

**ADVISORY MINUTES OF THE  
LIVERPOOL LOCAL PLANNING PANEL MEETING**

**Wednesday the 3<sup>rd</sup> of August 2022**

Held online via  
**MS Teams**

Panel: Stephen Alchin (Chair)  
Matthew Taylor  
Jason Perica  
Stephen Dobell-Brown

There were no conflicts of interest declared by any panel members in relation to any items on the agenda.

3 August 2022

<b>ITEM No:</b>	1
<b>APPLICATION NUMBER:</b>	RZ-1/2022
<b>SUBJECT:</b>	Leppington Town Centre Rezoning Review
<b>LOCATION:</b>	Leppington Town Centre Precinct
<b>OWNER:</b>	N/A - Multiple owners
<b>APPLICANT:</b>	Liverpool City Council
<b>AUTHOR:</b>	Kweku Aikins

**ISSUES RELATED TO THE APPLICATION**

The panel acknowledges the hard work and collaborative approach between the Liverpool City Council and Camden Council and is of the view 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.

**VOTING NUMBERS:**

4 - 0

**RECOMMENDATION OF PANEL:**

The Panel recommends that:

- (a) A transparent and publicly-reported governance structure is needed to:
  - 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.
- (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 services/infrastructure should be explored and prioritised to assist in the viability and success of the town centre;
- (c) A more prominent and articulated Vision that incorporates sustainable, liveability and environmental principles to define the future desired outcome is needed.
- (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;

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- (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;
- (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:
- a. 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;
  - b. Cycling connections along the rail corridor are facilitated, including opportunities along major roads and rail corridors;
  - c. Further examination of the proposed arrangements for bus transport, especially:
    - i. the crossing of Bringelly Road, and
    - ii. the design and operational-effectiveness of the bus-rail interchange at Leppington station
    - iii. 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 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.
  - d. Railway connection to the Aerotropolis is prioritised as critical to the success of this centre and connections to the Aerotropolis;
- (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 to avoid further subdivision of key land that may thwart successful future outcomes);
- (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;
- (i) Ensuring any flexible approach to height limits does not compromise future solar access to key parks and open space; and
- (j) Consideration of longer-term sustainability in the provision of infrastructure (e.g. electricity and gas).