



Document History and Status

Issue	Revision	Issued To	Qty	Issue Date	Author	Reviewed
1	1	Council	1	10/09/2014	ME	KN
2	1	Council	1	02/10/2014	ME	KN
2	2	Council	1	03/10/2014	ME	KN

Hunter Development Brokerage Pty Ltd
44 Church Street, Maitland NSW 2320
PO Box 40 Maitland NSW 2320
Tel: (02) 4933 6682, Fax: (02) 4933 6683, Email: admin@hdb.com.au

Printed:

File Reference: 14/031

Client: Campbelltown City Council

HDB Project Manager: Mathew Egan

Project Manager



Date..... 03/10/2014
14031 V2.2

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INTRODUCTION

Re-imagining the Possibilities

Ingleburn offers a unique sense of place to the local residents and the community of Campbelltown as a whole. A place with a rich independent history that has developed into the second CBD of Campbelltown and the focus of commercial and retail exchange in the north of the City.

This role and function is a critical element of Ingleburn's success both historically and moving forward. South West Sydney is planned to grow significantly over the next 30+ years. Emerging centres will offer new opportunities for businesses to grow and thrive with an ever increasing population base to support them.

Existing centres have, for now, a competitive edge. They are established, have strong links within the community, and have a history of providing for the needs of that community. With these competitive advantages in mind, Council is looking at ways to strengthen Ingleburn. The Structure Plan is intended to facilitate new growth opportunities for businesses, increase the residential population of Ingleburn and see the centre revitalised.

Over the past decade several growth plans have been put forward for Ingleburn. These plans have suggested a range of different scenarios, building heights, and development densities that could provide an opportunity for Ingleburn to grow. In each case there have been issues raised by the community, Council, and other organisations as to the suitability of the proposed changes. This has resulted in the controls that are currently in place. This combined with other factors such as the Global Financial Crisis have led to a lack of investment in the Centre over the past decade.

Campbelltown Council has sought to defy this reluctance with the development of the Ingleburn Library and Community Centre. The \$10M project, which also incorporated the upgrading of Hallinan Park, demonstrated to the community Council's long term commitment to Ingleburn. It also demonstrated to the business community and developers that Ingleburn will continue to be the focus of civic space within the northern part of the City.

The ideas put forward within this Plan seek to take into account the uniqueness of Ingleburn, its significant history, and the key elements which can be capitalised upon to foster new growth. It

also takes into consideration the feedback received over the course of the pre-consultation undertaken during March/April 2014.

The Plan seeks to develop a holistic approach that balances the desires of all the stakeholders underpinned by the following objectives, which the project seeks to achieve:

1. Provide for in-excess of 3,000 new dwellings and 6,000 new residents within the Ingleburn Centre and its surrounds;
2. Create the opportunity for the development of 25,000 sqm of new retail and commercial floor space to provide new jobs and local services for the existing and future population of Ingleburn; and
3. Identify opportunities to provide new areas of public recreation, public space, and community interaction.

The Role of a Structure Plan

A Structure Plan is founded upon a vision for the desired future development of a place. It establishes a planning and management framework to help guide development and land use decisions to achieve certain environmental, social and economic objectives. These objectives are necessary to ensure the change in the centre anticipated by Council and Government policy is managed appropriately. The Structure Plan also:

- enables the community and other stakeholders to actively participate in the consideration of the future appearance and function of the centre, ultimately helping to secure people's confidence in the centre's development.
- links broad strategic objectives outlined in Council and Government policies to the application of suitable mechanisms to facilitate appropriate development.

Structure planning is not a rigid one-size-fits-all process, but needs to be tailored to suit the specific needs of each individual centre. A Structure Plan also does not seek to answer all the issues that may arise. Rather, it sets an agreed upon direction which must then be further refined and tested through finer grained planning such as a Masterplan.





THE HISTORY OF INGLEBURN

Ingleburn Town Centre - 200 years of History

The land now known as Ingleburn was first granted to William Hall, William Neale, and Joshua Alliot in 1809. The area slowly grew over the next several decades and in 1869 a rail platform was constructed and given the name Macquarie Field Station. Following the release of land to the north, that was known as The Macquarie Fields Estate some 12 years later, a new name was sought for the station. Ingleburn was chosen and would go on to be adopted by the surrounding township when it began to develop in 1885. By 1896 Ingleburn had grown to in-excess of 2,000 people and the Ingleburn Municipal Council was established.

Over the next 50 years Ingleburn continued to grow slowly. Following WWII Ingleburn and Campbelltown Councils merged and, as Australia began to grow considerably due to the baby boom and an increase in overseas migration, Ingleburn began to grow



Oxford Road, Ingleburn
Source - Campbelltown City Council

significantly.

This was also the period that saw the release of the County of Cumberland Planning Scheme which had highlighted Campbelltown



Ingleburn Council Chambers
Source - Campbelltown City Council

as a satellite city within the Sydney metropolitan region with a projected population of 30,000 people.

From the early 1950s large housing projects began to be developed in the surrounding area. As the local area began to grow, Ingleburn always sought to be viewed as the equal of its "southern sister" Campbelltown and maintained its unique character and aesthetic qualities within the wider area.

The development of the industrial estate to the north of the rail line provided an important stimulus to the local area during the late 1970s and early 1980s. Whilst being an important employment focus within the local area in its own right it also was the catalyst for development of a range of higher order service based industries within Ingleburn itself.

Today Ingleburn is a hub of service based industries and maintains its role as an important centre located between Campbelltown and Liverpool. Recent public investment by Campbelltown City Council has again drawn to light the inherent potential of Ingleburn.

In planning for the future of Ingleburn it is important to understand and appreciate the local history of the area, and be mindful of the unique nature and individual character that is evident in the place and the people of Ingleburn.

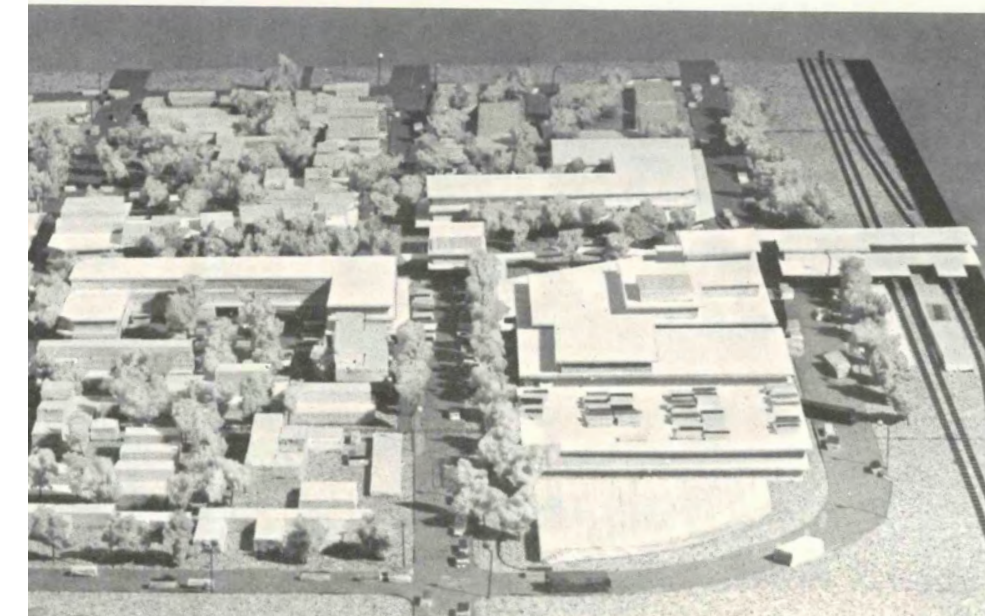
PREVIOUS STUDIES

The New Cities of Camden, Campbelltown and Appin Structure Plan 1973

In 1973, Ingleburn was described as "a wasteland dominated by ugliness, lack of amenities and boredom" by The Daily Mirror. This description coincided with the release of "The New Cities of Camden, Campbelltown and Appin Structure Plan" developed by the NSW State Planning Authority. This, along with the creation of the Macarthur Development Board, formed the impetus for an ambitious project aimed at developing a new urban hub within south-western Sydney.

Ingleburn, for its part, was designated as a District Centre. The population of 5,000 (at the time) was expected to grow to over 26,000 over the next several decades.

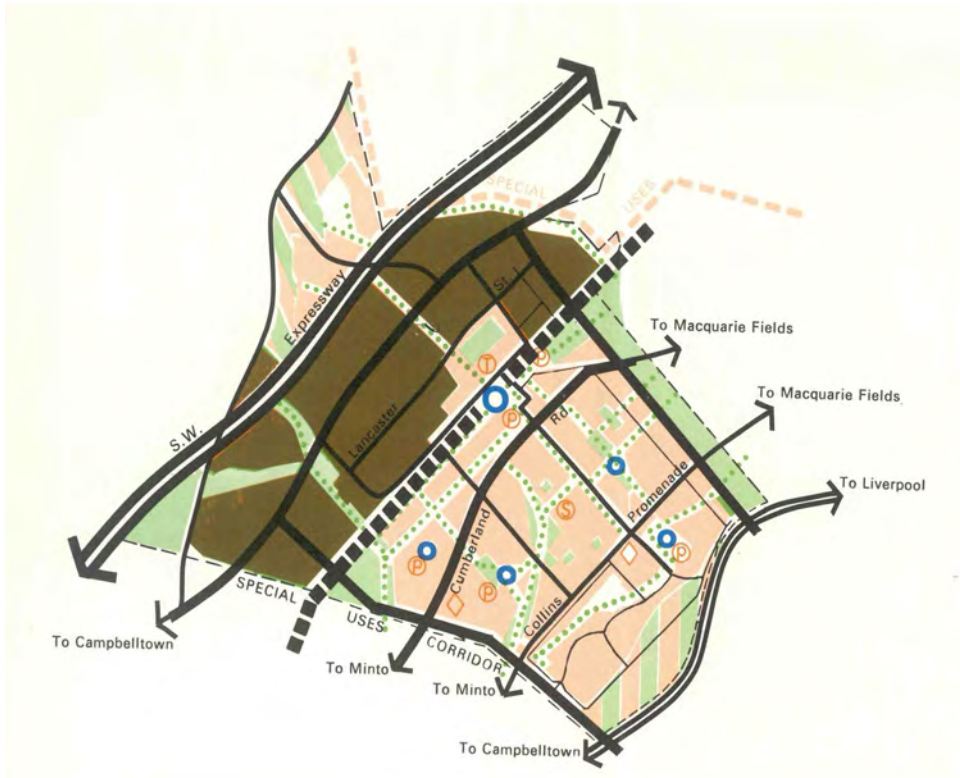
Design principles were introduced that would see Oxford Road become a pedestrian mall; parking areas established behind the main street; and the vistas to the west incorporated into the design



Model for Special Study of Ingleburn District Centre
Source - The New Cities of Camden, Campbelltown and Appin Structure Plan 1973



PREVIOUS STUDIES



District Plan - Ingleburn District Centre
 Source - The New Cities of Camden, Campbelltown and Appin Structure Plan 1973

of new buildings and a mall.

The 1973 Plan also foreshadowed the development of the Ingleburn Industrial Estate. While some residential development was planned for the land directly adjacent to the rail line the majority of land from the rail line to the Hume Highway was proposed to be developed for industrial purposes. This area covered over 341 ha and at its peak employed in excess of 20,000 people.

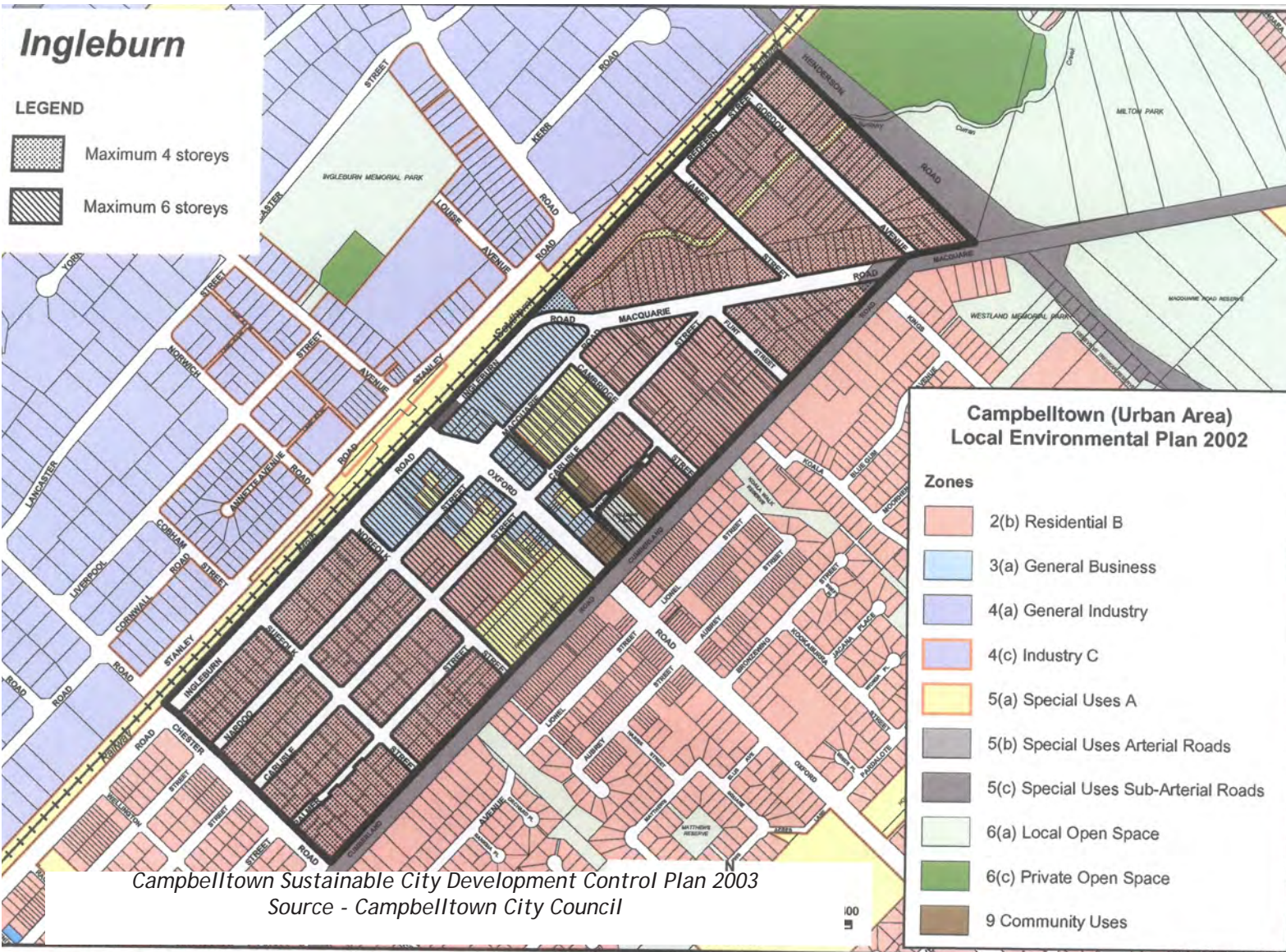
The development of the Industrial Estate, coupled with the residential development occurring within the district, saw Ingleburn emerge as the key commercial/retail hub between Campbelltown and Liverpool.

Modern Ingleburn can attribute much of its prosperity to this scheme and subsequent development. While the overall targets may not have been met, Ingleburn’s current form and function can largely be traced back to the planning which took place in 1973.

Campbelltown Sustainable City Development Control Plan

First exhibited in 2003, the Campbelltown Sustainable City Development Control Plan, for the first time, introduced a suite of height controls that sought to recognise the relative importance of commercial/retail centres across the Campbelltown LGA. This included the proposal to introduce a maximum height limit of six storeys within the Ingleburn Centre.

The six storey development restriction was applied to the Centre core between Cambridge and Norfolk Streets. Beyond this, a four storey height limit was proposed as far north as Henderson



Campbelltown Sustainable City Development Control Plan 2003
 Source - Campbelltown City Council

Road and south as far as Chester Road. Coupled with these new height controls were a suite of development controls focused on ensuring that an appropriate level of amenity and livability would be incorporated into all new developments.

This Plan was hugely unpopular with the residents of Ingleburn who saw the introduction of higher density as a threat to the Centre feel which was so highly valued and which created such a unique aesthetic quality within the Campbelltown LGA.

Following the exhibition of the draft Plan the Council, in response to the community anger at the proposal, rejected the proposed height limits in lieu of maintaining the existing two storey limit.

While addressing the community’s concerns regarding the potential loss of character, the introduction of a two storey limit severely restricted the opportunity for Ingleburn to continue to grow and prosper.

In 2005 Council reviewed the Sustainable City Development Control Plan and proposed a 4 storey height limit be introduced to Ingleburn between Suffolk and Flint Streets. In doing so, Council reduced not only the overall height limit previously proposed but also the extent of land to which it was to be imposed.

During the public exhibition period Council recieved only a limited number of objections from the community. There were, however, strong objections



PREVIOUS STUDIES



Visions for Ingleburn

Source - Ingleburn Chamber of Commerce Submission 2005

from the local business community which sought to highlight the need to encourage the redevelopment of Ingleburn. An alternative proposal was submitted by the Ingleburn Chamber of Commerce which sought a height limit of up to 10 storeys.

Despite the objections from the Chamber of Commerce, Council, in adopting the Sustainable City Development Control Plan, retained the height limit as exhibited at 4 storeys.

Draft Ingleburn Structure Plan

A draft Structure Plan for Ingleburn was developed as part of a wider project looking at the key centres within the Campbelltown LGA; being Campbelltown, Macarthur, and Ingleburn. The Structure Plan focused on reviewing the land uses within Ingleburn and developed a long-term structure that would allow for, and encourage, further investment and growth in the Centre.

The study area for the Plan was taken as being an 800m radius around the rail station. The industrial land to the north of the rail line was included in the consideration of the future of Ingleburn for the first time since the 1973 Three Cities Plan.

The Plan did not seek to necessarily provide specific building heights, densities or built form controls. This was proposed to be considered as part of subsequent preparation of a Masterplan and Development Control Plan. Instead, it specified uses, along with broad classifications, such as low medium and/or high.

On the southern side of the rail line it was proposed that the

Centre core retain its existing mixed use commercial function. The precincts to the north and south were identified as being the focus of medium density housing (potentially up to 4 storeys), to ensure consistency with the Campbelltown Sustainable City Development Control Plan, that had been adopted 2 years earlier. Of note, the draft Ingleburn Structure Plan did consider, for the first time, limited opportunities to increase development beyond Cumberland Road.

The immediate area to the north of the rail line was designated for employment purposes which could provide for a range of new semi-commercial or “back office” type developments. These uses would in turn utilise some of the existing and new service focus industries located within the Centre itself. The surrounding area was proposed to retain the existing light industrial uses.

The redevelopment of the industrial precinct was heavily predicated on improving the accessibility of the area by public transport, namely in the form of new, more direct, bus routes. This proposal included new direct road links from Williamson Road to Ingleburn Railway Station. The other key element of the Plan was the creation of a new road connection over the rail line. This was to allow improved vehicular and pedestrian connections between the industrial area to the west, and the Centre to the east. Without these elements it was felt that the two areas would continue to develop in relative isolation.



Draft Ingleburn Structure Plan 2009
Source - Campbelltown City Council

THE STUDY AREA

Planning Context

The Study Area delineates the area which will be considered as part of this renewed structure planning process. The establishment of a study area is critically important for ensuring that the precinct is large enough to incorporate all the key sites in the local area without being too large to allow for careful and considered review and planning.

For a project such as this the broad study area is taken to include areas with 800m of the Centre. This is considered to be a 10 minute walking distance, the theoretical maximum before people consider getting in a car. Given that the focus of this project is the revitalisation of Ingleburn the centre was designated as Oxford Road. From this point analysis was undertaken to determine the 10 minute walking catchment and this formed the study area.

In previous projects, consideration has been given to how the Industrial Precinct can form part of the Ingleburn Centre. The joining of the two areas has always been predicated on significant infrastructure investment to create a new vehicular and pedestrian link. As such the future of this area has been broadly considered as a future element. It is considered that this is a long term proposition. As such while the Structure Plan does acknowledge this potential it does so in a manner which also acknowledges the long term nature of the proposition.

The Industrial Precinct is not the focus of the Structure Plan, it is however acknowledge as having potential into the future and considered as a future element which deserves more detailed investigation.



EXISTING CONTROLS

Vision 2025

In 2005 Campbelltown City Council developed a strategic vision for the next 20 years. This document (Vision 2025) provides the overall guiding principles that have been incorporated into subsequent Local Environmental Plans and Development Control Plans and is considered as part of all development assessments.

The Vision itself contains six strategic directions. They are:

1. Protecting and Enhancing the City's Key Environmental Assets;
2. Growing the Regional City;
3. Building a Distinctive Campbelltown Sense of Place;
4. Getting Around the City;
5. Building and Maintaining Quality Infrastructure; and
6. Creating Education, Employment and Entrepreneurial Opportunities.

In regard to Ingleburn several of these directions apply. While Strategic Direction 2 - Growing the Regional City specifically refers to Campbelltown, all the other Strategic Directions are applicable to Ingleburn Town Centre. Of particular note are

2. Building a Distinctive Campbelltown Sense of Place; and
6. Creating Education, Employment and Entrepreneurial Opportunities.

which must be considered as part of the development of this Plan.

Campbelltown (Urban Area) Local Environmental Plan 2002

Campbelltown (Urban Area) Local Environmental Plan 2002 (LEP 2002) currently applies to the entire Study Area. Within the Study Area there are several different zones, each with their own objectives. A brief summary is provided below.

Zone 2(b)—Residential B Zone

The 2(b) zone applies to much of the land outside of the Town Centre centre and beyond the industrial area. The zone

allows for land to be used for low/low-medium density housing (including multi-dwelling housing) and associated purposes.

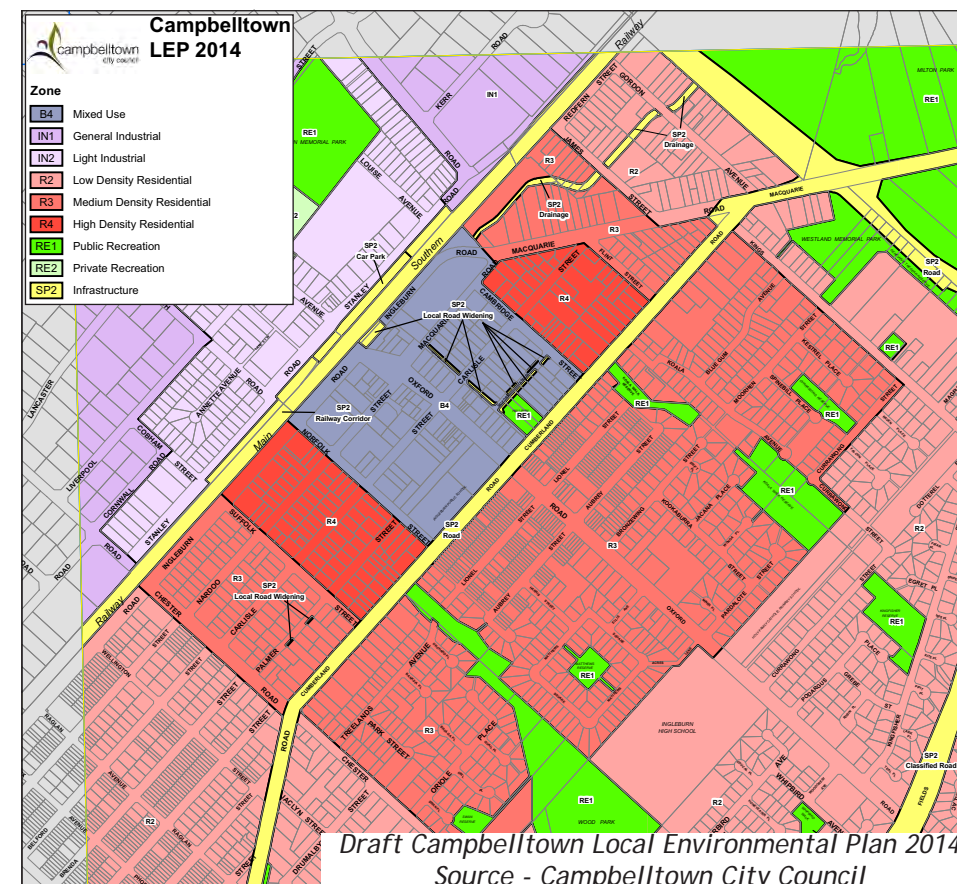
Zone 10 (b)—District Comprehensive Centre Zone

The 10(b) zone applies to Town Centre centre. The zone allows for space for a wide range of retail, commercial and the like to serve the districts needs. The 10(b) zone also allows for cultural, entertainment facilities as well as a variety of forms of higher density housing

Draft Campbelltown Local Environmental Plan 2014

The draft Campbelltown Local Environmental Plan 2014 (CLEP) was exhibited in June/July/August 2014. The CLEP is a standard instrument LEP which effectively changes all of the zones as they apply to Ingleburn. It is noted that the CLEP adopts a best fit philosophy, and as such, the prescribed zones attempt to reflect those of LEP 2012.

The Structure Plan would potentially give rise to the need to amend



the CLEP.

The CLEP has adopted the following zones within the study area:

Zone B4 - Mixed Use Zone - Applies to the centre core allowing a range of retail/commercial and residential developments

Zone R2 - Low Density Residential - Generally applies to areas outside the Study Area. It allows for the traditional single dwelling in addition to some other forms low density housing such as dual occupancies and multi-dwelling housing.

Zone R3 - Medium Density Residential - Applies to a large area around the centre. Allows for multi dwelling housing forms at a higher density compared to the R2 zone

Zone R4 - High Density Residential - Applies to the area that currently allows residential apartment buildings.

Zone Re1 - Public Recreation - applies to public open space/parks

Zone SP2 - Infrastructure - applies to major roads within the area.

Sustainable City Development Control Plan

As mentioned previously, the Sustainable City Development Control Plan (SCDCP) is the planning document under which the existing building height controls for the Town Centre were introduced. At present the height within the Ingleburn Town Centre is restricted to 4 storeys.

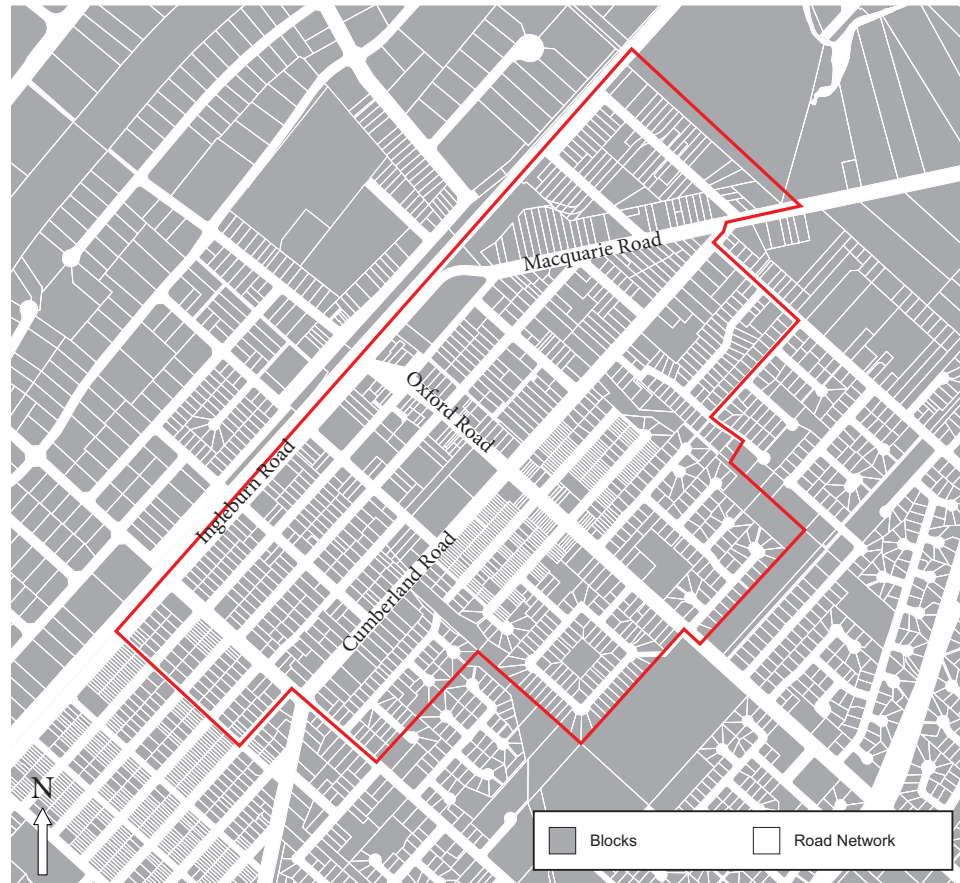
The SCDCP, however, goes beyond introducing heights, and also contains a range of other urban design principles and controls aimed at ensuring quality outcomes for developers, owners and, most importantly, the community. In this regard Council introduced a range of controls for elements such as:

- Building Setback and Separation;
- Communal Areas;
- Site Coverage; and
- Deep Soil Planting.



URBAN STRUCTURE

Block Analysis



Analysis of the block structure within the Study Area highlights an offset grid based system. The grid has been based on the rail line, as this preceded urban development in the area.

Within the Study Area the grid is only broken by Macquarie Road. It should also be noted that in several locations the original grid has been interrupted by subsequent development, e.g. Ingleburn Primary School.

East of Cumberland Road, the grid system has been retained in part. Modern interventions such as cul-de-sacs have been introduced, which break the grid. Importantly though, the modern interventions are coupled with an extensive network of paths and public spaces which still facilitate pedestrian movement and permeability.

This grid structure can provide for the best opportunity for pedestrian permeability and way finding which in turn tends to provide a basis from which to consider redevelopment opportunities.

Figure Ground



The Figure Ground Map shows the strong street presence that is exerted by the existing commercial/retail uses along Oxford and Macquarie Roads. Behind this, however, are significant areas of "space" that presently provide for at-grade car parking to service the local businesses.

Beyond the core of the Centre the pattern of development has resulted in a range of residential development types. There is a large number of town house/villa developments, containing a significant number of dwellings (>15) per site. These would be unlikely to redevelop in the short to medium term. To the south, traditional allotments dominate, while to the north the lots are characterised by their narrow street frontage and considerable depth. This has led to a number of these being subdivided creating a second battle-axe block at the rear. To the east of Cumberland Road a large number of "narrow lots" exist. Some of these allotments have been developed as terrace style housing while others continue to be occupied by traditional dwellings.

Public Open Space



Public Space within the Study Area is dominated by formal uses. Uses such as the existing car parks, Ingleburn Community Centre and Library, or various drainage corridors, provide little opportunity for recreation within the study area. Currently only Hallinan Park provides any form of recreation space within the Study Area.

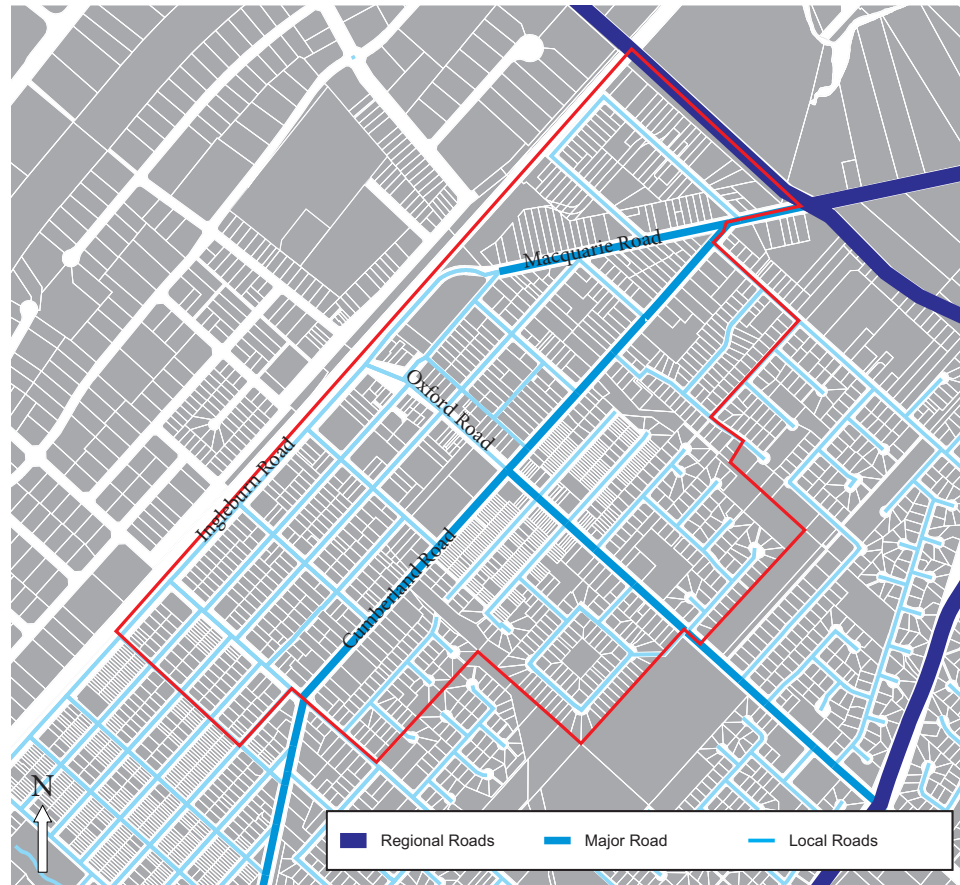
Beyond the Study Area there is significant recreational space, both formal, and informal. As the future population of Ingleburn grows these spaces will become increasingly important and connectivity will develop as a critical challenge.

Limited opportunities exist to expand the public space within the Study Area.



URBAN STRUCTURE

Road Hierarchy

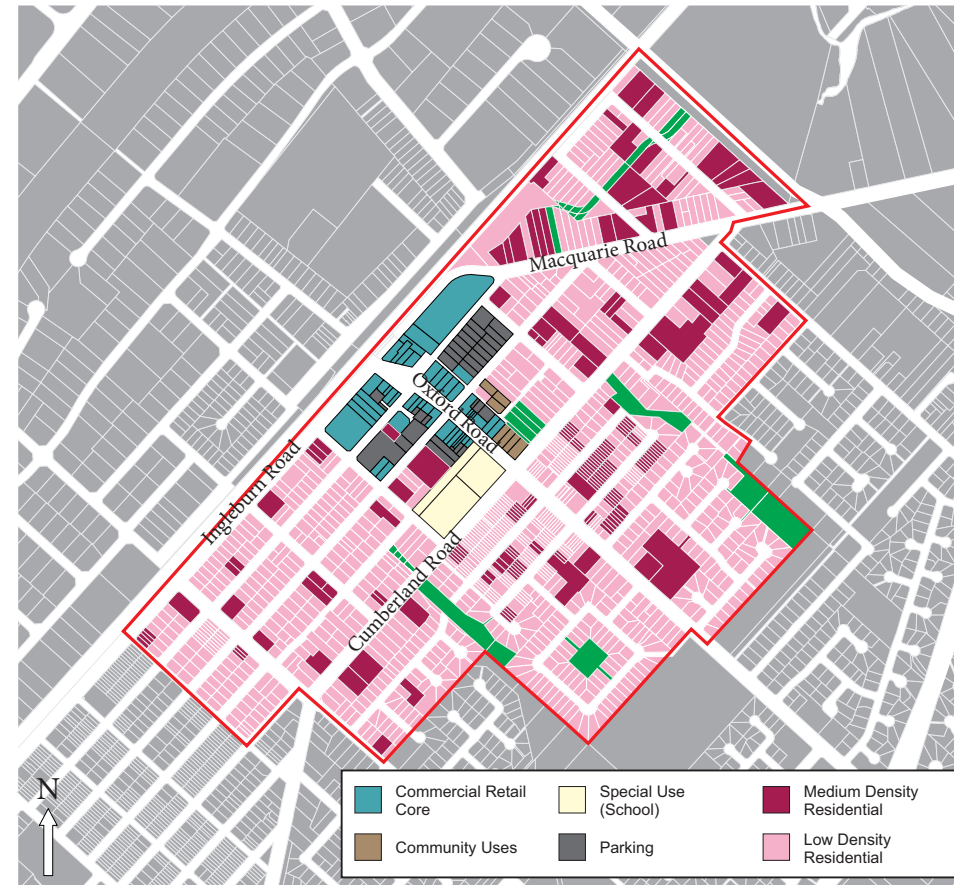


The road network has evolved to support the role and function of Ingleburn extremely well. The centre is reasonably accessible via several 'main' roads, without being based on, or around a, 'Regional' road. As such, the Town Centre is accessible but does not suffer from chronic congestion issues that affect other centres.

Oxford Road remains the primary road, both within the Centre, and in connecting to the regional roads to the east. Cumberland Road provides an important north/south connection to Minto and Macquarie Fields. The existence of Collins Promenade, however, acts as a bypass route and ensures Cumberland Road predominately caters for journeys that terminate in Ingleburn. The grid structure within the centre, allows for efficient movement through, and around, the centre.

The absence of a direction connection across the rail line constrains accessibility to and from the Centre from much of the Ingleburn Industrial Area to the north.

Current Land Use

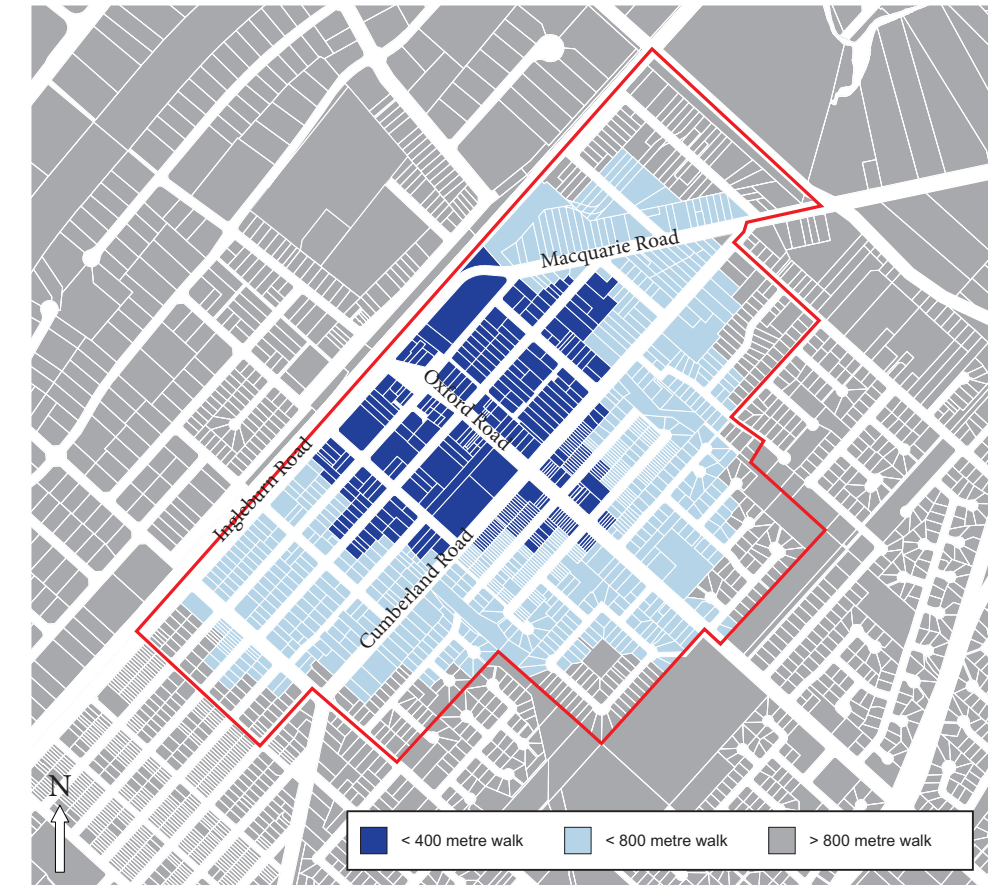


Ingleburn Town Centre has developed around Oxford Road. This has historically provided the focus of retail and commercial activity in the area. The development of Ingleburn Fair and Ingleburn Town Centre has seen a shift of retailing from the main street to indoor shopping centres. The main street still continues to provide for a range of services, in particular, supported by some specialist retailing.

At present, commercial/retail floor space within the Ingleburn Town Centre totals approximately 26,200sqm. This is equivalent to the expected size of Edmondson Park, for example. 14,000sqm of floor space is located within the two shopping centres. The remaining 12,200sqm is main street retailing/services.

Beyond the Ingleburn Town Centre core the residential area has developed, incorporating dwelling houses, town house/villas, and terrace housing.

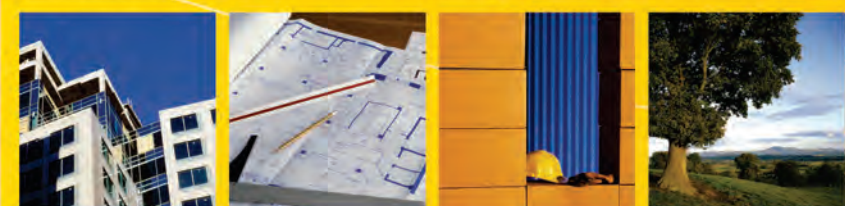
Pedestrian Accessibility



Pedestrian movement within the Study Area is aided by the grid structure of the Town Centre. A "ped-shed" analysis, which looks at the actual walking distance rather than the conceptual radius model, shows a significant proportion of the study area is within a 10 minute walking distance of the 'centre' of Oxford Road.

In total, approximately 94ha of land within the Study Area is considered to be within 800m (10min) walking distance from Oxford Road. This represents 70% of the total Study Area.

The ped-shed analysis shows that, in addition to the areas that have historically been considered as part of redevelopment plans for Ingleburn, land beyond Cumberland Road should be considered. This area represents some of the most convenient and accessible housing opportunities within the study area and, as such, can play a role in helping to grow the Ingleburn Town Centre.



RESIDENTIAL GROWTH

Census 2011 - Ingleburn

The residential population within Ingleburn has been relatively static for the past decade. Limited development opportunities coupled with reducing housing occupancy rates has seen the resident population increase by less than 1%. This coupled with the construction of relatively few new dwellings and a significant increase in lone-person households is reflected in the minimal residential growth that has occurred over the past decade.

The 2011 Census highlights a number of key factors which are of relevance:

- The population has increased by less than 1%;
- The increase in new private dwelling construction is actually greater than the population increase;
- There has been a decrease in the household occupancy ratio from 2.8 person/household in 2001 to 2.76 persons/household in 2011;
- There has been an increase in lone person households (+155 in 10 years from 2001 to 2011)
- There is a significantly higher proportion of medium density housing in Ingleburn compared to the Campbelltown LGA as a whole (30% v 14%). This indicates some level of prevalence of denser housing forms within the local area; and
- With only a 2% growth in total housing stock over the past 10 years it is fair to suggest that there may be only limited opportunities available for "new development" under the current planning controls.

Population

Ingleburn	2011			2001			Change
	Number	%	Greater Sydney	Number	%	Greater Sydney	2001 to 2011
Population (excluding O/S visitors)	13,902	100.0	100.0	13,793	100.0	100.0	+109
▪ Males	6,870	49.4	49.2	6,795	49.3	49.2	+75
▪ Females	7,032	50.6	50.8	6,998	50.7	50.8	+34
Australian citizens	11,730	84.4	82.5	11,846	85.9	84.5	-116
Eligible voters (citizens aged 18+)	8,828	63.5	62.4	8,605	62.4	63.4	+223
Overseas visitors	--	--	--	--	--	--	--

Dwelling structure

Ingleburn	2011			2001			Change
Dwelling type	Number	%	Greater Sydney	Number	%	Greater Sydney	2001 to 2011
Separate house	3,626	68.7	58.9	3,544	68.7	62.1	+82
Medium density	1,613	30.6	19.7	1,548	30.0	18.3	+65
High density	33	0.6	20.7	35	0.7	17.7	-2
Caravans, cabin, houseboat	0	0.0	0.2	0	0.0	0.3	0
Other	3	0.1	0.4	4	0.1	0.5	-1
Not stated	0	0.0	0.1	29	0.6	1.0	-29
Total Private Dwellings	5,275	100.0	100.0	5,159	100.0	100.0	+115

Household type

Ingleburn	2011			2001			Change
Households by type	Number	%	Greater Sydney	Number	%	Greater Sydney	2001 to 2011
Couples with children	1,821	36.3	34.8	1,922	39.0	35.7	-101
Couples without children	1,019	20.3	22.6	991	20.1	22.1	+27
One parent families	742	14.8	10.8	679	13.8	10.4	+63
Other families	71	1.4	1.4	57	1.2	1.5	+14
Group household	113	2.2	4.1	136	2.8	4.1	-23
Lone person	1,118	22.2	21.5	963	19.6	21.3	+155
Other not classifiable household	120	2.4	4.1	153	3.1	3.9	-33
Visitor only households	21	0.4	0.9	24	0.5	1.1	-3
Total households	5,025	100.0	100.0	4,926	100.0	100.0	+99

planning > design > development



ECONOMIC GROWTH

Campbelltown Business Centres Strategy 2012

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 Centre.

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

It is likely that Ingleburn has benefited from increased patronage following the previous demise of Minto Mall. With the re-emergence of Minto Mall it is likely to result in Ingleburn experiencing increased competition and potentially some redirection of trade. Ingleburn could also be impacted by the future retail centre proposed at Edmondson Park.

To counter these challenges, Ingleburn should be promoted as the district centre for the northern half of the LGA. Being located on the railway it is better located than Minto Mall, and Glenquarie, in terms of transport/land use integration principles. To achieve this Ingleburn will also need support. This could include allowing for new housing forms which would increase the local population. Increasing the residential population within the immediate locality will make a strong contribution to the increased trading performance and vitality of the town centre.

Ingleburn is presently constrained by the existing range and extent of retail and commercial uses, zoning restrictions, and planning controls. Expansion of Ingleburn could include, allowing for the development of a discount department store (DDS) and additional speciality shops but this will require new and possibly large template floor areas.

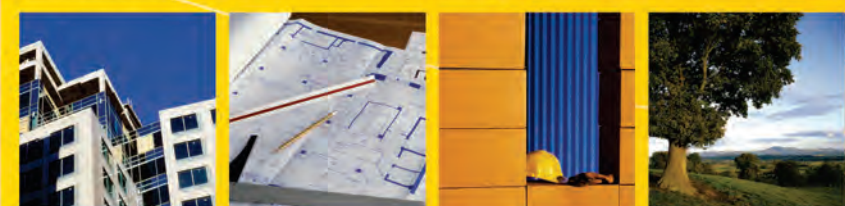
One obvious area for possible expansion is in the existing car parks. The 1.3ha northern car park near Ingleburn Fair, or even a redevelopment of Ingleburn Fair could provide a good best opportunity for larger floor plate development. Beyond this, mixed

use development could be investigated should the zoning provisions be amended.

In conclusion, Hill PDA stated that given the potential challenges posed by Minto Mall and Edmondson Park, supporting the revitalisation of Ingleburn should be a priority for Council. Measures to support Ingleburn could include:

- Promoting a diversified retail mix, including a DDS and additional mini-majors;
- A positive approach towards increased retail floorspace provided in the centre;
- Supporting proposals to increase residential dwellings within, or adjacent to, the centre;
- Creation of a more amiable and higher quality town centre environment; and
- Nomination as an Urban Activation Precinct.

These recommendations have been considered as part of the development of the draft Ingleburn Structure Plan.



COMMUNITY CONSULTATION

Ingleburn should be.....

Residents of Ingleburn were asked to imagine their future, what should Ingleburn be; should it be a place filled with restaurants; a place that you can walk to get your groceries; a place that gives you a choice of housing types; a place that you can take your children to play in a park; or should it be something altogether different?

Council received a wide variety of responses. As such, in reviewing the feedback, key themes or ideas raised by the community, were identified. This approach highlights the thoughts of the “collective”, and in some cases can gloss over singular issues. These issues, while not necessarily reflected in the vision, are still important inputs that can be considered as part of developing the overall structure plan.

In identifying key themes, the use of the same, or similar, wording was reviewed; similarities in broad ideas were noted, and grouping of linked or associated ideas were used to identify key themes. This approach resulted in 4 key themes emerging from the community.

1. Restaurant/Cafe Culture

A high percentage of responses identified the desire to have more restaurants and cafes. Associated with this were ideas such as more entertainment (theatre/music), longer trading hours and improved pedestrian amenity

2. Improved Retail Experience

A large number of responses also highlighted the declining retail mix and for example, the need to visit other centres to purchase clothes. The over-arching theme linking these responses was the desire for Ingleburn to be able to provide for all the local needs of the community.

3. Physical Appearance

The physical appearance of both the shops and Oxford Road generally were highlighted as major issues. The need to improve the pedestrian amenity of both public and private spaces were nominated as a key issue that needs to be addressed.

4. Village Feel

The most consistently referred to theme was the desire for Ingleburn to retain its “village” feel. While ideas around development, height, restaurants, community facilities and/or shops were common, almost all the submissions referred to the need to retain Ingleburns’ unique village feel.

Each of these key themes will need to inform the vision that is articulated for Ingleburn and form a platform for the development of the Structure Plan.

Quick Poll

Two quick-polls were placed on the project website set up by Council. The first asked people to nominate how often they visited Ingleburn, the second related to their reason for visiting Ingleburn.

Council received 49 and 55 responses respectively.

The first quickpoll asked participants -

How often do you visit Ingleburn?

Total votes : 49

Daily (67%)



Several times a week (29%)



Weekly (2%)



Monthly (0%)



Rarely (2%)



The response to the first poll was encouraging. Despite the community participants raising a range of issues affecting Ingleburn, they continue to frequent the Centre on a regular basis.

The second poll showed the impact of the supermarkets which are now the primary anchor in Ingleburn. It also highlights the significant challenge with developing Ingleburn as an “eat street” with only 2 respondents saying they visit Ingleburn to dine.

What is the main purpose of your visit to Ingleburn?

Total votes : 57

Shopping (61%)



Commercial Services (Bank, Real Estate) (5%)



Dining (4%)



Government Services (Library, Centrelink, Medicare) (4%)



Public Transport (11%)



Work (7%)



Other (9%)



Discussion - How should we get around?

A discussion board was provided on the project website asking how issues around parking, traffic movement, and pedestrian movement could be managed.

While only three direct responses were received, a large number of comments were received as part of the “Ingleburn should be.....” exercise.

The major issues that were nominated included:

1. The need for designated commuter parking;
2. Improved east/west connection for both vehicles and pedestrians;
3. Pedestrian safety should be improved via traffic calming;
4. Upgraded Train Station;
5. Improved Bus/Rail Interchange;
6. Utilisation of land on the western side of the train line for buses and commuter parking; and
7. Restrict bus access to Oxford Road.



COMMUNITY CONSULTATION

Housing Choice Survey

One of the key feedback mechanisms provided for on the project website was the Housing Choice Survey. Participants were asked to rate a range of proposed “density” development types across six main categories:

- 1. Small Lot - Single 2 storey detached dwellings on lots less than 275sqm;
- 2. Terrace Housing - 2/3 storey attached terrace houses;
- 3. Low Rise Apartments - Apartment buildings up to 4 storeys;
- 4. Mid Rise Apartments - Apartment buildings up to 8 storeys;
- 5. Mixed Use Development - Developments incorporating commercial and/or retail development plus apartments (up to 8 storeys); and
- 6. High Rise Apartments - Apartment buildings up to 14 storeys.

The web based housing choice survey generated a total of 49 responses. The results are displayed in Table 1. Broadly speaking the lower densities had higher levels of support. It should be noted that in some cases there were significant differences between examples within the same category. It was concluded that this related to the perceived quality and/or desirability of the individual examples shown (pictures/drawings displayed on the website). This suggests that higher quality development may increase the community’s support/acceptance of the respective type of development.

The other major finding of the survey was that despite mid-rise development generally being unsupported, mixed use developments of a similar scale were supported. From this it was concluded that respondents were more likely to support mid-rise development that was located adjacent to the existing centre which would bring with it new retail opportunities and increased street level vitality and activity.

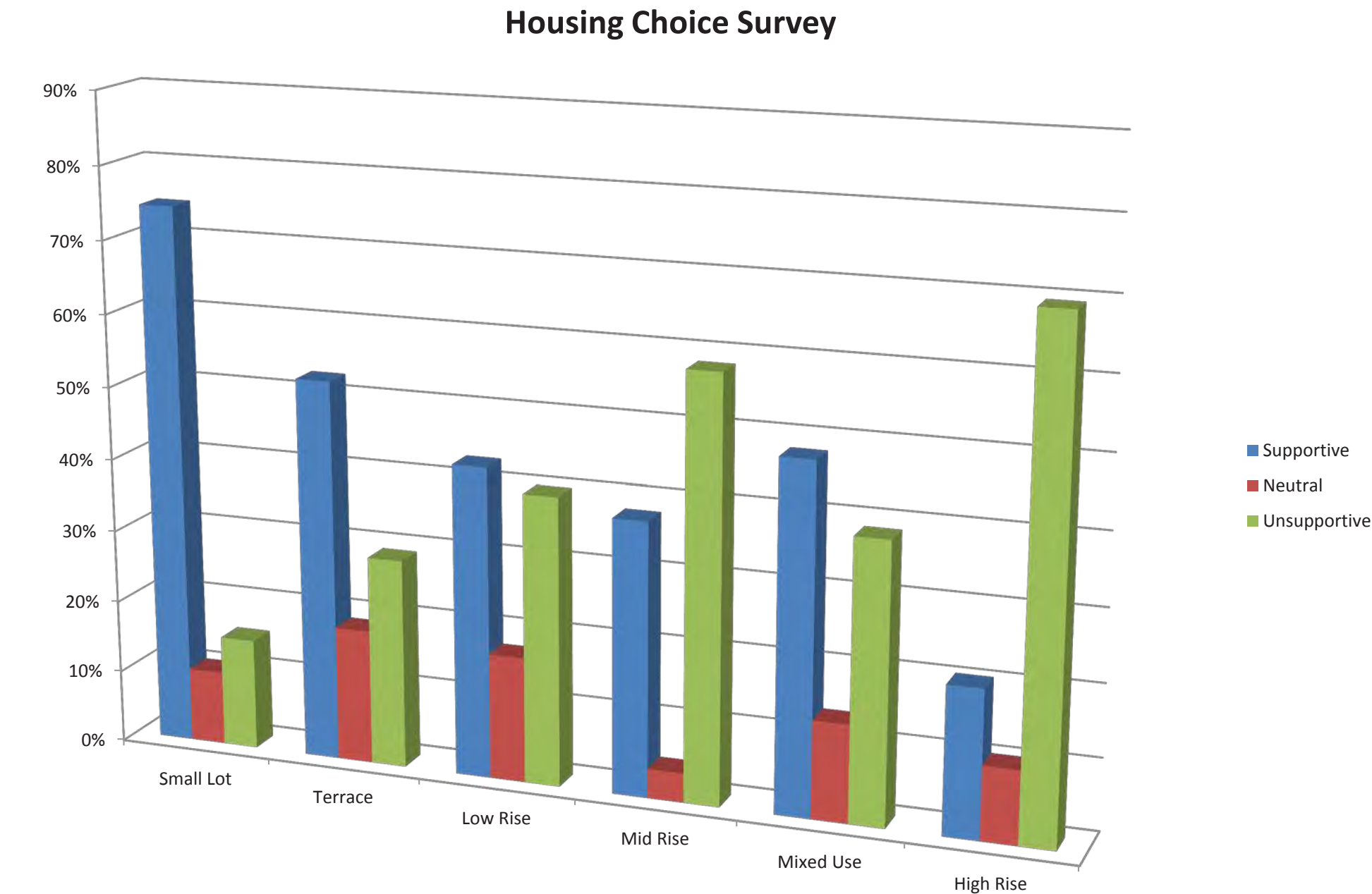


Table 1 - Housing Choice Survey Results

COMMUNITY CONSULTATION

Strengths | Weakness | Opportunities | Threats

A SWOT analysis (or SWOT matrix) is a structured planning method used to evaluate the strengths, weaknesses, opportunities, and threats involved in a project. In this instance the SWOT analysis was used to evaluate Ingleburn Town Centre as a place.

As part of the design workshops, the community was asked, within their groups, to evaluate Ingleburn against each of these elements.

Across the workshops, there was a degree of alignment of responses from both the community and business. Below is presented a summary of the outcomes of this exercise.

STRENGTHS

The strengths of Ingleburn represent the key elements which currently exist that provide a competitive advantage over other similar locations across the south west sub-region of Sydney .

The workshops highlighted the following strengths;

1. Service Industry (Banks, Real Estate, Medical Centre etc);
2. Public Transport Network (Rail and Bus);
3. Government Services (Centrelink, Medicare, Library);
4. Industrial Development/Employment;
5. Accessibility (M5/M7, Airport, City, Parramatta);
6. Supermarket (Coles and Woolworths); and
7. Unique Village Character.

It is these strengths which the Structure Plan must seek to respect and capitalise upon.

WEAKNESSES

Weaknesses represent the areas, or elements of Ingleburn that participants felt are not working, or are limiting the potential of Ingleburn.

The workshops highlighted the following weaknesses:

1. Limited/Congested Car Parking (Commuter and Visitor);
2. Physical Appearance/Public Amenity;
3. Declining Retail Mix;
4. Limited Operating Hours;
5. Lack of convenient East/West connection;
6. Minimal Open Space; and
7. Lack of night time activity/entertainment.

These issues need to be considered and addressed as part of the development of the Structure Plan.

OPPORTUNITIES

The opportunities that exist within Ingleburn critical key to the future prosperity within the centre. These, in conjunction with the strengths previously identified can be part of the catalyst for future development and investment:

1. Existing at grade car parks;
2. Relatively low capital investment presents redevelopment opportunities;
3. Improve east/west connection through new pedestrian/ vehicle bridge;
4. Mixed Use Development provides the opportunity to increase the retail opportunities, centre based employment and residential population; and
5. Significant open space areas surround Ingleburn could be better utilised with improved connections.

THREATS

Threats are considered to be elements which undermine the potential success of Ingleburn. They are typically external and often not easily addressed or changed. The community participants have identified the following:

1. Restrictive Government Policies;
2. Competition from Minto Mall/Glenquarie/Edmondson Park; and
3. Continued lack of capital investment.



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COMMUNITY CONSULTATION

Community Designed Structure Plans

The final element of the community consultation that was undertaken was a series of design workshops. These workshops invited members of the public to take a hands-on approach to the issues that are being faced by Ingleburn, and helped to develop a plan to address at least some of those issues.

This exercise allowed Council staff to work with members of the community to design and develop 'their' preferred Structure Plan for Ingleburn. In doing this, staff and the participants were able to discuss issues and consequences of decisions that were being made.

Council staff then reviewed each of the plans looking specifically at the concept, layout and form. The review sought common ground in the proposals, establish what the "middle ground" position was and balance the outcomes with the objectives of the project and a pragmatic logical planning process.

LAND USE

The responses to questions regarding land use were less varied than those relating to some of the other issues. There was general consensus around the following:

1. Retail uses must continue to be a focus of Oxford Road;
2. Mixed use could be introduced behind Oxford Road (the extent did vary);
3. Development to the east of Cumberland Road should be restricted to medium density; and
4. The creation of a town square/public space between Ingleburn Road and Macquarie Street (currently Oxford Road).

BUILDING HEIGHT

Height has always been a provocative and emotional issue in Ingleburn. This again proved to be the case with opinions varying quite markedly. They ranged from proposals to wind back the existing development potential provided for by current planning

controls to proposals that allowed for heights similar to what is presently proposed for the Campbelltown CBD (45m).

Both proposals would have resulted in outcomes that were not in keeping with the objectives originally envisaged for the project.

As such, it is quite difficult to say that collectively there was agreement on specific outcomes in terms of building height. There were however, ideas and concepts that were discussed at the workshops, and in other forums, that related to the issue of building height within Ingleburn.

From this information the following themes emerged

1. Retain the village feel of Ingleburn - heights must be restricted to retain the existing sense of openness that a 'village feel' represents;
2. Mixed use was broadly supported - this type of development must be located within close proximity to the centre, but must be limited in height to ensure negligible impact on the skyline when viewed from Oxford Road;
3. Medium Density east of Cumberland Road - residential development within this area should be generally restricted to two storeys with some potential for three storey and/or attic space developments. This is in keeping with expectations of scale related to this type of development; and
4. Acceptance of four storeys - broad support for a four storey height limit. Consideration should be given to how development of this scale could assist in increasing the residential population

The other issues that were addressed as part of the development of the community led Structure Plan included concepts relating to:

- Providing public and commuter car parking;
- New areas of open space within the study area;
- Potential utilisation of the industrial area for parking; and
- New east west pedestrian and vehicle connections over the railway line.



DESIGN PHILOSOPHY

The Village

The concept of Ingleburn as a village is one that the community consistently referred to through the consultation process. As such, it is important to understand the context that provides this 'village feel', and in moving forward, seek to preserve and reinforce these unique qualities.

Ingleburn does have a number of elements that would normally be associated with a 'village'. It has great streets and wide footpaths. It provides for local services such as the bank, post office and a library. Everyday needs are met by butchers and bakers, still trading on the main street. Most importantly, it presents at a human scale. When you walk along Oxford Road you aren't dwarfed by the buildings, you can look out to the sky and enjoy that sense of openness that is associated with an "urban village". This invites people into the street to enjoy the amenity of the place.

The Structure Plan must acknowledge and appropriately respond to this aesthetic. The 'village' must form the foundation of Ingleburn.

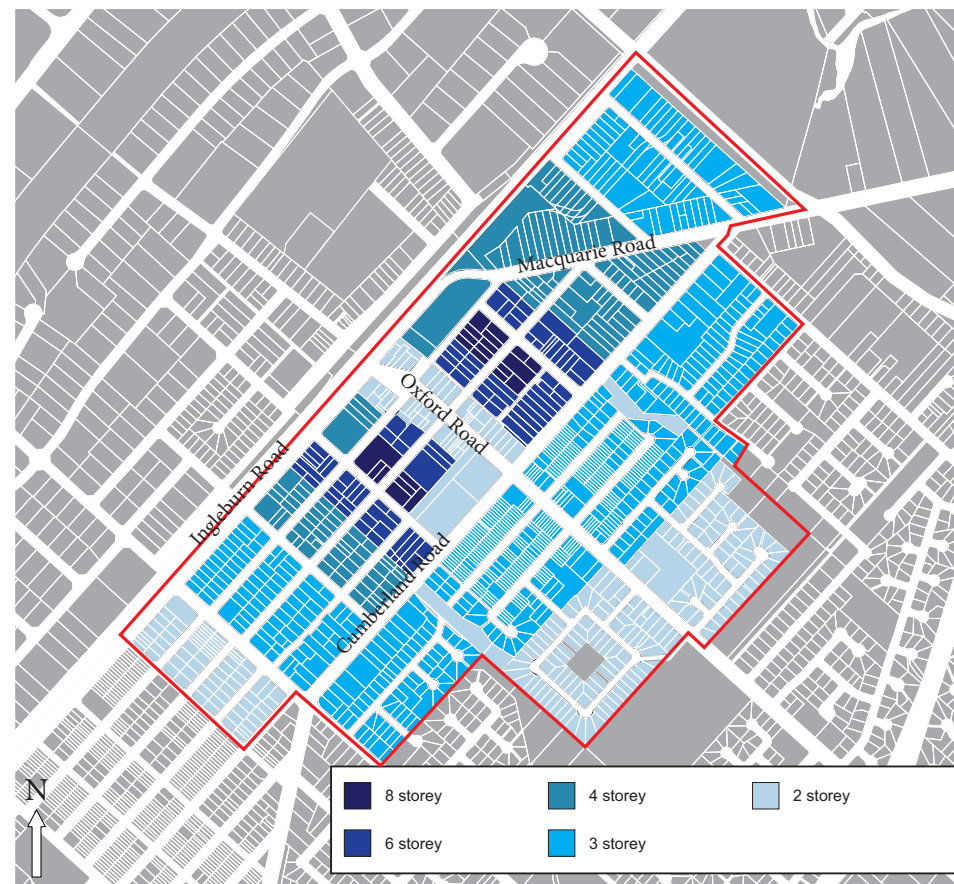


The Dense Core

The need to allow for growth and the desire to bring new activity and vitality into the heart of Ingleburn necessitates a degree of intensification. The ideas around the types of development and building heights within the Village Centre were keenly argued during the consultation period. This often pitted the idea of the Village against that of a dense centre.

In developing the Structure Plan a third option has been considered and adopted. This concept sought to allow for a range of densities across the study area, with the most dense to be within the core of the Village Centre. These densities, however, were carefully planned and located so as not to conflict with other elements of the design philosophy, such as the "Village".

This results in only a limited component of the study area being proposed for building heights above the existing limit. The areas have been set back from Oxford Road to ensure limited impact on the Village feel of the main street.



The Vibrant Centre

There was a strong desire from the community to see Ingleburn become more active and vibrant was spoken about often.

A Structure Plan can help facilitate this change through the establishment of a clear vision and planning framework that encourages businesses to locate in the local area and invest in the community and the shared vision.

Government can also take its cues from the a Structure plan. Concepts that help improve public amenity, take up infrastructure challenges, create new urban spaces or foster new community events are all examples.

As a design philosophy, the "vibrant centre" seeks to ensure that the future desires of the community for a place that is active, welcoming and safe are considered as part of the development of not only the Structure Plan but the suite of planning documents which will support and deliver the plan into the future.



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STRATEGIC DIRECTION

While Ingleburn is an important Centre in the context of metropolitan planning, describing the place as a Town Centre or Major Centre does not assist in the definition of its true form either now or as envisaged.

Ingleburn is an Urban Village. It is characterised by a mixture of land uses (residential, commercial, public spaces), its range of residential types as well as a variety of services and functions, resulting in a strong sense of community and high level of interaction between residents. These defining concept support the understanding that Ingleburn in its current form represents a true example of an Urban Village and as such should be described as such.

The Vision

The Ingleburn Urban Village will be a thriving hub of community exchange and interaction within a vibrant attractive urban environment. Focused on the provision of support services, a cafe culture and distinctive retailing opportunities, the Ingleburn Urban Village will provide an unsurpassed main/high street experience within western Sydney.

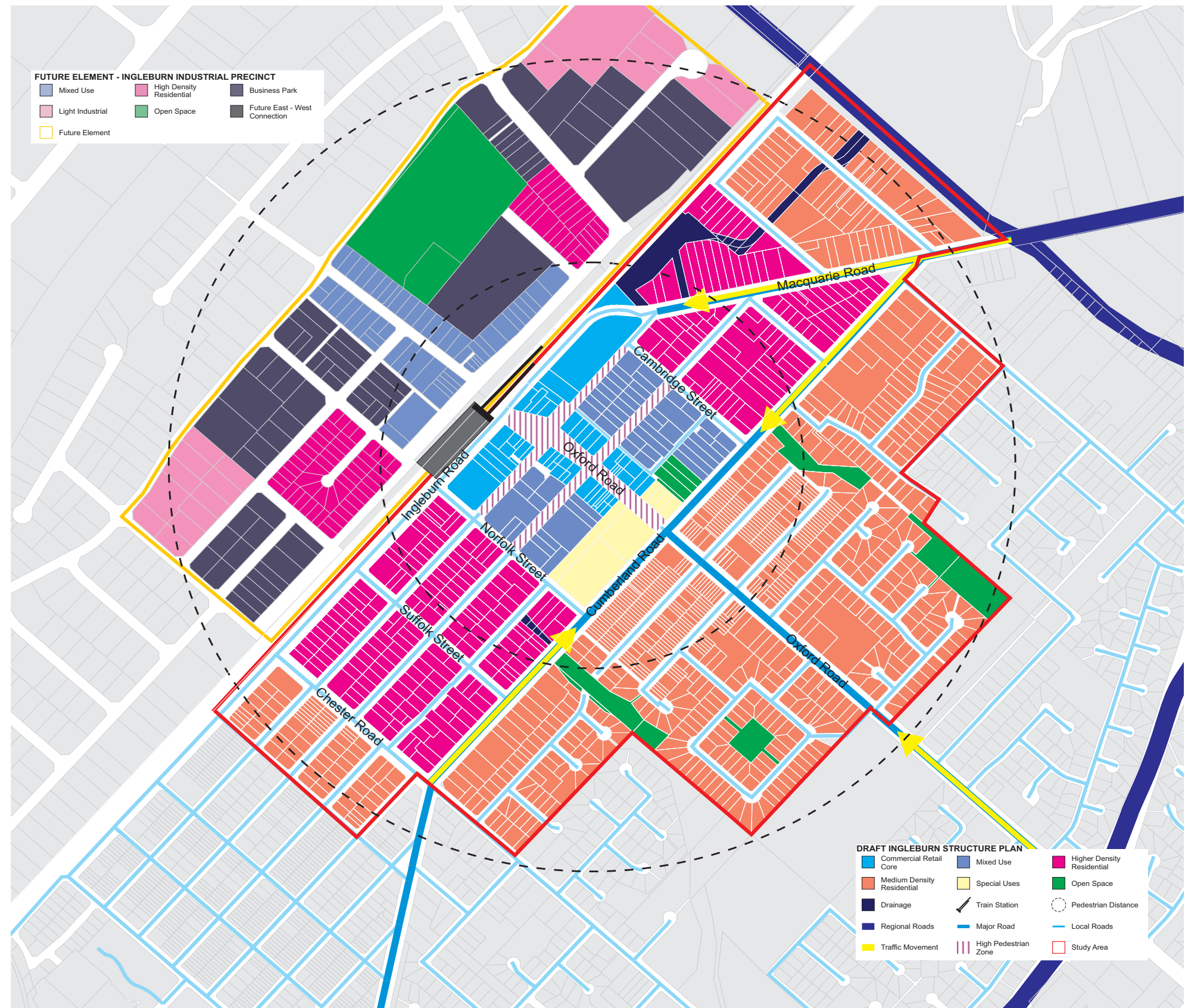
Future development will bring with it a new aesthetic that reflects the uniqueness of the Ingleburn Urban Village, helping to revitalise the centre as a whole. The height and density of new developments must be designed to ensure Ingleburn's defining characteristics, such as the village feel, and high level pedestrian, amenity are maintained and enhanced.

Structure Plan

The Structure Plan provides an overall guide to the future development of the Ingleburn Urban Village.

Five key elements which underpin the Structure Plan. They are the:

1. Re-enforcement of Oxford Street as the focus of community interaction and main street shopping;
2. Introduction of mixed use developments to allow for the expansion of commercial/retail opportunities;
3. Introduction of higher density living opportunities;
4. Expansion of the existing medium density zone beyond Cumberland Road and the consideration of height limits in excess of two storeys in this area: and
5. Creation of new public spaces.



KEY ELEMENTS

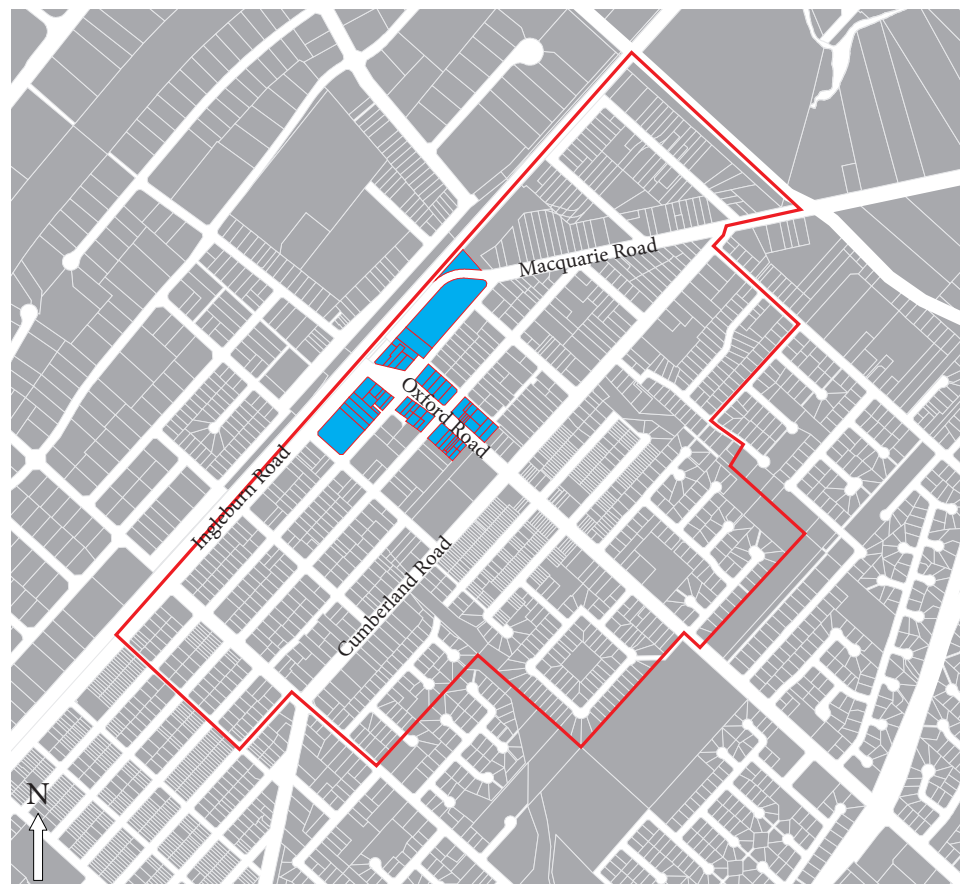
Commercial/Retail Core

Existing Situation

A large proportion of the retail functions within the core of the Ingleburn Urban Village have shifted to Ingleburn Fair and Ingleburn Marketplace. Oxford Road has, however, retained a number of higher order service based businesses, which in turn support a range of lower order service and retail businesses.

Issues

The current mix of commercial/retail businesses provide a distinctive core upon which to grow the centre. The present issue is that there appears to be limited investment within these businesses. Without investment, businesses can be transient. The existing business community must be provided with an opportunity to invest in Ingleburn, and in doing so, commit to the area's future.



Response

The vitality and strength of the commercial/retail core is as much about the surrounding land uses as what exists within the core. There is a need to protect the village characteristics of Oxford Road in particular. Beyond this, the form and function of the core needs to be able to respond to the demands and preferences of the community. There is a strong argument for business and community groups to focus on supporting the businesses that locate within the core and working collaboratively to market and develop this as a unique place. This will result in significantly more investment than planning controls alone could facilitate.

Objectives

1. Encourage renewal of the existing commercial/retail core of the Ingleburn Urban Village.
2. Balance new development opportunities with the need to retain the village character.
3. Build on the 'village' atmosphere within the Centre to develop a 'cafe culture' and outdoor dining experience.

Design Elements

1. Building height limits should be established that enable the growth of the Centre whilst ensuring the provision of solar access to Oxford Road and designated areas of public open space as well as pedestrian travel paths.
2. Create a stable and unifying development plan for Ingleburn to encourage investment.
3. Investigate opportunities for festivals within the Ingleburn Village to focus on an emerging cafe culture and outdoor dining experiences.



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KEY ELEMENTS

Mixed Use Development

Existing Situation

Mixed use development provides an opportunity to expand the existing Centre while also introducing additional new residents. At present there is only one mixed use development within the Centre.

Issues

There is a need to balance the introduction of mixed use development in conjunction with the existing commercial/retail spaces. Mixed use provides a great opportunity to expand the centre and introduce a new resident population which could help to support existing and emerging businesses within the Centre. However, it should not be seen as a panacea which will in itself, create vitality and activity. It must be supported by other elements such as active places/spaces, high pedestrian amenity, and quality retail offerings.



Response

The introduction of opportunities for Mixed Use Development provides an important opportunity to address the key objectives of increasing the resident population and increasing commercial/retail floor space. The area proposed for mixed use will ensure Ingleburn remains a compact centre hence maximising walkability. The careful selection of controls applying to building heights and density is required to ensure the balance between village and urban is maintained.

Objectives

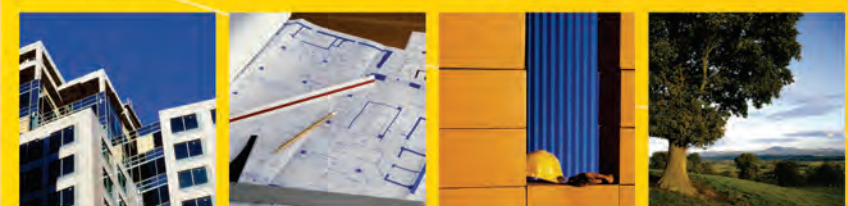
1. Encourage mixed use development within the Ingleburn Urban Village to allow for the expansion of the existing commercial/retail centre.
2. Allow for the new mixed use development to introduce a new resident population to the Ingleburn Urban Village.
3. Ensure developments are designed with inherent flexibility to enable changes in use over time.
4. Encourage communal space to be provided within all new mixed use buildings.

Design Elements

1. The ground floor of all mixed use development should provide for an active street edge/frontage
2. The first floor should be designed to allow for a range of uses including commercial, professional services, and residential dwellings.
3. The height of mixed use developments should respond to the individual characteristics and amenity of the local streets and Ingleburn Town Centre as a whole.
4. Roof terraces should be developed to provide an area of communal open space within all new developments.



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Draft Version - For Exhibition

KEY ELEMENTS

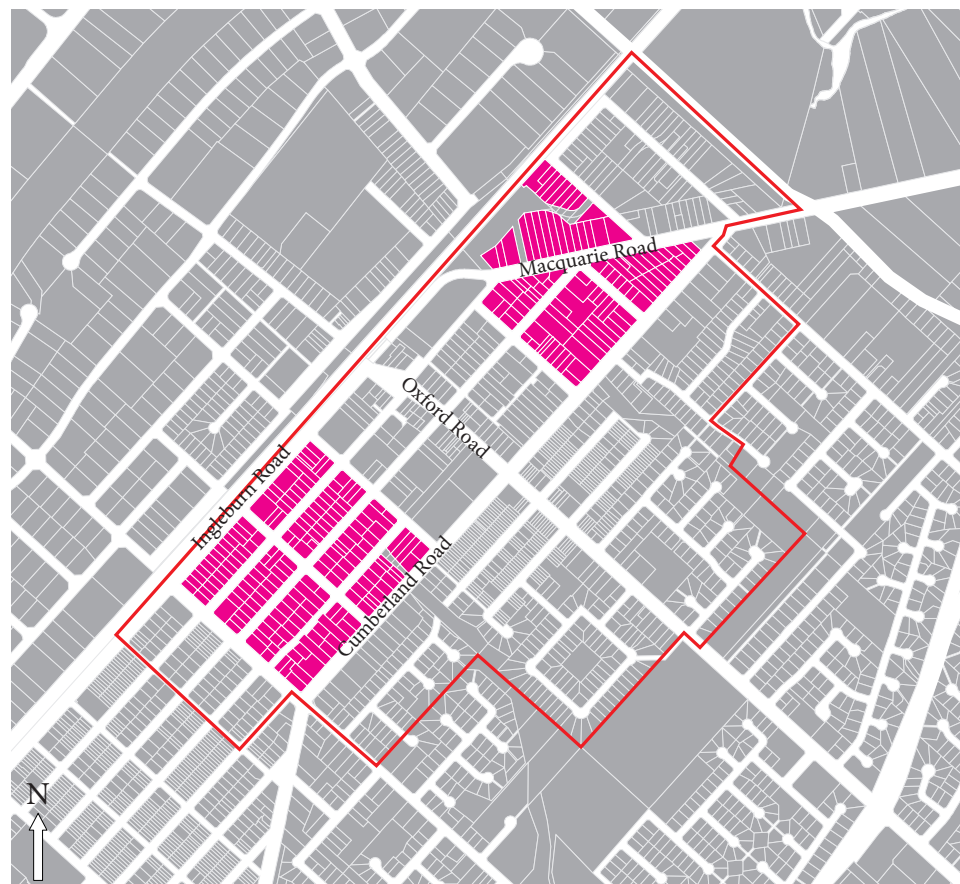
Higher Density Residential

Existing Situation

At present the Ingleburn Urban Village is a low-scale low-density centre. There are a number of disparate precincts which have been developed for medium density (town house/villa) housing, however, these are in the minority. Since the introduction of the 4 storey height limit in 2005, no new apartment buildings have been built in Ingleburn.

Issues

There has been limited private investment within Ingleburn generally, with existing development opportunities not being capitalised upon. The lack of activity, despite the clear potential, needs to be addressed. Consideration needs to be given to review the existing controls, such as, building height to see what actions could be taken to encourage new development.



Response

The purpose of the higher density residential area must be to deliver the opportunities for new development that balances the characteristics of Ingleburn, the need for new and sustainable residential population in an economically and socially viable way.

Objectives

1. Support the development of the Ingleburn Urban Village commercial retail core by providing a range of high density living options within close proximity of the Centre.
2. Provide for high quality design and built form which reflects the importance of the village atmosphere.
3. Ensure high standards of amenity, solar access and communal spaces.
4. Minimise the bulk and scale of development to retain an urban village built form.

Design Elements

1. Expand the area in which residential apartment buildings can be constructed.
2. Ensure design elements such as building articulation, materials, and finishes are given high priority within future development controls, and in the assessment of new developments.
3. All private open space must receive a minimum level of solar access daily.
4. Address the minimum site area required for residential apartment buildings, to minimise bulk.
5. Restrict the maximum height of the buildings to up to 6 storeys where appropriate to respond to the Centre's inherent potential, and the market's ability to deliver new development outcomes.



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KEY ELEMENTS

Medium Density

Existing Situation

To the east of Cumberland Road, the historical subdivision pattern has allowed for the development of a proportion of the properties as “narrow lot housing”. These developments typically consist of 2-4 dwellings, each approximately 7m wide and on allotments, typically of, up to 200 sqm in area.

Issues

Cumberland Road has historically been seen as the edge of the Ingleburn Town Centre. Beyond this, however, is a large number of allotments that are within close proximity to the centre and provide an opportunity for redevelopment. Consideration of this area for additional residential development at an increased density, would allow for a range of new housing types (including low rise apartments) within very close proximity to Village centre.



Response

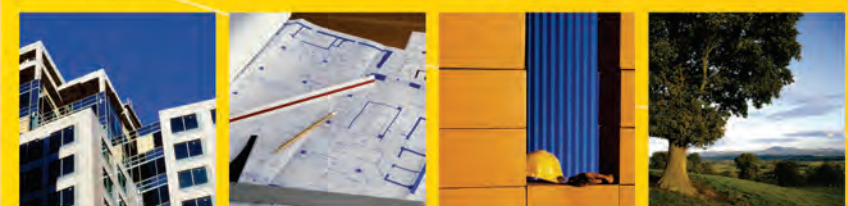
The prevalence of the existing narrow lot housing points to a mechanism and built form that is supported by the community, and is economically feasible. This form of housing has developed over a long period of time and continues to be desirable. The expansion of the area to which these forms of development are permitted provides the opportunity for a denser form of housing within close proximity to the Ingleburn Urban Village, which is still keeping with the broader residential feel but at the same time, contributing to the ongoing economic sustainability of the Centre.

Objectives

1. Support the development of the Ingleburn Urban Village commercial/ retail core through the provision of terrace housing options within close proximity of the Centre.
2. Provide for high quality design and built form that reflects the importance of the village character.
3. Ensure high standards of amenity, solar access, and private spaces.
4. Minimise the impact of terrace houses on the existing residential street character and amenity.

Design Elements

1. Expand the areas in which a more intensive medium density housing is presently permissible.
2. Allow for a range of heights (upto 3 storeys) for residential housing forms which respond to the site location and proximity to the Centre.
3. Ensure all developments are provided with appropriate levels of private open space and solar access.
4. Minimise the impact of garages and vehicular parking areas on the residential streetscape.
5. Investigate mechanisms to manage potential issues associated with cul de sac development within the medium density area.



KEY ELEMENTS

Open/Community/Private Space

Existing Situation

Within the study area there is only a limited amount of public open space. Hallinan Park currently provides 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 but in close proximity. The connections between these spaces and the study area are not necessarily well defined.

Issues

An important element of the village feel is the high level pedestrian amenity and access to public space especially for area that support higher density living. The issue is however, how to provide an increase in the amount of public space in an area that has an existing undersupply and no clear opportunities to capitalise upon.



Response

The acute lack of public space within the study area places greater emphasis on the areas that surround Ingleburn, in addition to the provision of communal and private recreation space within the proposed new developments.

Existing areas of open space within the broader local area need to be protected. New connections to, from and within, need to be constructed and a higher level of communal, and/or private open space, must be sought as part of all new developments.

Objectives

1. Provide a range of open space opportunities within close proximity and well connected to the Ingleburn Urban Village.
2. Take opportunities to develop new areas of open space within the study area and connect to existing areas outside the study area where economically feasible.
3. Improve the amenity within the Urban Village to encourage new and existing residents to utilise streets as a focus of community interaction and exchange.
4. Ensure that new higher density developments, incorporating residential elements, provide communal open space within the development, in addition to any requirements for private open space.

Design Elements

1. Creation of a new public square adjoining the rail station on Oxford Road as a focus for community interaction within the Ingleburn Urban Village.
2. Require increased minimum standards for communal open space within all new developments.
3. Encourage the use of roof terraces for communal open space with higher density developments.
4. Protect open space areas within close proximity to Ingleburn Urban Village to ensure the ongoing provision of open space within the local area.
5. Development of new connections to areas of open space outside the Study Area.



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KEY ELEMENTS

Traffic and Access

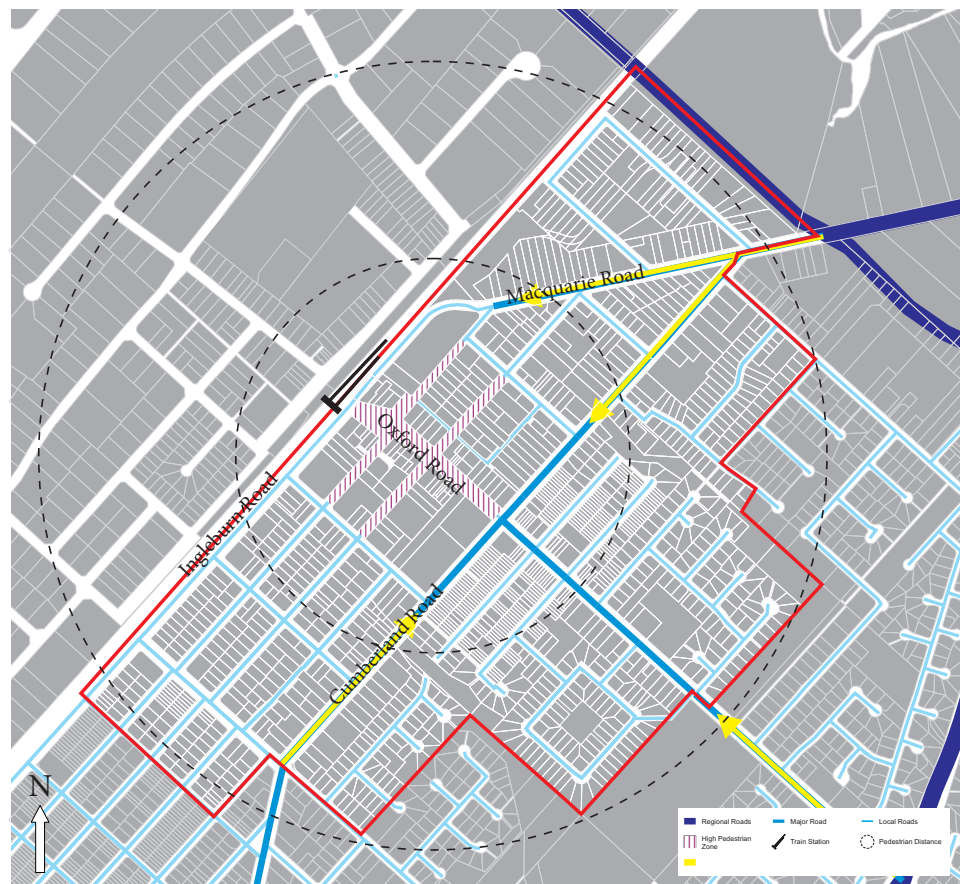
Existing Situation

In terms of parking and access, the Ingleburn Urban Village plays two roles. The Ingleburn Rail Station is an important hub for commuters and, as such, creates significant commuter parking demand. Likewise the area is well serviced by the local bus network due to the presence of the Ingleburn Bus/Rail Interchange.

At present the centre continues to meet the community's demand in terms of parking both on and off street.

Issues

The parking that is currently provided is approaching reach capacity. Competing demand between commuter and centre users is reducing the spaces available. The focus on Oxford Road for private and public transport creates amenity issues.



Response

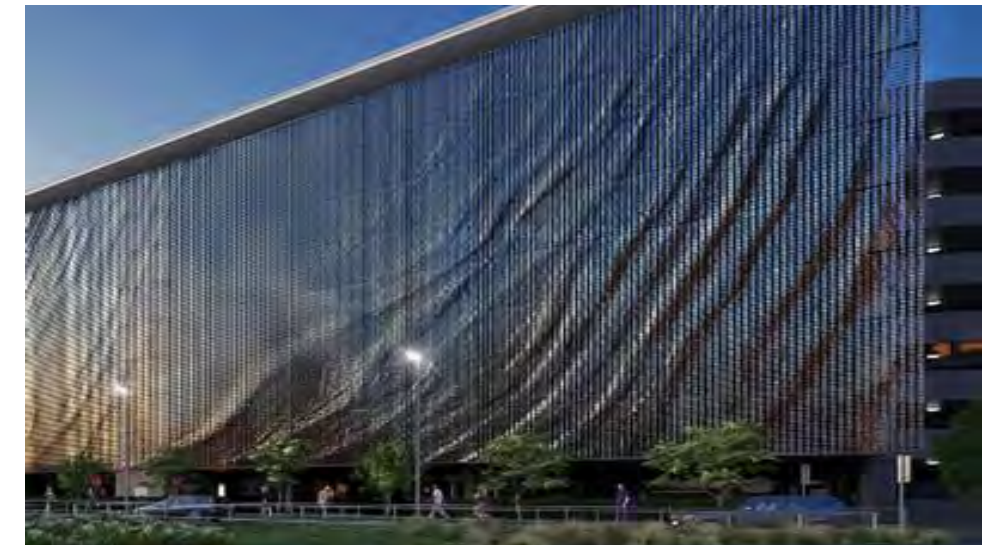
Traffic and Access is one of the key areas identified as requiring additional work. That is in part due to the links to other elements such as drainage and the potential for flooding. It also takes into consideration the need to work with a range of stakeholders to address critical issues such as public transports heavy usage of Oxford Road.

Objectives

1. Provide access to parking which meets the needs of the commercial and retail core of the Ingleburn Town Centre.
2. Create a pedestrian friendly environment that increase permeability and encourages walking, outdoor recreation and dining.
3. Minimise the visual impact of car parking structures on the streetscape.

Design Elements

1. Provide a range of options, including on-street and multi-storey car parking.
2. New development should take on the responsibility of providing parking for residents, staff, visitors and customers.
3. Introduce traffic calming measures to minimise vehicular speeds and ensure pedestrian safety.
4. Consider the designation of the village centre (and particularly the core) as a "high pedestrian activity" area.



FUTURE ELEMENTS

The Industrial

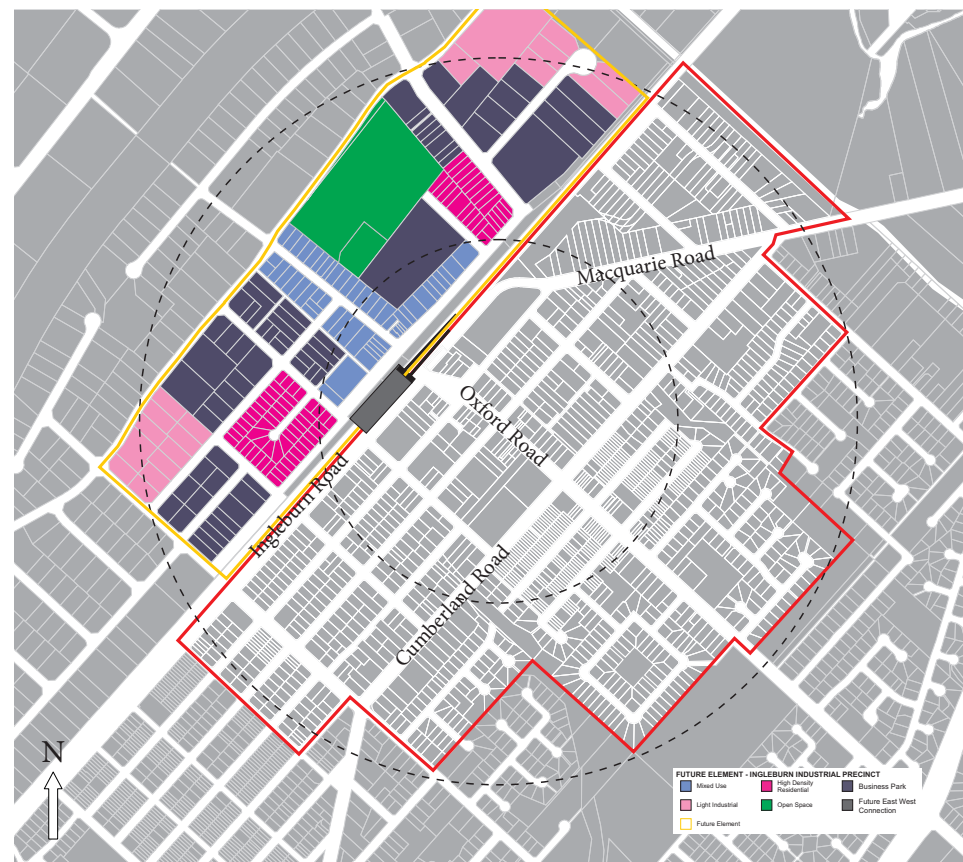
Existing Situation

The Industrial area to the north west of the Ingleburn Urban Village currently contains a range of manufacturing, transport and general industrial uses. This area relies upon Ingleburn for a range of services. The two areas are however, physically separated by the rail line.

Consideration needs to be given, in broad terms, to how this area could be developed, in the future, to form part of the broader Ingleburn Urban Village and make an contribution to the Centre.

Issues

The concept of expansion is predicated on the ability to efficiently and cost effectively connect the precincts. At present the physical separation prevents this. Creative solutions which allow for efficient and safe movement of vehicles and pedestrians must be found.



Response

Consideration of the future of the industrial area as part of the Ingleburn Urban Village, must be predicated on creating a link which allows for efficient and convenient movement between the two precincts. Without this they will develop in isolation and potentially result in two competing areas to the detriment of each other.

The future structure seeks to respond to the historical development and create a vibrant precinct that forms part of the wider future Ingleburn Urban Village Centre. The land uses put forward respond to the location, subdivision pattern and proximity to Ingleburn Urban Village.

Objectives

1. Connect the Ingleburn Urban Village and Industrial area
2. Provide for a range of complementary uses which meet the future communities needs in terms of housing, employment and recreation
3. Ensure active uses are focused around the Ingleburn Station
4. Create new employment opportunities through the intensification of and adding value to the existing industrial base.

Design Elements

1. Create a new connection between Ingleburn Urban Village and Industrial area which allows for both vehicle and pedestrian movement
2. Focus Mixed Use Development along major movement corridors and around Ingleburn Station to create an active and vibrant precinct
3. Examine the existing smaller allotment pattern to potentially allow for additional higher density residential development in appropriate locations.
4. Larger allotments should be the focus of employment intensification.



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MOVING FORWARD

Issues to be Addressed

In seeking to resolve the direction that Ingleburn will take, it became evident that a number of issues would need to be considered in far greater detail than could be achieved within the scope of this project. As these issues were identified, preliminary project scope and investigations have been undertaken to determine their implications for the project.

Only when this initial work identified that the concepts adopted as part of the Structure Plan could feasibly be developed, did the project move forward.

The outcomes of these further investigations have the potential to impact on the Structure Plan. It stands to reason that more detailed work has the potential for wider implications upon the boarder work previously undertaken. The impact essentially equates to a refinement of the desired Structure.

The issues that have been identified are as follows:

1. **Accessibility** - The need for consideration to be given to the manner in which people access and circulate throughout Ingleburn was highlighted in the initial brief from Council. To undertake this work there is however the need to first develop a structure to quantify the amount of new residential development and new commercial/retail floor space planned to be provided. Following the adoption of the Structure Plan this work can be undertaken.
2. **Drainage/Flood Management** - Ingleburn experiences a number of issues relating to the existing drainage network and flooding. The ongoing management of these challenges will have an impact on the design and functionality of certain elements within the Village Centre. Future investigations will need to address the manner in which they can be managed.
3. **Parking** - The ability to have access to convenient and accessible car parking is a key strategic advantage for a centre such as Ingleburn for both local and visitor purposes. The proposals to increase residential and commercial/retail development in the Centre will place

added pressure on the provision of parking. There will be a need to develop a strategy that looks at mechanisms to continue to provide parking within the village. This may involve at grade, below ground/basement and/or multi storey solutions. Investigations into accessibility and flooding will provide important inputs into this challenge.

4. **Detailed Design Controls** - Having agreed upon the future structure of Ingleburn, from a planning perspective, the next stage is to look at developing a suite of detail development/design controls. These controls would cover all elements of building siting, design and operation including dealing with issues such as solar access, car parking and private open space for example. The development of design controls will also allow for issues such as development in cul de sacs to be considered in more detail.
5. **Public Amenity and Landscape Design** - The concept for the future of Ingleburn is focused upon vitality, activity, the community adopting the streets as a place of interaction. To help facilitate this, consideration will need to be given to the future landscape quality of Ingleburn and how the amenity of Ingleburn can be leveraged to encourage further development of both the built, and natural (streetscape and open space) environments.





Ingleburn

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