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Adrian Hohenzollern  
Western District  
Department of Planning, Housing and Infrastructure  
**Attention: Mr Adrian Hohenzollern – Director Western District**

21 February 2024

Dear Adrian,

## **PLANNING PROPOSAL | 173-183 RICKARD ROAD, LEPPINGTON – REQUEST FOR REZONING REVIEW**

### **1. INTRODUCTION & EXECUTIVE SUMMARY**

On behalf of Aland Development Pty Ltd (**the Proponent**), we hereby request a Rezoning Review of a Planning Proposal submitted to Camden Council (**the Council**) on 15 September 2023, pertaining to land at 173-183 Rickard Road, Leppington (**the site**).

This request for the Rezoning Review has been prepared in accordance with the '*Local Environment Plan Making Guideline*' (August 2023).

This Planning Proposal seeks to amend the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (**Parkland City SEPP**), by the following:

- Rezone the site from B3 Commercial Core to MU1 Mixed use.
- Amend the height of building control from 24m to a range of 100m to 124.9m across the site.
- Introducing a floor space ratio control range of 5:1 to 5.99:1 for the site.
- Introducing a site-specific provision to mandate a minimum provision of public and private open space.

The site is located within the Leppington Town Centre which forms part of the South West Growth Area (SWGA) Structure Plan. The Planning Proposal complies with the following aims and objectives of the Structure Plan:

- Create a significant quantum of high-quality housing choice, employment land and density, that capitalises on the site's proximity to Leppington Train Station
- Establish the Civic Centre and heart of the Leppington Town Centre which catalyses its holistic development in line with Camden and Liverpool Council's vision.
- Leverages the transformative impacts associated with the Western Sydney International Airport (WSI) and Aerotropolis.
- Has 30-minute proximity to employment and key centres, such as the future Bradfield City Centre in the Aerotropolis, Campbelltown-Macarthur, Liverpool and Camden.
- Conserves and protects environmental qualities and Cumberland Plain Woodland.
- Is a holistic community supported by access and utility infrastructure, economic investment and a range of suitable local services.

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- Aboriginal cultural heritage values are enhanced, with the community embodying strong Connecting with Country Design principles.
- Gives effect to the SWGA Structure Plan (2022) and accompanying guide.

**The Planning Proposal demonstrates strategic merit as it:**

- Is located in the civic heart of the planned Leppington Town Centre, and is key to delivering State Government's vision Leppington to become a strategic centre.
- Capitalises on existing and planned infrastructure within the Leppington Town Centre and the broader SWGA.
- Provides greater housing choice and affordability for Camden's growing and changing population through the provision of high-rise residential living in a market which has been predominately characterised by detached and attachment dwellings.
- Facilitates new employment opportunities within the Leppington Town Centre which is earmarked to become a strategic centre within the SWGA and proposed to accommodate a large portion of the 7,000-12,500 jobs identified for Leppington.

**The Planning Proposal demonstrates site-specific merit for the following reasons:**

- The site is a large contiguous landholding amalgamating two land parcels comprising a total site area of 32,390sqm and thus allowing a holistic master planning of the site to deliver; new open space, local roads as well as mixed use development sites.
- The proposal will deliver a ground plane which will be publicly accessible and will establish public domain and accelerate the delivery of Leppington Town Centre's civic heart.
- The site is situated to the immediate south of Leppington Station which is an ideal location to support transit-oriented development and to establish the desired civic character within Leppington Town Centre.
- The proposal supports the establishment of north-south civic spine that is a fully integrated and legible pedestrian environment with direct links to the station, providing future southern sites with a safe and activated link to the station
- The site is serviced by existing utility services and is located to allow incoming residents and workers to capitalise on the existing and planned infrastructure and services within the area.
- The preliminary services infrastructure assessment confirms that there is sufficient capacity to accommodate the proposed density on the site. Servicing for water, sewer and electricity are readily available, while gas, can be made available if required.
- The site is currently zoned B3 Commercial Core and is intended for commercial and urban activation within the heart of Leppington Town Centre. The proposed uses under the Masterplan are already permitted within the existing B3 zone and are therefore consistent with both the existing and intended objectives of the existing land zoning to activate and develop the town centre. There are no known natural hazards, critical habitats, threatened species or ecological communities located on the site and therefore the likelihood of any negative impacts will be negligible.
- The site leverages from the existing Leppington Railway Station. As envisioned by the South West Growth Area Structure Plan, the future development of this key site has the potential to contribute to a transit-oriented development and enhance retail and community amenities within the heart of Leppington Town Centre.
- Preliminary traffic investigations confirm that there is sufficient capacity within the proposed interim road network and ultimate road network, as part of the Leppington Town Centre Indicative Layout Plan, and the indicative yield of this Planning Proposal is likely to have negligible impact on the road network.

- The proposed built form complies with ADG setback requirements and separation distances.

This Rezoning Review confirms that the Planning Proposal is consistent with the aims and objectives of the local and State strategic planning framework, and the SWGA Structure Plan. The planning proposal is consistent with applicable strategic planning documents, particularly as they relate to the general objectives for housing and employment outcomes. Delivering housing supply is a clear priority issue for Sydney for all levels of Government.

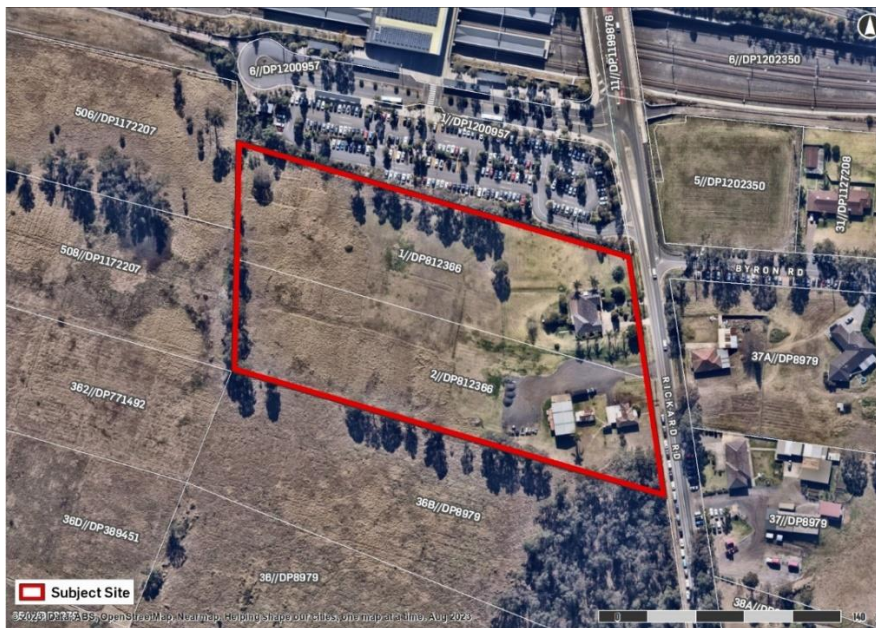
## 2. THE SITE AND SURROUNDING CONTEXT

### 2.1. THE SITE

The land to which this proposal relates is 173-183 Rickard Road, Leppington. The site is accessed via Rickard Road and is located within the Leppington Town Centre. Leppington Town Centre extends across both the Camden and Liverpool LGA; however, the site is located entirely within the Camden LGA portion of the town centre.

Refer to **Figure 3** for an aerial view of the site.

Figure 1 Site Aerial



Source: Urbis

The key features of the site are summarised in **Table 1**.

Table 1 Key features of site

Feature	Description
Street Address	173-183 Rickard Road, Leppington
Legal Description	Lot 1 DP 812366 (183 Rickard Road) Lot 2 DP 812366 (173 Rickard Road)

Feature	Description
Site Area	3.2ha (approx.)
Site frontage	142m frontage to Rickard Road
Site Topography	The topography and slope of the site is generally low to moderate. The site generally falls from east to west with high points being along the Rickard Road frontage.
Vegetation & Biodiversity	<p>The site is largely cleared. However, its periphery along the lot boundaries is partly vegetated with a small number of trees, some of which have been identified as Cumberland Plain Woodland. The remainder of the site is largely cleared and could be characterised as pastoral land.</p> <p>The entirety of the site is biodiversity certified.</p>
Bushfire	A small portion of 173 Rickard Road is affected, predominately by the bushfire buffer zone to the south at 163 Rickard Road, Leppington. Regardless, with the vegetation which defines the bushfire buffer zone is bio-certified and is likely to be cleared in future development stages which would remove the bushfire threat posed by the buffer zone.
Existing Services and Utilities	<ul style="list-style-type: none"> <li>▪ Potable Water: There is an existing 250mm water main along Rickard Road</li> <li>▪ Sewer: There is an existing 225mm sewer main approximately 230m to the west</li> <li>▪ Electricity: The site is located within the Endeavour Energy electrical supply zone. The North Leppington Zone Substation is located approximately 1km north-west of the site, on Bringelly Road, while along Rickard Road there is an existing 11kV HV main feeder.</li> <li>▪ Gas: The site is currently not serviced by the Jemena natural gas network</li> </ul>
Hydrology	<p>The site is not flood affected by mainstream flooding in either the 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) storm event.</p> <p>No watercourses traverse the site.</p>

## 2.2. SURROUNDING DEVELOPMENT

The site and its surrounds are generally made up of large rural residential landholdings. The topography is generally low to moderately sloped, with high points around the site's frontage to Rickard Road.

Rickard Road is a key north-south movement corridor within the SWGA. The site is within immediate proximity to transport infrastructure, being approximately 65m in distance from Leppington Train Station. It is one of the closest privately held landholdings to the train station in the entire Leppington Town Centre.

To summarise, the site is surrounded by the following:

- **North:** Immediately north of the site is Leppington Train Station and the train station commuter car parking facility. On the other side of the station, further north, is the suburb of Austral, which is similarly comprised of rural residential and agricultural landholdings that are transitioning to low and medium density residential uses.
- **East:** The east of the site is characterised by a number of rural residential and agricultural landholdings. Some of these are still comprised of market gardening land uses. Further east is a number of key arterial roads, such as Old Cowpasture Road and Camden Valley Way, which are framed by a number of new residential estates.
- **South:** To the southeast of the site is Leppington Public School. Further discussion around the school is contained further below. Further south is a number of rural residential and agricultural land holdings. At the intersection of Rickard and Ingleburn Road to the south, a number of these land uses are undergoing progressive residential subdivision and urban development.
- **West:** The west is similarly characterised by rural residential and agricultural land holdings that are similarly undergoing residential subdivision and urban development.

## 3. ENGAGEMENT WITH AGENCIES AND STAKEHOLDERS

### 3.1. ENGAGEMENT WITH CAMDEN COUNCIL

Prior to lodgement of this planning proposal, the proponent and representatives from the project team held a meeting with Council officers on several occasions to discuss the proposal, with the most recent meeting in January 2024. The purpose of the meeting was to review the Leppington Civic Centre Master Plan and the key design principles and parameters which underpin the Aland proposal. A key part of the consultation was to review Council's Leppington Town Centre Planning Proposal and supporting structure plan, to identify key design principles to be addressed for the Civic Centre Master Plan.

A summary of the matters discussed during the meeting are provided in **Table 4** below.

Table 2 Pre-Lodgement Discussions with Council

Meeting	Matters Discussed	Section of the Report
Meeting with Camden Council  October 2021	In October 2021, a preliminary re-lodgement meeting was held with Council to discuss the lodgement of a Planning Proposal over the site. Aland advised Council in this meeting that they intend to lodge a Planning Proposal.	N/A

Meeting	Matters Discussed	Section of the Report
Meeting with Camden Council November 2022	<p>In November 2022, Aland and the project team met with Camden Council to brief them on the progress of the Planning Proposal for the site, the development vision and some key design strategies.</p> <p>It was advised by Council that Aland hold off on finalising and lodging a planning proposal for the site, until the draft Council's Leppington Town Centre Planning Proposal was placed on exhibition by DPE.</p>	Section 6.3.3 – Social Impact Assessment and Open Space Needs Assessment ( <b>Appendix F</b> of the Planning Proposal).
Meeting with Camden Council 7 March 2023	<p>Aland engaged with Camden Council in March 2023 to present a revised scheme for the Civic Centre Master Plan and key design principles.</p> <p>The strategic alignment of Aland's proposal for the Civic Centre site with Council's Leppington Town Centre Master Plan was reinforced.</p> <p>Future open space provisions were discussed, and Council highlighted the need to address the open space typologies and functions proposed within the Council Leppington Town Centre Planning Proposal by LFA and Turf.</p>	<p>Section 4 of the Planning Proposal – Concept Master Plan</p> <p><b>Appendix B</b> of the Planning Proposal – Civic Centre Master Plan Design Report.</p> <p>Section 6.3.3 of the Planning Proposal – Landscape Master Plan response (<b>Appendix E</b>).</p>
Meeting with Camden Council 4 May 2023	<p>Further correspondence with Camden Council took place in May 2023 following the issue of the Planning Overview Report prepared by Urbis on behalf of Aland.</p> <p>This Planning Overview Report provided a preliminary review of the existing strategic policy setting for the site and the region which underpinned the proposed vision from Civic Centre Master Plan.</p> <p>It also provided an overview of the preliminary Civic Centre Master Plan and the key design principles which informed the master planning process.</p>	<p>Section 2.5 of the Planning Proposal – Review of Council Leppington Town Centre Master Plan and Structure Plan.</p> <p>Section 4 of the Planning Proposal – Landscape Master Plan response (<b>Appendix E</b> of the Planning Proposal).</p>

Meeting	Matters Discussed	Section of the Report
	<p>It was highlighted that civic spaces within the Leppington Town Centre need to be wide enough to hold community events.</p> <p>Council stated that they have not reviewed information provided by Aland to date and would only provide feedback on Aland's proposal in the exhibition period.</p>	
Meeting with Camden Council January 2024	<p>The most recent correspondence with Camden Council took place on 16 January 2024 between Aland, Urbis and Aland.</p> <p>The purpose of the meeting was to discuss the status of Aland's lodgement of the Civic Centre and Residential Core Planning Proposals. The formal written correspondence received by Aland from Council in December 2023, requesting that Aland withdraw their planning proposals was also discussed. These matters are discussed in more detail in <b>Section 5</b> below.</p>	Refer Meeting Minutes in <b>Appendix C</b> of this Rezoning Review Request.

### 3.2. ENGAGEMENT WITH GOVERNMENT AGENCIES

In addition to consultation with Camden Council, Aland and the project team engaged with relevant Government agencies within the context of the Leppington Town Centre including TfNSW and SI NSW.

The outcomes of this consultation are provided in **Table 4** below.

Table 3 Pre-Lodgement Discussions with Agencies and Stakeholders

Meeting	Matters Discussed	Section of the Report
TfNSW	<p>Aland engaged with TfNSW in March 2023 to introduce the Civic Centre Master Plan and strategic context from a transport perspective.</p> <p>The Planning Overview Report for the Civic Centre Master Plan was provided to TfNSW for review and comment.</p> <p>The future upgrades and condition of Rickard Road was discussed which have</p>	Section 6.3.3 of the Planning Proposal – Traffic, Transport and Access Assessment ( <b>Appendix R</b> )

Meeting	Matters Discussed	Section of the Report
	<p>implications on the Civic Centre Master Plan and how the site will be accessed.</p> <p>It was noted that TfNSW were in consultation with Camden Council on the Leppington Town Centre Planning Proposal. There were different opinions between the agencies regarding Byron Road and whether it should link to Bringelly Road. It was acknowledged that the outcomes of these discussions would have minimal impacts for the site.</p>	
<p>SI NSW</p> <p>1 March 2023</p>	<p>Aland engaged with SI NSW in March 2023 to introduce the Civic Centre Master Plan and strategic context.</p> <p>The Planning Overview Report for the Civic Centre Master Plan was provided to SI NSW for review and comment.</p> <p>Following the initial meeting, SI NSW provided written feedback via email to Aland in April 2023 which reiterated the key points made as part of the discussion.</p> <p>It was acknowledged that SI NSW were investigating a number of locations across the Leppington Town Centre for a secondary school site.</p> <p>The key considerations from SI NSW's perspective within the Leppington Town Centre, is transport access to schools, given the site's proximity to both Leppington railway station and Leppington Primary School. The central north-south civic spine would play a key role as a movement thoroughfare for students using public transport.</p> <p>It is SI NSW's intention for school sites to be self-sufficient in terms of open space and not to be reliant on adjoining land, and hence is not relying on the open space corridors within the Council Structure Plan outside of the school site.</p>	<p>Section 4 of the Planning Proposal– Concept Master Plan and Landscape Master Plan response (<b>Appendix E</b> of the Planning Proposal).</p> <p><b>Appendix B</b> of the Planning Proposal – Civic Centre Master Plan Design Report.</p>



Meeting	Matters Discussed	Section of the Report
	<p>SI NSW acknowledged importance for open space areas to be user friendly, in order to avoid issues around overshadowing and passive surveillance.</p> <p>It was also highlighted that the current condition of Rickard Road needs to be improved to make it a safer environment for students to move through the Leppington Town Centre.</p>	

### 3.3. RELATIONSHIP TO SURROUNDING LANDS AND LANDOWNERS

The planning proposal which is the subject of this rezoning review is site-specific, relating to the 173-183 Rickard Road only. The planning proposal will not impact on the delivery of the Leppington Town Centre vision on adjoining sites and other land-parcels across the precinct – nor prejudice their future planning and development opportunities into the future.

From a future town centre delivery perspective, this planning proposals also seeks to respect and utilise existing cadastral boundaries, rather than rely on land-swap arrangements and similar. This is something that the broader Council planning proposal has yet to resolve.

More broadly, the timely planning and delivery of first stages of development sought to be facilitated through this planning proposal will also assist with the activation of overall precinct, with associated housing, jobs, services, transport and open space outcomes of benefit for the community.

The progression of this Planning Proposal would deliver the amenity required to catalyse further growth within Leppington Town Centre. The delivery of a civic heart within Leppington Town Centre which Aland's Planning Proposal would overcome many of the issues that Council's Leppington Town Centre Planning Proposal would encounter, thereby more rapidly developing the town centre and activating the surrounding land. Some risks which Council's LTC Planning Proposal may encounter include:

- IPART potentially not approving Council's proposed Contributions Plan.
- Council struggling to acquire RE1 land on the Aland site for the town centre as no contributions will have been captured by that time.
- The delays Council may experience with delivering a town centre with the emergence of other precinct related issues.

The above-mentioned issues could potentially delay and ultimately sterilise the town centre and feasibility for the envisioned development.

## **4. PLANNING PROPOSAL SUMMARY**

### **4.1. PROJECT BACKGROUND**

The proposal seeks to rezone the site comprising 3.2ha of land in the in the Leppington Town Centre Precinct which was first identified by the NSW Government in 2013 as a key strategic centre within the SWGA to deliver new homes and jobs in close proximity to public transport.

Given the lack of development activity, in 2017, the Department of Planning, Housing and Infrastructure (DPHI) commenced a review of the Leppington Town Centre, to investigate a potential new vision and associated land use controls for the area. Following this review, DPE announced a new approach to precinct planning in 2019, returning precinct planning and rezoning powers back to Liverpool and Camden Council. Both Councils have since consulted with key Government agencies in relation to the Leppington Town Centre and conducted a number of technical studies to inform a new planning proposal and rezoning of the town centre.

The Leppington Civic Centre proposal provides a site-specific planning framework that will help support Council's vision for the Leppington Town Centre and enable it to transition into a new thriving transit-oriented residential community that builds on the NSW Government's vision and aspirations under the Western Sydney Growth Area program.

At the time of writing the project team is aware of a new masterplan prepared by Camden Council, as part of the Leppington Town Centre Planning Proposal that has recently concluded its formal public exhibition period (on 6<sup>th</sup> February 2024). This proposal represents an alternate strategy by a key landowner to deliver the vision for the Leppington Town Centre, that is sought due to multiple key concerns the Council Master Plans creates which, if adopted without refinement, would not achieve the desired step-change to amend the planning policy controls to incentivise landowner investment and redevelopment to establish the town centre so critically required to support the government infrastructure. The feasibility issues surrounding Council's previous proposal for the town centre, particularly around a lack of lead developers and incentives to stimulate development, were acknowledged by the Leppington Town Centre Market Demand Assessment prepared by HillPDA in 2020.

The vision for the site is to create a Civic Centre Precinct that leverages its strategic location within Leppington, in addition to its natural and built assets to supports the transformation of Leppington, whilst balancing the practicalities of land dedication and acquisition obligations of Council which could hinder the achievement of the town centre vision.

The site is key to unlocking the land in the heart of Leppington Town Centre to deliver a mixed use hub integrated with high quality housing that is well served by public and active transport. It will catalyse the development of the Leppington Town Centre and civic centre to deliver a green, connected and holistic community, supported by access and utility infrastructure, economic investment, and a range of suitable local services.

The Leppington Civic Centre Master Plan is a 'catalyst project' that would complement the delivery of the wider Leppington Town Centre plan proposed by Camden Council. The proposal leverages the unique opportunity offered by the site's strategic location within the town centre and its close proximity to transport and educational infrastructure, by rezoning the site to enable transit-oriented development within a town centre and increasing building height and floor space ratio development standards to enable additional housing supply and diversity.

### **4.2. INTENDED OUTCOME**

The Planning Proposal seeks to amend the Parkland City SEPP, by way of the following:

- Rezone the site from B3 Commercial Core to MU1 Mixed use.
- Amend the height of building control from 24m to a range of 100m to 124.9m across the site.

- Introducing a floor space ratio control of 5:1 to 5.99:1 for the site.
- Introducing a site-specific provision to mandate a minimum provision of public and private open space.

### 4.3. CONCEPT MASTER PLAN

An Urban Design Report, incorporating the Civic Centre Concept Master Plan (refer **Figure 3**) has been prepared by DKO, in accordance with the requirements set out in the Local Environmental Plan Making Guidelines – Attachment C, for greenfield sites.

The Civic Centre Master Plan reflects our vision to create a leading civic and mixed-use centre that is an exemplar transit-oriented development precinct and residential community, that is embraced by residents and workers and is celebrated for:

- Its urban form and public domain, which promotes its open space and natural systems, and creates an urban structure that is integrated with Leppington Train Station
- Its Civic function and diversity of commercial, retail and community service offerings, which service the broader Leppington Town Centre and community.
- Its considered design response which fosters a connected precinct, which integrates it with the broader Leppington Town Centre and adjoining Residential Core precinct to the east.
- A series of high-quality attractive, green open spaces that retains the existing character of Leppington and supports healthy lifestyles and social engagement.
- Creating a safe, active transport network that is well integrated with surrounding sites such as Leppington Train Station

A key part of the Civic Centre Master Plan vision is to become the central focal point within the Leppington Town Centre, that supports the need for new housing, employment and services for the community. Each block on the site will accommodate multi-storey mixed-use buildings, with retail and commercial premises along the ground floor, and a residential component above.

A key defining feature of the proposed urban structure, will be the north-south civic spine, which will provide opportunities for activation through retail amenities, civic uses and recreational amenities and connect residents and workers with the Leppington Station once the adjoining property is developed. Through its permeable urban structure and integration with existing infrastructure such as Leppington Station and Rickard Road, the community will be within 30-minutes of key employment centres such as Liverpool, Campbelltown-Macarthur and the future Western Sydney Aerotropolis.

Aland's design of the north-south civic spine is informed by a placemaking strategy prepared Hoyne (refer **Appendix C** of the Planning Proposal) which defines the suitable spatial requirements for civic spaces within active and vibrant town centres through a review of successful case studies of a comparable scale.

Aland's alternative design approach to the civic spine's spatial configuration with a reduction in width was an attempt to deliver more appropriate spatial dimensions for a town centre setting from a placemaking perspective, particularly a setting directly adjacent to an existing train station. The excessive provision of open space in these locations would reduce ground floor activation and vibrancy, as the proposed width would act as a barrier to the retail uses on the ground floor, splitting the town centre into two separate retail sections.

Hoyne's placemaking strategy, referred to as the Placebook, defines the spatial requirements for civic spaces and open space areas which support active and vibrant town centre through a review of successful case studies of a comparable scale. The Placebook has ultimately informed Aland's proposed Master Plan prepared DKO. The types of activities and uses identified by Hoyne include:

- Fresh food and gourmet markets;

- Festival and pop-up events;
- Eat streets and dining precincts;
- Education and culture; and
- Health and wellbeing.

A detailed comparison between the Aland Civic Centre Master Plan and the proposed structure plan under the Council Planning Proposal is provided in **Section 5.3.1** below.

The site is a highly urban capable landholding, that is free of the many traditional encumbrances and ecological constraints associated with greenfield sites throughout the SWGA. Therefore, it presents a unique opportunity to develop a holistically designed and planned precinct. As a result, the Civic Centre Master Plan has been able to support a considerable amount of amenity and improved environmental outcomes, such as extensive open space, increased tree canopy and biodiversity. The Civic Centre will therefore be able to develop into a sustainable and healthy community that is resilient in the face of climate change.

The site also seeks to address the housing affordability crisis and the high demand for new housing in southwest Sydney. The proposal's emphasis on high density living, ensures that there will be a significant quantum of apartment like housing delivered on the site which will add to the diversity of housing stock available in Camden and the SWGA. The proposed housing will be well connected to public transport, employment, community services and open space, and will elevate the standard of housing choice in the region.

Another key part to the vision, is to also acknowledge the adjoining Aland landholding that exists to the immediate southeast of the site. This adjoining site is being nominally referred to as the 'Residential Core'. It is intended that the Civic Centre and Residential Core will have a distinct and symbiotic relationship, with future residents in the Residential Core expected to frequent and use the services at the Civic Centre. As a result, the design response of the Civic Centre Master Plan has also sought to integrate and connect the site with the Residential Core.

The proposal seeks to deliver approximately 1,554 apartment dwellings in order to accommodate an incoming population of 3,420 people. The Civic Centre will also be accompanied by 26,152m<sup>2</sup> of commercial and retail floor space, which will support the generation of up to 1,200 jobs. As a result, the proposal will deliver on Camden and Liverpool Council's vision for a thriving town centre.

Key numerical details of the Concept Master Plan are provided in **Table 2**.

Table 4 Key features of site

Feature	Description
Land Use	Retail, commercial and residential.
Gross Floor Area	<ul style="list-style-type: none"> <li>▪ Commercial: 12,785m<sup>2</sup></li> <li>▪ Retail: 12,785m<sup>2</sup></li> <li>▪ Residential: 157,727m<sup>2</sup></li> <li>▪ Public Open Space: 4,068m<sup>2</sup></li> </ul> <p>The proposal will deliver approximately 1,200 jobs, 1,554 dwellings and 3,420 new residents.</p>
Floor Space Ratio	5:1 to 5.99:1

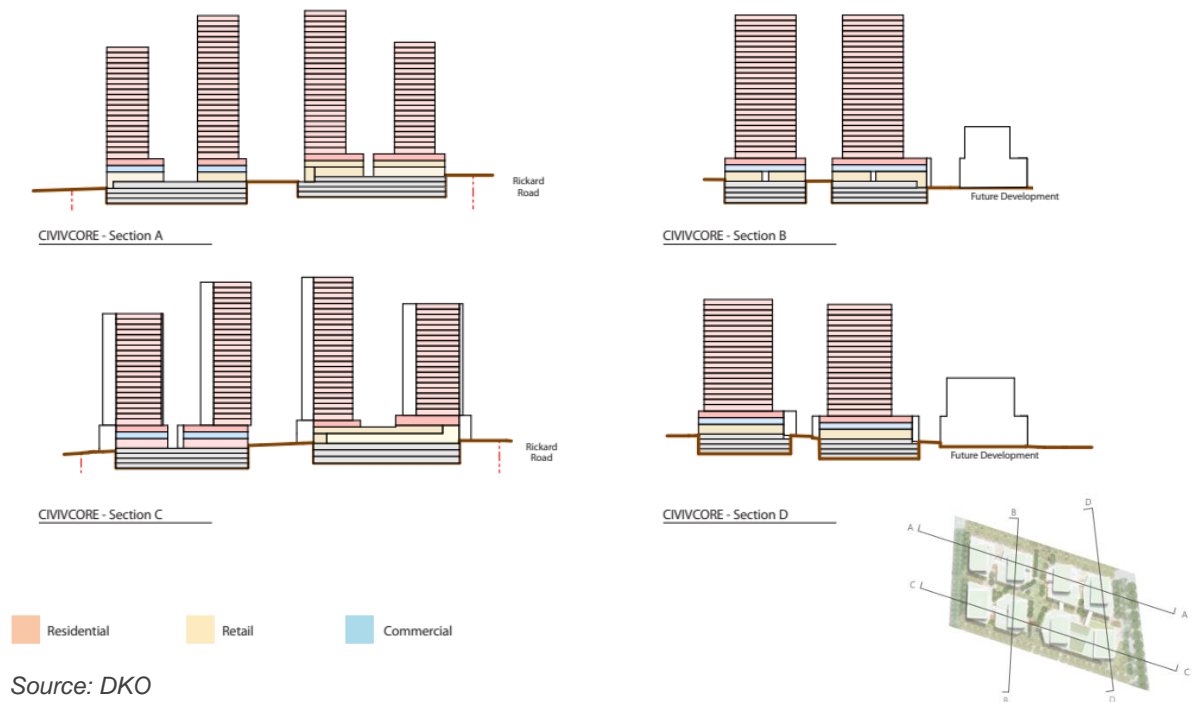
Feature	Description
Building Height	Building heights will range from 100-124m, equating to a range of 27-37 storeys throughout the site (approx.).

Figure 2 Leppington Civic Centre – Concept Master Plan



Source: DKO

Figure 3 Indicative Built Form Height



Source: DKO

## 5. KEY COUNCIL RESOLUTION & SUMMARY OF ISSUES

### 5.1. COUNCIL RESOLUTION

In a letter issued by Camden Council on 22 December 2023, Council requested that the Planning Proposal be withdrawn due to the for the 'significant complexities' of both the Aland Planning Proposal and Leppington Town Centre Planning Proposal under concurrent assessment. The complexities identified include:

- *The need for a coordinated and holistic approach – The draft Leppington Town Centre Planning Proposal applies to land located over two local government areas. The Camden Council portion of the Leppington Town Centre contains 181 parcels of land owned by over 120 unique landowners. Given the fragmented nature of the precinct, a spot rezoning approach is not supported by Council officers as there is a need to continue the coordinated and holistic approach to the planning for Leppington Town Centre.*
- *Process – The public exhibition of the draft Leppington Town Centre Planning Proposal provides stakeholders with confidence that a fair and transparent process is being followed to*
- *Public exhibition/review of submissions – The exhibition of the draft planning package and response to submissions when the exhibition concludes is the priority of Council officers. It is noted that all submissions are carefully assessed on their merits. Our intention is to seek independent advice on significant and complex submissions.*
- *Probity & Resourcing – As the draft Leppington Town Centre Planning Proposal is Council-led, it is not appropriate for Council officers to lead the assessment of your Planning Proposal. Therefore, Council officers will be seeking to procure the services of an independent consultant to undertake the assessment.*

This Rezoning Review request has been prepared with due regard having been given to the potential concerns of Council. The on-going engagement has confirmed that Camden Council is not in a position to advance the planning proposal. Since lodgement, there has been no assessment of the proposal.

In accordance with the LEP Plan Making Guideline, a rezoning review may be requested if a planning proposal is not supported by Council, or no decision is made within 115 days for complex planning proposals or 90 days for all other types of planning proposals. The Aland Planning Proposal has been identified by Camden Council as being a complex planning proposal.

## 5.2. SUMMARY OF COUNCIL ISSUES

The resolution does not specify the particulars of the Aland Master Plan which led to the Planning Proposal not being supported.

Through correspondence received from Council, we have identified what we believe to be Council's key concerns for the Aland Master Plan. These include:

1. **Council priorities and probity considerations:** Council's priority at this point in time is managing the exhibition period of the Council Leppington Town Centre (LTC) Planning Proposal and does not have enough internal resources to review the Aland Leppington Planning Proposals.

Council anticipates an extensive submissions process to the LTC Planning Proposal. A large proportion of the submissions received to date on the LTC Proposal relate to the quantum open space throughout the town centre. Council advise they are open to potential amendments of the LTC Planning Proposal and the indicative layout plan as part of the submissions process. It was also acknowledged there are still a range of issues to work through, i.e. the extent of open space and road configurations and other precinct wide issues such as flooding.

Council have an active planning proposal for the broader LTC, it was noted Council will have probity issues and a potential conflict of interest in assessing Aland's planning proposals, and hence is not in a position to be leading the assessment. Even if independent consultants were appointed, the concerns would not fall away – for example, business papers to Council meetings would remain needing to be reviewed and presented by Council staff.

2. **Potential complexities around the concurrent assessment of two Planning Proposal**

Council have concerns with a proponent lodging a planning proposal within a precinct where Council currently have their own planning proposal on exhibition, as it may cause confusion within the community. Council in their view, do not consider this to be a fair and equitable process for other landowners.

Council would like to understand the mechanics of how a planning proposal within a precinct where there is a separate planning proposal on exhibition, can be assessed – particularly as this is something Camden Council has never seen or experienced before. It was discussed that there have been and will be other examples of where planning is progressed at both a broad/precinct level, in parallel with site-specific proposals.

## 5.3. SUMMARY RESPONSE

### Council Priorities and Probity Concerns

Despite the multiple engagements with Council, prior to formal exhibition Aland is not confident Council will support the critical structural layout and density plans required to incentivise landowner development.

The availability (or lack thereof/prioritisation) of staff resources to advance the assessment of planning merits obviously has bearing on the merit of a proposal in terms of site-specific or strategic consideration. Council has outlined an independent and cost recovery process to undertake assessment however the likely cost to the proponent and timing would make it unviable and likely to

be an abortive assessment if Council's Planning Proposal proceeds faster. In Aland's engagements with Council, it has been stated by Council on several occasions that Council's priority will be on the submission process of their own LTC Planning Proposal and the potential re-exhibition of the LTC Planning Proposal, and hence the need for the full cost recovery process.

In terms of matters relating to probity considerations for Council with the assessment of the proposal, again this has no bearing on the merits of the planning proposal. In accordance with the LEP Making Guidelines, the rezoning review process specifically allows for a proponent to request an independent planning panel to evaluate and recommend to the Minister whether a proposal should progress to Gateway Determination.

### **Potential complexities around the concurrent assessment of two Planning Proposal**

It is acknowledged that the concurrent assessment of two planning proposal is something which Camden Council has not experienced in the past and hence there are some potential concerns about the complexities this may result in. There are however numerous examples across Sydney/NSW of site-specific planning proposal being lodged and advance within an area which is subject to a broader planning proposal.

The following is relevant to note:

- There is alignment in strategic direction being set out to be achieved by both Council's planning proposal and the Aland's Civic Centre Planning Proposal and also the Residential Core Planning Proposal for the adjoining landholding at 156-166 Rickard Road (this scheme is subject to a separate Planning Proposal).
- The Aland planning proposals are limited to the Aland landholdings only, relative to site specific considerations considered necessary to facilitate the strategic centre intended outcomes.
- The Civic Centre Master Plan has been designed in accordance with Camden Council's Indicative Layout Plan (with subtle but critical changes to the road alignment and open space area and design) broader Leppington Town Centre Master Plan and does not impact on the delivery of future land uses and infrastructure in accordance with Council's Planning Proposal.
- We see that the process could progress in one of the following ways:
  1. The Council's LTC Planning Proposal proceeds and is gazetted first and then is subsequently amended by this site-specific planning proposal from Aland; or
  2. The Aland Civic Centre Planning Proposal proceeds to finalisation ahead of Council's Planning Proposal which is likely to take longer with a more extensive submission process and likely future additional public exhibitions. There may also be the possibility that Council's Planning Proposal is ultimately amended to align with Aland's Civic Centre Planning Proposal; or
  3. The Council Planning Proposal is amended to align with the LEP changes sought in Aland's Planning Proposal as part of the submission review process, allowing for Aland's Planning Proposal to be withdrawn.

### **5.3.1. Comparative Review of Council Leppington Town Centre Planning Proposal**

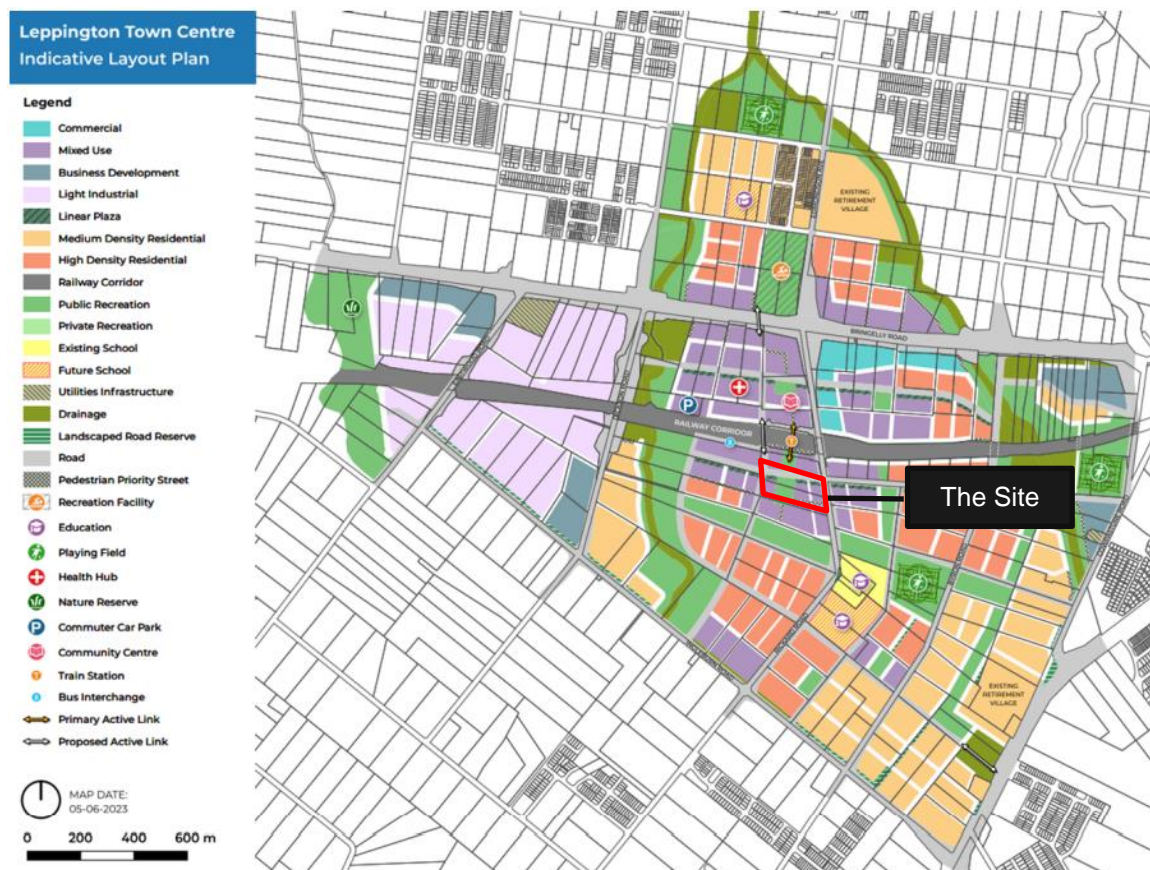
In preparing the planning proposal, the Aland project team comprehensively reviewed the Leppington Town Centre Planning Proposal lodged by Camden and Liverpool Councils – and specifically sought to achieve alignment with as many of the key principles as possible.

This site-specific planning proposal has also had the benefit of being informed by technical investigations and ground-truthing at the site-specific level which are documented within Section 6.3.3 of the Planning Proposal – in order to ensure not only strategic merit but also site-specific merit.

To assist with ease of understanding, a comparative review is set out below.



Figure 4 Council Leppington Town Centre Planning Proposal – Council's Structure Plan



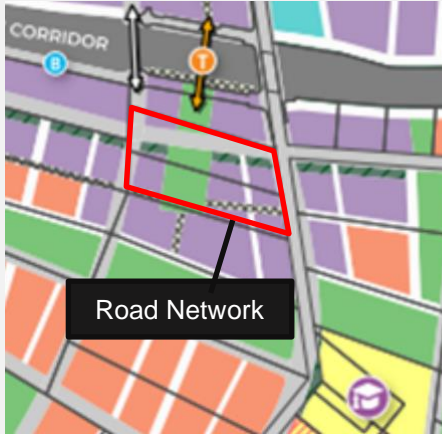
Source: Camden and Liverpool Councils

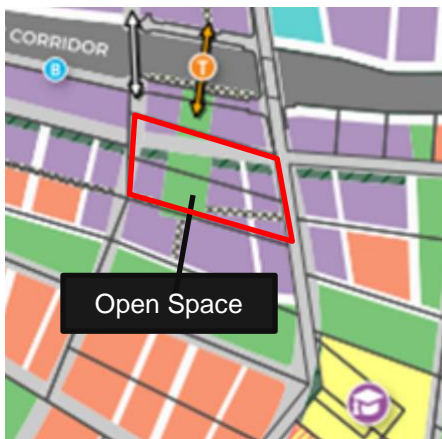
Table 5 Key moves proposed by Camden and Liverpool Council

COUNCIL PLANNING PROPOSAL/ STRUCTURE PLAN ELEMENT	CIVIC CENTRE MASTER PLAN/ PLANNING PROPOSAL ALTERNATIVE APPROACH
Land Use Zoning	<p>The proposal can be achieved within the B4 Mixed Use zone (now MU1 Mixed Use following the Employment Zone Reform) proposed in Camden Council's Leppington Town Centre Planning Proposal. <b>The proposal is largely consistent with the Council Planning Proposal in respect of intent behind Council's proposed zoning changes. It does however differ in the proposed planning mechanism to deliver the centre open space corridor.</b></p> <p>The proposed land uses within the Civic Centre Master Plan area aligns with the Council Leppington Town Centre, with the proposed rezoning to MU1 Mixed Use. The provision of open space which is represented in the Council Structure</p>

COUNCIL PLANNING PROPOSAL/ STRUCTURE PLAN ELEMENT	CIVIC CENTRE MASTER PLAN/ PLANNING PROPOSAL ALTERNATIVE APPROACH
	<p>Plan as RE1 Public Recreation, will be delivered through local provisions proposed under the Parkland City SEPP.</p> <p>Subject to the rezoning of the site to MU1, Aland can engage with Council on a Development Application for the site to deliver the public open space in accordance with the proposed open space SEPP provision.</p> <p>The introduction of an RE1 zone would require Council to wait for a contribution plan to deliver the funds to acquire the site from Aland. This would result in a delay for the delivery of Leppington Town Centre.</p>
Floor space ratio	<p><b>The proposal is largely consistent with the FSR controls within the Council planning proposal.</b></p> <p>The Council Planning Proposal proposes the following FSRs and potential building heights for the B4 Mixed Use within the inner core - B4 Mixed Use (within inner core): 4.5:1 increasing to a maximum of 5.25:1 with bonuses.</p> <p>The Civic Centre Master Plan proposes an FSR range of 5:1 to 5.99:1 across the site, which is largely within the range proposed by Council (which is proposed at 4.5:1 and 5.25:1 if the affordable housing bonus under the Housing SEPP is applied).</p>
Maximum building height	<p><b>An increase in maximum building remains consistent in strategic direction with the Council Planning Proposal.</b></p> <p>The Council Planning Proposal seeks to amend the height control from 24m, under the Parkland City SEPP, to 65m to support an indicative height of 18-28 storeys.</p> <p>The Civic Centre Master Plan proposes the amend the height of building control to 100m to 124.9m across the entire site to support an indicative height of 24-31 storeys.</p> <p>Whilst the proposed height range is similar in terms of storeys, the height control is significantly higher than Council's proposed height in order to enable an optimal outcome for floor-to-ceiling heights for the commercial and retail premises.</p> <p>The height controls on such a strategic site within the heart of the town centre is to enable the establishment of a dense</p>

COUNCIL PLANNING PROPOSAL/ STRUCTURE PLAN ELEMENT	CIVIC CENTRE MASTER PLAN/ PLANNING PROPOSAL ALTERNATIVE APPROACH
	<p>civic core for the broader Leppington Town Centre and also the potential to deliver landmark buildings in a transit-oriented development. Considering there may be precinct wide constraints in other locations of the town centre which may limit development, the proposed height controls within would future proof sites for density and development at the doorstep of Leppington Station.</p> <p>The flexible height limits also allow for improved and responsive architectural outcomes and articulation. It is noted that this was the original approach in Council's Planning Proposal submission in 2022, where no height was proposed. Council's proposed DCP also states that the preferred building heights for the site are in between 18-29 storeys, which would require a height limit of 96m at minimum to factor in the standard floor to ceiling heights. Council's proposed height limit is therefore also inconsistent with their DCP, which this Planning Proposal attempts to reconcile.</p>
<p><b>North-south green link from the railway station</b></p>	<p>The Civic Centre Master Plan supports the proposal for a continuous green link which connects from Leppington Railway Station into the heart of the Leppington Town Centre. <b>This strategic direction remains consistent with Council Planning Proposal.</b></p> <p>The importance of pedestrian connectivity particularly in close proximity to a key transport node is reinforced within the master plan. This green link also provides a strong visual corridor through the core of the town centre which would improve legibility and wayfinding. The green link proposed by Council has an approximate width of 70m which is considered problematic for activation, passive surveillance, safety and the ability to provide sufficient tree canopy that reduces the urban heat island effect – all of which are essential qualities of a successful town centre.</p> <p>It would act as a barrier to activation within the central location of the town centre. For the first few mixed-use sites to be successful and achieve critical mass, retail and commercial activity need to be concentrated in one location and bisected by a central park area.</p>

COUNCIL PLANNING PROPOSAL/ STRUCTURE PLAN ELEMENT	CIVIC CENTRE MASTER PLAN/ PLANNING PROPOSAL ALTERNATIVE APPROACH
	<p>The Civic Centre Master Plan incorporates the green link connecting the railway station into the site, however has modified the width, which under the Council Structure Plan, is too wide for activation. The Civic Centre Master Plan proposes a central green link with a width ranging from 20m-40m which would provide significant space for outdoor seating, pedestrian access, view corridors and most importantly provide a human scale that supports active frontages. Refer <b>Appendix E</b> of the Planning Proposal (Landscape Design Report) for further analysis on the proposed north-south landscape corridor within the Civic Centre Master Plan.</p>
<p><b>Road network</b></p> 	<p>Lot severance is a key issue with the current road network proposed within Council's Structure Plan and in turn Planning Proposal, as it significantly reduces lot efficiency for all landowners affected.</p> <p>Whilst Aland are supportive of a permeable street network and acknowledges the importance providing east-west connectivity through the heart of the civic centre, the proposed road alignment presents significant issues from a practical development perspective which Aland's alternative approach seeks to avoid. These road network issues include:</p> <ul style="list-style-type: none"> <li>▪ <b>Misalignment with lot boundaries</b> - There is no clear rationale for disregarding lot boundaries for the main east west road in Council's Planning Proposal, which are proposed to be locked in via a SP2 infrastructure zoning.</li> <li>▪ <b>Creation of irregular residual lots</b> - If a subdivision was to occur to facilitate the road layout proposed under Council's Planning Proposal, some of the resultant lots, particularly in the Civic Centre, would be quite irregular in shape and potentially be sterilised.</li> <li>▪ <b>Significant width of the east-west road forming a movement barrier within the heart of the town centre</b> - A wider east-west road would result in more traffic being funnelled through the heart of the town centre which may reduce the appeal of being a largely pedestrianised, safe and walkable town centre. Accordingly, Aland's revised approach is for the SP2 zoning width to be reduced for the east-west road and secondly, a reconsideration of the 25m widths by Council's public domain team to consider if it does undermine the placemaking vision outcomes.</li> </ul>

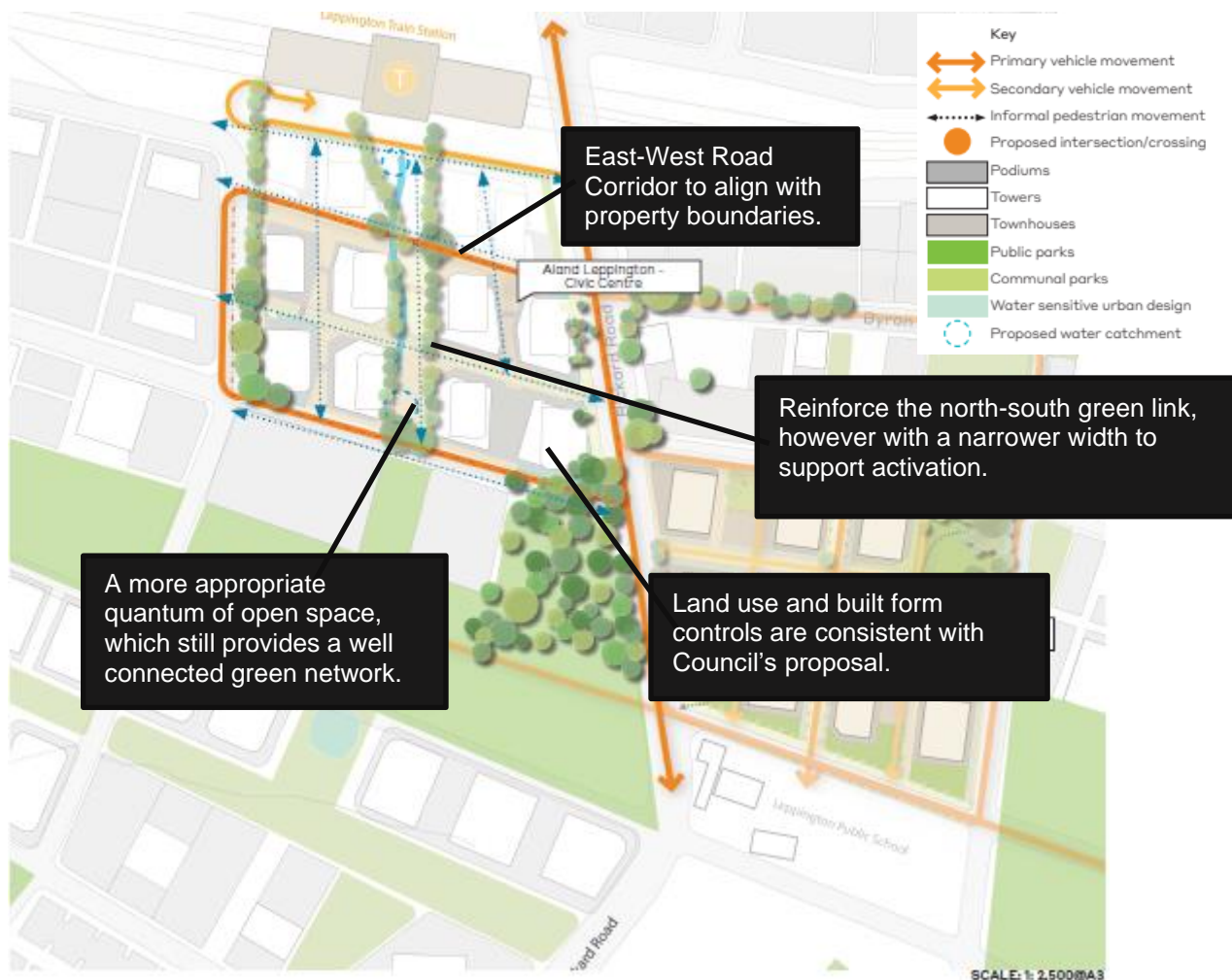
COUNCIL PLANNING PROPOSAL/ STRUCTURE PLAN ELEMENT	CIVIC CENTRE MASTER PLAN/ PLANNING PROPOSAL ALTERNATIVE APPROACH
	<p>The consequences of this issue if unchanged is that the significant efforts to establish an updated planning policy framework to facilitate development in the civic core of the centre would fail.</p> <p><b>These are matters that the Planning Proposal seeks to effectively resolve.</b></p>
<p><b>Quantum of open space</b></p> 	<p>Similar to the comment above in relation to the width of the north-south green link, the quantum of open space proposed within a civic heart of the future town centre that is directly adjacent to an existing railway station, is considered excessive in delivering a town centre that is active and vibrant.</p> <p>Whilst we support the integration of generous open space within the town centre that is sufficient to support the future population, this expansive park in our view is not appropriate and has the potential to undermine other place outcomes in the town centre vision. The key issues include:</p> <ul style="list-style-type: none"> <li>▪ A 70m wide north-south link is unsuitable for creating an active and vibrant urban environment that is adjacent to a railway station</li> <li>▪ A 70m north-south link in the Civic Centre without sufficient canopy coverage could result in increased urban heat and decreased activation around the train station.</li> <li>▪ Limited activation and opportunities for passive surveillance would result in a sub-optimal CPTED outcome. Particularly at night the width of the open will be a significant CPTED issue where pedestrians are not afforded safe passive surveillance from either side. It will be an issue for commuters leaving the train station and could facilitate anti-social behaviour.</li> <li>▪ Limited activation and sub-optimal CPTED outcomes could therefore undermine the safety and vibrancy of the future public space, and strategically, Council's priority to "Support the development of the night-time economy within Camden's existing and emerging centres" as established in the Camden Economic Development Strategy 2022.</li> <li>▪ As per the Economic Impact Assessment prepared by Macroplan, the bisecting of the town centre with open space would essentially create two separate retail precincts that would discourage pedestrians and shoppers from crossing to either side, with both not being able to</li> </ul>

COUNCIL PLANNING PROPOSAL/ STRUCTURE PLAN ELEMENT	CIVIC CENTRE MASTER PLAN/ PLANNING PROPOSAL ALTERNATIVE APPROACH
	<p>ultimately to reach critical mass for the retail GFA to succeed</p> <p>The revised approach to open space from Aland is supported by a Social Infrastructure and Open Space Assessment prepared by Urbis which investigated the level of demand that will be generated by the incoming population to the precinct. The assessment confirms that the quantity of open space proposed by Aland's Planning Proposal aligns with leading and emerging proportion-based benchmarks. The revised approach will deliver a series of green open spaces within the Civic Park as part of the public domain. In summary this includes:</p> <ul style="list-style-type: none"> <li>▪ 0.67ha of publicly accessible open spaces across the site (21% of NDA) which exceeds the proportion-based benchmark (15% of NDA).</li> <li>▪ Two large consolidated open spaces which form a central spine through the site.</li> <li>▪ A pocket park in the southern eastern section and communal open spaces for residents.</li> <li>▪ Three public linear parks which are intended to incorporate active transport links and will provide important connections to the town centre.</li> </ul> <p>In addition, refer to the Landscape Plans at <b>Appendix E</b> of this Planning Proposal for further analysis and benchmark studies which informed the concept of the north-south spine and the proposed dimensions.</p>

In response to the comments mentioned above in relation to Council's Structure Plan, Aland have proposed a Master Plan which aims to capture the design principle and parameters identified by Council with the support of site-specific considerations. **Figure 6** below identifies the similarities and variances to Council's design principles within the Civic Centre Master Plan area.



Figure 5 Application of key moves from Council's Structure Plan



Source: DKO

## 6. JUSTIFICATION FOR THE REZONING REVIEW

Part 3 of the Local Environmental Plan Making Guideline (August 2023) outlines the test in determining whether the proposal has merit and should be submitted for determination under Section 3.34 of the Act (Gateway Determination).

The proposal must demonstrate both strategic merit and site-specific merit. An assessment against the assessment criteria is provided in Table 4 below, which confirms the Planning Proposal has both strategic and site-specific merit.

Table 6 Justification for Rezoning Review

Assessment Criteria	Proponent Response
<b>Strategic Merit Test</b>	
Does the proposal:	

Assessment Criteria	Proponent Response
<p><i>Give effect to the relevant regional plan outside of the Greater Sydney Region, and/ or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans release for public comment or a place strategy for a strategic precinct including any draft place strategy; or</i></p>	<p>Yes. The Planning Proposal will give effect to the objectives and actions of the applicable regional and district planning policies and strategies as summarised below.</p> <p><u>Greater Sydney Region Plan: A Metropolis of Three Cities</u></p> <p>Leppington is identified as a strategic centre and an urban renewal area under the Greater Sydney Region Plan. This Planning Proposal will deliver 1,554 new homes, up to 1,200 new employment opportunities, open space, community services and infrastructure.</p> <p>The Planning Proposal will utilise and benefit from existing and future transport infrastructure. This includes the upgrades to Bringelly Road to the North and Rickard Road to the east, as well as Leppington Station and its future extension through the south-west rail link.</p> <p>The Civic Centre will ultimately be designed and integrated around the Leppington Station, to maximise accessibility and utilisation of existing infrastructure.</p> <p><u>Our Greater Sydney 2056: Western District Plan</u></p> <p>The site is strategically positioned to the immediate south of Leppington Station within the Leppington strategic centre. The Planning Proposal will deliver greater housing supply and affordability at the doorstep of Leppington Station and provide new commercial and retail amenities in the heart of Leppington Town Centre.</p> <p>The Planning Proposal will deliver a public domain and open space network which will provide recreational amenity, connectivity and urban tree canopy within the town centre.</p> <p><u>South West Growth Area Structure Plan</u></p> <p>This Planning Proposal has been prepared to give effect to the vision, objectives and actions of the SWGA Structure Plan. Under the Structure Plan 2022, the site has been identified as employment land and previously rezoned precinct. The site is also located on Rickard Road, which the Structure Plan 2022 identifies as a 'Transit Boulevard'.</p> <p>The Proposal seeks to strengthen Leppington as a Strategic Centre that offers a range of housing types, high quality open space, retail and commercial offerings. This will enable the Strategic Centre to support population growth planned for the</p>



Assessment Criteria	Proponent Response
	area, in proximity to employment and transport infrastructure to align with the vision for a 30-minute city.
<i>Demonstrates consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan; or</i>	<p><b>Yes.</b> This Planning Proposal is consistent with the Camden LSPS which earmarks the Leppington Town Centre as prominent town centre within the SWGA which will accommodate a large portion of the 7,000-12,500 jobs identified for Leppington.</p> <p>The Planning Proposal will provide housing choice and affordability for Camden's growing and changing population through the provision of high rise residential living in a market which has been predominately characterised by detached and attachment dwellings.</p> <p>The Proposal will strengthen the strategic centre of Leppington, supporting population and employment growth.</p> <p>The Proposal is also driven by the intention enhance environmental outcomes by delivering improved green and blue grid connections. Future residents and visitors will be provided with numerous formal and informal recreational opportunities provided through the north-south civic spine, community gardens an linkages and along the water sensitive corridor.</p>
<i>Respond to a change in circumstances that has not been recognised by the existing planning framework.</i>	<p><b>No.</b> The change in circumstance has been recognised by both the State and Local Government endorsing and updating the South West Growth Area Structure Plan, which identifies the strategic role of Leppington Town Centre.</p> <p>Leppington is highlighted as a strategic centre in Western Sydney which has significant opportunities for growth as part of the State Government's Greater Sydney Region Plan. The Plan demonstrates that these strategic centres play a critical role in attracting investment, business activity and jobs across Greater Sydney. This is critical to increasing access to employment and goods closer to home and support the 30-minute city.</p> <p>The District Plan identifies the need for additional capacity for housing supply is significantly delivered by the Growth Areas and planned Precincts such as the South West Growth Area. This includes Leppington Town Centre which is identified as a Planned Precinct. Leppington is expected to be a prominent town centre, with Bringelly Road to serve as one of the major gateways to the WSI.</p>

Assessment Criteria	Proponent Response
	<p>From a Local Government perspective, the Camden LSPS Structure Plan identifies the site as being situated within the Future Urban Area of the SWGA which is expected to foster the majority of housing capacity in the next 20 years. In this context, it is expected that land surrounding the site will be subject to significant change, with the Aerotropolis north of the site setting the context for this transformation. The plan explicitly identifies the strategic centre of Leppington as a Local Priority to strengthen. The Planning Proposal aligns with the LSPS as it has been developed in response to the LSPS's local priorities</p>
<b>Site-Specific Merit Test</b>  Does the proposal give regard and assess impacts to:	
<i>the natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards)</i>	<p><b>Yes.</b> This Planning Proposal is supported by an assessment of the natural environment, as it relates to the sensitive species and environmental hazards. The site is currently zoned B3 Commercial Core and is intended for commercial and urban activation within the heart of Leppington Town Centre. There are no known natural hazards, critical habitats, threatened species or ecological communities located on the site and therefore the likelihood of any negative impacts will be negligible.</p>
<i>the built environment, social and economic conditions</i>	<p><b>Yes.</b> This Planning Proposal is supported by the assessment of existing built environment of the immediate surrounds of the site and also the broader Leppington Town Centre.</p> <p>The site and its immediate surrounds currently serve a rural function and is characterised by an existing low density residential built form. The only established amenity in the Leppington Town Centre precinct, as of current, is the existing train station to the north, and Leppington Public School to the south. The precinct also lacks public open space and other public amenities.</p> <p>The site is under the single control of the proponent and presents a highly capable land parcel, immediately adjacent to the Leppington Station, that by its nature and location will function as an exemplar transit-oriented development in the Leppington Town Centre and SWGA. As such, the site presents an immediate opportunity to deliver new homes and jobs as part of a holistic and integrated land use and transport-oriented development.</p>

Assessment Criteria	Proponent Response
	<p>The design strategy and Concept Master Plan supporting the Planning Proposal provides a considerable amount of granular detail regarding the future envisaged development of the site. The 'urban morphology' has been informed by the themes and Concept Master Plan design principles.</p> <p><u>Social Impacts</u></p> <p>The Planning Proposal has adequately the social impacts of the proposal. In summary, the proposal will generate positive social impacts to the incoming population and broader Leppington Town Centre. A Social Infrastructure and Open Space Assessment has been prepared by Urbis to investigate the level of demand that will be generated by the incoming population to the precinct. The assessment confirms that the quantity of open space proposed on site aligns with leading and emerging proportion-based benchmarks.</p> <p>The proposed amendments to Council's Planning Proposal which the Aland Civic Centre Master Plan introduces will:</p> <ul style="list-style-type: none"> <li>▪ Support greater activation of retail amenity within the north-south civic spine;</li> <li>▪ Enable a more pedestrian friendly environment with a reduced width of the east-west road; and</li> <li>▪ Improve CPTED outcomes, particularly passive surveillance</li> <li>▪ Deliver more efficient development lots with the realignment of east-west road along cadastral boundaries which can unlock more developable land for housing uplift and retail amenities for the Leppington Town Centre.</li> </ul> <p><u>Economic Impacts</u></p> <p>The Planning Proposal has also considered the economic impacts of the proposal. The Economic Impact Assessment prepared by Macroplan notes that the region of Leppington is expected to experience substantial growth over the following decades taking its population close to 40,000. This will ultimately be dependent on the degree to which high density residential land uses are developed to address demand in Leppington.</p> <p>The Planning proposal will facilitate the development of 1,554 apartments. This will play a significant role in facilitating the transition of Leppington Town Centre to a strategic and high-density centre, while also contributing to the diversity of housing stock available to Camden residents.</p>

Assessment Criteria	Proponent Response
	<p>The population growth within the Civic Centre and broader Leppington Town Centre will also generate demand for non-residential floor space to accommodate a wide range of retail and commercial activities, which will service the needs of the population. Demand will come from retail trade, a range of key non-retail activities and office space, some of which typically have a strong presence in town centres and important for servicing local economies. Demand for retail and commercial floor space is anticipated to be 90,000m<sup>2</sup> by 2036, with the proposal able to accommodate 26,153m<sup>2</sup> once fully developed, represent 30% of the projected demand for 2036. This will support close 1,200 jobs and will result in a valuable contribution to the development of Leppington Town Centre as a strategic centre.</p> <p>The proposal will therefore deliver positive economic impacts to the precinct and surrounds through its contribution to jobs and the economic development of the Leppington Town Centre.</p>
<i>existing, approved and likely future uses of land in the vicinity of the land to which the proposal relates; and/or</i>	<p>The site is located within the heart of the Leppington Town Centre, an area earmarked to support the growth of Leppington as a strategic centre, and to undergo extensive urban renewal to support the SWGA. The site will contribute to generate significant employment growth as well as retail, community and recreational amenities in a highly accessible location, adjacent to Leppington Station.</p>
<i>services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.</i>	<p><b>Yes.</b> Preliminary investigations indicate that:</p> <ul style="list-style-type: none"> <li>▪ The Planning Proposal leverages from the existing Leppington Railway Station. As envisioned by the South West Growth Area Structure Plan, the future development of this key site has the potential to contribute to a transit-oriented development and enhance retail and community amenities within the heart of Leppington Town Centre.</li> <li>▪ Preliminary traffic investigations confirm that there is sufficient capacity within the proposed interim road network and ultimate road network, as part of the Leppington Town Centre Indicative Layout Plan, and the indicative yield of this Planning Proposal is likely to have negligible impact on the road network.</li> <li>▪ The site is serviced by existing utility services and is located to allow incoming residents and workers to capitalise on the existing and planned infrastructure and services within the area.</li> <li>▪ The preliminary services infrastructure report confirms that there is sufficient capacity to accommodate the proposed</li> </ul>

Assessment Criteria	Proponent Response
	density on the site. Servicing for water, sewer and electricity are readily available, while gas, can be made available if required.

## 7. CONCLUSION

This letter has been prepared in support of a Rezoning Review request to DPHI in relation to the Proponent initiated Planning Proposal at 173-183 Rickard Road, Leppington.

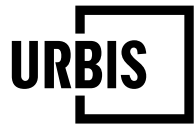
This Planning Proposal seeks to establish new planning controls that enable the delivery of a town centre immediately adjoining Leppington Station and a mixed-use redevelopment of the site. The proposal, which has considerable planning merit and strategic alignment with State and Local Government policy, will generate significant public benefit and contribute to realising the Leppington Town Centre vision and provide residential uplift, employment opportunities and amenities within the heart of the SWGA.

It is demonstrated that there is clear strategic and site-specific merit as outlined in '*Local Environmental Plan Making Guidelines*' and thus warrants the Regional Planning Panel's support to proceed to Gateway Determination.

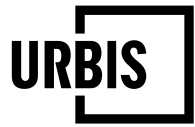
Kind regards,



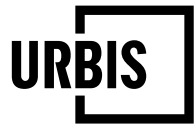
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## **APPENDIX A - LANDOWNERS CONSENT & DISCLOSURE OF REPORTABLE POLITICAL DONATIONS**



## **APPENDIX B - WRITTEN ADVICE FROM CAMDEN COUNCIL**



## **APPENDIX C - CAMDEN COUNCIL MEETING MINUTES – 16 JANUARY 2023**