



SUBMISSION TO GREATER SYDNEY COMMISSION - Draft Western City District Plan

Ingleburn Chamber of Commerce and Industry Inc



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By



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Table of Contents

Overview	v
1 Ingleburn as a Strategic Centre	1
1.1 Ingleburn's importance within the District	2
1.2 Ingleburn and the Aerotropolis	3
1.3 Demographic trends in Ingleburn	4
1.4 Supporting housing targets	5
1.5 Summary	5
2 Need for a hierarchy of centres	6
2.1 Summary	6
3 Infrastructure connectivity	7
3.1 Georges River Parkway	7
3.2 Corridor between Georges River Parkway and Camden Valley Way	9
3.3 Road connection between Ingleburn and Minto Industrial Areas	10
3.4 Connection from Denham Court Road to Hume Highway and Memorial Avenue	11
3.5 Links to Western Sydney Airport	11
3.6 Summary	11
4 Conclusion	12

Figures

Figure 1	Location of Ingleburn between Liverpool and Campbelltown-Macarthur	2
Figure 2	Number of Jobs in Ingleburn	3
Figure 3	Industrial and urban services land in the Western City District	4
Figure 4	Map showing location of Georges River Parkway	8
Figure 5	Protected transport corridors within Sydney	9
Figure 6	Key transport links	10

Appendices

Appendix A: Campbelltown LGA Draft Strategic Outline Plan
Appendix B: Ingleburn Road Strategy Plan



Overview

In September 2017, the Minister for Planning and Housing announced that the South West District and the West District would merge to become the Western City District. This district would better facilitate for future planning around the Western Sydney Airport.

The new Western City District encompasses eight local council areas and the merger reflects the importance placed on the region's future opportunities by the State Government. On 26 October 2017, the Greater Sydney Commission (GSC) released for public comment the revised draft Western City District Plan which aims to guide local councils to develop their local environmental plans.

The revised draft District Plans were released shortly after the draft Greater Sydney Region Plan which aims to guide Greater Sydney to become three connected cities over the next 40 years. Released concurrently with this was the Government's Future Transport 2056 and Infrastructure NSW's State Infrastructure Strategy to integrate land use, transport and infrastructure across the region.

The purpose of the revised draft Western City District Plan is to guide the location for the delivery of future housing, green open space, infrastructure as well as employment. It is a 20-year plan to manage growth and sits within a longer 40-year vision for the Greater Sydney Region.

Ingleburn Chamber of Commerce and Industry Inc. (the Chamber) has commissioned this report to express its support for the District Plans generally and the Western City District Plan in particular, 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 Western City District.

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

Figure 1 Location of Ingleburn between Liverpool and Campbelltown-Macarthur

The centre contains two shopping complexes (Ingleburn Town Centre and Ingleburn Village), numerous retail and retail outlets and essential services including medical, banking and dental. Ingleburn Fair, now renamed Ingleburn Village Shopping Centre, is the main shopping complex which provides major commercial facilities to residents in the surrounding area. The complex recently underwent a major redevelopment and was reopened in December 2017. Ingleburn also contains government and council services such as Centrelink, Youth and Community Services, Health and a major library.

This makes Ingleburn far more than just a local centre. With ongoing redevelopment of its centre, its strong transport links to the wider District and its importance to local residents, it is well positioned to be identified as a strategic centre within the Western City District.

1.1 Ingleburn's importance within the District

Campbelltown City Council's existing zoning for land in Ingleburn centre reinforces its importance within the District. This zoning will allow the centre's footprint and housing development 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, identifies land to the west of the railway line for retail and commercial development to complement the existing business centre that is focused on the east side of the railway.

The centre 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 strategic centre.

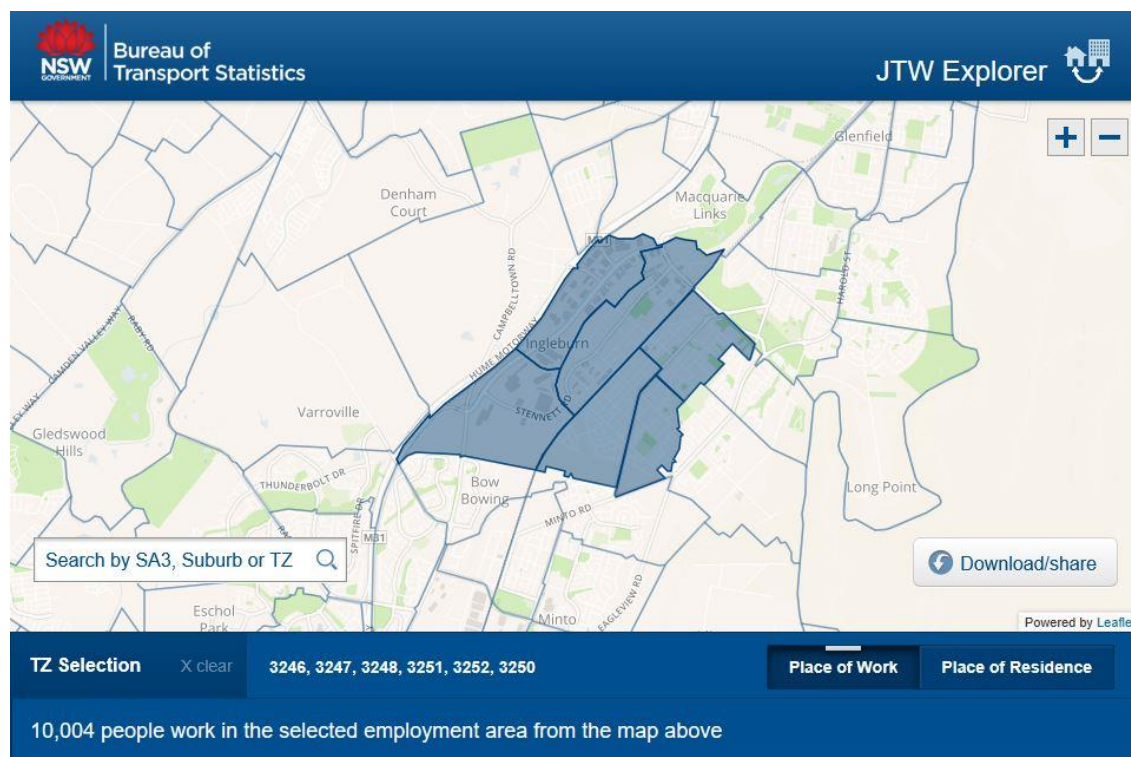
Ingleburn Centre has multiple public transport access options. The Southern and East Hills railway line provides direct services to Liverpool, Parramatta, Sydney and Sydney Airport. Bus services provide additional linkages to the surrounding suburbs and to Campbelltown and Liverpool.

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 2 below.



Source: Bureau of Transport Statistics

Figure 2 Number of Jobs in Ingleburn

1.2 Ingleburn and the Aerotropolis

The revised draft Western City District Plan places a strong emphasis on the importance of Western Sydney Airport as a catalyst for growth and development for the entire District. As the Aerotropolis takes shape over the coming years, surrounding centres will support the airport and employment activities. Ingleburn is currently a centre of advanced manufacturing including aviation which will be one of the key areas of job growth in the Western City District.

The journey to work data outlines that the majority of work trips to Ingleburn originate from Campbelltown with some travelling from as far north as Penrith. This trend is likely to increase in the future with the establishment of the Aerotropolis and the importance of employment in industrial hubs such as Ingleburn growing.

As outlined in the revised draft District Plan, Ingleburn is the sixth largest industrial and urban services precinct in the Western City District. Ingleburn is currently the third largest established industrial and urban services centre (Figure 3) with undeveloped land available for further expansion. This puts Ingleburn in a strategically strong position as an employment hub supporting the future Aerotropolis and the Western City District economy generally.

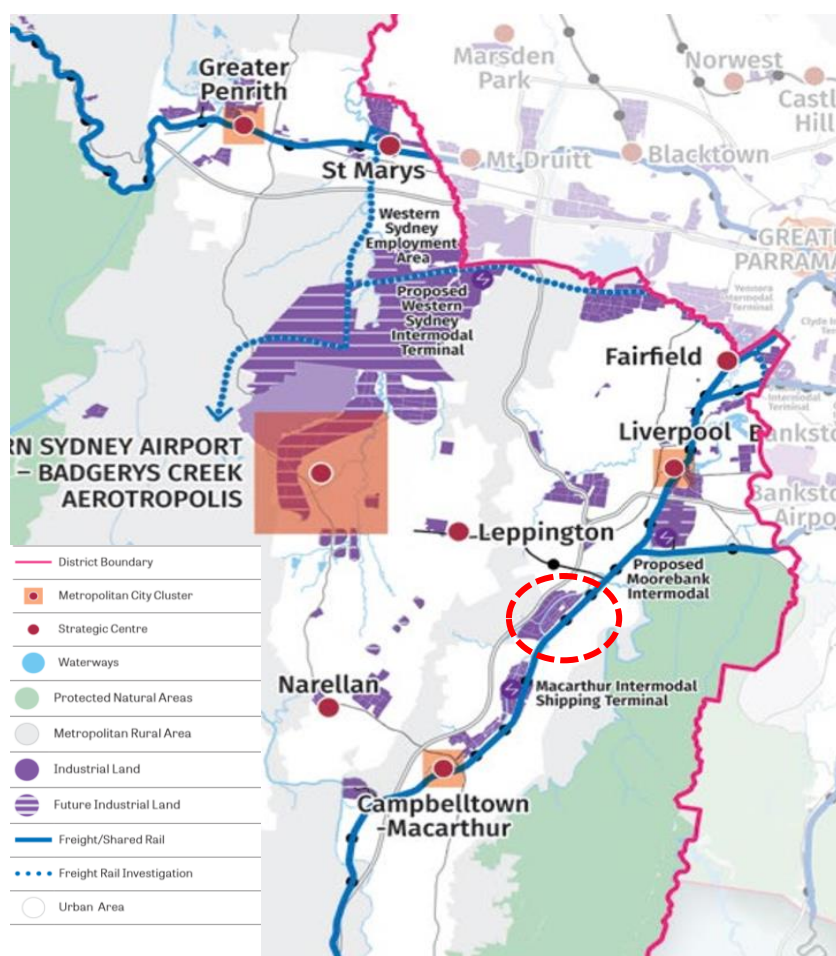


Figure 3 Industrial and urban services land in the Western City District

1.3 Demographic trends in Ingleburn

The 2016 Census highlighted a number of trends regarding the population of Ingleburn. These trends are important when considering future growth and the need for facilities and infrastructure. Ingleburn has a high youth population with more than 26% of the population aged 20 years and below. As this population ages, employment opportunities will be a key factor in retaining them.

Census data reveals that residents in Ingleburn's are mainly employed in hospitals, aged care and services. This, together with the relatively highly skilled workforce means that there will be a growing demand for skilled employment in the area.

Public transport as a means of travel to work is high in the Ingleburn area with 25% of workers taking public transport to their place of employment. There is scope to improve on this with increased efficiencies in public transport between industrial and residential areas.

Efficient public transport is important for Ingleburn whether identified as a strategic centre or a local centre. All centres require efficient and reliable public transport to sustain their local economy and to help achieve the 30-minute city.



1.4 Supporting housing targets

The proposed minimum housing target for the Western City District for the five-year period to 2021 is 39,850, with 6,800 of this for Campbelltown LGA. The Western City 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. 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. More housing will help grow Ingleburn's importance in the Western City District.

The designation of Ingleburn as a strategic centre would 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.

1.5 Summary

Strategic centres will be the focus of transport, 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.

Identifying Ingleburn as a strategic centre will solidify its status and importance within the District. Ingleburn's young and growing population makes it an important centre in the Western City District. It has a key role to play in the establishment of the Aerotropolis and the achievement of housing targets and housing diversity in the 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.

The above factors in our view provide a compelling case for Ingleburn to be designated a Strategic Centre in the District.



2 Need for a hierarchy of centres

The revised draft District Plan has combined the West District and the South West District to form the Western City District. This District stretches from Campbelltown in the South to the Blue Mountains in the west, and to Hawkesbury in the North.

The previous draft District Plan saw Ingleburn located in the South West District and identified centres as being strategic and district centres. The revised draft District Plan identifies approximately 53 smaller local centres all of which vary in size and function together with six strategic centres and three metropolitan city clusters.

The absence of centre type of a scale greater than local centres and smaller than strategic centres is in our opinion a strategic shortfall in the revised District Plan. The Western City District covers a vast area, including the 'game changing' Western Sydney Airport but key priority growth areas, including an extra layer identifying district centres would bring a finer grain detail to the District Plan.

An extra centre type in the centre hierarchy would allow future planning in the District for both housing and infrastructure provision to be planned for with greater accuracy. Strategic centres as identified within the District Plan are largely well established centres in the District. Local centres are made up of a range of centres smaller in scale than strategic and metropolitan city clusters, but some are substantially smaller in scale than others.

The addition of an extra category of centres in the District would allow for greater definition of centres. That is:

- Metropolitan city clusters, which provide a range of health and education assets together with essential and non essential services and facilities,
- Strategic centres, which provide high levels of diverse employment, education including tertiary education, efficient public transport, services and healthcare facilities,
- Local centres which provide some employment, education, public transport, services and some healthcare provision,

and a new category:

- District centres which provide an intermediate between the larger more substantial centres and provide slightly lower level of employment, education, public transport, services and healthcare facilities than strategic centres yet provide a wider range of services and facilities than those found in local centres.

2.1 Summary

The addition of another level of centres in the District Plan would increase future efficiencies and allow for adequate planning for the future of all centres.



3 Infrastructure connectivity

As identified in the revised draft 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 revised 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 Strategic Centre, Ingleburn has good existing infrastructure connections, but there is much scope to improve the connections to enable more economic development. Designation as a Strategic Centre would raise Ingleburn's prominence in infrastructure planning decisions and funding allocations.

One of the main actions from the District Plans is to align land use planning and infrastructure planning and achieve the 30-minute city. This is essential for the continued, sustained growth of the Western City 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 District, but also to the Greater Sydney Region. These are discussed below.

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 and the M5 Motorway in the north through to St Helens Park in the south and link with the future Spring Farm Parkway as shown at Appendix A.

Campbelltown Local Environmental Plan 2014 identifies a corridor reserved for this future road as shown in Figure 4 over the page.

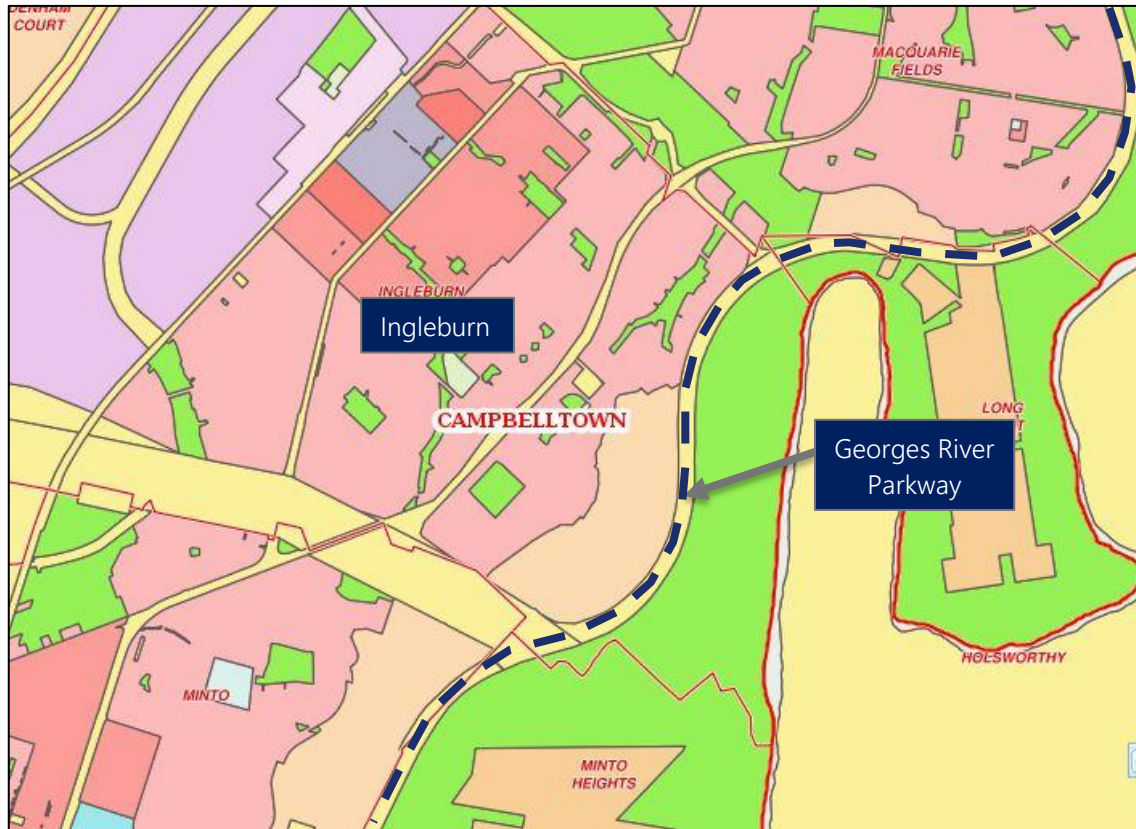


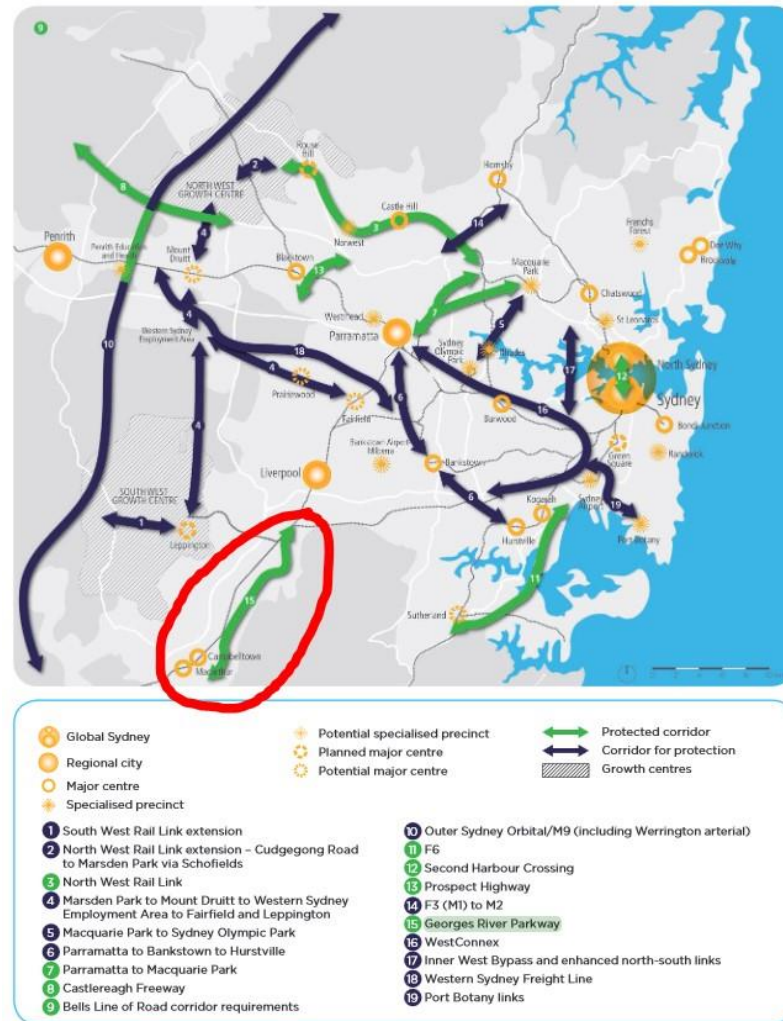
Figure 4 Map showing location of Georges River Parkway corridor

This corridor, when it is developed with transport infrastructure, will form a major transport connection within the Campbelltown area. Opportunities for improving significant east-west and north-south connectivity will be important for the District to grow and prosper and to support the proposed Western Sydney Airport. Georges River Parkway is an important proposed north-south connection within the Western City 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.

Section 2 of the revised draft District Plan identifies Planning Priority W1 as a city supported by infrastructure. The Georges River Parkway should therefore be identified as a future transport connection in the District Plan or the Future Transport Strategy.

The Georges River Parkway was included in Transport for NSW's Long Term Transport Masterplan (2012) (see Figure 5), but has not carried through to latest district, metro and transport plans. The revised draft District Plan does not explain why this strategic transport corridor, which has been fixture in planning schemes since the 1970s, has been removed.



Source: NSW Long Term Transport Master Plan (2012), figure 5.13

Figure 5 Protected transport corridors 2012

3.2 Corridor between Georges River Parkway and Camden Valley Way

The limited cross-railway vehicular access is one of the main challenges facing the future development and prosperity 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 6 and at Appendix B, proposes an east-west road connection (coloured purple) through Ingleburn which connects the Georges River Parkway to Camden Valley Way via St Andrews Road. This would connect the centre to the Northern Road and enhance connectivity to the Western Sydney Airport as outlined as one of the key priorities in the Future Transport Strategy 2056.



Source: Google Maps as amended by GLN Planning

Figure 6 Key transport links

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 in 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 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 coloured blue in Figure 6 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 recently completed Badgally Road - Gregory Hills Drive east-west route. This route is essential for the sustained growth of not only Ingleburn, but also the wider 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 6 and Appendix B.

3.5 Links to Western Sydney Airport

The South West of the Western City District is well positioned to take advantage of economic opportunities and investments across 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. 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 Western City District, there are also likely to be increased freight and logistics movements associated with Western Sydney Airport. The Western City 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.

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 District Plan need to identify key east-west and north-south transport links to ensure the continued growth and sustainable development of Ingleburn centre.



4 Conclusion

The Chamber welcomes the release of the revised draft District Plans for the newly formed Western City District and commends the Greater Sydney Commission on the work that has been done to bring these plans to fruition.

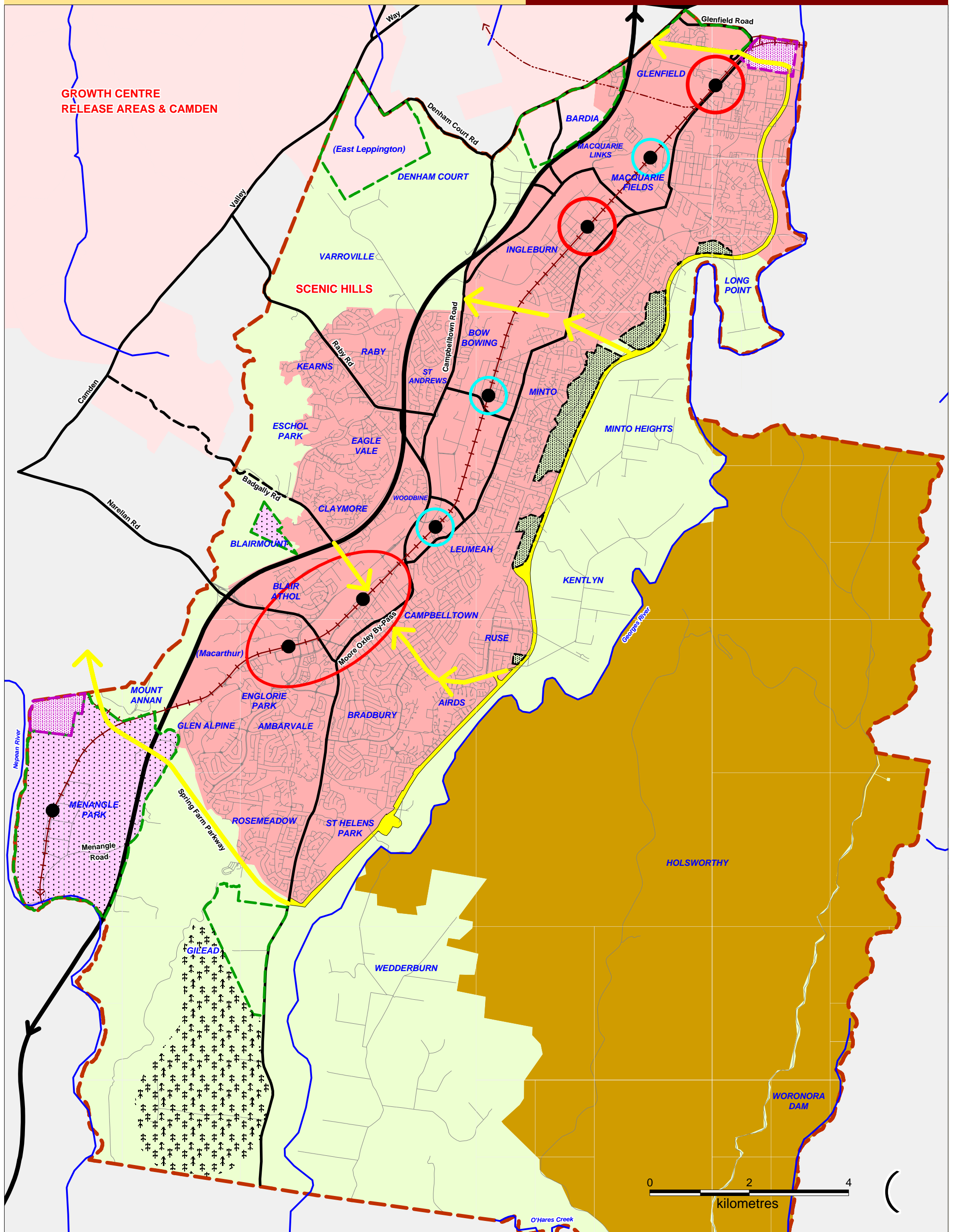
However, in the case of the revised draft Western City District Plan, and in particular the Ingleburn centre, there are transport infrastructure corridors and connections that need to be identified to ensure the future success of the Ingleburn Centre and the surrounding district.

Additionally, Ingleburn is more than a local centre and its identification as a Strategic Centre has the potential to enhance its growth and its importance within the Western City District.

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



APPENDIX A: CAMPBELLTOWN LGA DRAFT STRATEGIC OUTLINE PLAN



LEGEND:

Arterial Roads

Rail Line

Railway Station

LGA boundary

Areas Under Investigation
(Potential Industrial Lands)

Major Growth Nodes

Minor Growth Nodes

Holsworthy Military Reserve

Georges River Parkway (Proposed)

Areas under Investigation
(Transitional Environmental Lands)

Urban

Non Urban
(Scenic Environmental)

Greenfield Release Areas
(South West Growth Centre)

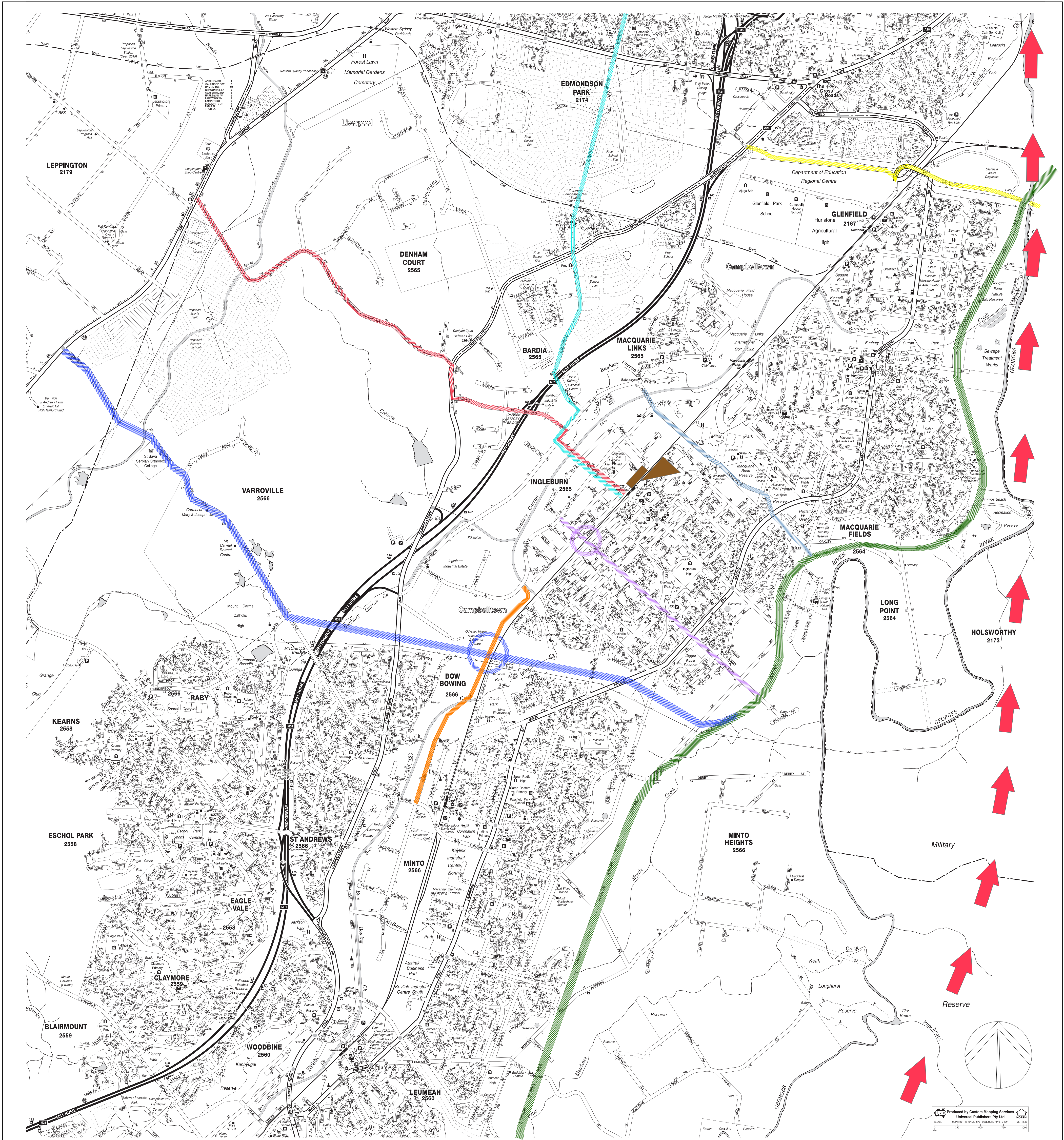
Greenfield Release Areas

Greenfield Release Areas
(Non Growth Centres)

Future Greenfield Release Area
(Campbelltown South)



APPENDIX B: INGLEBURN ROAD STRATEGY PLAN



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 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^C DONALD ROAD WILLIAMSON ROAD & LANCASTER ROAD TO INGLEBURN STATION

LINKING CAMPBELLTOWN ROAD TO CAMBRIDGE AVENUE

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

GEORGES RIVER PARKWAY

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 HENDERSON ROAD TO THE GEORGES RIVER PARKWAY

Issue	Amendment	Date
A	Planning concept	JAN 2014
B	Notations	MAR 2014
C	Final issue	MAR 2014
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Proposed
Ingleburn Road Strategy Plan

At
INGLEBURN

For
Ingleburn Chamber of Commerce & Industry Inc

Plot Date: 2/07/2014

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Title Site Plan

Designed RO	Drawn RO	Checked RO	Job No. E
Date JAN 2014	Scale 1:100.62	Sheet	01-14