoned R4. It relies on other relevant Parts in Volume 1 of Campbelltown (Sustainable City) DCP 2015 (CDCP2015) including:

- Part 2 Requirements Applying to All Types of Development;
- Part 5 Residential Flat Buildings and Mixed-Use Development; and
- Part 6 Commercial Development.

This Part provides requirements additional to Volume 1 to achieve the specific vision established for the future development of Ingleburn (see 14.2).

Part 14 sets out the following:

- Desired future character for mixed use development in the area zoned B4.
- Desired future character for high density residential neighbourhoods in areas zoned R4.
- Development controls for:
  - residential flat buildings in areas zoned R4 and B4;
  - mixed use development in the area zoned B4;
- A process for Council to consider proposals for Iconic buildings.
- Desired outcome for the public domain.
- Development controls and special provisions for flooding.



**Figure 14.1.1 Ingleburn Town Centre – The Core Precinct**

## **Background**

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

This DCP has been developed to support and compliment the Ingleburn CBD Planning Proposal. The planning proposal and DCP combine to implement the Department's Ingleburn Precinct Plan for the Ingleburn Town Centre.

The Ingleburn Precinct is divided into three distinct areas as follows:

**Area 1: The CBD Precinct** — Eastern Side of railway

**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.

The Structure of Part 14  
Ingleburn Town Centre - The Core Precinct



## 14.2

## 14.2 Desired Future Character Mixed Use Precinct

Desired  
Future  
Character  
Mixed Use  
Precinct

(Zone B4)

### 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 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.

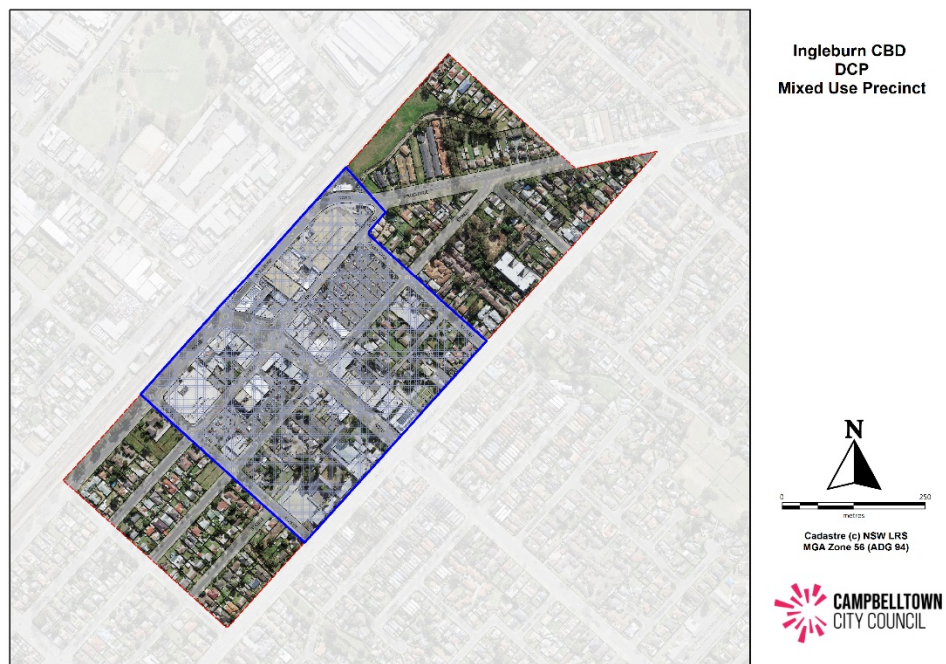


Figure 14.2.1: Mixed Use area at Ingleburn in Precinct Plan





**Figure 14.2.2: Vibrant town centre**

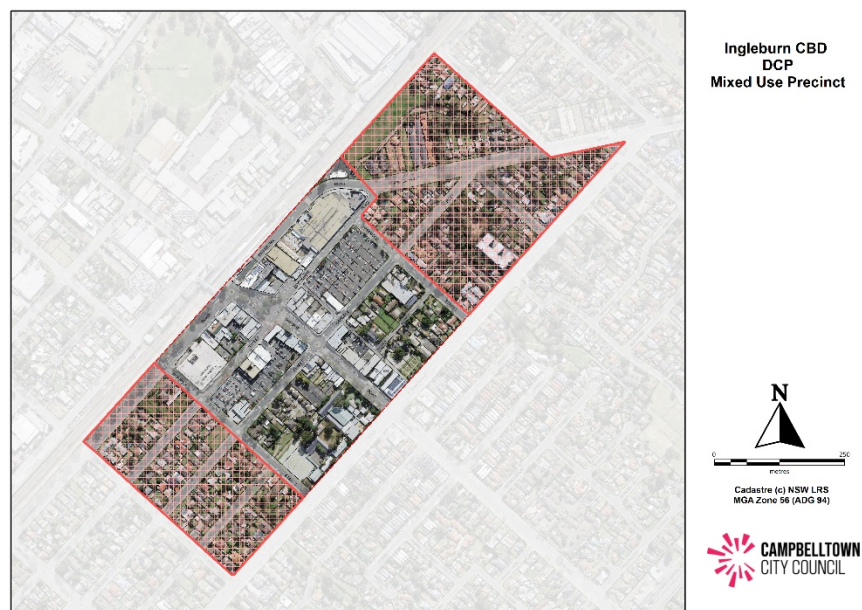
## 14.3

**Desired  
Future  
Character  
High  
Density  
Residential  
(Zones R4)**

### 14.3 Desired Future Character High Density Residential Precinct

#### 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 with apartment design, communal open spaces and shared facilities delivering a first class standard of apartment living. Apartment building will be designed to maximise sustainability outcomes and to capitalise on district views.



**Figure 14.3.1: High density residential area in Precinct Plan**





**Figure 14.3.2: Potential style of high density residential**

## 14.4

### Residential Flat Buildings

#### Note:

Clause 7.9 of CLEP2015 defines active street frontage where all premises on the ground floor facing the street are used for business premises or retail premises.

## 14.4 Residential Flat Buildings in the High Density Residential Precinct

### 14.4.1 Allotment Requirements

- a) Sites shall be amalgamated where required, to achieve the minimum site area of 2000 sqm and width requirement of 30m.
- b) Development shall not result in an isolated allotment adjoining the development site.
- c) In this control, an ***isolated allotment*** is an allotment that has a site area of less than 2000 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 2000 square metres and a width at the front property boundary of 30 metres.

## 14.5

### Mixed Use Development

The Height of Buildings Map in CLEP 2015 recognises these setbacks.

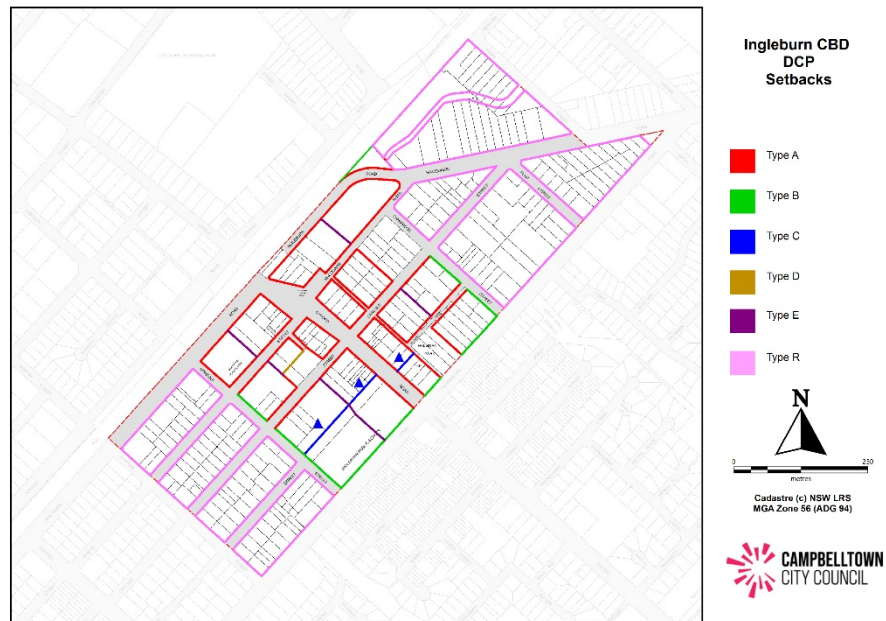
## 14.5 Development in the Mixed Use Precinct

### 14.5.1 Setbacks

The setbacks in the Ingleburn CBD shall be in accordance with the map and table below:

Setback Type (Refer to Map)	Ground and First Floor Setback	Second and Higher Floor Setback
Type A	Nil	5m
Type B	4m	10m
Type C*	Nil	5m
Type D	Nil	10m
Type E	3m	8m
Type R	Mixed use buildings not permitted. Residential flat buildings to be setback in accordance with Volume 1 Part 5 of this DCP and the NSW Apartment Design Guide.	

\* In addition to the required setback, any building on the side of the setback shown with a triangle on the map is to be architecturally designed to address that frontage from the second story and above as though no building greater than two storeys will be erected on the opposite side of the setback line.



**Figure 14.5.1.1 Setbacks Map**

### 14.5.2 Mix of Uses

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

### 14.5.3 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 designed for later conversion to retail, commercial or residential as appropriate for that level.

### 14.5.4 Awnings

a) All new mixed use buildings within the B4 Zone will have awnings on their street frontages.

### 14.5.5 First level pedestrian access

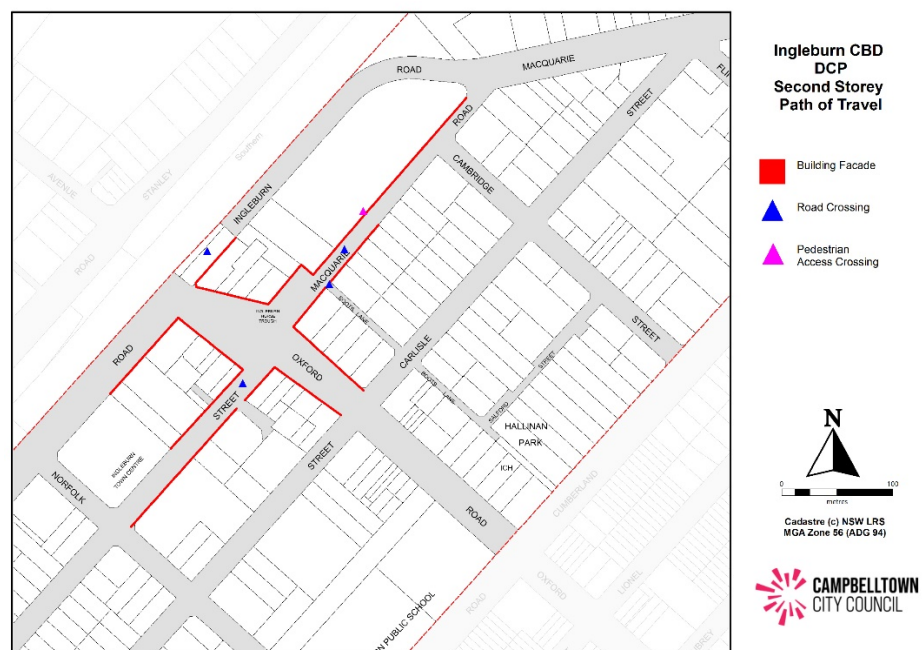
a) Pedestrian access is to be provided on the first level of buildings fronting the streets in accordance with Figure 14.5.5.1.

b) The pedestrian access will overlook the street and be continuous and link the railway station with over bridges to retail and commercial development.

c) It will be protected from inclement weather and premises will open onto it to form an active and attractive pedestrian area.

d) It will be connected to the street level at regular points with stairs, escalators and lifts.

d) Crossings will be created through pedestrian bridges over roads and ground level pedestrian accesses as shown in Figure 14.5.5.1.



**Figure 14.5.5.1 Pedestrian network at first floor level**

### 14.5.6 Allotment Requirements

a) Sites shall be amalgamated where required, to achieve the minimum site area of 1500 sqm and width requirement of 30m.

b) Development shall not result in an isolated allotment adjoining the development site.

c) In this control, an **isolated allotment** is an allotment that has a site area of less than 1500 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 2000 square metres and a width at the front property boundary of 30 metres.

## 14.6

### Public Domain

## 14.6 Public Domain

### 14.6.1 Ingleburn Town Centre

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

The Town Centre 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 shops and the railway station over Ingleburn Road. 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.

### 14.6.2 Objectives for the Public Domain Improvements in Ingleburn

Objectives for the public domain of Ingleburn Town Centre 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 Town Centre 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.

### 14.7.5 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 (see Figure 14.5.1);
- 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 Type E setbacks provided in Figure 14.5.1.1 and are to meet the requirements of clause 14.7.5(a)(i)-(vi).

14.8	14.8 Flooding
<p><b>Flooding</b></p> <p><b>Note:</b></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 BBBCC Strategic Floodplain Risk Management Study and Plan 2019</p>	<p><b>14.8.1 Background</b></p> <p>Flooding is a significant issue that affects existing and future development in the Ingleburn Town Centre. This Section establishes Council’s approach to development control for the Ingleburn Town Centre. 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 (BBBCC) was adopted by Council on 12 February, 2019.</p> <p>Significant flooding is identified in parts of the Ingleburn Town Centre, with notable depths as frequent as the 20 percent AEP (5 year average recurrence interval). Additional drainage is proposed to alleviate the flooding impact but will not eliminate the risk.</p> <p>It will take some time to implement the recommended drainage works, however, it appears unlikely that the flood risk will be removed entirely in Ingleburn Town Centre. As development has already occurred and further development is permissible and desirable, then 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>Provisions proposed respond to flooding as it is today and they may be amended in the future in response to changes in flooding behaviour due to drainage works and/or impacts of additional new development.</p> <p>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:  <a href="https://www.campbelltown.nsw.gov.au/files/assets/public/document-resources/builddevelop/dcps/dcp2014v3/scdcp2009volume2-1engineeringdesignfordevelopment.pdf">https://www.campbelltown.nsw.gov.au/files/assets/public/document-resources/builddevelop/dcps/dcp2014v3/scdcp2009volume2-1engineeringdesignfordevelopment.pdf</a></p> <p><b>14.8.2 Flood Planning Levels</b></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.

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.

The following table outlines those FPLs to be applied to the development controls outlined later in this part of the DCP.

**Figure 14.8.4.1 – Flood Planning Levels**

Reference	Flood Planning Level
FPL1	20 Year ARI
FPL2	100 Year ARI
FPL3	100 Year ARI + <ul style="list-style-type: none"> <li>0.3m Freeboard for flows &lt; 0.3m deep</li> <li>0.5m Freeboard for flows &gt; 0.3m deep</li> </ul>
FPL4	PMF

**Notes:**

1. FPL1, FPL2 and FPL 4 have zero freeboard.
2. 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 refer to Australian Height Datum (AHD).

**FPL**= Flood Planning Level.

**ARI** = Average Recurrence Interval.

**PMF** = Probable Maximum Flood

## 14.8.5 Objectives

### 14.8.5.1 Objectives:

- To ensure the safety of existing and future occupants and property of Ingleburn Town Centre by ensuring that flood risk associated with development is minimised and/or not increased beyond the level 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 Town Centre.
- 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.

	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>

	<p><b>14.8.6 Development Controls</b></p> <p><b>14.8.6.1 General Development Controls</b></p> <p>The following development controls apply to all land use categories:</p> <p>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:</p> <ul style="list-style-type: none"> <li>➤ loss of flood storage;</li> <li>➤ changes in flood levels and velocities caused by alterations to the flood conveyance, including the effect of fencing styles; and</li> <li>➤ the cumulative impact of multiple potential developments in the Town Centre.</li> </ul> <p>An engineer's report may be required.</p> <p>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.</p> <p>Link:  <a href="https://www.ses.nsw.gov.au/media/2247/building_guidelines.pdf">https://www.ses.nsw.gov.au/media/2247/building_guidelines.pdf</a></p> <p><b>14.8.6.2 Critical Uses and Facilities</b></p> <p>Critical uses and facilities include - emergency services facilities; public administration buildings that may provide an important contribution to the notification or evacuation of the community during flood events (e.g. SES headquarters and police stations); hospitals.</p> <p>a) Critical uses and facilities are unsuitable land uses on any land affected by flooding up to FPL4.</p> <p><b>14.8.6.3 Sensitive Uses and Facilities</b></p> <p>Sensitive uses and facilities include - community facilities; educational establishments; public utility undertakings (including electricity generating works; sewerage systems; telecommunications facilities and water treatment 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; residential care facilities; schools and seniors housing.</p>
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	<p>a) No development is to occur in or over a floodway area, a flowpath or a high hazard area (as defined in the Floodplain Development Manual (April 2005) (FDM)) generated by flooding up to FPL4.</p> <p>b) Habitable floor levels to be no lower than FPL4.</p> <p>c) Non-habitable floor levels to be no lower than FPL3 unless justified by a site specific assessment.</p> <p>d) All structures to have flood compatible building components below FPL4.</p> <p>e) 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>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) 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>h) 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"> <li>➤ the depth at the road; or</li> <li>➤ the depth at the car parking space.</li> </ul> <p>i) Reliable access for pedestrians or 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>j) Applicant to demonstrate that an area is available to store goods above FPL4.</p> <p>k) Materials which may cause pollution or are potentially hazardous during any flood must not be stored externally below FPL4.</p> <p>l) A Site Flood Emergency Response Plan is required when elements of the development, including vehicular and pedestrian access are below FPL4.</p> <p style="text-align: center;">The Site Flood Emergency Response Plan should relate to the landuse and site conditions in conjunction with flood</p>
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behaviour up to FPL4 expected to be experienced at the site. The plan should consider the following specific actions:

- Preparing for a flood;
- Responding when a flood is likely;
- Responding during a flood; and
- Recovery after a flood.

The flood plan should be consistent with the relevant NSW SES "FloodSafe" Guide.

#### **18.8.6.4 Residential development**

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 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.

- a) No development is to occur in a floodway area, a flowpath or a high hazard area (as defined in the FDM) generated by flooding up to FPL2, unless justified by a site-specific assessment.
- b) Habitable floor levels to be no lower than FPL3.
- c) Non-habitable floor levels to be no lower than FPL3 unless justified by a site specific assessment.
- 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.
- e) All structures to have flood compatible building components below FPL3.
- f) Applicant to demonstrate that the structure can withstand the forces of floodwater, debris and buoyancy up to and including FPL3, or FPL4 if required to satisfy evacuation criteria (i.e. use as a refuge area).

An engineer's report may be required.

- g) The minimum surface level of open car parking spaces or carports shall be as high as practical, and not below FPL1.
- 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.

- i) Where underground car parks 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 FPL3, as well as the PMF. Refer to Volume 2 Engineering Design for Development for additional requirements.
- j) Basement parking is not permitted in areas designated as 'Car Parking Restriction A' on Figure 14.8.6.5.1. Parking is to be provided at ground level with a minimum surface level equivalent to FPL3.
- k) 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:
  - the depth at the road; or
  - the depth at the car parking space.
- l) 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.
- m) A Site Flood Emergency Response Plan is required when elements of the development, including vehicular and pedestrian access are below FPL3.

The Site Flood Emergency Response Plan should relate to the landuse and site conditions in conjunction with flood behaviour up to FPL2 expected to be experienced at the site. The plan should consider the following specific actions:

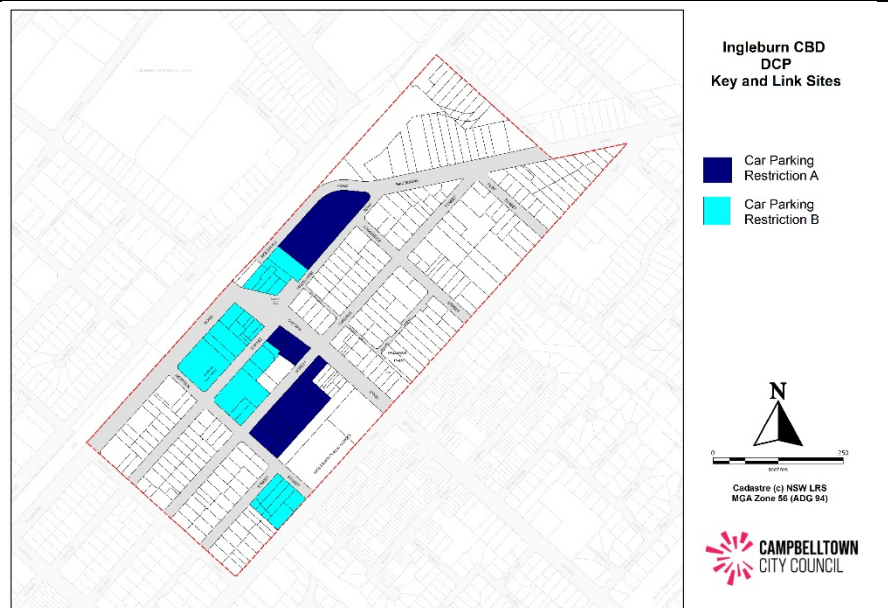
- Preparing for a flood;
- Responding when a flood is likely;
- Responding during a flood; and
- Recovery after a flood.

The flood plan should be consistent with the relevant NSW SES "FloodSafe" Guide.

#### **14.8.6.5 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

	<p>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 a high hazard area (as defined in the FDM) generated by flooding up to FPL2, unless justified by a site specific assessment.</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 FPL1 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 FPL3, or FPL4 if required to satisfy evacuation criteria (i.e. use as a refuge area).</p> <p>An engineer's report will be required for sites within the areas mapped as 'Car Parking Restriction A and B' in Figure 14.8.6.5.1 and may be required in other cases.</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 car parks 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 FPL3, as well as the PMF. Refer to Volume 2 Engineering Design for Development for additional requirements.</p> <p>h) Basement parking is not permitted in areas designated as 'Car Parking Restriction A' on Figure 14.8.6.5.1. Parking is to be provided at ground level or above with a minimum surface level equivalent to FPL3.</p>
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**Figure 14.8.6.5.1 Ingleburn Town Centre Flood Depths**

- i) Shops and car parks in areas designated as 'Car Parking Restriction A' in Figure 14.8.6.5.1 will have evacuation routes at or above FPL3 to a safe area or, where it is provided, to connect to the first level pedestrian access shown on Figure 14.5.5.1.
- j) 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.
- k) 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:
  - the depth at the road; or
  - the depth at the car parking space.
- l) 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.
- m) Applicant to demonstrate that an area is available to store goods at or above FPL3 for each commercial premises for sites within 'Car Parking Restriction A and B'.
- n) No external storage of materials below FPL3 which may cause pollution or be potentially hazardous during any flood.
- o) A Site Flood Emergency Response Plan is required when elements of the development, including vehicular and pedestrian access are below FPL3.

The Site Flood Emergency Response Plan should relate to the landuse and site conditions in conjunction with flood behaviour up to FPL2 expected to be experienced at the site. The plan should consider the following specific actions:

- Preparing for a flood;
- Responding when a flood is likely;
- Responding during a flood; and
- Recovery after a flood.

The flood plan should be consistent with the relevant NSW SES "FloodSafe" Guide.

#### **14.8.6.6 Concessional Development**

Concessional Development is –

- 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 40m<sup>2</sup>; or
  - Redevelopment for the purposes of substantially reducing the extent of flood affectation to the existing building.
- a) No development is to occur in a floodway area, a flowpath or a high hazard area (as defined in the FDM) generated by flooding up to FPL2, unless justified by a site specific assessment.
  - b) 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 no lower than the existing floor level.
  - c) 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.
  - d) All new structures to have flood compatible building components below FPL3.
  - e) Applicant to demonstrate that the new structure can withstand the forces of floodwater, debris and buoyancy up to and including FPL3, or FPL4 if required to satisfy evacuation criteria (i.e. use as a refuge area).

An engineer's report may be required.

- f) 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 no lower than the existing level.

- g) 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.
- h) Applicant to demonstrate that area is available to store goods above FPL3.
- i) No external storage of materials below FPL3 which may cause pollution or be potentially hazardous during any flood.
- j) A Site Flood Emergency Response Plan is required when elements of the development, including vehicular and pedestrian access are below FPL3.

The Site Flood Emergency Response Plan should relate to the landuse and site conditions in conjunction with flood behaviour up to FPL2 expected to be experienced at the site. The plan should consider the following specific actions:

- Preparing for a flood;
- Responding when a flood is likely;
- Responding during a flood; and
- Recovery after a flood.

The flood plan should be consistent with the relevant NSW SES "FloodSafe" Guide

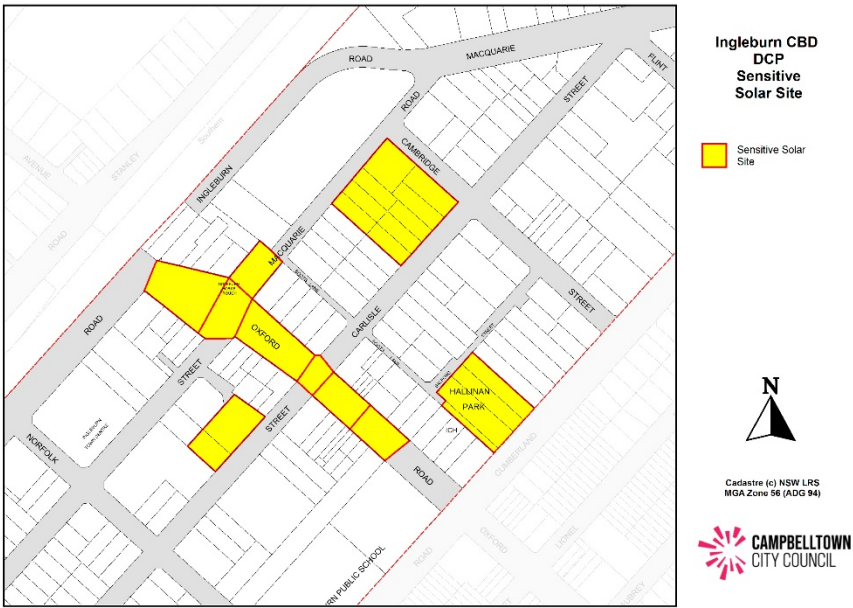
#### **14.8.6.7 Other Development**

##### **Fencing**

(a) Fencing within a floodway or a flowpath must be of an open style that that will not impede the flow of floodwaters.

##### **Filling**

- 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.
- b) Filling of floodway areas or land that conveys an existing overland flowpath is not permitted.
- 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><b>14.8.7 Further Information</b>  Bow Bowing Bunbury Curran Creek Strategic Floodplain Risk Management Study and Plan. View at:  <a href="https://www.campbelltown.nsw.gov.au/files/assets/public/document-resources/cityimprovements/draftbbbcfrmspv01.pdf">https://www.campbelltown.nsw.gov.au/files/assets/public/document-resources/cityimprovements/draftbbbcfrmspv01.pdf</a>  <a href="https://www.campbelltown.nsw.gov.au/files/assets/public/document-resources/cityimprovements/draftbbbcfrmspv02.pdf">https://www.campbelltown.nsw.gov.au/files/assets/public/document-resources/cityimprovements/draftbbbcfrmspv02.pdf</a>  NSW Government's Floodplain Development Manual 2005 – <a href="http://www.dnr.nsw.gov.au/floodplains/manual.shtml">www.dnr.nsw.gov.au/floodplains/manual.shtml</a></p>
<p><b>14.9</b></p>	<p><b>14.9 Sun Access Planes</b></p>
<p><b>Sun Access Planes</b></p>	<p><b>14.9.1 Sensitive locations</b>  The sites identified in Figure 14.9.1.1 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="515 891 1372 1496">  </div> <p><b>14.9.2 Sun access diagrams</b>  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 control 14.9.1 above.</p>