Submission to the Greater Sydney Commission on the Draft South West District Plan

Prepared for: Ingleburn Chamber of Commerce and Industry Inc.

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Ingleburn Chamber of Commerce and Industry Inc.
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</tbody>
</table>
# Table of Contents

1.0 Overview ................................................. 1

2.0 Ingleburn as a District Centre ......................... 2
  2.1 District Centre criteria ................................. 2
  2.2 Supporting housing targets ......................... 4
  2.3 Summary .................................................. 4

3.0 Infrastructure ............................................ 5
  3.1 Georges River Parkway ............................... 5
  3.2 Corridor between Georges River Parkway and Camden Valley Way ................................. 7
  3.3 Road connection between Ingleburn and Minto Industrial Areas .................................. 8
  3.4 Connection from Denham Court Road to Hume Highway and Memorial Avenue ............... 8
  3.5 Links to Western Sydney Airport .................... 8
  3.6 Summary .................................................. 10

4.0 Conclusion ............................................... 11
1.0 Overview

On 21 November 2016, the Greater Sydney Commission (GSC) released for public comment the draft District Plans which aim to guide the future sustainable growth of Sydney through to 2036. The GSC also released a Draft Amendment to the Sydney Metropolitan Plan, A Plan for Growing Sydney titled *Towards our Greater Sydney 2056*.

The role of the draft District Plans will be essential in setting the guiding principles for the growth of dwellings and jobs.

As a key strategic planning document, the South West District Plan must give clear, unambiguous messages supporting the location for the delivery of future housing, green open space, infrastructure as well as employment.

Ingleburn Chamber of Commerce and Industry Inc. (the Chamber) has commissioned this report to highlight its support of the District Plans, but to also suggest amendments which are intended to help make Ingleburn a more liveable and economically viable centre, and to also reflect its significance to the future development of the South West District.

This report focuses on the matters of designating Ingleburn as a District Centre and improving infrastructure provision and connectivity.

We make the following recommendations to improve the draft South West District Plan:

**Recommendation 1**

Ingleburn should be recognised within the South West District Plan as a District Centre.

**Recommendation 2**

Infrastructure connectivity between Ingleburn and the wider District, particularly east-west connectivity, should be improved to provide efficient transport to serve its residents and customers. This is to be achieved by providing new east-west and north-south transport links.

We have provided suggested amendments to the draft South West District Plan to support these recommendations.
2.0 Ingleburn as a District Centre

As outlined in the draft District Plan, the population of the South West District is forecast to grow to over 1 million people by 2036.

Ingleburn already plays a significant role in the South West District and the increasing population will only add to this significance. It is the second largest centre in the Campbelltown LGA, outside of Campbelltown / Macarthur. It is an existing retail, commercial and services centre for a broad catchment of industrial businesses and residents.

Ingleburn is located adjacent to the southern railway line and Hume Highway and is currently the only centre with a large range of retail, commercial and community services between Liverpool and Campbelltown. The centre contains two shopping complexes (Ingleburn Town Centre and Ingleburn Fair), numerous retail and retail outlets and essential services including medical, banking and dental. Ingleburn Fair is the main shopping complex which provides major commercial facilities to residents in the surrounding area. The complex is currently undergoing a major redevelopment and is to be renamed the Ingleburn Village Shopping Centre. Ingleburn also contains government services such as Centrelink, Youth and Community Services and Health.

It is evident that Ingleburn is an important centre within the South West District. However, the District Plan fails to identify Ingleburn as a District Centre.

2.1 District Centre criteria

The District Plans define District Centres as playing a significant district role due to the presence of one or more of the following characteristics:

- the scale of retail activity, generally over 50,000 square metres of floor space
- the presence of health and education facilities that serve the district and the local community
- the level of transport services
- generally have between 5,000 and 10,000 jobs.

Ingleburn Centre satisfies more than one of these criteria and therefore should be designated as a District Centre.

Ingleburn is far larger than a local centre, with a gross floor area of approximately 26,000 square metres. Campbelltown Council’s existing zoning for Ingleburn reinforces its importance within the District. This zoning will allow the centre’s footprint to increase substantially. This was reinforced by the release of the Ingleburn Precinct, Land Use and Infrastructure Analysis as part of the Glenfield to Macarthur Urban Renewal Corridor Strategy by Department of Planning and Environment in 2015. This strategy currently on exhibition, identifies land to the west of the railway line for retail and commercial development.

The centre currently contains a number of commercial buildings and services within walking distance of Ingleburn railway station. It is a well-developed centre with many health and
education facilities that serve the District. Further, the centre is conveniently located halfway between the Strategic Centres of Liverpool and Campbelltown, making it a viable and appropriate location as a District Centre.

Ingleburn Centre has multiple public transport access options. The Southern and East Hills railway line provides direct services to Liverpool, Parramatta, Sydney and Sydney Airport. Bus services provide additional linkages to the surrounding suburbs and to Campbelltown and Liverpool.

Ingleburn is a major centre for jobs. These jobs are located in retail and commercial areas and community uses situated east of the railway; and in warehouse, manufacturing and logistics enterprises situated west of the railway.

It is reasonable to consider these areas as comprising the whole Ingleburn Centre because of:

- the excellent access afforded by the railway and other public transport services, and
- the high potential for the employment areas on the western side to regenerate as a node for higher density employment uses in the future.

Data from the NSW Bureau of Transport Statistics show that the broader Ingleburn centre contained more than 10,000 jobs in 2011 as shown in Figure 1 below.

Source: Bureau of Transport Statistics

**Figure 1: Number of Jobs in Ingleburn**
2.2 Supporting housing targets

The proposed minimum housing target for the South West District for the five-year period to 2021 is 31,450, and 143,000 for the 20-year period to 2036. The South West District is home to a number of Priority Growth Precincts and urban renewal projects through which a significant amount of these housing targets will be met. As a key centre along the Glenfield to Macarthur priority growth corridor, Ingleburn has potential to supply a substantial amount of higher density housing in the short to medium term.

The Draft District Plan not only calls for increased housing supply but also outlines that there needs to be increased housing diversity close to public transport and close to where people work. As outlined in Section 2, Ingleburn is not only an important commercial centre, but it is also a centre for employment. Housing in and around centres such as Ingleburn is important when looking at the priorities and goals of the District Plans.

 Provision of increased housing supply through infill development and renewal in Ingleburn has the potential to capitalise on its established commercial and service facilities as well as its convenient location close to efficient public transport and employment. This could help grow Ingleburn as an important centre in the South West District.

The designation of Ingleburn as a District Centre will provide momentum for Ingleburn to be developed for a range of housing types and densities that will make a major contribution to the District growth targets.

2.3 Summary

Identifying Ingleburn as a District Centre will solidify its status and importance within the District. District Centres will be the focus of jobs and housing growth. They are likely to be the beneficiaries of increased State and Federal infrastructure funding as well as funding for urban renewal. They are also likely to result in further private capital injection and hence development.

The above factors in our view provide a compelling case for Ingleburn to be designated a District Centre in the South West District. Ingleburn is regularly referred to as Campbelltown’s second CBD by Campbelltown City Council officers and Councillors. It is Campbelltown LGA’s second largest centre, and is the second largest centre on the key Glenfield to Macarthur Corridor that has been identified for significant housing growth.
3.0 Infrastructure

As identified in the District Plan, transport access is critical for the success of achieving the housing and jobs targets. Transport will also be critical to the success of Ingleburn’s continued development as a services and jobs centre. The draft District Plan states that investment in new infrastructure such as roads, public transport and utilities is core to the District’s prosperity. As a potential District Centre, Ingleburn has excellent existing infrastructure connections, but there is much scope to improve the connections to enable more economic development.

One of the main actions from the District Plans is to align land use planning and infrastructure planning. This is essential for the continued, sustained growth of the South West District. With increased transport links, Ingleburn is well placed to serve the growing catchment population located in Campbelltown, Liverpool, and the South West Priority Growth Area to the west. Currently, Ingleburn is supported by major road infrastructure including the M31, M5 and M7 motorways. However, there are transport and infrastructure improvements which can be made to enhance Ingleburn’s connection to not only nearby centres in the South West District, but also to the Greater Sydney Region.

3.1 Georges River Parkway

The Georges River Parkway is a preserved road corridor to enable a potential north-south road located along the western side of the Georges River. This road would extend from Glenfield/M5 in the north through to St Helens Park in the south and link with Spring Farm Parkway as shown at Appendix A.

Campbelltown Local Environmental Plan 2014 identifies a corridor for this purpose zoned “SP2 infrastructure – future transport corridor” as shown in Figure 2 over the page.
Figure 2: Map showing location of Georges River Parkway corridor

This corridor, when it is developed with transport infrastructure, will form a major transport connection within the Campbelltown area and should be identified within the District Plan. Section 3.3.1 of the Draft District Plan identifies opportunities for improving District significant east-west and north-south connectivity. Georges River Parkway is an important proposed north-south connection with the South West District. It has the potential to remove congestion and significantly increase the capacity of the existing network.

With the Moorebank Intermodal Terminal being constructed to the north, and the new release areas of Menangle Park and Mount Gilead being planned to the south, the Parkway will be essential in providing an extra north-south relief route for the M31 Motorway.

The Georges River Parkway is also highlighted with Transport for NSW’s Long Term Transport Masterplan as seen in Figure 3. It is considered necessary to include this future road with the District Plan to ensure consistency between strategic documents as per the GSC priorities.
Source: Transport for NSW – NSW Long Term Transport Master Plan 2012

Figure 3: Protected Transport Corridors within Sydney
Linkages between Georges River Parkway and the proposed Spring Farm Parkway

3.2 Corridor between Georges River Parkway and Camden Valley Way

The few cross-railway vehicular connections is one of the challenges currently facing the future development of Ingleburn centre. To assist in identifying possible routes through the centre, the Chamber prepared a road strategy in July 2014, which illustrated the location of future corridors in the Ingleburn area. This strategy, as seen in Figure 4 and at Appendix B, proposes an east-west road connection through Ingleburn which connects the Georges River
Ingleburn Chamber of Commerce and Industry Inc.
Submission to the Greater Sydney Commission on the Draft South West District Plan

Parkway to Camden Valley Way via St Andrews Road. This would connect the centre to the Northern Road and enhance connectivity to the future Western Sydney Airport.

As stated above, Ingleburn is a thriving centre with local services and facilities as well as employment opportunities. Considering the scale of development occurring along Camden Valley Way as part of the South West Priority Growth Area, it is essential for the sustainable growth of the District that a convenient connection be provided to the services and employment opportunities in Ingleburn Centre.

Identification of this east-west route within the District Plan would benefit the wider Campbelltown LGA and the overall District. This corridor would likely ease traffic congestion on other east-west connections within the LGA, whilst at the same time providing much needed linkages to Ingleburn railway station and public transport connections to incoming residents along the middle sections of Camden Valley Way.

### 3.3 Road connection between Ingleburn and Minto Industrial Areas

Both Ingleburn and Minto contain large industrial areas which provide significant employment in the South West District, but also mean that there are many heavy vehicles in the area. Currently, there are issues with congestion along Campbelltown Road due to these heavy vehicles.

A new north-south connection proposed by the Chamber (as shown in Figure 4 and Appendix B) would help alleviate congestion along this route and would also provide for access for heavy vehicles from Ingleburn through to Leumeah and then onto the east-west route being developed for Badgally Road. This route is essential for the sustained growth of not only Ingleburn, but also the South West District. Heavy vehicles congest roads and reduce capacity. By providing an alternative more direct route between industrial areas, capacity along Campbelltown Road can be increased, and help achieve the District Plan’s goal for a 30-minute city.

### 3.4 Connection from Denham Court Road to Hume Highway and Memorial Avenue

The existing road network provides an opportunity to create an additional east-west road connection. This would connect Denham Court Road into the Hume Highway and ultimately with Memorial Avenue in the Ingleburn Precinct. This connection is shown on the map in Figure 4 and Appendix B.

### 3.5 Links to Western Sydney Airport

The South West District is well positioned to take advantage of economic opportunities and investments in Western Sydney.

Western Sydney Airport will be a game changer for not only Western Sydney but for the entire Greater Sydney Region. Western Sydney Airport will provide a catalyst for increased employment in Western Sydney due to planned $3.6 billion road upgrades, many of which
are already under construction. Links to Western Sydney from Ingleburn will benefit employment in the area. Increased north-south links along Georges River Parkway will open Ingleburn to increased access opportunities to and from Western Sydney Airport.

Current access to Ingleburn from Western Sydney Airport is limited and will need to be substantially enhanced to enable Ingleburn and other centres to grow as strategic centres and hubs of employment and economic activity. Enhanced east-west links, together with enhanced linkages between Ingleburn and Minto industrial areas would improve overall connectivity between not only Ingleburn but Leumeah, Minto, Campbelltown to Western Sydney Airport.

Further to an increase in employment opportunities in the South West District, there are also likely to be increased freight and logistics movements associated with Western Sydney Airport. The South West District will become much more important in terms of increasing people and goods. Thus, increased connectivity to relieve congestion and to maximise Ingleburn’s employment and growth potential will be required.

Source: Google Maps as amended by GLN Planning

**Figure 4: Key transport links**
3.6 Summary

Investments in transport infrastructure will not only strengthen Ingleburn centre it will also help to strengthen and grow employment and diversity of employment choice in the Ingleburn centre. The Draft Plans need to identify key east-west and north-south transport links to ensure the continued growth and sustainable development of Ingleburn centre.
4.0 Conclusion

The Chamber welcomes the release of the Draft District Plans and commends the Greater Sydney Commission on the work that has been done in such a short space of time to bring these plans to fruition.

However, in the case of the Draft South West Plan, and in particular the Ingleburn centre, there are transport infrastructure corridors and connections that need to be identified to ensure the future success of the Ingleburn Centre and the surrounding South West District.

Ingleburn is more than a local centre and its identification as a District Centre has the potential to enhance its growth and its importance within the South West District.

This submission recommends that the draft District Plan be amended to account for these matters.
• APPENDIX A

Campbelltown LGA Draft Strategic Outline Plan
• APPENDIX B

Ingleburn Road Strategy Plan
Ingleburn Road Strategy Plan

Plot Date: JAN 2014

Issue A

Planning concept

Amendment

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Job No.

Checked

For

Ingleburn Chamber of Commerce & Industry Inc

Title

At

INGLEBURN

Proposed

Sheet

Scale

Site Plan

Date

Designed

Drawn

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JAN 2014

JAN 2014

MAR 2014

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Updated Final issue

JUNE 2014

E

Updated revision

JULY 2014

LINKING CAMDEN VALLEY THROUGH TO THE GEORGES RIVER PARKWAY VIA ST ANDREWS ROAD

GEORGES RIVER PARKWAY

NEW SOUTH BRIDGE OVER RAILWAY LINE TO LINK EAST & WEST ROADS TO INGLEBURN

LINK MINTO INDUSTRIAL ESTATE FROM BEN LOMOND ROAD TO INGLEBURN INDUSTRIAL ESTATE STENNETT ROAD

LINK LANCASTER ROAD THROUGH CHESTER ROAD TO GEORGES RIVER PARKWAY

MULTI-DECK COMMUTER CAR PARK EITHER SIDE OF THE RAILWAY STATION

BUSWAY LINK FROM BERNERA ROAD, CROATIA AVENUE, M' DONALD ROAD WILLIAMSON ROAD & LANCASTER ROAD TO INGLEBURN STATION

LINKING CAMPBELL TOWN ROAD TO CAMBRIDGE AVENUE

MAJOR NEW BRIDGE OVER RAILWAY LINE TO LINK EAST & WEST SIDES OF BOTH INGLEBURN & MINTO

NEW SOUTH BRIDGE OVER RAILWAY LINE TO LINK EAST & WEST ROADS TO INGLEBURN

LINK MINTO INDUSTRIAL ESTATE FROM BEN LOMOND ROAD TO INGLEBURN INDUSTRIAL ESTATE STENNETT ROAD

DENHAM COURT ROAD & BROOKS ROAD LINKING TO WILLIAMSON ROAD AND LANCASTER ROAD TO INGLEBURN STATION

VERY FAST TRAIN LINK FROM MELBOURNE TO SYDNEY VIA CANBERRA

LINKING CAMPBELL TOWN ROAD TO CAMBRIDGE AVENUE