



21 May 2021

TfNSW Reference: SYD20/00405/02  
Council Reference: 634/2020/E-PP

Ms Lindy Deitz  
General Manager  
Campbelltown City Council  
PO Box 57  
CAMPBELLTOWN NSW 2560

Attention: Graham Pascoe

Dear Ms Deitz,

### **THE MEADOWS: INGLEBURN GARDENS ESTATE - PLANNING PROPOSAL**

Transport for NSW (TfNSW) appreciates the opportunity to comment on the above planning proposal referred by Council in correspondence dated 28 April 2021.

It is understood that the 37ha Ingleburn Gardens Estate currently consists of approximately 505 community title residential lots with associated landscaping, 2 community facilities, a childcare centre and associated infrastructure.

The planning proposal intends to amend the Campbelltown Local Environmental Plan 2015 (CLEP 2015) for the currently vacant 5,600m<sup>2</sup> subject site, being Lot 39 DP 280076, in the south-east portion of 'The Meadows' that makes up part of the Ingleburn Gardens Estate (Stage 12), to facilitate an increase in dwelling yield and resolve the residual land parcel resulting from an earlier subdivision. In particular, it seeks to:

- change the land use zone of Lot 39 from RE2 Private Recreation (which was originally intended to be an acoustic buffer for the M31 Highway and which is identified as a landscaped strip identified in the corresponding masterplan), to R3 Medium Density Residential to be maintained under the existing community title scheme; and
- introduce a maximum building height of 9m to the R3 Medium Density Residential land proposed.

It is noted that the Estate is subject to a site-specific Development Control Plan (DCP), and the masterplan concept will require updating as a result of the LEP amendment if it progresses, to be exhibited concurrently with the Planning Proposal. TfNSW supports this approach to ensure increases above Council's anticipated 22 dwelling yield does not occur unless impacts and mitigation have been considered. Amenity, open space, noise and other considerations also need to be identified in the DCP for future residential development on Lot 39.

TfNSW has reviewed the submitted documentation in relation to this planning proposal and provides other detailed comments at **Attachment A** for Council's consideration.

Should you have any questions or further enquiries in relation to this matter, Supun Perera would be pleased to assist you via email at [supun.perera@transport.nsw.gov.au](mailto:supun.perera@transport.nsw.gov.au).

#### **Transport for NSW**

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Yours sincerely,

Cheramie Marsden  
**Senior Manager Strategic Land Use**  
**Land Use, Network & Place Planning, Greater Sydney**

**Attachment A: TfNSW Comments on 'The Meadows: Ingleburn Gardens Estate'**  
**Planning Proposal**

(Provided 21 May 2021)

**Construction Vehicle Access**

The proposal would facilitate the development of an additional 22 lots, there is unlikely to be any noticeable traffic impacts. Vehicle access to the site, at all stages, must be obtained via the local roads (i.e. Ingleburn Gardens Drive).

**Noise Wall Matters**

It is important that noise considerations are adequately addressed in the planning proposal stage as otherwise they risk becoming an impost on TfNSW's Noise Abatement program. Accordingly, below are some comments from a noise perspective:

- The noise wall is preferred (as opposed to higher levels of architectural treatments) as a first line of defence from an acoustic perspective, as it improves external acoustic amenity.
- It is recommended that the wall should be returned at the northern end as dwellings to the north will be exposed to higher levels of traffic noise.
- The acoustic report nominates a sound reduction index of 28 for the noise wall. TfNSW recommends an Rw noise reduction index of 31.0 where noise reductions of more than 10 dBA are required, consistent with the TfNSW's Specification R271 – "Design and construction of noise walls".
- The acoustic assessment is based on traffic levels observed in 2019. The report and mitigation measures should also factor in traffic growth, at least to the time that the dwellings are placed on the market.
- Although an acoustic assessment has been undertaken during this early planning phase, it is recommended that there is a requirement that the acoustic design of noise treatments, including architectural treatments be reviewed during the detailed design phase, as it is during this time that details in relation to footprint, setbacks, construction types, roof types, location of habitable spaces and glazing extents are bedded down. The minimum acoustic requirements should meet the Infrastructure SEPP requirements.
- Mechanical ventilation must be considered where Infrastructure SEPP requirements are exceeded when windows are open.
- TfNSW notes the reference to Infrastructure SEPP Clause 87 (rail) within the noise report. However, it is noted that the correct Clause is 102.

**Additional Traffic Generated by the Proposal**

- It is noted that the current traffic report does not consider the connection to Campbelltown Road via the New Breeze development (which is yet to open) in the models. While this would alter the current assessment, it could be addressed at the subdivision stage.