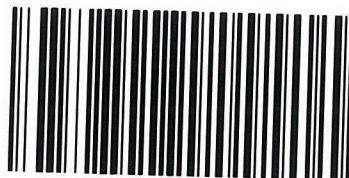


16 April, 2019



PCU076266

Ms Ann-Maree Carruthers  
Director Sydney Region West  
Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

Department of Planning  
Received  
18 APR 2019  
Scanning Room

Dear Ms Carruthers

**Ingleburn Town Centre Planning Proposal**

Council at its Ordinary Meeting of 9 April 2019 resolved to endorse a planning proposal to increase the residential density of the Ingleburn Central Business District in alignment with Ingleburn Precinct Plan within the Glenfield to Macarthur Urban Renewal Corridor Strategy. The proposal is also consistent with draft interim plan Greater Macarthur 2040.

Attached is a hard copy of the Council report and the planning proposal, for your consideration and referral for Gateway determination.

This planning proposal only covers the core Ingleburn CBD. The remaining parts of the Ingleburn Precinct Plan will be considered as part of ongoing planning work.

Council owns land within the area of the planning proposal, and therefore has chosen not to request delegation from the Minister to make the Plan.

If you require any further information or explanation please contact Rana Haddad, Coordinator Central Business District, on 4645 4570.

Yours sincerely



David Smith  
Executive Manager Urban Centres



For free Interpreting Service, please bring this document to Council or ring the Telephone Interpreter Service 131 450 and ask that they contact your Council.

#### ARABIC

للحصول على خدمة ترجمة مجانية، يرجى إحضار هذه الوثيقة إلى البلدية أو الاتصال بخدمة الترجمة الهاتفية على الرقم 131 450 واطلب منهم الاتصال بالبلدية نيابةً عنك.

#### SPANISH

Para contar con los servicios gratuitos de un intérprete, traiga este documento al Municipio o llame al Servicio Telefónico de Intérpretes al 131 450 y pida que contacten a su Municipio.

#### TAGALOG

Para sa walang bayad na Serbisyo ng Pagsasalin, dalhin ang dokumentong ito sa Konseho o tawagan ang Telephone Interpreting Service sa 131 450 at pakiusapan silang tawagan ang inyong Konseho.

#### SAMOAN

Mo Auaunaga o Faamatalaupu e le totogiina, faamolemole aumai lena pepa tusia i le Ofisa o le Malo (Council) poo le vili i le Auaunaga o Faamatalaupu i Telefoni i le 131 450 ma fai i ai ia latou faafesootaia lau Ofisa o le Malo.

#### HINDI

निम्नलिखित दुभाषिया सेवा के लिए, कृपया यह पत्र काउंसिल के पास ले जाएँ या दूरभाष दुभाषिया सेवा को 131 450 पर फ़ोन करें और कहें कि वे आपकी काउंसिल से संपर्क करें।

#### CHINESE

要獲得免費的傳譯服務，請攜帶本文件到市議會或致電 131 450 電話傳譯服務處，並請他們代您聯絡市議會。

#### LAO

ເພື່ອຂໍບໍລິການແປພາສາໂດຍບໍ່ຄ່າຈາກພະນັກງານ, ກະຮຸ້ນ ນຳເອົາເອກະສານນີ້ມາຫາ ຫ້ອງການພະນັກງານ ຫຼື ໂທລະສັບ ຫາ ບໍລິການ ນາຍພາສາ ຫາງໂທລະສັບ ຕາມທີ 131 450 ແລະ ຂໍໃຫ້ພວກເຂົາຕິດຕໍ່ຫ້ອງການພະນັກງານຂອງທ່ານ.

#### ITALIAN

Per avvalervi di un servizio interpreti gratuito, portate il presente documento al Comune oppure telefonate al Servizio telefonico interpreti (TIS) al numero 131 450 chiedendo che vi metta in contatto con il Comune.

#### GREEK

Για δωρεάν Υπηρεσία Διερμηνέων, παρακαλείσθε να φέρετε αυτό το έγγραφο στη Δημαρχία ή να τηλεφωνήσετε στην Τηλεφωνική Υπηρεσία Διερμηνέων στο 131 450 και να ζητήσετε να επικοινωνήσουν με τη Δημαρχία σας.

#### VIETNAMESE

Để nhận được Dịch vụ Thông dịch miễn phí, hãy đem tài liệu này đến Hội đồng Thành phố hoặc gọi đến Dịch vụ Thông dịch qua Điện thoại (TIS) số 131 450 và nhờ họ liên lạc Hội đồng Thành phố của quý vị.

#### CROATIAN

Za besplatne usluge tumača, molimo donesite ovaj dokument u općinu ili nazovite Telefonsku službu tumača (Telephone Interpreter Service) na 131 450 i zamolite da za Vas nazovu općinu.

#### POLISH

W celu otrzymania bezpłatnej pomocy ze strony Służby Tłumaczy, prosimy przynieść ten dokument do Rady Miejskiej (Council) lub zadzwonić do Telefonicznej Służby Tłumaczy na numer 131 450 i poprosić o połączenie ze swoją Radą.

#### FRENCH

Pour un service d'interprétariat gratuit, veuillez apporter ce document à la mairie. Vous pouvez également téléphoner au service d'interprète au 131 450 et lui demander de contacter votre mairie.

#### BANGLA

বিনামূল্যে দোভাষী সেবা ব্যবস্থার জন্য, দয়া করে এই দলিলাদি বা কাগজপত্র পরিষদ (কাউন্সিল) নিয়ে আসুন অথবা 131 450 নাম্বারে টেলিফোন দোভাষী সেবা ব্যবস্থার ফোন করুন এবং তাদেরকে আপনার পরিষদের (কাউন্সিল) সাথে যোগাযোগ করতে বলুন।

#### TONGAN

Ki ha NgÇue Fakatonulea ta'etotongi, kÇtaki 'o 'omai e tohi ni ki ha Kaunisoló pe telefoni ki he 'Ofisi Fakatonulea Telefonii 'i he 131 450 'o kole kenau fetu'utaki ki ho'o Kaunisoló.

#### KHMER

ដើម្បីទទួលបានសេវាបកប្រែឥតគិតថ្លៃ សូមយកឯកសារនេះទៅសាលាសង្កាត់ ឬទូរស័ព្ទទៅកិច្ចបំរើបកប្រែភាសាជាតិលេខ 131 450 រួចស្នើសុំឱ្យគេទាក់ទងជាមួយសាលាសង្កាត់របស់លោកអ្នក។



## **5. MAYORAL MINUTE**

## **6. PETITIONS**

## **7. CORRESPONDENCE**

### **7.1 Status Resolution Support Services (SRSS) Payments**

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

That the letter be received and the information be noted.

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

---

## **8. REPORTS FROM OFFICERS**

### **8.1 Development Application Status**

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

That the information be noted.

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

---

**Meeting note:** Having declared an interest in item 8.2 Councillor Greiss, Councillor Lound, Councillor Oates and Councillor Thompson left the Chamber at 6:41pm and did not take part in the discussion or vote on the matter.

### **8.2 Planning Proposal - Ingleburn CBD**

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

1. That Council endorse the draft planning proposal for the Ingleburn CBD and submit it to the Department of Planning and Environment seeking a Gateway Determination.
  2. That subject to the Gateway Determination, further investigation for the funding for the design and construction of the multi deck car park be investigated, and a funding plan be prepared and publicly exhibited with the planning proposal.
-



3. That Council support the submission of an application to the Housing Acceleration Fund and any other funding applications for similar grants that may come available to fund drainage design and works to reduce flooding at Ingleburn.
4. That a further report be provided to Council after the Gateway Determination with public exhibition with the planning proposal a draft Development Control Plan for Ingleburn CBD to be placed on public exhibition with the draft planning proposal.

A Division was recorded in regard to the Resolution for Item 8.2 with those voting for the Motion being Councillors G Brticevic, M Chowdhury, K Hunt, R Manoto, B Gilholme, M Chivers, B Moroney and W Morrison.

Voting against the Resolution were Nil.

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

**Meeting note:** At the conclusion of the discussion regarding item 8.2 Councillor Greiss, Councillor Lound, Councillor Oates and Councillor Thompson returned to the Chamber at 6:45pm.

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

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

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

A Division was recorded in regard to the Resolution for Item 8.3 with those voting for the Motion being Councillors G Brticevic, M Oates, M Chowdhury, K Hunt, D Lound, R Manoto, B Gilholme, M Chivers, B Moroney, W Morrison, B Thompson and G Greiss.

Voting against the Resolution were Nil.

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



## 8.2 Planning Proposal - Ingleburn CBD

### Reporting Officer

Director City Development  
City Development

### Community Strategic Plan

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

### Officer's Recommendation

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

### Purpose

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

### History

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



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

That Council expedite the preparation of an integrated structure plan for the Ingleburn Business Centre that addresses land use, development, traffic and transport planning and management as well as car parking, with the aim that a draft of the structure plan be finalised by 30 June 2014.

- In early 2014, Council staff undertook extensive community and stakeholder consultation to inform the preparation of a new draft structure plan for Ingleburn Town Centre.
- In October 2014, Council considered a report on the new draft Ingleburn Structure Plan and resolved:

That Council staff review the proposed density and design for the draft Ingleburn Structure Plan and report back to Council prior to the public exhibition to ensure that the recommended planning controls are sustainable.

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



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

## Report

### 1. The review of Campbelltown Local Environmental Plan 2015

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

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

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

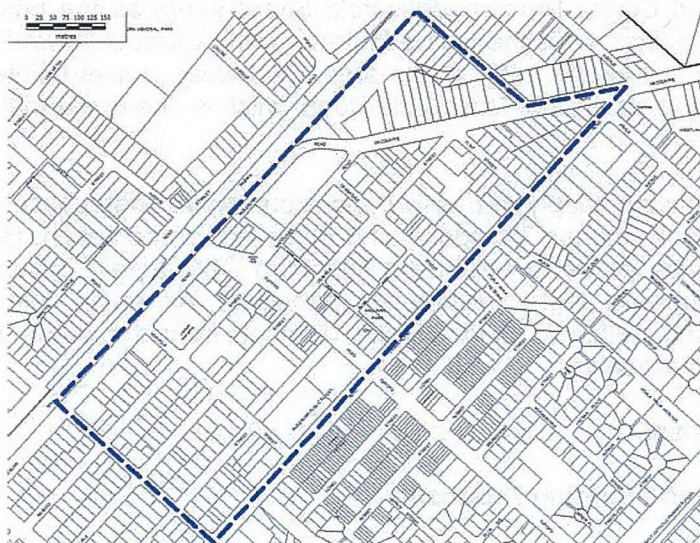


Figure 1: Ingleburn CBD

### 2. Ingleburn Precinct Plan – Department of Planning and Environment

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

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



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

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

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

### **The Site**

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

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

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

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

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

## **3. Planning Proposal**

### **3.1 Summary of draft Planning Proposal**

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

### **Proposed Zoning**

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



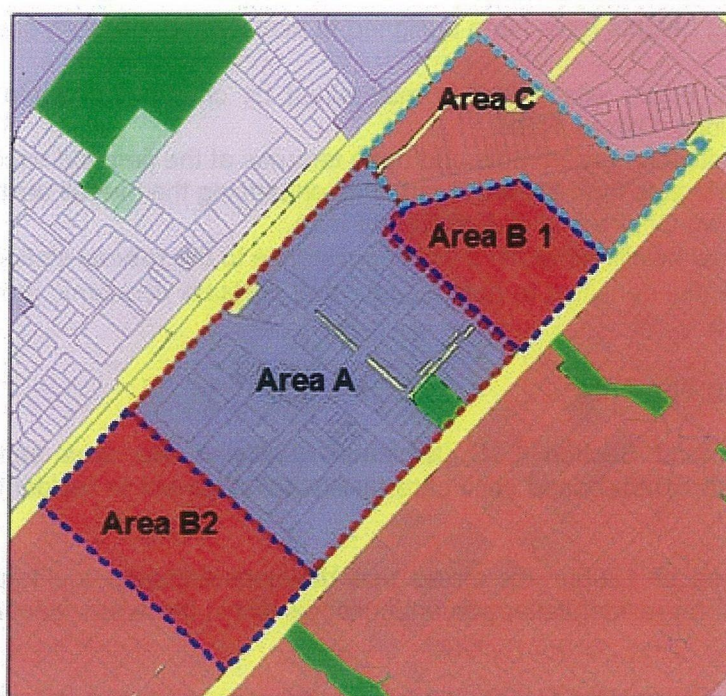


Figure 2 Core Area Precincts

### Proposed Building Height and Setbacks from Oxford Road

The proposed outcome will be achieved by:

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

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

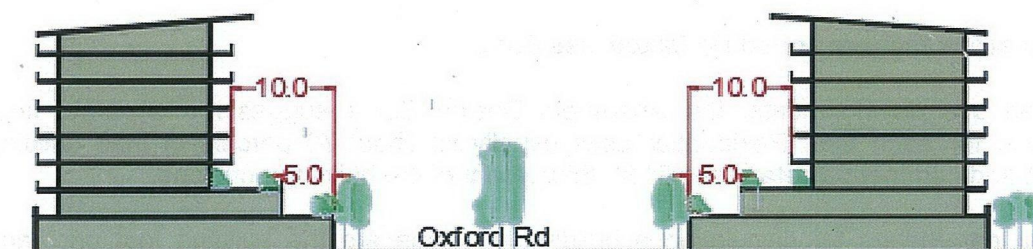


Figure 3 Proposed Building Heights and Setbacks for Buildings Fronting Oxford Road



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

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

### **Proposed Qualifying Site Area**

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

- a qualifying area of 1200m<sup>2</sup> for mixed use development/shop top housing (area A) and 2000m<sup>2</sup> for residential apartment buildings within the areas identified as B1, B2 and C

The proposed qualifying site areas were selected after detailed analysis of hypothetical scenarios of potential amalgamation of allotments, taking into consideration the land ownership, strata development and development applications that have been approved or currently under assessment by Council. A copy of the hypothetical amalgamation scenarios are shown under attachment 3 of this report. The analysis has indicated that the proposed figures of 2000m<sup>2</sup> and 1200m<sup>2</sup> for qualifying site area would be achievable and would potentially minimise the isolation of allotments.

### **Proposed Floor Space Ratio**

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

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

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

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

#### **b) For areas that are zoned B4 Mixed Use Zone**

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

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



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

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

#### **Proposed inclusion of local provisions to address the flooding issue**

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

#### **Proposed inclusion of incentive clauses to encourage quality design outcomes**

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

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

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



- (4) Before granting development consent to development under this clause, the consent authority must be satisfied that:
- (a) the part of any building used for the purposes of commercial premises (whether or not for the purposes of mixed use development) complies with the following standards:
    - (i) the energy target is a maximum 135 kg/m<sup>2</sup> per year
    - (ii) the water target is a maximum 0.47 kL/m<sup>2</sup> per year for business premises and office premises and a maximum 1.68 kL/m<sup>2</sup> per year for shops, restaurants and function centres, and
  - (b) the part of any building that is a dwelling used for the purposes of mixed use development complies with the following standards:
    - (i) the energy target is a minimum 10-point increase in the BASIX score compared to current requirements,
    - (ii) the water target is a minimum BASIX 60, and
  - (c) the building does not adversely impact on any neighbouring land in terms of visual bulk or overshadowing, and
  - (d) a report prepared by a qualified consultant to the satisfaction of the Council verifies that, if all of the commitments relating to the building design (namely the built form and layout) listed in the report are fulfilled, the development will comply with both the energy and water targets.
- (5) This clause does not apply to land on which development to which clause 13 of State Environmental Planning Policy (Affordable Rental Housing) 2019 applies is to be carried out.
- (6) In this clause:

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

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

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

### **Proposed Iconic Building**

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

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

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

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

## **1.2 Justification**

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

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

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

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

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

## **1.3 Consideration of Section 9.1 Ministerial Directions**

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

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

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



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

#### **1.4 Consideration of State Environmental Planning Policies (SEPPs)**

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

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

#### **1.5 Consideration of the Campbelltown Local Environmental Plan 2015**

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

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

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

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

### **2.1 A Plan for Growing Sydney**

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

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

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



## 2.2 Greater Sydney Region Plan 2018

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

Four key components have been identified within the document:

- Infrastructure and collaboration
- Liveability
- Productivity
- Sustainability

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

## 2.3 Western City District Plan

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

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

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

## 2.4 Glenfield to Macarthur Urban Renewal Corridor Strategy

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

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

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



**Draft Greater Macarthur 2040 Plan**

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

The draft Plan aims to:

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

The draft plan sets out six key actions as follows:

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

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

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

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

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

**Campbelltown Community Strategic Plan 2027**

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



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

## **2.5 Campbelltown Local Planning Strategy**

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

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

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

## **2.6 Challenges relating to the Planning Proposal**

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

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

### **Traffic**

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

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

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



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

### Heritage

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

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

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

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

### Flooding

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

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

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

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



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

## Open Space

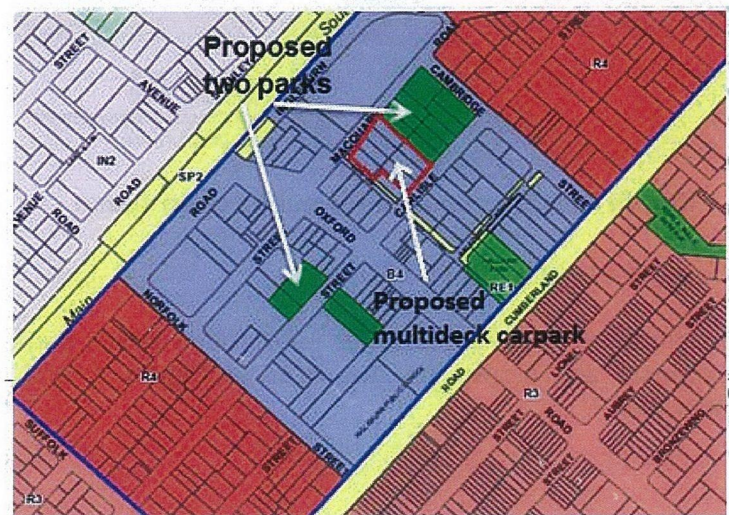
There is currently a limited amount of public open space located within the Ingleburn Core precinct. Hallinan Park is currently the only formal recreation space within the study area. As such, there are only limited opportunities for public recreation. However there are significant areas of open space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

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

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

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

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



### Figure 3 Proposed Parks and multi deck carpark



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

The land identified for additional open space (two parks) currently provides 520 on grade car parking spots. The car park to the north of Oxford Road is approximately 1.2 hectares in area, of which 7,500m<sup>2</sup> is proposed to be converted to a park. The remaining area of the site is proposed to be developed into a multi deck car park of a capacity of 600 car parking spaces (approximately four storeys), which would provide 80 more car parking spaces.

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

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

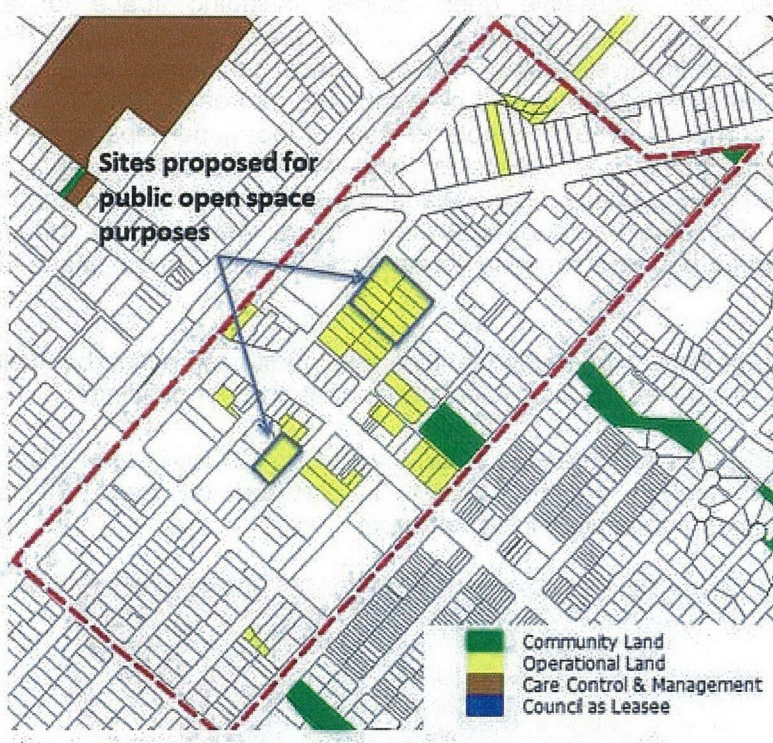


Figure 4 Sites proposed for public open space

#### Reclassification of Council's land – Public hearing

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



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

An alternate option was considered to expand Hallinan Park.

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

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

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

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

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

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



**Additional studies**

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

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

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

**Submission to the Housing Acceleration Fund**

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

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

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

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

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

**Development Contributions – Ingleburn**

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



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

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

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

### Plan making Delegation

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

### 4. Conclusion

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

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



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

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

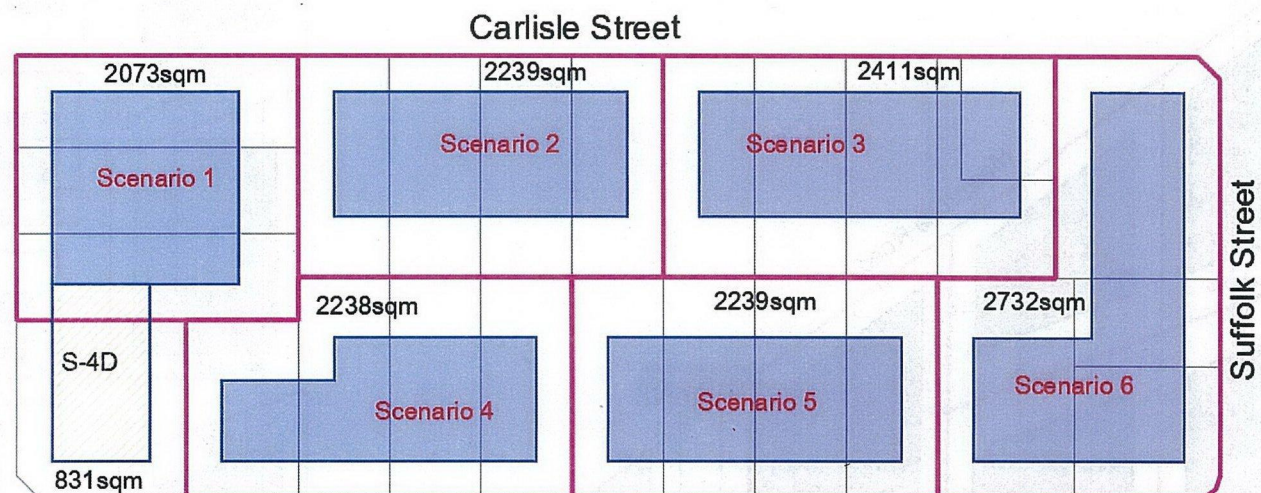
Notably, the implementation of the draft planning proposal is anticipated to take between 10 to 15 years to fully realise, depending on the uptake of the market and its appetite for the provision of apartment buildings.

### **Attachments**

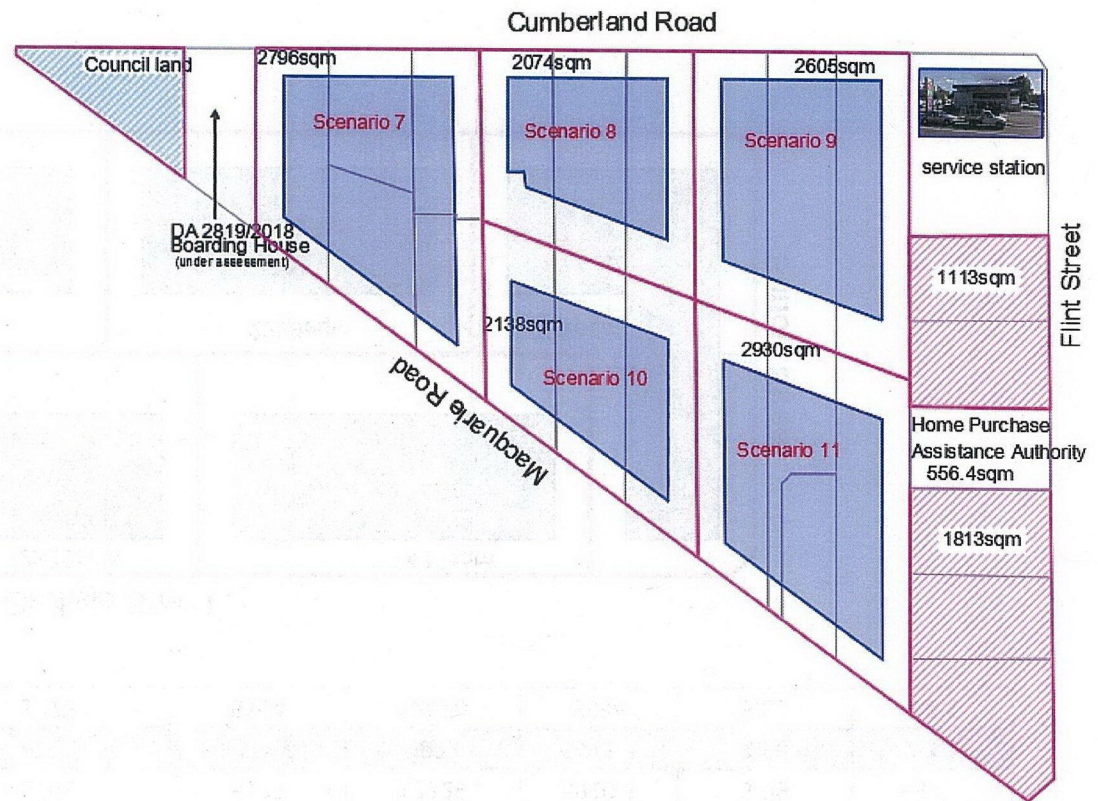
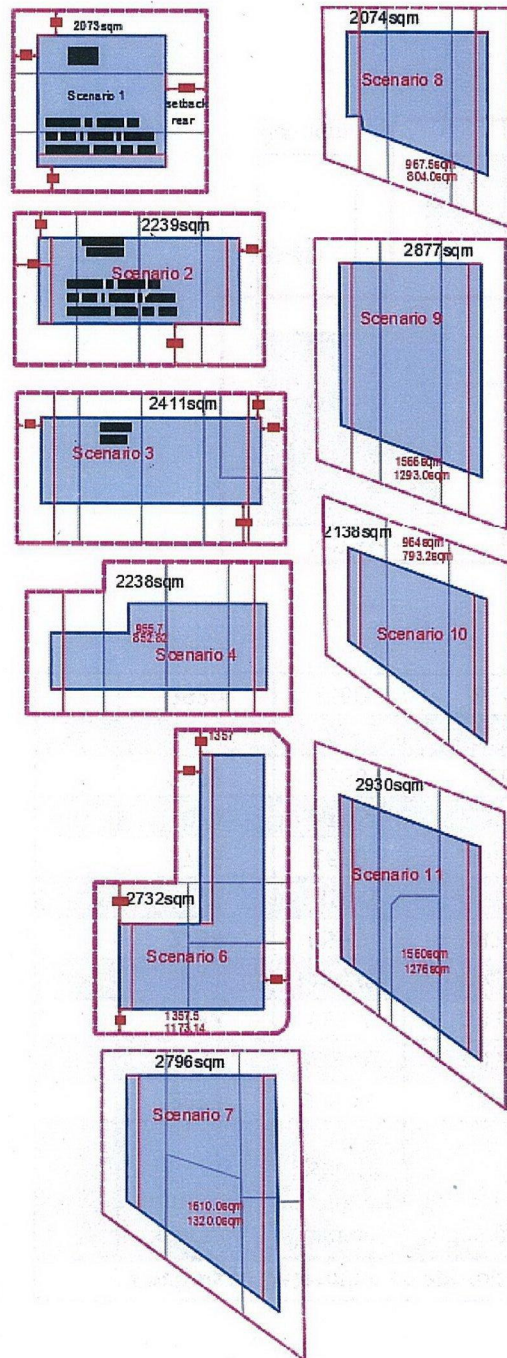
1. Planning Proposal Ingleburn CBD (contained within this report)
2. Panel Comments (contained within this report)
3. Amalgamation Precinct 1 Ingleburn CBD - Stage 1 - Model (contained within this report)
4. FSR Calculations Scenarios (contained within this report)



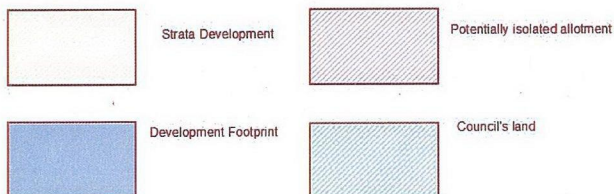
Analysis to Determine an appropriate FSR for the areas Zoned R4 – Ingleburn CBD.									
	site area (sqm)	Building envelope 1(sqm)	Building E1x4 (sqm)	Building Envelope 2 (sqm)	Building E2x4 (sqm)	Total Gross Floor Area=B+C (sqm)	GFA x70%	FSR = GFAx70%/ site area	FSR
	2073	996.13	3984.52	902.4	3609.6	8496.52	5947.564	2.86	2.8:1
	2239	1014.6	4058.4	860	3440	8358.4	5850.88	2.61	2.6:1
	2238	955.7	3822.8	852.8	3411.2	8086.8	5660.76	2.52	2.5:1
	2411	1110.38	4441.52	985.67	3942.68	9369.87	6558.909	2.72	2.7:1
	2238	955.7	3822.8	852.82	3411.28	8086.9	5660.83	2.52	2.5:1
	2732	1357.5	5430	1173.14	4692.56	11295.7	7906.99	2.89	2.8:1
	2796	1610	6440	1320	5280	13040	9128	3.26	3.2:1
	2074	967.5	3870	804	3216	7890	5523	2.66	2.6:1
	2877	1566	6264	1293	5172	12729	8910.3	3.09	3:1
	2138	964	3856	793.2	3172.8	7822	5475.4	2.56	2.3:1
	2930	1560	6240	1276	5104	12620	8834	3.01	2.8:1





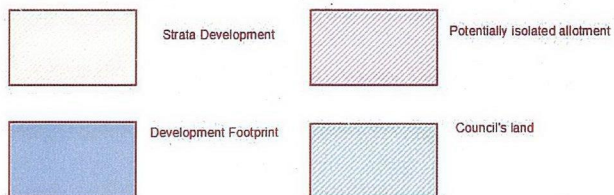






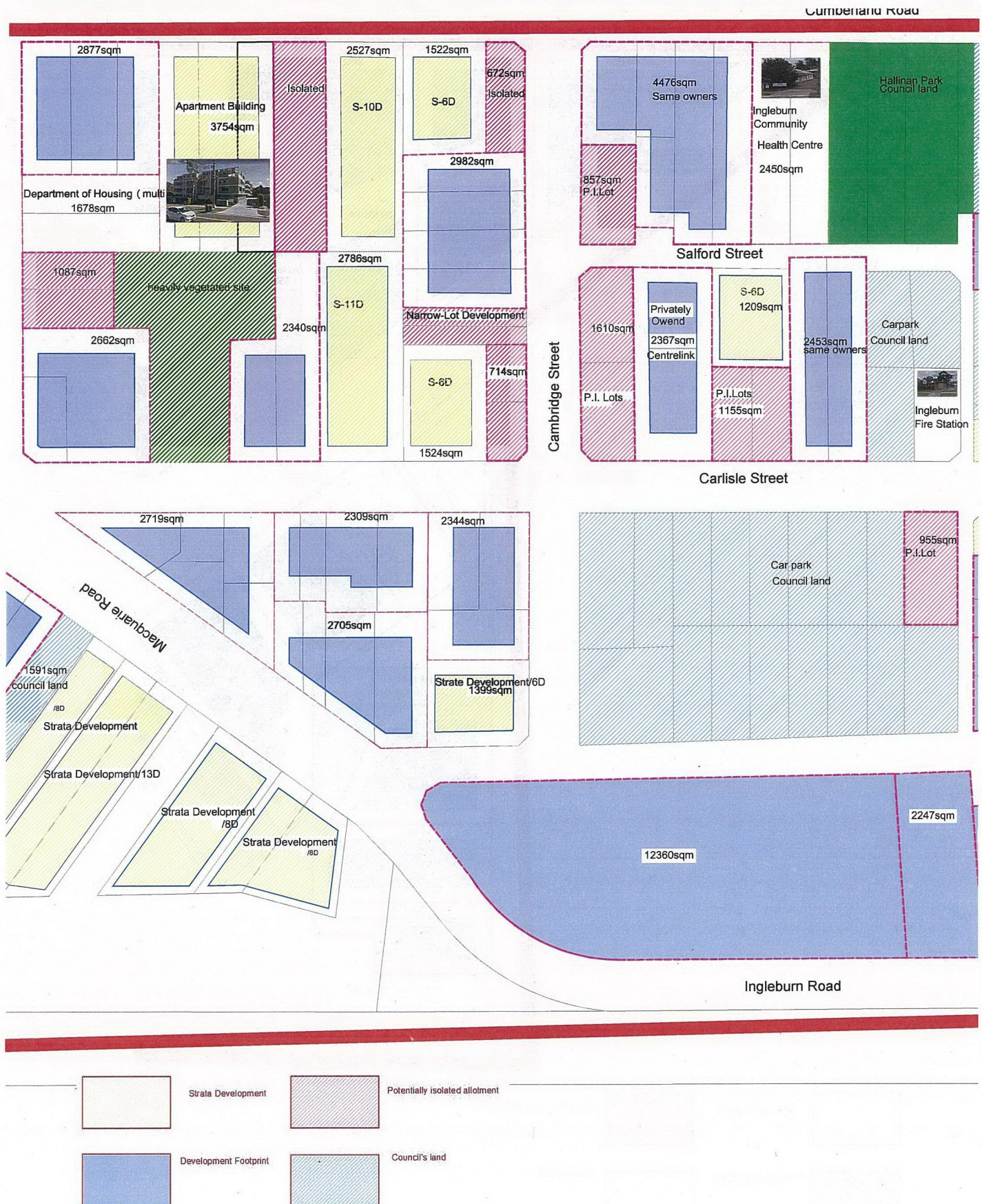


Attachment 3continued - Hypothetical amalgamation Scenarios for the purpose of calculating a workable qualifying site area - Sheet 2





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





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





## Attachment 2

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



## Attachment 2

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





# **Draft Planning Proposal**

## **Ingleburn CBD The Core Precinct**

### **Campbelltown City Council**

**(Council meeting February 2019)**



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## Appendices

### Appendix 1: Maps

*Map 1.1 Location Plan of the Subject Site*

*Map 1.2 Aerial Photo of the Subject Site*

*Map 1.3 Existing Zoning Map under the CLEP 2015*

*Map 1.4 Proposed Zoning Map under the CLEP 2015*

*Map 1.5 Existing Height Map under the draft CLEP 2015*

*Map 1.6 Proposed Height of Buildings Map under the CLEP 2015*

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

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

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

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



## History

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



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

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

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

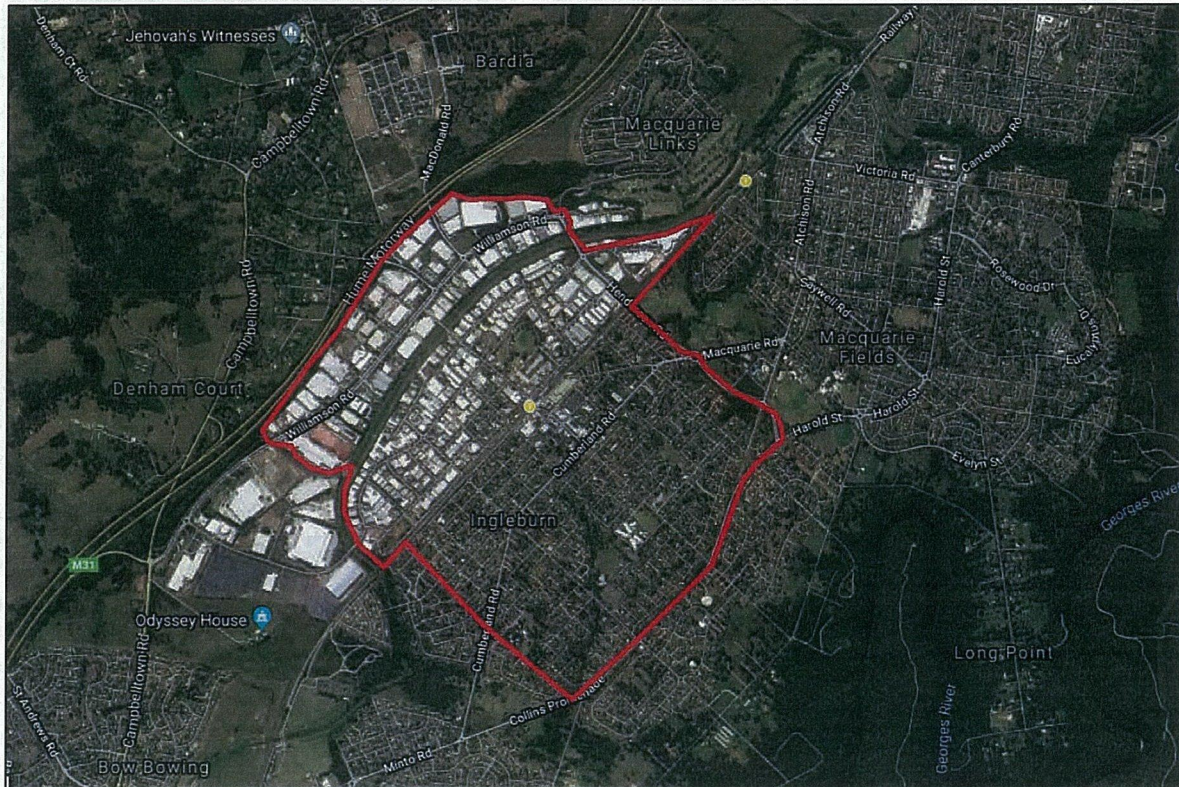
A copy of the Ingleburn Precinct Plan is shown in map 1.2 and full details are available on the Department of Planning website.

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



## 1. Background

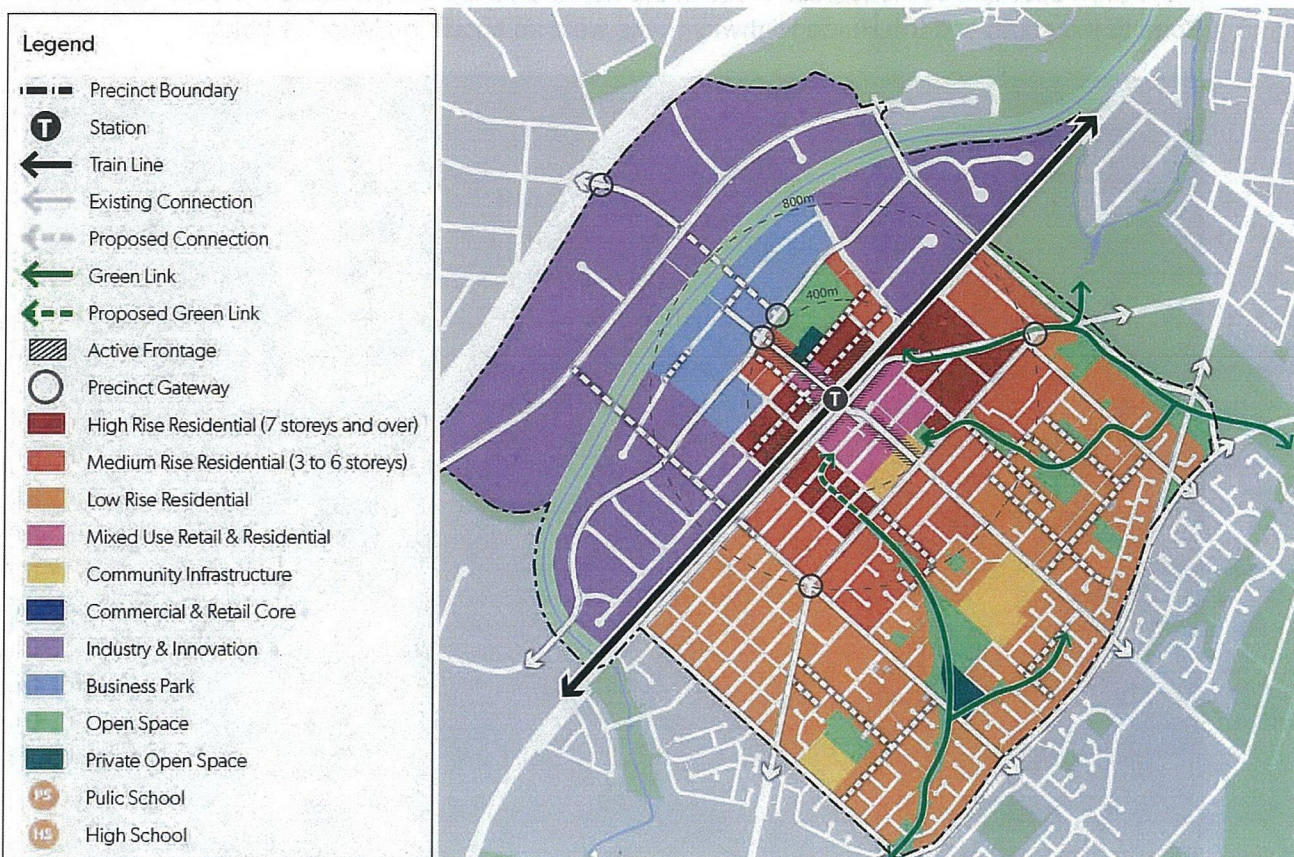
The Ingleburn Precinct Plan, prepared by the Department of Planning and Environment, applies to the area bounded by Henderson Road in the north, Collins Promenade to the east, Sackville Road to the south and the Hume Highway to the west as shown on Map 1.1 below.



Map 1.1: Ingleburn Precinct



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



**Map 1.2 Ingleburn Precinct Plan**

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

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

**Area 1:** The Core CBD Precinct – Eastern Side

**Area 2:** Area around the Centre – Eastern Side

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

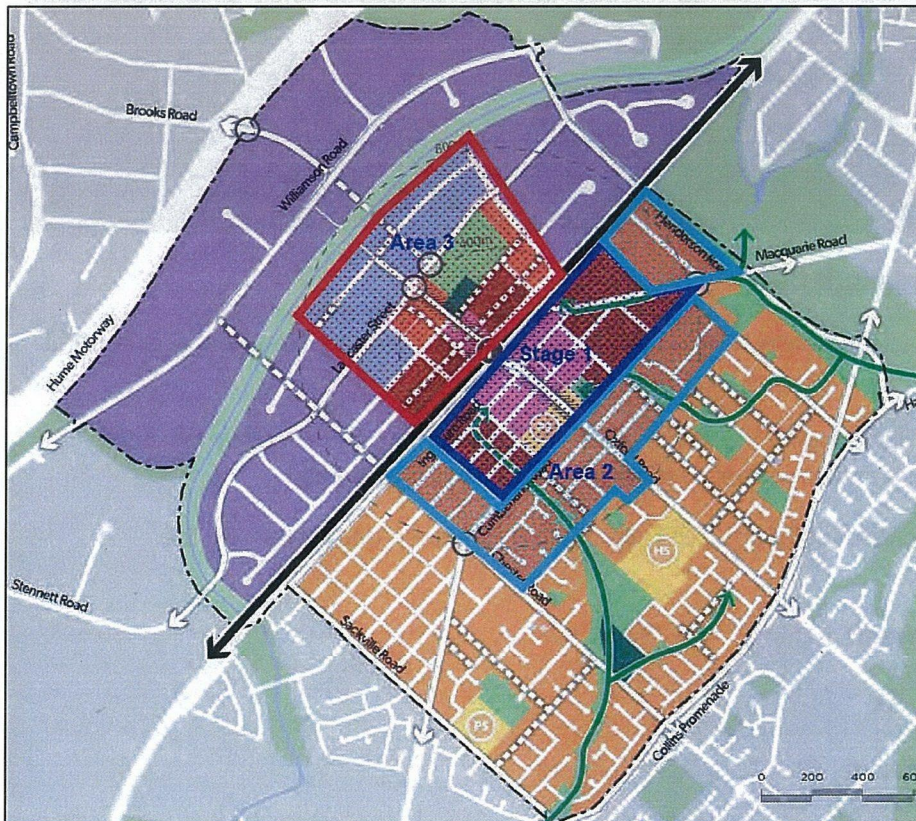


Area 1 is the subject of this planning proposal and Areas 2 and 3 will be further investigated as part of the review of the CLEP 2015.

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

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

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

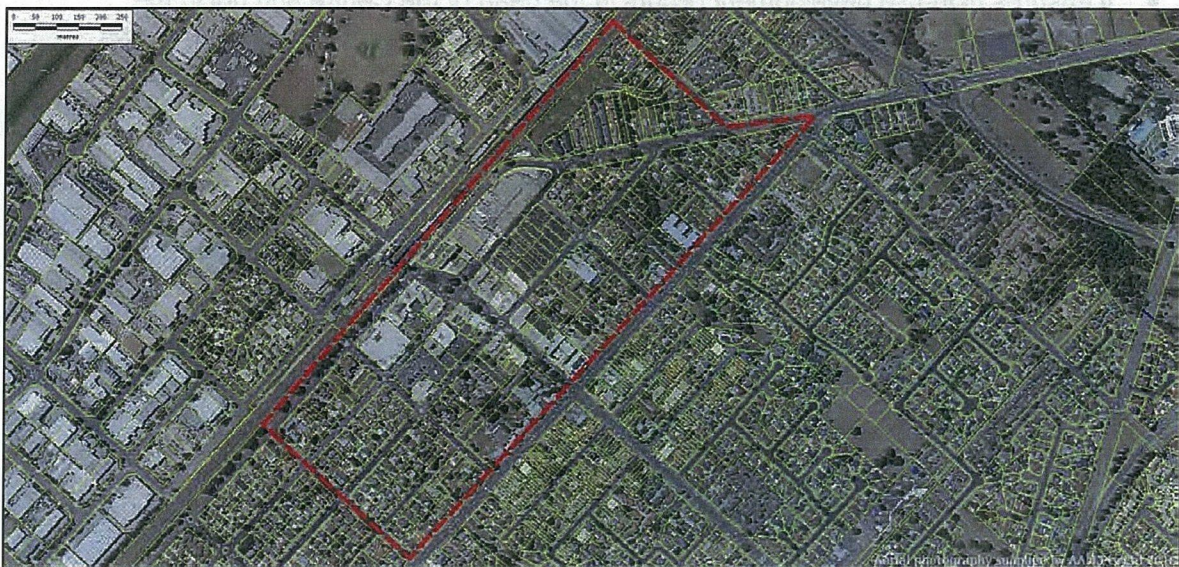




**Map 1.3 Proposed Stages of the rezoning of Ingleburn Town Centre**

## 2. The Site

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



**Map 1.4: Aerial Map Ingleburn CBD**

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

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

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

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



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

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

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

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

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



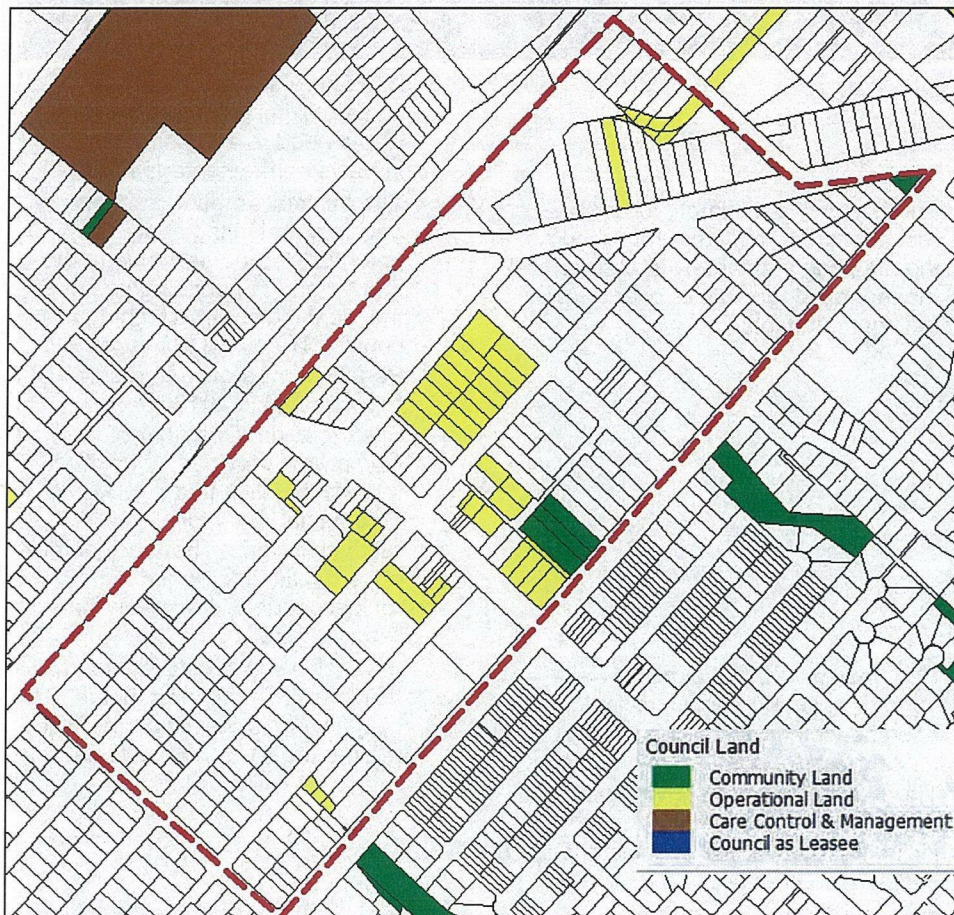
Aspect	Summary of findings from the Precinct Plan prepared	Comments regarding relevance to Stage 1
	and other active recreation.	walking distance from the areas proposed for R4 High Density Residential. – The planning proposal includes the provision of two additional parks within the Core Precinct.
Topography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



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



**Map 1.5 Map showing Council's landholdings**



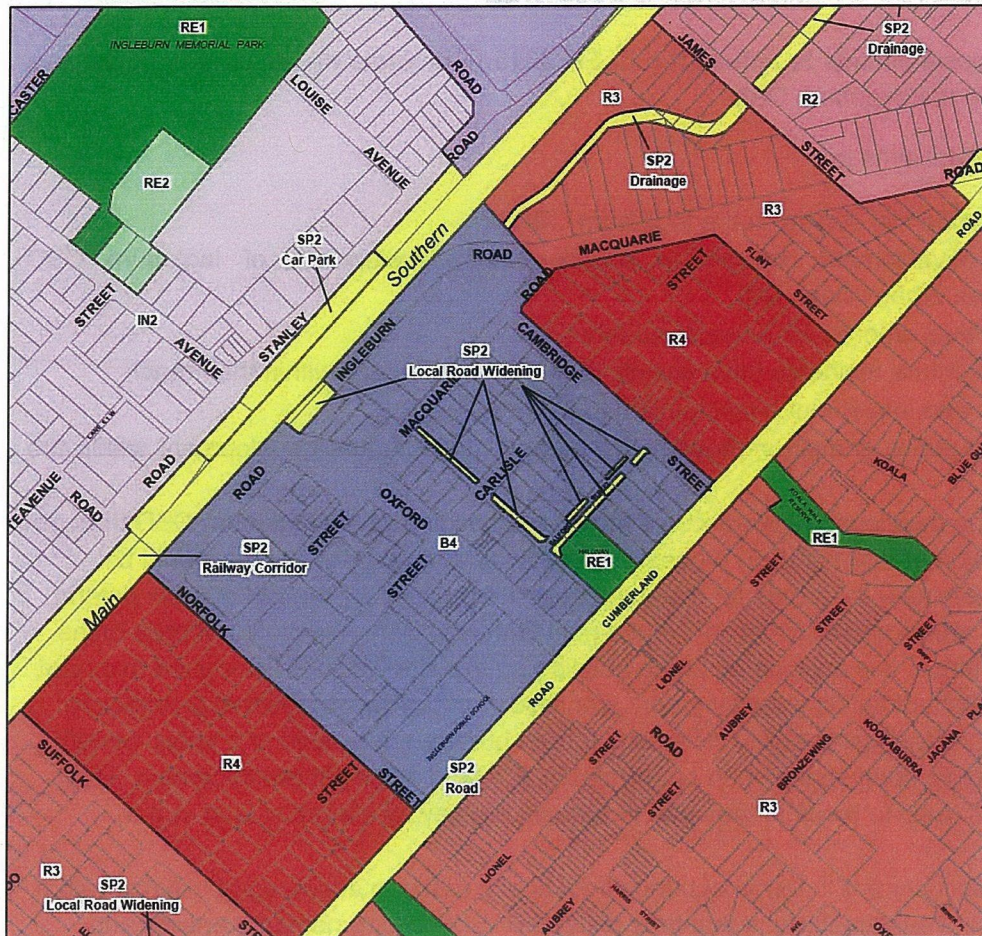
## 2.1 Existing Zoning

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

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



Map 1.6 Existing Zoning under the CLEP 2015





## **Part 1 – Objectives or Intended Outcomes**

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

The planning proposal aims to:

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

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

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



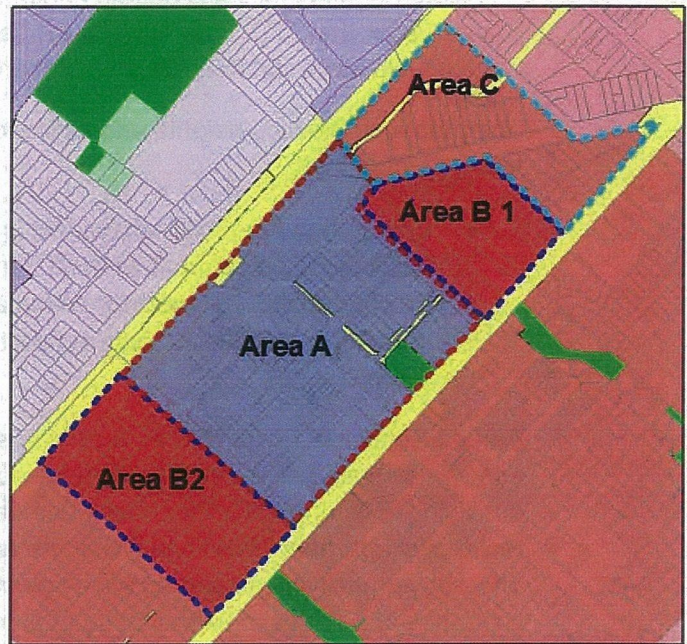
## Part 2: Explanation of provisions

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

The proposed outcome will be achieved by:

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

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



**Map 2.1 Precincts**

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



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



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

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

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

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



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

## **Part 3: Justification for the Planning Proposal**

### **Section A – Need for the Planning Proposal**

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

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

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

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

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

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

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

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



## **Section B – Relation to Strategic Planning Framework**

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

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

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

#### **– A Plan for Growing Sydney**

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

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

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

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

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

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

- Infrastructure and collaboration



- Liveability
- Productivity
- Sustainability

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

– **The Western City District Plan**

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

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

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

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

– **Glenfield to Macarthur Urban Renewal Precincts**

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

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

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



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

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

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



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



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

### Draft Greater Macarthur 2040 Plan

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

The draft Plan aims to:

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

The draft plan sets out six key actions as follows:

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



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

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

Notably, unlike the Macarthur to Glenfield Urban Renewal Corridor Strategy (the Corridor Strategy) that was released by the Department in December 2017, the draft Plan 2040 proposes a height limit for Ingleburn of eight storeys. This is more particular than the “7+” storey building height limit that is recommended by the Corridor Strategy.

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

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

**Campbelltown 2027 Community Strategic Plan**

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

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

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

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

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



### Campbelltown Local Planning strategy 2013

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

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

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

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

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

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

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



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

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

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

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

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



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

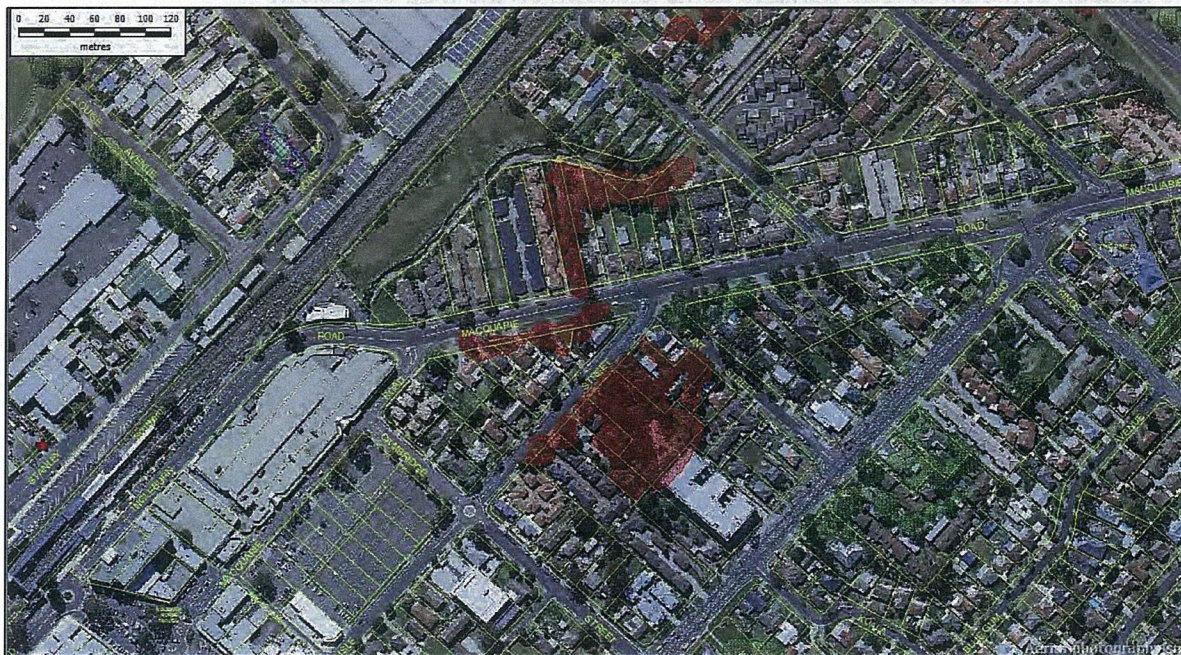


Ministerial Direction	Consistent ?	Assessment
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Yes	This direction applies when a relevant planning authority prepares a planning proposal for land within the precincts between Glenfield and Macarthur. A planning proposal is to be consistent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

## Section C – Environmental social and economic impact

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

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



**Map 3.1 Cumberland Plain Woodland – Ingleburn CBD**



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

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

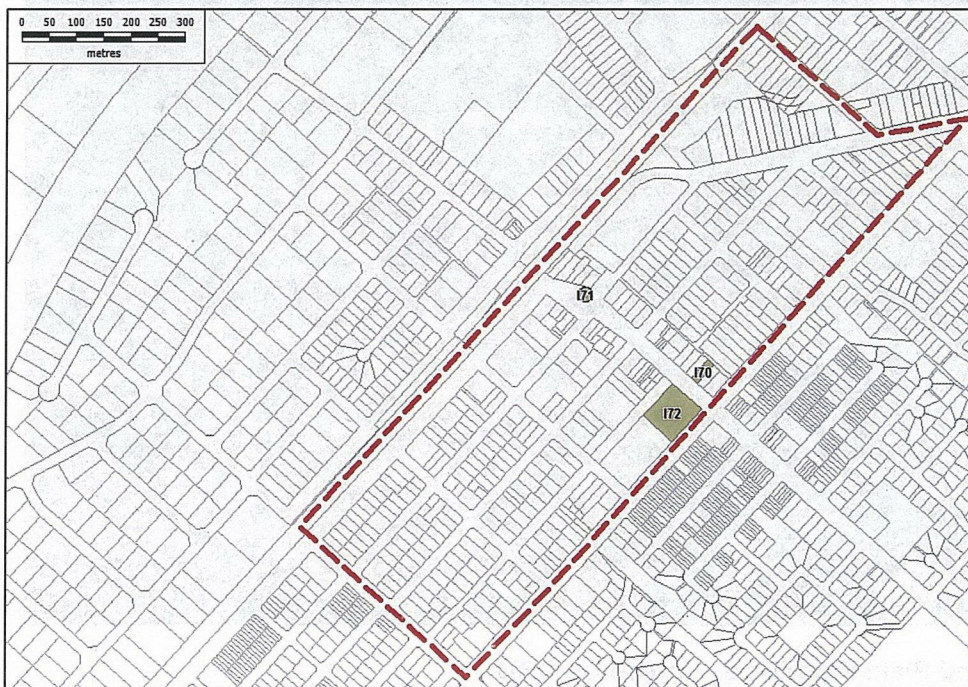
As discussed above, the Ingleburn CBD is almost fully developed with commercial and residential buildings. In this regard the following matters will be further investigated after the Gateway Determination:

**Heritage**

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

- Ingleburn Community Hall(170) , Lot 8, Section 8, DP 2913 I70
- Ingleburn Horse Trough(171) - Centre of Oxford Road, adjacent to Lot 4, Section A, DP 10494
- Ingleburn Public School (172) Lot 1, DP 122332

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



**Map 3.2 Heritage Items – Ingleburn CBD**

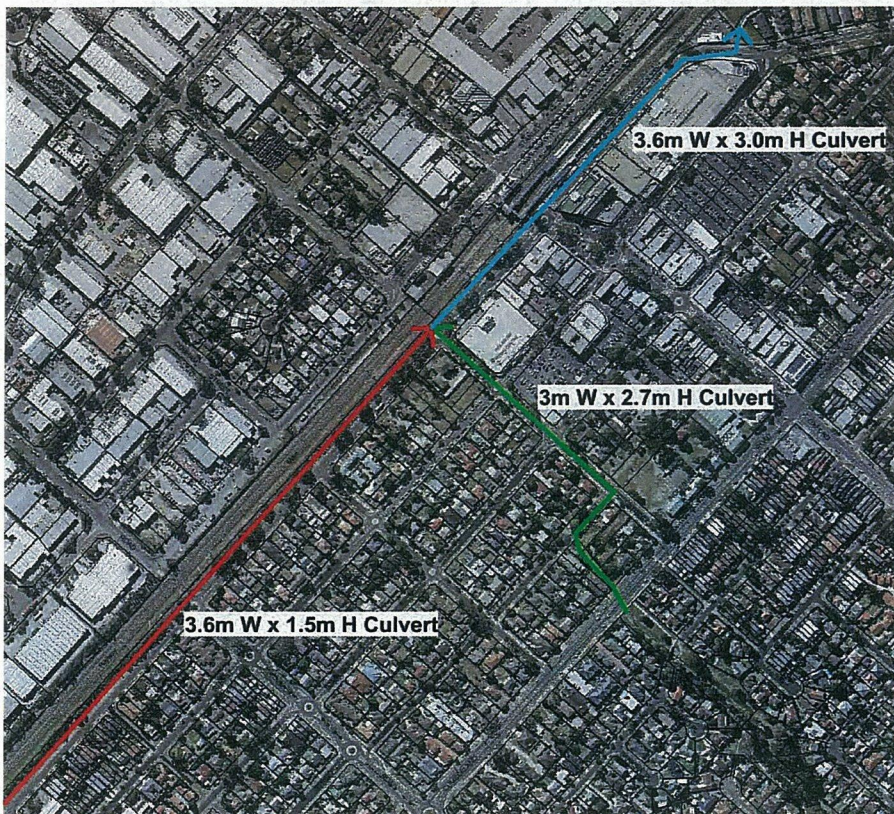


Further investigations will be undertaken in relation to the potential impact of increasing building heights around the heritage items.

### **Flooding**

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

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



**Map 3.3 Concept Layout Plan of the Preferred Solution - Flooding**

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



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

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

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

Several things are important to note:

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

### **Additional studies**

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

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



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

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

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

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

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

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

### **Social Impacts**

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

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



## Section D – State and Commonwealth interests

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

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

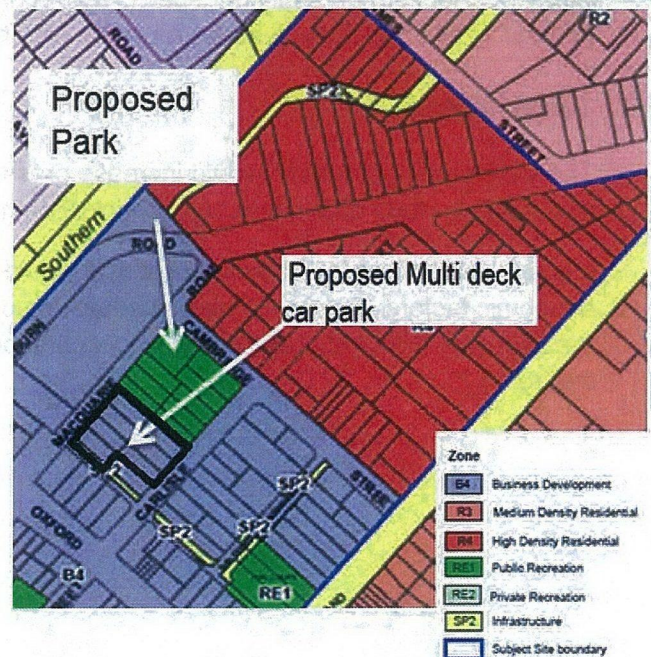
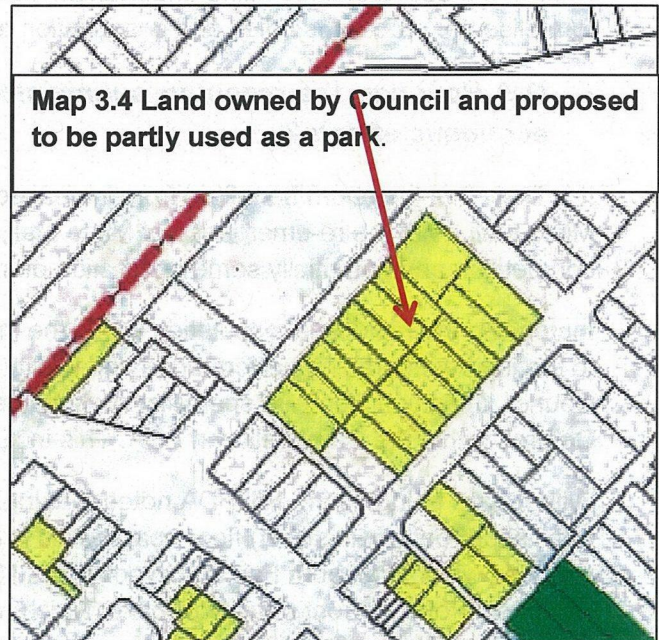
#### Open Space

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

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

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

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





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

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

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

### **Proposed Park A - North of Oxford Road**

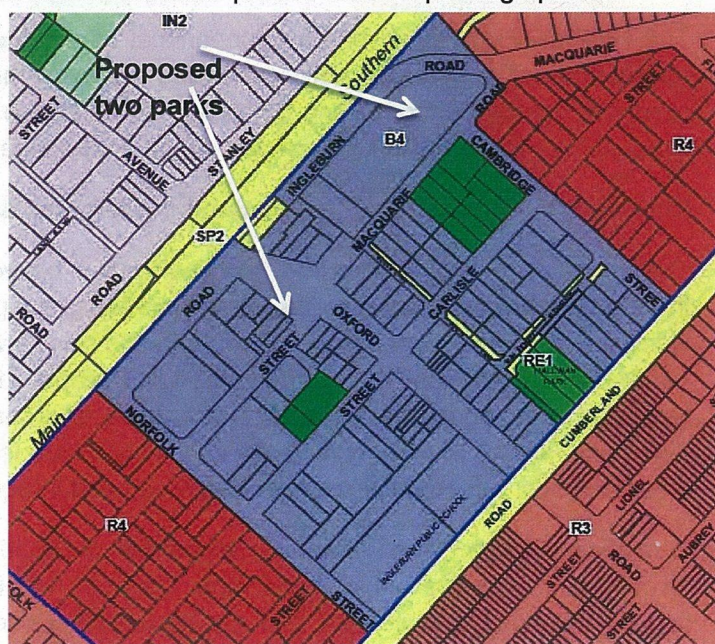
Park A is proposed to be located on part of the land that is owned by Council and shown on Map 3.4.

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

It is proposed that part of this site (approximately 7,500m<sup>2</sup>) be converted to a park and the remaining part of the site be developed into a multi deck car park of 600 car parking spaces.

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

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





### **Proposed Park B - South of Oxford Road**

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

### **An alternate option was considered to expand Hallinan Park.**

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

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

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

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

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

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



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

### **Community Facilities and services**

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

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

### **Public Transport**

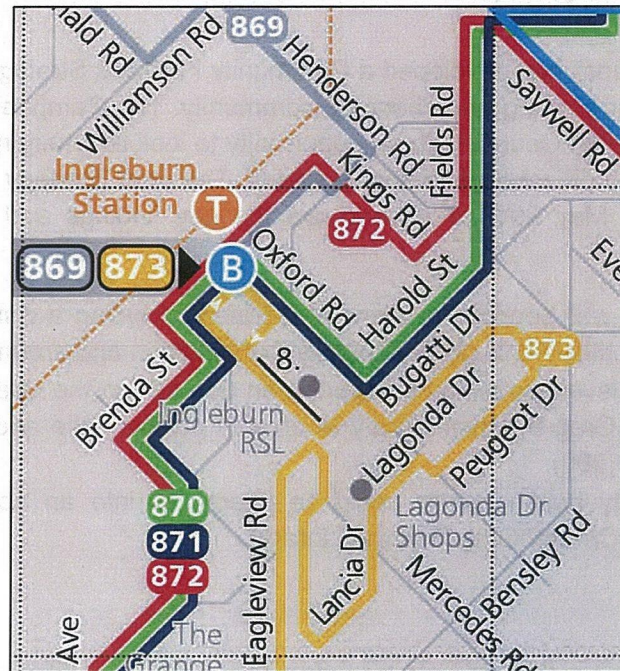
Ingleburn Town Centre is well serviced by public transport. A number of bus routes (refer to map 3.5) operate within the centre as follows:

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



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

**Map 3.5 Bus routes Map**



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

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

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



14. Department of Planning and Environment

15. NSW Police - Campbelltown Police

## **Part 4: Mapping**

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

Map 1.1 Location Plan of the Subject Site

Map 1.2 Aerial Photo of the Subject Site

Map 1.3 Existing Zoning Map under the CLEP 2015

Map 1.4 Proposed Zoning Map under the CLEP 2015

Map 1.5 Existing Height Map under the draft CLEP 2015

Map 1.6 Proposed Height of Buildings Map under the CLEP 2015

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

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

## **Part 5 - Community Consultation**

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



## Part 6 - Project Timeline

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

**Table 6: Project Timeline**

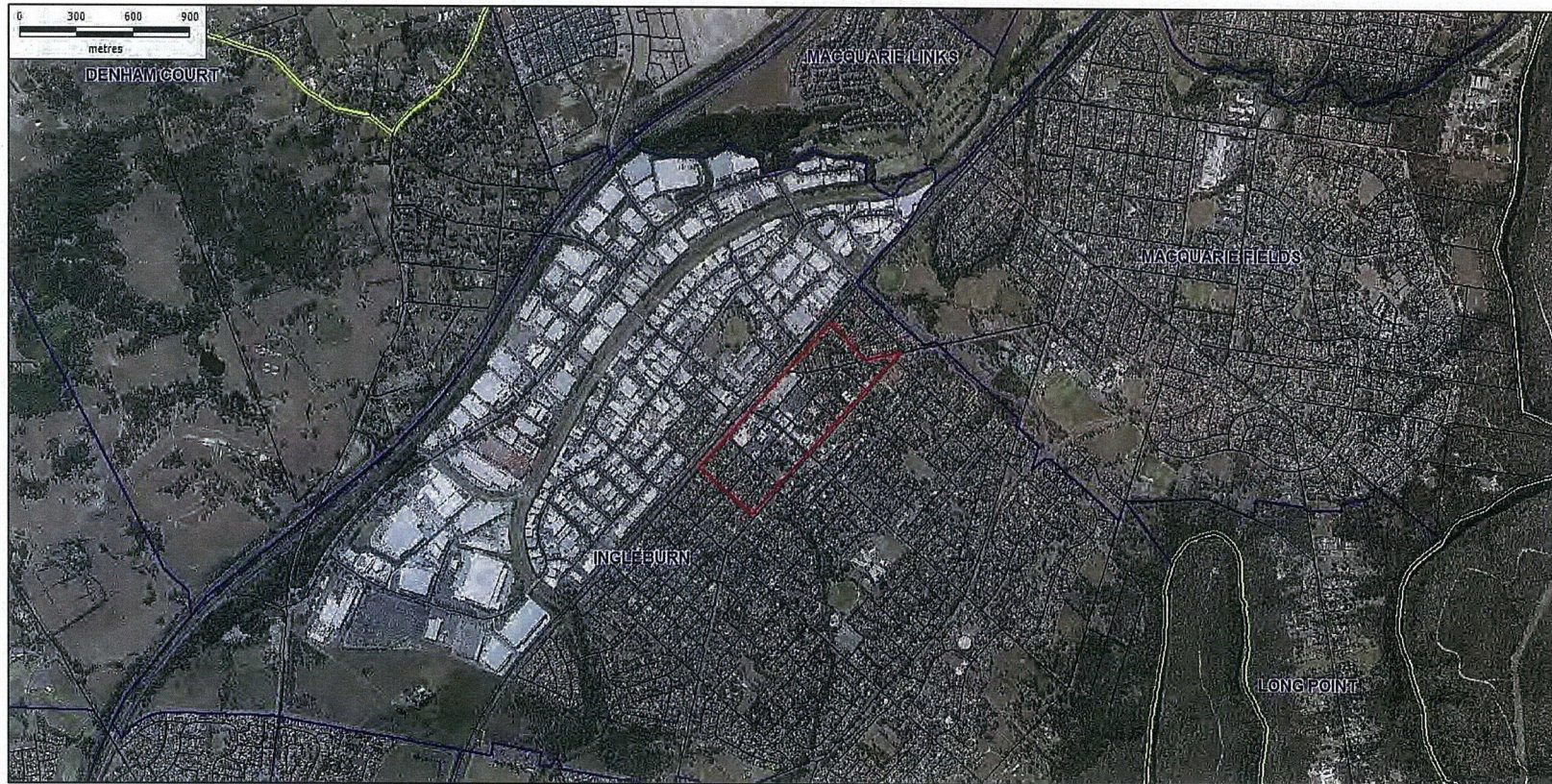
Milestone	Date
– Preparation of the planning proposal and report to Local Planning Panel	August 2018
– Report to Council	February 2019
– Request a Gateway Determination	February 2019
– Gateway Determination issued	April 2019
– anticipated timeframe for the completion of required technical information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



## **Appendix 1 Maps**

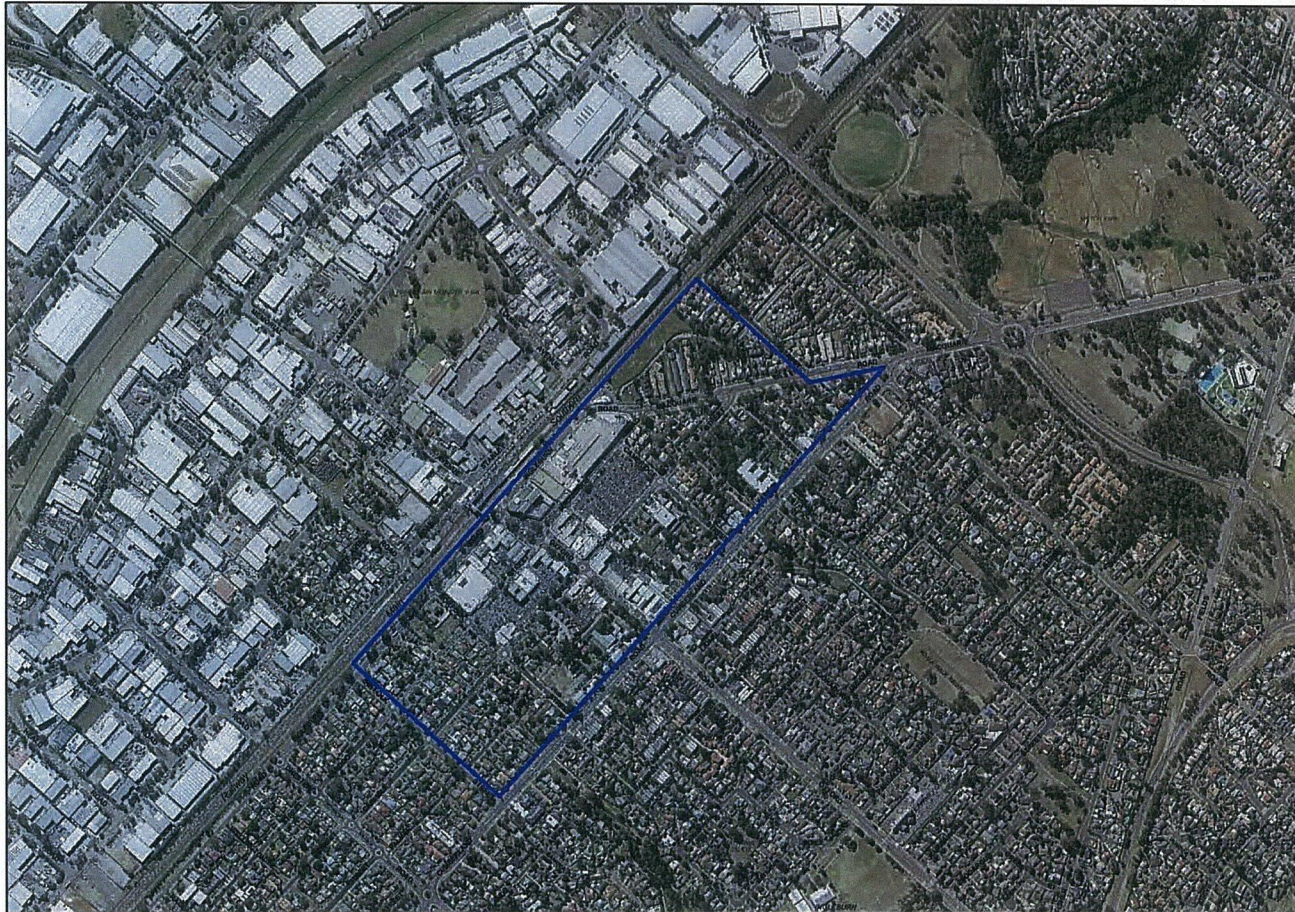


**Map 1.1 Locality Map of the Subject Site**



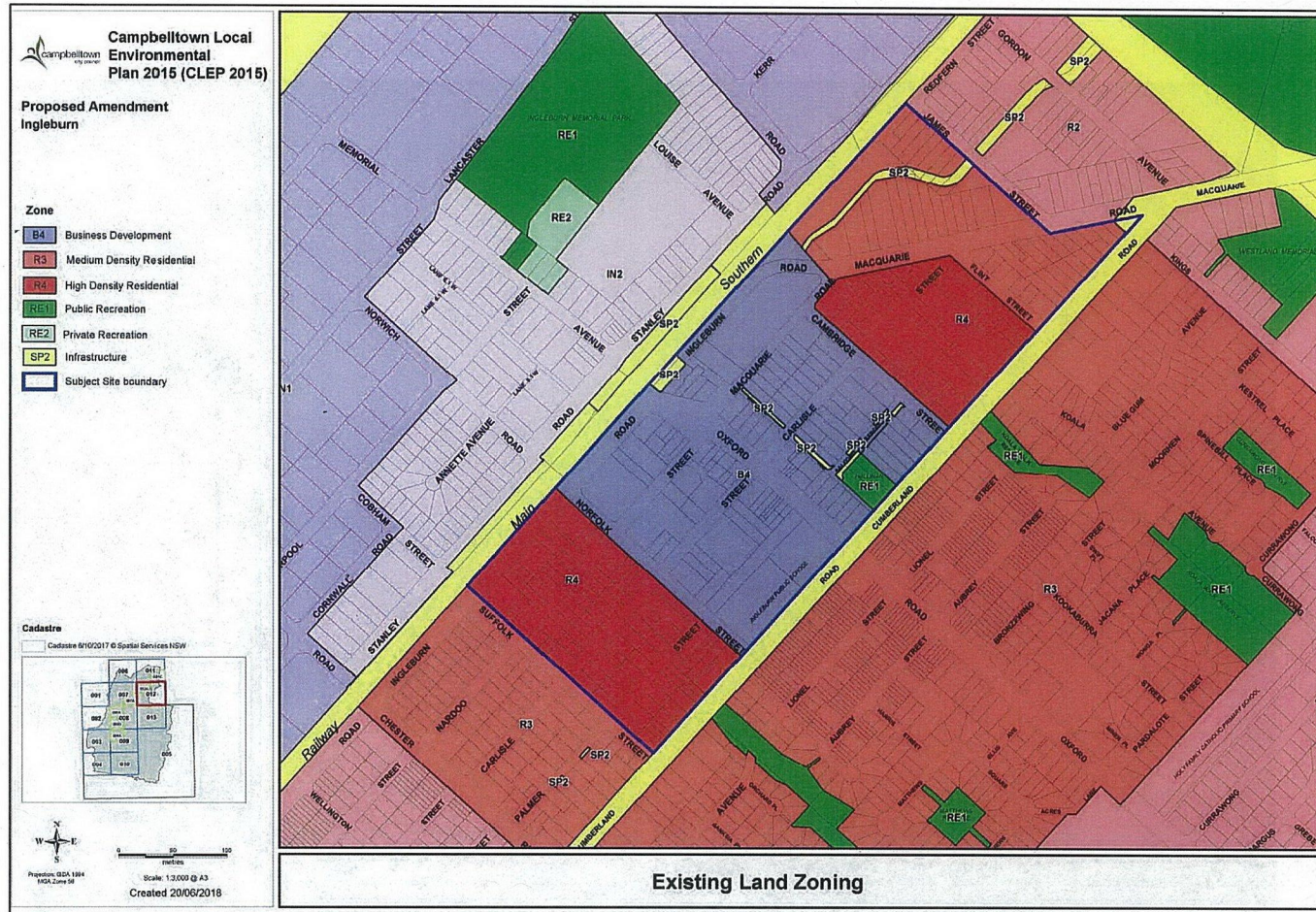


**Map 1.2 Aerial Photo of the Subject Site**



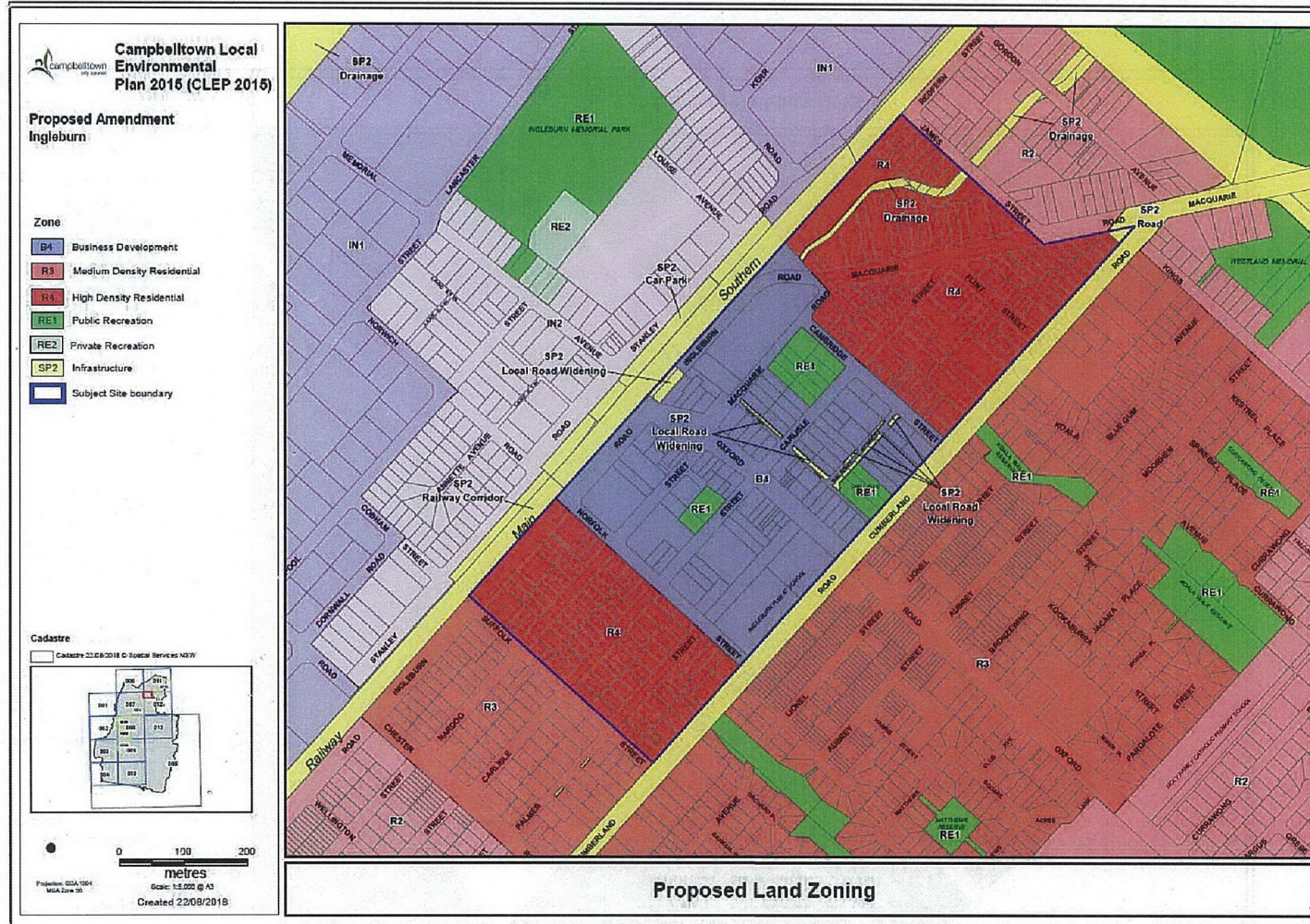


Map 1.3 Existing Zoning Map under the CLEP 2015



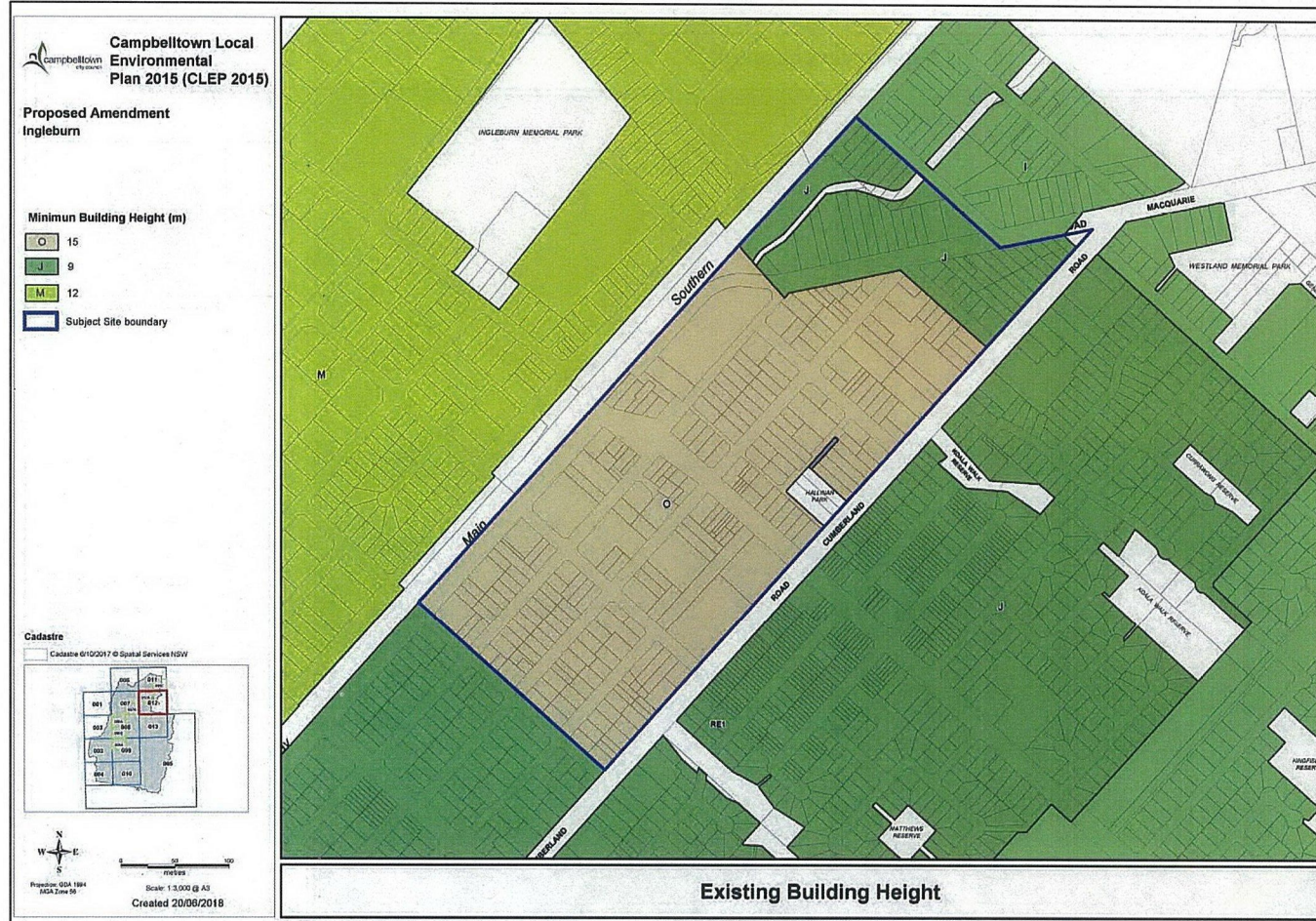


Map 1.4 Proposed Zoning Map under the CLEP 2015



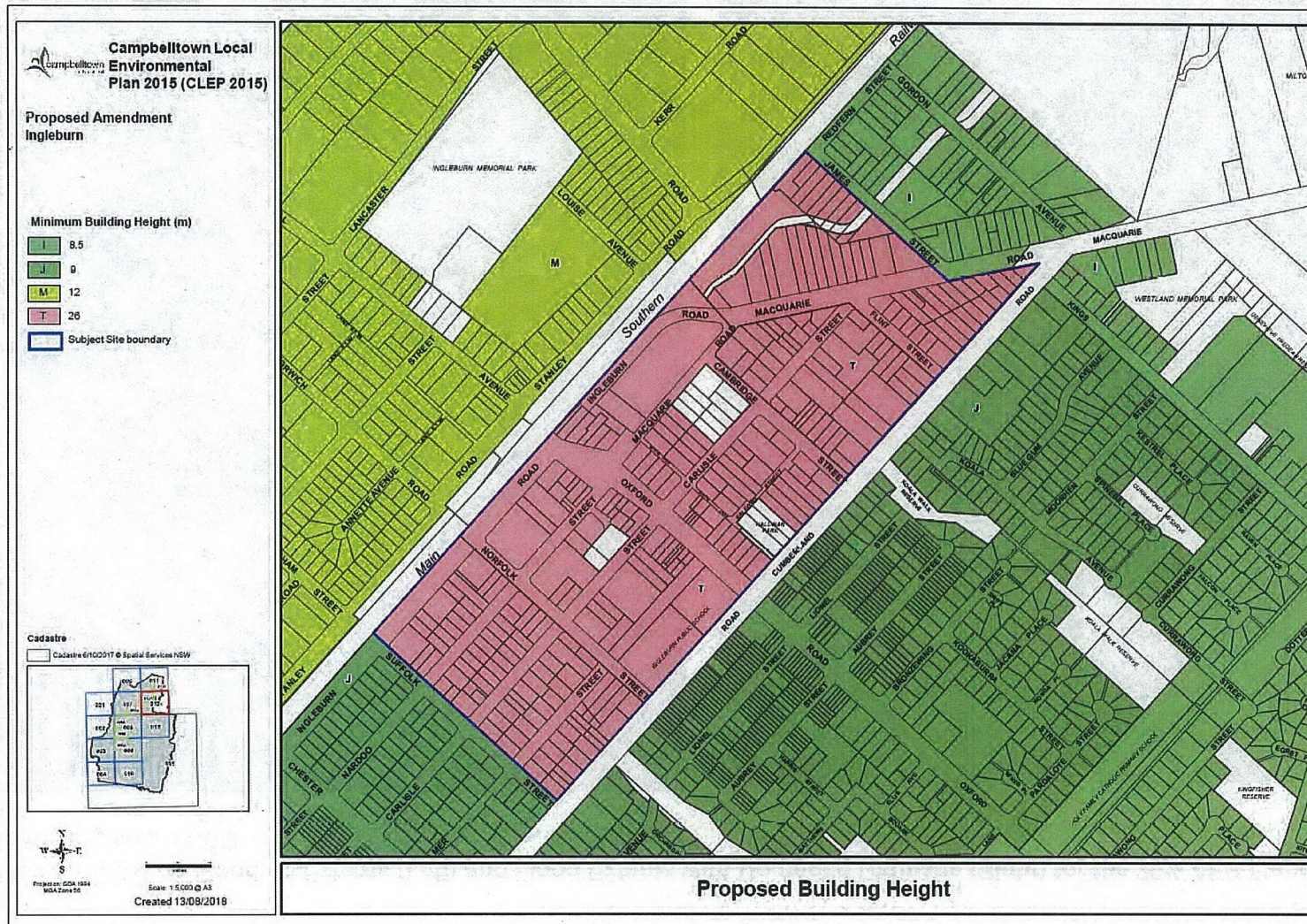


Map 1.5 Existing Height Map under the draft CLEP 2015



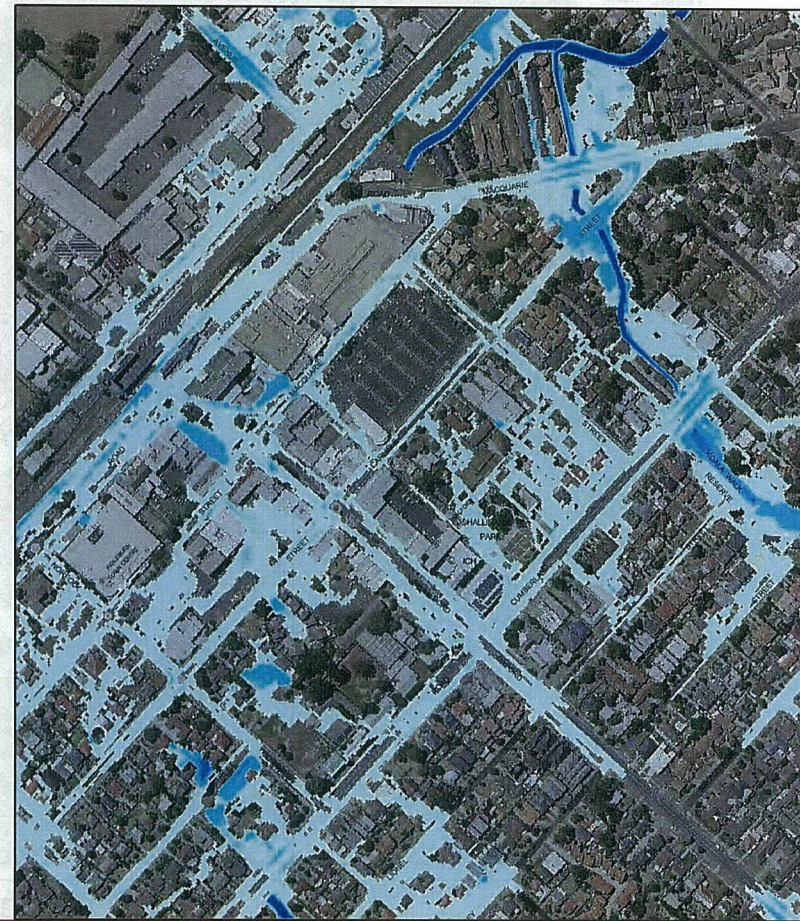
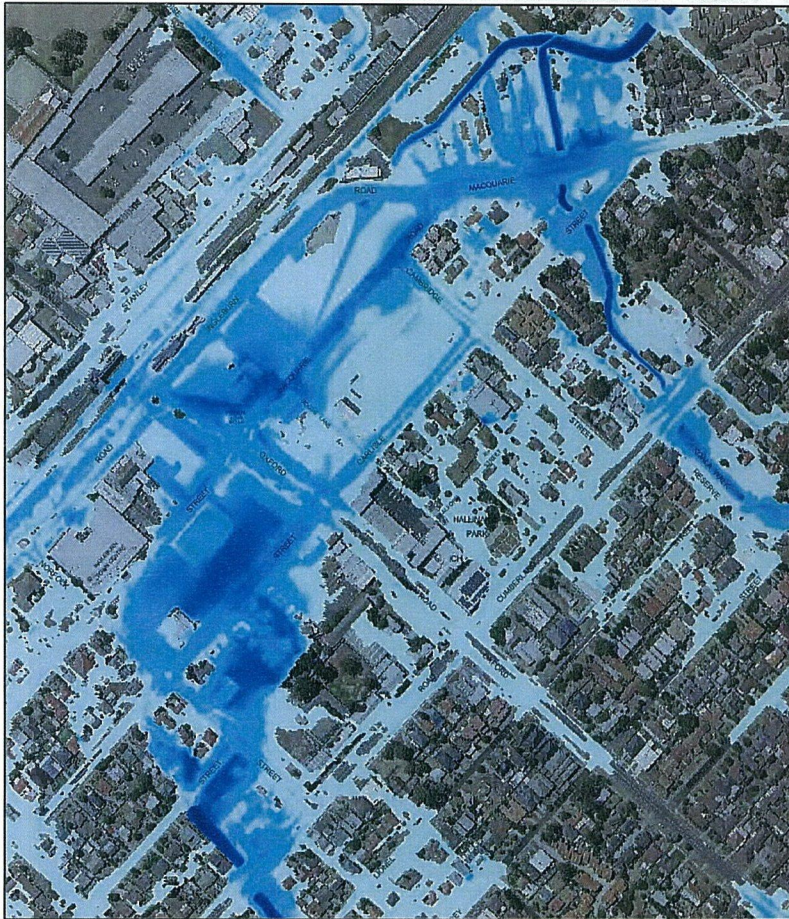


**Map 1.6 Proposed Height of Buildings Map under the CLEP 2015**





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





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

