
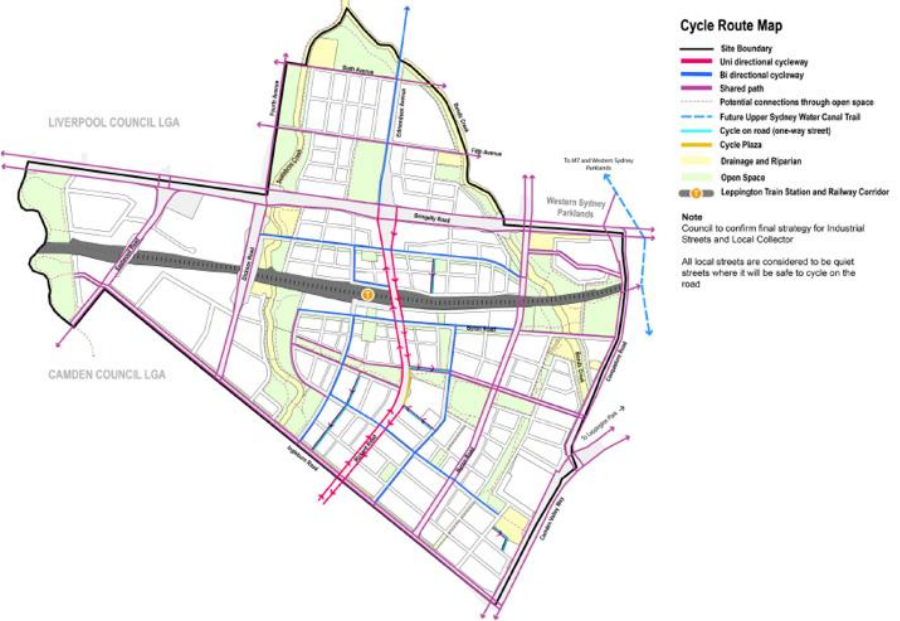


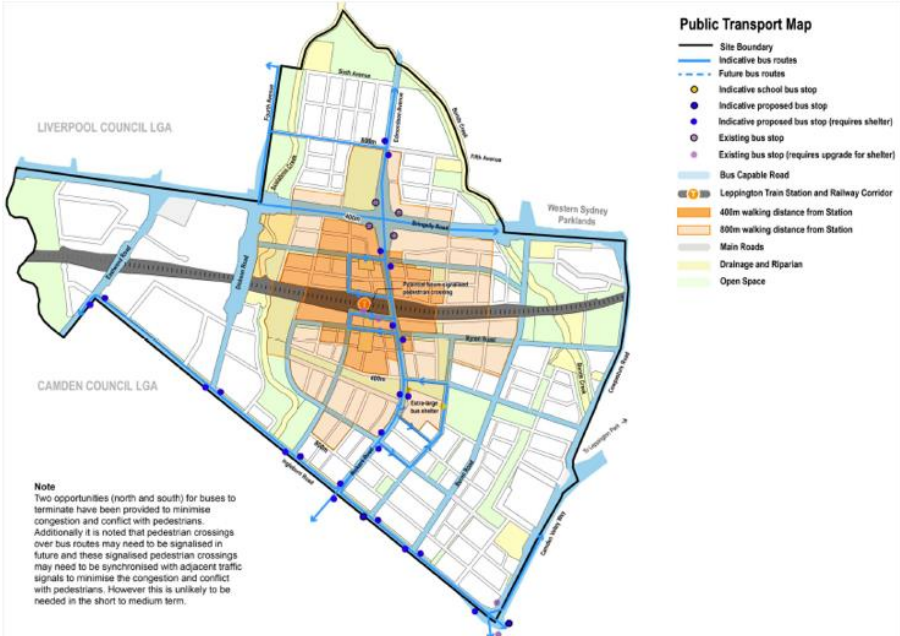
Liverpool Response to Panel Comments – Leppington Town Centre

Panel Comments	Officer Response
<p>The panel acknowledges the hard work and collaborative approach between the Liverpool City Council and Camden Council and is of the view that there is broad strategic and site-specific merit in the Planning Proposal proceeding. However, delivery and realisation of the anticipated outcomes will be challenging and evolving.</p>	<p>Noted.</p>
<p>(a) A transparent and publicly reported governance structure is needed to:</p> <ol style="list-style-type: none"> a. support ongoing collaboration, with involvement from key State agencies (particularly DPE, TfNSW, Health, and Schools Infrastructure) and both Councils, including mechanisms to resolve disagreements or future problems that may arise; b. Monitor and periodically (and publicly) review progress against the aspirations and targets for development of the Leppington Town Centre; 	<p>Infrastructure planning in greenfield areas has not been coordinated by a single entity since the Growth Centres Commission was abolished in 2008. Additionally, the review of the Town Centre was handed over by DPE to Camden and Liverpool Councils, with Camden taking a leading role. As a result, both Councils are required to collaborate with various stakeholders to coordinate delivery of the Town Centre</p> <p>Staff at Liverpool and Camden are part of a project working group (PWG) that meets on a fortnightly basis to discuss progression of the Leppington Town Centre. Camden Council staff (and staff from Liverpool Council) also participate in the Camden Precinct Collaboration Group (CPCG) that includes representatives from DPE, TfNSW, Sydney Water, NSW Health, Schools Infrastructure NSW and other relevant agencies. The PCG meets on a bi-monthly basis to discuss various projects in the Camden LGA, including the Leppington Town Centre. Accordingly, it is considered that the current governance structure satisfactorily takes into account the views of all relevant stakeholders at this stage of the planning process.</p> <p>Members of the public will have an opportunity to make comments on the project during public exhibition. Residents will also be provided with periodic updates and further opportunities to make comment as planning and development of the Town Centre progress after public exhibition.</p>
<p>(b) The Panel agrees that the activation strategy is critical to realising the catalytic effect of early development. To this end, opportunities for major key public and/or private anchor tenants and</p>	<p>Landcom is collaborating with Camden Council and relevant state agencies to assist with delivery of supporting infrastructure. Early development of the core will attract patrons to the Town Centre and also entice others to consider commencement of works.</p>

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<p>services/infrastructure should be explored and prioritised to assist in the viability and success of the town centre;</p>	
<p>(c) A more prominent and articulated Vision that incorporates sustainable, liveability and environmental principles to define the future desired outcome is needed;</p>	<p>The existing vision already incorporates sustainable, liveability and environmental principles to define the future desired outcome. For example, part of the vision states that <i>“Streets, public and private open spaces will be lined with green tree canopy and have cool outdoor spaces. Leppington will be resilient to urban heat and known for its highly sustainable buildings, spaces and lifestyle.”</i></p>
<p>(d) The Vision should seek to capitalise on the unique opportunities of the site/context and may draw on the work undertaken through the Community Consultation stage. As part of that exercise, consideration of the indigenous and agricultural history of the place, natural creek systems, topography and nearby and regional views through to the Liverpool CBD and the broader physical contextual relationship including the physical entity of Blue Mountains;</p>	<p>The existing vision already caters to the unique opportunities of the site, natural creek systems and topography. For example, part of the vision states that <i>“The built environment is to be complemented by a local open space network focused on three restored and enhanced natural creeks (Kemps, Scalabrini and Bonds Creeks)...bush reserves and walking trails will connect kilometres of local open space to the Western Sydney Parklands and the regional open space network creating a green grid.”</i></p> <p>However, relevant parts of the vision should be amended to cater to indigenous history and regional views as follows:</p> <p>A well-designed built environment <i>The centre will be known as a smart and innovative city with architecturally designed, sustainable and diverse buildings that open to a vibrant public domain. Streets of varying nature and function will be leafy, human scaled and lined with active and engaging building frontages. A linear high street is planned with fine grain retail and entertainment activated by eat streets, parks and plazas with events and interactive public art including indigenous art. Active and engaging street frontages offer access throughout the town centre for cyclists and pedestrians while also creating a sense of place. Above street level, rooftop spaces with shared views to cityscapes and landscapes will act as places to relax and connect with others.</i></p>

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	<p>Complementary to its natural environment</p> <p>The built environment is to be complemented by a local open space network focused on three restored and enhanced natural creeks (Kemps, Scalabrini and Bonds Creeks). Urban plazas, parks, sports fields, bush reserves and walking trails will connect kilometres of local open space to the Western Sydney Parklands and the regional open space network creating a green grid. Streets, planned in detail <i>will</i> provide desirable tree planting of <i>indigenous tree species</i> and an environmental function, as well as their transport function.</p>
<p>(e) An improved focus should be applied to pedestrian and cycling prioritisation along roads within the town centre and links to nearby destinations, while ensuring key public transport corridors remain functional and efficient;</p>	<p>The draft DCP and the 'Designing Leppington' urban design strategy already include a myriad of proposed transport routes as seen below:</p>  <p> T Train Station --- 400m and 800m walking catchment — Existing major roads — Connection streets — Key cycleways — Key shared paths — Key pedestrian priority streets </p> <p>Both documents also include cross sections, proposed traffic calming devices and intersection diagrams to show how the street network will integrate with the public domain.</p>

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	<p>The shared paths are to be provided by developers in accordance with the DCP and any proposed bus routes will need the concurrence of TfNSW before implementation.</p>
<p>(f) A funded, staged, rational infrastructure Delivery Plan is needed, particularly as the success of the centre will rely on the supporting infrastructure. Development of, and progress with implementation of the infrastructure Delivery Plan, should be a focus of the governance structure recommended above. Some specific matters to consider include:</p> <ol style="list-style-type: none"> An elevated pedestrian crossing of Bringelly Road be prioritised and developed as a critical element for the success of the town centre as both as a connection but also an opportunity to facilitate views and activation; Cycling connections along the rail corridor are facilitated, including opportunities along major roads and rail corridors; Further examination of the proposed arrangements for bus transport, especially: <ol style="list-style-type: none"> the crossing of Bringelly Road; and the design and operational-effectiveness of the bus-rail interchange at Leppington station prior to gazettal of the final planning proposal. Early development of sites around Bringelly Road and the rail station is to be encouraged for 'activation' reasons. However, without further thought about the design of the inner core, such early development may inadvertently 'build out' opportunities 	<p>'Delivering Leppington' includes a summary of proposed infrastructure (including costings) to support the town centre. Staging of infrastructure delivery will largely depend on market demand, Council's 7.11 contributions and resources provided by relevant state agencies.</p> <p>Elevated active transport crossings of Bringelly Road and the rail line are identified on the proposed ILP. Any crossings will require state government funding and the concurrence of TfNSW.</p> <p>Although there are no active transport connections along the rail corridor, there are numerous east-west cycling connections identified in the DCP (see below).</p>  <p>Cycle Route Map</p> <ul style="list-style-type: none"> Site Boundary Uni directional cycleway Bi directional cycleway Shared path Potential connections through open space Future Upper Sydney Water Canal Trail Cycle on road (one-way street) Cycle Plaza Drainage and Riparian Open Space Leppington Train Station and Railway Corridor <p>Note Council to confirm final strategy for Industrial Streets and Local Collector All local streets are considered to be quiet streets where it will be safe to cycle on the road</p>

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<p>to ensure there is capacity and operational effectiveness in the public transport system, not just for the next 20 years, but over the longer term, as the population of the South West Growth Area increases and as the need for an attractive north-south public transport spine in this part of Sydney's south-west becomes increasingly important. The design needs to acknowledge the potential number of buses – both transitway/cross-district and local – to achieve the transit-oriented aspirations for the centre, while also addressing the needs for a pedestrian-friendly environment. The Panel acknowledges that striking a reasonable balance in this area may not be easy, but emphasises the importance of working through these matters (as much as possible) ahead of any decisions to change the planning controls; and</p> <p>d. Railway connection to the Aerotropolis is prioritised as critical to the success of this centre and connections to the Aerotropolis;</p>	<p>Proposed bus routes are also highlighted in section 3.10 of the draft DCP (see below).</p>  <p>The map, titled 'Public Transport Map', shows the Aerotropolis area bounded by Liverpool Council LGA to the north and Camden Council LGA to the south. It highlights proposed bus routes (solid blue lines) and future bus routes (dashed blue lines). Indicated bus stops include school bus stops (yellow circles), proposed bus stops (blue circles), and existing bus stops (pink circles). The map also shows bus capable roads (light blue), the Leppington Train Station and Railway Corridor (orange), and walking distances from the station (400m in orange, 800m in light orange). Other features include main roads (grey), drainage and riparian areas (yellow), and open space (green). A note at the bottom left states: 'Note: Two opportunities (north and south) for buses to terminate have been provided to minimise congestion and conflict with pedestrians. Additionally it is noted that pedestrian crossings over bus routes may need to be signalised in future and these signalised pedestrian crossings may need to be synchronised with adjacent traffic signals to minimise the congestion and conflict with pedestrians. However this is unlikely to be needed in the short to medium term.'</p> <p>Camden and Liverpool Councils will continue to collaborate with TfNSW to advocate for high frequency bus routes along Rickard Road, Edmondson Avenue and Fifteenth Avenue, consistent with the District Plan.</p> <p>Any potential railway connections to the Aerotropolis will need to be planned and delivered by the NSW government (including TfNSW).</p>
<p>(g) Mechanisms to provide incentives or requirements for amalgamation, including appropriate staging of development, where this is critical in realising delivery of key infrastructure and outcomes and where linear infrastructure spans many privately-owned sites (and possibly shorter-term mechanisms</p>	<p>It is proposed to insert an amalgamation clause in the DCP for certain B4 zoned sites along Bringelly Road. Amalgamation of other sites is not strictly required. Several lands, while appearing fragmented on a cadastral map are in fact in consolidated landownership.</p>

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to avoid further subdivision of key land that may thwart successful future outcomes);	Subdivision of B4 and R4 land for lower density development is unlikely to be supported as the proposed controls include FSR bonus incentives to encourage higher densities.
(h) Appropriate mechanisms (potentially including more 'active' measures by the Councils, e.g. adjustment of road boundaries where necessary), in addition to the use of DCP controls, to ensure protection of existing significant stands of trees and vegetation. This could also be strengthened through refined and expanded urban heat provisions;	<p>Additional urban heat controls are to be included under clause 6.10 of the SEPP as follows:</p> <p><i>(3) Before granting development consent, the consent authority must be satisfied that:</i></p> <p><i>(h) The development or work has demonstrated that shade trees are to be retained where practical, unless an AQF Level 5 Arborist has determined that the tree should not be preserved as it is dead, dying or may present as a hazard to human health if retained.</i></p> <p><i>(4) In this section:</i></p> <p><i>(e) A tree which provides for canopy shading can be practically preserved when:</i></p> <p><i>(i) The tree and its canopy are located wholly within a landscaped area, or</i></p> <p><i>(ii) Techniques such as underboring or provision of root barriers around utilities, footings, or foundations can reduce or remove any potential damage to public utility undertakings, and buildings, or</i></p> <p><i>(iii) The position of driveways, hard surfaces and other paved areas can be practically displaced or removed entirely to avoid removal of existing trees. or</i></p> <p><i>(iv) The development has not demonstrated, by means of building plans, or flood mitigation works, that cutting or filling of the land is necessary, which would subsequently result in the removal of trees, or</i></p> <p><i>(v) Minor articulation of the built form, location of proposed lot boundaries, or minor variations to the street alignment or design can otherwise retain shade trees.</i></p>
(i) Ensuring any flexible approach to height limits does not compromise future solar access to key parks and open space;	Liverpool's portion of the Town Centre does not have any flexible height limits. Any proposed development must adhere to the maximum height as shown in the proposed Height of Building (HOB) map. All open space in Liverpool's portion of

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	the Town Centre is situated to the east, west and north of developable land, therefore it is unlikely to be significantly overshadowed.
(j) Consideration of longer-term sustainability in the provision of infrastructure (e.g. electricity and gas).	<p>The Utilities Assessment prepared by Mott MacDonald describes infrastructure required to service the Town Centre. Electricity and gas are under the purview of Endeavour Energy and Jemena respectively. The long-term sustainability of any infrastructure will need to be investigated by the relevant energy providers.</p> <p>A Low Carbon Buildings incentive clause is also proposed providing a 0.25:1 bonus FSR as an incentive to achieve energy efficient buildings where:</p> <ul style="list-style-type: none"> • Office, retail/business parts of a building demonstrate low energy emissions; and • Residential parts of a building above 10 storeys achieve BASIX 20+ or BASIX 25+ in addition to the minimum BASIX requirement. <p><i>Note: The Low Carbon Buildings incentive clause may need to be revised to be consistent with the State Environmental Planning Policy (Sustainable Buildings) 2022.</i></p> <p>Additionally, clauses 8 and 9 of <i>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004</i> prohibit the inclusion of competing controls in any other planning instrument or development control plan. Competing controls include those that seek to reduce consumption of mains-supplied potable water, reduce emissions of greenhouse gases and improve the thermal performance of any residential building. Therefore, the panel's recommendation cannot be incorporated into the subject proposal.</p>