

CLPP01

SUBJECT: LEPPINGTON TOWN CENTRE PLANNING PROPOSAL
FROM: Manager Strategic Planning
EDMS #:

CONFIDENTIAL REPORT

PROPERTY ADDRESS Leppington Town Centre Precinct Boundary (Figure 1)
PROPONENT Camden Council and Liverpool City Council
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PURPOSE OF REPORT

The purpose of this report is for the Camden Local Planning Panel (CLPP) to consider and provide comment on the draft Planning Proposal for Leppington Town Centre.

The draft Planning Proposal seeks to amend State Environmental Planning Policy (Precincts - Western Parkland City) 2021 ('Precincts SEPP') to facilitate (by 2041) the delivery of approximately:

- 10,500 dwellings;
- 156,000m² of retail floor space;
- 142,000m² of commercial, health, community and education floor space; and
- 160,000m² of commercial and industrial enterprise employment floor space.

The draft Planning Proposal also seeks to support the delivery of:

- Additional active open space (including three double playing fields);
- Additional passive open space (riparian corridors, pedestrian links and cycleways);
- An upgrade of the existing primary school;
- An integrated health hub;
- A multipurpose community facility; and
- Aquatic and Indoor Recreation Centre (Liverpool LGA).
- Additionally, School Infrastructure NSW has identified a need for additional education facilities to service the Leppington Town Centre. This will ensure that public schools are supporting community needs and continue to be appropriately resourced to respond to changes to its student population.

The draft Planning Proposal and associated technical studies are provided as **attachments** to this report.

BACKGROUND

Leppington Town Centre is a 440 hectare precinct (shown in Figure 1 below) located within the South West Growth Area. The precinct spans over two Local Government

Areas (LGAs) with Liverpool City Council to the north of Bringelly Road and Camden Council to the south.

The draft Planning Proposal package for Leppington Town Centre has been prepared in response to changes to the surrounding strategic context since the original rezoning in 2013, including:

- Announcement of the Aerotropolis;
- Planned extension of the rail line to the Aerotropolis;
- Planned high frequency bus corridors; and
- Being identified as a Strategic Centre in the Region Plan, the District Plan and Camden Council's Local Strategic Planning Statement.

The proposed changes are the result of a consideration of market demand, feasibility testing, and recognising the changed role for Leppington Town Centre in response to the Aerotropolis plans.

With the Aerotropolis being the primary focus of new employment lands in South West Sydney, Leppington Town Centre will need to increase its role of providing much needed homes, local employment, services and a civic hub to support the concept of a 30-minute city.

The town centre will be connected to its natural and built environment, leafy, compact and walkable, with a vibrant street life.



Figure 1: Leppington Town Centre Precinct Boundary

Leppington Town Centre Review History

In 2017, the Department of Planning and Environment (DPE) announced a review to investigate limited development in Leppington Town Centre since the initial rezoning in 2013. The review was handed to Camden Council (Council) from DPE in 2019. The Leppington Town Centre review history is shown in Table 1 below.

| Year | Milestone |
|------|--|
| 2013 | Leppington Town Centre was rezoned. |
| 2014 | Western Sydney Airport (Aerotropolis) announced. |
| 2015 | Leppington Train Station opened. |
| 2016 | Greater Sydney Region Plan adopted. |
| 2017 | DPE announced review to investigate limited development since rezoning and holds community engagement sessions. |
| 2018 | Western City District Plan adopted. |
| 2019 | Council was handed lead of Leppington Town Centre review. |
| 2020 | Camden Local Strategic Planning Statement is adopted and North South and East West rail link corridors gazetted. |
| 2021 | Council held preliminary community engagement sessions to inform the vision. Camden Council received funding from DPE to finalise the review. |
| 2022 | The extension of rail from Leppington Station to the Aerotropolis along the East West rail link corridor is identified as an Infrastructure Priority to be completed by 2031 in Western Parkland City Draft Blueprint. |

Table 1: Leppington Town Centre Review History

Development History

Leppington Town Centre has been slow to develop to date. There are several reasons for this, including fragmentation of land ownership and the perceived lack of a lead developer to establish a town centre with a range of retail services and amenity. Other factors include development uncertainty, development gravitating towards the Aerotropolis and project feasibility relating to land value expectations and development standards.

Recent development history for the town centre is provided as an **attachment** to this report and is shown in Figure 2 below.

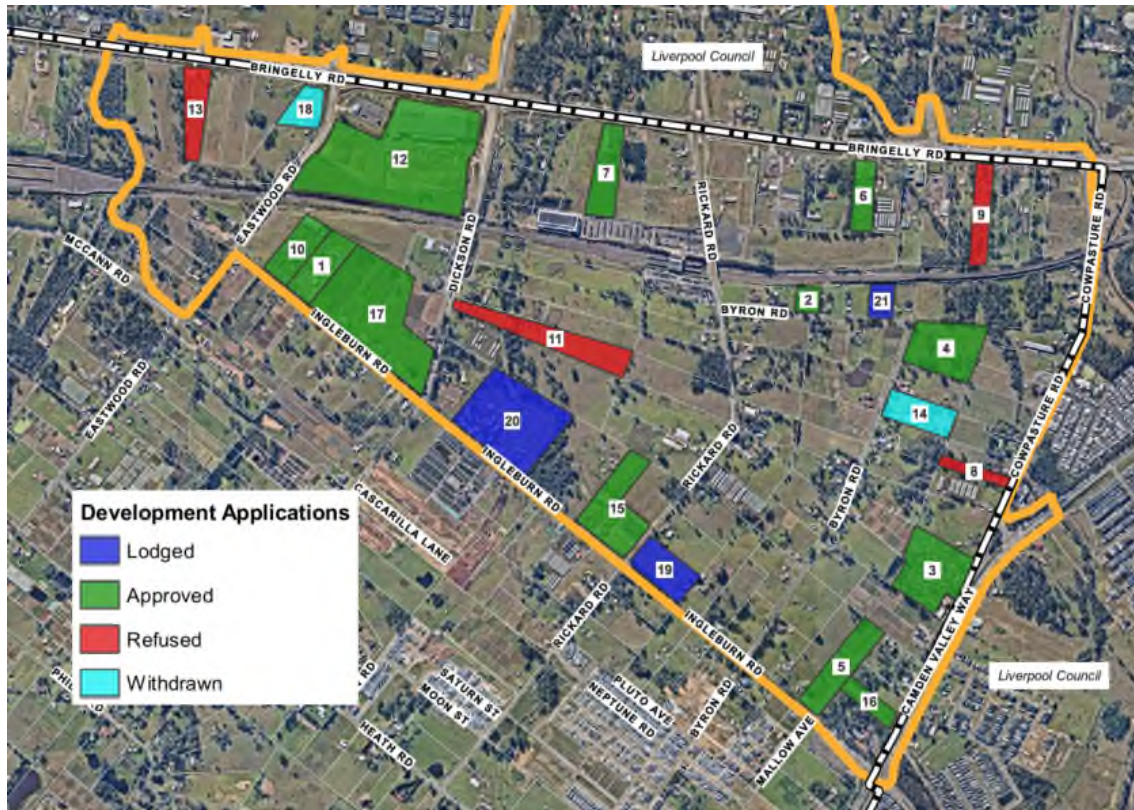


Figure 2: Development History in Leppington Town Centre as of July 2022

Proposed Vision for Leppington Town Centre

Active and people focussed

The vision for the Leppington Town Centre is for it to become a major new strategic centre within the Western Parkland City of Sydney. In close proximity to the Western Sydney Aerotropolis and with a rail station providing direct access to Liverpool and Sydney CBD, Leppington Town Centre will be a people and lifestyle focused place, transit oriented and highly convenient with major shopping, cultural and recreation facilities. It will have a multiple education and health facilities, as well as convenient industrial and urban services space on its fringe to meet the needs of its local community.

A green urban centre

A public domain green network will be focused on the existing natural creek-lines and be connected to the main Town Centre Core and Train Station. The built form will be high quality with a range of densities and building heights increasing with proximity to the Centre and Rail Station. 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.

Convenient and connected

As a strategic centre in the Western Parkland City, Leppington Town Centre will provide much needed homes, jobs, services and a civic hub with high frequency trains and rapid bus to Bradfield in the Aerotropolis, to Liverpool CBD and to greater Sydney, complementing the concept of a 30-minute city. Convenience is never far away with fine grain retail, eat streets, entertainment and excellent transport connections to the rail

station at the heart of the centre, and the surrounding area. The range of active transport options through permeable streets and spaces will be a key feature of Leppington, providing access from the outer areas to the centre core. Services, schools, community education and cultural activities will be all within walking distance and people of all ages will feel safe riding bikes through leafy streets on a network of separated cycleways within a 10-minute neighbourhood.

A well-designed built environment

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. 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 will act as places to relax and connect with others.

Complementary to its natural environment

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, provide desirable tree planting and an environmental function, as well as their transport function.

Draft Planning Proposal Package

The draft Planning Proposal package supports the intent for Leppington Town Centre to become a new strategic centre within the Western Parkland City; to complement the role of the Aerotropolis and grow into a regionally significant transit-oriented centre providing major civic, cultural, recreational, retail and business service functions for the area.

Leppington Town Centre will be active and people focused, a green urban centre, convenient and connected, a well-designed built environment, and complementary to its natural environment.

The draft Planning Proposal is supported by a number of technical studies. These technical studies are listed in Tables 2, 3 and 4 below.

| Technical Study | Consultant | Date | Status |
|---|-------------------------------------|-------------|-----------|
| Indigenous Heritage Assessment Project: Austral & Leppington North Precincts, South West Growth Centres | Australian Museum Business Services | June 2012 | Completed |
| Austral & Leppington North Precinct Biodiversity Conservation Assessment | Cardno | August 2012 | Completed |

| | | | |
|--|-------------------------------------|---------------|-----------|
| Austral and Leppington North Precincts – Historic Heritage project | Australian Museum Business Services | June 2012 | Completed |
| Austral & Leppington North Precincts Water Cycle Management Response to Exhibition Submissions | Cardno | December 2012 | Completed |

Table 2: Historical technical studies commissioned by DPE prepared for the original rezoning of the Austral and Leppington North Precincts

| Technical Study | Consultant | Date | Status |
|---|------------------|--|---|
| Draft Leppington Town Centre Utilities Assessment | Mott McDonald | Latest draft attached to this report September 2021 | It is anticipated that this report will be finalised in August 2022 (prior to report to Council). |
| Draft Social Infrastructure and Open Space Assessment | Elton Consulting | Latest draft attached to this report October 2021 | It is anticipated that this report will be finalised in August 2022 (prior to report to Council). |

Table 3: Technical studies commissioned by DPE to support the draft Planning Proposal

| Technical Study | Consultant | Date | Status |
|--|----------------------|--|---|
| Leppington Town Centre Market Demand Analysis | HillPDA | April 2021 | Completed |
| Bushfire Assessment Report Leppington Town Centre | EcoLogical Australia | August 2022 | Completed |
| Draft Designing Leppington Town Centre – Urban Design Report | LFA and Turf | Latest draft attached to this report May 2022 | It is anticipated that this report will be finalised in August 2022 (prior to report to Council). |
| | Mecone | Latest draft attached to this report | |

| Technical Study | Consultant | Date | Status |
|--|------------|------------|---|
| Draft Delivering Leppington – Open Space and Infrastructure Costings | | May 2022 | It is anticipated that this report will be finalised in August 2022 (prior to report to Council). |
| Draft Leppington Town Centre and Precinct Traffic Modelling Report | Arup | March 2022 | Completed |

Table 4: Technical studies commissioned by Camden Council to support the draft Planning Proposal

In addition to the above technical studies, the draft Planning Proposal has also been developed in conjunction with the following documents:

- Draft Leppington Town Centre Development Control Plan;
- Draft Leppington Town Centre Contributions Plan; and
- Place Activation and Brand Strategy.

An assessment of the draft Planning Proposal against the above technical studies is provided as part of 3.3 Section C — Environmental, Social and Economic Impact of the planning proposal, attached as an **appendix** to this report.

The above technical studies are provided as **attachments** to this report.

Regional Site Context

Leppington Town Centre extends across Camden and Liverpool Local Government Areas (LGAs). The town centre is a 440 hectare precinct and identified as a Strategic Centre in the Greater Sydney Region Plan, Western City District Plan and both Council's Local Strategic Planning Statements (LSPS).

The town centre is located in the South West Growth Area and is approximately 2km south east of the Aerotropolis boundary. This places the town centre in the ideal location to support the Aerotropolis in terms of housing and employment.

Transport Connections

Leppington Station, which opened in 2015, is located in the town centre. The existing rail line connects to Liverpool, Parramatta and the Sydney CBD.

The extension of rail from Leppington Station to the Aerotropolis along the East West rail link corridor is identified as an Infrastructure Priority to be completed by 2031 in Western Parkland City Draft Blueprint.

Bringelly Road transects the north of the area, along the Camden and Liverpool LGA boundary and provides connections to Liverpool and the Aerotropolis. To the east, Cowpasture Road and Camden Valley Way provide connections to Narellan and Campbelltown. To the south, Ingleburn Road separates Leppington Town Centre from Leppington release area stages 1-5.

Several other key roads within Leppington Town Centre are currently Housing Acceleration Fund (HAF) / Special Infrastructure Contribution (SIC) funded and are in various stages of design. These roads include Rickard Road, Ingleburn Road, Dickson Road, Byron Road and Eastwood Road.

The regional context of Leppington Town Centre is shown in Figure 3 below.

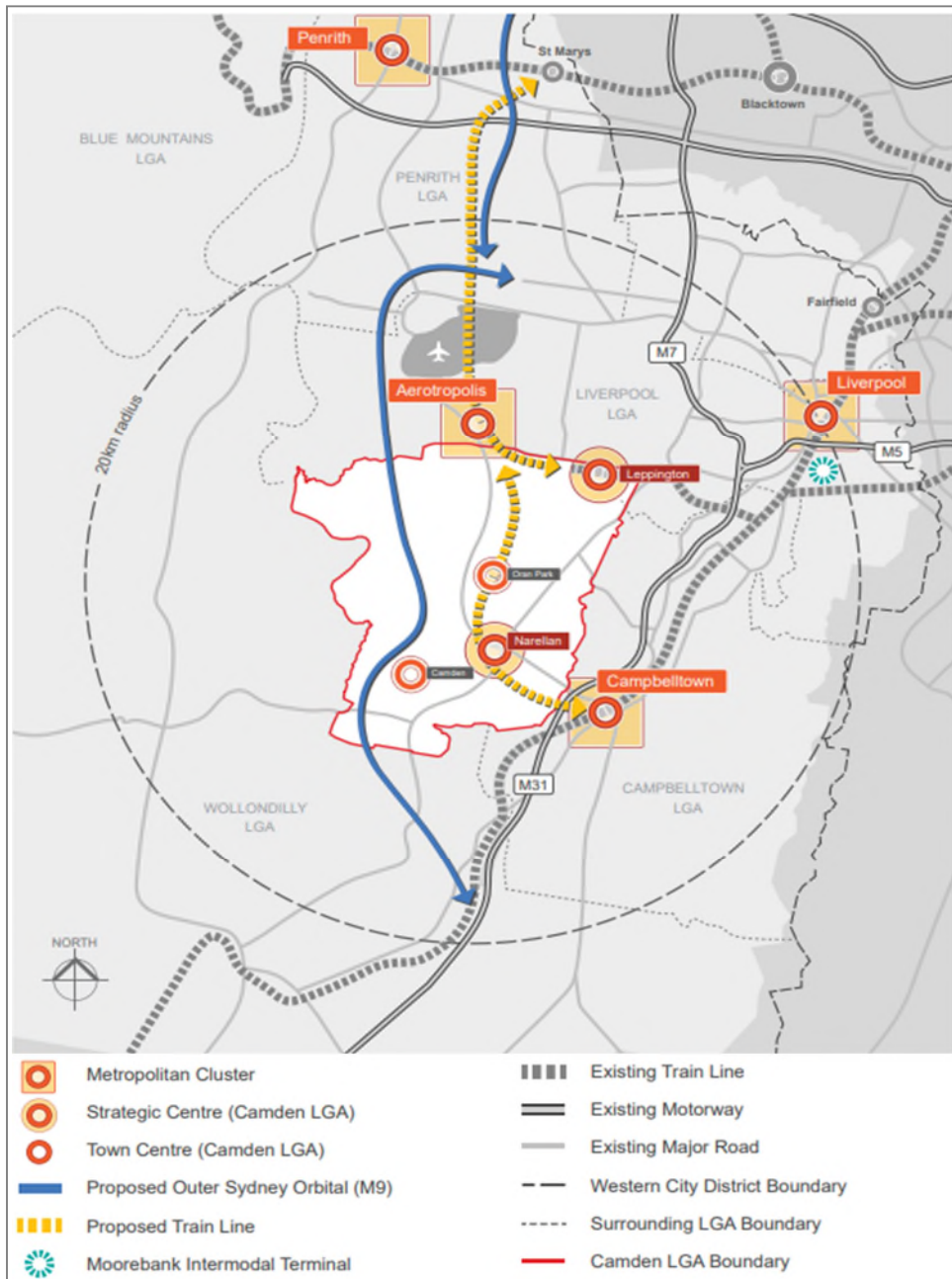


Figure 3: Leppington Town Centre Regional Context (Camden LSPS, 2020)

Local Site Context

There are 181 parcels of land in the Camden LGA portion of the town centre.

A land ownership map for Camden LGA is shown in Figure 4 below.

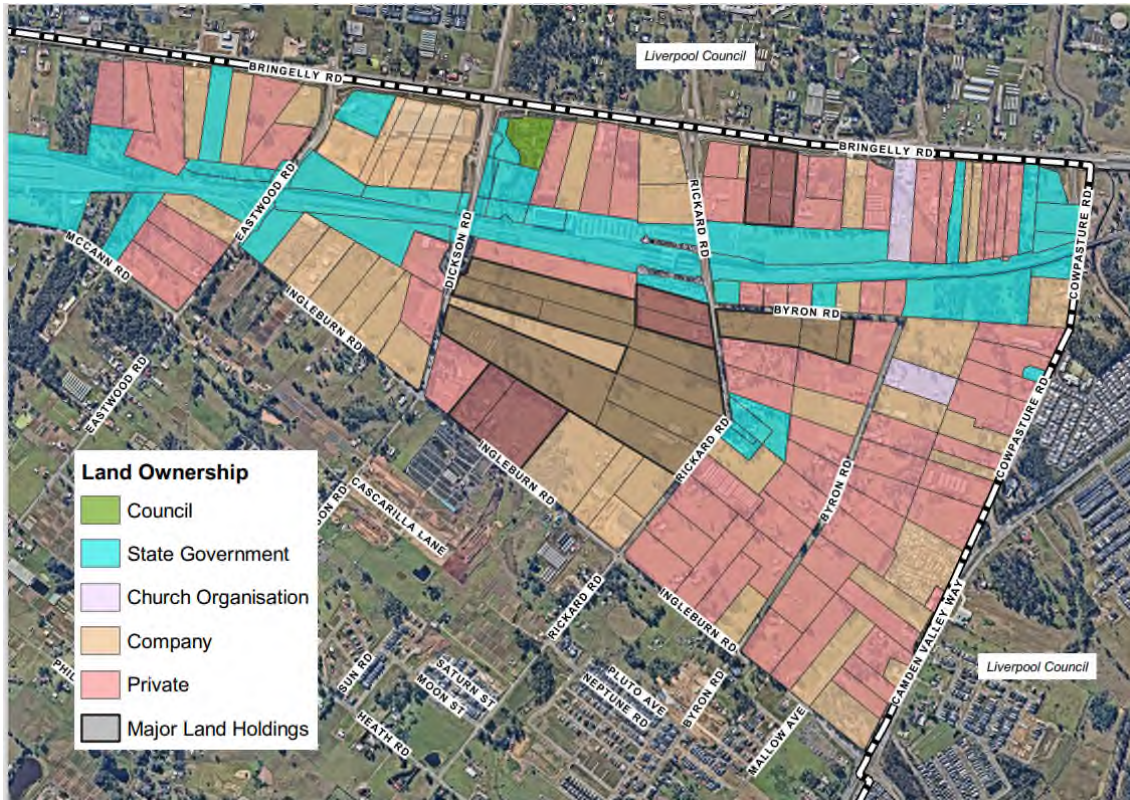


Figure 4: Leppington Town Centre ownership map for Camden LGA (July 2022)

The town centre is focused along three north-south creeks; Kemps Creek to the west; Scalabrini Creek in the centre; and Bonds Creek to the east.

The exiting site context is primarily rural (under existing use rights) with scattered patches of vegetation to the south of Bringelly Road.

An existing primary school sits in the centre of the town centre on Rickard Road.

The Liverpool City Council portion of the town centre is currently transitioning from rural land uses to urban development in the form of narrow lot and terraced housing.

Initial Notification

Initial notification of the draft Planning Proposal has not been undertaken. The amendments sought by the draft Planning Proposal have remained confidential as revealing the details of the draft planning proposal prior to public exhibition may affect the future land values and resulted in increased market speculation.

Preliminary Community Engagement

In 2019 DPE undertook preliminary community engagement. In 2021, Camden Council completed additional preliminary community consultation which included a survey, landowner webinar and youth engagement at Leppington Primary School.

Preliminary State Agency Consultation

Camden and Liverpool City Councils ('Councils') have been working collaboratively with various state agencies in preparing the draft Planning Proposal package. Councils will continue to consult with State Agencies as part of the formal State Agency consultation period following Gateway determination by DPE.

Sydney Water

Council has recently received advice from Sydney Water indicating that:

- The portion of the town centre west of Eastwood Road (Industrial and Business Development zoned land) cannot support forecast growth until mid-2025. Developments with earlier timeframes may investigate interim options for wastewater services. After mid-2025 this portion of the town centre can support additional growth.
- The portion of the town centre between Eastwood Road and Byron Road can support forecast growth of up to 748 dwellings and 944 jobs prior to mid-2025. After mid-2025 this portion of the town centre can support additional growth.
- The portion of the town centre east of Byron Road can support forecast growth up to 2026 and into the future.
- Hydraulic modelling work to identify the required amplifications and timeframes to support the proposed population is in progress and scheduled for completion in October 2022.

The letter of advice from Sydney Water (May 2022) and current draft Utilities Assessment Report (September 2021) are provided as **attachments** to this report (Refer to Attachment 8).

The draft Utilities Assessment Report will be updated to reflect the advice from Sydney Water prior to reporting the draft Planning Proposal to Council.

Transport for NSW (TfNSW)

Council officers have ensured proposed connections to major roads in the draft Planning Proposal are consistent with the current ILP.

The draft Leppington Town Centre and Precinct Traffic Modelling Report indicates that these connections are required to ensure traffic volumes can be accommodated.

Council have written to TfNSW to seek access to Bringelly Road from the proposed northern extension of Byron Road. Councils expect to resolve access to Bringelly Road during the formal State Agency consultation.

School Infrastructure NSW (SINSW)

Collaboration is ongoing between Council and School Infrastructure NSW (SINSW) regarding the provision of education facilities within the Leppington Town Centre.

Council notes that Leppington Public School will be subject to upgrades as part of the 2022-23 NSW Budget allocation.

SINSW have also written to Council confirming preliminary feasibility work is being conducted regarding a potential secondary school site within the Leppington Town Centre. Consultation is ongoing between the relevant state agencies (including TfNSW) on this matter.

As these investigations are still ongoing, modifications will likely be required to the draft Planning Proposal prior to public exhibition.

NSW Health

NSW Health have indicated to Council officers that the draft Planning Proposal should include a Land Reservation Acquisition (LRA) map layer (as opposed to SP2 zoning) to quarantine land for a likely future Health Hub. NSW Health have indicated that this LRA map layer is to be consistent with the location identified in the current LRA map layer.

The location of the likely future Health Hub is shown in Figure 6 Leppington Town Centre draft Indicative Layout Plan.

Landcom

Landcom have been collaborating with Councils, and relevant State Agencies, to develop a catalyst site that will take advantage of government-owned land (north of the station) to deliver jobs, homes and State agency needs required to support the future population as a result of the draft Planning Proposal.

It is anticipated that the catalyst site will be located north of station on government owned land shown in figure 4.

Reason for Referral of the Draft Planning Proposal

Under Section 9.1 of the *Environmental Planning and Assessment Act 1979*, the Minister for Planning introduced a requirement for Planning Proposals to be referred to the Camden Local Planning Panel (CLPP) for advice, effective from 1 June 2018.

MAIN REPORT

Planning Proposal Summary

The draft Planning Proposal includes land use and zoning changes to the Precincts SEPP in-line with recommendations from the Leppington Town Centre Market Demand Analysis and the changed role for Leppington Town Centre (LTC) in response to the Aerotropolis.

The plans for LTC shift from a largely employment zoned business and industrial park, with pockets of separated medium density residential zones, to a highly integrated

mixed-use Strategic Centre core with a focus on residential living and provision of cultural and recreational facilities, as well as major retail and government services for the surrounding areas.

Significant changes to land use zoning are listed below:

- Remove the redundant B7 Business Park zone;
- Rezone and relocate the extensive B3 Commercial Core zone;
- Rezone and relocate B5 Business Development (bulky goods development) in the northern part of the town centre;
- Introduce an R4 High Density Residential zone that prohibits low density forms of housing;
- Allow complementary and convenience activities within the R4 High Density Residential zone;
- Expand the RE1 Public Recreation zone;
- Expand the SP2 Infrastructure zone;
- Remove the RU6 Transition Rural zone; and
- Rezone specific outer fringe areas to B5 Business Development zone and B4 Mixed Use zone.

Justification for the above changes to land use zoning is outlined in Table 5.

Proposed Density Pyramid

A 'pyramid' approach has been adopted for Leppington Town Centre for the purposes of planning of the intensity of activity, density of built form and concentration of facilities. The proposed density areas are shown in Figure 5.

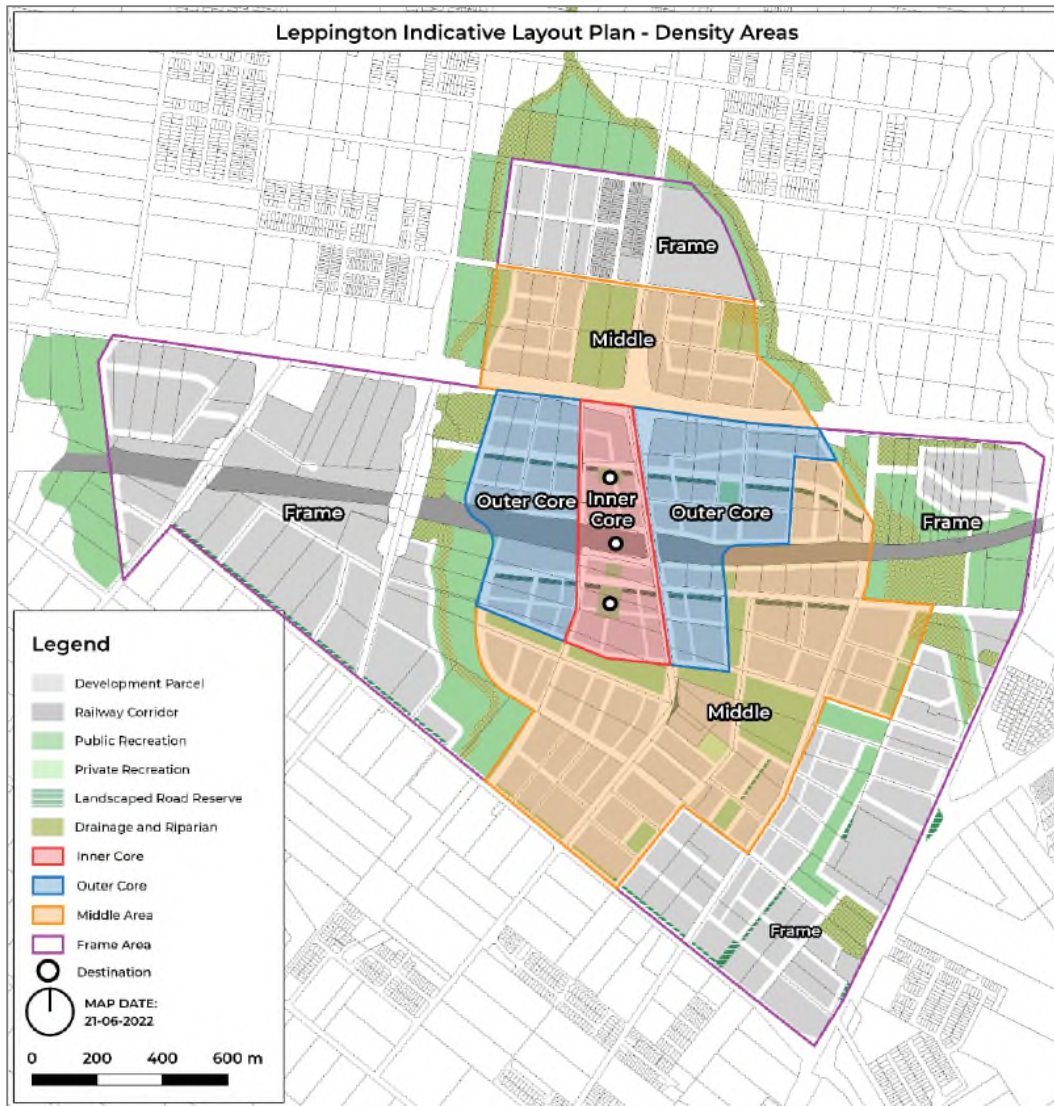


Figure 5: Proposed Density Areas

The highest densities and concentrations of active and commercial floor space are focussed on the station and proposed town squares immediately north and south of the station to support a mixed-use Strategic Centre CBD. The densities taper down to the edges of the town centre to align with feasibility advice received (Housing Market Demand Analysis, HillPDA) and the location of current development.

The proposed floor space ratios and corresponding building heights generally fall into four density areas; the Inner core area; the Outer core area; the Middle area and the Frame area.

Proposed Draft Indicative Layout Plan

The draft Indicative Layout Plan (ILP) is shown in Figure 6 below.

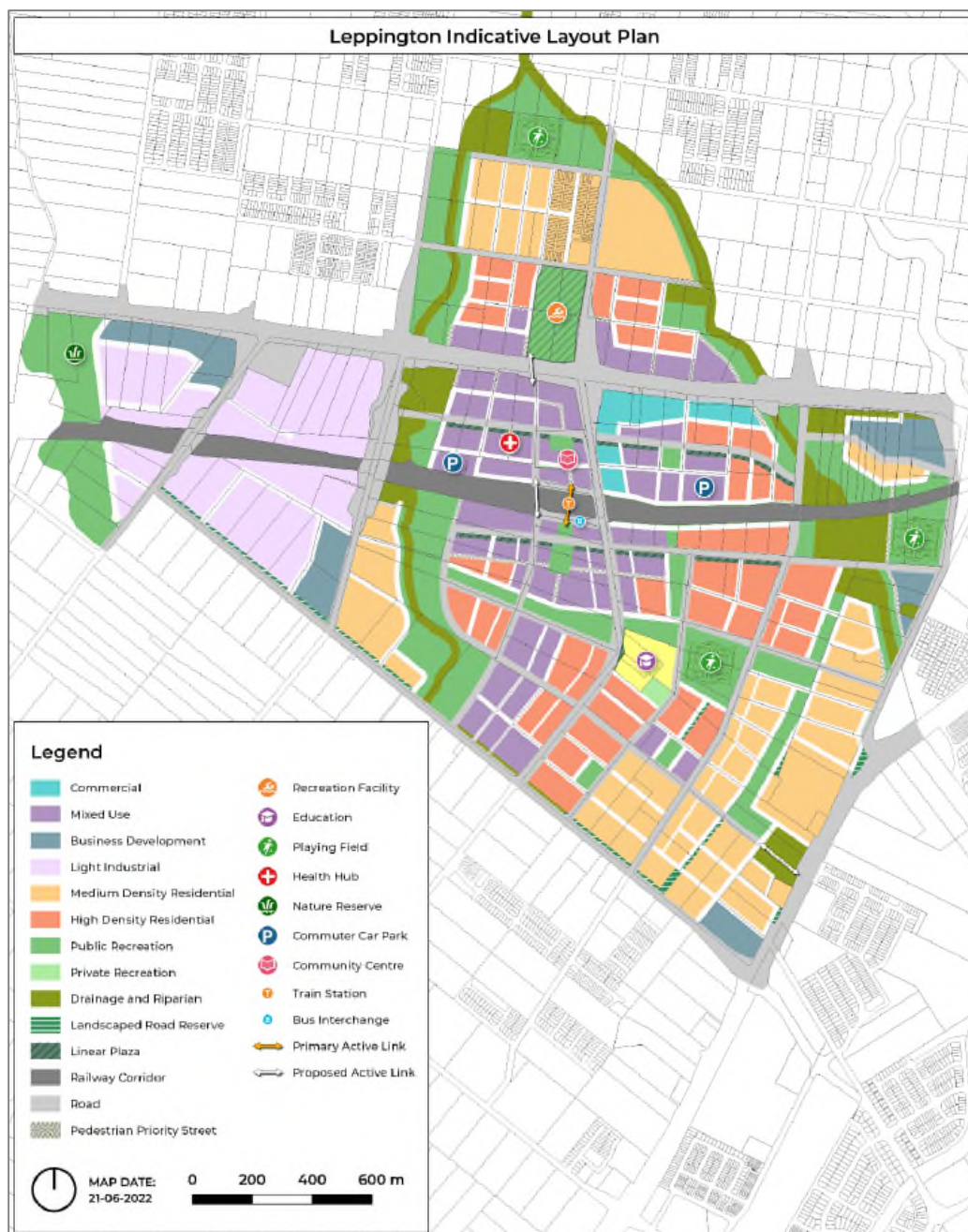


Figure 6: Leppington Town Centre draft Indicative Layout Plan

The draft ILP has considered the development feasibility of the proposed land use zones for various development types, in addition to demand. Land fragmentation has been addressed through a revised road network and street hierarchy that facilitates access to all lands within the site, enabling development for lots that were previously inaccessible.

Proposed Zoning and Land Use Changes

The proposed zoning and land use changes identified in the draft Planning Proposal address many of the issues identified as current impediments to the development of Leppington Town Centre including land fragmentation, development feasibility constraints and inappropriate land use zoning for development.

A summary of proposed zoning and land use changes is provided in Table 5 below. The draft zoning map is shown in Figure 7 below.

| Proposed zoning and land use amendment | Justification |
|--|--|
| <p>Remove the redundant B7 Business Park zone</p> <p>Replace with B4 Mixed Use zone and R4 High Density Residential zone (to create a mixed use Strategic Centre CBD).</p> | <p>Demand for the B7 Business Park zone will gravitate towards the Aerotropolis and therefore business park development is unlikely to come to fruition in the foreseeable future (Leppington Town Centre Market Demand Analysis 2021).</p> <p>Feasibility testing indicates that there is no market for standalone office development under current market conditions in the foreseeable future (Leppington Town Centre Market Demand Analysis 2021).</p> <p>Other SEPP controls that support amendment: Floor Space Ratios (FSRs) in the B4 Mixed Use zone include a minimum commercial FSR of between 0.2:1 to 0.8:1. Minimum commercial FSR has been feasibility tested (Leppington Town Centre Market Demand Analysis 2021) to ensure commercial development can be delivered at the same time as residential development. This means employment floor space is more likely to be realised in the proposed B4 Mixed Use zone compared to the current B7 Business Park zone.</p> |
| <p>Rezone and relocate the extensive B3 Commercial Core zone</p> <p>Relocate B3 Commercial Core to high exposure along Bringelly Road and within walking distance to Leppington Station.</p> <p>Replace B3 Commercial Core with B4 Mixed Use zone and R4 High Density Residential zone (to create a mixed use Strategic Centre CBD).</p> | <p>Feasibility testing indicates that there is no market for standalone office development under current market conditions in the foreseeable future (Leppington Town Centre Market Demand Analysis 2021).</p> <p>Other SEPP controls that support amendment: FSRs in the B4 Mixed Use zone include a minimum commercial FSR of between 0.2:1 to 0.8:1. Minimum commercial FSR has been feasibility tested (Leppington Town Centre Market Demand Analysis 2021) to ensure commercial development can be delivered at the same time as residential development. This means employment floor space is more likely to be realised in the proposed B4 Mixed Use zone compared to the current B3 Commercial Core zone which is currently not feasible.</p> |

| Proposed zoning and land use amendment | Justification |
|--|---|
| <p>Rezone and relocate B5 Business Development (bulky goods development) in the northern part of the centre</p> <p>Relocate B5 Business Development to high exposure corridors.</p> <p>Replace B5 Business Development with B4 Mixed Use zone and R4 High Density Residential zone (to create a mixed use Strategic Centre CBD).</p> | <p>B5 Business Development is more suited to high exposure corridors.</p> |
| <p>Introduce a R4 High Density Residential zone that prohibits low density forms of housing</p> <p>Apply R4 High Density Residential zone to areas between the B4 Mixed Use zone and the R3 Medium Density Residential zone.</p> | <p>An R4 High Density Residential zone is proposed to; support Leppington Town Centre's role as Sydney's newest strategic centre; promote valuable transit oriented development; ensure a critical mass of residential development to support employment floor space in a mixed use Strategic Centre CBD; ensure development is zoned with terminology that more transparently reflects the community's interpretation of built form outcomes; and to assist in transitioning bulk and scale between the B4 Mixed Use zone and the R3 Medium Density Residential zone.</p> <p>It is noted that current controls allow for a Height of Building of 30 metres. The introduction of the R4 High Density Residential zone will more accurately reflect the community's interpretation of built form outcomes.</p> |
| <p>Allow complimentary and convenience activities within the R4 High Density Residential zone</p> <p>Allow complementary and convenience activities within the R4 High Density Residential zone.</p> | <p>Allowing complementary and convenience activities within the R4 High Density Residential zone will assist in creating a transition between the B4 Mixed Use zone and the R3 Medium Density Residential zone.</p> <p>Permitted complementary and convenience activities will encourage ground floor apartments to include home business that open towards the street and allow for ground floor apartments to be converted to commercial space should demand for commercial space increase in the future.</p> <p>Complementary and convenience activities in the R4 High Density Residential zone are</p> |

| Proposed zoning and land use amendment | Justification |
|--|---|
| | supported by Street Interface controls in the draft Development Control Plan. |
| Expand the RE1 Public Recreation zone Expand the RE1 Public Recreation zone to include additional open space and improve the layout of the open space network. | Expanding the RE1 Public Recreation zone allows for larger open spaces, additional local parks, additional playing fields in more appropriate locations and new urban squares and plazas to support the population over the next 20 years, consistent with recommendations from the Leppington Town Centre Precinct Social Infrastructure and Open Space Assessment (Elton, 2021) and dwelling / population projections from the Leppington Town Centre Market Demand Analysis (HillPDA, 2021). |
| Expand the SP2 Infrastructure zone Expand the SP2 Infrastructure zone to support additional streets, transport and school infrastructure to be supported by a draft Contributions Plan. | Expanding the SP2 Infrastructure zone allows for additional streets, transport and school infrastructure to be supported by a draft Contributions Plan. |
| Remove the RU6 Transition Rural zone Remove the RU6 Transition Rural zone. | The RU6 Transition Rural zone has been removed to allow for an RE1 Public Recreation zone to support riparian improvements to Kemps Creek and increase open space to support the proposed dwelling / population projections from the Leppington Town Centre Market Demand Analysis (HillPDA, 2021). |
| Rezone specific outer fringe areas to B5 Business Development zone and B4 Mixed Use zone | To ensure walkability to urban services and specialised retail uses, and to reflect existing uses, it is proposed that specific outer fringe areas be rezoned to B5 Business Development zone and B4 Mixed Use zone. |

Table 5: Proposed zoning and land use changes

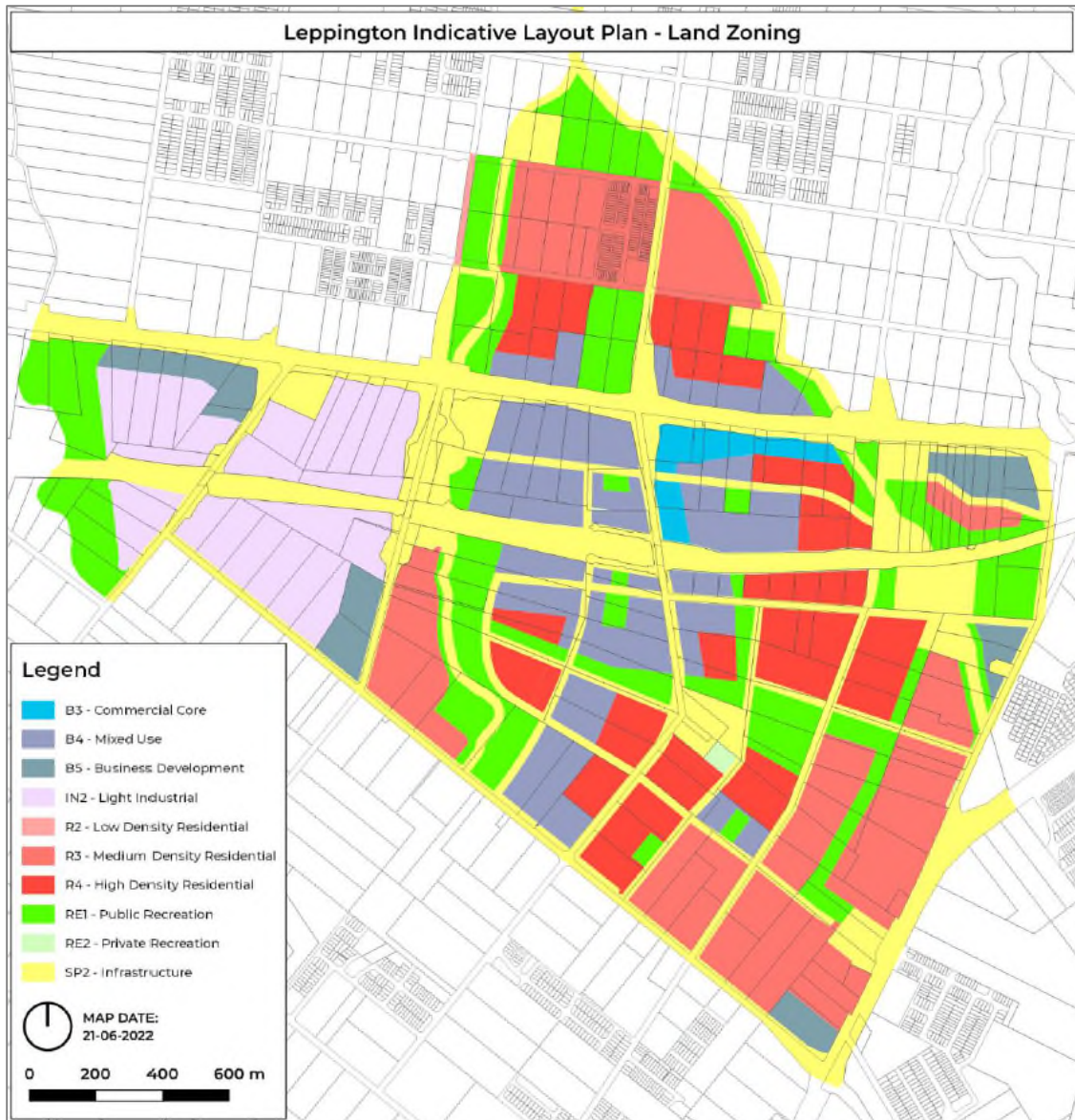


Figure 7: Proposed zoning and land use changes

A comparison of current and proposed zoning and land use changes is shown in Table 6 below.

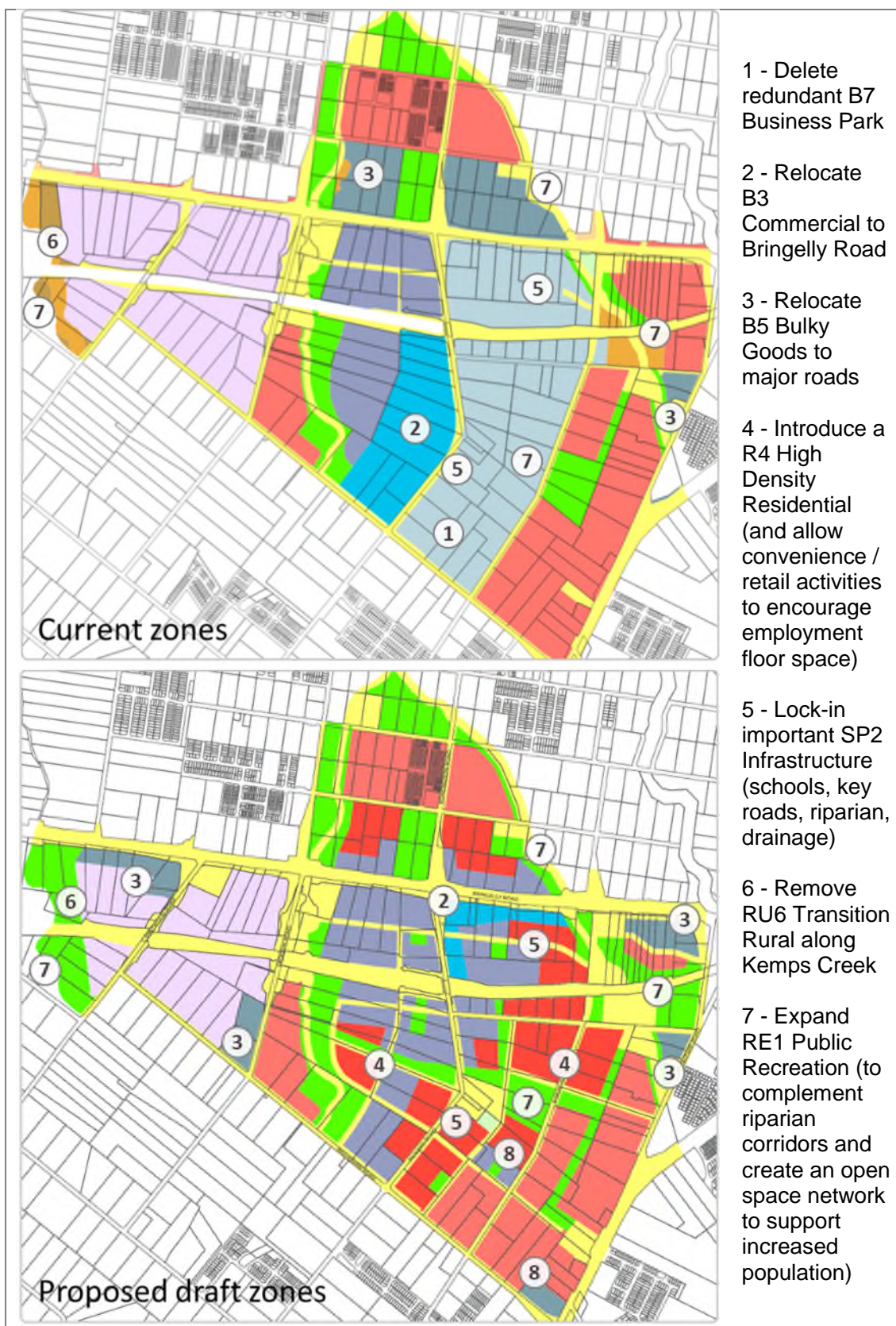


Table 6: Current and proposed land use changes

Proposed Zoning and Land Use Changes - Residential Development Summary

Residential development is proposed to be provided for in three land use zones:

- B4 Mixed Use – high rise, shop top housing above retail, commercial and active uses in the inner core, outer core and middle of the town centre;
- R4 High Density Residential – medium to high rise residential flat buildings with convenience retail in the outer core and middle of the town centre; and
- R3 Medium Density Residential – low to medium rise residential flat buildings, townhouses and terraces in the frame area of the town centre.

The proposed zoning changes will support the market demand for 10,500 dwellings by 2041.

Proposed Zoning and Land Use Changes - Employment Development Summary

The B3 Commercial Core and B4 Mixed Use zones will provide the professional and retail services and associated employment within the core of the town centre. The B5 Business Development and IN2 Light Industrial zones, located in the frame of the town centre, provide 121ha of employment lands to service the town centre and surrounding area with direct access to freight routes.

The employment space and jobs envisioned for Leppington Town Centre under the Western Sydney District Plan is more likely to be realised, with the proposed zoning changes providing the capacity for 11,000 jobs.

Proposed Density and Floor Space Ratio Controls

Current Floor Space Ratio Controls

Floor Space Ratio (FSR) controls within the town centre are currently not adopted, except for land situated within the Liverpool LGA (FSR of 0.75:1) and industrial zoned (FSR of 1:1).

Current FSR controls are shown in Figure 8.



Figure 8: Current Floor Space Ratio Controls (Market Demand Analysis, HillPDA 2021)

Proposed Floor Space Ratio Controls

A density pyramid approach to urban form is to be adopted with the highest densities concentrated around Leppington Station (the core), medium to high densities within the 800m walking catchment (the middle), and medium densities towards the edges (the frame) of the town centre.

FSRs are generally consistent with recommendations, as a result of feasibility testing, by HillPDA (Leppington Market Demand Analysis, 2021).

The revised approach to the town centre anticipates that FSR would be the primary control of building bulk, rather than building height limits. Proposed heights (in the DCP for both Councils and in the SEPP for Liverpool City Council) are intended to provide a high level of flexibility, particularly in the core areas, for the potential realisation of:

- Incentive bonus FSRs;
- Towers with smaller floorplates that allow light permeability into buildings, between buildings and the public domain;
- A variation in scales;
- A design response to site context; and

- Rooftop structures and rooftop entertainment spaces.

Minimum commercial and active use FSRs are proposed for mixed use development:

- 0.8:1 in the inner core area;
- 0.4:1 in the outer core area; and
- 0.2:1 in the middle area.

These minimum commercial and active uses FSRs have been feasibility tested by to ensure that commercial and active uses can be delivered at the same time as residential development.

The minimum commercial and active floor space ratio map is shown in Figure 9 below.

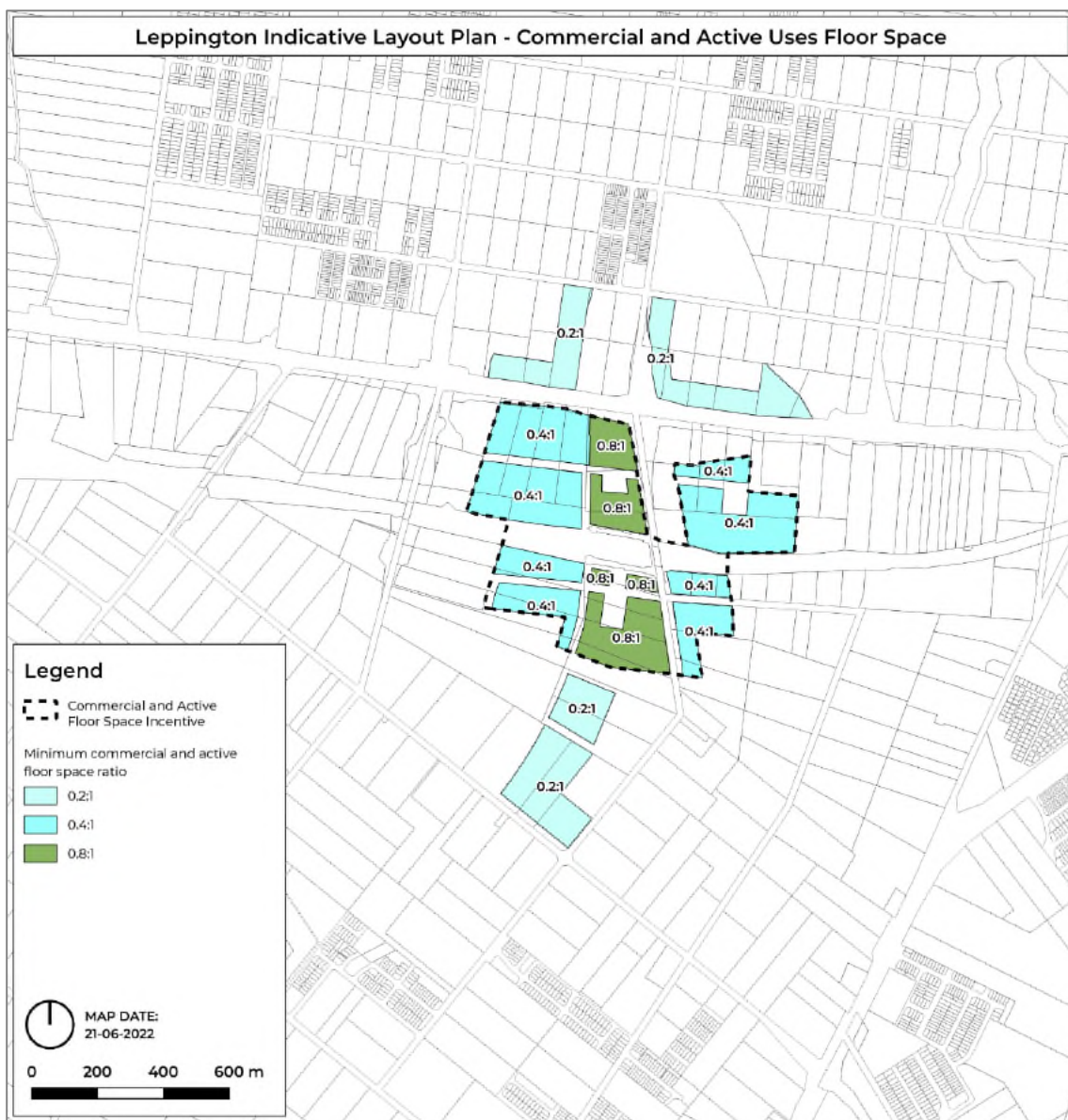


Figure 9: Proposed Minimum Commercial and Active Floor Space Ratios

The proposed FSR controls are outlined in Table 7 below.

| Density Area | Zones | Max. FSR Ranges | DCP Height Ranges |
|------------------|-------------------------------|--------------------------------|------------------------------|
| Inner core area | B4 Mixed Use | 4.5:1 (5.25:1 with bonuses) | (18 to 28 storeys) |
| Outer core areas | B3 Commercial Core | 4:1 (4.25:1 with bonuses) | (10 to 18 storeys) |
| | B4 Mixed Use | 3.5:1 (4.25:1 with bonuses) | (12 to 22 storeys) |
| | R4 High Density Residential | 2.8:1 (3.3:1 with bonuses) | (10 to 15 storeys) |
| Middle areas | B4 Mixed Use | 2.8:1 (3.55:1 with bonuses) | Camden (10 to 15 storeys) |
| | R4 High Density Residential | 2.5:1 (3:1 with bonuses) | Camden (8 to 12 storeys) |
| Frame areas | R3 Medium Density Residential | 1.8:1 (2.3:1 with bonuses) | Camden (5 to 7 storeys) |
| | IN2 Light Industrial | 1.2:1 | (1 to 4 storeys) |
| | B5 Business Development | 1.5:1 | (2 to 5 storeys) |

Table 7: Leppington Town Centre Floor Space Ratios and Supporting DCP Height Ranges

The draft FSR map is provided in Figure 10.

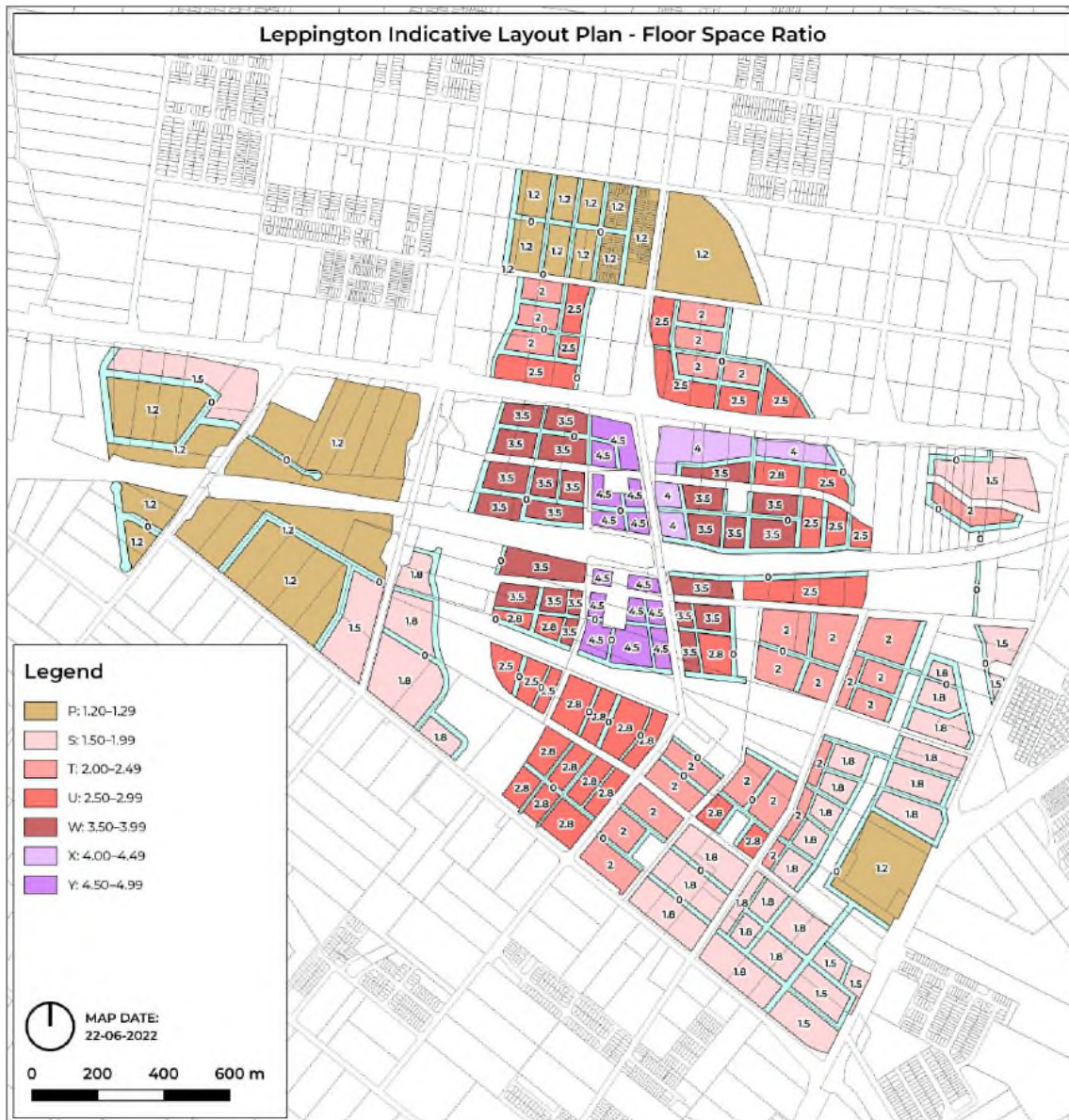


Figure 10: Proposed Floor Space Ratio map

Proposed Height Controls

Current Height Controls

The current controls permit a Height of Building (HOB) of up to 30m within the town centre, focused at the intersection of the railway corridor and Rickard. Surrounding this area, the HOB steps down to 24m transitioning to 21m. A 13m HOB applies to the industrial area.

Current Height of Building controls are shown in Figure 11 below.



Figure 11: Current Hight Controls (Market Demand Analysis, HillPDA 2021)

Proposed height approach

It is proposed that built form in the town centre be primarily guided by FSRs supported by a height strategy in the DCP, guided by solar access modelling by LFA (Designing Leppington Town Centre, 2022). This approach will provide a high level of flexibility, particularly in the core areas, for the potential realisation of:

- Towers with smaller floorplates to allow light permeability into buildings, between buildings and the public domain;
- Improved acoustic amenity;
- A variation in scales;
- A design response to site context; and
- Rooftop structures and rooftop entertainment spaces.

Solar and Acoustic Amenity in the DCP

To ensure the above proposed approach to height in the town centre can be realised, Solar and Acoustic Amenity Controls will be inserted into Part 4.3 Building Form of the draft DCP to protect solar and acoustic amenity within buildings, between buildings and in the public domain.

The Proposed Solar and Acoustic Amenity Objectives and Controls are provided below:

Objectives:

- Allow for flexibility to mass FSRs to achieve:
 - Towers with smaller floorplates to allow light permeability into buildings, between buildings and the public domain;
 - Improved acoustic amenity;
 - A variation in scales;
 - A design response to site context; and
 - Rooftop structures and rooftop entertainment spaces.

Controls:

- Developments must ensure solar access to public open space and linear plazas is consistent with, or demonstrates an improved outcome, when compared to 3D modelling and shadow analysis of building envelopes in Part 5 and Appendix A in Designing Leppington Town Centre.
- Developments must not exceed the Obstacle Limitation Surface for aircraft.

Areas subject to FSR testing and shadow analysis is shown in Figure 12 below.

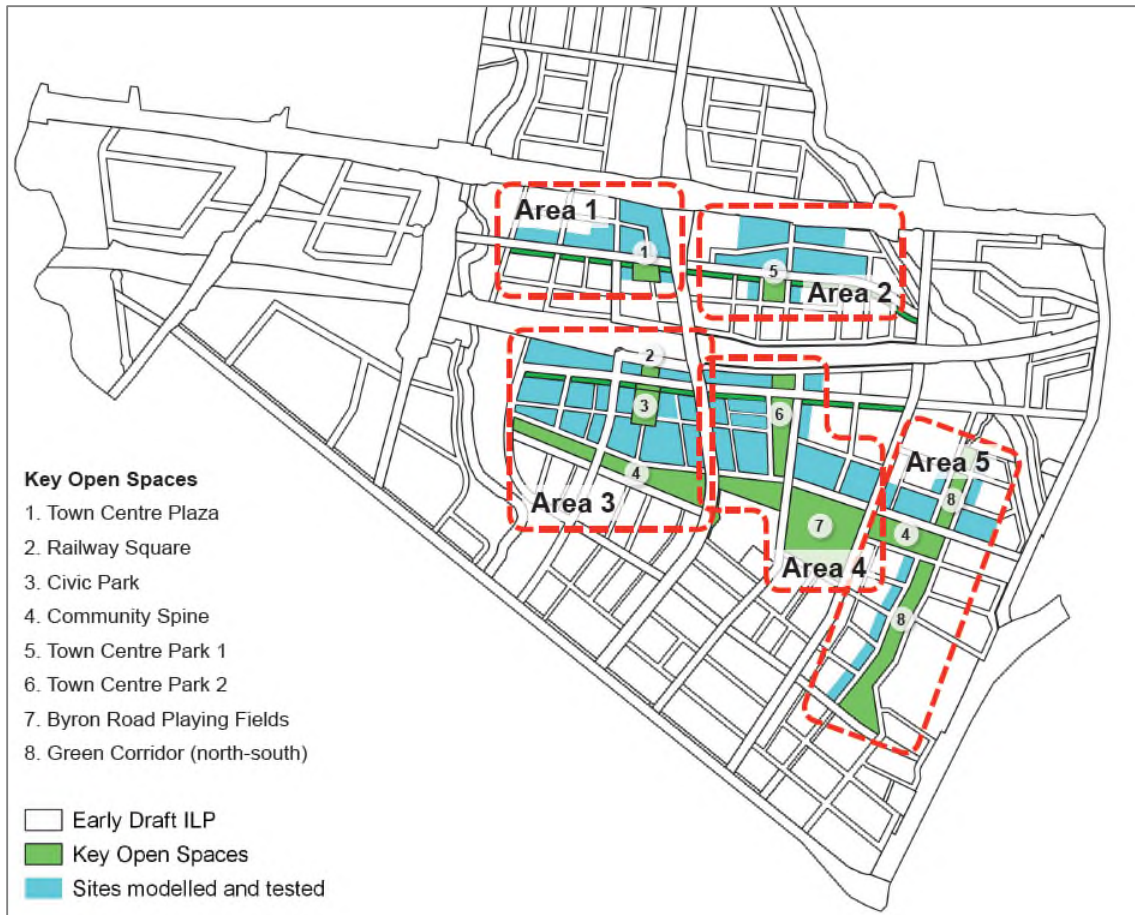


Figure 12: Areas in Leppington Town Centre subject to FSR testing and shadow analysis (Designing Leppington Town Centre)

Proposed Height of Building Controls

Height of Building (HOB) controls are only proposed to apply to land in the Liverpool LGA portion of the town centre. This part of the town centre has limited barriers (such as large roads, open space corridors, setbacks in the DCP and low density industrial areas) separating the proposed town centre from existing low density development.

The Liverpool LGA portion of the town centre is currently transitioning from rural land uses to urban development in the form of narrow lot and terraced housing. As such, a more sensitive approach to limiting HOB is required.

The proposed HOB map is shown in Figure 13 below.

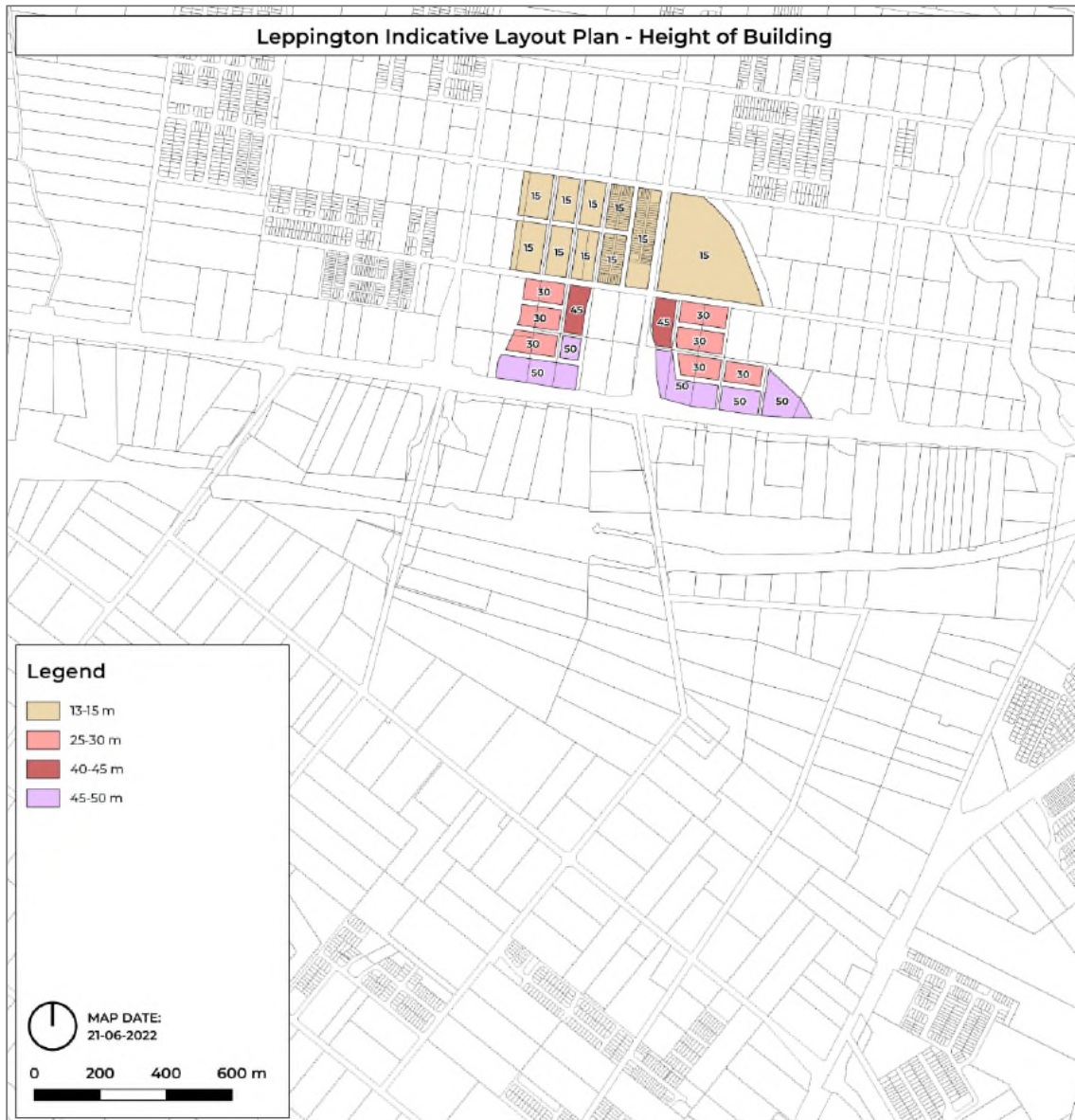


Figure 13: Proposed Height of Building Map

Land Reservation Acquisition Map

A Land Reservation Acquisition (LRA) layer map applies to all land that has been acquired or will be acquired for a public purpose. This includes all land zoned SP2 Infrastructure and RE1 Public Recreation.

It is noted that the below map will be updated prior to a report to Council to reflect SINSW advice to include potential school sites and the preferred site for NSW Health's future Health Hub.

The proposed LRA map is shown in Figure 14 below.

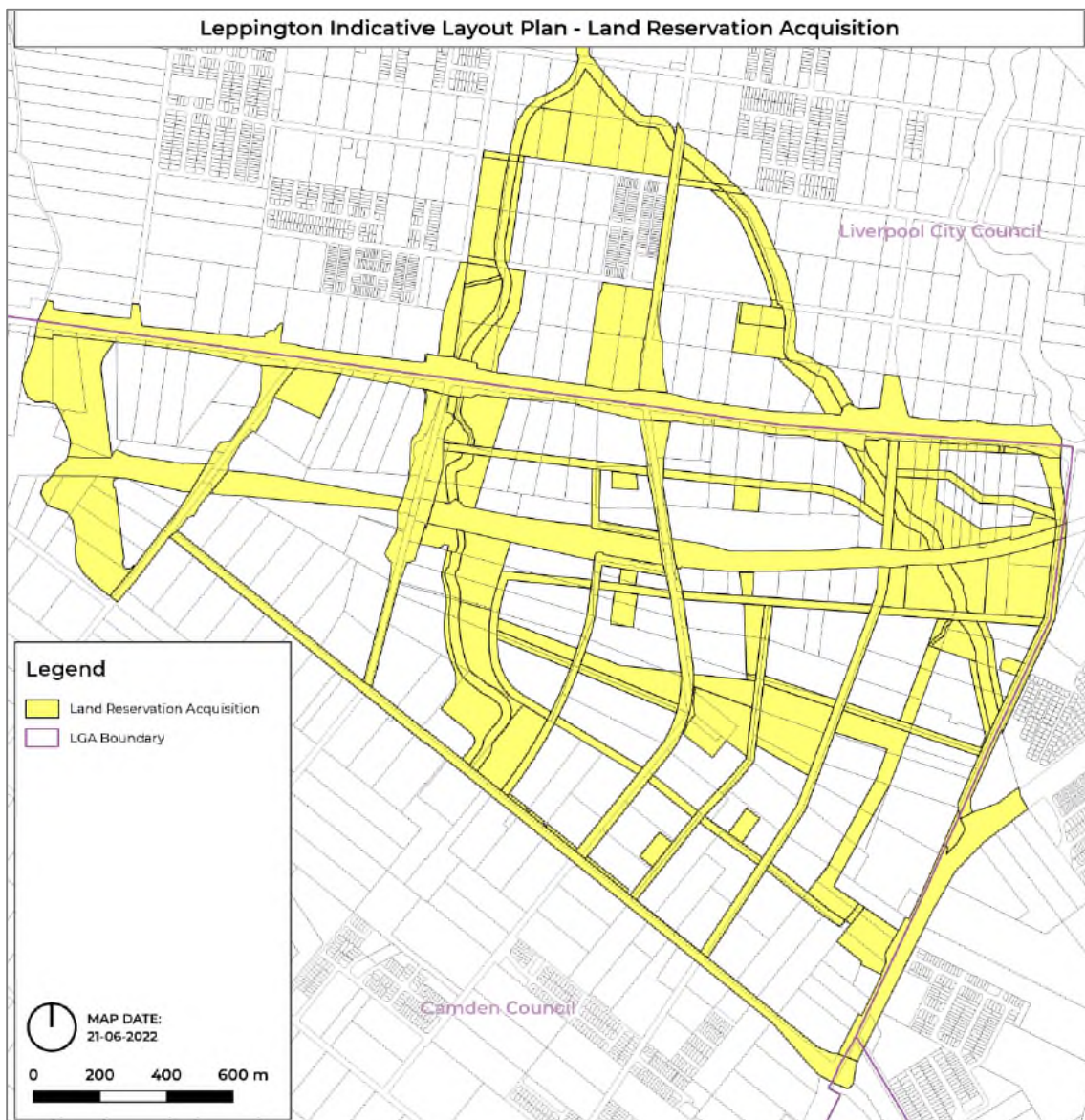


Figure 14: Land Reservation Acquisition Map

Standards tailored to strategic centre

A number of standards have been revised, simplified and tailored to support Leppington as a strategic centre, including:

- Minimum lot sizes (site areas) for residential development in the B4 Mixed Use, R4 High Density Residential and R3 Medium Density Residential zones:
 - 1,500m² for residential flat buildings and mixed used development with apartments;
 - 1,000m² for multi dwelling housing and attached dwellings in the R3 zone; and
 - 400m² for dual occupancies and 300m² for dwelling houses in the R3 zone.
- Increased maximum size of kiosks to 100m² to allow for small cafes and food shops in residential zones, similarly to neighbourhood shop convenience stores and
- Increased temporary uses to up to 180 days per year to enable approval for regular events and activities in the Town Centre.

Innovative Clauses and Local Provisions

New local provisions are proposed to support the proposed planning controls and vision for the town centre, as summarised below.

Active street frontages clause

Active street frontages clause (and associated mapping) requiring active uses (i.e. not residential accommodation) along ground floor street frontages in the centre core area.

Design excellence clause

Design excellence clause that provides additional design assessment criteria, including material details, external appearance and heat resilient features, for residential flat buildings and all other buildings above 12m or 3 storeys.

Public realm excellence clause

Public realm excellence clause (and associated mapping) which provides building lines for linear street plazas, requirements for semi-public spaces such as through-site pedestrian links, streetside linear plazas and town square edge colonnades.

The Public Realm Excellence Area map is shown in Figure 15.

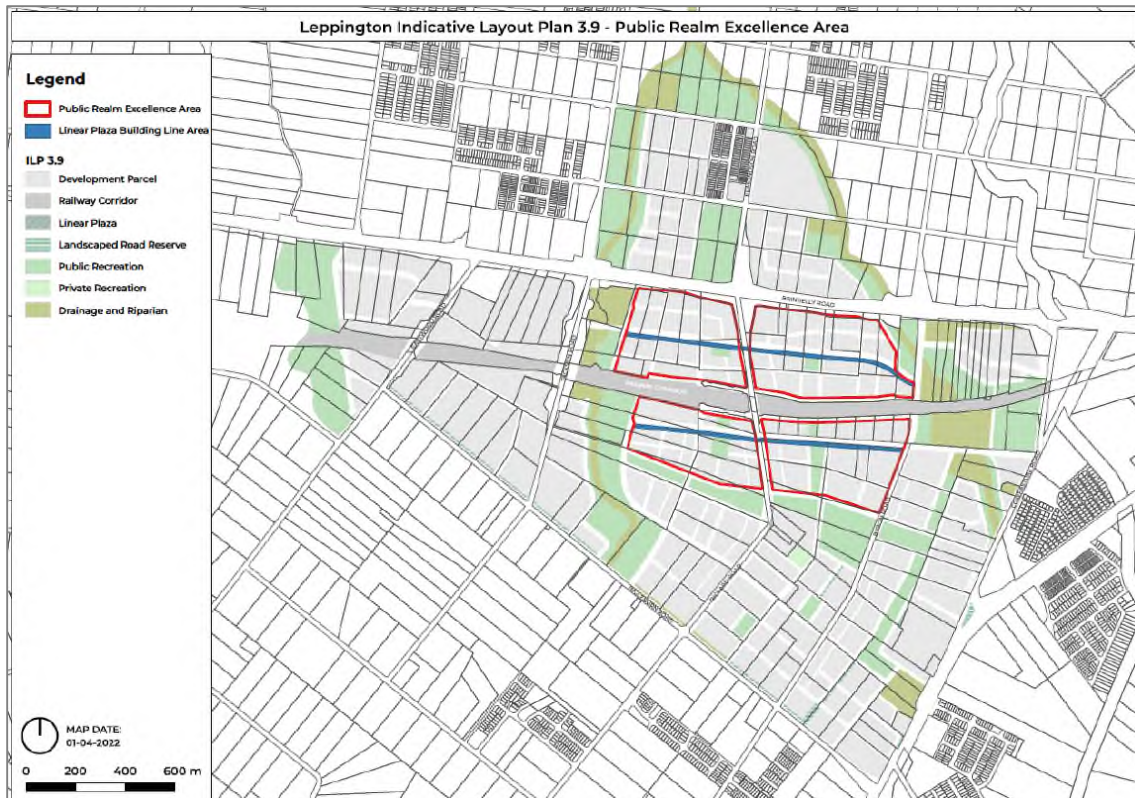


Figure 15: Proposed Public Realm Excellence Area map

Low carbon building incentive clause

A Low carbon building incentive clause is proposed providing a 0.25:1 bonus FSR as an incentive to achieve energy efficient buildings where:

- 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+.

It is noted that the Low carbon building incentive clause will not place any additional administrative burden on Councils' statutory planning staff. Development Applications need to be accompanied by a certificate from a suitably qualified and registered person, demonstrating compliance with the above standards.

Affordable community housing incentive clause

An Affordable community housing incentive clause is proposed providing a 0.25:1 and 0.5:1 bonus FSR in residential and mixed use zones respectively. To obtain this, 3% of housing in a development must be allocated to a community housing provider to be used for affordable rental housing for key workers and low to middle income earners in perpetuity.

Minimum dwelling density provisions

Minimum dwelling density provisions are proposed to be retained, with requirements for housing densities of 40 dwellings per hectare in the R4 High Density Residential zone and 25 dwellings per hectare in the R3 Medium Density Residential zone.

The proposed dwelling density map is shown in Figure 16.

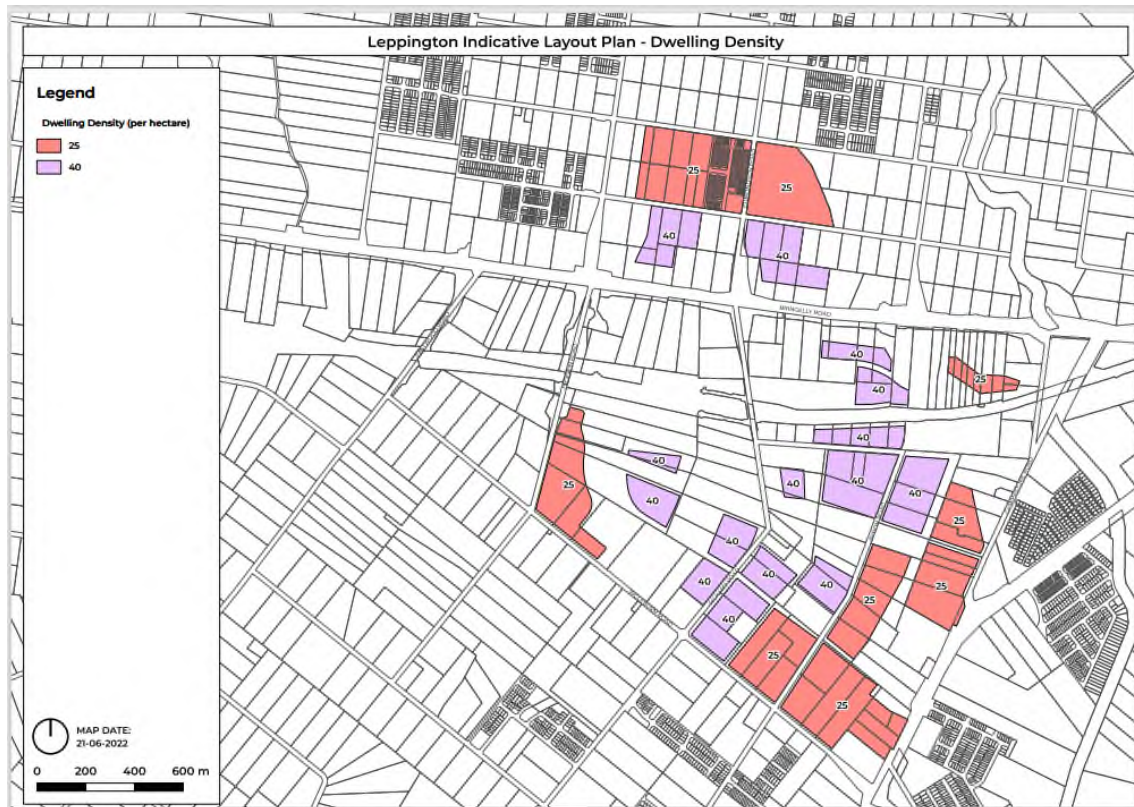


Figure 16: Proposed Dwelling Density Map

Urban heat island clause

An Urban heat island clause is proposed providing matters for consideration in relation to mitigating urban heat, including green infrastructure, cool roofs, passive thermal performance, cool spaces, water in the landscape, and cool paving.

Further refinements to draft Planning Proposal package

Council officers are working with consultants to further refine the draft Planning Proposal package. These include:

1. Proposed changes to the draft ILP to facilitate efficient lot depths along Rickard and Byron Roads.
2. Proposed changes to the draft ILP to address undevelopable land parcels west of Leppington Public School.
3. Amend the draft Planning Proposal so that FSRs apply to the whole lot (to allow for flexibility should local roads need to be moved). Feasibility is to be balanced with the theoretical maximum capacity of the town centre.
4. Amend the draft Planning Proposal so that LRA layers are consistent with concept designs for all SP2 Infrastructure zoned roads and include LRA layers requested by SINSW and NSW Health.

An explanation of the need to amend the draft ILP to address undevelopable land parcels west of Leppington Public School is provided as an **appendix** to this report.

Summary of Amendments to the Camden Growth Areas DCP

The draft Planning Proposal seeks to make amendments both Schedule 1 - Austral and Leppington North and Schedule 2 - Leppington Major Centre of the Camden Growth Areas DCP (DCP) to support the development of Leppington as a Strategic Centre.

Schedule 2 is proposed to be renamed Leppington Town Centre.

Current applicable DCPs and Schedules, relevant to the town centre, are shown in Figure 17 below.

Proposed applicable DCPs and Schedules, relevant to the town centre, are shown in Figure 18 below.

Schedule 1 - Austral & Leppington North Precincts

The Austral & Leppington North Precincts Schedule of the Camden Growth Areas DCP (Schedule 1) was adopted in 2013 to support the delivery of the Austral and Leppington North Precincts.

The vision for the Austral and Leppington North Precincts is that a range of housing types will develop to meet the needs of a diverse community, supported by local services, infrastructure, facilities and employment, in an environmentally sustainable manner. This vision is considered no longer appropriate for the majority of Leppington Town Centre as it has been identified as a Strategic Centre and will support housing and employment ranges of much greater density (residential flat buildings, mixed use development including minimum requirements for commercial space, and terraced housing).

This draft Planning Proposal seeks to remove Leppington Town Centre from the application of Schedule 1 - Austral and Leppington in the Camden Local Government Area. The content of Schedule 1 - Austral and Leppington North remains relevant to lands in Liverpool Local Government Area.

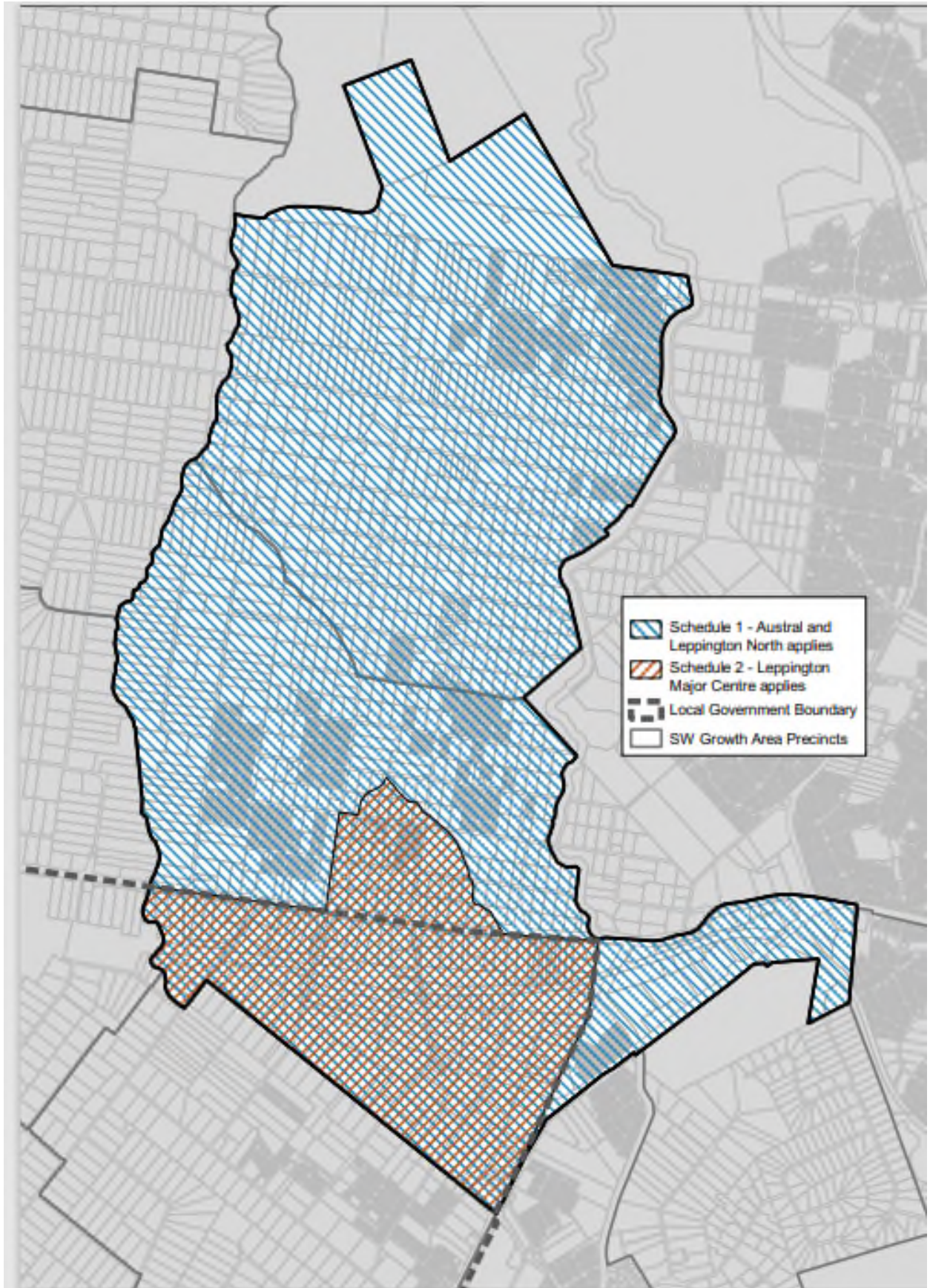


Figure 17: Current applicable DCPs and Schedules, relevant to the town centre

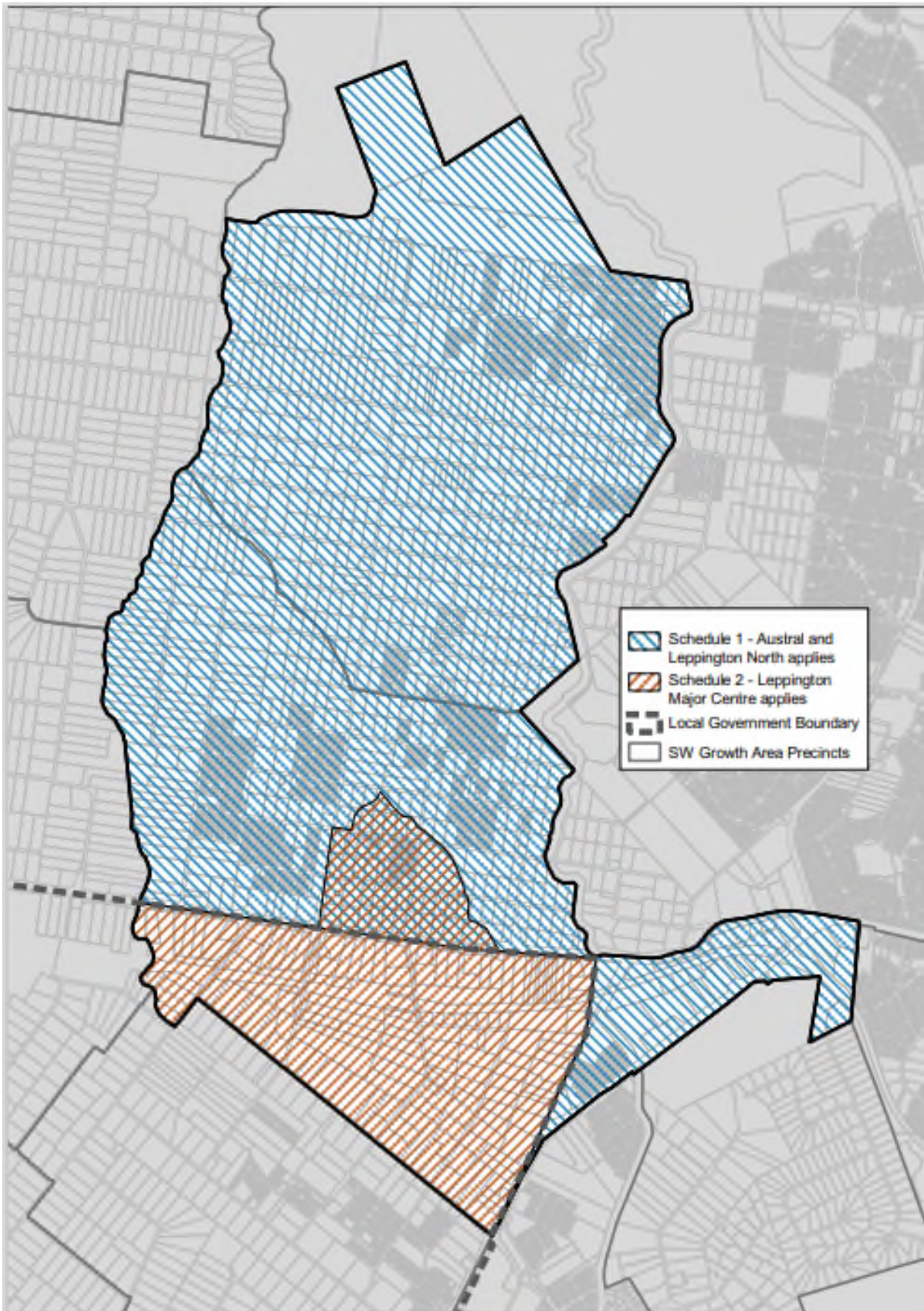


Figure 18: Proposed applicable DCPs and Schedules, relevant to the town centre

Schedule 2 - Leppington Major Centre (to be renamed Leppington Town Centre)

The Leppington Major Centre Schedule (Schedule 2) of the Camden Growth Areas DCP was adopted in 2013 to support the delivery of the southern portion of the Leppington North Precinct.

The vision identified in Schedule 2 is summarised as follows:

“Leppington Major Centre will be the primary focus for employment, retailing, entertainment and community services in the South West Growth Centre. Leppington Major Centre will be focused on the Leppington train station and an attractive public domain comprising a network of active streets, parks and plazas. The train station will provide both access to the centre, reinforcing its role as a regional employment hub, and from the South West Growth Centre to the rest of Metropolitan Sydney”.

Schedule 2 precedes the adoption of the Region Plan, District Plan, and the Camden Local Strategic Planning Statement which identify the Leppington Town Centre as a Strategic Centre. Furthermore, the adoption of Schedule 2 also precedes the Western Sydney Aerotropolis Plan which has designated the land surrounding the future Western Sydney Airport as a regional employment destination.

The draft Planning Proposal seeks to amend Schedule 2 of the Camden Growth Areas DCP to reflect the changing role of the town centre.

The amendments to Schedule 2 focus on detailed development objectives and controls to support the revised vision for the town centre as identified in the draft Planning Proposal. The draft amendments ensure development controls capture the proposed changes to the Leppington ILP which seeks to create a more vibrant mixed use precinct focused on amenity for future residents. The intent of the revised Schedule 2 is to provide consistent development objectives and controls which support the principal development standards and additional local provisions of the proposed amendments to the SEPP.

The proposed amendments to Schedule 2 will further support development in the town centre and enable a cohesive town centre across the fragmented land. The draft Schedule 2 of the Camden Growth Areas DCP is summarised in the following chapters:

- Desired future Character Statement and Planning Principles;
- Revised Indicative Layout Plan (ILP), Road Hierarchy and Street Tree Masterplan;
- Revised street cross sections and intersection designs;
- Public domain controls, objectives, materials schedule and concept designs for linear plazas and open space; and
- Building controls and objectives to facilitate development appropriate to a town centre environment.

The draft Schedule 2 - Leppington Town Centre of the Camden Growth Areas DCP is provided as an **attachment** to this report.

Assessment against key Strategic Documents

The draft Planning Proposal has been assessed against key strategic documents, including the Greater Sydney Region Plan, the Western City District Plan, the Camden

Community Strategic Plan (2017) and the Camden Local Strategic Planning Statement and is viewed as being generally consistent with these plans and their objectives.

It is noted that as the draft Planning Proposal was prepared prior to Council adopting the 2021 Camden Community Strategic Plan. The draft Planning Proposal will be updated prior to reporting to Council to ensure it is assessed against the 2021 Camden Community Strategic Plan.

A full assessment against these key strategic documents is provided in the following as Appendices to the draft Planning Proposal:

- Appendix 3 – Greater Sydney Region Plan;
- Appendix 4 – Western City District Plan; and
- Appendix 5 – Camden Local Strategic Planning Statement and Community Strategic Plan (2017).

Assessment of Planning Merit

It is considered that the proposal demonstrates sufficient planning merit to proceed to Gateway Determination as it:

- Supports increased housing diversity and a mixture of dwelling typologies that responds to the needs of Camden's growing community, providing for 10,500 dwellings by 2041.
- Supports the 11,000 potential jobs through the provision of:
 - 156,000m² of retail floor space;
 - 142,000m² of commercial, health, community and education floor space; and
 - 160,000m² of commercial and industrial enterprise employment floor space.
- Provides for a diverse range of open space providing amenity for future residents and workers in town centre, including:
 - 15.6ha of active open space (including three double playing fields); and
 - 49.7ha of passive open space (riparian corridors, pedestrian links and cycleways).
- Provides for substantial social infrastructure to support the future population of the town centre, including:
 - An upgrade of the existing primary school;
 - Subject to additional investigations, additional social infrastructure (which may include educational facilities)
 - An integrated health hub;
 - A multipurpose community facility; and
 - Aquatic and Indoor Recreation Centre (Liverpool LGA).
- Gives effect to the vision of Leppington Town Centre as a Strategic Centre, as identified in the Greater Sydney Regional Plan, Western City District Plan, Camden Local Strategic Planning Statement and Camden Community Strategic Plan.
- Consistent with relevant Section 9.1 Ministerial Directions, State Environmental Planning Policies and State Regional Environmental Plans.

CONCLUSION

The draft Planning Proposal proposes land use zoning changes to the Precincts SEPP. Many of the proposed changes are the result of a consideration of market demand, feasibility testing, and recognising the changed role for Leppington Town Centre in response to the Aerotropolis plans.

The draft Planning Proposal will enable Leppington Town Centre to be a regionally significant transit-oriented centre providing the major civic, cultural, recreational, retail and business service functions for the South West Growth Area. The nearby Aerotropolis will take on the major business and industrial enterprise focus and Leppington Town Centre will become a mixed use, urban living and service centre for the surrounding district.

The draft Planning Proposal will enable Leppington Town Centre to become the South West Growth Area's first expansive compact and walkable neighbourhood. The new vision for Leppington Town Centre, that this draft Planning Proposal will enable, is a town centre that is:

- Active and people focused;
- A green urban centre;
- Convenient and connected;
- A well designed built environment; and
- Complementary to its natural environment.

Council officers consider the draft Planning Proposal to demonstrate strategic and site-specific planning merit to proceed to Gateway Determination.

RECOMMENDED

That the Camden Local Planning Panel:

- i. Consider the draft Planning Proposal and provide comment, where required.**

ATTACHMENTS

1. Development Application history
2. draft Planning Proposal
3. Draft Development Control Plan
4. ILP Refinement - undevelopable lots west of Leppington Public School
5. Draft SEPP Maps
6. Leppington Activation Strategy Final
7. Historical Technical Studies commissioned by DPE -listed in Table 2 of this report
8. Technical Documents commissioned by DPE - Listed in Table 3 of this report
9. Technical Studies commissioned by Council to support the Draft PP - listed in Table 4 of this report