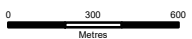


- Legend**
- Cadastre
 - LCC DCP ROAD NETWORK (November 2018)**
 - ACCESS STREET
 - CAMDEN VALLEY WAY
 - COLLECTOR STREET 20-24m
 - COLLECTOR STREET 20-37m
 - COLLECTOR STREET 20m
 - GAS EASEMENT
 - INDUSTRIAL STREET 20m
 - LANEWAY 7m
 - LOCAL STREET 16m
 - PEDESTRIAN ACCESS
 - TRANSIT BOULEVARD 20-66m
 - TRANSIT BOULEVARD 29.4m
 - Draft DCP Previous
 - Zone**
 - B1 Neighbourhood Centre
 - B2 Local Centre
 - B5 Business Development
 - E2 Environmental Conservation
 - E4 Environmental Living
 - IN2 Light Industrial
 - R2 Low Density Residential
 - R3 Medium Density Residential
 - RE1 Public Recreation
 - RU6 Transition
 - SP2 Infrastructure

DCP ROAD AMENDMENT - AUSTRAL & LEPPINGTON NORTH

Map Produced by:
LIVERPOOL CITY COUNCIL
 G.I.S. SERVICES



MAP PROJECTION: TRANSVERSE MERCATOR
 MAP ELLIPSOID: GEODETIC REFERENCE SYSTEM 1980
 COORDINATE SYSTEM: GDA94 MGA ZONE 56
 Source: Land and Property Information (NSW) and Liverpool City Council.

Date: 16/11/2018

DCP ROAD AMENDMENT - AUSTRAL & LEPPINGTON NORTH

0 130 260 Metres



Date: 16/11/2018

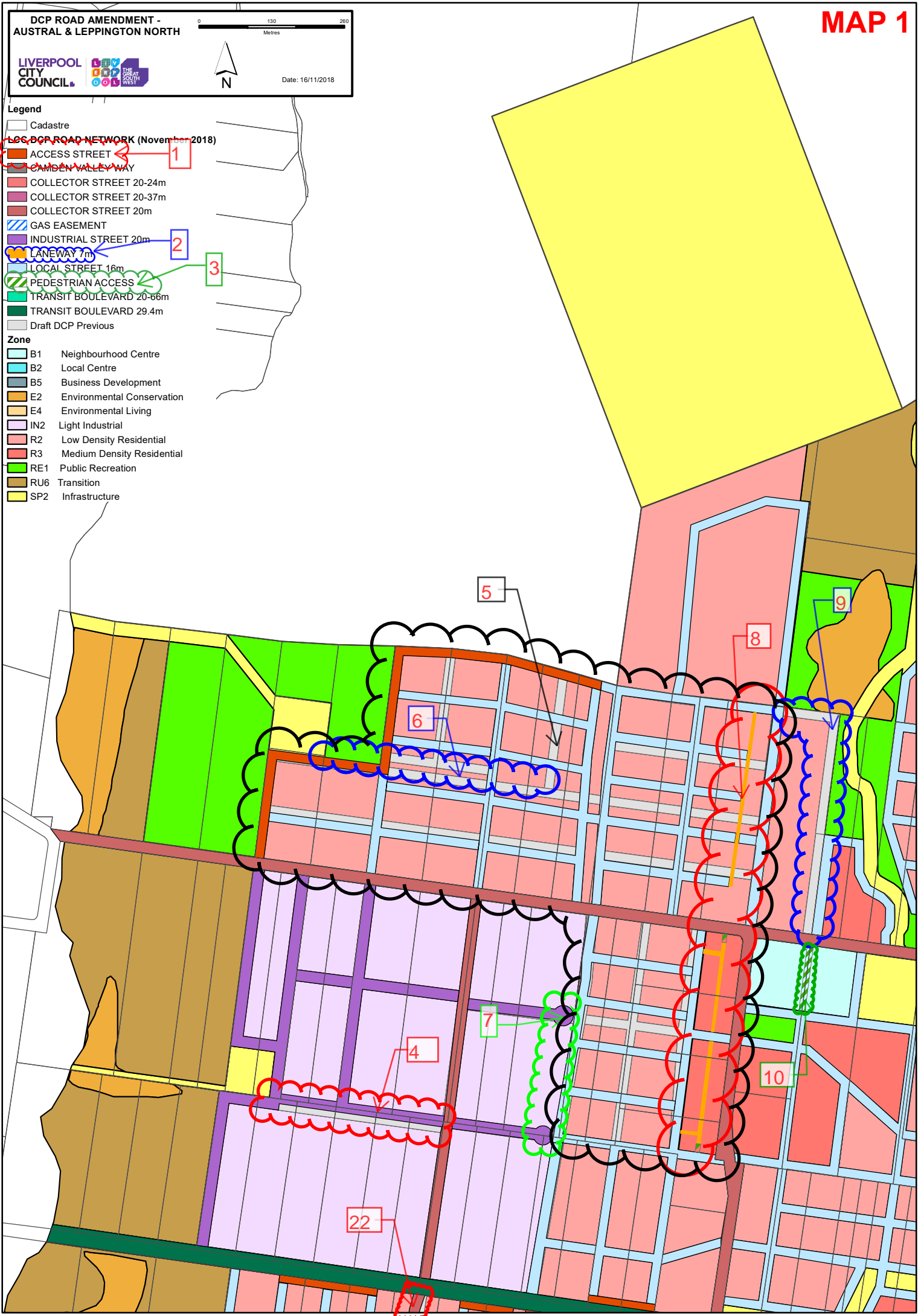
MAP 1

Legend

- Cadastre
- ~~LEG DCP ROAD NETWORK (November 2018)~~
- ACCESS STREET
- CAMDEN VALLEY WAY
- COLLECTOR STREET 20-24m
- COLLECTOR STREET 20-37m
- COLLECTOR STREET 20m
- GAS EASEMENT
- INDUSTRIAL STREET 20m
- LANEWAY 7m
- LOCAL STREET 16m
- PEDESTRIAN ACCESS
- TRANSIT BOULEVARD 20-66m
- TRANSIT BOULEVARD 29.4m
- Draft DCP Previous

Zone

- B1 Neighbourhood Centre
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- RE1 Public Recreation
- RU6 Transition
- SP2 Infrastructure



MAP 2

DCP ROAD AMENDMENT - AUSTRAL & LEPPINGTON NORTH

0 135 270
Metres



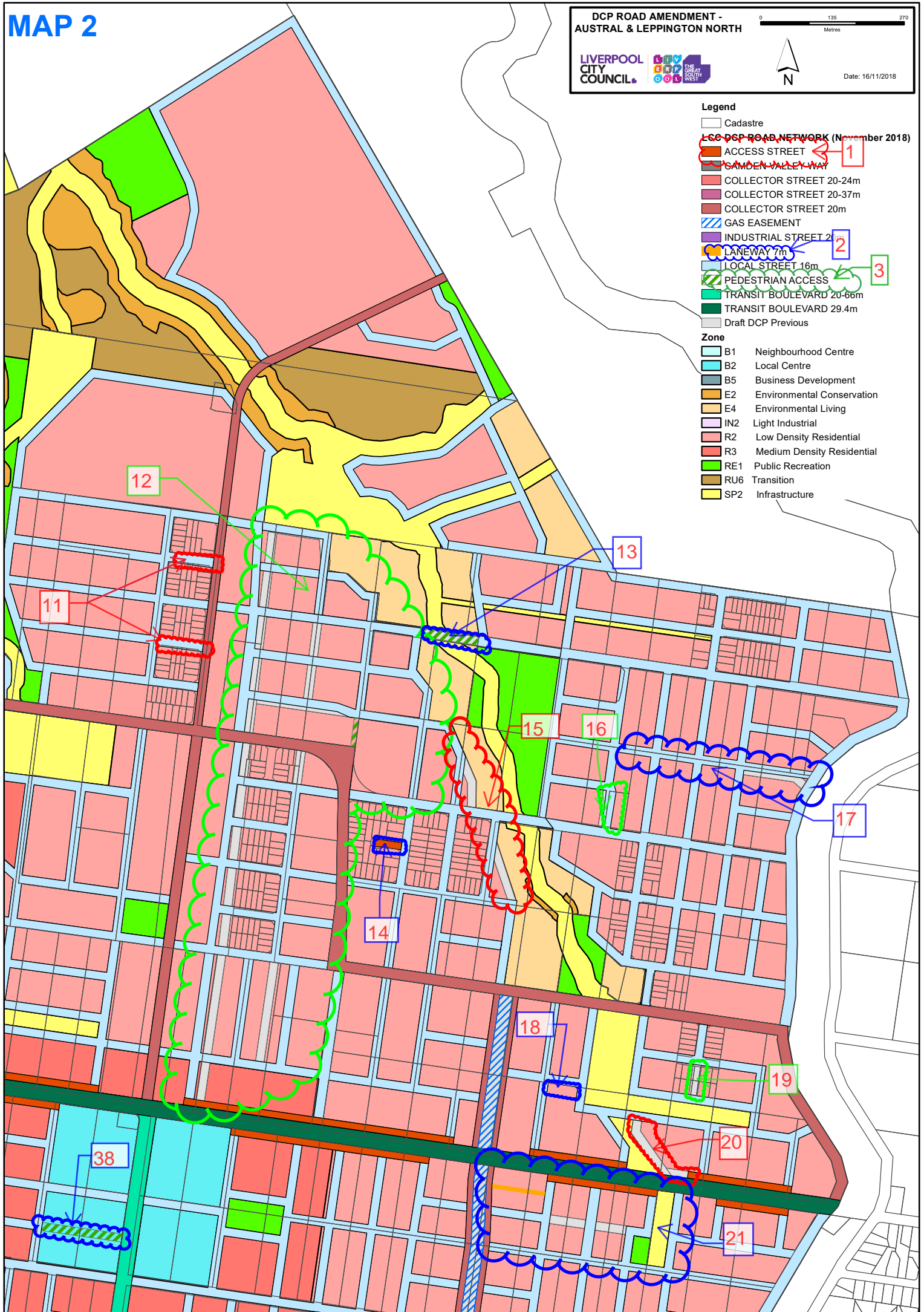
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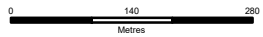
- Cadastre
- LCC DCP ROAD NETWORK (November 2018)
- ACCESS STREET
- CAMDEN VALLEY WAY
- COLLECTOR STREET 20-24m
- COLLECTOR STREET 20-37m
- COLLECTOR STREET 20m
- GAS EASEMENT
- INDUSTRIAL STREET 21m
- LANEWAY 7m
- LOCAL STREET 16m
- PEDESTRIAN ACCESS
- TRANSIT BOULEVARD 20-66m
- TRANSIT BOULEVARD 29.4m
- Draft DCP Previous

Zone

- B1 Neighbourhood Centre
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DCP ROAD AMENDMENT - AUSTRAL & LEPPINGTON NORTH



Date: 16/11/2018

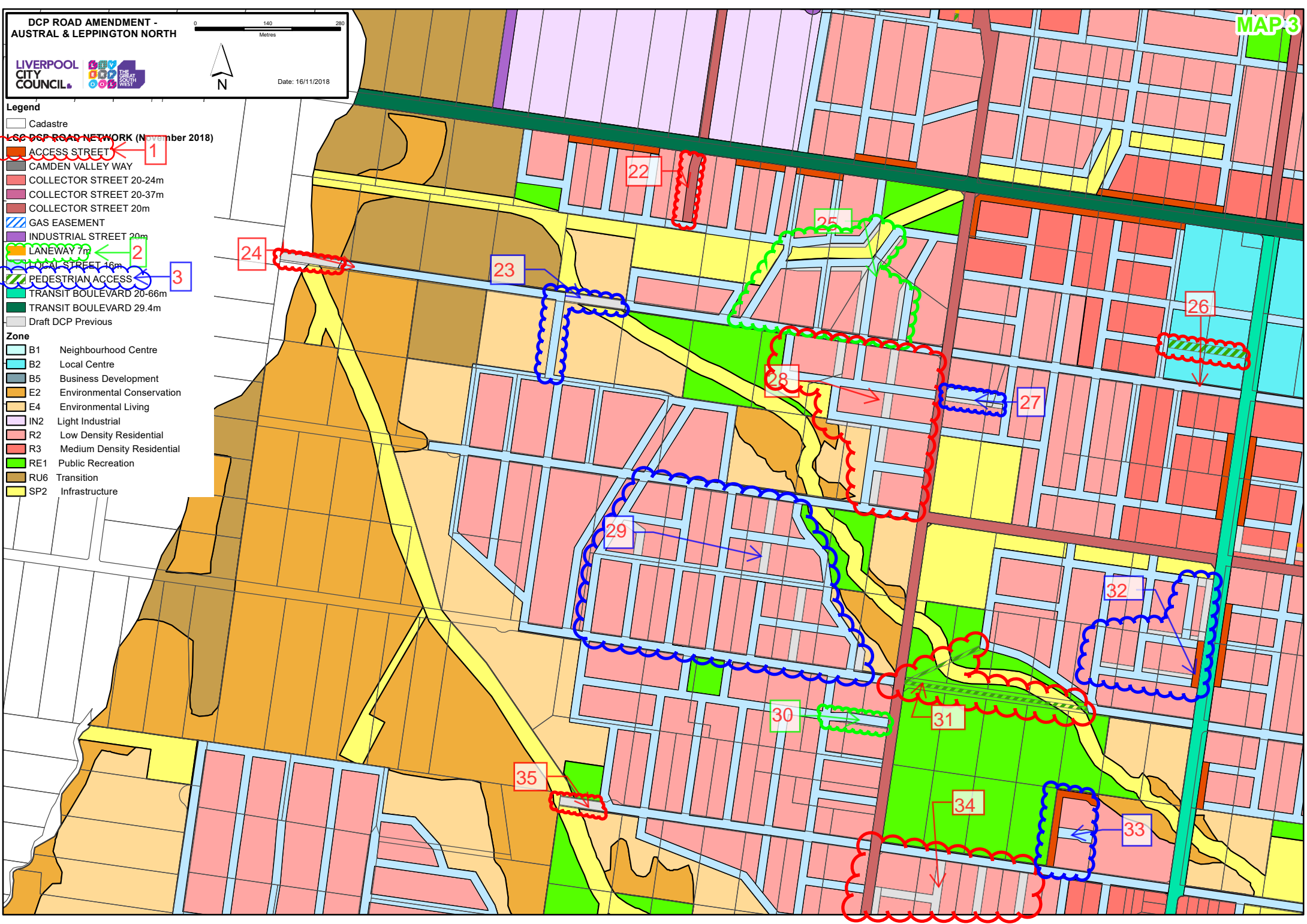
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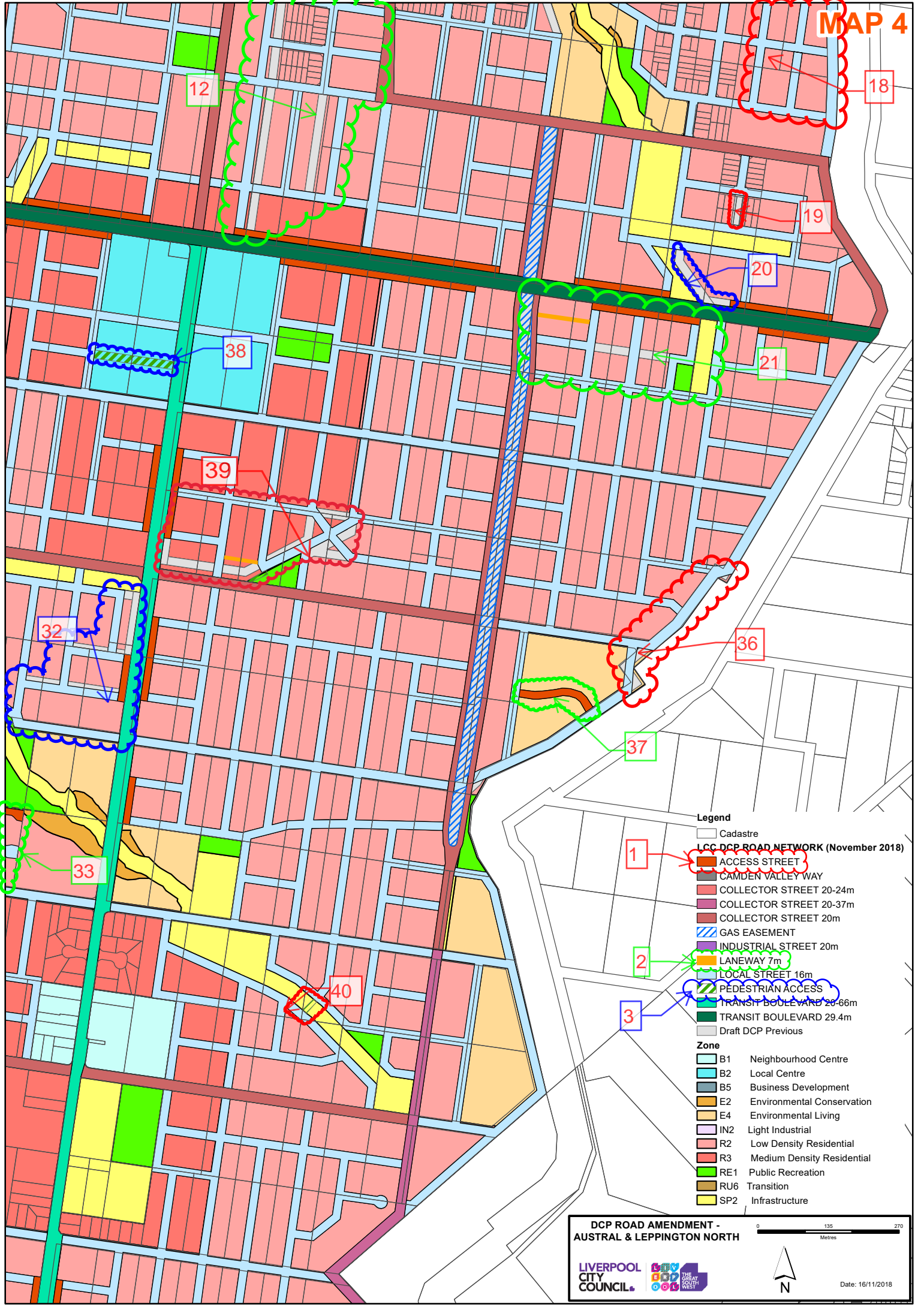
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LCC DCP ROAD NETWORK (November 2018)

- ACCESS STREET
- CAMDEN VALLEY WAY
- COLLECTOR STREET 20-24m
- COLLECTOR STREET 20-37m
- COLLECTOR STREET 20m
- GAS EASEMENT
- INDUSTRIAL STREET 20m
- LANEWAY 7m
- LOCAL STREET 16m
- PEDESTRIAN ACCESS
- TRANSIT BOULEVARD 20-66m
- TRANSIT BOULEVARD 29.4m
- Draft DCP Previous

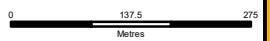
- Zone
- B1 Neighbourhood Centre
 - B2 Local Centre
 - B5 Business Development
 - E2 Environmental Conservation
 - E4 Environmental Living
 - IN2 Light Industrial
 - R2 Low Density Residential
 - R3 Medium Density Residential
 - RE1 Public Recreation
 - RU6 Transition
 - SP2 Infrastructure





- Legend**
- Cadastre
 - LCC DCP ROAD NETWORK (November 2018)**
 - 1 ACCESS STREET
 - 2 CAMDEN VALLEY WAY
 - 3 COLLECTOR STREET 20-24m
 - COLLECTOR STREET 20-37m
 - COLLECTOR STREET 20m
 - 4 GAS EASEMENT
 - INDUSTRIAL STREET 20m
 - 5 LANEWAY 7m
 - 6 LOCAL STREET 16m
 - 7 PEDESTRIAN ACCESS
 - 8 TRANSIT BOULEVARD 20-66m
 - 9 TRANSIT BOULEVARD 29.4m
 - Draft DCP Previous
- Zone**
- B1 Neighbourhood Centre
 - B2 Local Centre
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 - E2 Environmental Conservation
 - E4 Environmental Living
 - IN2 Light Industrial
 - R2 Low Density Residential
 - R3 Medium Density Residential
 - RE1 Public Recreation
 - RU6 Transition
 - SP2 Infrastructure

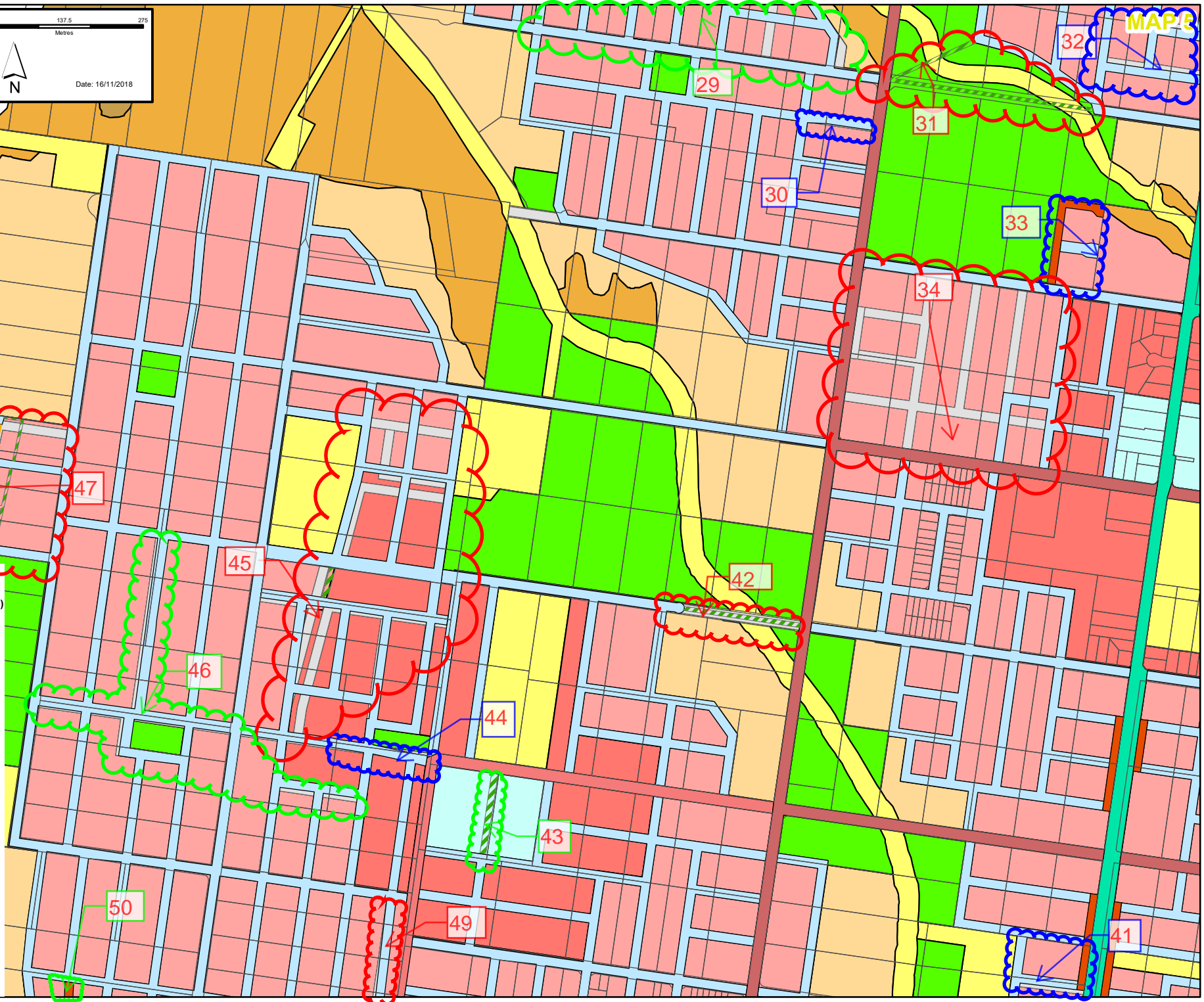
DCP ROAD AMENDMENT - AUSTRAL & LEPPINGTON NORTH

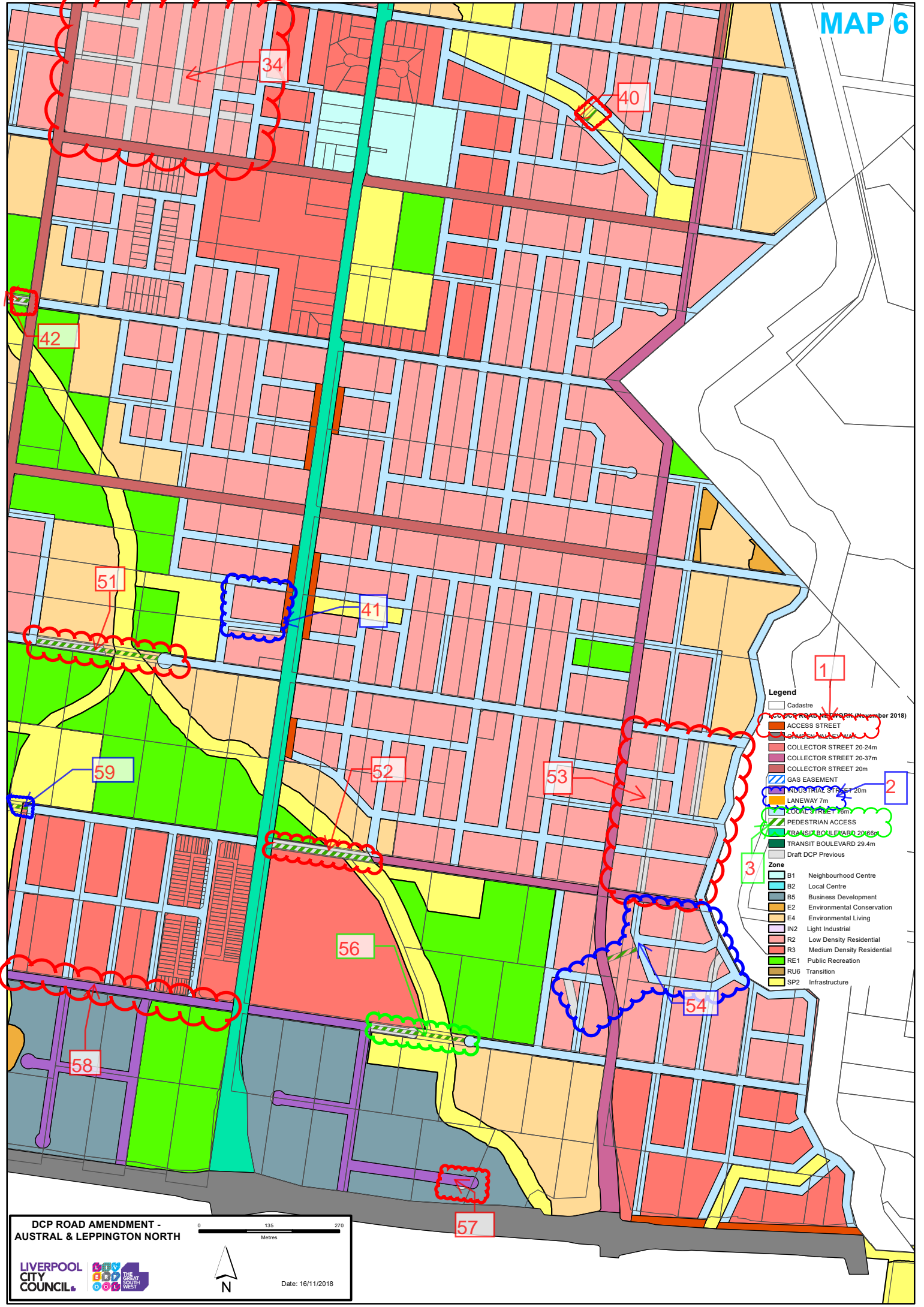


Date: 16/11/2018

MAP 6

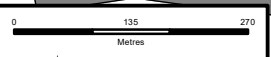
- Legend**
- Cadastre
 - LCC DCP ROAD NETWORK (November 2018)**
 - ACCESS STREET 1
 - CAMDEN VALLEY WAY
 - COLLECTOR STREET 20-24m
 - COLLECTOR STREET 20-37m
 - COLLECTOR STREET 20m
 - GAS EASEMENT
 - INDUSTRIAL STREET 20m
 - LANEWAY 7m 2
 - LOCAL STREET 10m
 - PEDESTRIAN ACCESS 3
 - TRANSIT BOULEVARD 20-66m
 - TRANSIT BOULEVARD 29.4m
 - Draft DCP Previous
- Zone**
- B1 Neighbourhood Centre
 - B2 Local Centre
 - B5 Business Development
 - E2 Environmental Conservation
 - E4 Environmental Living
 - IN2 Light Industrial
 - R2 Low Density Residential
 - R3 Medium Density Residential
 - RE1 Public Recreation
 - RU6 Transition
 - SP2 Infrastructure





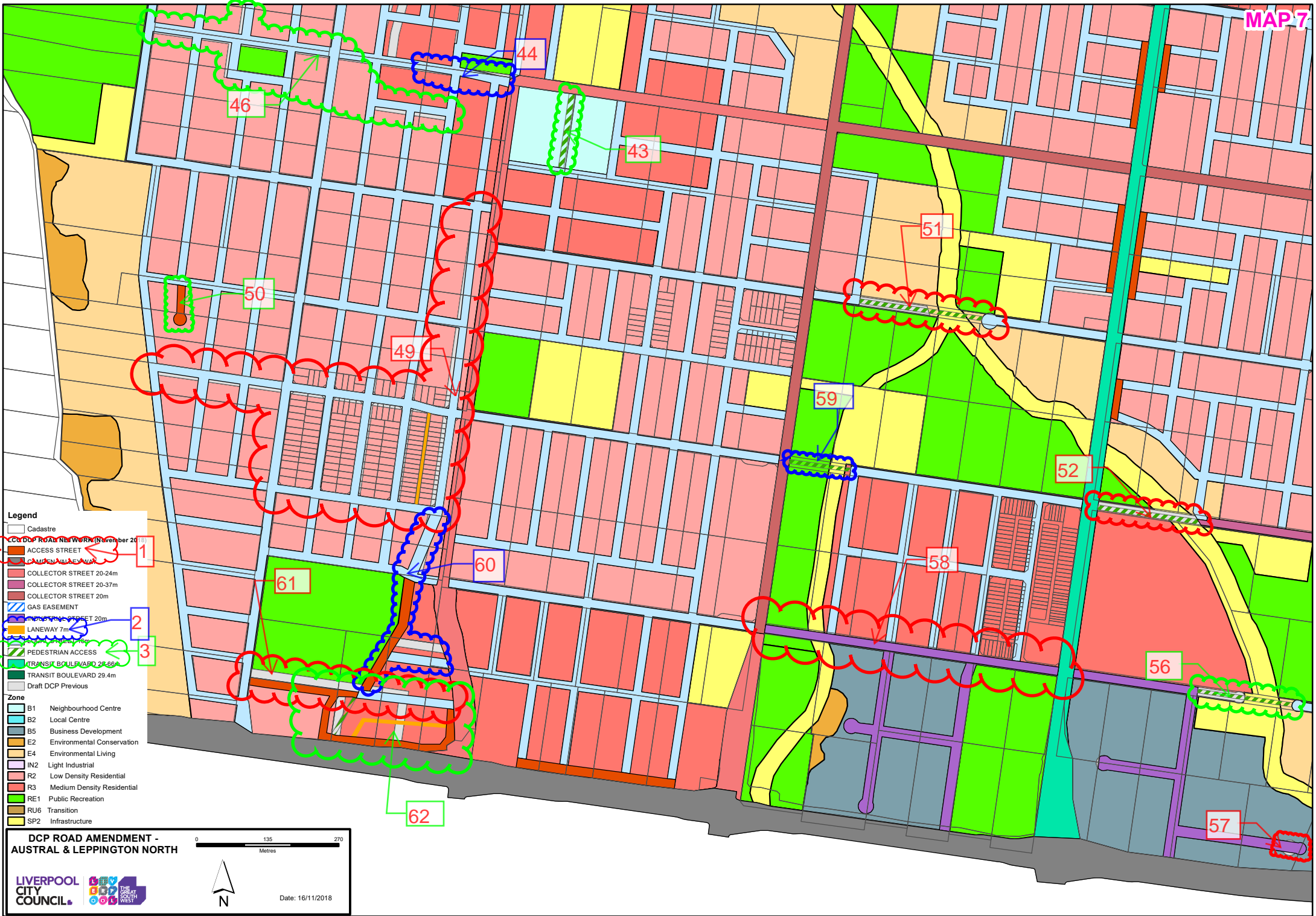
- Legend**
- Cadastre
 - DCP Road Network (November 2018)
 - ACCESS STREET
 - COLLECTOR STREET 20-24m
 - COLLECTOR STREET 20-37m
 - COLLECTOR STREET 20m
 - GAS EASEMENT
 - INDUSTRIAL STREET 20m
 - LANEWAY 7m
 - LOCAL STREET 7m
 - PEDESTRIAN ACCESS
 - TRANSIT BOULEVARD 20.66m
 - TRANSIT BOULEVARD 29.4m
 - Draft DCP Previous
- Zone**
- B1 Neighbourhood Centre
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 - R3 Medium Density Residential
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DCP ROAD AMENDMENT - AUSTRAL & LEPPINGTON NORTH



Date: 16/11/2018





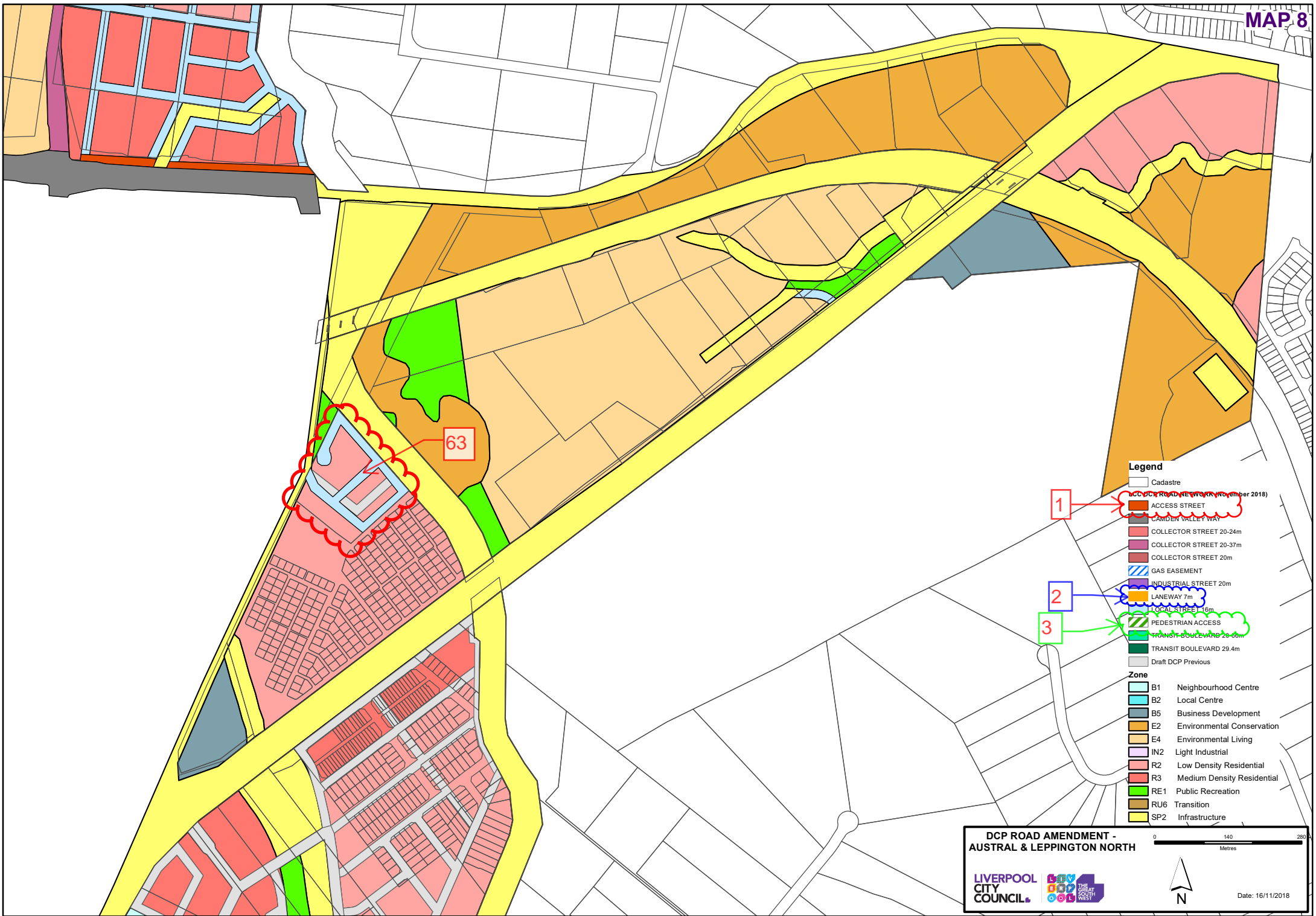
- Legend**
- Cadastre
 - ACCESS STREET
 - COLLECTOR STREET 20-24m
 - COLLECTOR STREET 20-37m
 - COLLECTOR STREET 20m
 - GAS EASEMENT
 - INDUSTRIAL STREET 20m
 - LANEWAY 7m
 - PEDESTRIAN ACCESS
 - TRANSIT BOULEVARD 27.66m
 - TRANSIT BOULEVARD 29.4m
 - Draft DCP Previous
- Zone**
- B1 Neighbourhood Centre
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DCP ROAD AMENDMENT - AUSTRAL & LEPPINGTON NORTH

0 135 270 Metres

LIVERPOOL CITY COUNCIL

Date: 16/11/2018



- Legend**
- Cadastre
 - DCP Road Network (November 2018)
 - ACCESS STREET
 - CAMDEN VALLEY WAY
 - COLLECTOR STREET 20-24m
 - COLLECTOR STREET 20-37m
 - COLLECTOR STREET 20m
 - GAS EASEMENT
 - INDUSTRIAL STREET 20m
 - LANEWAY 7m
 - LOCAL STREET 16m
 - PEDESTRIAN ACCESS
 - TRANSIT BOULEVARD 29-30m
 - TRANSIT BOULEVARD 29.4m
 - Draft DCP Previous
- Zone**
- B1 Neighbourhood Centre
 - B2 Local Centre
 - B5 Business Development
 - E2 Environmental Conservation
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DCP ROAD AMENDMENT - AUSTRAL & LEPPINGTON NORTH

0 140 280 Metres

LIVERPOOL CITY COUNCIL

Date: 16/11/2018

Austral ILP Amendment table of changes (v.16-11-18)

Ref	Map	Comment
1	All	The old legend was very difficult to distinguish between Local Streets and Access Streets. The colour of Access Streets will be changed to make it easier to distinguish.
2	All	Some laneways have been added to the plan to facilitate development. This requires a new legend item.
3	All	Pedestrian access paths were required in Council's Contributions plan or the written DCP; some additional paths have been added. Showing these paths in the ILP requires a new legend item.
4	1	The 10m wide drainage corridor passing through this land was surplus to requirements and will be rezoned to IN2 light industrial. The DCP road has been shifted so that half road construction is shared by both land-owners.
5	1	The block depths for much of this area were greater than 80m which would result in several hatchet lots or uncoordinated variations to the road layout. Most street blocks have been re-oriented to utilise east-west streets, which results in blocks being between 60 and 70m deep, which is far more feasible to develop.
6	1	A drainage channel running through the land in this location is surplus to requirements and has been rezoned to R2 low density residential. This also allows for a more sensible road layout.
7	1	These industrial streets were originally shown as connecting to a residential collector road. There is a desire to keep heavy vehicles away from residential areas, therefore the streets will be culs-de-sac to force industrial traffic to utilise another collector road to the west. Pedestrian and cyclist permeability can be maintained by providing a through connection from the culs-de-sac to the street to the east which can now operate as a standard residential street.
8	1	Laneways were added to run parallel to Fourth Avenue to minimise the number of intersections in the vicinity of the school and local centre, to minimise blocks which were very deep, and to indicate the preferred rear access arrangement for medium density zoned land which is bound by two intersecting collector roads. The zone boundary of the medium density zone will be amended to suit the new road alignment.
9	1	This street runs through an established school and is no longer needed.
10	1	A pedestrian plaza is described in the DCP for this location, but was not mapped. This should be shown on the road network map.
11	2	These streets have been constructed under an approved DA to improve development viability.
12	2;4	The layout of streets here created blocks that were too deep for efficient subdivision. The street pattern has been amended to ensure that blocks are approximately 60-70m deep, whilst ensuring that most land parcels can develop independently of one another. Some DAs have been assessed with variations that are generally consistent with this change. A drainage channel towards the north-west of the highlighted area is proposed to be removed, as it is surplus to requirements.
13	2	Council is to provide a pedestrian bridge at this location as per the contributions plan. Such instances should be reflected in the road network maps.
14	2	Approved via DA to allow subdivision of a block which was too deep.
15	2	Diagonal roads result in irregular shaped lots and other problems. They have been straightened where possible.
16	2	Re-aligned to match lot boundaries.

Austral ILP Amendment table of changes (v.16-11-18)

17	2	An additional cross street is needed here to improve pedestrian permeability. This road should be constructed on the lot boundary to ensure that the northern and southern lot owners can develop independently and reduce instances of residue land.
18	2;4	A drainage channel is proposed to be removed, as it is surplus to requirements.
19	2;4	Removed via approved DA.
20	2;4	This road passes through a newly established house of worship and a child care centre, both of which are not likely to redevelop. Whilst some of the residue land around these uses may be able to develop, the road network will likely need to be assessed on merit through a DA.
21	2;4	A child care centre was approved on some of this land (but not constructed) during the initial design of the Austral ILP. Its construction now obstructs some of the planned roads. Some roads are proposed to be amended to retain connectivity.
22	1;3	This road provides primary access to this area, and should be built to collector road standard. It is also proposed to re-align it slightly towards the middle of the lot to provide better subdivision depths on either side.
23	3	Rebuilding the road here above flood level is very expensive, and is not economically viable given the angle it intersects with a creek and the small number of properties it will serve. Instead a new road is proposed to link the area to the south without the need of a new bridge. The existing road (14 th Avenue) would be retained until the new link is constructed to ensure existing property owners still have road access. The new road would be constructed when the land is developed.
24	3	This street could be a cul-de-sac earlier. Full length of road construction is not necessary and would result in unnecessary removal of protected vegetation.
25	3	Roads here need to be re-aligned as the current layout results in several land owners needing to construct very small segments of a single road that only benefits one owner. By shifting the road wholly onto the property of the benefited land owner, the drainage channel and other roads will also be shifted to ensure orderly development.
26	3;4	A pedestrian plaza is described in the DCP for this location, but was not mapped. This should be shown on the road network map.
27	3	This road has been shifted slightly north to provide for better lot depths.
28	3	The block depth to the east here was too deep for regular sub-division. The road network has been re-aligned to provide for a more efficient subdivision layout. Some roads have also been realigned to facilitate efficient development by reducing the amount of half-road construction over two properties.
29	3;5	Roads have been realigned in some places to reduce the number of odd-shaped or hatchet lots needed. A new east-west local street is also proposed through much of the land to increase permeability.
30	3;5	This road was slightly out of alignment with the lot boundary.
31	3;5	Council is to provide pedestrian connections here. This should be reflected in the road network map.
32	3;4; 5	An existing small lot here was burdened almost entirely with new roads and would be uneconomical to develop leading to a disrupted street layout. The roads have been re-aligned to provide a more equitable outcome.
33	3;4; 5	There was no guidance as to how this lot would develop. Properties should address the public open space and promote casual surveillance.

Austral ILP Amendment table of changes (v.16-11-18)

34	3;5; 6	A school is proposed over much of this land, and roads would not be built. The network has been amended to reflect the school site.
35	3;5	This proposed road serves no purpose and can be removed.
36	4	These corners may be too sharp for traffic safety.
37	4	A street is needed here to facilitate subdivision and provide better pedestrian connectivity.
38	2;4	A pedestrian plaza is described in the DCP for this location, but was not mapped. This should be shown on the road network map.
39	4	A drainage corridor in this area is surplus to requirements. However, a diagonal road must remain to convey stormwater in a pipe running under the road which follows the natural low point of the land. Some roads in the immediate vicinity have been amended to better integrate with the new layout and to improve pedestrian permeability.
40	4;6	Council is to provide a pedestrian connection here. This should be reflected in the road network map.
41	5;6	A drainage channel could be removed and piped in this location. This required realigning and adding a new street to provide for residential development.
42	5	The costs of building a road bridge over a creek at a steep angle here is high. There are several alternate routes available to motorists. A pedestrian bridge should still be provided to maintain permeability and access to adjacent public open space.
43	5;7	A pedestrian plaza is described in the DCP for this location, but was not mapped. This should be shown on the road network map
44	5;7	Road re-aligned to avoid interfering with existing high voltage electricity poles.
45	5	A 10m wide drainage channel is surplus to requirements in this location. This has caused the realignment and ability to rationalise several roads in the area. Zone boundaries will be amended to match the new road boundary locations. It is noted that due to an existing DA under Assessment by Council which is well advanced, some of the original zoning and road layouts may need to be retained in this area, with further refinement pending the outcome of the DA.
46	5;7	Minor adjustments to some local roads to provide 60-70m lot depths, or to better adhere to existing lot boundaries.
47	5	The road network for this land would result in very poor planning outcomes. The transmission easement would be surrounded by backyard fences and could develop as an area for anti-social behaviour, due to poor overlooking from nearby houses. A road to the north also interferes with a power stanchion. It is proposed that new houses will face a public footpath and the transmission easement (increasing opportunities for casual surveillance). A rear lane-way will provide vehicular access to these lots. Other roads have been amended to provide for more regularly shaped lots.
48		Does not apply – typo error
49	5;7	Roads adjusted to reflect completed development.
50	5;7	An additional street is need as this proposed block is too deep for development.
51	6;7	Partial reconstruction of this road serves no purpose, and Council is required to build a pedestrian bridge here. This should be reflected in the road network map.
52	6;7	Vehicular access across the creek here is not needed. A pedestrian link is proposed to maintain pedestrian permeability.

Austral ILP Amendment table of changes (v.16-11-18)

53	6	These roads are proposed to be re-oriented to produce more regular lots. The current configuration would result in hatchet lots and irregularly shaped lots. The number of half roads to be constructed is also reduced.
54	6	Roads realigned to assist in development feasibility, and reduce the number of potential odd shaped lots. A pedestrian access path is proposed to assist with storm-water drainage and to increase pedestrian permeability.
56	6;7	Construction of this road serves no purpose. A pedestrian bridge exists here. Footpaths may need to be upgraded in future. This should be mapped.
57	6;7	Length of the proposed road has been lengthened to ensure that the eastern most property can have road access, as Bringelly Road will not allow driveway crossings. This may be further amended as a result of the Department of Planning's detailed Leppington Town Centre Masterplan
58	6;7	This road type was incorrectly adopted as a local street. Due to the business uses and the potential for regular light and medium truck movements associated with the bulky goods land, it was supposed to be shown as an industrial street typology. This may be further amended as a result of the Department of Planning's detailed Leppington Town Centre Masterplan.
59	6;7	Council is to provide a pedestrian connection here. This should be reflected in the road network map.
60	7	A road has been introduced next to the open space. Other adjustments have been made to reduce the potential of residue land.
61	7	Road adjoining the open space is shifted south so that it can be constructed on the lot that is zoned for residential development.
62	7	The widening of Camden Valley Way was greater than what was planned. Combined with the transmission easement and the medium density zoning, the best solution here would be rear loaded terrace (or similar) housing, facing Camden Valley Way and the transmission easement.
63	8	The new pattern provides for greater development opportunity.