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URBIS

PLANNING PROPOSAL

Aland Leppington
Civic Centre

Prepared for
ALAND
15 September 2023

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EXECUTIVE SUMMARY

This Planning Proposal has been prepared by Urbis on behalf of Aland, (**the proponent**) and seeks to amend the State Environmental Planning Policy (Western Parkland City) Precincts 2021 (Parkland City SEPP) for the site which is referred to as the '**the site**'.

The site is located at 173-183 Rickard Road, Leppington, within the Camden Local Government Area. The site legally described as Lot 1 and Lot 2 in DP 812366. Situated within the existing rural setting which defines Leppington Town Centre, the site comprises a total of 3.2 ha of land currently occupied by rural residential dwellings. The site is strategically located within the South West Growth Area (SWGA) and to the immediate south of the Leppington Railway Station.

PROJECT VISION

The vision for the site is to create a Civic Centre precinct within the heart of Leppington, providing a strong local identity for the town centre through civic activation and a mixture of land use activity. The Civic Centre of Leppington Town Centre will become a destination, anchored on the transit node that is Leppington railway station. It seeks to leverage its natural and built assets to support the transformation of Leppington.

The proposal leverages the unique opportunity offered by the site's strategic location within the town centre and its close proximity to transport infrastructure, by rezoning the site to enable transit-oriented development (TOD) within a town centre, and increasing building height and floor space ratio (FSR) development standards to enable additional housing supply and diversity, supported by commercial and retail uses.

The site will provide high quality housing, open space, commercial and retail amenities, all of which is underpinned by an integrated movement network. Housing choice is improved by delivering a diversity of high-medium density dwelling typologies that will support Leppington's development towards higher density housing stock. It will catalyse the development of the Leppington Town Centre and civic hub to deliver a green, connected and holistic community, supported by access and utility infrastructure, economic investment, and a range of suitable local services.

Figure 1 Civic Centre Master Plan – 3D Render



Source: DKO

The Planning Proposal is supported by the Leppington Civic Centre Master Plan which facilitates the realisation of the Leppington Town Centre vision through the provision of a mixed use zoned land, that is intended to increase civic activity supported by retail and other community serving uses. The proposal seeks to rezone the site comprising 3.2ha of land 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. The transformation of the site will deliver 5,657 sqm of open space including civic space, parks, gardens and playgrounds. It will deliver 1,554 residential dwellings in the form of apartments, which will be supported by 26,145 sqm of commercial and retail floorspace.

PROJECT BACKGROUND

The Civic Centre Master Plan presents as a catalyst development within the Leppington Town Centre where it is understood there is a current lack of lead developers to stimulate development. Aland's proposal within the heart of the town centre is a significant opportunity to trigger growth within Leppington and address the concern of limited uptake in redevelopment of Leppington, which was originally identified by the Department of Planning and Environment (DPE) in 2017 review of the Leppington Town Centre.

In October 2022 Camden Council lodged the Leppington Town Centre Planning Proposal with the Department of Planning and Environment (DPE) which proposed a series of key zoning and land use changes, and amendments to the Parkland City SEPP.

Council's Leppington Town Centre Planning Proposal is supported by a land use structure plan which has been reviewed by Aland and the project team, and helped informed the Civic Centre master planning process. The Council Structure Plan captures the key design principles at the broader town centre scale. Through further detailed analysis and ground-truthing by Aland's project team, the key design principles can be tested at the site-specific scale as it relates to the Civic Centre Master Plan area. As a large landholding, this Planning Proposal presents an alternate approach to the Council-led master plan for the broader Leppington Town Centre to unlock the central heart of Leppington. Refer **Figure 2** for Indicative Masterplan.

Figure 2 Leppington Civic Centre Master Plan



Source: DKO

The intended outcome of this Planning Proposal is to amend the Parkland City SEPP by:

- 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 5-5.99:1 for the entire site.
- Introducing a local provision to mandate a minimum provision of public and private open space.

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and relevant guidelines prepared by the NSW Department of Planning and Environment.

This Planning Proposal is seeking an amendment to the SEPP in accordance with the *Local Environmental Plan Making Guideline* (DPE, August 2023).

In parallel this Planning Proposal is seeking to incorporate a draft schedule, referred to as the Civic Centre Site-Specific Development Control Plan (DCP) which will sit under the Camden Council Leppington Town Centre Development Control Plan.

1. INTRODUCTION

1.1. OVERVIEW

The Aland Leppington Civic Centre Planning Proposal seeks to amend *State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Parkland City SEPP)* for the lots located at 173-183 Rickard Road (referred to as '**the site**').

The site is strategically located, situated at the heart of Leppington Town Centre and to the immediate south of the Leppington railway station. It is intended for the site to form the central hub within Leppington Town Centre, providing strong civic identity and activation through a mixture of land use activity. The Civic Centre site forms the gateway into Leppington Town Centre, given its proximity to the transit node that is Leppington railway station. The Planning Proposal is supported by the Leppington Civic Centre Master Plan which facilitates the realisation of the Leppington Town Centre vision through the provision of a mixed-use zoned land, that is intended to facilitate a mixture of civic amenities, commercial, retail and residential uses, anchored on a north-south civic spine.

The site is under the single control of the proponent and presents a highly capable land parcel, immediately adjacent to the Leppington train station, that by its nature and location will function as an exemplar transit-oriented development in the Leppington Town Centre and South West Growth Area (SWGAs). 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. To the south east of the Leppington Civic Centre site is an adjoining Aland landholding at 156-166 Rickard Road, Leppington which will form part of future development stages and subject to a separate planning application.

1.2. STRATEGIC CONTEXT

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 and Environment (DPE) 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 that will soon commence public exhibition. This proposal represents an alternate strategy to deliver the vision, having regard to the large landholding, and balancing the practical considerations of required soft and hard infrastructure with the need to ensure the controls, this time, incentive development which to date hasn't occurred in the centre.

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. The site will unlock 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. Housing choice is improved by delivering a diversity of high-medium density dwelling typologies that will support Leppington development towards higher density housing stock. 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.

In line with the NSW Government's vision for the SWGA, this proposal will deliver a precinct that:

- 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 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.
- 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.

Aland has engaged a suite of technical experts to guide and inform the preparation of this proposal to assist in creating a liveable and thriving new community within the SWGA.

1.3. REPORT STRUCTURE

This report has been split into two parts:

- Part A: Strategic Positioning – to outline the key benefits of the rezoning and the role of Leppington in the SWGA and greater role in the growth of Western Sydney.
- Part B: Planning Proposal – in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the **EP&A Act**) and the relevant guidelines prepared by the DPE.

It is noted that this Planning Proposal is seeking an amendment to the Parkland City SEPP, however, based on feedback from Camden Council this Planning Proposal is consistent with the following guides:

- *A Guide to Preparing Local Environmental Plans* (December 2018);
- *A Guide to Preparing Planning Proposals* (December 2018); and
- *NSW Local Environmental Plan Making Guidelines* (August 2023)

The Planning Proposal is structured as follows:

- **Chapter 2: Site and Planning History** – provides a description of the site and context.
- **Chapter 3: Pre-lodgement** – provides a summary of the engagement processes undertaken to date and outcomes.
- **Chapter 4: Concept Master Plan** – provides a description of the proposed vision and master plan framework.
- **Chapter 5: Planning Framework** – provides a summary of the relevant strategic planning policies and directions and statutory planning legislation controls.
- **Chapter 6: Planning Proposal**, including:
 - Part 1 – A statement of the objectives and intended outcomes of the proposed instrument.
 - Part 2 – An explanation of the provisions that are to be included in the proposed instrument.

- Part 3 – The justification for those objectives, outcomes and the process for their implementation.
- Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies.
- Part 5 – Details of the community consultation that is to be undertaken on the planning proposal.
- Part 6 – A project timeline to detail the anticipated timeframe for the plan making process.

1.4. PROJECT TEAM

The Planning Proposal has been prepared through significant collaboration with the project team and is supported by a range of technical inputs as shown in **Table 1** (overleaf).

Table 1 Supporting Documentation

Technical Input	Consultant	Appendix Reference
Architectural Design Report	DKO Architecture	Appendix A
Proposed SEPP Maps	DKO Architecture	Appendix B
Place Book Report	Hoyne	Appendix C
Draft Civic Centre Site-Specific DCP	Urbis	Appendix D
Landscape Master Plan	Land+Form	Appendix E
Demographic, Social Infrastructure and Community Needs Assessment (Social Infrastructure Assessment)	Urbis	Appendix F
Economic Impact and Retail Assessment	Macroplan	Appendix G
Preliminary Geotechnical and Salinity Assessment (Geotechnical & Salinity Assessment)	Douglas Partners	Appendix I
Preliminary Site Investigation (Contamination)	Douglas Partners	Appendix H
Preliminary Aboriginal Cultural Heritage Assessment Report (ACHAR)	Urbis	Appendix I
Historical Heritage Study	Urbis	Appendix J
Water-cycle Management Report	Infrastructure & Development Consulting	Appendix K
Biodiversity Assessment	EcoLogical Australia	Appendix L
Infrastructure Servicing Strategy	Infrastructure & Development Consulting	Appendix M
Traffic, Transport and Access Assessment	Urbis	Appendix N
Urban Heat Report	Civille	Appendix P

Technical Input	Consultant	Appendix Reference
Infrastructure Delivery Plan	Urbis	Appendix Q

In addition to the technical studies listed above, this Planning Proposal has considered the technical studies prepared as part of the Camden Council Leppington Town Centre Planning Proposal, which the Civic Centre site is situated within. The relevant technical studies of which due regards has been made include, but are not limited to the Riparian Assessment, Strategic Bushfire Study and Noise and Vibration Impact Assessment.

2. SITE AND PLANNING HISTORY

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 3 Site Aerial



Source: Urbis

The key features of the site are summarised in **Table 2**.

Table 2 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)
Site Area	3.2ha (approx.)
Site frontage	142m frontage to Rickard Road

Feature	Description
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 buffer zone bushfire affected land to the south at 163 Rickard Road, Leppington.
Existing Services and Utilities	<ul style="list-style-type: none"> ▪ Potable Water: There is an existing 250mm water main along Rickard Road ▪ Sewer: There is an existing 225mm sewer main approximately 230m to the west ▪ 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. ▪ Gas: The site is currently not serviced by the Jemena natural gas network
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>

2.1. EXISTING USES

The site has been characterised by rural residential uses for quite some time. The sites collectively accommodate two single storey dwellings with ancillary structures respectively. Notably, 173 Rickard Road accommodates a small hardstand along the south eastern corner of the site, which is accompanied by a large metal shed.

The rear of the lots, behind the dwellings, the land is largely cleared of any built structures. They are characterised by remnant grassland and a small number of trees along the boundaries of the lots.

2.2. SITE CONTEXT

2.2.1. Local Context

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.

Leppington Public School

To the southeast of the site is Leppington Public School (primary school) which was established in 1923. As of 2021, the school has 450 student enrolments, with enrolments growing by 272% from 121 students in 2016. Enrolments are anticipated to grow further as the surrounding area continues to transition and grow.

The school is currently situated in a landscaped setting, framed by mature native and exotic trees that sparsely line Rickard Road. The school is characterised by a number of classroom buildings and sporting and recreational facilities, such as an Oval (J Peck Oval) and sport courts.

As part of the NSW Government 22/23 budget, upgrades through increased teaching spaces and additional core facilities were announced for the school. It is understood that these upgrades are currently in the planning phase. The change in government is noted, however, given the continued growth in the area, capacity upgrades to the school are still anticipated.

In addition to Leppington Public School, there are also a number of other educational establishments within the 2km radius of the site. This includes a number of early education and care facilities and the Austral Public School, Leppington Anglican College and Unity Grammar.

Social Infrastructure

There is a strong quantum of existing social and development enabling infrastructure within a 2km radius of the site. A Social Infrastructure Assessment was prepared by Urbis (attached as **Appendix F**), and identified that there are a number of schools, community facilities, early education and care centres, health facilities and open spaces within the area. These include the following:

- Community facilities: Leppington Progress Hall which provides 228m² of floor space.
- Schools: three schools, one primary and two secondaries, as discussed above.
- Early education and care: There are four education and long day care centres.

- Health facilities: Three health facilities, two of which provide general practitioner services while the third is a not-for-profit aged care organisation (Scalabrini Austral).
- Open Space: There are two key open spaces, one being WV Scott Memorial Park and Leppington Oval, which collectively contain a number of footballs, sport courts, play areas and other associated facilities. Immediately adjacent to the Leppington Oval is Kontista Reserve.

Across the facilities there is capacity to accommodate future growth. However, upgrades and/or new facilities may be required for certain infrastructure, which is discussed in **Section 6.3.3**.

Biodiversity

The site and surrounding context are partly characterised by various ecological communities, riparian and biodiversity corridors. The site itself has been historically cleared for residential and agricultural purposes and is instead comprised of cleared exotic pastures. Remaining vegetation is contained to fragmented and degraded patches, some of which is characterised by Cumberland Shale Plains Woodland which is associated with the Cumberland Plain Woodland Threatened Ecological Community (TEC).

There are no mapped watercourses within the site, however there is riparian and biodiversity corridor to the west, outside the site, which follows the alignment of Kemps Creek. The site is also biodiversity certified.

2.2.2. Site Characteristics and Opportunities

There are a number of unique environmental features that characterise the site, which have informed the design response and following proposal over the site. These are summarised below and illustrated in **Figure 4** and **Figure 5**.

Site Characteristics

- The area currently serves a rural function and is characterised by an existing low density residential built form.
- The only established amenity in the Leppington Town Centre, as of current, is the train station. The town centre lacks public open space and other public amenities.
- Minimal bus services which serve the site.
- The site falls from the south east to the north west.
- Predominantly car-oriented area.
- There is a lack of pre-existing pedestrian connectivity, particularly around the train station.
- There are no pre-existing bike lanes.
- The road network is yet to be fully developed.
- The Leppington Public School requires upgrades to service future housing development.
- A path of Cumberland Plain Woodland encroaches into the site from the south.

Figure 4 Site Challenges

- 1 Low density residential and rural function
- 2 The only established amenity is the train station, lacking public open space and public amenity
- 3 Bus services are very minimal
- 4 Fall of Civic Core Site, northwest to southeast
- 5 Fall of Residential Core Site, northeast to southwest
- 6 Predominately serviced by cars.
- 7 There is poor pedestrian connectivity with minimum footpaths to anywhere around the train station
- 8 There are no bike lanes
- 9 Roads are yet to be developed
- 10 The public school to the south is too small to service any future housing developments
- 11 How to retain the existing Woodlands? Woodlands have been extensively cleared across eastern Australia with less than five percent of the original extent remaining.



Source: DKO

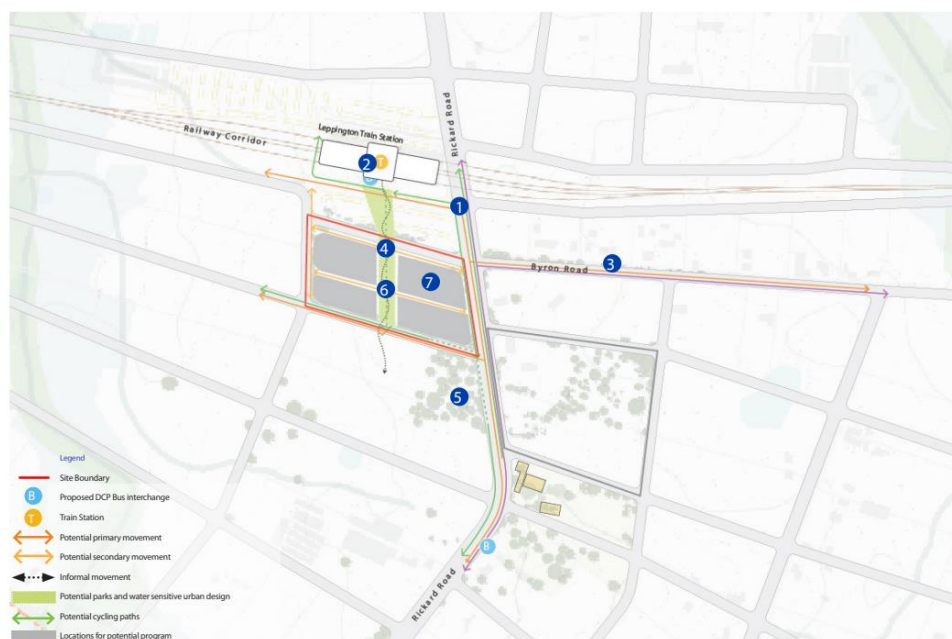
Site Opportunities

In response to the above-mentioned site characteristics, the following opportunities have been identified:

- Increase bicycle paths. By creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic.
- Increase public transport accessibility encourages active movement. If bus routes were better considered, it would put less strain of vehicular usage.
- Road and traffic design should be highly considered. Finding the right balance for vehicular access and pedestrian accessibility with the main arterial roads to capture vehicular movement. By moving pedestrians off the travel lanes, motorist operations are improved and capacity increased.
- The opportunity to integrate parks and plazas to the site to increase quality of life for those living in the area. They provide places of respite, where people may stop and take a few minutes to refresh themselves. They attract people to the neighbourhood and create a sense of place for the community.
- Tree canopy cover is another opportunity to improve local character of Leppington. Green canopy enhances the amenity of local parks and streets and is crucial in providing vital shade that reduces ambient temperatures and mitigates the urban heat island effect.
- Increasing pedestrian connectivity through and around the train station by adding additional paths. Paths should be comfortable; flat and widened. Sidewalks and paths can increase the transportation options for individuals who may not be able to drive a car. By providing alternative paths can increase safety, mobility and create healthier communities.

Figure 5 Site Opportunities

- 1 Increase bicycle paths. By creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic.
- 2 Increase public transport accessibility encourages active movement. If bus routes were better considered, it would put less strain of vehicular usage.
- 3 Road and traffic design should be highly considered. Finding the right balance for vehicular access and pedestrian accessibility with the main arterial roads to capture vehicular movement. By moving pedestrians off the travel lanes, motorist operations are improved and capacity increased.
- 4 The opportunity to integrate parks and plazas to the site to increase quality of life for those living in the area. They provide places of respite, where people may stop and take a few minutes to refresh themselves. They attract people to the neighbourhood and create a sense of place for the community.
- 5 Tree canopy cover is another opportunity to improve local character of Leppington. Green canopy enhances the amenity of local parks and streets and is crucial in providing vital shade that reduces ambient temperatures and mitigates the urban heat island effect.
- 6 Increasing pedestrian connectivity through and around the train station by adding additional paths. Paths should be comfortable; flat and widened. Sidewalks and paths can increase the transportation options for individuals who may not be able to drive a car. By providing alternative paths can increase safety, mobility and create healthier communities.
- 7 Create fine grain retail spaces and increase mix use will provide closer alternatives for the community that is convenient and accessible.



Source: DKO

2.3. REGIONAL CONTEXT

The site is approximately 12km southeast from the future Western Sydney International Airport (WSI) and Aerotropolis, which is earmarked to become Sydney's third CBD. It is also located 40km from Sydney CBD, 16km from the Campbelltown CBD and 12km from Liverpool CBD (refer **Figure 6**).

In March 2018, the Greater Sydney Commission (GSC) finalised A Metropolis of Three Cities: Greater Sydney Region Plan (The Region Plan). The Region Plan sets the vision for Greater Sydney through the establishment of the 30-minute city. To achieve this vision, the Region Plan divides Greater Sydney into three geographic areas - the Eastern Harbour City, the Central River City and the Western Parkland City. The Region Plan is supported by District Plans, which seek to translate the vision into district level priorities

and objectives. The site is within the Western City District, which is guided by the Western Sydney District Plan (District Plan).

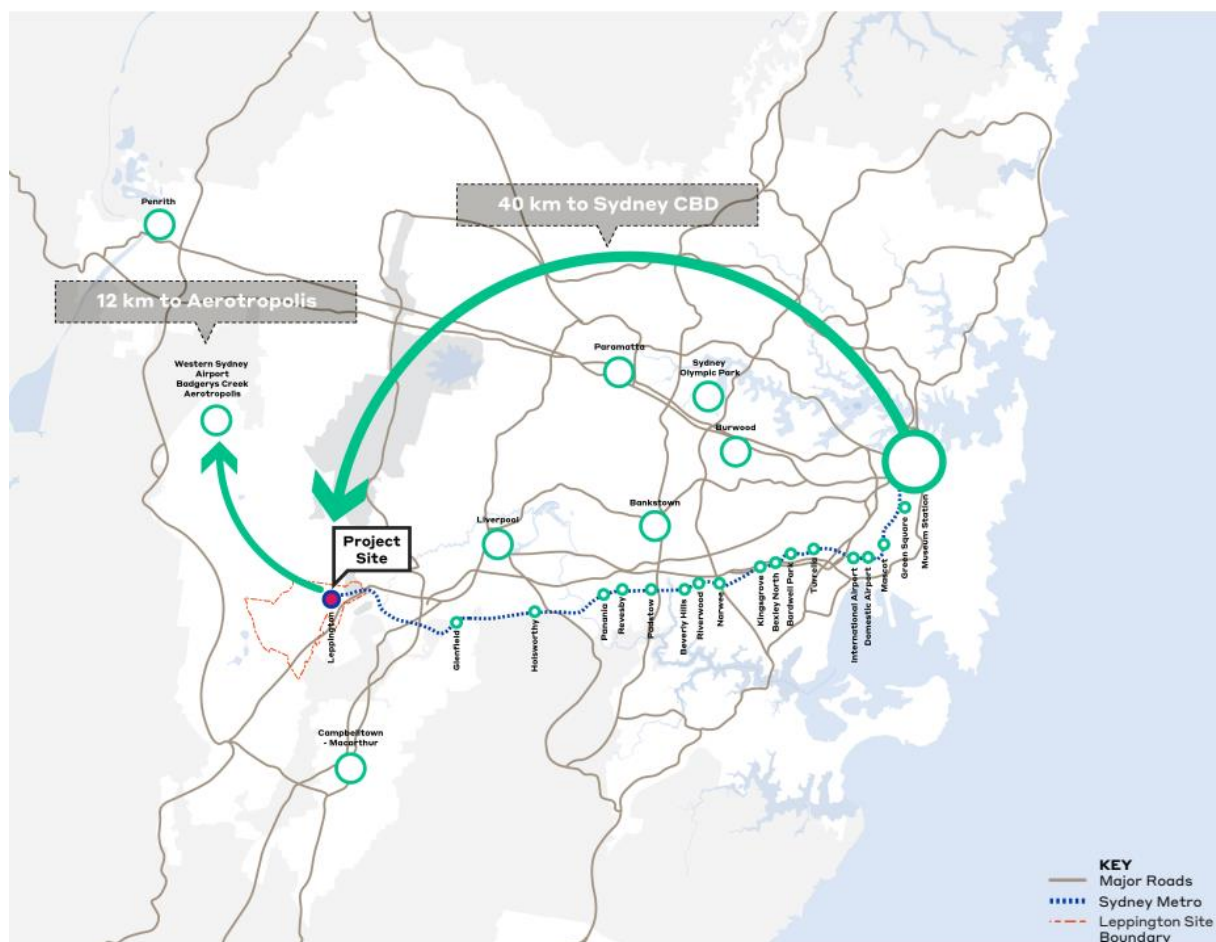
The site is strategically positioned between the Western Sydney Aerotropolis and the regional centres of Liverpool and Campbelltown/Macarthur. It is well placed to leverage off the growth and job opportunities from the WSI and Aerotropolis. The Leppington Town Centre itself is highlighted as a key strategic centre in Western Sydney, which has significant opportunities for growth. The Region plan shows that these strategic centres will play a critical role in attracting investment, business activity and jobs across Greater Sydney.

Additional housing supply will be delivered through the Growth Areas and planned Precincts such as the SWGA. This includes the Leppington town centre which is identified as a planned precinct and is expected to be a prominent town centre, with Bringelly Road to serve as its major gateway to WSI and the Aerotropolis.

Key actions within the Planning Proposal seek to strengthen the Leppington Town Centre through a master-planned approach, in order to support its rezoning for residential, employment, infrastructure and other urban purposes. This approach will in turn align with the town centre with the regional dwelling and jobs targets.

The site and broader Lepping Town Centre are anchored by the Leppington Train Station and Southwest Railway Line. These public transport corridors will act as a gateway which will integrate the site with the broader Western Parkland City, the WSI and Aerotropolis.

Figure 6 Regional Context



Source: DKO

2.3.1. South West Growth Area

The site is situated on a key north-south movement corridor within the Southwest Growth Area (SWGA). The SWGA is approximately 10,000 hectares adjoining the WSA and the Glenfield Macarthur Urban Renewal Corridor. It is one of the three growth areas in Southwest Sydney, comprised of 14 precincts seeking to provide new homes in the southwest that are close to jobs, schools, parks and amenities.

The SWGA is guided by the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP). The aims of the WPC SEPP are to:

- Co-ordinate the release of land for residential, employment and other urban development in the South West Growth Centre, the Wilton Growth Area and the Greater Macarthur Growth Area,
- Enable the Minister from time to time to designate land in growth centres as ready for release for development,
- Provide for comprehensive planning for growth centres,
- Enable the establishment of vibrant, sustainable and liveable neighbourhoods that provide for community well-being and high quality local amenity,
- Provide controls for the sustainability of land in growth centres that has conservation value,
- Provide for the orderly and economic provision of infrastructure in and to growth centres,
- Provide development controls in order to protect the health of the waterways in growth centres,
- Protect and enhance land with natural and cultural heritage value,
- Provide land use and development controls that will contribute to the conservation of biodiversity.

The various precincts within the SWGA have been progressively rezoned under the WPC SEPP for urban development. The precinct has continued to undergo significant development, particular in Oran Park, Catherine Fields (part) Turner Road, East Leppington, Edmondson Park, Leppington, Austral and Leppington North. Rezoning in the SWGA will be supported by investment in infrastructure, including road upgrades, public utilities, new public transport and road corridors such as the Southwest Rail Link and Outer Sydney Orbital.

Southwest Growth Area Guide and Structure Plan (2022)

In December 2022, DPE prepared an update to the Southwest Growth Area Structure Plan, which is also accompanied by a guide to the SWGA. The revised Structure Plan replaces the previous Structure Plan dated from 2006-2010 and is intended to reflect several significant changes that have occurred throughout the growth areas.

The guide and new structure plan will guide future rezonings within the SWGA and provide an indicative plan for how the SWGA will continue to evolve and develop, identify key centres, transport corridors, heritage, open space and riparian corridors.

2.4. LEPPINGTON TOWN CENTRE POLICY HISTORY

The site is located within the Leppington Town Centre, which is a key precinct within the SWGA. It spans across two local government areas (LGAs), those being Camden and Liverpool and is generally intended deliver more homes and jobs close to public transport links, namely the Leppington Train Station and rail line.

The land was zoned under the WPC SEPP in 2013, alongside the announcement of the WSI in 2014 and in anticipation of the delivery of the Leppington Train Station in 2015 (now opened). An in force Indicative Layout Plan (ILP) accompanies the planning framework for the town centre and was exhibited as part of the planning package for the Leppington North Precinct. The boundary of the ILP and town centre, extends in all directions, partly north towards Seventh Avenue, east to Cowpasture Road, south to Ingleburn Road and west to Kemps Creek.

The ILP identifies a number of land uses including a civic precinct situated to the north and south of Leppington Train Station, as well as the following land uses:

- Mixed Use
- Commercial/Business Park
- Bulky goods retail
- Retail
- Medium Density Residential
- Active and Passive open space

In 2017 DPE conducted a review of the Leppington Town Centre, the outcome of which was a new vision for the town centre, with different planning controls, and an emphasis on mixed use development and open space. Following from this, in 2019, DPE announced a new approach to precinct planning, which resulted in the return of precinct planning to Camden and Liverpool Council.

Camden and Liverpool Council are now jointly working on a Planning Proposal to rezone the Leppington Town Centre in accordance with DPE's new vision.

2.5. COUNCIL LEPPINGTON TOWN CENTRE PLANNING PROPOSAL

Leppington Town Centre has yet to see the development anticipated by the state government following the delivery of Leppington Train Station. As a major landowner in the core of the town centre, Aland has a genuine and significant opportunity to kick start redevelopment. The aim of the Civic Centre Master Plan is to establish the foundation and kickstart development in the Leppington Town Centre so that it can transition into a strategic centre and activity hub. Aland proposes to deliver a mix of residential, retail, commercial, recreational amenities and community facilities for future residents and the wider community. The proposal is strategically aligned with local and State policies and land use strategies.

To recap, in October 2022 Camden Council lodged the Leppington Town Centre Planning Proposal with the Department of Planning and Environment (DPE) which proposed a series of key zoning and land use changes, and amendments to the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (WPC SEPP), under which the site is currently zoned. The Leppington Town Centre Planning Proposal received Gateway Determination from DPE in August 2023

The Leppington Town Centre Planning Proposal is supported by a land use structure plan (**Council Structure Plan**) refer **Figure 7**, which has been reviewed by Aland and the project team, and helped inform the master planning process. The Council Structure Plan captures the key design principles at the broader town centre scale. Through further detailed analysis and ground-truthing by Aland's project team, the key design principles can be tested at the site-specific scale as it relates to the Civic Centre Master Plan area.

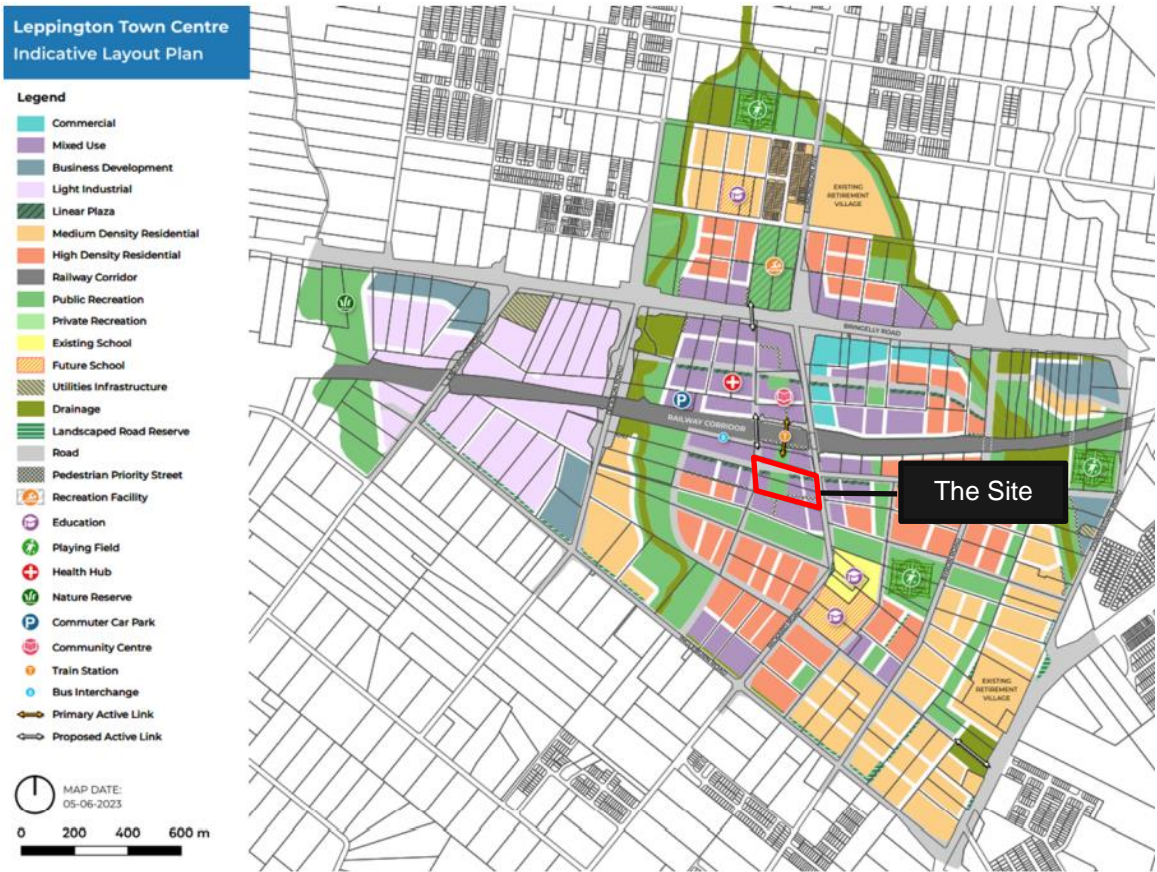
2.5.1. Review of Council Leppington Town Centre Planning Proposal

The Aland project team have reviewed the Leppington Town Centre Planning Proposal lodged by Camden and Liverpool Councils, which was lodged to the Department of Planning and Environment (DPE) in February 2023, in order to identify the key design principles and outcomes as it relates to the Aland landholding and the broader town centre. All technical issues relating to the Planning Proposal as identified by the project team has been reviewed and addressed as part of the master plan and design response for the site.

The Civic Centre Master Plan can be achieved within the MU1 Mixed Use zone which is consistent with the land uses zoning proposed in Camden Council's Leppington Town Centre Planning Proposal however in a varied lot configuration and arrangement.

Following a detailed review of Council's Leppington Town Centre Planning Proposal and accompanying Structure Plan, a number of key principles and moves were identified and have since been incorporated into the Civic Centre Masterplan. However, the Civic Centre Master Plan has 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 this Planning Proposal.

Figure 7 Council Leppington Town Centre Planning Proposal – Council’s Structure Plan



Source: Camden and Liverpool Councils

It is Aland’s intention to formally request changes to the Structure Plan as it applies to the site. These items are detailed in **Table 3** below.

Table 3 Key moves proposed by Camden and Liverpool Council

COUNCIL STRUCTURE PLAN ELEMENT	CIVIC CENTRE MASTER PLAN ALTERNATIVE
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.</p> <p>The Civic Centre Master Plan proposes to amend the land use boundaries from the Council Structure Plan in accordance with the zoning provision listed above.</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 Plan as RE1 Public Recreation, will be delivered through a 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</p>

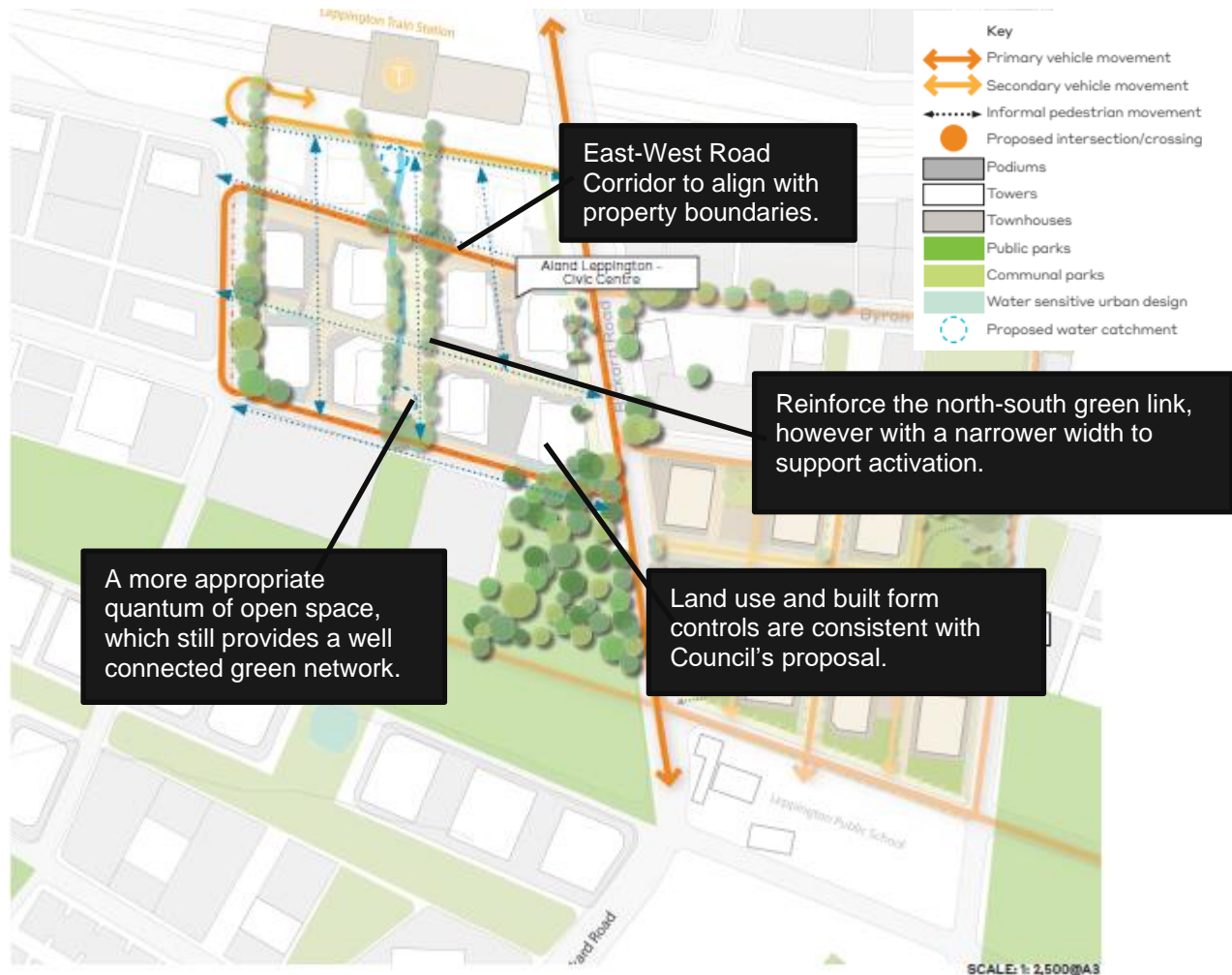
COUNCIL STRUCTURE PLAN ELEMENT	CIVIC CENTRE MASTER PLAN ALTERNATIVE
	<p>site to deliver the public open space in accordance with the proposed open space SEPP provision.</p> <p>The introduction of an RE1 zone would require Council to wait for a contribution plan to deliver the funds to acquire the site from Aland. This would result in a delay for the delivery of Leppington Town Centre.</p>
Floor space ratio	<p>The proposal is largely consistent with the FSR controls within the Council planning proposal.</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 (5.25:1 with bonuses), with potential building heights between 18-28 storeys.</p> <p>The Civic Centre Master Plan proposes an FSR of 5-5.99:1 across the entire site, which is largely within the range proposed by Council.</p> <p>Whilst the Council Planning Proposal proposes indicative building height ranges in accordance with the FSR control, the Civic Centre Master Plan proposes to challenge the height range within the site to 23-37 storeys, where there is design merit.</p>
Maximum building height	<p>The proposal seeks to increase the indicative height controls proposed in the Council planning proposal 10-18 storeys, to a range of 23-37 storeys.</p> <p>The Civic Centre Master Plan proposes the amend the height of building control from 24m to a range of 100m to 124.9m across the entire site.</p> <p>The proposed height controls enables an optimal outcome for floor-to-ceiling heights for commercial and retail premises.</p>
North-south green link from the railway station	<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. 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 understood to be incompatible for creating an active and vibrant urban environment, particularly given its proximity to the station.</p>

COUNCIL STRUCTURE PLAN ELEMENT	CIVIC CENTRE MASTER PLAN ALTERNATIVE
	<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> <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 Appendix E (Landscape Design Report) for further analysis on the proposed north-south landscape corridor within the Civic Centre Master Plan.</p>
<p>Road network</p> 	<p>Lot severance is considered to be a key issue with the current road network proposed within Council's Structure Plan, as it significantly reduces lot efficiency for all landowners affected.</p> <p>The proposed road network within the Civic Centre Master Plan also responds to the heart of the Council Planning Proposal which is to ensure policy amendments facilitate change by encouraging landowner investment to redevelop, which has not occurred to date due to undesired policy settings.</p> <p>The proposed alignment within the Council Structure Plan result which results in lot severance within the north western portion of the site, sterilise a portion of land towards the Leppington Station interface.</p> <p>It is acknowledged that east-west connectivity is necessary within the core of the town centre, however it should be delivered in accordance with property boundaries. The proposed road corridor within the Council Structure Plan is currently over 25m which could potentially act as a movement barrier, and restrict connectivity within the civic heart of the Leppington Town Centre.</p>

COUNCIL STRUCTURE PLAN ELEMENT	CIVIC CENTRE MASTER PLAN ALTERNATIVE
<p data-bbox="165 230 474 259">Quantum of open space</p> 	<p data-bbox="735 230 1426 443">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 data-bbox="735 477 1366 725">The Civic Centre Master Plan incorporates the seven open space design principles proposed by Council's Urban Design and Landscape Report (Turf 2022), enabling and supporting the delivery of open space across the site, which is still high functioning, fit for purpose and able to support a diversity of recreation opportunities.</p> <p data-bbox="735 759 1422 1155">In particular, Council's Structure Plan proposes for a town park and a community spine to be located within the Civic Centre Master Plan site with the main intention of these spaces to support gathering places, local level play spaces, connections and active frontages. The Civic Centre Master Plan continues to support these functions through a series of connected public parks which connect from Leppington railway station, as well as providing a green link to the rear, maintaining the connection of the community spine to the adjoining Byron Road Sport Precinct.</p> <p data-bbox="735 1189 1426 1476">The Civic Centre Master Plan aims to support connectivity within the green grid through a series of open spaces which can still support a series of different uses and play spaces, rather than a large open space which disconnects the town centre. This approach was recommended by the Landscape consultant Land + Form, the Retail Consultant from DKO and also the Place Making consultant Hoyne.</p> <p data-bbox="735 1509 1410 1722">In addition, a central north-south link at 70m would result in increased urban heat which would deter activation in such close proximity to Leppington Railway Station. It would provide limited activation and opportunities for passive surveillance which would result in a sub-optimal CPTED outcome.</p> <p data-bbox="735 1756 1422 1856">Refer Appendix E (Landscape Plan) 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 8** below identifies the similarities and variances to Council's design principles within the Civic Centre Master Plan area.

Figure 8 Application of key moves from Council's Structure Plan



Source: DKO

3. PRE-LODGEEMENT

Aland and the project team, led by Urbis, and DKO, engaged with Camden Council and key government agencies, including Transport for NSW (TfNSW) and Schools Infrastructure NSW (SI NSW) in March 2023 to present the preliminary design of the Civic Centre Master Plan.

The intent of the initial engagement was to provide an overview of the Civic Centre Master Plan proposal and Aland's review of the Leppington Town Centre Planning Proposal proposed by Camden and Liverpool Councils, which was lodged to the Department of Planning and Environment (DPE) in February 2023, in order to identify the key design principles and outcomes as it relates to Aland landholding and the broader town centre. All technical issues relating to the Planning Proposal as identified by the project team has been reviewed and addressed as part of the master plan and design response for the site.

The sections below provide a brief summary on the material presented to Council and government agencies to date.

3.1. CONSULTATION WITH CAMDEN COUNCIL

Prior to lodgement of this planning proposal, the proponent and representative from the project team held a meeting with Council officers in February 2023 to discuss the proposal. 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 4 Pre-Lodgement Discussions with Council

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 (Appendix F).
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 – Concept Master Plan</p> <p>Appendix B – Civic Centre Master Plan Design Report.</p> <p>Section 6.3.3 – Landscape Master Plan response (Appendix E).</p>

Meeting	Matters Discussed	Section of the Report
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>It was highlighted that civic spaces within the Leppington Town Centre need to be wide enough to hold community events.</p>	<p>Section 2.5 – Review of Council Leppington Town Centre Master Plan and Structure Plan.</p> <p>Section 4 – Landscape Master Plan response (Appendix E).</p>

3.2. CONSULTATION WITH AGENCIES & STAKEHOLDERS

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 5** below.

Table 5 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 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>Section 6.3.3 – Traffic, Transport and Access Assessment (Appendix R)</p>

Meeting	Matters Discussed	Section of the Report
<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>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>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>	<p>Section 4 – Concept Master Plan and Landscape Master Plan response (Appendix E).</p> <p>Appendix B – Civic Centre Master Plan Design Report.</p>

4. CONCEPT MASTER PLAN

4.1. VISION

A Concept Master Plan (refer **Figure 9**) for the Civic Centre site has been prepared by DKO Architects and informs the proposed planning provisions under the Parkland City SEPP.

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

The vision for the Civic Centre will guide the creation of a holistic, healthy and connected community supported by access and utility infrastructure, economic investment and a range of suitable local services, which will function as a catalyst for the development and realisation of the Leppington Town Centre. The vision for the site is consistent with the SWGA Structure Plan 2022, as it creates a new green and connected community, anchored by housing and employment and which will leverage off its strategic proximity to the WSI and Aerotropolis. Refer **Figure 9** for indicative Masterplan.

Figure 9 Leppington Civic Centre – Concept Master Plan



Source: DKO

A key part of the vision for the site is for it to be a civic centre, that addresses both the housing, employment and service needs of 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.

The vision also seeks to capitalise on the site's immediate adjacency to the Leppington Train Station. A key defining feature of the urban structure, will be the green and central park, which will bisect the site through the middle and connect residents and workers with the train station once the adjoining property is developed. Through its connected urban structure and integration with the train 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.

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 extraordinary 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 26,152m² 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 thriving town centre.

Figure 10 Leppington Civic Centre – Proposal Render



Source: DKO

4.2. MASTER PLAN FRAMEWORK

As part of the site investigations and preparation of the Concept Masterplan, DKO Architects has established an urban framework which has subsequently informed the design strategy and design principles that will guide the design of the site's built form and layout.

Key themes that arose out of the initial design investigations, workshops and drafting of the Concept Masterplan, were the following:

1. **Resilient and Responsive:** There was a desire by the design team to create a site that works with the existing natural systems and fosters a resilient place for people
2. **Networked Connectivity:** Design a 15-minute community, that is anchored by a legible network of connected places
3. **Diverse Precincts:** Creating a distinct set of character precincts within the site itself, to create visual interest and enhanced amenity
4. **Flexible Urban Structure:** To ensure the Masterplan enables for multiple typologies and staging scenarios, to accommodate diverse housing choice.

The aim was to imbue these themes, and continually refer to them throughout the drafting and finalisation of the Concept Masterplan. Following from this process, the themes have been embedded in the design principles, which will more explicitly guide development on the site, and are discussed directly below.

4.2.1. Design Principles

As mentioned above, the proponent has established a set of design principles to inform the preparation of the Concept Masterplan. The principles embed the themes discussed above and are positioned as opportunities to capitalise on the site's proximity to Leppington Train Station and establish a genuine mixed use and transit-oriented precinct.

1. **Celebrate Natural Systems:** The Concept Master Plan celebrates the existing landscape and intends to provide a chance to reconnect with the verdant land the surrounds the Camden district and build community focused active outdoor space of play and rejuvenation.

Figure 11 Natural Systems Concept Diagram



Source: DKO

2. **Foster Networked Precinct:** The Concept Master Plan aims to deliver a fine grain street network which promotes permeability and walkability, particularly from the Leppington Railway Station into the central spine and plaza within the civic centre.

Figure 12 Networked Systems Concept Diagram



Source: DKO

3. **Connected Urban Structure:** The Concept Master Plan aims to deliver a series of civic spaces within the ground plane which will provide a connected urban structure. These pedestrian friendly civic spaces will provide attractive connections to public transport, services and homes. The laneways which contribute a connected urban structure will be sculpted to provide open air laneways and pedestrian connections, which aligns with the objectives of Council's Structure Plan.

Figure 13 Urban Structure Concept Diagram



Source: DKO

4. **Activate Precinct Character:** The Masterplan aims to establish a high amenity urban character. It will maintain light access through the precinct with additional envelopes creating a sequence of open spaces from the station, through to the western and eastern interfaces of Rickard Road. The activation of the precinct ensures the development respects the current high street intersection and providing the community with amenities and enhances passive surveillance.

Figure 14 Precinct Character Concept Diagram



Source: DKO

5. **Diversity of Open Space:** The Masterplan has placed an emphasis on having a diversity of open space. This diversity, alongside a diverse built character will ensure Leppington development with a character that is far from the monotony of other city centres.

Figure 15 Open Space Concept Diagram



Source: DKO

6. **Future Propagation:** The Concept Master Plan aims to establish road layouts, building envelopes, heights and uses on the site that will guide future development, and contribute to the realisation of the Leppington Town Centre vision.

Figure 16 Propagation Concept Diagram



Source: DKO

4.3. BUILT FORM

The design strategy and Concept Masterplan also 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 Masterplan design principles. To establish the urban morphology of the Civic Centre, the site is envisaged to be broken down into four-character zones, each with an accompanying character statement and vision.

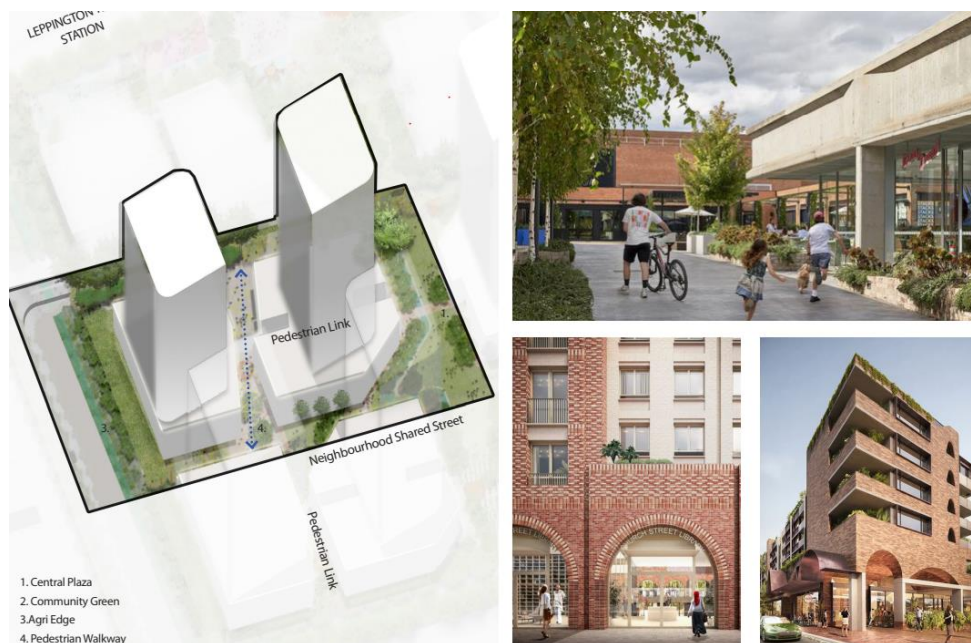
4.3.1. Sub-Precinct Visions

The visions for each respective sub-precinct are outlined below. Refer **Figure 21** for a reference map which identifies where in the site the sub-precinct is located in.

A1 Sub-Precinct

Located in the northwest of the site, there is sufficient solar access to the precinct providing an attractive healthy lifestyle to the residents. A varied height to boutique apartments and high-rise apartments with different view vantages will create a diverse offering to prospective residents. At ground level visitors spaces fronting the central green spine will encourage more pedestrian activation through the site and offer residents and visitors a place to relax and unwind along the spine.

Figure 17 A1 Sub Precinct



Source: DKO

A2 Sub-Precinct

Situated in the northeast of the site, this sub-precinct will benefit from convenient access via the through site walkway and Rickard Road, to the east, ensuring easy accessibility to public transportation. Furthermore, an 8-meter green buffer zone will offer a substantial setback from Rickard Road, enhancing the overall appeal and aesthetic of the area. Retail spaces that face the central plaza will enhance pedestrian activation and engagement within the site's public domain. The north-south pedestrian through-site links will also invite pedestrian connections further south through the Leppington Town Centre.

Figure 18 A2 Sub Precinct



Source: DKO

A3 Sub-Precinct

Located in the southeast of the site, this sub precinct will be accessible from Rickard Road to the east will connect the site to public transport and pedestrian flows emanating from the station. At street level, the site echoes the sense of community and civic presence found in the Residential Core (to the southeast) through the incorporation of an active pocket park, private open space and retail uses. The pocket park will not only encourage a healthy lifestyle but also provides more trees and greenery, to help cool down the urban environment and provide opportunities for passive and active recreation.

Figure 19 A3 Sub Precinct



Source: DKO

A4 Sub-Precinct

Located in the southwest of the site, the sub precinct will be accessible by shared neighbourhood streets providing more privacy to residents. At ground level, large retail spaces fronting the public open space will invite pedestrian connections from surrounding neighbourhood street to provide a leafy suburb streetscape. The pedestrian through site links will provide access to all the amenities of the Civic Centre. The intent is for it be family-oriented Sub Precinct.

Figure 20 A4 Sub Precinct



Source: DKO

Figure 21 Sub-Precinct Reference Map



Picture 1 A1 Sub-Precinct Location

Source: DKO

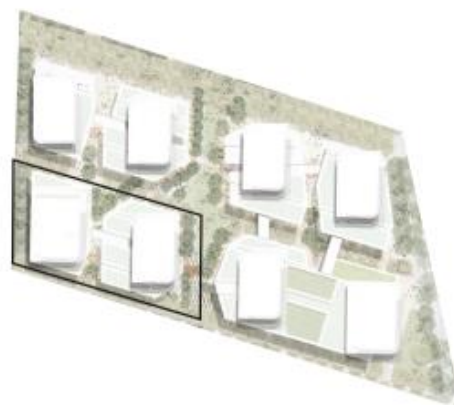
Picture 2 A2 Sub-Precinct Location

Source: DKO



Picture 3 A3 Sub-Precinct Location

Source: DKO



Picture 4 A4 Sub-Precinct Location

Source: DKO

4.4. LAND USES AND DISTRIBUTION

The primary objective of the site's development is to deliver compatible land uses within its strategic setting within Leppington Town Centre and Leppington Train Station, as well as in proximity to key existing and future infrastructure, such as the WSI and Leppington Public School. The proposed land use arrangement has been specifically tailored to ensure that all land uses are compatible with their specific location and the urban design principles as outlined above.

To clarify, the Civic Centre Planning Proposal is only proposing one land use zone, that of which being the MU1 Mixed Use Zone. However, given the flexible nature of this zone, the Concept Masterplan and Development Control Plan (DCP) has envisaged and established a number of complimentary land uses within the zone. The primary land uses that will be facilitated under the Concept Masterplan and DCP are outlined in **Table 6** below.

Table 6 Proposed Land uses

Use	Description	Gross Floor Area (approx.)
Residential	The Civic Centre is expected to accommodate 3,420 new residents, and as a result 1,554 new dwellings will be required. The dwelling mix will be comprised of high rise and boutique apartments for varied family sizes, and which will add to the diversity of housing stock in the area. Residential development is anticipated to function as a component to overall mixed-use development and be situated largely above the ground floor of future buildings.	157,727m ²
Commercial & Retail	The proposal will accommodate approximately 12,785m ² of retail GFA 13,367m ² of commercial GFA and 12,785m ² of retail GFA which will support up to 1,200 jobs. Commercial and retail uses will be distributed along the ground floor plane of the precinct, and amongst the various podium levels. Key services amenities and other goods will therefore be highly accessible to all residents within the Civic Centre. There is potential to support large and small format retail and	26,145m ²

Use	Description	Gross Floor Area (approx.)
	commercial uses, including offices, supermarkets and also community facilities.	
Public Open Space	<p>A series of interconnected green and open space that facilitate both active and passive recreation spaces have been positioned throughout the precinct.</p> <p>The open spaces and public domain features will include a north-south central green park alongside a water sensitive corridor, community gardens and a ribbon of east-west garden links and</p> <p>The central green park (or neighbourhood park) will anchor the Civic Centre, positioned in the heart of the precinct as a north-south thoroughfare that will connect to Leppington Train Station. The water sensitive corridor will also run through this central green open space, which will play an essential role in urban cooling and providing opportunities for water play. The vision is for this park to funnel pedestrians north, towards Leppington Train Station and into a 'forecourt' station area.</p> <p>Extensive tree canopy and deep soil zones have also been considered with open space. Approximately 9,350m² of urban tree canopy is proposed, equating to nearly 35% tree canopy coverage. Nearly 50% of the site will also comprise deep soil zones within the open space in order to facilitate greater biophilic and greater vegetation.</p>	4,068m ² (public open space)

4.5. MIXED USE DEVELOPMENT

The Concept Masterplan and accompanying Urban Design Report also establish the envisaged building massing and envelopes for the site. The site is anticipated to add to the diversity of residential typologies with Camden and will be characterised namely by apartment blocks with ground floor commercial and retail uses. The Civic Centre will contribute significantly to attracting future families to Leppington Town Centre and to its activation.

Building Height

The built form height response employs a considered approach that is sympathetic to the surrounding land uses. Building heights will range from 100-124m, equating to a range of 23-37 storeys throughout the site (approx.).

A diversity of heights will be supported, with the greatest density being concentrated towards the core of the Civic Centre along the Central Green Park. The built form will then steep down from the centre of the site to the east and west, to create visual interest with the bulk and scale, and to maximise solar access, amenity and view sharing.

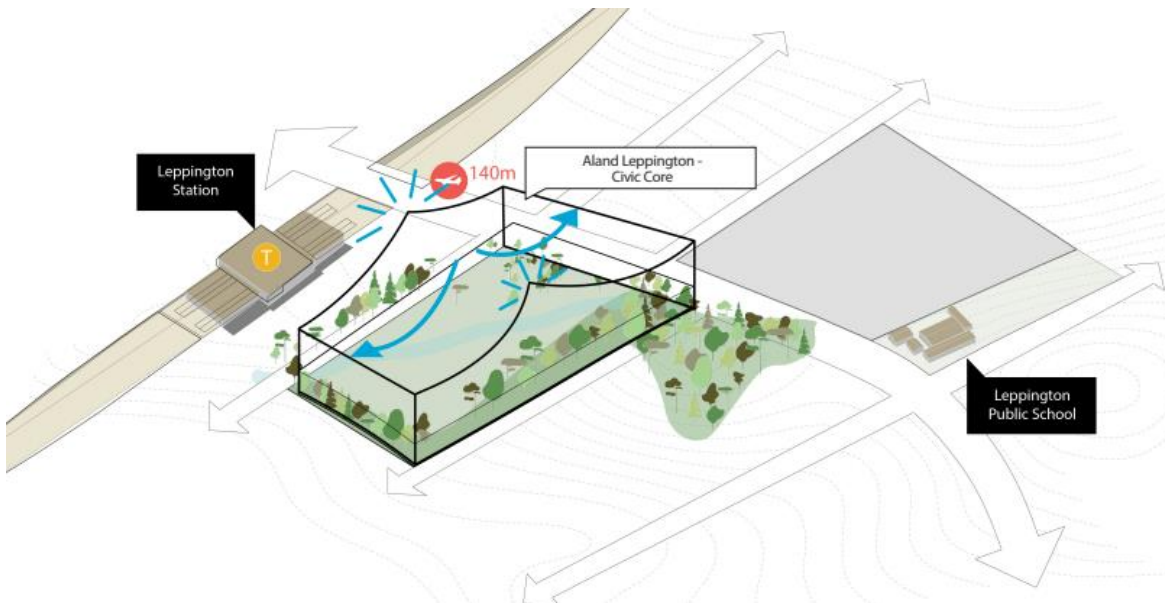
Building heights have also considered the OLS and will not pose a risk to the airspace operations of the future WSI.

The building height will provide the opportunity for multi-level podiums, with a maximum of 4-6 storeys in height envisioned throughout the entire site to accommodate the retail and commercial uses and support the

potential 1,200 jobs. Podiums will be able to support large and local format non-residential uses, with residential components of the buildings located above.

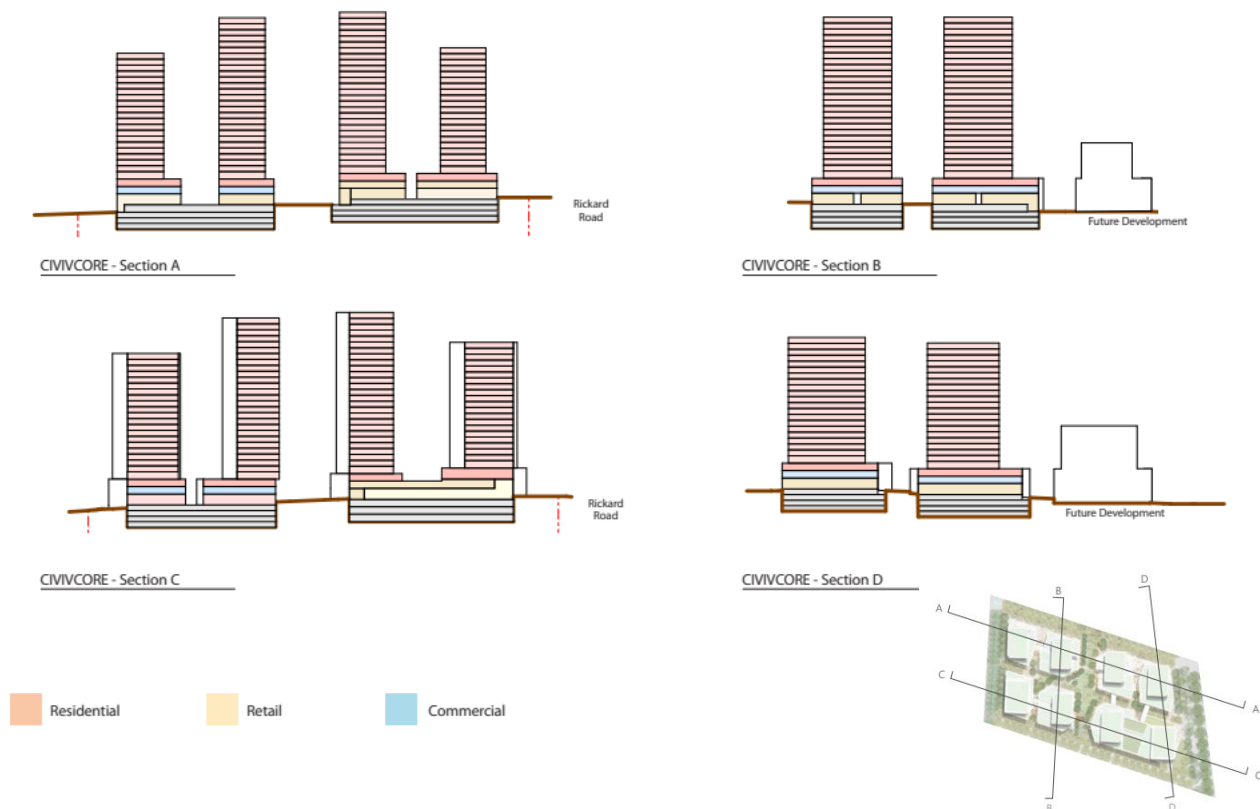
Figure 22 & Figure 23 demonstrate the indicative building height response and their compositions by storey, as envisaged for the site.

Figure 22 Built form Height Response



Source: DKO

Figure 23 Indicative Built Form Height



Source: DKO

Floor Space Ratio

Future buildings on the site will have large format floor plates. Given the proposed residential and non-residential function of the site, it has the opportunity to support a considerable quantum of not only housing, but also community services, large and small format non-residential uses, such as community facilities, and neighbourhood shops.

The larger floor plate allowance will support viable multi-level podiums as well as the ground floor activation of the precinct. However, above the podiums, the buildings will recess and become more slender so as not to detract from the human scale of the public domain.

A maximum floor space ratio control of 5.99: 1 is being proposed to provide some sort of baseline and assurance to Council that the building envelope will conform to a certain massing.

The proposal is consistent with the approach to FSR outlined in Camden and Liverpool Council's Planning Proposal. The concept Masterplan and Urban Design report also details the envisaged gross floor area and the FSR that will be achieved with future development on the site (Refer **Table 7** below).

Table 7 GFA Summary

Use	GFA (m²)
Retail	12,785m ²
Commercial	13,367m ²
Residential	157,719m ²
Total GFA	183,871m ²
Total FSR (indicative)	5.7:1

4.6. ROAD HIERARCHY, TRANSPORT AND ACCESS

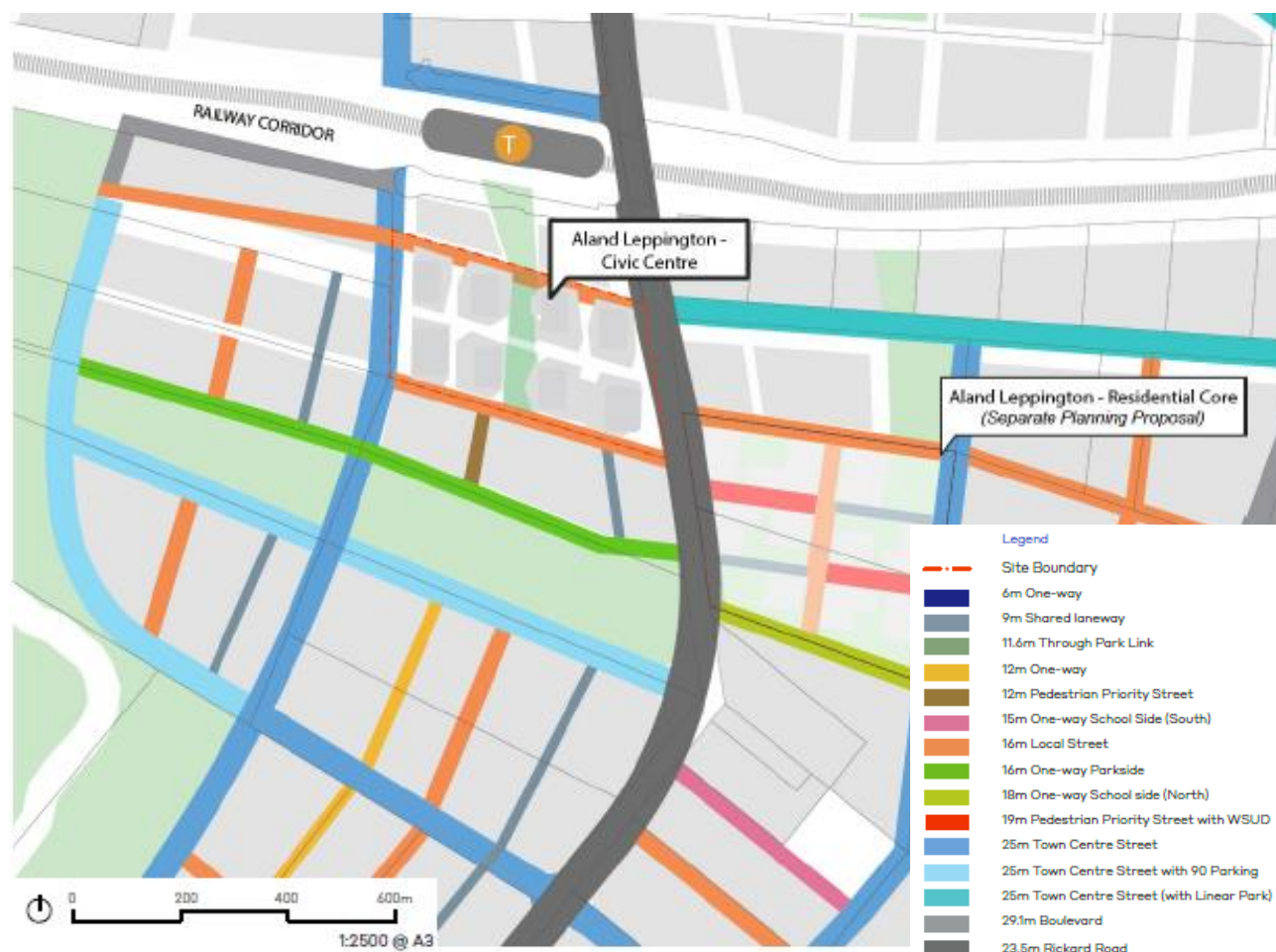
The proposed transport networks and access to the site has been designed with the consideration of existing networks, and key arterial roads, such as Leppington Train Station and Rickard Road. Vehicular access to the site will be primarily from Rickard Road, which is understood to be Housing Acceleration Fund / Special Infrastructure Contribution (SIC) funded and is now in various stages of design and is to be delivered by Council.

Once fully developed, the Civic Centre will be accessible via Rickard Road. The proposed road network will ultimately prioritise trips where Leppington is the destination over trips not destined for the town centre.

East-west cross links in the form of 16m wide local roads will be provided through the site. These will connect the Civic Centre with the Rickard Road, identified as a 23.5m wide Transit Boulevard to the east and the future 25m wide town centre street identified to the west under Council's Planning Proposal. Refer to **Figure 24** for overview of proposed road network.

A fundamental transport component of the precinct is also public transport. Rickard Road as 25m transit boulevard is a bus capable road and will be characterised by a number of bus stops. The site is also in proximity to Leppington Train Station and one of the proposed bus stops. Residents in the Civic Centre will therefore have robust and accessible connections to public transport.

Figure 24 Proposed Road Network.



Source: DKO Architects

4.7. ACTIVE TRANSPORT

A safe and dedicated active transport network for walking and cycling is also proposed. Rickard Road will provide pedestrian and cycling permeability for residents who wish to travel to Leppington high school and train station, as well as other areas of Leppington Town Centre such as the Residential core site to the east of the Civic Centre site.

The east-west 16m local streets in the Civic Centre will also have footpaths on both verges. These will be the key pedestrian 'desire lines' for east-west for walking through the Civic Centre and will prioritise pedestrian flows. The central green park will also be a key pedestrian 'desire line' supporting north-south walking and cycling connections, in particular towards Leppington Train Station.

North-south fine grain pedestrian laneways, in addition to the central green spine, will also underpin the Civic Centre. These will provide connections and permeability through the high density buildings, towards Leppington Train Station. They will be activated by entry courts, retail spill out, public art and street lighting.

4.8. OPEN SPACE, LANDSCAPING & PUBLIC DOMAIN

A diverse offering of open space and landscaped public domain features are to be delivered in the Civic Centre. Key features will include:

- A north-south Central Green Park and spine
- Community gardens
- East-west Garden linkages
- A north-south WSUD corridor
- Pedestrian laneways and shared street

The site's border with Leppington Train Station also provides further opportunities for further open space connections and embellishments.

The landscaped public domain and highly accessible open spaces will provide amenity and significant opportunities for activation of the civic centre and the proposed ground floor uses. All residents across the Civic Centre will have access to open space well within 400m.

Ultimately, the proposed public open space network provides a quantum and distribution of open space and recreation connections that meets current best practice, celebrate the identity of the surrounding landscape, and will complement the community amenities, facilities, infrastructure and the ground floor commercial and retail uses.

The communal open spaces will compliment and expand upon the network of public open spaces to provide further opportunities for recreation and social interaction.

A breakdown of the Masterplan and each public open space and public domain component is provided below. **Figure 25** provides an overview of the Landscape Masterplan.

Figure 25 Landscape Masterplan



Source: Landform

Central Green

The Central Green will be a large expansive urban green sitting at the heart of the Civic Centre, and which will provide up to 2,200m² of open space. It will provide residents with access to a large amount of public open spaces, suitable for informal gatherings and recreation, and will also be able to accommodate other community amenities. It will ultimately serve as the main activation feature within the Civic Centre, pulling residents into the core and generating activity and patronage of the ground floor commercial and retail uses.

Figure 26 Central Green Indicative Layout

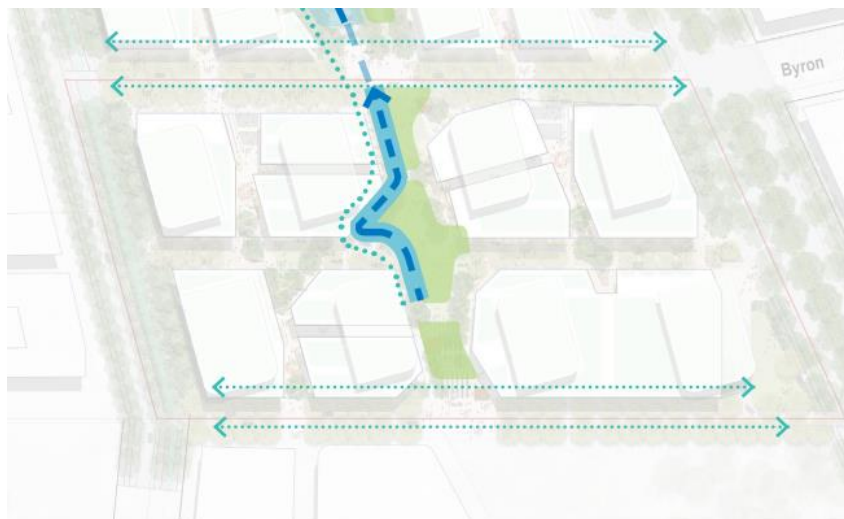


Source: Landform

Water Sensitive Corridor

The Central Green will also be anchored by water sensitive urban design and a north south water corridor. This will contribute to the biophilic, green and blue qualities of the Central Green. The corridor will traverse north-south from the Community Garden and is envisioned to continue to the forecourt of Leppington Train Station. Along the edge, it will transition from a passive waterfront to more dynamic waterplay and terrace. It will ultimately play an essential role in urban cooling, water cycle management and recreation.

Figure 27 Water Sensitive Corridor



Source: Landform

Community Gardens

The community gardens aim to provide a variety of community facilities, trees and edible gardens to allow for passive recreation and an imbedding of the farm to plate concept. It will also reflect the former Leppington pastoral site and will connect residents to the locality of Leppington and Camden. Up to 368m² of community garden space will be provided, with it ultimately serving as a communal meeting place that connects residents of the civic centre to Camden's agricultural past.

Figure 28 Community Gardens

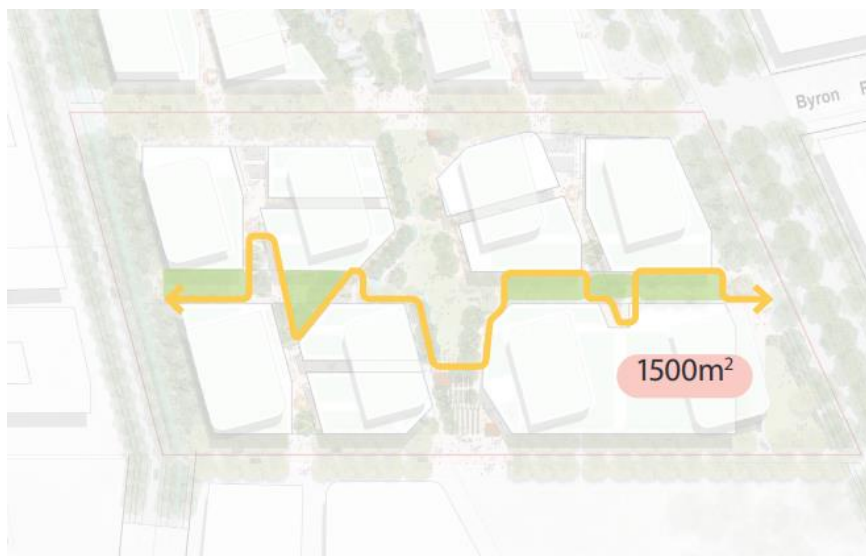


Source: Landform

Garden Link

The garden link will be an east-west promenade of garden spaces, groves and passive lawns which will provide opportunities for informal gatherings and seating under tree canopy. Up to 1,500m² of open space will be provided, providing a central east-west green spine through the Civic Centre, that activates east-west positioned commercial and retail spaces.

Figure 29 Garden Link



Source: Landform

Urban Tree Canopy

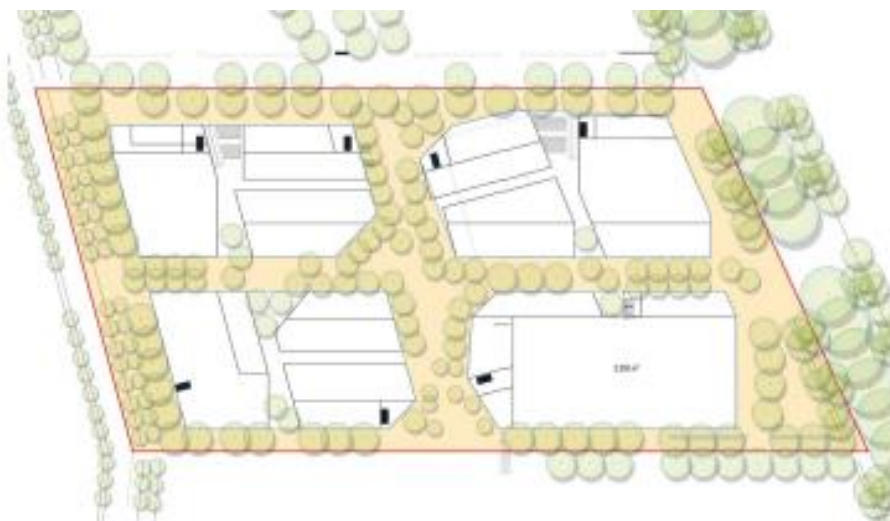
The open spaces and public domain will be anchored by a robust urban tree canopy. A tree canopy target of up to 35% is proposed (Refer **Table 8**). While most existing trees will require removal to accommodate the required roads, infrastructure and built form, there will be a net increase in biodiversity and vegetation, which will be facilitated by extensive deep soils zones. The tree canopy will play an important role in mitigating the effects of climate change induced urban heat through cooling and shade.

Table 8 Urban Tree canopy coverage percentage

Feature	Area
Total Site Area	32,391m ²
Tree Canopy	9,350m ²
Percentage	34.6% (approx.)

Source: Landform

Figure 30 Urban Tree Canopy



Source: Landform

4.9. SOCIAL INFRASTRUCTURE

Social Infrastructure is proposed to be provided by the Civic Centre precinct through a network of passive and active open spaces in the form of the active parks and neighbourhood parks. The proposal includes 0.67ha of publicly accessible open space across the site which will be evenly distributed for ease of accessibility and to enhance the public domain. This is broken down as follows:

- The local and neighbourhood parks (0.52ha).
- The linear open spaces (0.15ha).
- The two larger, consolidated open spaces form a central spine through the site. These collectively meet Draft Greener Places Design Guide minimum size standards for local open space (0.3ha).

In summary the public domain will be embellished through a range of public and private open spaces to create a range of structured and unstructured recreational opportunities. This will be provided in the form of a central green north-south park, a community garden and east-west garden linkages. In addition, there will be a range of private green open spaces provided to residents.

The Civic Centre will also provide 26,145m² of non-residential floor space, which will provide opportunities for potential for new social infrastructure that is permissible through the MU1 zone. In addition, there is also the provision of semi-private and communal open spaces that will further enhance the open space needs of the precinct. The site is also in proximity to Leppington Public School, located to the south and adjacent to the Residential Core site, as well as a proposed high school.

4.10. SERVICE INFRASTRUCTURE

The establishment of essential public utilities underpins the efficient and timely delivery of new housing and employment growth. Public utilities are essentially the enablers of development and are fundamental to the long-term planning of a precinct. Initial investigation has determined that there is a suite of servicing options available to the precinct.

However, augmentation works will be required to integrate the Civic Centre with the utilities network. Feasibility studies will be undertaken with each future development application to ensure there is adequate capacity in the network.

An Infrastructure Servicing Strategy has been prepared by Infrastructure & Development Consulting (**Appendix Q**). It has determined that there is adequate availability of existing enabling infrastructure which has the capacity for new connections.

Further details, regarding the final yields will need to be confirmed at the development application stage, to determine the scope of the works required to the network. Details of the new the servicing strategy are informed by IDC are discussed below.

- **Water:** The site has access to the existing 300mm water main in Rickard Road. Works may be required to service the sites, however it is likely the main would have capacity to service these development sites alone. The final size of the amplified main will depend on the intensity of development and Sydney Water's regional plans.
- **Sewer:** The site drains to the west towards an existing 225mm main. Development will require an extension through one property to gain access to this main. This main drains via gravity to sewer pump station SP1183 to the north in Austral which pumps to Liverpool WWTP. Based on the size of the mains, it is expected they are sufficient to service the site. Loading calculations will be undertaken once development yields are known to confirm.
- **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. There is an existing 11kV HV main running along Rickard Road from the Zone Substation. Due to the extent and type of development proposed, additionally feeders will likely be required to support the development. However, it is possible the main may have sufficient capacity to service the development without amplifications. This will be confirmed once services loads are calculated, and development yields inform available capacities.
- **Gas:** There is no Jemena natural gas network servicing the site. Gas is not considered an essential service, however, if desired, it can be brought to the site from the Bringelly Road main located to the north, or from the Camden Valley Way main located to the east. The Eastern Gas Pipeline is situated approximately 1 kilometre to the east of the site. This main can place land use restrictions on some sites, however it is assessed to be far enough away not to impact the plans for this site.

Ultimately, servicing for water, sewer and electricity are readily available, while gas, can be made available if required.

4.11. INFRASTRUCTURE CONTRIBUTIONS

There is an established framework for State/Regional Contributions – through the '*Western Sydney Growth Area Special Infrastructure Contribution (SIC)*'. The SIC framework is of relevance in two aspects:

1. It provides a framework for the collection of contributions from development, toward the state/regional level infrastructure generally;
2. There is specific infrastructure that is already planned for this area, in the form of Rickard Road.

The planning proposal does not seek to alter the already effective operation of the Western Sydney Growth Area SIC. Similarly, the planning proposal does not impact the ability for a State Planning Agreement and/or Works-in-Kind Agreement to be established over time – should this be agreed between the respective parties to facilitate the timely and effective delivery of infrastructure.

To the extent of infrastructure that is necessary and overlapping between the development and the SIC (principally for Rickard Road) a Planning Agreement can reasonably be expected to be progressed in parallel with the Planning Proposal.

Of relevance to the current planning proposal for the Civic Centre Precinct, the following is relevant to note:

- The current S7.11 CP remains operative at this time and for the foreseeable future, with associated considerable planned provision of roads, open space areas etc.
- There are statutory requirements for any update to a CP, including public exhibition, adoption. These will need to be followed.
- Any future obligation under a S7.11 CP will still need to satisfy the requirements of the Act, including the requirement that may only extent toward requirement a reasonable contribution towards recoupment of the cost concerns and that there is a clear nexus between the development being levied and the need for public infrastructure.

For the movement network proposed with the planning proposal, compared to both the existing CP and potential updates by Council:

- There are some refinements to exact alignments, for example to better align with the property boundaries and achieve the underlying strategic objectives for the planning of an effective strategic centre.
- Such refinements for delivery can reasonably be handled through normal assessment processes, and to the extent necessary a planning agreement under S7.4 of the Act.

For the open space network proposed with the planning proposal, compared to both the existing CP and potential updates by Council:

- There are additional open space areas (to be delivered as per the local provision) – both within the development and adjacent to the Southern boundary.
- Such refinements in exact design/delivery can reasonably be handled through normal assessment processes, and to the extent necessary a planning agreement under S7.4 of the Act.
- Based on the information currently available, the Civic Centre Planning Proposal (the subject of this document) is neither dependent upon nor prejudicial to the potential updating of the CP by Council in due course. The open space areas have been specifically sized to meet the identified functional needs.

Given that there a range of material and potential public benefits associated with the Planning Proposal, it would be considered appropriate for Aland to enter into an agreement with either/both state and local government, depending on the required state and local infrastructure.

An Infrastructure Delivery Plan, detailing how Infrastructure is to be delivered for the site has been prepared and is attached as **Appendix V**.

4.12. DEVELOPMENT CONTROL PLAN

This Planning Proposal seeks to introduce a site-specific Development Control Plan (DCP) control (**Appendix D**), which would set the foundation for a site-specific schedule for the Leppington Town Centre under the Camden Growth Centres Precinct Plan 2016 (main body).

The site-specific DCP for the Civic Centre Master Plan is largely consistent with the Leppington Town Centre DCP prepared by Camden Council as part of the Leppington Town Centre Planning Proposal, a joint proposed between Camden and Liverpool Councils.

The DCP controls that are proposed, will provide detailed design guidelines that build on the standards and objectives prescribed and proposed under the Parkland City SEPP and strategic land use policies. The DCP will ultimately provide control that guide the design of future development to be delivered on the site.

There are no amendments required to the main body of the DCP as part of this planning Proposal. The following provides an overview of the proposed site-specific DCP controls.

5. PLANNING FRAMEWORK

The Planning Proposal is consistent with and supports a range of strategic planning outcomes established by Camden Council and the NSW Government. This chapter provides a brief overview of the strategic and statutory planning policies governing development in NSW and how the vision and intended outcomes for the subject site will implement or otherwise be consistent with relevant plans and policies. Detailed consistency of the proposal with the relevant State and local strategic planning matters is demonstrated in **Section 6.3.2** of this report.

5.1. STRATEGIC PLANNING CONTEXT

5.1.1. A Metropolis of Three Cities: Greater Sydney Region Plan

A Metropolis of Three Cities: Greater Sydney Region Plan (Region Plan), provides a 40-year vision to (2056) and establishes a 20-year plan to manage growth and change for the Greater Sydney region. The Region Plan is built on a vision of three cities, “where most residents live within 30 minutes of their jobs, education and health facilities, services and great places”. The Region Plan includes a high-level structure plan identifying key centres, employment areas, and important infrastructure contributions.

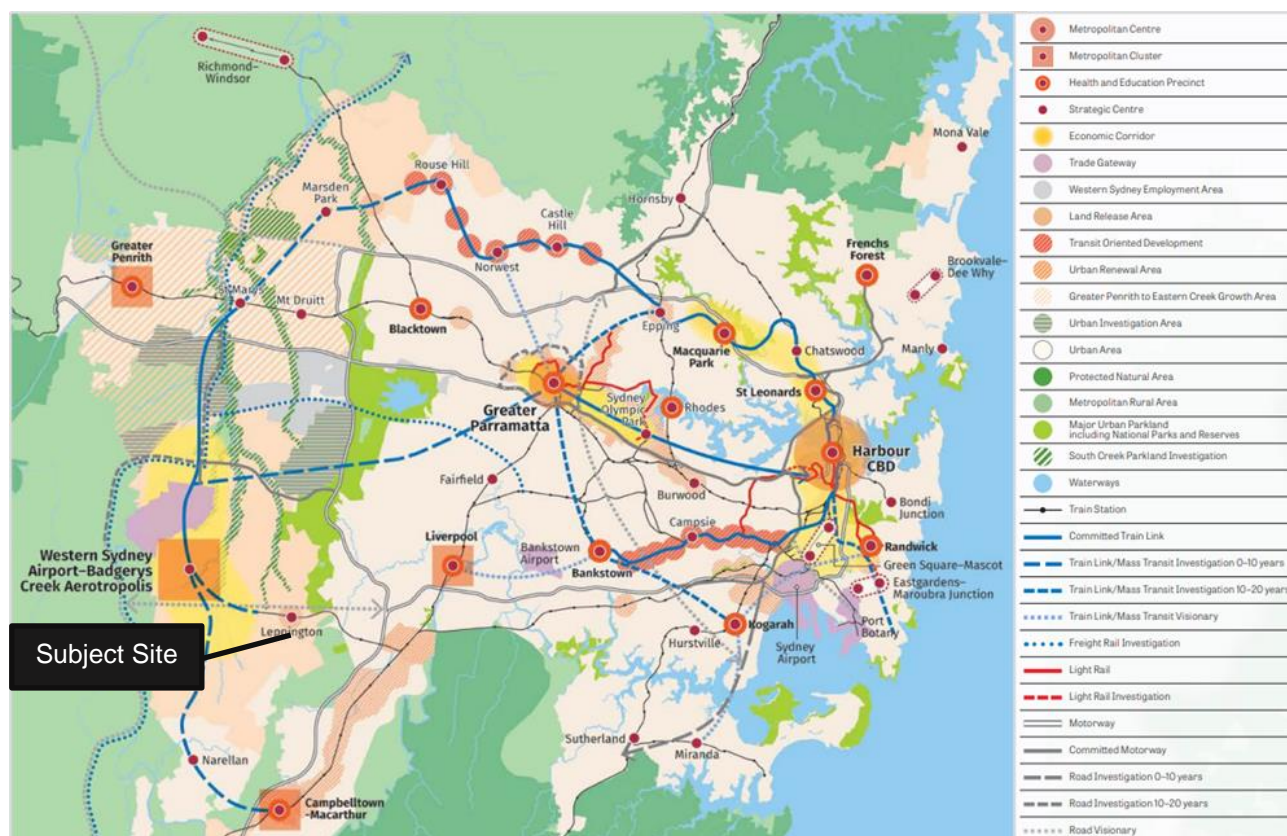
The site is located within the Western Parkland City, which is expected to grow from 740,000 in 2016 to 1.1 million residents by 2036 and 1.5 million in 2056. The vision for the Western Parkland City is a polycentric city harnessing the potential of the Western Sydney International Airport (WSA) and Aerotropolis, Liverpool, Greater Penrith and Campbelltown-Macarthur. These centres will establish the Western Economic Corridor, complemented by city shaping transport links such as the North South Rail Link, WSA, east-west mass transit corridor and a potential Outer Sydney Orbital in the long term.

The plan identifies that the WSA will be an economic catalyst for the District, allowing over 1.5 million people to live and work in the Western Parkland City as an alternative to the Eastern Harbour City. It will allow established and new neighbourhoods and centres, such as in the South West Growth Area to easily access economic opportunity and city shaping infrastructure.

Key strategic centres, trade gateways and collaboration precincts surrounding the site include the Western Sydney Airport and Aerotropolis, Western Economic Corridor, Leppington and Narellan Strategic Centre, Campbelltown Macarthur and the SWGA. This Planning Proposal contributes to the 30-minute city vision and responds to the key themes of the Region Plan as detailed in **Section 6.3.1** of this report.

Leppington is highlighted as a strategic centre in Western Sydney which has significant opportunities for growth. 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.

Figure 31 Sydney Region Plan's Structure Plan



Source: GSC

5.1.2. Western City District Plan

The Western City District Plan (District Plan) was finalised by the GSC in conjunction with the Region Plan in March 2018 and fulfils the directions and objectives of the Region Plan at a district level.

The site is located within the Western City District. The District Plan sets out planning priorities and actions for improving the quality of life for residents.

The Western City District is expected to accommodate, 464, 450 new residents, 370,200 jobs and 184,500 dwellings by 2036. The District Plan seeks to accommodate and support this growth through economic corridors, growth areas and infrastructure links and connections between strategic and metropolitan clusters and centres. Land release areas in the SWGA will be key to ensuring housing supply and securing economic development for the region. The District Plan recognises the opportunities associated with the delivery of new suburbs within the SWGA, including the availability of land for a range of housing choices, connections with the Western Sydney Airport and broader Western Sydney Employment Area (WSEA). As such, several planning initiatives and transport corridors were commenced to integrate land use, transport and infrastructure activity along the north-south corridors including the SWGA.

The District Plan highlights the importance for more housing in the right locations, that optimise existing infrastructure and maximise investment in new infrastructure. Planning Priority W7 seeks to establish the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City. Leppington is an opportunity to support this given its proximity to the Leppington Station. It is serviced by the T2 Inner West and Leppington and T6 Cumberland lines which covers the South West and Western Sydney Airport Growth Areas.

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 Western Sydney Airport.

Key actions within the plan seek to strengthen Leppington through a masterplan for the Town Centre, support the rezoning of land for residential, employment and other urban developments in the Town Centre, and deliver enabling infrastructure to support future development. This highlights the plans intent to place significant focus on supporting and facilitating the District's housing and job targets.

Further, the Western Economic Corridor focuses on job growth which leverages off investment in infrastructure and new communities. Leppington is in proximity to the identified economic corridor and is in a key location to support resident workers.

The Planning Proposal seeks to deliver on the objectives of the Western District Plan. It proposes a mixed-use precinct that capitalises off the newly opened Leppington Station and significantly contributes to the Leppington Strategic Centre. This is achieved by facilitating a diverse range of employment opportunities, diverse housing typologies with improved streetscapes to support the growth in residential and commercial uses.

5.1.3. NSW State Infrastructure Strategy 2022-2042

Infrastructure NSW published the Staying Ahead State Infrastructure Strategy 2022-2042 (**SIS**), a 20-year Strategy that sets out Infrastructure NSW's independent advice on the current state of NSW's infrastructure and the needs and priorities over the next 20 years. It establishes nine long-term objectives underpinning the strategy, including the challenges and opportunities facing NSW. These inform the priorities and Infrastructure NSW's recommendations to the NSW Government. One objective seeks to service growing communities, to deliver quality infrastructure that supports population growth and the evolving needs of the community. This is underpinned by the NSW SIS recommendation to fund and deliver enabling infrastructure to support approved or pending housing supply. It emphasises initial focus should be on Growth Areas including the SWGA.

In addition, another objective seeks to integrate infrastructure, land use and service planning. Built upon this direction is the recommendation to deliver more housing, jobs, amenities and services in locations where there is spare capacity in existing and planned infrastructure.

The Strategy aims to progressively deliver to the Western parkland City Transport Program to meet emerging and long-term demand, especially from the Western Sydney International Airport and the Aerotropolis. It recommends preserving corridors to protect long-term options for a future mass transit network to and within the Western Parkland City. A rail line connecting Bradfield City Centre to Leppington Liverpool, and Parramatta is one of the initial priority corridors.

5.1.4. Future Transport Strategy

The *Future Transport Strategy* (**Future Transport**) was released 5 September 2022 and is intended to replace *Future Transport 2056: Shaping the Future* (**Future Transport 2056**), which was published in 2018. The intention of this new strategy is to take into account events, such as the COVID-19 pandemic, drought, bushfires, floods and global upheaval which has altered the trajectory of many social, economic and cultural trends in NSW. Future Transport also considers the recent strategic re-imagining of the 'Metropolis of Three Cities' into a 'Six Cities Region' underpinned by the three additional cities of the Lower Hunter and Newcastle City, the Illawarra-Shoalhaven City and the Central Coast City.

Future Transport therefore provides a refreshed take on the vision established under Future Transport 2056 and outlines a vision and strategy for the management of transport services and infrastructure across NSW.

Future Transport's vision for Greater Sydney is similarly built around the concept of a 30-minute city, characterised by an integrated network of city-shaping, city-serving, and centre servicing corridors. The vision now consists of three transport outcomes, underpinned by 14 strategic directions with associated actions to realise these directions and outcomes. These outcomes are:

- Connecting our customers' whole lives;
- Successful places for communities; and
- Enabling economic activity.

These outcomes will be used to guide transport services and infrastructure in Greater Sydney to 2056. Transport networks in the Western Parkland City will continue to be developed in order to support economic activity and job creation, successful and sustainable places, and an integrated 30-minute city. The plan identifies strategic transport corridors, which include city-shaping, city-serving and centre-serving networks

that will integrate the city with 30-minute connections to strategic and metropolitan centres. The WSA and Aerotropolis will be a key economic enabler for the region, with the city integrated through existing and planned north-south and east-west rail connections.

As part of the vision to achieve a 30-minute city, the strategy outlines future infrastructure and services that have been committed to, or are visionary. Several future services are planned to increase the accessibility and connection to the Leppington Strategic Centre. This includes a future rapid bus connecting Leppington directly to Bradfield, Liverpool and Narellan. In addition, future rail infrastructure extending the new Leppington Train Station further to Bradfield and the Airport. These future commitments benefit the site by increasing its links and accessibility to the Western Sydney Airport and Aerotropolis as well as the Central City District. It enables the Strategic Centre to grow with additional residential and commercial uses serviced by critical infrastructure and services.

5.1.5. Camden Local Strategic Planning Statement

The Camden Local Strategic Planning Statement (LSPS) was endorsed by the Greater Sydney Commission in March 2021. The LSPS identifies the vision for land use planning over the next 20 years. The purpose of the LSPS is to:

- Provide a 20-year land use vision for the LGA;
- Outline the characteristics which shape our local identity;
- Identify our shared values to be enhanced and maintained;
- Direct how future growth and change will be managed;
- Implement the Western City District Plan where relevant to our area; and
- Identify where further detailed strategic planning may be needed.

The vision is underpinned by four key themes: Infrastructure and collaboration, liveability, productivity and sustainability. These mirror the priorities of the Region Plan and District Plan and are critical to how Camden will grow and evolve. The establishment of (21) planning priorities and associated actions under these themes aligns with local planning strategies and seeks to improve land use planning within the local government area.

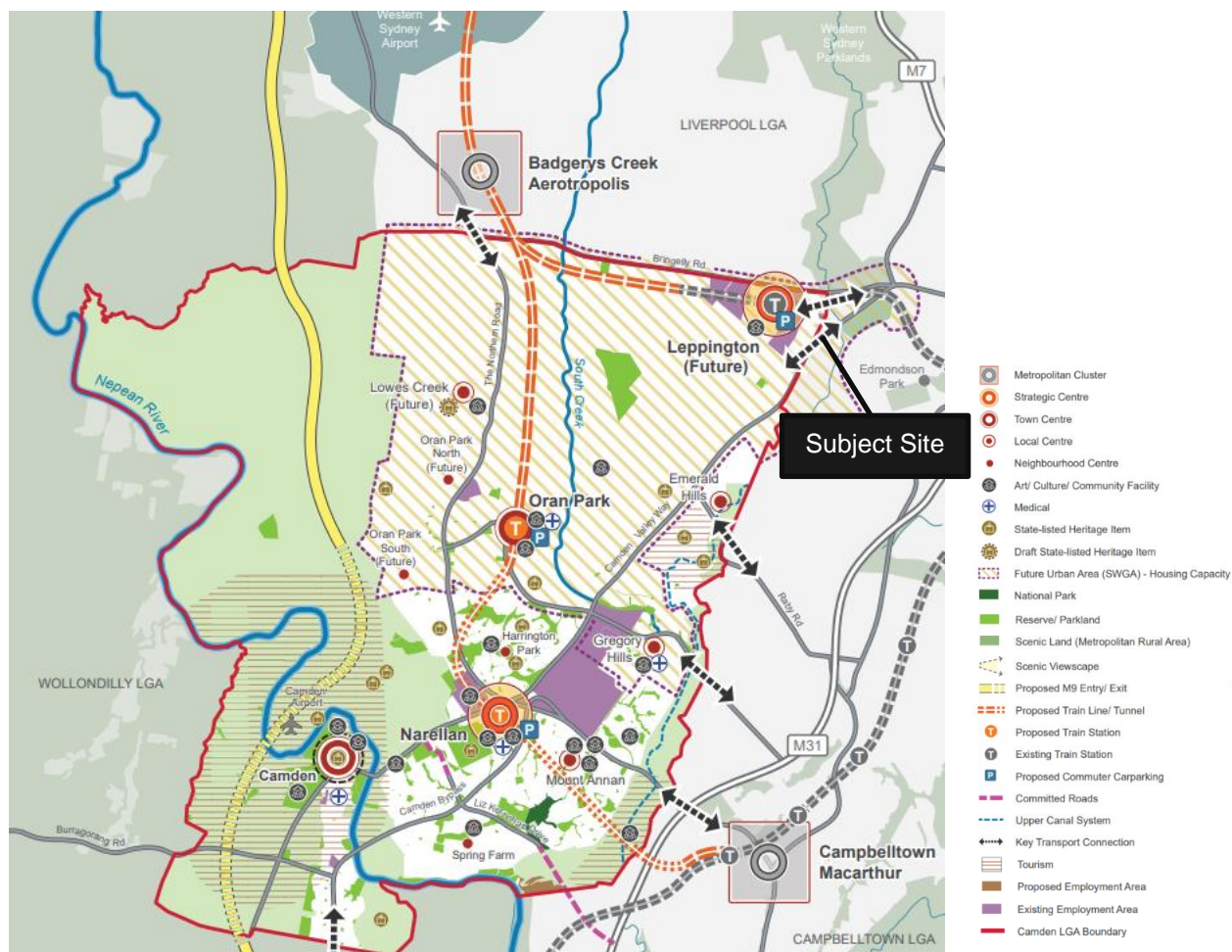
The Camden LGA contains the Nepean River which connects to other catchment areas and there are also metropolitan rural areas at the western expanse of the LGA. Planned new infrastructure within and surrounding the LGA is anticipated to create new jobs closer to homes, with an anticipated population growth of 140,000 people by 2040. New transport connections including the North-South Rail Link and M9 will unlock further opportunities for the creation of new places.

A significant portion of the northern part of Camden, forming the SWGA, has been identified for future urban development by the NSW Government. This area is expected to account for majority of residential growth with associated infrastructure required to be delivered in this area. As the SWGA develops, it is intended that new centres will be delivered to provide a diversity of employment and housing for future residents.

The 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 and Draft ILP aligns with the LSPS as it has been developed in response to the LSPS's local priorities. **Section 6.3.1** of this report for an assessment of the Proposal's consistency with the LSPS's local priorities.

Figure 32 Camden LSPS Structure Plan



Source: Camden Council

5.1.6. Camden Local Housing Strategy

The Draft Camden Local Housing Strategy (LHS) was exhibited between 15 October 2020 and 26 November 2020 and was prepared in response to the region, district and local planning policy objectives to establish an evidence based plan for housing in the Camden LGA over the next 10 and 20 years. It was adopted by Council on 12 October 2021.

Over the next 20 years, the LGA is forecasted to have the largest housing growth of any metropolitan Sydney council with a forecast demand for an additional 49,625 dwellings with most residential growth set to occur in the SWGA. Of the SWGA precincts, the site is expected to facilitate majority of dwelling capacity, targeted at 30,000 dwellings by 2040. The strategy identifies how Council will accommodate and support resilient and healthy housing growth within the LGA.

To assist in planning future housing, the Camden LGA has been categorised into 'Settlement Areas' with the site identified as 'Future Urban' land reflecting the LSPS structure plan. Future Urban Land is described as:

"Significant land use change planned through the release and rezoning of the SWGA. At present, a predominantly small and large lot agricultural area located in the northern part of the LGA. Lowest proportion of dwellings with 2+ bedrooms spare."

Major improvements to Leppington Station Carpark are highlighted in the strategy, to support the use of this service by residents commuting to key employment areas across Greater Sydney.

The strategy identifies key priorities for Camden regarding the diversity, location and tenure of new homes:

- Priority 1 – Providing housing capacity and coordinating growth with infrastructure.

- Priority 2 – Delivering resilient, healthy and connected communities.
- Priority 3 – Delivering the right housing in the right location.
- Priority 4 – Increasing housing choice and diversity.
- Priority 5 – Addressing housing affordability.

5.1.7. Camden Spaces and Places Strategy

Camden Council released the Spaces and Places Strategy for exhibition in early 2020. The Strategy provides a strategic framework and action plan for the future management of social infrastructure including open space, recreation spaces and community facilities. The Strategy also identifies gaps in the provision of, and projected future demand for social infrastructure, establishes best practice benchmarks, informs capital works improvement plans and guides social infrastructure planning for future urban development in the LGA.

Within the Strategy, the types of social infrastructure of main focus include council-owned or managed passive open space, active open space and community facilities. Camden Council divide the LGA into three districts; the Rural District, Established District and Growth District. Leppington falls within the Growth District which also includes the other land release areas in the SWGA. Demographic features of the Growth District which have informed the recreation focus areas include the dominant family demographic, a doubling population by 2036 and shift in housing types, likely to comprise more dense communities. The following recreation focus areas were identified:

- Accessible spaces with cycling facilities and close to public transport;
- Passive and active recreation opportunities, including play spaces for young and older children;
- Family friendly spaces with facilities for picnics and BBQs;
- Children's and youth programming at libraries and community spaces
- Study and practice spaces at libraries and community spaces;
- Sporting facilities for team and competition sports, which also cater for non-traditional Australian sports;
- Extended hours to access facilities outside of advertised trading hours for schools and business;
- Spaces that support interaction and social gathering; and
- Passive and active recreation opportunities in business districts.

The Growth District is expected to have a shortage of open space by 2025, following which there will be an increase in demand by 2036 as the residential population changes and the demand for open space that can cater for large family gatherings and sports fields for non-traditional sports emerges.

A Social Infrastructure and Open Space Assessment has been prepared by Urbis at **Appendix F** to support this Planning Proposal. The assessment provides a detailed review of the Camden Spaces and Places Strategy, its open space targets, and how the Civic Centre Master Plan satisfies the objectives.

5.1.8. Camden Centres and Employment Lands Strategy

The Draft Camden Employment Lands Strategy (ELS), exhibited in June 2021 sets a vision that in 2040, Camden's retail centres and industrial and urban services lands offer a range of local job opportunities and access to amenities for residents. It was adopted in March 2022. It is intended that retail centres will be well connected to other centres across Sydney. The strategy is underpinned by the four following directions:

1. A network of successful and attractive retail centres.
2. A network of productive industrial and urban services land.
3. Agribusiness, tourism and healthcare to support the local economy.
4. Capitalising on existing and future infrastructure.

Relevant to this Planning Proposal is the desire to bring forward the planning for centres in new precincts via precinct planning to encourage the early provision of local and neighbourhood centres. The Proposal

accommodates zoning for a future MU1 Mixed Use to support a thriving mixed use hub, supported with residential community building on the principle to create centres that are vibrant, accessible and distinctive.

5.1.9. Western Sydney Aerotropolis Plan

The Western Sydney Aerotropolis Plan presents a framework for the development of the Western Sydney Airport and ten precincts that comprise the Western Sydney Aerotropolis. The framework consists of a five (5) point vision to guide development into creating a global gateway and world class international airport. The vision entails:

- A landscape-led approach
- Creating a global gateway
- Designing a cool, green new city with great places
- Transitioning to an Aerotropolis
- Retaining a green, biodiverse landscape.

The Plan also gives effect to four themes, ten objectives and forty-seven principles that are aligned with the GSC's Greater Sydney Region Plan. It recognises that it has been identified as the catalyst for economic growth in the Western Parkland City over the next 40 years and is key to realising the vision of the metropolis of three cities.

The Plan also identifies the SWGA as an area that the Aerotropolis Plan will complement. New jobs and housing in this growth area will have access to the Aerotropolis through proposed road upgrades along Bringelly Road and proposed mass transit links such as the South West Rail Link extension and the Fifteenth Avenue Smart Transit (FAST) corridor.

5.1.10. South West Growth Centre Structure Plan 2022

The SWGA Structure Plan (Structure Plan) provides an overall framework for how the SWGA should develop, including providing a centre hierarchy, identifying potential land use opportunities, infrastructure connections and open space. It identifies major (or Strategic) centres like Leppington, as well as Metropolitan Clusters such as Bradfield and Campbelltown and Local Centres, like Austral and Lowes Creek Maryland.

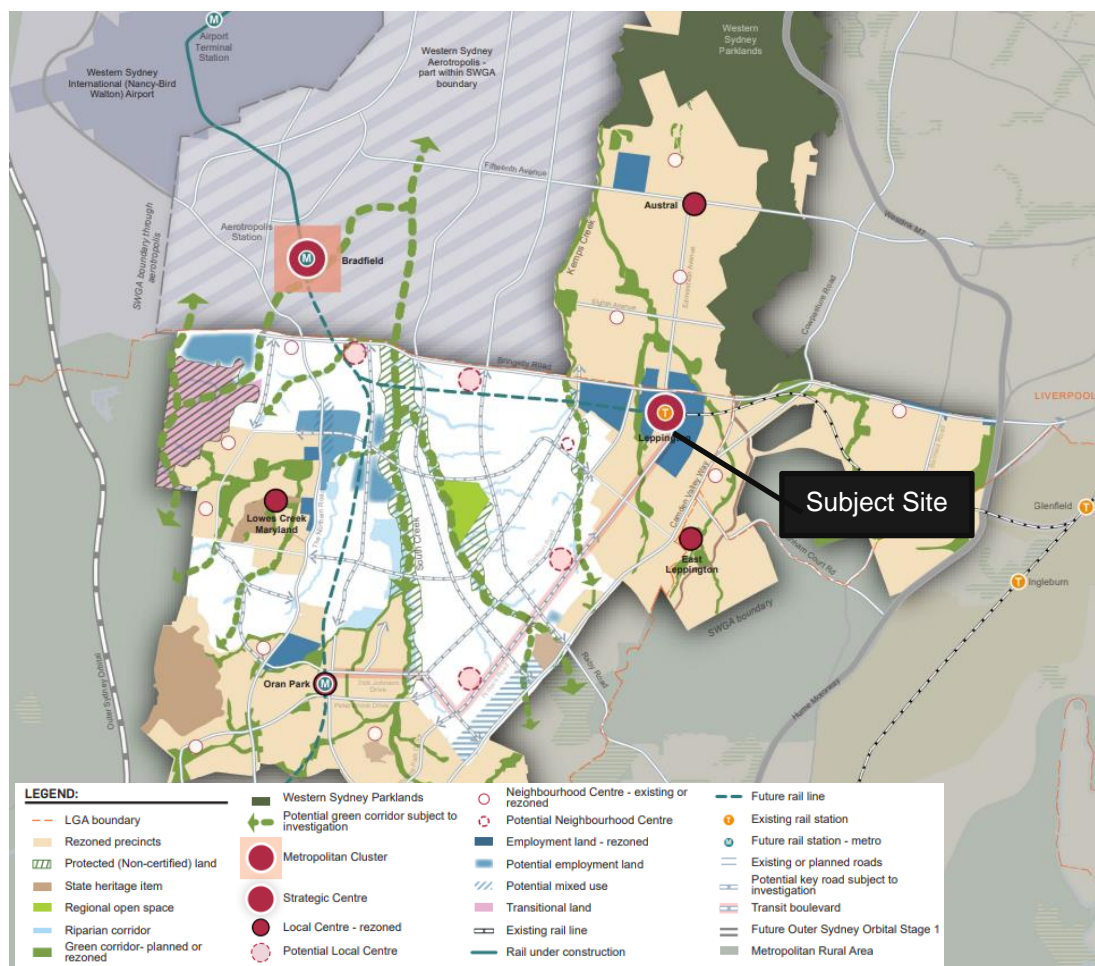
In November 2022, the DPE released an updated Structure Plan (Structure Plan 2022) and accompanying guide for the SWGA. The Structure Plan 2022 and accompanying guide build on the strategic framework established under the previous Structure Plan, and is informed by further studies, initiatives and consultation with various stakeholders. The updates to the Structure Plan 2022 and of relevant to the proposal, including the following:

- **Transport Corridors:** The Southwest Rail Link previously terminated at Leppington. The Structure Plan now shows a number of new key transport corridors, including the Sydney Metro – Western Sydney Airport to Glenfield Extension.
- **Centres:** Leppington was previously shown as a 'Major Centre'. The terminology and hierarchy of the centres has shifted. Leppington is now shown as a 'Strategic Centre' alongside Narellan.
- **Road Networks:** The previous Structure plan provided an indicative grid-like layout for roads. The layout has now been updated to reflect existing and potential key road location, with the potential roads, subject to further investigation.
- **Employment and mixed-use employment corridors:** Areas of employment land were previously coloured in purple and red. The Structure Plan now reflects that most of the employment lands are within the Western Sydney Aerotropolis, with the Structure Plan now showing rezoned or planned employment areas and retaining indicative locations of the employment and mixed-use areas in precincts to be rezoned areas. The guide notes that further employment uses are now subject to further investigation.
- **Bio-certification:** The Structure Plan now shows protected (non-certified) land.

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'

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 area, in proximity to employment and transport infrastructure to align with the vision for a 30-minute city.

Figure 33 South West Growth Area Structure Plan



Source: DPE

5.1.11. Connecting with Country Framework

In November 2020, the Government Architect NSW (GANSW) released the draft Connecting with Country Framework. The final document of the Framework has recently launched in July 2023.

The document is a framework for understanding the value of Aboriginal knowledge in the design and planning of places. The framework provides a Country-centred approach guided by Aboriginal people as a way to reframe our way of working. It will focus on a Country-centred approach that involves a circular network of integrated relationships.

A series of actions to support the application of the Framework throughout all stages of a project's life cycle is presented. The Framework pairs an Aboriginal perspective to encourage a shift from business-as-usual practices. The typical four phase built environment project cycle can embrace and integrate familiar project management conventions and Aboriginal knowledge systems, as demonstrated below.

- **Project formation** can be understood as an immersive process of starting with Country; the phase at which we start to form an understanding of Country.

- **Project design** can be understood as a process of imagining with Country.
- **Project delivery** can be understood as a process of shaping Country.
- **Project maintenance** can be understood as part of an ongoing continuum of caring for Country.

The Framework identifies the key outcomes for Country as practical indicators of success to help project teams fulfil their commitment to Country. The overarching outcome is Healthy Country, Healthy Community and Protecting Aboriginal cultural heritage, Cultural Competency and Better Places are underpinned by a series of indicators for success to provide guidance to project and design outcomes. It describes healthy, interconnected natural ecosystems, supported by regenerative practices based on Aboriginal knowledge. A description of all the outcomes for Country include:

5. **Healthy Country:** Healthy Country describes healthy, interconnected natural ecosystems, supported by regenerative practices based on Aboriginal knowledge.
6. **Healthy Community:** Built environment projects can provide opportunities for employment and capacity building within the Aboriginal community, and support Aboriginal communities' connection to their cultural identity, which supports positive health and wellbeing.
7. **Protecting Aboriginal cultural heritage:** It is critical that Aboriginal cultural heritage is protected in the built environment, both through the design and development of projects, and by acknowledging and respecting the rights of Aboriginal people and community over their cultural intellectual property.
8. **Cultural competency:** Implementing the Connecting with Country Framework through built environment projects provides educational opportunities for project teams, clients, and the public, to develop a deeper cultural awareness and respect for Aboriginal people and culture.
9. **Better Places:** Adopting a Country-centred approach creates better places, informs sustainable designs, integrates with the broader landscape to form place-based design responses, and promotes strong community engagement to create welcoming and accessible places.

Aland will look for opportunities to work with the local Aboriginal community and Registered Aboriginal Parties (**RAPs**) and incorporate their heritage into the site.

Draft provisions for Connecting with Country have been included in the Civic Centre Site-Specific DCP (refer **Appendix D**).

5.1.12. Better Placed

In August 2017, the GANSW released *Better Placed*, the integrated design policy for NSW. Better Placed seeks to establish priorities and objectives that shape design to create well-designed built environments.

It presents a collection of priorities and objectives that aspire to shape design that addresses key challenges and directions and creates good design outcomes for NSW. Seven distinct objectives have been identified to create environments that are:

1. Better fit – contextual, local and of its place.
2. Better performance – sustainable, adaptable and durable.
3. Better for community – inclusive, connected and diverse.
4. Better for people – safe comfortable and liveable.
5. Better working – functional, efficient and fit for purpose.
6. Better value – creating and adding value.
7. Better look and feel – engaging, inviting and attractive.

By adopting the objectives of the Better Placed policy, development responds to the key challenges and directions for NSW.

Under the new approach to precinct planning, Council will play a greater role in influencing the outcomes of future precincts. This will include adopting a place-based approach, starting from considering the feel, aesthetic, form, history, and culture of an area, and recognising that existing local character can be reflected

and strengthened in planning for the future. The Planning Proposal will support this approach by pursuing the associated actions of the LSPS:

- Advocate for the retention of remnant vegetation in the master-planning of new communities;
- Continue biodiversity precinct master-planning to identify key actions to protect and enhance biodiversity across the LGA;
- Prepare a Green and Blue Grid Analysis;
- Consider the principles of Better Placed (Government Architect of NSW) within the Specific Area Schedule to the Leppington Town Centre DCP; and
- Ensure that precinct planning considers and protects State and Local Heritage Items.

5.1.13. Greener Places

In November 2017, the GANSW released the Draft Greener Places Design Guide, the NSW Government's policy for green infrastructure in NSW. The guide presents a collection of priorities and four principles and four outcomes to guide design and planning in the delivery of green infrastructure in NSW, with a focus on open space for recreation, urban tree canopy and bushland and waterways. Fundamentally, the policies seek to respond to the following NSW challenges:

- Health
- Climate resilience
- Rapidly growing population
- Changing lifestyle and demographics
- Infrastructure and urban renewal
- Biodiversity loss

Built upon the principles of integration, connectivity, multifunctionality and participation the draft Guide seeks to achieve the following outcomes:

1. Conservation of the natural environment
2. Increased access to open space
3. Improved connectivity to promote active living
4. Increase urban greening to ameliorate climate extremes

The draft Guide provides recommendations for planning new development in greenfield sites to maximise opportunities for well-located and accessible parks and public open spaces that provide for a diverse range of recreational activities. The desired outcome for greenfield areas is to base public open space around natural systems, which support connectivity, active transport and a diversity of settings which enhance the local character. Additionally, such practice offers opportunities for improved water-sensitive urban design and habitat conservation, ultimately creating a stronger blue and green grid.

Urban tree canopy is a key priority of the draft Guide, supported by three strategies, and an indicative target of 40% urban tree canopy cover across the Greater Sydney Region and other urban areas across NSW by 2056. To achieve this target, the following strategies are provided:

5. Protect, maintain and enhance the existing urban tree canopy;
6. Create an interconnected urban tree canopy across NSW; and
7. Build knowledge and awareness of urban tree canopy across State and local government, and the community.

Finally, the draft Guide seeks to enhance bushland and waterways across NSW and adopts five key strategies to connect, protect, restore, enhance and create urban habitat. The strategies apply to remnant, transition and urban environments that provide connections between core habitats.

5.2. STATUTORY PLANNING CONTEXT

Table 9 below provides an overview of the statutory planning framework that currently applies to the site.

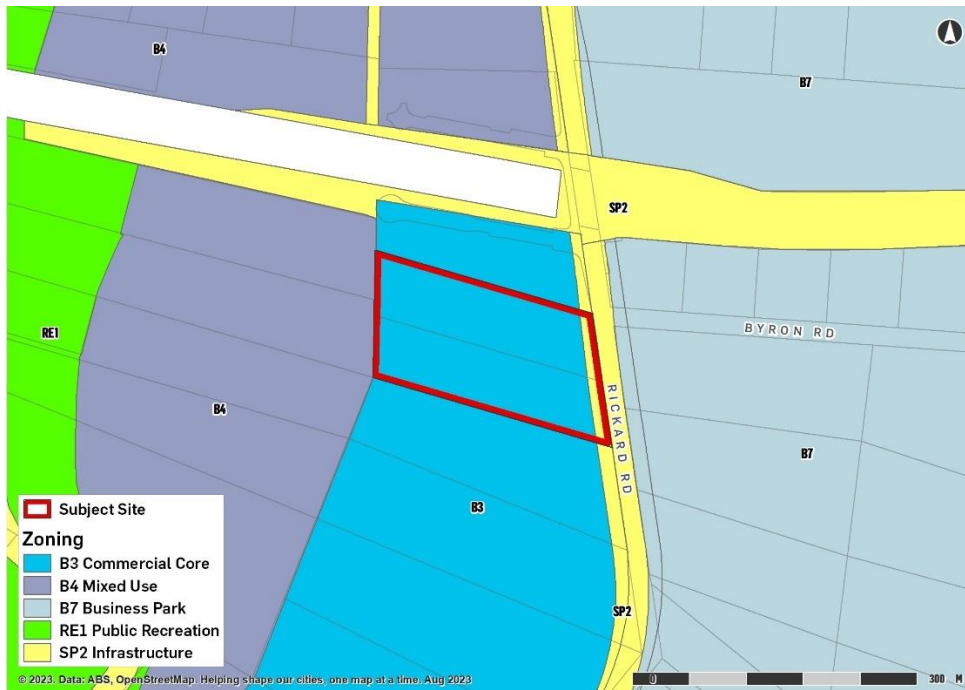
Table 9 Statutory Context

Policy	Comment
NSW Environmental Planning and Assessment Act 1979	<p>The Environmental Planning and Assessment Act 1979 (EP&A Act) is the principal planning and assessment legislation for NSW. It promotes orderly land use and development and the integration of environmental, social and economic interests within a framework of ecologically sustainable development.</p> <p>Clause 34 in the Environmental Planning and Assessment Regulations 2021 (The Regulations) relates to the release of land in the growth centres for urban development and the preparation of a development code to provide guidelines (in conjunction with the relevant growth centre structure plan) to assist the environmental planning of precincts.</p> <p>In light of the above and the site's location within the SWGA, this Planning Proposal has been prepared in respect of all the matters requiring consideration through either a Precinct Planning Process or a Council led Planning Proposal. Accordingly, this Planning Proposal is made to Camden Council and has been prepared in accordance with Section 3.33 of the EP&A Act 1979 and the guidelines published by the DPIE, namely, 'A Guide to Preparing Local Environmental Plans' (December 2018) and 'A Guide to Preparing Planning Proposals' (August 2023).</p>
Section 9.1 Directions	<p>Section 9.1 Directions of the EP&A Act require Councils to address a range of matters when seeking to rezone land with an LEP. There is no statutory requirement for the Directions to be considered during Precinct Planning. Nevertheless, as the site of this Council led Planning Proposal is within the SWGA, the Directions have been addressed as part of this submission, with the Draft ILP and associated documentation found to be consistent with the relevant directions, as discussed in Section 6.3.2.</p>
Environment Protection and Biodiversity Conservation Act 1999	<p>The Environment Protection and Biodiversity Conservation Act 1999 is the Commonwealth's central framework for the protection of the Australian environment. It provides for the conservation and protection of biodiversity and natural and cultural places and heritage. It further promotes principles for ecologically sustainable development which are achieved through conservation and sustainable resource use.</p>
Biodiversity Conservation Act 2016 No. 63	<p>The Biodiversity Conservation Act 2016 No. 63 (BC Act) is the NSW Government's principal framework for environmental protection across NSW. It provides for the protection and conservation of biodiversity and ecosystems in NSW and promotes the use of the ecologically sustainable development principles.</p> <p>The Concept Master Plan has been designed in accordance with mapped Native Vegetation to ensure that areas of important biodiversity are enhanced and retained. Under the Act, the entire site is biodiversity certified.</p>
Environmental Planning and Assessment Regulation 2021	<p>The Regulations are the accompanying legislation to the EP&A Act. It prescribes the regulations for the functioning of the EP&A Act across NSW.</p>

Policy	Comment
State Environmental Planning Policy (Precincts – Western Parkland City) 2021	<p><u>Appendix 5 Camden Growth Centre Precinct Plan</u></p> <p>The <i>State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP)</i> is the principal Environmental Planning Instrument that guides precinct planning in the Camden growth centres. The Camden Growth centres Precinct Plan under Appendix 5 of the State Environmental Planning Policy (SEPP) provides the localised framework for the implementation of the WPC SEPP.</p> <p>The aims of the Parkland City SEPP are to:</p> <ul style="list-style-type: none"> <i>a. co-ordinate the release of land for residential, employment and other urban development in the North West Growth Centre, the South West Growth Centre, the Wilton Growth Area and the Greater Macarthur Growth Area,</i> <i>b. to enable the Minister from time to time to designate land in growth centres as ready for release for development,</i> <i>c. to provide for comprehensive planning for growth centres,</i> <i>d. to enable the establishment of vibrant, sustainable and liveable neighbourhoods that provide for community well-being and high-quality local amenity,</i> <i>e. to provide controls for the sustainability of land in growth centres that has conservation value,</i> <i>f. to provide for the orderly and economic provision of infrastructure in and to growth centres,</i> <i>g. to provide development controls in order to protect the health of the waterways in growth centres,</i> <i>h. to protect and enhance land with natural and cultural heritage value,</i> <i>i. to provide land use and development controls that will contribute to the conservation of biodiversity.</i> <p>Currently, the WPC SEPP provides the principal planning controls and development standards that are applicable to the site. It is the intention of this Planning Proposal however, to insert new localised development standards into the WPC SEPP, to supersede the existing controls currently under Appendix 5 of the Camden Growth Centre Precinct Plan.</p> <p>The controls for the site are as follows:</p> <p>Clause 2.2 Land Use Zoning</p> <p>The site is zoned B3 Commercial Core (Refer Figure 34)</p> <p>Clause 4.1 Minimum Lot Size</p> <p>No minimum lot size provision is applicable to the site.</p> <p>Clause 4.3 Height of Building</p> <p>The site is subject to a maximum height of building of 24m (Refer Figure 35)</p>

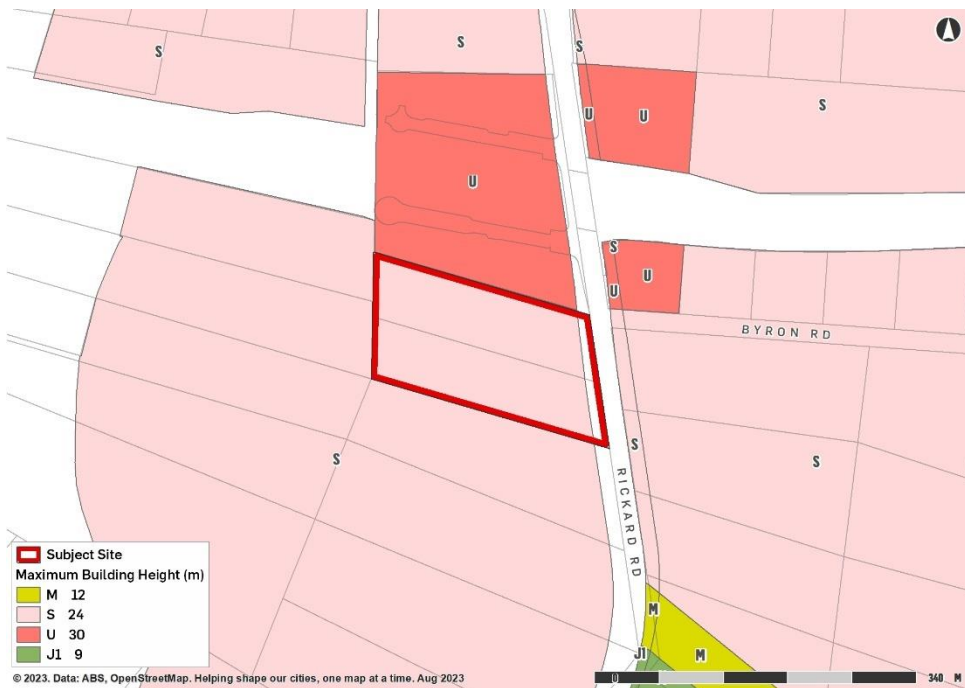
Policy	Comment
	<p>Clause 4.4 Floor Space Ratio</p> <p>The site is not subject to a maximum floor space ratio.</p> <p>Clause 5.10 Heritage Conservation</p> <p>There are no heritage items located on the site, nor is it within a heritage conservation area.</p> <p>Clause 6.1 Public Utility Infrastructure</p> <p>The objective of this clause is to ensure that satisfactory arrangements are in place to ensure the provision of any public utility infrastructure that is essential for development, prior to the subdivision of land in the Camden Growth Centre Precinct.</p> <p>Clause 6.2 Development Controls – native vegetation retention areas and riparian protection area</p> <p>This is the not identified as a native vegetation or riparian protection area.</p> <p><u>Chapter 4 Western Sydney Aerotropolis</u></p> <p>While the site is not located in the Western Sydney Aerotropolis, it is located on land that is in close proximity to and which surrounds the Western Sydney Aerotropolis.</p> <p>Under Section 4.3 – Land to which this applies, and under Ch 4 - Western Sydney Aerotropolis, in the Parkland City SEPP, the section notes in (3) (a) (b) that the development standards that apply to the Western Sydney Aerotropolis also apply to “<i>land that surrounds</i>” land shown on the Land Application Map, and the Western Sydney Aerotropolis.</p> <p>As a result, Part 4.3, Section 4.22 – Airspace Operations, applies to the site. Under this part, the site is mapped under the Obstacle Limitation Surface Map (OLS), which regulates the height of ‘<i>controlled activity</i>’ within the meaning of the <i>Airports Act 1996</i>. The proposal would facilitate development that can be defined as ‘controlled activities’ i.e., residential apartment style towers.</p> <p>In light of the above, the objective of the clause is to regulate development that could penetrate the prescribed airspace of the WSI, and to in response protect the safe operation of the Airport.</p> <p>The site is mapped with a height range under the OLS map of 230-230.5 (Refer Figure 36)</p> <p>No changes are proposed to the OLS mapping.</p>
Camden Local Environmental Plan 2010	The Camden Local Environmental Plan provides development standards for land outside the Camden Growth Centre Precinct.

Figure 34 Existing Land Use Zoning Map



Source: Urbis

Figure 35 Existing Height of Building Map



Source: Urbis

Figure 36 Existing OLS MAP



Source: Urbis

5.3. WESTERN SYDNEY GROWTH AREAS SPECIAL INFRASTRUCTURE CONTRIBUTION

A Special Infrastructure Contribution (SIC) Levy came into force for the Western Sydney Growth Areas on 14 January 2011. The SIC levy is intended to assist with funding infrastructure that is critical to the functioning of the growth centres, such as state and regional roads, schools and health services, regional open space and biodiversity conservation and public transport services.

The site is located within the Western Sydney Growth Areas, in particular the SWGA. The following rates currently apply to the SWGA:

Table 10 Summary of Western Sydney Growth Area SIC contribution rates

Class of Development	Contribution Rate
Development on residential land that is within a Western Sydney growth centre precinct subject to a precinct plan (as referred to in clause 5 (1) (a) of the Determination)	\$233,583* per hectare of net developable area
Development on residential land within Balmoral Road Area, Elderslie Area or Spring Farm Area (as referred to in clause 5 (1) (b) of the Determination)	\$185,367* per hectare of net developable area
Development on industrial land that is within a Western Sydney growth centre precinct subject to a precinct plan (as referred to in clause 5 (1) (c) of the Determination)	\$101,263* per hectare of net developable area
Development on any land that is within a Western Sydney growth centre precinct not subject to a precinct plan (as referred to in clause 5 (1) (d) of the Determination)	\$233,583* per hectare of net developable area

Source: DPE

5.4. HOUSING AND PRODUCTIVITY CONTRIBUTION

The Housing and Productivity Contributions framework will come into effect 1 October 2023. Under this new framework the Housing and Productivity Contribution will ultimately replace the existing SIC scheme with a new broad-based charge, to create a consistent and reliable revenue stream to pay for state infrastructure that would support housing and productivity in high growth regions in Greater Sydney Region, such as the Western Sydney Growth Area.

The Housing and Productivity Contribution charge will be collected in Greater Sydney, the Lower Hunter, the Central Coast and Illawarra and Shoalhaven. The charge will apply to:

- Residential development that intensifies land use where new dwellings are created, such as houses, apartments, terraces and dual occupancies.
- Commercial and retail development such as shops, neighbourhood shops, supermarkets, and commercial office buildings where new floor space is created.

The SIC will remain operative until July 1, 2026, for the Western Sydney Growth Areas, which includes the site. The Department of Planning is to indicate the transitional provisions that will be implemented as part of the transition to the Housing and Productivity Contribution (discussed below). Once in place, the Housing and Productivity Contribution will replace the SIC. The HPC rate however, is as follows:

Table 11 Housing and Productivity Contribution Charge Summary

Land Use	Contribution rate
All other residential accommodation (residential flat buildings and units)	\$10,000 per dwelling/lot
Commercial	\$30 per square metre of new gross floor commercial development
Retail	\$30 per square metre of new gross floor area for retail development

6. PLANNING PROPOSAL ASSESSMENT

The Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act and the relevant guidelines prepared by the NSW Department of Planning, and Environment.

It is noted that this Planning Proposal is seeking an amendment to the Parkland City SEPP, however, based on feedback from Camden Council this Planning Proposal is consistent with the following guides:

- Local Environmental Plan Making Guide: August 2023

This section is structured as follows:

- **Part 1** – A statement of the objectives of the proposed instrument.
- **Part 2** – An explanation of the provisions that are to be included in the proposed instrument.
- **Part 3** – The justification of strategic and site-specific merit, outcomes, and the process for implementation.
- **Part 4** – Existing and proposed maps, where relevant, to identify the effect of the planning proposal and the area to which it applies.
- **Part 5** – Details of community consultation undertaken with Government agencies, council and other authorities, and community consultation that is to be undertaken on the planning proposal post-Gateway and during exhibition.
- **Part 6** – Project timeline to detail the anticipated timeframe for the LEP making process.

6.1. PART 1: OBJECTIVES AND INTENDED OUTCOMES

The primary objective of this Planning Proposal is to amend the *State Environmental Planning Policy (Precincts — Western Parkland City) 2021* in relation to the site as it sits within the SWGA and Leppington Town Centre. The intended outcome of the proposal is to ultimately amend the WPC SEPP controls that apply to the site to facilitate approximately 1,554 dwellings and 26,152m² of commercial and retail GFA.

The proposed amendments are seeking to facilitate the transition of the existing landscape, into a new thriving civic and transit-oriented centre that builds on the NSW Government's vision and aspirations for the SWGA. The proposal is intending to deliver a precinct that:

- Delivers a significant quantum of high-quality housing choice, employment land and density, that capitalises on the site's proximity to Leppington Train Station.
- Establish part of the civic core 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 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, where possible
- Is a holistic community supported by access and utility infrastructure, economic investment and a range of suitable local services.
- Gives effect to the SWGA Structure Plan (2022) and accompanying guide.

The proposed rezoning is accompanied by a draft Masterplan for the site which outlines indicative indented land uses and the location of the open space corridors and roads.

6.2. PART 2: EXPLANATION OF PROVISIONS

The objectives and intended outcomes of the Planning Proposal will be facilitated through the amendments to the State Environmental Planning Policy (Precinct — Western Parkland City) 2021 (Parkland City SEPP)

and associated land use mapping provisions for the existing Camden Growth Centre Precinct Plan under Appendix 5 of the Parkland City SEPP.

6.2.1. Parkland City SEPP

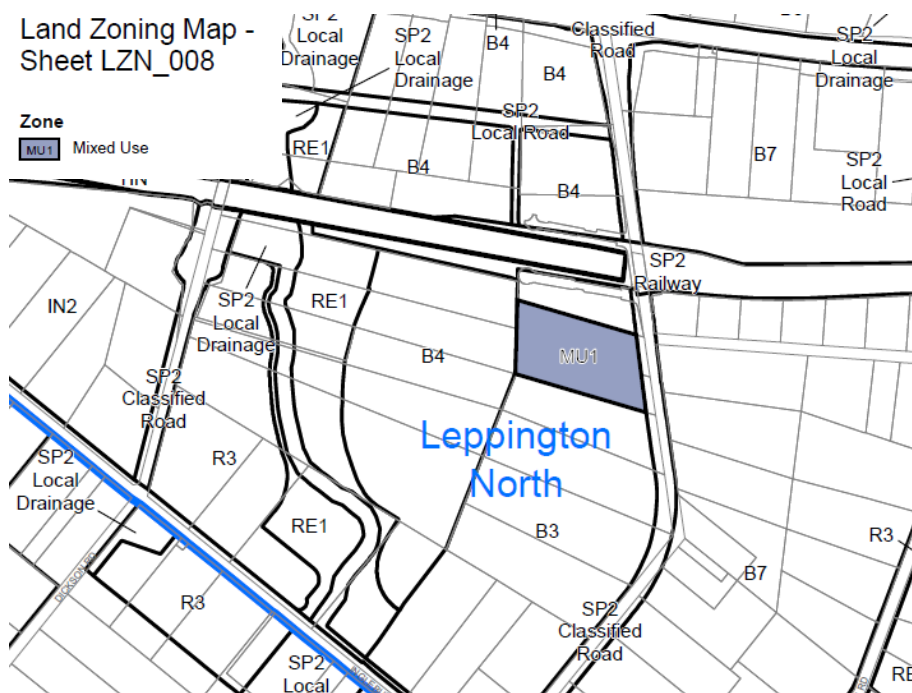
Amendments are proposed to the following clauses and associated maps within the Parkland City SEPP in relation to the requirements amendments discussed as part of this Planning Proposal.

- Land Zoning Map; SEPP_WPC_SWGC_LZN_008;
- Floor Space Ratio: SEPP_WPC_SWGC_FSR_008; and
- Height of Building: SEPP_WPC_SWGC_HOB_008.

Amendments to Land Zoning Map

The proposal seeks to amend the zoning to MU1 Mixed Use. The proposed zoning map is shown in **Figure 37**. The objective and permitted uses for this zone will be consistent with those that already existing under Appendix 5 – Camden Growth Centres Precinct Plan of the Parkland City SEPP.

Figure 37 Proposed Land Use Zoning

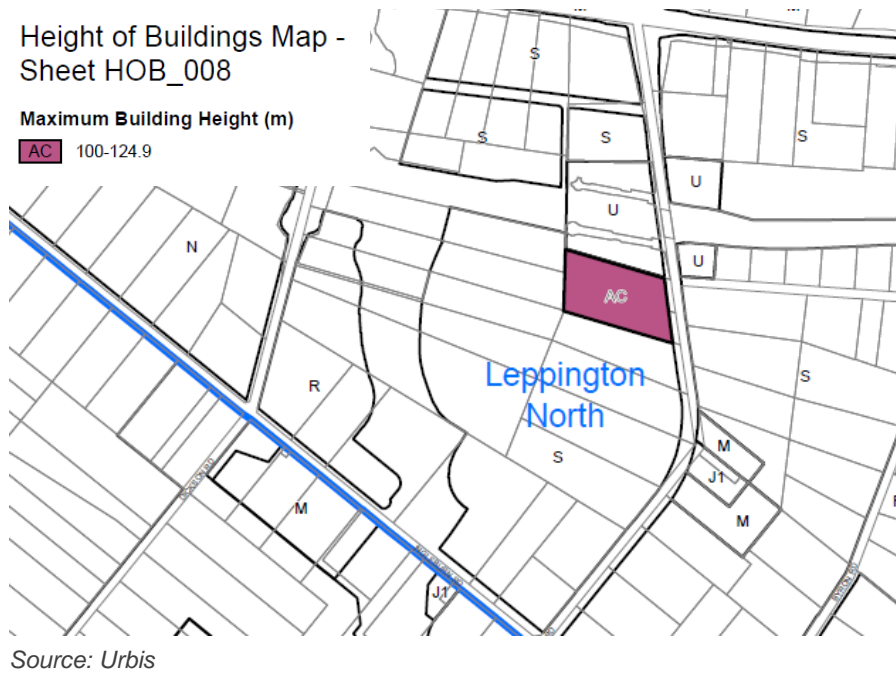


Source: Urbis

Height of Building

The proposed height control for the site is a range between 100m-124.9m. The proposed amendment to the height map, as it relates to the site, is shown in **Figure 38**.

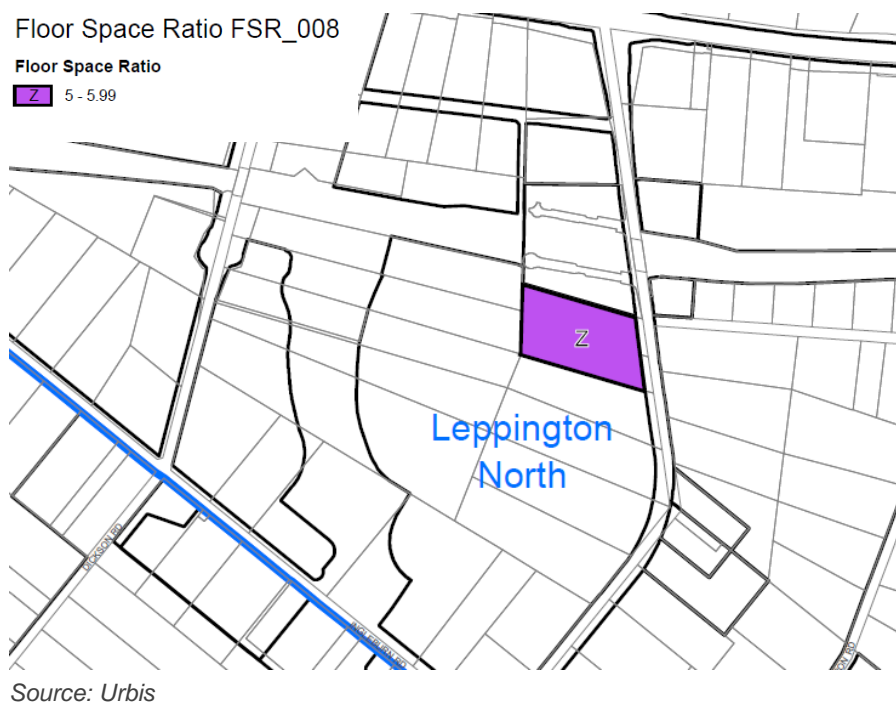
Figure 38 Proposed Height of Building Map



Floor Space Ratio

The proposed floor space ratio for the site is 55-5.99:1. The proposed FSR enables potential building heights of 18-28 storeys. The proposed amendment to the FSR map, as it relates to the site is shown in Error! Reference source not found..

Figure 39 Proposed FSR Map



Additional Local Provision

A fundamental component of the Civic Centre Master Plan is the delivery of Open Space. Given that the MU1 Mixed Use Zone has been flatly applied throughout the site in the name of flexibility, Aland wants to ensure that a minimum quantum of open is ultimately delivered. Therefore, it is proposed to create a new clause under Part 6 - Additional Local Provisions of Appendix 5. The provision is proposed to be worded as such:

Part 6 Additional Local Provision

Clause 6.10 (suggested number) – Minimum Local Open Space for certain land within Leppington Town Centre

- (1) This section applies to Lot 1 & 2 DP 812366*
- (2) The future development of the Leppington Civic Centre site must deliver a minimum open space target of:*
 - a. At least 4,068m² of public open space*
 - b. At least 1,589m² of private open space*

6.3. PART 3 JUSTIFICATION

6.3.1. Section A – Need for the Planning Proposal

Q1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

The Civic Centre Planning Proposal responds to a number of government policies and actions focused on supporting the delivery of the SWGA. It further recognises the long-standing and emerging strategic significance of the site, as a result of its proximity to the Leppington Train Station as well as existing and future strategic and metropolitan centres, in particular the WSI and Western Sydney Aerotropolis.

The site is located in the Camden LGA and forms of the Western Parkland City under the District and Region Plan. The SWGA has been identified to support 120,000 people and approximately 105,000 homes over the coming decades.

The site is further located in the Leppington Town Centre. The Leppington Town Centre was initially rezoned in 2014 and following the completion of Leppington Train Station in 2015, has been rightfully recognised as having strategic significance under the Camden LSPS. The LSPS notes that it will function as a prominent town centre within the SWGA, and that it will accommodate some of the 7,000-12,500 jobs identified for Leppington.

The LSPS has positioned the Leppington Town Centre as a key strategic location for new homes and jobs close to the Leppington Train. An emphasis has been further placed on leveraging its proximity and connection to the WSI and Western Sydney Aerotropolis through Leppington Train Station and Bringelly Road to the North.

The LSPS notes that the delivery of Leppington Town Centre is an important step in supporting jobs close to home and creating a solid foundation for economic activity within Camden. It further acknowledges that in developing Leppington Town Centre that a considered and evidenced based approach needs to be taken that forms a clear strategic vision for the centre and its role within the Western City District and its relationship with the Aerotropolis.

The Planning Proposal aligns with several local priorities outlined in the LSPS. These are explained below.

- *Providing housing choice and affordability for Camden's growing and changing population*

The proposal aims to accommodate an incoming population of 3,420 people and deliver 1,554 additional dwellings in the form of residential apartments with ground floor commercial and retail uses. The dwellings proposed include a diverse mix of residential typologies including townhouses, boutique apartments and high-rise apartments. This will increase housing choice for the existing and future Camden population to suit the various lifestyle needs of the evolving community. The proposal will significantly support the projected population growth of Leppington and broader Camden by contributing to the supply and diversity of housing.

- *Providing services and facilities to foster a healthy and socially connected community*

The proposal seeks to improve liveability by creating a safe, attractive and socially connected urban environment across the Civic Centre. The site leverages off the surrounding natural and built assets to deliver a high-quality urban spaces that is integrated with the broader Leppington Town Centre. The site is also co-located with Leppington Public School and Leppington Train Station, demonstrating the availability of key infrastructure in proximity to the site which will create a well-connected community.

- *Increasing the quantity and diversity of local jobs, and improving access to jobs across the Western City District*

The proposal will deliver 26,152m² of commercial and retail floorspace to support up to 1,200 jobs. As the population grows, the need for new jobs and access to employment centres will become increasingly required. Therefore, the Civic Centre will deliver new jobs within Leppington Town Centre, as well as improve access to jobs in the region through its connection to Leppington Train Station.

- *Strengthening the Strategic Centres of Narellan and Leppington*

As outlined in the District Plan and Council's LSPS, Leppington is an emerging strategic centre that requires support. As such, the Planning Proposal can deliver on these outcomes and support the precincts transition into a town centre. It will namely support this transition through the delivery of a

significant quantum of housing and jobs. The Civic Centre will strengthen the town centre by delivering commercial and retail GFA, which will be activated by its considered approach to open space and the public domain.

- *Improving the accessibility and connectivity of Camden's Green and Blue Grid and delivering high quality open space*

The Civic Centre will a minimum amount of north-south and east-west open space in the form of parkland, community gardens and linkages, which will be embedded into the public domain of the civic centre and within 400m of all residents within the precinct.

- *Improving Camden's resilience to hazards and extreme weather events*

The Civic Centre seeks to deliver a resilient, healthy and socially connected community in the SWGA. In the face of environmental hazards and extreme weather events, it is fundamental to create a resilient and healthy community. An Increased tree canopy, water sensitive urban design, an interconnected network of green open space, are all parts of the Civic Centre that will mitigate urban heat and maintain resident's wellbeing and health.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes

The proposal, in its current iteration, is considered the best means of achieving the objectives and intended outcomes for the site. However, Council's Planning Proposal for Leppington Tow Centre has also been considered as to whether Council's approach may be the best means of achieving the objectives and intended outcome for the site.

A review of Council's proposal was subsequently undertaken, the outcomes of which has been extensively detailed in **Section 2.5**. To summarise, the review initially found that several of the overarching principles and key moves proposed by Council will be essential as a means of achieving the objectives or intended outcomes for the site. However, there is some fine grain detail that has been omitted from Council's proposal, that if not considered at the rezoning stage, would result in an inferior outcome and a failure to achieve the objectives and intended outcomes. These details in summary, were in relation to the following:

- The lot configuration and layout of the land uses, roads and open space, which was not considered to be the most economic use of land.
- The density of the site, in particular the height and FSR range, which does not appropriately recognise the potential for design merit in this location.
- The continuous green link which is in principle supported. However, the width is considered too wide for activation, and could potentially create activation issues.
- Lot severance as a result of the proposed road network, which has unfortunately not properly considered property boundaries and is anticipated to lead to unordered development patterns.

The above key points generally adhere Council's proposal from being considered the best means of achieving the objectives of intended outcomes for the site. These points have since informed the preparation of the subject Planning Proposal, which is seeking to build on Council's proposal and vision and ensure the best outcome is achieved. The proposal is therefore, the best means of achieving the objectives and intended outcomes as:

- The government's strategic intention for the site is to have it developed to deliver new homes and jobs that can support the Leppington Town Centre, and be in proximity to public transport. In accordance with the strategic vision for the SWGA, the proposal is using an evidence-based approach, with an improved masterplan configuration of the MU1 (or B4) zone and road network that recognises existing property boundaries, and which proposes a site-responsive height and FSR controls to deliver a significant quantum of new housing and jobs and contribute to the orderly development of the Leppington Town Centre.
- It leverages its strategic connection to the Leppington Train, the WSI and Western Sydney Aerotropolis, and responds to the catalytic effect of the WSI, existing and planned infrastructure in the region. With

Aland as the lead developer it seeks to support the holistic and orderly development of the Leppington Town Centre as envisioned under Council's LSPS.

- The site has long been identified as an important precinct within the SWGA namely due to its strategic position within the growth area. The site was initially rezoned in 2014 and following the completion of the Leppington Train Station in 2015, and was intended to be developed as a prominent town centre. Following the announcement of the WSI and Aerotropolis in 2014, local government have since sought to further refine the planning framework and rezone the Leppington Town Centre to reflect the future prominence of the Western Sydney Aerotropolis, and to leverage its benefits.
- It seeks to deliver key components of the Blue-Green Grid by incorporating the seven open space design principles proposed by Council's Urban Design and Landscape Report (Turf 2022), therefore supporting the delivery of open space across that is still high functioning, fit for purpose and able to support a diversity of recreation opportunities.

The site is currently zoned B3 Commercial Core in its entirety. The accompanying planning controls, in particular the height are conducive to facilitating density around the Leppington Train Station. However, the existing zoning is not considered appropriate for the site and does not align with the above mentioned strategic objectives and intended outcomes. This is on the basis that the B3 zone would namely prohibit residential accommodation in this location and would therefore not fulfil the government's objective to deliver both a significant number of jobs and homes near public transport. The zone also does not properly capitalise on the opportunity to deliver a mixture of compatible land uses in a transit-oriented setting. On this basis, It was considered that a Development application under Part 4 or 5 of the Environmental Planning and Assessment Act 1979 would not be feasible.

In addition, the existing zone is not appropriate for its interface with the Leppington Train Station. The objectives of the B7 zone, which is to encourage office and light industrial uses is not considered ideal, at least not exclusively, for transit-oriented development, and would be inconsistent with the intent to deliver 'homes' and 'jobs' near public transport. Further, the B7 zone is also considered inappropriate, given that the Bradfield City Centre within the Western Sydney Aerotropolis is 12km to the west and will function as the main metropolitan core for the area and likely Leppington. The site, as a Business Park, would not be able to efficiently compete and thus will not be economically viable. An amendment to the Parkland City SEPP is therefore required to enable the appropriate rezoning of the site to accommodate a mixture of uses and to deliver a centre that is consistent with the centre hierarchy of the Western Parkland City.

Alternatively, it is acknowledged that proceeding with neither Planning Proposal, would result in the inactivation of the site and a failure to achieve Council and the NSW Government's vision for the Leppington Town Centre and more broadly the SWGA.

6.3.2. Section B – Relationship to Strategic Planning Framework

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including an exhibited draft plans or strategies)?

Yes, as summarised in **Table 11**, the Planning Proposal is entirely consistent with the objectives and actions of *A Metropolis of Three Cities: Greater Sydney Region Plan (2018)*, the *Western City District plan (2018)* and *Western Sydney Aerotropolis Plan*.

Table 12 Relationship to Strategic Planning Framework

Strategic Plan	Consistency
<i>A Metropolis of Three Cities: Greater Sydney Region Plan (2018)</i>	The site is located within the Western Parkland City which the region plan identifies as an emerging new city which is expected to grow from 740,000 in 2016 to 1.1 million residents by 2036. In accordance with the priorities of the A Metropolis of Three Cities: Greater Sydney Region Plan the proposal is considered consistent as it will enable the delivery of 1,554 new homes, up to 1,200 new employment opportunities, open space, community services and infrastructure. It reflects the following directions:

Strategic Plan	Consistency
<i>Objective 4: Infrastructure use is optimised</i>	<p>The proposal will maximise the use of existing infrastructure assets.</p> <p>The Civic Centre 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 Train 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 Train Station, to maximise accessibility and infrastructure utilisation.</p>
<i>Objective 6: Services and infrastructure meet communities changing needs</i>	<p>The Civic Centre will benefit from existing and future social infrastructure and services. In particular, there are a number of existing and future schools and health facilities in the adjoining strategic and town centres such as Oran Park, Camden and Narellan, as well as those accessible along the rail line, which will support the development of the Civic Centre. The building podiums and large floor plates will also enable the provision of social infrastructure, such as community facilities, health and other essential goods and services.</p>
<i>Objective 7: Communities are healthy resilient, and social connected.</i>	<p>The Planning Proposal creates a genuine human oriented community and centre. It will facilitate the co-location of various complimentary land uses and infrastructure in a highly sought after location, around the Leppington Train Station.</p> <p>The Civic Centre is also supported by an extensive public domain, that emphasises active transport through fine grain pedestrian and open space networks. The urban structure is namely anchored by the central green park which will function as the key pedestrian thoroughfare that integrates the Civic Centre with Leppington Train Station. As a result there will be a number of active and passive recreation opportunities in the Civic Centre which will foster social connection, health and wellbeing.</p>
<i>Objective 10: Greater Housing Supply</i>	<p>Given the density of housing being proposed the Civic Centre will greatly contribute towards the Western City District's 20-year target of 184,500 dwellings. On its own, the Civic Centre will contribute 1,554 dwellings. It will therefore also respond to crippling housing affordability crisis by dramatically increasing the supply of housing and addressing the concerns of a more price-conscious southwest market.</p>
<i>Objective 11: Housing is more diverse and affordable</i>	<p>The Masterplan will facilitate the delivery of high-rise buildings in the form of residential flat buildings and mixed use towers, with above ground residential components. The main housing type proposed will therefore be 1–3-bedroom apartments/units of varying price points. The proposal will add to the diversity of housing the in the SWGA market, which is predominantly characterised by lower density attached and detached dwellings.</p>
<i>Objective 12: Great places that bring people together</i>	<p>The Planning Proposal provides a network of streets and open space to encourage a walkable and accessible community. The success of the</p>

Strategic Plan	Consistency
	<p>Civic Centre will be underpinned by its ground floor uses, which will be activated through the proposed open space and public domain features.</p> <p>The Civic Centre's main function with Leppington Town Centre, given the uses it will support and its central location will be to foster an environment of improved social and economic participation. This will be achieved through the activated commercial and retail frontages, and the numerous open spaces, such as the community gardens, linkages and resident communal spaces. The defining component of the Civic Centre, which will truly bring residents and visitor together will be the north-south green park, which integrates the urban structure with Leppington Train Station and the ground floor uses, creating a natural and desirable gathering place within the Civic Centre.</p>
<p><i>Objective 14 A Metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities</i></p>	<p>The Civic Centre is a walkable and transport integrated land use solution, which will be an exemplar for transit-oriented development in the SWGA. The proposal maximises the locating of residential and employment density, alongside amenities to capitalise on its adjacency to the Leppington Train Station.</p>
<p><i>Objective 20: Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City</i></p>	<p>The lodgement of the Civic Centre Planning Proposal is a response to the Planning and investment in the WSI and Western Sydney Aerotropolis. The proposed uses will complement the Aerotropolis and its CBD function, and will be able to leverage off its economic and social benefits through its existing and future transport infrastructure, in particular the South-west Rail Link extension from Leppington Train Station</p>
<p><i>Objective 22: Investment and business activity in centres</i></p>	<p>The Civic Centre will deliver 26,145m² of commercial GFA which will support up to 1,200 jobs. Leppington Town Centre has been identified as strategic centre that will require support to grow. As such the Planning Proposal seeks to deliver on the commercial and retail floor space required to support the centre as it emerges as a Strategic Centre.</p>
<p><i>Objective 30: Urban Tree Canopy Cover is increased</i></p>	<p>Being resilient and responsive is a key theme driving the sustainability objectives of the Masterplan. It entails future proofing the site by working with natural systems to foster resilient places for people to mitigate the impacts of climate change induced urban heat. This will be achieved by integrating green and blue infrastructure throughout the public domain, most notably tree canopy, water sensitive urban design, the water sensitive corridor in the Central Green Park, community gardens and resident communal gardens. The existing site currently does not support significant tree planting or biodiversity. Therefore, the Civic Centre seeks to improve the environmental outcomes of the site by establishing a cool and green precinct by establishing a target of up to 35% urban tree canopy coverage and open spaces. The Civic Centre will ultimately be situated in a green and picturesque landscape, and which is afforded all the benefits and conveniences of urban living.</p>

Strategic Plan	Consistency
<i>Objective 31: Public open space is accessible, protected and enhanced</i>	The proposal does not remove or detract from the accessibility of existing public open spaces. An outcome of the proposal is instead to deliver, new and highly accessible open spaces. Open spaces are integrated into the active transport network and public domain to provide future residents and workers with access to a plethora of active and passive recreation opportunities.
<i>Objective 32 – The Green Grid links parks, open spaces, bushland and walking and cycling paths</i>	The Civic Centre adopts a grid like pedestrian and street network that is characterised by open space, urban tree canopy, walking and cycling paths.
Western City District Plan (2018)	The site is further located within the Western City district which is expected to accommodate 464,450 new residents, 370,200 jobs and 184,500 dwellings by 2025. In accordance with the strategic planning for the precinct, the proposal will allow for the precinct to accommodate and support growth through the release of new urban capable land. In accordance with the priorities with the Western City District, the site is well located, to the south of the future WSI and future Aerotropolis and near to the CBDs of Liverpool and Campbelltown and the strategic centres of Camden, Oran Park and Narralen. The site will deliver a vibrant and diverse Civic Centre. The Civic Centre will deliver a vibrant and diverse community that will be supported by housing and jobs, retail and commercial space and social infrastructure.
<i>Planning Priority W1: Planning for a city supported by infrastructure</i>	The proposal will be supported by infrastructure such as regional and local road upgrades and public transport. In particular the site will be supported by the Leppington Train Station, which connects the site to the Sydney and Liverpool CBD, and the Western Sydney Aerotropolis through the future development of the South West Rail Link extension.
<i>Planning Priority W3: Providing services and social infrastructure to meet peoples changing need</i>	Existing and planned social infrastructure and services, in particular regard to health and education infrastructure, have been considered in the feasibility of the Civic Centre Planning Proposal. Due to the envisioned Civic function of the proposal, that the site will accommodate a range of key services and social infrastructure along the podium levels to ensure the needs of the community are met.
<i>Planning Priority W4: Fostering healthy, creative, culturally rich and socially connected communities</i>	The Planning Proposal is anchored by human centred public domain, that is characterised by a network of open space and pedestrian and cycling routes. The central green park will be a defining feature of the urban structure. The public domain, plazas and open will subsequently be activated by the ground floor commercial and retail uses. As a result the site will unlock opportunities for social connections, community gathering and passive recreation activities.
<i>Planning Priority W5: Providing housing supply, choice and affordability, with</i>	The proposal will dramatically increase the supply of high density apartment style housing, approximately 1,554 dwellings and will therefore contribute to the dwelling targets for the Western City District.

Strategic Plan	Consistency
<i>access to jobs, services and public transport</i>	Within the podiums the proposal is anticipating the generation of up to 1,200 jobs. Therefore, new housing supply will have easy access to jobs, as well as public transport.
<i>Planning Priority W7: Establishing the land use and transport structure to deliver a liveable, productive, and sustainable Western Parkland City</i>	The proposal will capitalise on the delivery of the South West Rail Link, the WSI and Western Sydney Aerotropolis, by catalysing the envisioned development of the emerging Leppington Town Centre and delivering a transit-oriented, high density civic centre and community around Leppington Train Station.
<i>Planning Priority W11: Growing investment, business opportunities and jobs in strategic centres</i>	The proposal will deliver non-residential floorspace to support the commercial floor space targets for Leppington Town, and to help attract business investment. Additionally, the high-density and transit-oriented housing will also make the location highly sought after, making the ground floor tenancies highly viable and attractive for tenants. The proposal expects to deliver up 1,200 jobs.
<i>Planning Priority W15: Increasing urban tree canopy cover and delivering green grid connections</i>	The public domain and open space network is anchored by an extensive provision of urban tree canopy. The urban design of the Pedestrian network takes the form of an urban green grid, delivering create a green grid network within the civic centre.

Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Yes, the Planning Proposal is consistent with the following relevant local strategy and planning studies as described in **Section 5** of this report and summarised in the table below.

Table 13 Relationship to Local Strategic Plans and Planning Studies

Strategic Plan	Consistency
Camden Local Strategic Planning Statement	The LSPS notes Leppington Town Centre will function as a prominent town centre within the SWGA, and that it will accommodate some of the 7,000-12,500 jobs identified for Leppington. It is to be a key strategic location for new homes and jobs close to the Leppington Train Station. An emphasis has been further placed on leveraging its proximity and connection to the WSI and Western Sydney Aerotropolis through Leppington Train Station and Bringelly Road to the North.
Infrastructure and Collaboration	
<i>Local Priority I1: Aligning Infrastructure Delivery with Growth</i>	The Civic Centre Planning Proposal will catalyse and provide opportunities for the delivery of new transport and social infrastructure and will further involve working with service providers to ensure there is public utilities available for the future population on the site and in the Leppington Town Centre.

Strategic Plan	Consistency
	The proposal also aligns with the delivery of the southwest rail link and road upgrades to Rickard and Bringelly Road.
Liveability	
<i>Local Priority L1: Providing Housing Choice and Affordability for Camden's growing and changing population</i>	The Master Plan will accommodate approximately 1,554 dwellings and approximately 3,420 people. It provides housing in the form of high rise residential living and boutique residential living. Therefore, the proposal will significantly add to the quantity of high density apartment stock available to the SWGA market, which is a market that has been predominantly characterised by detached and attached dwellings.
<i>Local Priority L3: Providing services and facilities to foster a healthy and socially connected community</i>	Similarly, the Master Plan co-locates important residential living, open space and retail offerings in proximity to the existing school and the Leppington Train Station. This facilitates the delivery of a healthy and socially connected community that can improve the health and wellbeing of residents and visitors.
<i>Local Priority L4: Encouraging vibrant and connected centres which reflect Camden's evolving character</i>	Leppington Town Centre has been identified by Council and State Government as an emerging centre that will require support. The proposal responds to the changing and evolving character of Camden and Leppington by seeking to deliver a mixed use and transit-oriented centre that is focused on serving a civic function and fostering a human friendly public domain.
Productivity	
<i>Local Priority P2: Increasing the quantity and diversity local jobs, and improving access to jobs across the Western City District</i>	The proposal will support 26,145m ² of commercial GFA which strengthens the Strategic Centre of Leppington and offers rich opportunities for job creation and improved job accessibility. It will facilitate up 1,200 jobs. Given its location adjacent to the Leppington Train Station, it will increase accessibility of its own employment uses to residents throughout the SWGA as well as provide access to future residents on the site to jobs outside the Civic Centre.
<i>Local Priority P2: Creating a Network of successful centres</i>	The establishment of the Civic Centre under this Planning Proposal is intended to catalyse the successful development of the Leppington town Centre.
<i>Local Priority P3: Strengthening the Strategic Centres of Narellan and Leppington</i>	As outlined in the District Plan, Leppington is to be a Strategic Centre to support population and employment growth. There is significant emphasis on developing Leppington to fulfil its vision as a key growth area. As such, the Planning Proposal can deliver on these outcomes and transform Leppington. The projected population growth is supported by Civic Centre Precinct delivering a mixed range of high – medium density housing. The Town Centre is further strengthened by the retail and public domain offerings which

Strategic Plan	Consistency
	will create a socially connected and activated precinct that is well integrated with the rest of the town centre.
Sustainability	
<i>Local Priority S1: Improving the accessibility and connectivity of Camden's green and blue grid and delivering high quality open space</i>	The proposed development is also driven by the intention enhance environmental outcomes by delivering improved green and blue grid connections. It proposes a series of green and blue, open spaces embedded throughout the precinct. Residents and visitors will be provided with numerous formal and informal recreational opportunities provided through the Central Green park, community gardens an linkages and along the water sensitive corridor.
Camden Local Housing Strategy	As discussed extensively above, the Civic Centre Planning Proposal and accompanying Masterplan is also consistent with the priorities of Camden Council's Local Housing Strategy. The Local Housing Strategy supplements and gives effect to the Council's Local Strategic Planning Statement. The Civic Centre is generally consistent with all the relevant priorities.
<i>Priority 1 – Providing housing capacity and coordinating growth with infrastructure</i>	It delivers additional housing capacity, supported by commensurate quantities of infrastructure, including public transport and road infrastructure, social infrastructure and utilities.
<i>Priority 2 – Delivering resilient, healthy and connected communities</i>	The proposal will deliver a walkable, green and connected community, that will provide the necessary services and infrastructure to enable it to thrive.
<i>Priority 3 – Delivering the right housing in the right location</i>	It will deliver a significant quantum of housing and jobs in a strategic location that will benefit from proximity to the Leppington Train Station and the future WSI and Aerotropolis.
<i>Priority 4 – increasing housing choice and diversity.</i>	It will deliver a significant quantum of apartment style housing that will add to the diversity of housing stock in the Leppington Town Centre and SWGA, which has been predominantly characterised by low and medium density detached and attached housing.
<i>Priority 5 – addressing housing affordability</i>	It will dramatically increase the supply of housing in the Leppington Town Centre and SWGA, placing appropriate downward pressure on house prices. The site also provides opportunities for third party operators to provide affordable and social housing on the site.

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Yes, the Planning Proposal is consistent with the following relevant State and regional studies/strategies as described in **Section 7** and include the following:

- Future Transport Strategy
- The Western Sydney Aerotropolis Plan
- Southwest Growth Area Structure Plan and Guide

Consistency with other plans is summarised in the table below.

Table 14 Consistency with Regional Strategic Plans

Strategic Plan	Comment
Western Sydney Aerotropolis Plan	<p>The Civic Centre is located directly south of the Western Sydney Aerotropolis. The site is subject to Chapter 4 – Western Sydney Aerotropolis, of the Parkland City SEPP the site, where some of the controls under Part 4.3 – Airport safeguards apply. On this basis, and because the site is near proximity to the WSI, the Western Sydney Aerotropolis Plan has been considered.</p> <p>The Western Sydney Aerotropolis Plan notes that new housing and communities in the SWGA will benefit from access to new jobs and infrastructure within and connecting to the Aerotropolis, such as the M5 Motorway extension, the South West Rai Link Extension Corridor and the North South Rail Line Corridor.</p> <p>The site will benefit from being most closely located to the Aerotropolis precincts, of Rossmore and the Aerotropolis, the Aerotropolis Core being an initial land release precinct. The Aerotropolis Core is envisioned to be a new urban centre that will accommodate a mix of uses, including employment, civic, retail, hotel, recreational, residential, education and cultural.</p>
Future Transport Strategy	<p>The Future Transport Strategy outlines a clear vision and objectives to ensure a world-class, safe, efficient, and reliable transport system. It notes that transport networks in the Western parkland City will continue to be developed to support economic activity and job creation, successful and sustainable places, and an integrated 30-minute city.</p> <p>In addition, it identified strategic transport corridors that will integrate the city with 30-minute connections to strategic and metropolitan centres. The proposal intends to strengthen the Strategic Centre of Leppington and its benefits to the SWGA, by co-locating the housing, jobs and infrastructure along with the Leppington Train Station.</p> <p>The Concept Master Plan will support economic and population growth, including local jobs, housing and amenities in proximity to existing and future infrastructure. Several future public transport services are planned to increase accessibility and connection the Leppington Strategic Centre. This includes a future rapid bus connecting Leppington directly to Bradfield, Liverpool and Narellan. Additionally, future rail infrastructure extending the new Leppington Train Station to Bradfield and the Airport. These future</p>

Strategic Plan	Comment
	<p>commitments benefit the site by improving east-west connections and increasing accessibility to the Aerotropolis and the Central City District.</p> <p>The subject site is in an accessible location, which will significantly grow in connectivity to other centres and deliver on the vision of a 30-minute city.</p>
South West Growth Centre Structure Plan & Guide	<p>The Southwest Growth Area Structure Plan 2022 & guide provides the framework to guide the development of the SWGA. The Structure Plan identifies Leppington as a Strategic Centre that will be linked to the airport by a future rail line. The Structure Plan also demarcates the site as being rezoned employment land.</p> <p>The Master Plan is generally consistent with the Structure Plan and will seek to strengthen Leppington as an emerging strategic centre. It is also consistent with the structure plan by providing residential and employment zoned land which will leverage off the identified transport connections, in particular the link to the WSI.</p>

Q6. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Consistent with the applicable State Environmental Planning Policies is shown in the table below.

Table 15 Consistency with State Environmental Planning Policies

State Environmental Planning Policy (SEPPs)	Assessment	Consistency
SEPP (Housing) 2021	<p>In accordance with the principles of the Housing SEPP, the proposal will:</p> <ul style="list-style-type: none"> ▪ Enable the development of diverse housing types ▪ Enable the potential development of housing that will meet the needs of the community, including low to moderate income households, seniors and people with a disability. ▪ Ensure new housing development provides residents with a high level of amenity. ▪ Enable the delivery of housing in a location serviced by planned infrastructure and services. ▪ Minimise adverse climate and environmental impacts of new housing development; and ▪ Promote the importance of designing housing a way that reflects and enhances its locality. <p>The specific provisions for housing under this SEPP are not applicable at this stage. Provisions for affordable and diverse may be considered in more detail as part of the future development of the site.</p>	N/A
SEPP (Precincts – Western Parkland City) 2021	This Planning Proposal is subject to the SEPP. The proposal is generally consistent with the aims of the	Yes

State Environmental Planning Policy (SEPPs)	Assessment	Consistency
	<p>Parkland City SEPP in respect to the SWGA, as the proposal will:</p> <ul style="list-style-type: none"> Assist with the coordination of land release for residential, employment and other urban development purposes in the SWGA. Provide a comprehensive approach to precinct planning as envisioned for the SWGA. Through its activated ground floor plane, walkable movement network, commensurate housing, infrastructure and services, establish a vibrant, sustainable and liveable neighbourhood that provides for community wellbeing and high-quality local amenity Provides for the orderly and economic provision of infrastructure commensurate to the needs of the future community. Provides development controls in order to protect the health of the natural environment <p>Amended and unchanged specific provisions will be considered in further detail as part of future development on the site.</p> <p>Key to the assessment and protection of biodiversity values in the Sydney Region Growth Centres is the Biodiversity Certification order that applies to the Western Sydney Growth Areas (under the BC Act). The Study area is required to be assessed against the conditions of the Biodiversity Conservation Order to ensure that the planned rezoning and subsequent development of the Study area complies.</p>	
SEPP (Precincts – Central River City) 2021	Not applicable to this Planning Proposal.	N/A
SEPP (Precincts – Eastern Harbour City) 2021	Not applicable to this Planning Proposal.	N/A
SEPP (Regional) 2021	Not applicable to this Planning Proposal.	N/A
SEPP (Industry and Employment) 2021	<p>The Industry and Employment SEPP provides the statutory framework for development in the Western Sydney Employment Area (WSEA) and the development involving signage and advertising.</p> <p>The provisions for signage and advertising do not apply at this stage. Any future development on the site involving</p>	Yes

State Environmental Planning Policy (SEPPs)	Assessment	Consistency
	signage and advertising is to consider in further detail the provision of the SEPP (Industry and Employment) 2021.	
SEPP (Transport and Infrastructure) 2021	<p>The SEPP (Transport and Infrastructure) 2021 provides the statewide planning framework for essential infrastructure and transport infrastructure. Other than the chapter discussed below, the site-specific provisions of the SEPP only require consideration in further detail alongside future development on the site, if relevant.</p> <p><u>Chapter 2</u></p> <p>This chapter aims to facilitate the effective delivery of infrastructure across the state, in particular by identifying matters to be considered in the assessment of development and enabling consulting with the relevant public authorities during the assessment for particular types of development.</p> <p>The site is in proximity to Leppington Train Station and the T2 Leppington Rail corridor which the consent authority could consider as likely to be adversely affected by rail noise or vibration. In accordance with Section 2.100 of the SEPP the findings of a noise and vibration impact assessment have been included (Appendix T).</p>	Yes
SEPP (Planning Systems) 2021	The SEPP (Planning Systems) 2021 provides the statewide framework for identifying state and regional development application pathways. Future development on the site will be required to consider planning pathways under the SEPP.	N/A
SEPP (Biodiversity and Conservation) 2021	<p>The SEPP (Biodiversity and Conservation) 2021 provides the state-wide planning framework for the clearing of vegetation and koala habitat protection.</p> <p>The Biodiversity Assessment demonstrates the existing values present on site. The site is not identified as land to which the Koala Habitat protection provisions apply. Given that the site is mostly cleared and has been used for rural residential purposes for quite some time, it is not considered to contain potential Koala Habitat.</p> <p>Provisions around vegetation removal are to be considered in detail with future development on the site.</p>	Yes
SEPP (Resilience and Hazards) 2021	Clause 4.6 requires in the event of a change of land use, the planning authority must consider whether the land is contaminated, and if the land can be suitably remediated for the proposed use.	Yes

State Environmental Planning Policy (SEPPs)	Assessment	Consistency
	A Preliminary Site Investigation (Appendix J) finds that based on the prior use of the site that the site can be made suitable for the proposed development.	
SEPP (Exempt and Complying Development Codes) 2008	The Proposal does not contain provisions that will contradict or hinder the application of the SEPP. Provisions of the SEPP (Exempt and Complying Development Codes) 2008 to be considered with future development on the site, if relevant.	Yes
SEPP (Building Sustainability Index: BASIX) 2004	The BASIX SEPP requires residential development to achieve mandated levels of energy and water efficiency. The Concept Master Plan has been developed to allow for future building massing and orientation to facilitate compliance with future BASIX required. This will be documented at the future development application stage.	Yes
SEPP No. 65 Design Quality of Residential Apartment Development	SEPP 65 provides a statutory state-wide framework to guide the design quality of residential flat building development. The Concept Masterplan has been developed to facilitate future detailed building designs that will be in accordance with SEPP 65 and the accompanying Apartment Design Guide (ADG). It is anticipated that residential apartments, or mixed-use buildings with a residential component will be delivered as part of the high-density development envisaged for the Civic Centre. A detailed assessment of SEPP 65 compliance will be undertaken at the future development application.	Yes
SEPP (Primary Production) 2021	Not applicable to this Proposal. DPE has identified the site as part of the SWGA for land release and urban development, which confirms that the site is not needed for agricultural purposes.	N/A

Q7. Is the planning proposal consistent with applicable Ministerial Directions (s9.1 directions)?

Yes

The Planning Proposal is consistent with the Ministerial Directions under Section 9.1 of the EP&A Act relevant to the Planning Proposal as identified and summarised in the table below.

Table 16 Section 9.1 Directions

Ministerial Planning Directions	Assessment	Consistency
Planning Systems		

Ministerial Planning Directions	Assessment	Consistency
1.1 Implementation of Regional Plans	The proposal is consistent with the land use strategy, goals, directions and actions contained within the Region Plan, and the Wester City District Plan	Yes
1.2 Development of Aboriginal Land Council Land	The site is not identified within the land application area of the State Environmental Planning Policy (Aboriginal land) 2019.	N/A
1.3 Approval and referral requirements	<p>This direction aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development. It also aims to minimise the requirement for concurrence, consultation or referral and not identify development for designated development unless under certain circumstance.</p> <p>The proposal responds to this by rezoning land through the Parkland City SEPP. The proposal also does not propose provisions that require concurrence, consultation or referral, and that do not identify designated development.</p>	Yes
1.4 Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive site specific planning controls. The proposal proposes a single land use zone appropriate to the Leppington Town Centre Precinct, and will allow for the future delivery of housing, commercial and community use as well as associated infrastructure.	Yes
1.21 Implementation of South West Growth Area Structure Plan	The objective of this direction is to ensure that development within the SWGA is consistent with Structure Plan and Guide. In accordance with the direction, the proposal and Concept Masterplan are consistent with the SWGA structure plan land uses and Guide, and achieve the overall intent, objectives, planning principles and priorities for the SWGA.	Yes
Biodiversity and Conservation		
3.1 Conservation Zones	The entirety of the site is not identified as land being a Conservation Zone and does not propose Conservation Zoned land. The entire site is also biodiversity certified and is not required to retain areas of high biodiversity value.	Yes
3.2 Heritage Conservation	<p>There are no local or state heritage items located within the precinct.</p> <p>An Aboriginal Cultural Heritage Assessment (ACHA) has been prepared for the site to investigate the potential</p>	Yes

Ministerial Planning Directions	Assessment	Consistency
	tangible and intangible cultural heritage values that may be present at the site.	
3.3 Sydney Drinking Water Catchments	The site is located outside the Sydney Drinking Water Catchment Area.	Yes
3.6 Strategic Conservation Planning	<p>The objective of this direction is to protect, conserve or enhance areas with high biodiversity value. The direction applies to land under the SEPP (Biodiversity and Conservation) 2021, that is identified as avoided land or a strategic conservation area.</p> <p>The land is not identified as avoided land or a strategic conservation area under the SEPP.</p>	Yes
3.7 Public Bushland	<p>The objective of this direction is to protect bushland in urban areas, including rehabilitated areas, and ensure the ecological viability of the bushland is maintained.</p> <p>The site is largely cleared of bushland and has been so for quite some time. Some remnant bushland is to be incorporated into the proposed open space, alongside the addition of new urban tree canopy, resulting in a net increase to the amount of vegetation on the site.</p>	Yes
3.10 Water Catchment Protection	<p>In accordance with the objectives of this direction, the Proposal and Concept Master Plan seeks to maintain and protect the hydrological function of the site, where relevant.</p> <p>A Water Cycle Management and Flooding Report (Appendix M) has been prepared, that demonstrates consistency with this Direction.</p>	Yes
Resilience and Hazards		
4.1 Flooding	<p>The objective of this direction is to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005.</p> <p>The site is not located in a flood prone area and is therefore consistent with this direction. The proposal will not result in a significant flood impact. Regardless the probable maximum flood event and average recurrence interval flood event have been considered in establishing the urban capability of the site.</p>	Yes

Ministerial Planning Directions	Assessment	Consistency
4.2 Coastal Management	The site is not located within the coastal zone	Yes
4.3 Planning for Bushfire Protection	<p>In accordance with this objective of this direction, the proposal has been developed to protect life, property and the environment from bush fire hazards through discouraging the establishment of incompatible land uses in bush fire prone areas. Bushfire planning measures in accordance with Planning for Bushfire Protection 2019 have been adopted within the Proposal and Concept Master Plan.</p> <p>A Bushfire Assessment was completed as part of Councils Planning Proposal, with a summary also accompanying this proposal.</p>	Yes
4.4 Remediation of Contaminated Land	<p>The objectives of this direction are to ensure that contamination and remediation are considered at the Planning Proposal stage.</p> <p>In accordance with this direction, a Preliminary Site Investigation (Appendix J) has been prepared. Based on the prior use and history of the site, it is capable of being made suitable for the proposed rezoning.</p>	Yes
4.5 Acid Sulfate Soils	It is anticipated that the probability of acid sulfate soils on the site is extremely low and that therefore, from this perspective, the site is suitable for the proposed future development.	Yes
4.6 Mine Subsidence and Unstable Land	<p>The objective of this direction is to prevent damage to life, property and the environment on land identified as unstable or potentially subject to mine subsidence. It applies to land declared as a mine subsidence district in the Coal Mine Subsidence Compensation regulation 2017 pursuant to Section 20 of the Coal Mine Subsidence Compensation Act 2017, or has been identified in a study, strategy or prior assessment as being unstable.</p> <p>The site is not a declared mine subsidence district and has not been previously identified as being unstable.</p>	Yes
Transport and Infrastructure		
5.2 Integrated Land Use and Transport	The objectives of this direction require planning to achieve integrated land use and transport solutions for new communities. The proposal and Concept Masterplan are consistent with this direction as it has meaningfully considered the location of land uses, street layout and future subdivision to improve accessibility for all transport	Yes

Ministerial Planning Directions	Assessment	Consistency
	<p>modes, to reduce the dependence on cars and support the operation of public transport.</p> <p>Consistency with this direction has namely been achieved by integrating the precinct's land uses with the Leppington Train Station to the north as well as to Aland's other landholding to the east (referred to as the Residential Core).</p>	
5.2 Reserving Land for Public Purposes	This proposal is consistent with this direction in that it does not create, alter or reduce existing zonings or reservations of land for public purposes.	Yes
5.3 Development Near Regulated Airports and Defence Airfields	The site is located approximately 12km southeast of the WSI. The WSI is a regulated airport, however it does not include a defence airfield as specified by this direction. Regardless, the proposal and Concept Masterplan has been designed accordingly to ensure the safe and ongoing operation of the Airport.	Yes
Housing		
6.1 Residential Zones	<p>Consistent with this direction, the Planning Proposal will include provisions:</p> <ul style="list-style-type: none"> ▪ That broaden the choice of housing, building types and locations available in the market by growing the amount of high density and transit-oriented development stock in Camden ▪ Through urban consolidation makes efficient use of existing infrastructure and services ▪ Reduces the consumption of land for housing and associated urban development on the urban fringe by redeveloping strategically located land within the SWGA that is urban capable and adjacent to Leppington Train Station ▪ Encourage the provision of housing that is of good design. As demonstrated in Section 3, the site and site context has informed the design principles, which in turn have guided the development of the Concept Masterplan. Following this, the Concept Masterplan has been developed to allow for building envelopes that will facilitate a high quality of design, alongside infrastructure and open space. 	Yes

Ministerial Planning Directions	Assessment	Consistency
6.2 Caravan parks and Manufactured Home Estates	Not applicable to this Planning Proposal.	N/A
Industry and Employment		
7.1 Business and Industrial Zones	<p>The objective of this direction is to encourage, protect and support employment growth and land. The direction applies to proposals that are proposing employment land.</p> <p>Consistent with this direction the proposal supports employment growth in a strategically identified location through the delivery of mixed-use zoned land. The site is intended to facilitate important local centre based land uses, such as associated community and retail services, and social infrastructure.</p> <p>As set out in the Economic Impacts Report (Appendix G) it is anticipated that the proposal will deliver 3,016 sqm of retail floorspace on site.</p>	Yes
Resources and Energy		
8.1 Mining, Petroleum and Extractive Industries	Consistent with this direction, the proposal will not prohibit the mining of coal or other minerals, production of petroleum, or winning or obtaining of extractive materials, or restrict the potential development of resources of coal, other minerals, petroleum or extractive materials which are of state or regional significance.	Yes
Primary Production		
9.1 Rural Zones	<p>The objective of this direction is to protect the agricultural production value of rural land with the direction applying to existing and proposed rural zoned land in Camden.</p> <p>While the site currently accommodates rural residential uses, it has been zoned for urban purposes and has for quite some time been envisaged to complement the Leppington Town Centre. Therefore, there would be no net loss of rural zoned land or impacts to the agricultural production value of rural land.</p>	Yes
9.2 Rural Lands	This direction applies to Planning Proposals for land outside the local government areas of Lake Macquarie, Newcastle, Wollongong and those in the Greater Sydney Region, excluding Wollondilly and Hawkesbury. The proposal is for a site in the Camden Local Government Area and therefore this direction does not apply.	N/A

Ministerial Planning Directions	Assessment	Consistency
9.3 Oyster Aquaculture	Not applicable to this Planning Proposal.	N/A
9.4 Farmland of state and Regional Significance on the NSW Far North Coast	Not applicable to this Planning Proposal.	N/A

6.3.3. Section C – Environmental, Social and Economic Impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No

A Biodiversity Assessment has been prepared by EcoLogical in support of the proposal and confirms that the site will not adversely impact biodiversity on the site. The Assessment confirms that the site is entirely biodiversity certified under the biodiversity certification order for the Sydney Region Growth Centres is therefore any future development on the site is considered 'development that is not likely to significantly affect threatened species'.

Regardless the biodiversity values of the site have been considered through database search and ecological field survey which provided an overall assessment of the terrestrial and aquatic ecological values of the study, with an emphasis on particular emphasis on threatened species, endangered ecological communities, and key fauna habitat features. It found that the majority of the study area has been previously cleared for residential and agricultural purposes, and that remaining vegetation consists largely of cleared areas of exotic pastures.

However, remnant native vegetation in the form of Cumberland Shale Plains Woodland is present in fragmented, degraded patches, in varying conditions. It is associated with the Threatened Ecological Community of Cumberland Plains Woodland, but due to its conditions the site do not meet the criteria for listing under the Environmental Protection and Biodiversity Conservation Act 1999. The assessment also determined that there were no threatened flora species, and the habitat features and connectivity was limited.

Overall, the proposed rezoning would seek to create an improved biodiversity outcome on the site, consistent with the direction of the relevant strategic plans. It will primarily achieve this through delivering green grid connections and dramatically increasing tree canopy cover over the site. Given the degraded condition of the Cumberland Shale Plains Woodland on the site, and the limited presence of flora and fauna on the site, this would represent a significant improvement on the biodiversity conditions on the site.

Q9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Bushfire

A Bushfire Assessment Report was prepared by Building Code and Bushfire Hazard Solution Pty Ltd as part of the Leppington Town Centre Planning Proposal for Camden and Liverpool Council. The site is located and considered within the context of the bushfire assessment.

Findings

Under the Camden Council Bushfire Prone Land Map, the site is identified as being Bushfire Prone Land. It contains a small portion of land to the south east identified as category 2 and vegetation buffer zone which is associated with the property and a cluster of vegetation to the south.

Other existing vegetation of bushfire threat within Leppington Town Centre was found to comprise of grazed pasture, crops and small clusters of vegetation along existing watercourses. The report also considered areas of bushfire threat that would emerge from the proposed indicative layout plan for the entire Leppington Town Centre. It determined that the areas identified for vegetation retention, such as the 'Environmental Protection Overlay' and 'Riparian Layer' zones areas, are the areas anticipated to pose the future bushfire risk to future land uses. The report assumes that all other areas with vegetation of bushfire risk that are currently present will be developed, maintained to the standard of an Asset Protection Zone (APZ), or classified as low threat vegetation.

Recommendations & Conclusions.

In accordance with the above findings, an assessment was undertaken of the various land uses proposed within Leppington Town Centre, including the uses proposed under this Planning Proposal. It foresaw no bushfire protection issues with the land uses proposed, which in effect extend to the land uses proposed under this Planning Proposal.

The report also provided recommendations for APZs to be applied around the riparian and environmental protection areas identified in the Indicative Layout Plan. The report also noted that bushfire threat to the west of the site is likely to be removed as the town centre develops. As a result, no APZs were recommended for the site specifically. Given that the Civic Centre would be generally consistent with the layout and configuration of Council's Planning Proposal and therefore can similarly comply with the specifications and requirements of PBP 2019.

If required, further investigation and bushfire protection measures can be considered at the Development Application stage.

Traffic and Transport

A Strategic Transport Assessment (**Appendix R**) was prepared in support of the proposal by Urbis. It provided namely a transport masterplan and an assessment of the transport impacts that will be generated by the proposal.

Findings

Some of the key assessment findings include the following.

- Rickard Road is a key north-south movement corridor within the SWGA. There are planned upgrades for Rickard Road which will see it developed into a transit boulevard.
- The site benefits from being the closest privately held landholding to the Leppington Train Station, which is served by a number of train lines, running at most every 15 minutes during the AM and PM Peaks.
- There are currently two bus stops situated at Leppington Train Station.
- In terms of active transport the site is accessible via Bringelly Road to the north, the share path running along Dickson Road from Bringelly Road and the cycle lane along Rickard Road.
- Traffic generated by the proposed development during the AM peak is 620 trips and PM peak 757 trips.

Conclusion and Recommendations

The assessment found that the proposal would have no material impact to existing transport and traffic conditions. It concluded the following:

- Both the proposed signalised intersections proposed at the Rickard Road will provide for safe pedestrian access across all legs.
- The traffic generated by the proposed development will have minimal impact on Rickard Road.
- The proposed development has no material impact on the operations of the signalised intersections on Rickard Road. Masterplan transport network providing safe and secure access to public transport through extensive active transport routes in and around the subject site. This complies with the draft DCP objectives.

- Cumulative assessment reveals that both the Civic Centre and Residential Core have no materialistic impact on the road network.
- The movement and place framework which has been implemented for the proposed road network as part of the proposal can accommodate all transport users.

Ultimately, the proposal will benefit from proximity to strong existing public transport and road infrastructure, is not anticipated to have adverse environmental effect in regards to transport and traffic.

Aboriginal Heritage

A Preliminary Aboriginal Cultural Heritage Assessment (ACHA) Report was prepared by Urbis in support of the proposal. The Preliminary ACHA assessed the proposed rezoning for its potential impact to Aboriginal Cultural Heritage and involved desktop research, an archaeological survey as well as consultation with the Registered Aboriginal Parties.

Findings

In summary, it found no Aboriginal objects within the site and determined that the site has been subject to moderate to high levels of disturbance based on historical rural and agricultural uses. The Preliminary ACHA assessed the site as ultimately having low Aboriginal cultural heritage significance for its social, cultural and scientific value.

Recommendations & Conclusion

Ultimately the Preliminary ACHA has been prepared on the basis that no works are currently proposed, noting that at this stage, the site is therefore considered suitable for the residential and mixed-use rezoning. However, this is subject to the adoption of the relevant recommendations outlined below:

- Recommendation 1 – Submission of Report: The PACHA should be submitted with the Planning Proposal for the site.
- Recommendation 2 – Re-zoning: The identified or potential Aboriginal cultural heritage should not be considered a barrier to a re-zoning of the subject area
- Recommendation 3 – Update ACHA: If the event of physical works, the ACHA should be updated to consider the impacts of those works and to propose appropriate harm avoidance and minimisation measures
- Recommendation 4 – Further Archaeological Investigation: Prior to commencement of any physical works, an archaeological test excavation should be undertaken to investigate whether any subsurface aboriginal archaeological remains exist
- Recommendation 5 – Archaeological Technical Report: An Archaeological Technical Report (ATR) should be prepared following completion of the archaeological test excavation
- Recommendation 6 – update ACHA following completion of test excavation: The ACHA will be updated to reflect completion of test excavations
- Recommendation 7 – Additional Stage 4 consultation period: Following the updating of the ACHAR and ATR the reports will need to be issued to the RAPS for an additional 28-day consultation period

As mentioned above, the site has low Aboriginal cultural heritage value and therefore this should not be considered a barrier to the proposal. No adverse impacts to Aboriginal Heritage are anticipated subject to the implementation of the above recommendations, and that further investigation, reporting and consultation is conducted with future development on the site.

Built Heritage

The site is not identified and does not contain any listed items of heritage significance, nor is it located within or adjacent to a heritage conservation area. However, there is a heritage listed item further to the south of the site, and immediately to the south of the 'Residential Core Precinct' (subject to a separate Planning Proposal) known as 'Leppington Public School', which is both state heritage listed - Buildings B00H – B00M – State Heritage Inventory No. 5065988 and NSW Department of Education s170 Heritage and Conservation

Register. It is also locally listed The school is also listed as a Heritage Item (item no. 9) under the Parkland City SEPP.

On this basis a Heritage Impact Statement (HIS) (**Appendix L**) has been prepared by Urbis to assess the potential impacts of the proposal on the heritage significance of Leppington Public School, and to consider any other heritage impacts.

Findings

Some of the key assessment findings include the following:

- No changes are proposed to heritage listing of Leppington Public School in and in any environmental planning instrument.
- No physical works are proposed as part of this Planning Proposal, therefore there is no potential for any physical impacts.
- There are no significant views identified from the subject site to the Leppington Public School.
- Leppington Public School is located within the SWGA and therefore it will inevitably exist amongst a context of planned growth and density. The proposal's proposed increase in height and FSR is consistent with the desired character and strategic direction of the area.
- Leppington Public School would likely be move to a different site in the future and the use of the heritage listed site would be changed.
- The heritage curtilage of the item considers the future development of the Leppington Town Centre. The curtilage has been designed as a physical buffer between the significant buildings to the south and the future development to the north.
- No adverse impacts on views to Leppington Public School are found, stemming from the landscape buffer at the southern boundary of the subject site.

Conclusion & Recommendation

In accordance with the above findings, the proposal will not have any unacceptable impacts to the heritage values of Leppington Public School. The proposed height and FSR controls, and overall planned growth and density are consistent with the vision for the SWGA and Leppington Town Centre, with the existing curtilage considered sufficient to protect and maintain the heritage values of the school.

It is recommended that a Heritage Consultant must be engaged as part of any DA to ensure that the development respects the character and values of the Leppington Public School.

Flooding & Stormwater

Infrastructure Development Consulting were engaged to prepare a Utilities Servicing, Flooding and Stormwater Strategy for the Civic Centre. The report demonstrates how adverse impacts to flooding and how the relevant water quality and quantity measures are achieved.

Findings

IDC found that that site is situated on a regional crest, with no upstream catchup or natural creek system flowing through it. Upon a review of Council's flood mapping and modelling, IDC confirmed that the site is considerably higher than the probable maximum flood extent (PMF) and therefore consideration of flood controls is not warranted.

IDC also found that support future development on the site that temporary water cycle management infrastructure will be required to manage impact on adjacent and downstream properties and that based on DRAINS modelling, that post-development scenario will not exceed the maximum discharge during storm events, and that the site will meet Council's water quantity standards.

IDC's MUSIC modelling also demonstrated that the proposals' WSUD strategy and treatment train, involving green rooves, street tree pits, gross pollutants trap and raingardens, would achieve Council's water quality objective, and will in fact exceed them.

Conclusion and Recommendations

IDC concluded that given that the site is clear from the PMF flood event, and is further consistent with Council's water quality and quantity targets, that there would be no unacceptable stormwater or flooding impacts to the site and other properties.

IDC recommend however that that erosion and sediment controls will need to be considered as part of future development and detailed DAs on the site.

Contamination

A Preliminary Site Investigations (PSI) was prepared by Douglas Partner in support of the proposal. It assesses the potential presence of contamination at the site. It seeks to confirm the sites suitability for development and recommendations for further investigation.

Findings

Desktop investigations and a site walkover reveal the site and surrounds have a history of rural land use and likely market garden activities since at least 1947. The most recent aerial photograph conveys areas of slight to moderate ground disturbance in the southern portions of the site. An additional shed and concrete slab were also identified in the northwestern portion. Based on the site investigation the following potential areas of environmental concern were identified:

- PAEC1 – Potential for contamination of surface soils as the result of potential importation of fill material associated with levelling, stockpiled materials, demolition and construction of buildings and driveways, the on-site dam
- PAEC 2 – Potential for contamination of surface soils as the result of chemical and fuel use and storage associated with numerous uses.
- PAEC 3 – Potential of contamination of surface soils as a result of historical market garden activities and present-day plant nurseries
- PAEC 4 – Potential for contamination from former and current on-site buildings and sheds containing hazardous building materials, such as asbestos.

Recommendations & Conclusion

Despite the above findings the site is ultimately considered suitable for the residential and mixed-use rezoning from a contamination perspective, subject to further assessment in the form of intrusive investigation and remediation through future development on the site.

Geotechnical

Douglas Partners also undertook a geotechnical investigation to determine the geotechnical constraints and characteristics associated with the site. The investigation involved desktop research a site walkover and inspection.

Findings

Some of the main findings of the investigation include that the is located in an area of moderate salinity potential and that the site has an extremely low probability of containing acid sulfate soils. In addition, there is the presence of some uncontrolled fill, buried services and water logging along the southern boundary and in the central area where a drain had been constructed. The site was also found to be characterised by soils aggressive to steel and concrete structures.

Conclusion and Recommendations

The investigation also provided commentary on the likely future construction mitigation methodologies that will need to be implemented as the site is developed in the future. Recommended construction methodologies included but are not limited to slope stability, erosion, site preparation and earthworks.

It concluded that the site is suitable for residential and mixed-use rezoning subject to the implementation of the construction methodologies as part of future development and construction on the site. Since no works or

construction is currently proposed, no unacceptable geotechnical impacts are anticipated as part of the Planning Proposal.

Urban Heat

The proposal also recognises the role urban development plays in causing the urban heat island effect and considers ways to mitigate its impacts on the built environment. Civille were engaged to prepare an Urban Heat Assessment for the proposal, which details the urban heat risks associated with the development and following, proposes a framework, objectives and potential mitigation measures that should be implemented to address urban heat in the future development of the site.

Findings

Some of the key urban heat risks it found in relation to air temperature, hot days, humidity and air movement, include the following:

- Leppington is exposed to both heat and cold, with the warmest months being December to February
- Based on recent data (1991-2020), the area experiences an average of 15 hot (>35 degrees) days per year, including 2.8 days where the temperature peaks over 40 degrees
- The number of hot days is expected to increase as the climate changes over the coming decades.
- Conditions in Summer can range from dry to muggy and occasionally oppressive. As humidity increase, evaporative cooling strategies become less effective

Some of the key trends that will emerge as a result of climate change, and of relevance to the Planning Proposal, include the following:

- The number of hot days is expected to increase, with Leppington to experience 10-20 days annually over the coming decades
- As humidity increases, evaporative cooling strategies become less effective
- AdaptNSW's climate change projections show that heatwaves will be hotter, last for longer and will occur more frequently in the near (2030) and far (2070) future
- Approximately 20% of the new population in Leppington will be sensitive to urban heat. Those include children under 4 and those over the age of 60

Conclusion and Recommendations

Ways to mitigate urban heat include both responses through the public domain and building design:

- Public domain responses include:
 - Materials: Cool paving employs the use of light-coloured paving and permeable paving where appropriate, to reduce heat absorption and re-radiation.
 - Canopy cover and green cover: trees in parks and the public domain play a role in urban cooling and should be included wherever possible. Where trees are not feasible, other vegetation can also play a cooling role.
 - Water: irrigated landscapes, passive irrigation. WSUD, water play elements and water features can all play a cooling role. A site-wide target for runoff reduction, passively irrigated areas and creation of water bodies would formalise the objective to retain water in the landscape.

Shade structures can also play a cooling role and are effective when combined with other strategies such as cool pavements and landscaped areas
- Building design responses include:
 - Cool roofs: cool roofs are a simple measure that should be applied wherever possible. Adopt a minimum SRI/maximum SA value for roofs and consider light coloured roofing.
 - Cool facades: design building facades to minimise the amount of heat reflected into public domain areas.
 - Thermal performance: design all buildings to meet high standards of energy efficiency and passive thermal design.

It was concluded that if future development incorporates the above mitigation measures that the urban heat island affect would be sufficiently mitigated. Therefore the proposal is not anticipated to have unacceptable impacts to urban heat generation.

Q10. Has the planning proposal adequately addressed and social and economic effects?

Social Impacts

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. The proposal will deliver a series of green open spaces as part of the public domain. In summary this includes:

- 0.67ha of public accessible open spaces across the site (21% of NDA) which exceeds the proportion based benchmark (15% of NDA)
- Two large consolidated open spaces which form a central spine through the site
- A pocket park in the southern eastern section and Communal open spaces for residents
- Three public linear parks which are intended to incorporate active transport links and will provide important connections to the town centre

The incoming population will also generate demand for other forms of social infrastructure, in particular health and education. The assessment notes that the site is in proximity to a number of existing social infrastructure assets within a 2km radius of the site, for example, Leppington Public School and Leppington Progress Hall (a community facility).

The site is considered to be in a highly suitable location for further community, early education and care facilities, given its strategic location within a town centre, and proximity to the Leppington train station, future homes and jobs. Given the intended Civic role of the precinct, similar and other related uses are envisaged to be accommodated along the ground floor plane of the site.

Other notable positive social impacts include the following:

- The provision of new housing near existing public and social infrastructure
- The insertion of new housing supply into the SWGA market, which will deliver housing choice and improve housing affordability.
- The provision of open space and emphasis on active transport, which will contribute to the health and social well-being of future residents.

The Civic Centre is anticipated to have a positive social impact on the precinct and the surroundings, as the incoming population will benefit from proximity to existing infrastructure. It will provide a surplus amount of open space and be able to accommodate new amenities and services commensurate to demand along the ground floor plane.

Economic Impacts

The Planning Proposal has also considered the economic impacts of the proposal. An Economic Impact Assessment was subsequently prepared by Macroplan for the proposal. It 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 dependant on the degree to which high density residential land uses are developed to address demand in Leppington.

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.

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 90,000m² by 2036, with the proposal able to accommodate 26,153m² 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.

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.

Summary

Overall, based on the assessment of the social and economic impacts that the proposal may generate, there are no adverse effects anticipation. Instead, the development of the site is expected to have positive social and economic impacts to the site's incoming population and the surrounding area.

6.3.4. Section D – Infrastructure (Local, State and Commonwealth)

Q11. Is there adequate public infrastructure for the planning proposal?

This planning proposal seeks to deliver and will leverage off important infrastructure and amenities to support the site and Leppington Town Centre

- As set out in the Strategic Transport Assessment, the proposal will be supported by transport infrastructure. This includes a robust active transport network, public transport such as Leppington Train Station and bus services, and road infrastructure, such as Rickard and Bringelly Road which have been and will be subject to further upgrades. Preliminary traffic investigations reveals that the road network will also have sufficient capacity to accommodate the proposed growth for the site.
- As outlined in the Infrastructure Servicing Strategy, sufficient utilities services, including potable water, sewer, electricity, can be provided to accommodate the proposed development.
- As outlined in the Social Infrastructure Assessment, the Planning Proposal will provide a series of green, open spaces ranging from parks, playgrounds, gardens and semi-private open spaces to encourage structured and un-structured recreation across the site. This is complemented by an accessible active transport network that will encourage walkability.
- The Social Infrastructure Assessment also notes, that in addition, the site is surrounded by a number of existing social infrastructure assets, and also has the potential to accommodate community facilities and amenities, health and education services, along its ground floor plane.

6.3.5. Section E – State and Commonwealth Interests

Q12. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

This will be determined following the undertaking of consultation with the relevant State and Commonwealth public authorities as identified in a Gateway determination. A response to any views and/or issues raised will be prepared as part of a response to the Gateway determination.

The following agencies are expected to be consulted as part of the Gateway process:

- Transport for NSW
- Office of Environment and Heritage
- NSW Department of Primary Industries – Office of Water
- Sydney Water Corporation
- NSW Fire and Rescue
- NSW Rural Fire Service
- State Emergency Service
- Environmental Protection Agency

The Gateway Determination will advise the public authorities to be consulted as part of the Planning Proposal process. Any issues raised will be incorporated into this Planning Proposal following consultation in the public exhibition period.

Aland engaged with Camden Council in a series of initial design meetings and a pre-lodgement meeting and received agency advice from several state and local authorities in response to a Planning Overview Report package lodged to Camden Council, TfNSW and Schools Infrastructure. Refer **Section 3**.

6.4. PART 4 – MAPS

As detailed in **Section 7.2.1**, the following maps within the Parkland City SEPP proposed to be amended:

- Land Zoning Map; SEPP_WPC_SWGC_LZN_008;
- Floor Space Ratio: SEPP_WPC_SWGC_FSR_008; and
- Height of Building: SEPP_WPC_SWGC_HOB_008.

The proposed maps are consistent with the intended outcomes for the Planning Proposal.

6.5. PART 5 – COMMUNITY CONSULTATION

There have been preliminary meetings held with Camden Council, TfNSW and Schools Infrastructure to introduce the project and its scope. The strategic planning context and the strategic alignment with the plans for growth within the Leppington Town Centre was discussed, as well as the possible planning pathway. Throughout the preparation of this Planning Proposal and the key supporting technical investigations, an ongoing dialogue has been maintained with Council.

Division 3.4 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the Planning Proposal will be publicly exhibited for at least 28 days in accordance with the requirements of the DPE guidelines 'A Guide to Preparing Local Environmental Plans' (August 2023).

It is anticipated that the public exhibition would be notified by way of:

- A public notice in the local newspaper(s).
- A notice on the Council website.
- Written correspondence to adjoining and surrounding landowners.

The gateway determination and Planning Proposal would be publicly exhibited at Council's offices and any other locations considered appropriate to provide interested parties with the opportunity to view the submitted documentation.

6.6. PROJECT TIMELINE

The following **Table 18** sets out the anticipated project timeline in accordance with the DPE guidelines. The key milestones and overall timeframe will be subject to further detailed discussions with Council and the DPE.

Table 17 Anticipated Project Timeline

Process	Indicative Timeframe
Planning Proposal submitted to Camden Council	September 2023
Council endorsement of the Planning Proposal	December 2023 (3 months)
Camden Council refer Planning Proposal to DPE	February 2024
Gateway Determination	March 2024
Update Planning Proposal (technical studies)	May 2024 – June 2024

Process	Indicative Timeframe
Public Exhibition and Consultation	July 2024
<i>Public Hearing (if required)</i>	August 2024
Post Exhibition Review (consideration of submission)	September 2024
Submission to DPE to finalise the SEPP amendment	November – December 2024
Gazettal of LEP Amendment and SEPP	January 2025
Total	15 Months

7. CONCLUSION

This Planning Proposal seeks Council support to rezone land for greater housing supply and supporting retail uses in accordance with the Civic Centre Master Plan. The Civic Centre Master Plan (**Appendix B**) has been developed to support the Planning Proposal and is informed by a series of detailed technical investigations and an iterative design process in collaboration with the technical consultant group assembled by Aland, which established the vision and design principles that underpin the Master Plan.

The vision for the site is to create a Civic Centre that leverages its natural and built assets to support the transformation of Leppington. The site will unlock the land adjacent to Leppington Train Station and provide high quality housing in a key location serviced by public and active transport. The vision for the site is consistent with the SWGA Structure Plan 2022, as it creates a new green and networked community with improved access to housing, commercial and retail offerings, active and public transport that will leverage off its strategic proximity to the WSI and Aerotropolis.

The submission of this Planning Proposal aims to recognise the difficulty that Leppington Town Centre has experienced in facilitating development following its initial rezoning in 2013. As a result, there was no lead developer to kickstart development in the precinct, resulting in a decade of inactivity and missed opportunities. Therefore, this Planning Proposal now presents a unique opportunity to lock in a lead and catalyst developer for the town centre, as a new vision is established and precinct planning begins again. Aland is a local developer, with a strong track record of delivering market leading developments across NSW, and for this Planning Proposal has been able to assemble a team of renowned and industry recognised consultants, all with the shared aim of kickstarting the development of Leppington Town Centre, in line with the NSW Government's and Council's vision, and which was envisioned a decade ago.

As signified by the precinct's name, the Civic Centre will provide new housing stock while also servicing a civic role for the broader Leppington Town Centre. It will provide 1,554 apartments and up to 1,200 jobs (through the provision of 12,785m² of commercial GFA and 13,367m² of retail GFA).

The Planning Proposal seeks to achieve this vision by amending the planning controls that apply to the site under the Parkland City SEPP as follows:

- 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 5-5.99:1 for the entire site.
- Introducing a local provision to mandate a minimum provision of public and private open space.

In parallel the Incorporation of a draft schedule, referred to as the Civic Centre Site-Specific Development Control Plan (DCP) which will sit under the Camden Council Leppington Town Centre Development Control Plan.

The Planning Proposal request has been prepared in accordance with DPE guidelines and is considered appropriate as it has significant strategic and site-specific merit as set out in the Planning Proposal report. Accordingly, it is **recommended** the Planning Proposal is endorsed by Council to enable a gateway determination by the DPE.

8. DISCLAIMER

This report is dated 15 September 2023 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Aland (**Instructing Party**) for the purpose of Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

ARCHITECTURAL DESIGN REPORT

APPENDIX B

PROPOSED SEPP MAPS

APPENDIX C

PLACE BOOK REPORT

APPENDIX D

DRAFT CIVIC CENTRE SITE-SPECIFIC DCP

APPENDIX E

LANDSCAPE MASTER PLAN

APPENDIX F

SOCIAL INFRASTRUCTURE ASSESSMENT

APPENDIX G

ECONOMIC IMPACT AND RETAIL REPORT

APPENDIX H

PRELIMINARY GEOTECHNICAL & SALINITY INVESTIGATOIN

APPENDIX I

PRELIMINARY SITE INVESTIGATION

APPENDIX J

PRELIMINARY ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT

APPENDIX K

HISTORICAL HERITAGE STUDY

APPENDIX L

WATERCYCLE MANAGEMENT REPORT

APPENDIX M

BIODIVERSITY ASSESSMENT

APPENDIX N

INFRASTRUCTURE SERVICING STRATEGY

APPENDIX O

STRATEGIC TRANSPORT ASSESSMENT

APPENDIX P

URBAN HEAT REPORT

APPENDIX Q

INFRASTRUCTURE DELIVERY PLAN

