

East Leppington

**Liverpool Part -Precinct  
Planning Report  
Exhibition of Revised Plan**

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# Glossary

ABS	Australian Bureau of Statistics
AHIP	Aboriginal Heritage Impact Permit
ARI	Average Recurrence Interval
BASIX	Building and Sustainability Index
CBD	Central Business District
COPC	Contaminants of Potential Concern
DA	Development Application
DCP	Development Control Plan
DEC	Department of Education and Communities
DECCW	Department of Environment, Climate Change and Water
EPA	Environmental Protection Authority
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	Environment Protection and Biodiversity Conservation Act
IDP	Infrastructure Delivery Plan
IPART	Independent Pricing and Regulatory Tribunal
ILP	Indicative Layout Plan
LEP	Local Environmental Plan
LGA	Local Government Area
NES	National Environmental Significance
NOW	NSW Office of Water
NPW Act	National Parks and Wildlife Act
OEH	Office of Environment and Heritage
PAD	Potential Archaeological Deposit
PCG	Project Control Group
PMF	Probable Maximum Flood
PWG	Project Working Group
RF Act	Rural Fires Act
RMS	Roads and Maritime Services (formerly RTA)
SEPP	State Environmental Planning Policy
SIC	Special Infrastructure Contribution
SREP	Sydney Regional Environmental Plan
SWRL	South West Rail Link
The Department	NSW Department of Planning and Infrastructure
TSC Act	Threatened Species Conservation Act
WM Act	Water Management Act
WSUD	Water Sensitive Urban Design

# Executive Summary

The East Leppington Precinct is located in the South West Growth Centre and covers an area of 463 hectares. The Precinct is located within the Camden, Campbelltown and Liverpool Local Government Areas (LGAs). It is also located approximately 40 kilometres south-west of the Sydney CBD with the majority of the Precinct (approximately 73 percent) under the control of a single landowner, Stockland Pty Ltd.

The portion of the precinct contained within the Liverpool LGA is located in the northern tip of the precinct and covers an area of 106 hectares. The revision of the planning relating to this part of the precinct is the subject of this report and follows the rezoning of the Camden/Campbelltown part of the precinct on 15 March 2013.

The Precinct Planning Report dated July 2012 that underpinned the initial East Leppington Precinct exhibition is available for reference and provides the context within which the precinct planning for the whole of East Leppington was undertaken. Consequently, this report addresses matters arising from submissions made in response to the initial exhibition and the subsequent changes made to the draft precinct plan for the land in the Liverpool Local Government Area (LGA). The proposed changes are considered significant enough to warrant re-exhibition of the plan for the Liverpool part of the precinct so as give the community and landowners a further opportunity for comment.

Details relating to the precinct planning process as undertaken for the whole precinct are set out in the aforementioned July 2012 Precinct Planning Report. They are therefore not re-stated in this report except where they are directly relevant to the post-exhibition changes made to the Liverpool Part Precinct plan.

## **Precinct Planning Process**

In preparing the revised plan for the Liverpool Part Precinct, the Department has consulted and worked closely with Liverpool Council, State agencies, consultants and relevant stakeholders. The Project Working Group (PWG) for the revision of the plan has consisted of the Department and Liverpool Council. The Project Control Group (PCG) comprising of representatives from the Department and the three Councils at a senior level has remained in place consistent with the requirements of the project plan.

The reports covering Water Cycle Management, Traffic and Transport, Social Infrastructure and Open Space, Biodiversity and Retail and Employment Studies have been updated and have informed the revised precinct plan for the Liverpool land.

## **Draft Indicative Layout Plan East Leppington – Liverpool Part Precinct**

The draft ILP for the Liverpool Part Precinct provides for a minimum of 1129 dwellings, and a population of 3485 people. A range of housing types at varying densities across the Precinct are provided for, majority being low density single dwellings on lots averaging 550 square metres, typical of urban growth areas in other parts of Sydney. Certain land fronting the Sydney Catchment Authority's (SCA) Upper Canal is identified as a transition area to the adjoining Denham Court Suburb with large lot residential development or environmental living proposed on minimum 2000 metres square lots.



Under the plan, medium density development will be concentrated around the new proposed Neighbourhood Centre and in close proximity to the open space areas. Residential development will also be supported by associated planned road, drainage and open space infrastructure.

The State Heritage listing of the Sydney Catchment Authority's Upper Canal in this locality will be recognised in the plan for the Part Precinct and reflected on the associated heritage protection map.

Table 1A below provides a summary of the key components of the draft ILP for the Liverpool Part Precinct and identifies proposed changes in the revised ILP and the justification for these changes.

**Table 1A Key Draft Liverpool Part Precinct ILP features, proposed changes and justification**

ILP Feature	Description
Residential areas	<p>The draft ILP has been reviewed and revised to provide for the following matters:</p> <ul style="list-style-type: none"> <li>▪ <b>1129 dwellings and 3485 people.</b> This represents <i>an increase in yield of 188 dwellings and is supportive of the Government's housing objectives. The increase in yield is the result of a more efficient layout prepared for the developable land.</i></li> <li>▪ <b>A mix of housing types ranging from townhouses and terrace style houses to single dwellings on both large and small blocks.</b> This reflects <i>a change from standard residential lots under the previous ILP to a mix of lots to both encourage housing diversity consistent with Government objectives, and facilitate greater affordability of housing.</i></li> <li>▪ <b>Minimum residential densities to encourage efficient use of land and infrastructure including development of land for medium density housing and small lot housing development.</b> This represents <i>a change from standard residential densities across majority of the Part Precinct, of 15 dwellings per hectare, to a range including 25 dwellings per hectare for medium density housing across 23% of the residential land in the Part Precinct. This change also allows for more efficient use of proposed infrastructure and greater opportunities for delivery of housing within the precinct consistent with Government objectives for housing delivery.</i></li> <li>▪ <b>A medium density residential area concentrated around the proposed Neighbourhood Centre, the north of the Part Precinct and the proposed open space areas close to the centre.</b> This will <i>encourage local services and recreation facilities close to a significant proportion of the community. Location of housing in the north will also encourage access to the future Leppington Major Centre and new railway station and maximise the benefits of significant Government investment in State Infrastructure in the vicinity.</i></li> <li>▪ <b>Very low density residential areas allowing houses on large lots.</b> This reflects <i>a sympathetic response to existing constraints including topography and infrastructure easements in close proximity to the areas identified for very low density housing.</i></li> <li>▪ <b>Very low density environmental living areas acting as a transition to Denham Court Suburb to the east.</b> This reflects <i>a sensitive response and acknowledgement of the adjoining rural residential properties to the east as well</i></li> </ul>

	<p>as existing constraints and provides opportunities for an appropriate housing form to evolve in the proposed transition area.</p>
Activity Centres	<ul style="list-style-type: none"> <li>▪ <b>Inclusion of a Neighbourhood Centre located near the Camden Valley Way intersection with Cowpasture Road with the capacity for a maximum retail gross floor area of 2500 square metres.</b> <i>This change confirms the need for a neighbourhood centre in the Part Precinct to provide local services while also reducing potential external car trips for day-to-day needs. This will also enhance sustainability objectives and provide a small number of local employment opportunities consistent with the scale and demand identified for the Part Precinct.</i></li> <li>▪ <b>Integration of an approved highway service centre use with the new proposed Neighbourhood Centre.</b> <i>This supports clustering of local services and retail uses and will encourage viability as part of the “Neighbourhood Centres” tier of service provision within the South West Growth Centre.</i></li> </ul>
Road network	<ul style="list-style-type: none"> <li>▪ <b>Upgrades to Camden Valley Way proposed by the Roads and Maritime Services (RMS) with completion due by 2016.</b> <i>This is consistent with Government infrastructure investment to support new housing and employment in the South West Growth Centre.</i></li> <li>▪ <b>Proposed Denham Court Road widening to four lanes by 2026 between the gas easement and the precinct boundary to the east.</b> <i>This reflects a change from the previous ILP on the basis of identified traffic volumes and the function of the road within the South West Growth Centre.</i></li> <li>▪ <b>Alternative access points into the Part Precinct along Denham Court Road.</b> <i>This reflects consistency with the proposed design for alignment with Ingleburn Road that is underway as part of the Camden Valley Way works. The revised ILP facilitates the alignment of access points in the Part Precinct with those on the Campbelltown side, thereby providing cohesion and ultimate access in a north-south direction within East Leppington Precinct.</i></li> <li>▪ <b>Access points along Camden Valley Way that are consistent with signalised intersections proposed by RMS.</b> <i>These access points have been negotiated with the RMS to ensure traffic into and out of the precinct can be managed as part of the RMS’ traffic management system. This will enable direct connection to the wider road network within the Growth Centre and beyond by future residents.</i></li> <li>▪ <b>The local road network being generally in the form of a grid network and responding to the existing constraints and topography.</b> <i>This reflects a change in the layout which has been revised to deliver a more efficient road network and thereby maximise developable land within the Part Precinct. The local road network has also been revised to facilitate development of a wider range of housing types including medium density housing.</i> <i>Both these outcomes are likely to lower the local infrastructure costs and contribute to supporting the Government’s housing affordability objectives.</i></li> <li>▪ <b>The existing vehicular crossings over the Upper Canal on Denham Court Road to remain in place and</b></li> <li>▪ <b>Two vehicular crossings proposed over Bonds Creek (excluding the existing crossing on Denham Court Road)</b> <i>This reflects a change in location of the crossings to facilitate a more efficient movement of traffic in the north eastern and south eastern parts of the Precinct and to facilitate a more</i></li> </ul>

	<p><i>efficient layout enabling a greater yield of housing lots. This is supportive of the Government's housing objectives.</i></p>
Open space network and social infrastructure	<ul style="list-style-type: none"> <li>▪ <b>2 hectares of land for local parks and 3.8 hectares of land for passive open space adjacent to the riparian corridor.</b> <i>This change rationalises previously identified open space on the basis of validation, refinement of the lot layout and review of open space contiguous with the creek corridor. The intent is to encourage dual use of the land for open space and riparian corridor purposes based on the Government's Riparian Corridor Policy.</i></li> </ul> <p><i>The reduction in open space results in an overall rate of provision across the precinct of 1.79 hectares/1000 people compared with the recommended 2.83 hectares/1000 people rate.</i></p> <p><i>Liverpool Council will forego additional open space on the basis the proposed hectares are sufficient for the Part Precinct when considered within the context of the LGA-wide provision of open space and recreation facilities.</i></p> <p><i>Council considers that sufficient spare capacity exists for active open space within the LGA and that high land acquisition and maintenance costs justify conglomeration of facilities wherever possible.</i></p>
Pedestrian and cycleway network	<ul style="list-style-type: none"> <li>▪ <b>Pedestrian paths and cycle ways within the open space network located contiguous to the riparian corridors</b></li> <li>▪ <b>Two pedestrian bridges over Bonds Creek providing additional access in the Part Precinct and</b></li> <li>▪ <b>On road cycle lanes and off-road pedestrian/shared paths on all roads.</b> <i>This will encourage active recreation and support a healthy and active lifestyle identified as critical in the populations within the South West Growth Centre.</i></li> <li>▪ <b>A share way along part of the Upper Canal.</b> <i>This will facilitate both pedestrian access and passive surveillance of significant State water infrastructure and supply.</i></li> </ul>
Public transport	<p><b>A road network that provides opportunities for bus routes within walking distance of the majority of homes.</b> <i>This supports patronage of public transport and use of the future South West Rail link and encourages sustainability through reduced vehicular trips. It also supports access to the future Leppington Major Centre and other regional destinations using public transport as a viable travel mode.</i></p>
Protection of the environment	<ul style="list-style-type: none"> <li>▪ <b>The creek corridor in the north of the Precinct to be reconstructed to emulate a former naturalised creek system.</b> <i>This will support the proposed drainage infrastructure while also protecting existing native vegetation contiguous to the corridor.</i></li> <li>▪ <b>The full extent of riparian corridors to be incorporated into drainage and open space reserves where possible and for these to be publicly owned.</b> <i>This is critical for conveyance of storm water and supports a more efficient use of land for drainage infrastructure.</i></li> <li>▪ <b>Non-Certified Existing Native Vegetation being retained and protected to meet the requirements of the Biodiversity Certification.</b> <i>The required 1.83 hectares of existing native vegetation will be protected in the Part Precinct enabling East Leppington Precinct to meet its target under the certification order.</i></li> </ul>

- **The protection and retention of the State-heritage listed Upper Nepean Scheme (Upper Canal).** *This is supported by inclusion of development controls and urban design provisions such as share ways to provide for passive surveillance and protection of the significant State water infrastructure.*

### Development Control Plans

The draft Schedule to the Liverpool Growth Centres Development Control Plan (DCP) which will apply to the land within the Part Precinct has been revised and updated to reflect the outcomes of discussions with Liverpool Council. The Schedule includes site specific controls that would need to be satisfied when carrying out development on land within the Part Precinct.

### Infrastructure Delivery

The Infrastructure Delivery Plan has also been updated and outlines the local and regional level infrastructure required to meet the needs of the future population. These include electricity, water, sewer, trunk drainage, roads, and open space. The IDP also discusses delivery mechanisms for the infrastructure and the likely timing and staging of development, as it relates to essential infrastructure provision.

Ultimately, servicing the Part Precinct will require significant investment by Government in water, sewer, electricity and road infrastructure. The Department has worked with infrastructure providers to ensure that the delivery of essential infrastructure will match demand from development. Major road upgrades are planned along Camden Valley Way, and drinking water and sewer infrastructure will be provided in accordance with Sydney Water's long term servicing strategy.

An Interim Servicing Strategy has been identified based on the augmentation of existing infrastructure prior to needing to commit to the full suite of infrastructure. This strategy has been refined in further detail with the relevant service providers and will be further reviewed following the re-exhibition of the Liverpool Part Precinct. Interim services would be funded and delivered by Government agencies and private developers.

### Proposed SEPP Amendment

A plain English explanation of the proposed amendment to the Liverpool Growth Centres Precinct Plan has been prepared along with draft SEPP Maps for the land within the Liverpool part of East Leppington Precinct. The proposed amendment will include statutory development control provisions for the land. These provisions will come into force after the proposed amendment is notified on the legislation website.

The proposed SEPP amendment will include specific clauses, land use table and zones as well as other local provisions relevant to the Liverpool Part Precinct. A package of maps will also accompany the proposed amendment to demonstrate how the provisions apply to the land within the Part Precinct such as zoning, minimum residential densities, and height of buildings, heritage items and native vegetation to be protected.

The proposed amendment will rezone the majority of land within the Precinct for urban development by establishing new residential, business, recreational, and infrastructure land use zones.

### Draft Section 94 Contributions Plans

The Department has prepared a draft Section 94 Contribution Plan for Liverpool Council to enable Council to collect contributions from developers towards the costs of essential infrastructure. This includes development contributions relating to costs for local roads, drainage infrastructure and open space. The draft Contributions Plan has been completed and will be exhibited by Liverpool Council.

**Consistency with the Biodiversity Certification Order 2007**

The Precinct Plan and draft ILP will be consistent with the conditions of the Biodiversity Certification Order 2007 and the Commonwealth Strategic Assessment Program 2012 under the *Environmental Protection and Biodiversity Conservation Act 1999* and will include provisions relating to the protection of Existing Native Vegetation (ENV). Approximately 1.83 hectares of ENV will be protected within the Liverpool Part Precinct and contribute to the maintenance of at least 2,000 hectares of ENV across the Growth Centres.

## Summary

In summary, the purpose of this Precinct Planning Report is to:

- Explain the changes that have been made in the draft ILP following consideration of the submissions arising from the initial exhibition in July 2012,
- Summarise how the technical studies including infrastructure planning and coordination have informed the revised precinct plan, and
- Provide details of infrastructure planning and coordination as part of the process.

The East Leppington - Liverpool Part Precinct planning package will be exhibited for four weeks and community information sessions will be held during this period. Submissions will be sought and considered by the Department in the finalisation of the draft planning package the Part Precinct.

**Table 1B** sets out the component parts of the Precinct Planning Report July 2012 and their status as discussed in this report

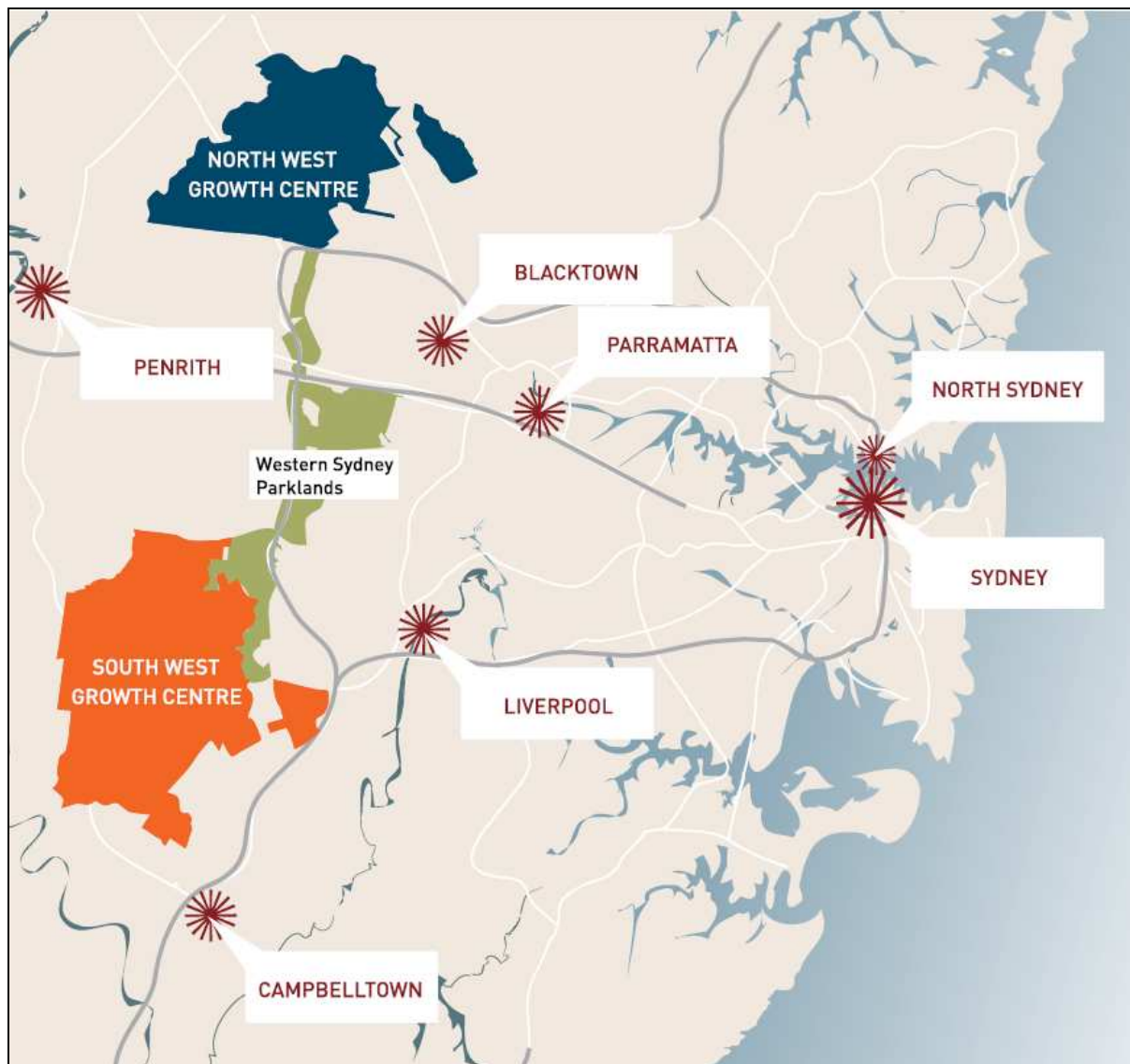
***Table 1B – Summary of Revisions to the July 2012 Planning Report***

	<b><i>July 2012 Precinct Planning Report section</i></b>	<b><i>Status</i></b>
1	Background	unchanged
2	Precinct Planning Process	unchanged
3	Precinct Context	unchanged
4	Strategic and Statutory Frameworks	unchanged
5	Draft Indicative Layout Plan	Revised to address agreed changes
6	Specialist Investigations	updated
7	Infrastructure Delivery Plan	updated
8	Draft Statutory and Development Controls	updated

# 1 Background

## 1.1 Introduction

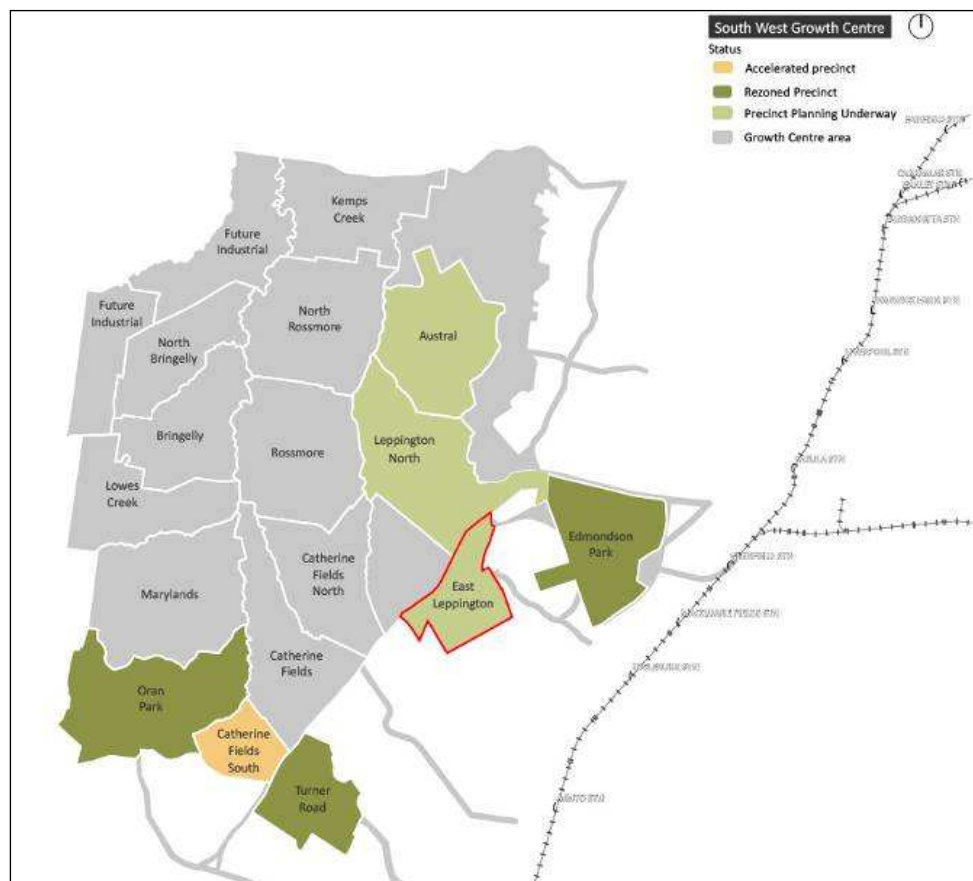
In 2005 the NSW Government produced the *Metropolitan Strategy City of Cities: A Plan for Sydney's Future* (Metropolitan Strategy). A scheduled five year review was undertaken in 2010 resulting in the *Metropolitan Plan for Sydney 2036* and the Discussion Paper: *Sydney Over the Next 20 Years*. A further draft *Metropolitan Strategy 2031* for Sydney has been exhibited and submissions are under consideration. The new draft Metropolitan Strategy provides the strategic context for planning and development in Sydney's Growth Centres which are located as shown in **Figure 1-1**.



**Figure 1-1** Location of North West and South West Growth Centres

The East Leppington Precinct is located within the South West Growth Centre (see **Figure 1-2**). A Structure Plan has been prepared for each Growth Centre to guide planning and development (refer to Section 2.2).

The process of precinct planning for land in a Growth Centre can commence once land is '*released for urban development*' by the Minister for Planning and Infrastructure under Clause 276 of the *Environmental Planning and Assessment Regulation 2000*. East Leppington Precinct was released in November 2011. Parts of East Leppington in the Camden and Campbelltown LGAs were rezoned on 15 March 2013.



**Figure 1-2 South West Growth Centre Precincts**

In the South West Growth Centre, Oran Park, Turner Road, Austral and Leppington North Precincts and the East Leppington (Camden-Campbelltown Part Precinct) have been rezoned. Leppington, East Leppington – Liverpool Part Precinct and Catherine Fields (Part Precinct) are currently undergoing precinct planning. Edmondson Park was rezoned by Council before the introduction of the Growth Centres SEPP.

An initial public exhibition for the East Leppington Precinct was held in July 2012 during which submissions relating to land in the Liverpool part of the precinct were raised. These matters have been reviewed resulting in changes to the proposed land use within this part of the precinct. The proposed changes warrant further community consultation. A draft precinct planning package has therefore been prepared for the re-exhibition of the Liverpool Part Precinct. The package includes:

- A Precinct Planning Report (this report).
- A revised draft Indicative Layout Plan (ILP) representing a master plan for the development of the Liverpool Part Precinct (showing revised road patterns and future land uses).



- An Explanation of Intended Effect, explaining the revised proposed amendment to the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (the Growth Centres SEPP).
- A revised draft East Leppington Precinct schedule to the Liverpool Growth Centres Development Control Plan (DCP).
- Technical studies as updated.
- An updated Infrastructure Delivery Plan.

## 1.2 Purpose of the Report

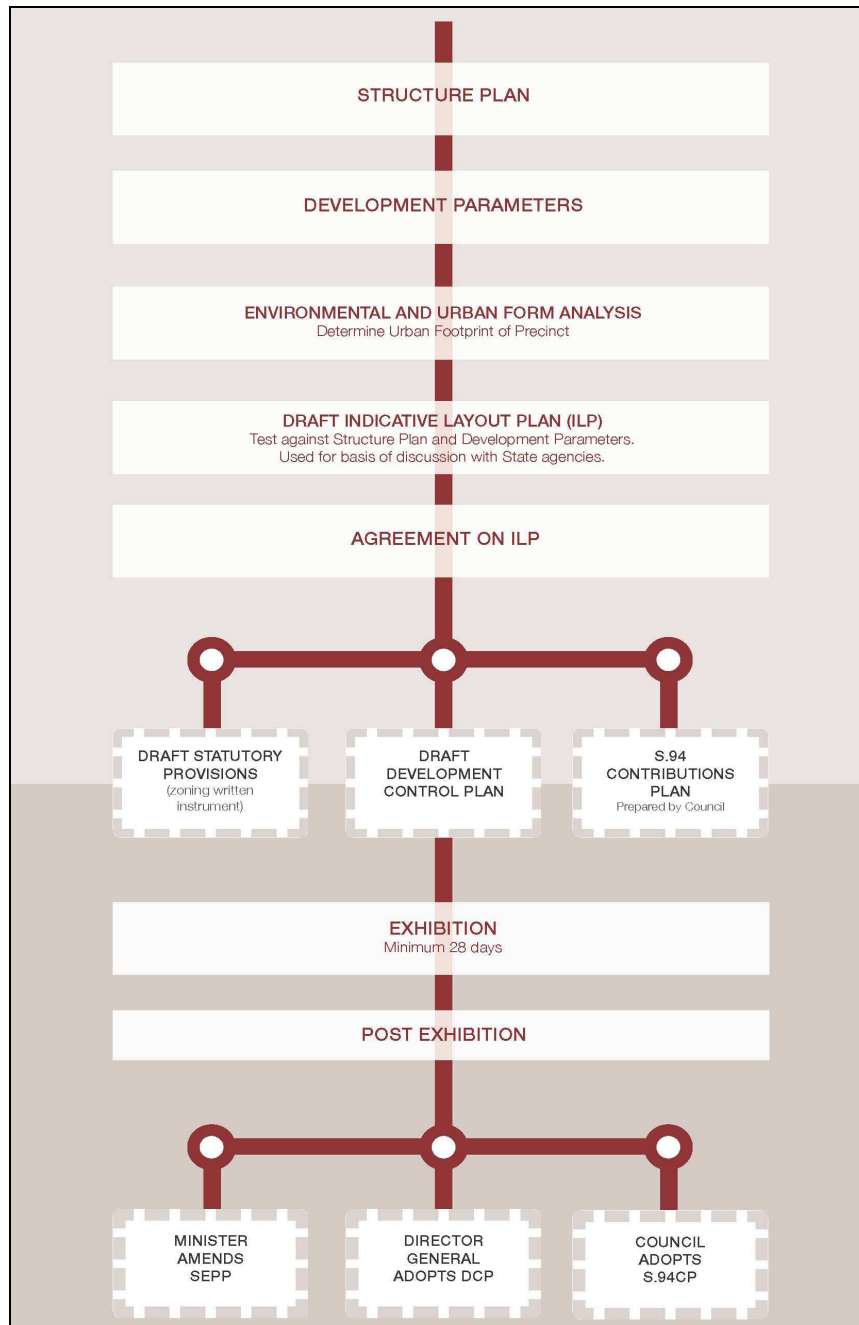
The purpose of this report is to document and explain the preparation of the revised draft precinct planning package for the East Leppington (Liverpool Part) Precinct through:

- Examining the context of the Precinct (which has remained largely unchanged post-exhibition)
- Identifying environmental constraints (which remain largely unchanged post-exhibition apart from the results arising from the validation of the vegetation assessment)
- Exploring development opportunities (revised post-exhibition)
- Responding to the legislative requirements and best practice guidelines of State and Local government (unchanged post-exhibition)
- Addressing feedback received through community and stakeholder consultation and
- Confirming consistency of the draft planning package with relevant planning documents.

## 2 Precinct Planning Process

### 2.1 Overview

The precinct planning process for land within Sydney's Growth Centres is identified in **Figure 2-1**, from the release of the Precinct initiated by the NSW Government, through to rezoning allowing development to commence. A draft plan can be re-exhibited to allow for further comment by the community as has occurred with the Liverpool Part Precinct plan. Further details on the precinct planning process are provided on Section 2.3.



**Figure 2-1** Precinct Planning Process

The Growth Centres Development Code incorporates guidelines for undertaking Precinct Planning in the Growth Centres and sets out the process that will result in rezoning of the land. The process adopted for the East Leppington Precinct including the revision of the Liverpool Part Precinct is

generally consistent with the Development Code. Refer to **Figure 2-1** for the Precinct planning process.

Following the initial exhibition in July 2012, a decision was made to progress the Camden/Campbelltown Part of East Leppington Precinct and to revise the draft plan for the Liverpool part of the precinct for further community consultation. The Camden/Campbelltown precinct plans were published on 15 March 2013.

The explanation of intended effect, draft SEPP maps, draft DCP and associated background documentation supporting this Precinct Planning Report are publicly available as part of the exhibition process and comment is being sought during the re-exhibition period.

The preparation of the draft ILP and associated documentation has been integrated to ensure constraints and opportunities have been identified and appropriately addressed. The revised planning package reflects this approach and the attention given to the management of key environmental issues, including:

- riparian corridors and biodiversity
- land capability and contamination
- management of stormwater and flooding
- bushfire risk
- Aboriginal and European heritage
- traffic and transport
- housing choice and density
- location, size and function of centres
- the relationship to surrounding rural and urban areas
- provision of open space and community facilities.

Following the re-exhibition period, all submissions will be reviewed, and, with assistance from Liverpool Councils and State agencies, the need to amend the Precinct Planning documents prior to finalisation will be considered.

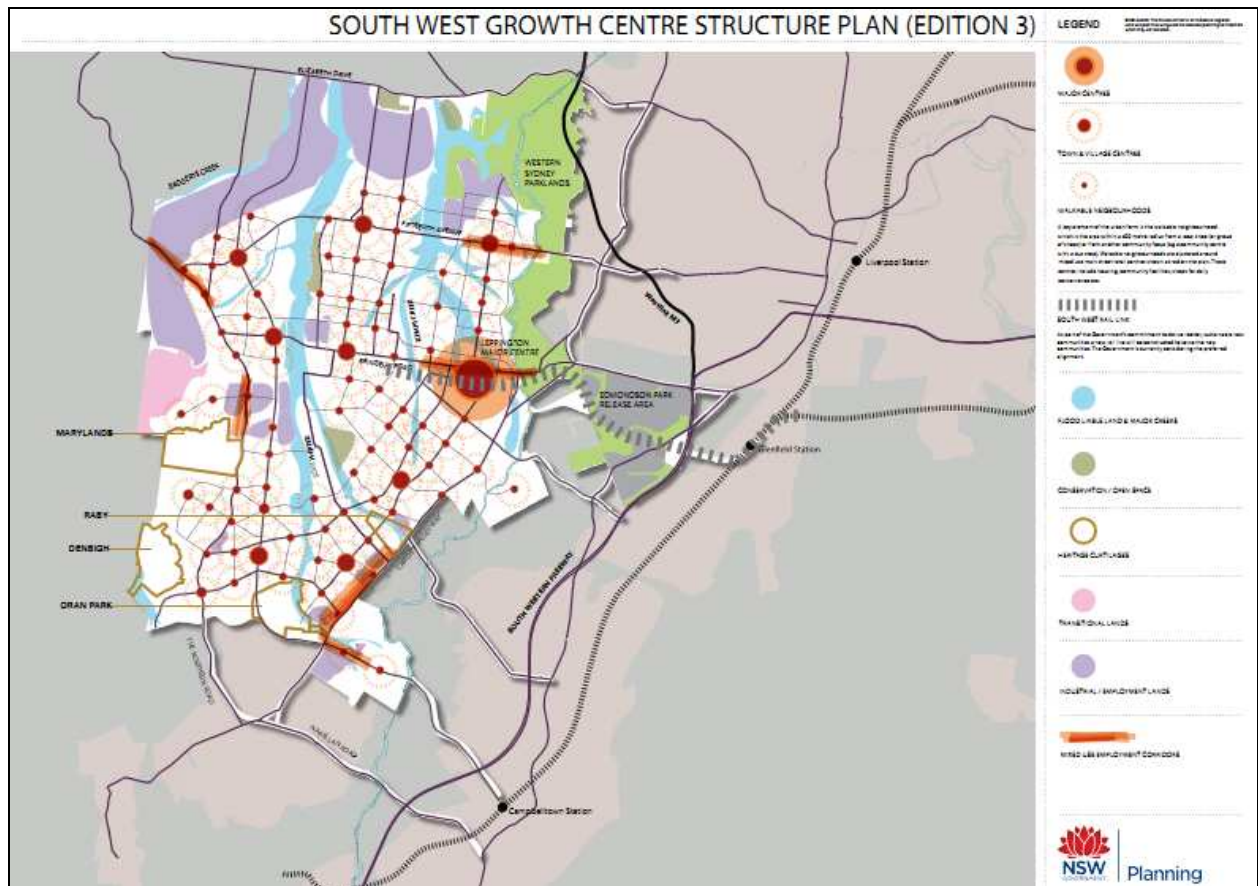
## **2.2 South West Structure Plan**

The South West Structure Plan consists of a map (refer to **Figure 2-2**) and supporting Explanatory Notes. The Structure Plan was prepared by the then Department of Planning in 2005 and (with subsequent amendments) provides an important guide to the detailed planning of the Precinct. Under the Structure Plan and Explanatory Notes, over 110,000 new dwellings are planned to be delivered in the South West Growth Centre over the next 25 to 30 years.

The Structure Plan is the blueprint for all development in the South West Growth Centre. It ensures the planning of the Precinct is integrated with servicing and other infrastructure requirements. It is based on principles and objectives in relation to:

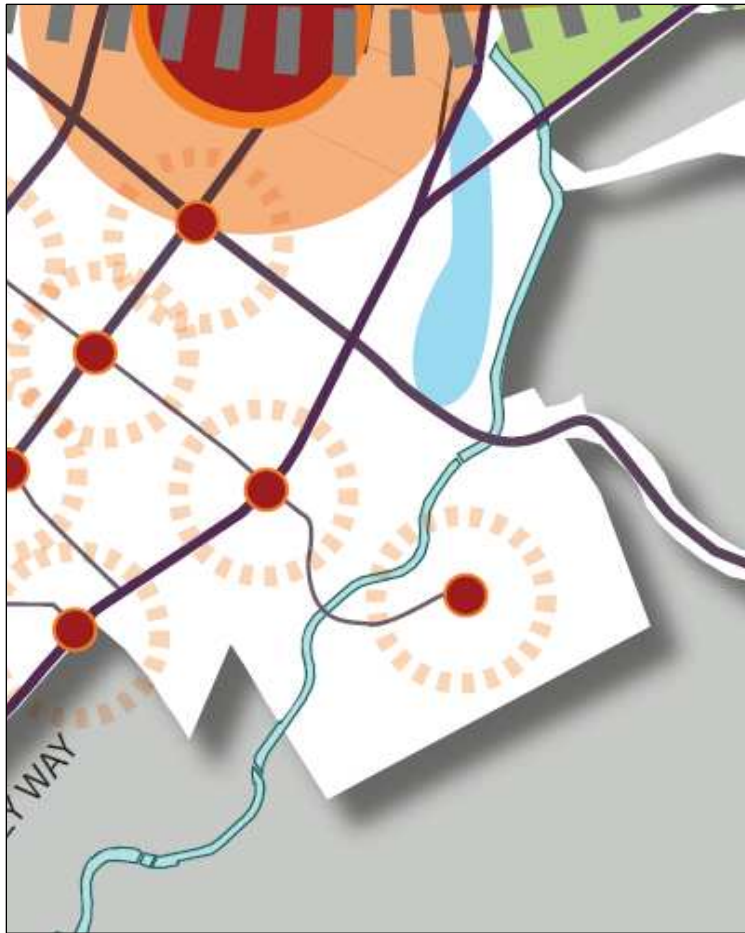
- land use and location
- densities and their distribution

- the hierarchy of centres (walkable neighbourhoods and centres)
- local employment
- community development
- transport network
- the environment.



**Figure 2-2 South West Growth Centre Structure Plan (Edition 3)**

The Structure Plan sets indicative development parameters for the East Leppington Precinct as shown at **Figure 2-3** and summarised in **Table 2-1**. As these were developed at a broad strategic scale, they provide targets and flag issues that are addressed in much finer detail through the precinct planning process for the East Leppington Precinct.



**Figure 2-3 Structure Plan – East Leppington Precinct**

**Table 2-1 South West Structure Plan details for the East Leppington Precinct**

Structure Plan	East Leppington Precinct
Target Dwelling Yield	<ul style="list-style-type: none"> <li>3,000 dwellings</li> </ul>
Target Population	<ul style="list-style-type: none"> <li>8,000 people</li> </ul>
Flooding	<ul style="list-style-type: none"> <li>Bonds Creek and associated tributaries traverse the East Leppington Precinct</li> <li>Unnamed tributary in the south west corner</li> <li>The Upper Water Supply Canal traverses the Precinct, however is not prone to flooding</li> <li>Flooding has been identified on land north of Denham Court Road</li> </ul>
Rail	<ul style="list-style-type: none"> <li>New station to be constructed at Leppington Major Centre (not within the East Leppington Precinct)</li> </ul>
Roads	<ul style="list-style-type: none"> <li>Upgrade and widening of Camden Valley Way</li> </ul>
Retail	<ul style="list-style-type: none"> <li>Two to three neighbourhood centres located within the East Leppington Precinct</li> </ul>
Public Open Space	<ul style="list-style-type: none"> <li>2.83 hectares per 1,000 people</li> </ul>

## **2.3 Governance Structure**

The Minister for Planning and Infrastructure has the responsibility for recommending (or not) to the Governor the Publication (formerly gazettal) of a proposed amendment to the Growth Centres SEPP. This will apply in relation to the proposed amendment to the Liverpool Growth Centres Precinct Plan.

The Director-General of Planning and Infrastructure has the authority to adopt any proposed DCP, and subject to the provision of the EP&A Act, Liverpool Council is the consent authority for future development in the part precinct and has responsibility for the implementation of the Liverpool Growth Centres Precinct DCP 2013 including the East Leppington Schedule.

A Project Working Group (PWG) consisting of the Department and Liverpool Council has guided the revision of the Liverpool Precinct Plan. The Project Control Group (PCG) comprising representatives from the Department, and the three councils at a senior level has remained in place consistent with the requirements of the project plan. The changes made to the revised Liverpool Part Precinct Plan on the basis of the outcomes of the technical studies and associated documentation have been discussed with the PCG and endorsed for re-exhibition.

There was no Precinct Boundary Review required for the East Leppington Precinct.

## **2.4 Stakeholder and community involvement**

Stakeholder and community input are critical to the preparation of the East Leppington Precinct Plan. During the preparation of the ILP, the Department has been in contact with the community and state government agencies to inform of the process of Precinct Planning as well as to provide an opportunity for stakeholder to raise questions and issues with the Department. Key aspects of the communication and consultation that has taken place with the community and other key stake holders is summarised below:

### **2.4.1 Community involvement**

There are 44 separate land parcels and 39 different landowners within the Liverpool part precinct. A number of the properties are tenanted. Landowners and tenants have interests in the planning process as the outcomes of the Precinct Planning will directly influence decisions about the future of their land, homes and businesses. The focus of consultation with landowners has been to provide information about the precinct planning process and to engage and inform landowners during precinct planning, exhibition and rezoning. Consultation with landowners and the broader community has been conducted through:

- DP&I (Growth Centres) website updates
- Community Information Sessions
- Landowner newsletter
- Landowner survey
- Landowner access requests
- Growth Centres Community Information telephone and email service
- Public exhibition material
- Individual meetings as requested.

### **Website**

The DP&I and Growth Centres website have been regularly updated as part of the precinct planning process.

### **Community Information Sessions**

In terms of the revised plan, a Community Information Session was held at the Hoxton Park Anglican Church Hall on 18 December 2012. Approximately 30 landowner and community members plus Council representatives attended the session in December. The objective of the session was to update the community about the proposed revisions to the draft plan for the Liverpool part precinct.

### **Landowner Correspondence**

Since the release of the East Leppington Precinct three letters have been sent to landowners. The first letter was distributed in November 2011 to advise landowners of the results of the release of the Precinct, invite landowners to attend a series of information sessions and to request permission to access properties for the purpose of the technical studies. The second letter, sent in January 2012, provided an invitation to the Community Workshop in February 2012.

The third letter was sent in December 2012 advising of the two-phase post-exhibition process adopted to finalise precinct planning, with the first phase being the finalisation of the Camden/Campbelltown Precinct Plans. These plans were published on 15 March 2013. The second phase was the revision of the Liverpool Part Precinct Plan including a number of changes considered significant enough to warrant further community input via a re-exhibition process.

### **Public Exhibition**

The East Leppington precinct planning package for the Liverpool part will be re-exhibited for four weeks. Submissions will be considered by the Department in the finalisation of the draft package. The following mechanisms will be employed throughout the re-exhibition process:

- Distribution of exhibition alerts as per previous DP&I exhibitions, by way of newspaper advertisements, website updates, e-news alerts and letters to landowners and relevant stakeholders (industry groups, State agencies, Councils) inviting comment.
- Links from Council websites.
- Exhibition material located at DP&I and Council offices, and other local venues such as local libraries.
- Community information sessions.

### **Other State Agency Consultation**

In addition to community consultation undertaken by the Department, the Roads and Maritime Service has also undertaken community consultation for the upgrade of Camden Valley Way which adjoins the part precinct to the north. Methods included community information sessions and meetings as well as the RMS website, advertisements and community updates.

#### **2.4.2 State agency and stakeholder consultation**

In preparing the initial ILP, State agency input to Precinct Planning was essential in achieving consistency with relevant legislation and the effective coordination of infrastructure and services provision. State agencies and privately owned utilities companies consulted by the Department directly or through its contractors as part of the East Leppington Precinct Planning process are summarised in **Table 2-2** below. Further consultation has been undertaken in revising the Liverpool

Part ILP with these agencies on a needs basis and their input has been taken into consideration in the final revised draft ILP.

**Table 2-2 State agency consultation**

State agency or stakeholder	Key area of consultation
Department of Education and Communities	Public education facility planning
Department of Housing	Community, social and public housing
Department of Industry and Investment	Agriculture and primary industries and impact on environment
Endeavour Energy	Infrastructure and servicing requirements and delivery
Jemena	Gas infrastructure servicing and planning around existing gas pipelines
Gorodok/APA	Gas infrastructure servicing and planning around existing gas pipeline
NSW Office of Water - Office of Hawkesbury Nepean Catchment	Riparian corridors and water cycle management
Transport for NSW	Bus network servicing
NBN Co	Infrastructure and servicing requirements and delivery
Office of Environment and Heritage	Indigenous heritage, Non Indigenous heritage, water cycle management, land capability and biodiversity
Roads and Maritime Services	Major road upgrades and network planning
Rural Fire Service	Bushfire management planning
State Emergency Service	Flood evacuation requirements
Sydney Catchment Authority	Integration and planning around the Sydney Water Supply Canal (Upper Canal)
Sydney Water Corporation	Infrastructure and servicing requirements and delivery
Telstra	Infrastructure and servicing requirements and delivery
Western Sydney Parklands	Integration with the Precinct and open space and recreation planning

Agency and stakeholder consultation will continue following the re-exhibition period where required. The Minister for Planning and Infrastructure will consult with relevant Ministers prior to finalising the Amendment to the Liverpool Growth Centres Precinct Plan.

## 2.5 The project team

The project team has remained in place as discussed in the initial precinct planning report with the exception of the major landowner. Liverpool Council has been the main participant as the revised plan relates to land in its area.

Technical consultants (**Table 2.3**) have remained the same during the course of the review of the revised Liverpool precinct plan. *Addenda* updates have been prepared for the studies where minor changes were identified while the Traffic and Transport, the Water Cycle Management study, Social Infrastructure and Open Space Study and the Employment and Economic Study have been revised and updated. The Watercycle Management Study has been peer reviewed consistent with councils' request confirming the drainage infrastructure strategy and requirements exhibited in July 2012.



**Table 2-3      East Leppington technical consultants**

Specialist area	Consultant
Overall Master Planning	LFA (Pacific)
Urban Design and Landscape Analysis	LFA (Pacific)
Biodiversity Riparian and Bushfire	Ecological Australia
Water Cycle Management and Flooding	Cardno
Transport Assessment	Cardno
Infrastructure Delivery and Contributions Plans	AECOM
Demographics and Social Infrastructure	Elton Consulting
Retail and Employment Assessment	SGS Economics and Planning
Indigenous and Non-Indigenous Heritage	Godden Mackay Logan
Land Capability	Douglas Partners
Odour and Air Quality	JBS Environmental
Noise and Vibration	SLR Consulting
Contamination	JBS Environmental
Utility Servicing	Cardno

## 3 Liverpool Part-Precinct Context

### 3.1 Location

The Liverpool Part Leppington Precinct lies 40 kilometres south-west of the Sydney CBD. It is located immediately east of Camden Valley Way being bound by the Sydney Catchment Authority Upper Canal to the south and east, Camden Valley Way to the north and Denham Court Road to the west. The location of the Precinct within the context of the South West Growth Centre is shown in

**Figure 3-1.**

### 3.2 Site Description

#### Existing Subdivision Pattern and Road Network

The Liverpool Part Precinct is approximately 106 hectares in area and in fragmented ownership. It is used for predominantly rural residential, some forms of agriculture such as greenhouses and market gardens, and some commercial land uses. Access to these properties is via either Camden Valley Way or Denham Court Road.

#### Waterways

Bonds Creek flows from the south into the part precinct. Sections of the creek in this location have been heavily modified with channel and bank forming works and the straightening or diversion of some sections of the creek.

#### Topography and Landform

The land in the part precinct is in parts prone to flooding and is generally flat close to both Camden Valley Way and the Upper Canal. These areas have mostly been cleared.

#### Transmission Lines

Endeavour Energy manages an electricity easement for overhead electricity transmission lines that run north to south, through the part precinct. The majority of the Endeavour Energy easement runs through predominantly flood prone land and is constructed of dual wooden posts and 132kV overhead lines (refer to **Figure 3-2**). Endeavour Energy has indicated that it has no plans to relocate the overhead lines, and placing them underground is cost-prohibitive. However, the electricity infrastructure will be relocated in the vicinity of Bonds Creek where the easement crosses Denham Court Road as part of this road's alignment works with Ingleburn Road.

#### Gas Pipelines

There are three high pressure gas mains that run through the part precinct including:

- DN 850 natural gas pipeline – Moomba to Wilton (Jemena JGN)
- DN 200 phase ethane pipeline – Moomba to Botany (Gorodok)
- DN 450 natural gas pipeline – Longford to Horsley Park (Jemena EGP)

The DN 850 gas and the DN 200 ethane pipelines share a common easement located to the east of the Upper Canal. The DN 850 pipeline is located in an easement that follows Bonds Creek and then along Denham Court Road. The gas mains are located underground within easements that run through existing rural land adjacent to dwellings and other rural land uses.

### Sydney Catchment Authority's (SCA) Upper Canal

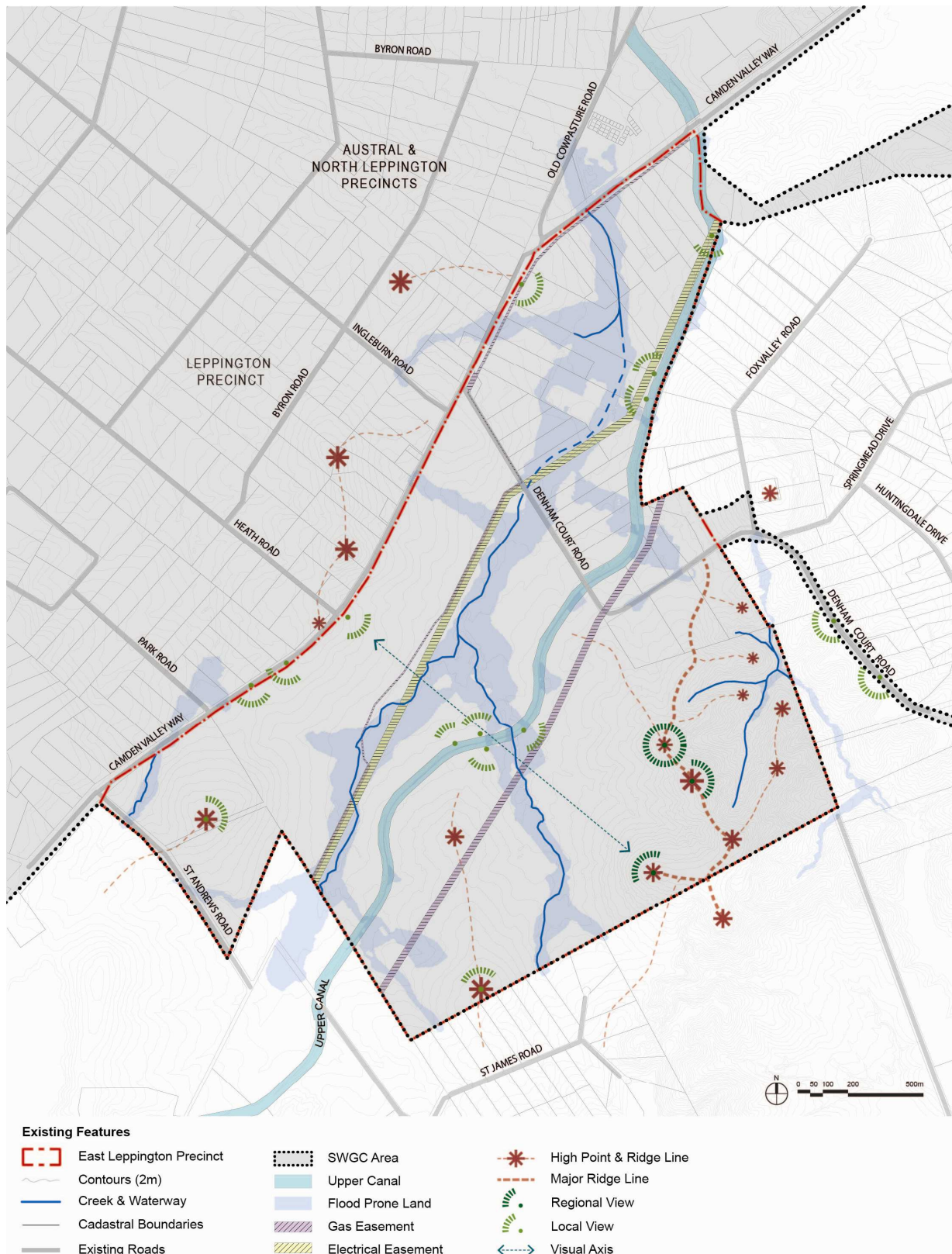
The SCA's Upper Canal runs diagonally north-south mostly forming the eastern boundary in the part precinct. The Upper Canal links water supply dams south of Sydney to the Prospect Reservoir and is part of the water supply system for Sydney. Much of the open canal is constructed of concrete and sandstone and is listed as a State Heritage item. Ensuring the quality of water within the Upper Canal is a key issue for surrounding developments.



Figure 3-1 East Leppington – Liverpool Part Precinct

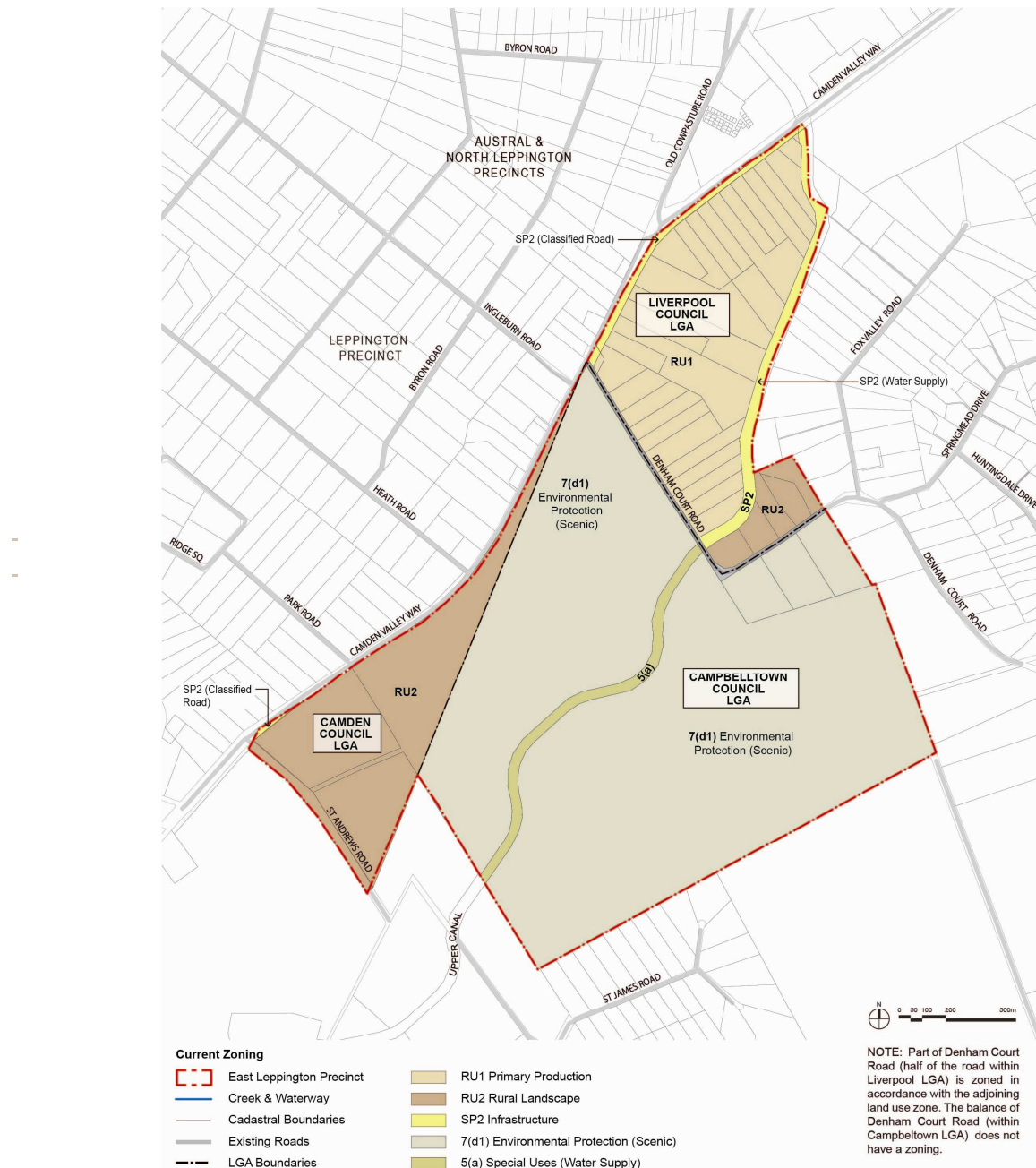


**Figure 3-2 Existing Features of the East Leppington - Liverpool Part Precinct**



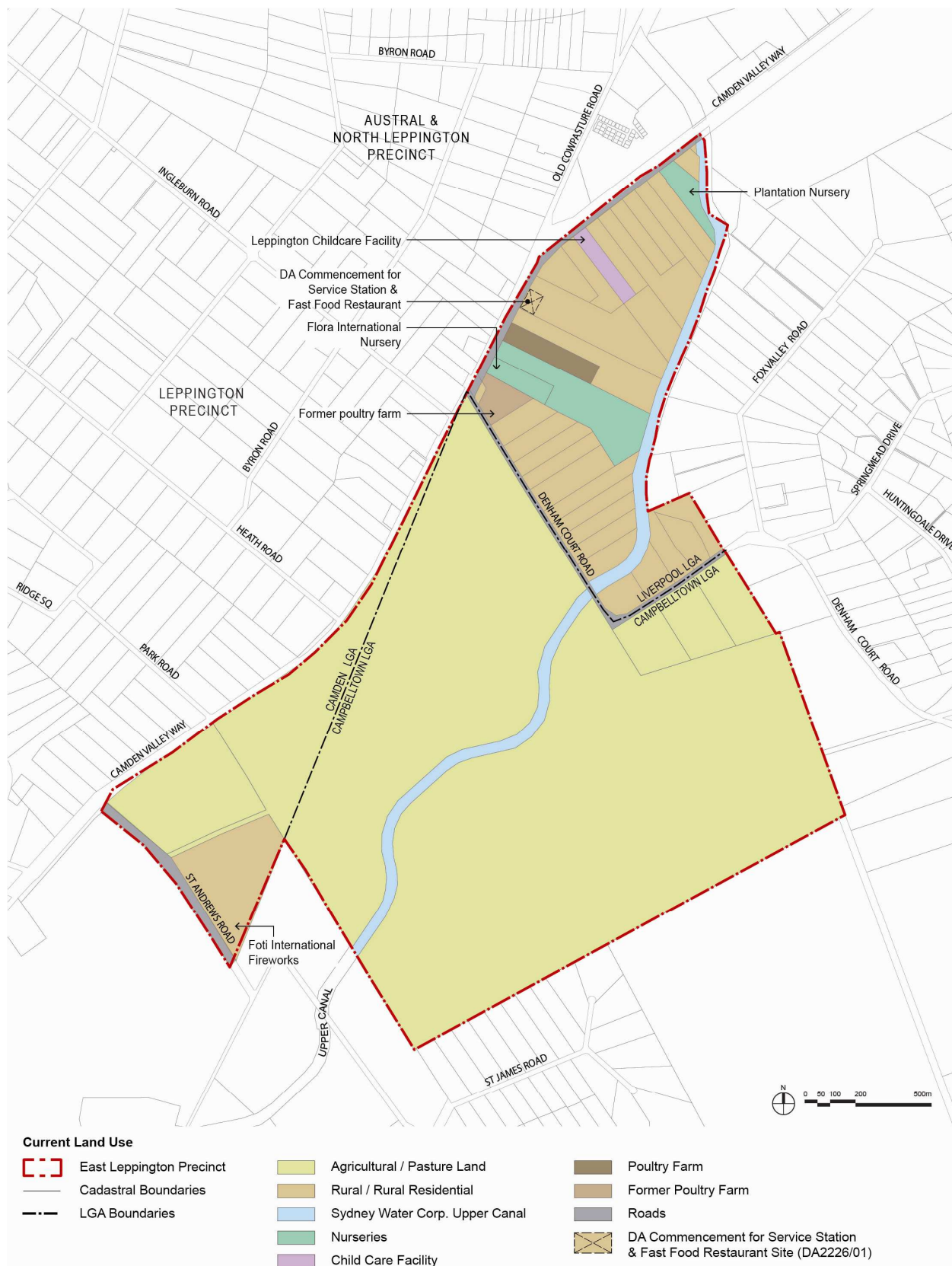
### 3.3 Current land use and zoning

The majority of land in the part precinct is currently zoned for rural purposes under Liverpool Local Environmental Plan (LEP) 2008. Current zoning is shown on **Figure 3-3**. Current land use within the part precinct generally comprises rural residential land and small lot agricultural activities including market gardens, grazing and poultry farms (**Figure 3-4**). Several businesses such as a childcare centres and greenhouses are currently in operation along Camden Valley Way frontage of the part precinct.



**Figure 3-3** Current zoning under Liverpool LEP 2008





**Figure 3-4 Current land uses – East Leppington – Liverpool Part Precinct**

### **3.4 Land ownership**

The area within the Liverpool Part Precinct includes a total of 35 separate parcels of land in private ownership. The agencies that own land within the part precinct include the Roads and Maritime Authority, Department of Planning and Infrastructure and the Sydney Catchment Authority (**Figure 3-5**).

### **3.5 Surrounding land use and development**

Existing land uses and likely future development on land in the vicinity of the part precinct is described below.

#### **North**

Land to the north-west (northern side of Camden Valley Way), forms part of the Leppington North and Austral Precinct. Rezoning for this land was finalised on 15 March 2013 and the land will be developed for a range of urban uses including residential, commercial and business. The land immediately opposite the part precinct has been rezoned for a mix of medium density residential and infrastructure. Located further north-west of this area is the future Leppington Railway Station and the Leppington Major Centre. Completion of the station planned for 2016.

#### **East**

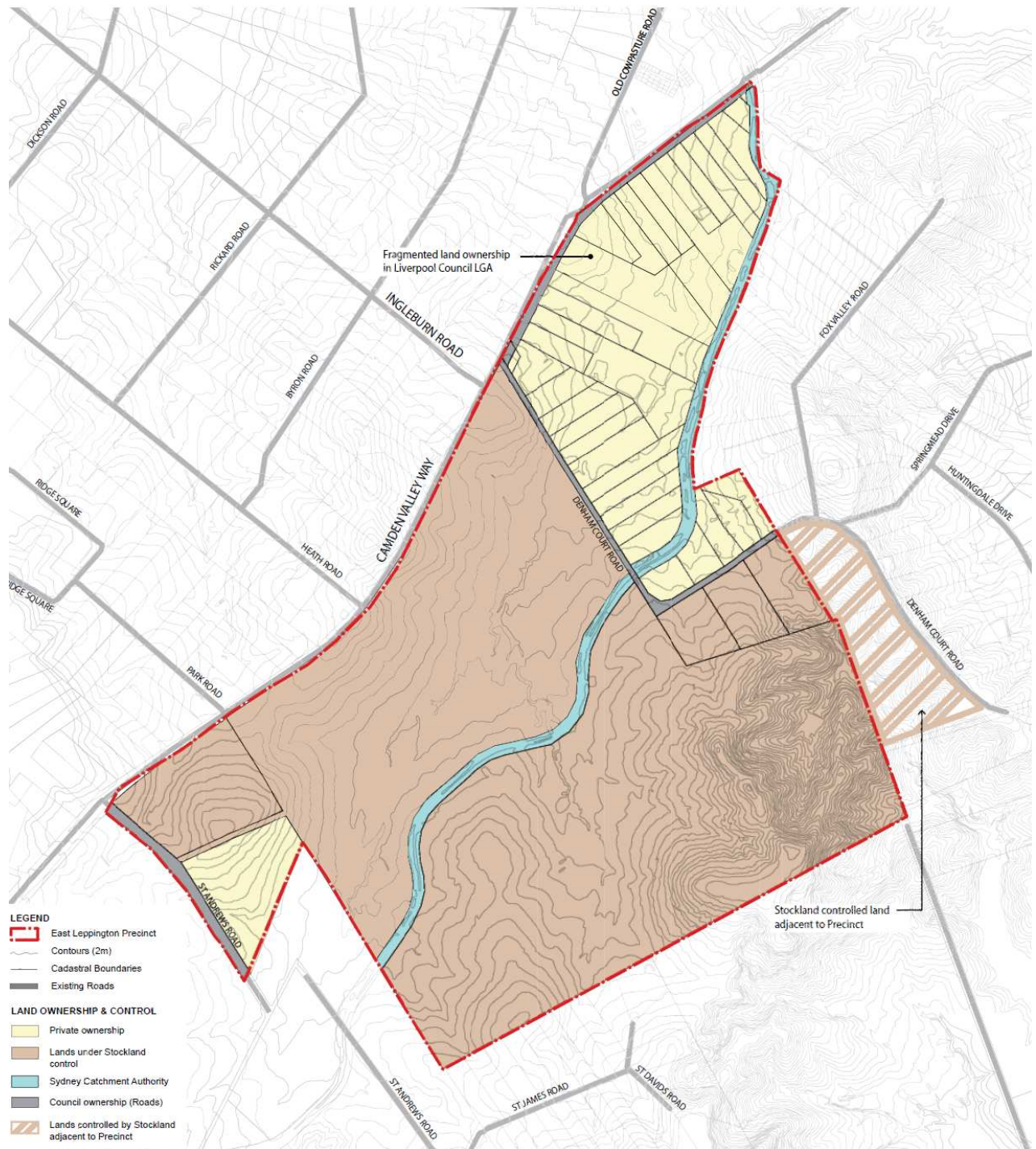
Areas to the north-east of the Precinct beyond the Upper Canal form part of Denham Court suburb. This is a predominantly rural residential area comprising of mostly large houses located on undulating terrain along Denham Court Road and Fox Valley Road. The Forest Lawn Cemetery borders the part precinct at the north easterly point of the precinct.

#### **South**

The majority of the area located south of the part precinct is the recently rezoned Camden-Campbelltown Part precinct. This land has been rezoned mostly for a range of residential development.

#### **West**

Leppington Precinct is located to the west. This Precinct was released for development by the Minister for Planning and Infrastructure in November 2011 and precinct planning is currently underway.



**Figure 3-5 Land ownership and control**



## 4 Strategic and Statutory Frameworks

### 4.1 State and regional planning strategies

East Leppington's precinct planning has been undertaken within the context of the *Metropolitan Plan 2036*, the *Metropolitan Transport Masterplan 2010* and the *State Plan 2010*. A new draft *Metropolitan Strategy for Sydney to 2031* (exhibited till 28 June 2013) is under preparation and will support both the *NSW Long Term Transport Masterplan 2012* and *State Infrastructure Strategy 2012*. A new Government business plan *NSW 2021- A Plan to Make NSW Number One* has now also been released.

Notwithstanding this context, the precinct planning outcomes for the Liverpool Part Precinct have been reviewed in light of the new draft Metropolitan Strategy and accompanying suite of documents and are considered supportive of the direction taken in these documents. The following sections provide the planning context for the Part Precinct and highlight how the outcomes relate to the new Government plans and strategies.

#### 4.1.1 State Plan

The NSW Government's State Plan 2010 – *Investing in a Better Future* which was a long term plan to deliver services in NSW identified seven key action areas for change including:

- better transport and liveable cities
- supporting business and jobs
- clever state
- healthy communities
- green state
- stronger communities
- keeping people safe.

Precinct planning for the Precinct was informed by the relevant directions of the State Plan and aimed to contribute to the following identified priorities:

- increase walking and cycling through the provision of appropriate infrastructure
- increase public transport use through adequate provision of services
- increase the number of jobs closer to home
- grow cities and centres as functional and attractive places to live, work and visit
- improve housing affordability through increasing the number and variety of dwellings.

The current Government business plan - *NSW 2021 A Plan to make NSW Number One* sets the framework for the draft *Metropolitan Strategy for Sydney to 2031*, the *NSW Long Term Transport Master Plan* and the *State Infrastructure Strategy*. Precinct planning outcomes for the Part Precinct are consistent with the overall outcomes sought by Government's *NSW 2021 Plan*.

#### **4.1.2 Sydney Over the Next 20 Years - (Draft Metropolitan Strategy for Sydney to 2031)**

The draft *Metropolitan Strategy for Sydney to 2031* will provide a framework for Sydney's growth to help plan for housing, employment, transport, infrastructure, the environment and open space. The strategy will update the current Metropolitan Plan for Sydney and link it to the government's other long-term plans – the *Long Term Transport Master Plan* and the *State Infrastructure Strategy*. Key issues highlighted in the Infrastructure Strategy include planning for enough housing and jobs of the right type in the right place, properly serviced by infrastructure and transport networks.

The draft *Metropolitan Strategy 2031* seeks to achieve five key outcomes including:

- balanced growth,
- a liveable city,
- productivity and prosperity,
- a healthy and resilient environment and
- accessibility and connectivity.

Although East Leppington precinct planning has been based on the current *Metropolitan Plan for Sydney 2036*, the outcomes are considered consistent with the aforementioned goals under the new *draft Metropolitan Strategy 2031*. The planning outcomes also demonstrate a strategic level implementation of the draft Strategy's key goals within the South West growth Centre as set out below.

In terms of balanced growth, the precinct planning outcomes deliver effective and efficient use of land within the part precinct. The proposed land uses (including residential and retail use) will support the future Leppington Major Centre. Proposed housing will also support government infrastructure spending through future patronage of the new Leppington Train Station due for completion in 2016.

In terms of housing diversity, the proposed residential uses within the part precinct will result in the overall precinct targets identified in the Structure Plan being exceeded by over 1300 dwellings of different types. In this context, the Liverpool Part Precinct will contribute to the housing targets identified in the draft Strategy for the South West Subregion.

Precinct planning has also taken into consideration the protection of biodiversity within the part precinct and ensured that flooding and other hazards will be minimised as the precinct develops. Provision of infrastructure including water, electricity and road infrastructure have also been addressed as part of the precinct planning process consistent with the draft Metropolitan Strategy's key outcomes for a healthy and resilient environment and for accessibility and connectivity.

#### **4.1.3 Metropolitan Plan for Sydney 2036**

The current *Metropolitan Plan 2036* has formed the basis for the preparation of the technical studies used in planning for the precinct. This plan incorporates a number of strategic directions and key policies including:

- Planning for a growing population
- Making Sydney climate change ready
- Integrating land use with transport
- More jobs in the Sydney region
- Growing Sydney's value
- Meeting changing housing needs

- Balancing land uses on the city fringe.

Key transport initiatives proposed in the strategy include:

- New express rail services for Western Sydney – supporting jobs and housing growth
- Rail to match the demands of growth – servicing the North West and South West Growth Centres
- Better bus connections – to get buses out of traffic and back on schedule
- Getting Sydney moving – promoting a happy, healthy and active lifestyle
- Increasing the efficiency of the road network – making the most of the system we have
- Key freight projects – boosting the economy with efficient freight movements
- A better customer experience – helping to encourage public transport use
- Planning the future transport network – providing the right transport as Sydney grows and changes.

The precinct planning process has provided the opportunity to incorporate optimal land use outcomes in accordance with key objectives of the *Metropolitan Plan for Sydney 2036*, such as:

- Greater housing densities near future rail links and major centres and improving local opportunities for walking and cycling
- Increasing the proportion of homes within 30 minutes by public transport of jobs in a major centre, ensuring more jobs are located closer to home
- Integrating environmental targets into land use and infrastructure decisions.
- Providing a range of different housing types.
- Ensuring appropriate provision and access to social infrastructure is delivered to the Precinct through the open space network, community and civic facilities.

These objectives are consistent with the aim of the draft *Metropolitan Strategy for Sydney to 2031*. They are also consistent with the directions set out in the *Long term Transport Masterplan 2012* including:

- Improving quality of service and integrating transport modes such as bus with train as planned for Leppington Train Station
- Improving liveability through provision of housing close to where people work and *vis a versa*
- Improving sustainability by encouraging sustainable modes of travel such as public transport, walking and cycling and integrating transport planning with land use planning as achieved with the widening of Camden Valley Way in the vicinity of East Leppington precinct.

Both the current *Metropolitan Plan 2036* and *Transport Masterplan 2010* identified the Growth Centres in the north-west and south-west of Sydney. Under these plans, the Growth Centres are anticipated to accommodate 30 to 40 per cent of Sydney's long term housing growth via 181,000 new homes for up to 500,000 people that will be serviced by \$7.5 billion (in 2006 dollars) of infrastructure over the next 30 years.

The new draft *Metropolitan Strategy 2031* identifies the need for 141,000 additional new homes by 2031 in the South West subregion where East Leppington is located with 60,000 new dwellings required by 2021.

The current *Metropolitan Plan for Sydney 2036* takes into account population forecasts, housing and employment needs, sustainability, affordability, liveability and equity. The document outlines the strategic direction for the Sydney Region which is expected to grow by more than 56,000 people per year over that time, or 1.7 million in total to reach six million by 2036. As a result, it is recognised that this population growth will require the following:

- 770,000 new homes, with a target of 30% to be located in urban growth areas, and
- 760,000 new jobs, with half planned for Western Sydney.

The new proposed population numbers under the draft *Metropolitan Strategy 2031* exceed these targets and anticipate 1.3 million additional people by 2031 within the metropolitan region.

#### **4.1.4 Metropolitan Transport Plan – Connecting the City of Cities (2010)**

The Metropolitan Transport Plan (2010) prepared by the then NSW Department of Transport and Infrastructure (DTI), has provided the planning context for precinct planning and preparation of the underpinning traffic and transport study.

Precinct planning has provided an opportunity to incorporate best practice transport planning into the Indicative Layout Plan for the part precinct. The Transport Plan raises challenges regarding future planning which have been considered by specialists in the preparation of the reports that underpin planning for the Precinct.

While precinct planning for East Leppington has been based on the information available at the time, the principles of integrating land use with transport have informed the outcomes identified for the precinct.

#### **4.1.5 Draft South West Sub-Regional Strategy**

Subregional strategies have been prepared to translate objectives of the Metropolitan Plan, the Metropolitan Transport Plan and State Plan to the local level. The South West Sub-Region covers an area broader than just the South West Growth Centre. The draft South West Subregional Strategy prepared in December 2007 aims to guide land use planning until 2031.

The vision for the South West region involves achieving eight key directions:

- Plan for major housing growth (an additional 155,000 new homes, approximately 100,000 in the South West Growth Centre)
- Plan for major employment growth (an additional 89,000 jobs in the region)
- Develop Liverpool as a Regional City
- Intensify existing areas around existing retail centres and public transport corridors
- Strengthen centres with public transport
- Extend transport networks to connect the South West Growth Centre to existing centres
- Recognise and support unique rural character

- Protect resource lands

The Precinct Planning process for the Liverpool Part Precinct has considered these directions to achieve optimal land use planning outcomes such as:

- Providing over 1120 new homes within the part precinct.
- Residential densities concentrated around the proposed neighbourhood centre and proximity to the Leppington Major Centre.
- Integrating key road upgrades into the planning for the Precinct and surrounds.
- A range of housing types and land designated for open space and conservation serve to protect unique areas within the Precinct whilst balancing the residential and other land requirements for the part precinct.

#### **4.1.6 South West Growth Centre Structure Plan**

The Structure Plan was prepared by the then Department of Planning in 2005 and provides an important guide to the detailed planning of the Precinct. Under the Structure Plan and associated documents, over 110,000 new dwellings are planned to be delivered in the South West Growth Centre over the next 25 to 30 years.

The Structure Plan acts as a starting point for the precinct planning process and identifies key site constraints, opportunities for different land uses and development as well as setting residential dwelling and population targets for the Precinct. A detailed breakdown of key planning parameters of the Structure Plan that have informed the precinct planning process for East Leppington is provided in Section 2.2. Section 8.3.3 of this report provides further assessment of the consistency of the draft Precinct Plan with the Structure Plan. The Liverpool Part Precinct plan has been revised within this context.

#### **4.1.7 South West Sector Bus Servicing Plan**

In February 2009, the Ministry of Transport released the South West Sector Bus Servicing Plan which defines the future long-term bus service needs for the South West Sector. Development guidelines for bus routes within the South West Sector include provision of services that:

- link to regional centres
- pass through patronage generators such as district centres, TAFE colleges, hospitals and universities
- connect with other transport modes
- are multifunctional (serving journeys to work, education, shopping and recreation)
- are frequent and direct
- meet specified network planning benchmarks.

Precinct Planning has taken these objectives into consideration. The specialist studies undertaken for the Precinct have incorporated the above strategies and proposed a number of strategic corridors and local connections into the proposed bus network.

## 4.2 Statutory Planning Framework

### 4.2.1 NSW Environmental Planning and Assessment Act 1979

The NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) and the NSW *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) provide the statutory planning context for environmental assessment and approval in NSW.

Clauses 275 and 276 in the EP&A Regulation relate to the release of land in growth centres for urban development and the preparation of a Development Code to provide guidelines in conjunction with the Growth Centre Structure Plan. In accordance with Clause 276(1) of the EP&A Regulation the Minister for Planning released the land in the East Leppington Precinct in November 2011.

The draft ILP for the Liverpool part precinct has been prepared in accordance with the EP&A Act and Regulations. It should be noted that the White Paper – including the exposure bill reflects a significant shift in legislative focus. Notwithstanding, many of the principles including in relation to strategic community consultation have been upheld as part of precinct planning for East Leppington including the revision of the Liverpool part precinct plan.

#### Special Infrastructure Contribution

The Planning Reforms foreshadow a significant refocus in the area of infrastructure contributions. Precinct planning has however been undertaken under the current arrangements. It should therefore be noted that the new Planning Bill will introduce a different regional infrastructure funding regime when it comes into effect. It is also envisaged that transitional arrangements would be in place for any land rezoned under current arrangements once the new legislation comes into effect.

Under current arrangements, sections 94ED through to 94EM of the EP&A Act relates to a Special Infrastructure Contribution (SIC) Plan established for the Growth Centres. A one-off financial contribution payable by any developer or landowner in the Growth Centres who is developing or subdividing land in a manner triggered by the provisions of the plan is provided for. The SIC aims to fund regional infrastructure required for development in the North West and South West Growth Centres over the next 30 years.

The Infrastructure Delivery Plan prepared for the East Leppington precinct describes the regional and state infrastructure to be funded by the SIC. For more information refer to the Special Infrastructure Contribution Determination (on [www.growthcentres.nsw.gov.au](http://www.growthcentres.nsw.gov.au)). Specific infrastructure items for the Precinct to be funded at least in part by the SIC include:

- Camden Valley Way
- Denham Court Road.

#### Section 94

Section 94 of the EP&A Act provides for a local council to prepare and implement a plan to capture payment to fund the provision of local services required by a development. A draft local contributions plan has been prepared for the Liverpool Part Precinct in consultation with Liverpool Council. The draft plan indicates that the average contribution rate for residential development in the part precinct will be in the order of \$28,000 per lot for medium density housing and \$34,000 for low density (standard) residential housing. These rates are consistent with other similar precincts such as Austral and Leppington North.

On 31 August 2010, the Minister for Planning announced that development contributions for Greenfield sites are to be capped at \$30,000 per residential lot. Contributions Plans may exceed the cap only if approved by the Minister for Planning following a review process led by the Independent Pricing and Regulatory Tribunal (IPART).

The White Paper foreshadows a significant refocus in the area of infrastructure contributions. Precinct planning has however been undertaken under the current arrangements. It is envisaged that transitional arrangements would be in place for any land rezoned under current arrangements once the new legislation comes into effect.

### **Section 117**

Ministerial Directions under Section 117 of the EP&A Act requiring Councils to address a range of matters when seeking to rezone land were previously considered as part of the initial exhibition process. The outcomes of this consideration remain current for the Liverpool part precinct as set out in section 4.2.1 of the July 2012 Precinct Planning Report. The draft ILP for the Liverpool part precinct and associated documentation is consistent with relevant directions as summarised in Appendix E of the July 2012 Precinct Planning Report.

#### **4.2.2 Threatened Species Conservation Act 1995**

The matters canvassed in relation to the *Threatened Species Conservation Act 1995* (TSC Act) remain current as discussed in section 4.2.2 of the July 2012 Precinct Planning Report.

The Precinct Planning process has considered the presence of species, populations and communities listed under the TSC Act. None have been identified for the part precinct as discussed in Section 5.1.6

#### **4.2.3 Environment Protection and Biodiversity Conservation Act 1999**

The matters canvassed in relation to the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) remain current as discussed in section 4.2.3 of the July 2012 Precinct Planning Report.

#### **4.2.4 Water Management Act 2000**

The matters canvassed in relation to the *Water Management Act 2000* (WM Act) remain current as discussed in section 4.2.4 of the July 2012 Precinct Planning Report. It should be noted that the new policy for riparian corridors adopted by the Government in May 2012 has been applied to the review of the ILP for the Liverpool part precinct.

#### **4.2.4 Rural Fires Act 1997**

The matters canvassed in relation to the *Rural Fires Act 1997* (RF Act) remain current as discussed in section 4.2.5 of the July 2012 Precinct Planning Report.

It is not currently possible under the RF Act to obtain permits over the whole of the Precinct at the rezoning stage. It is considered that the draft ILP for the part precinct meets the requirements of Section 100B.

#### **4.2.5 National Parks and Wildlife Act 1974**

The matters canvassed in relation to the *National Parks and Wildlife Act* (NPW Act) remain current as discussed in section 4.2.6 of the July 2012 Precinct Planning Report.

Local Aboriginal Land Councils and stakeholders were consulted as part of precinct planning in accordance with the *Protocol for Aboriginal Stakeholder Involvement in the Assessment of Aboriginal Heritage in the Sydney Growth Centres*. A key management area has also been identified in the Liverpool part precinct and relevant provisions will be included in the development control plan to address planning for this area.

#### **4.2.6 Heritage Act 1977**

The matters canvassed in relation to the *Heritage Act 1977* remains current as discussed in section 4.2.7 of the July 2012 Precinct Planning Report. There is one identified State Significant heritage item declared within the part precinct namely the Sydney Catchment Authority's Upper Canal. Appropriate controls have been included in the planning documents to secure its heritage significance as land within the Liverpool part precinct is developed.

#### **4.2.7 State Environmental Planning Policies**

##### **SEPP (Sydney Region Growth Centres) 2006**

The matters relating to the Growth Centres SEPP in the July 2012 Precinct Planning Report remain current and have not changed. It should however be noted that precinct planning will be finalised under the current arrangements pending finalisation of the Planning Reforms and associated exposure Planning Bill.

The outcome of the Precinct Planning Process will be an Amendment to the Liverpool Growth Centres Precinct Plan to establish the zoning and planning controls for the part of East Leppington precinct that is within the Liverpool LGA.

##### **State Environmental Planning Policy (Infrastructure) 2007**

The matters relating to the Infrastructure SEPP 2007 as set out in the July 2012 Precinct Planning report remain current and have not changed. It should be noted that precinct planning will be finalised under the current arrangements pending finalisation of the Planning Reforms and associated exposure Planning Bill. The provisions of the Infrastructure SEPP have been considered in the preparation of the explanation of intended effect.

##### **Other State Environmental Planning Policies**

The matters relating to the following State environmental planning policies as set out in the July 2012 Precinct Planning report remain current in terms of planning for the Liverpool part precinct. In summary:

##### **State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004**

*State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* applies to residential development as set out in the Regulation and will apply to development in the part precinct.

##### **State Environmental Planning Policy (Western Sydney Parklands) 2009.**

Development in the Liverpool part precinct will provide a consistent approach with the objectives of the *State Environmental Planning Policy (Western Sydney Parklands) 2009*.

##### **State Environmental Planning Policy (Affordable Rental Housing) 2009**

Proposed development in the Liverpool part precinct is specifically planned to provide for a range of housing types and densities to encourage housing that is affordable and suitable to the needs of



occupants. This is consistent with *State Environmental Planning Policy (Affordable Rental Housing) 2009*

#### **State Environmental Planning Policy 19 – Bushland in Urban Areas**

Future development in the Liverpool part precinct will need to be managed in accordance with *SEPP 19* and precinct planning has taken into consideration the objectives of this SEPP to protect and preserve bushland in urban areas.

#### **State Environmental Planning Policy 55 – Remediation of Land**

SEPP 55 aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. The requirements of SEPP 55 have been considered during planning for the Liverpool part precinct and will be further addressed during the development assessment process.

#### **State Environmental Planning Policy – Hawkesbury Nepean River**

State Environmental Planning Policy – Hawkesbury Nepean River seeks to protect the environment of the Hawkesbury-Nepean River system and development within the catchment is required to consider the general and specific principles and controls listed in the SEPP. Bonds Creek is a tributary of the Hawkesbury-Nepean River system and therefore planning for the part precinct has considered the impacts of the development on the health of the system.

#### **4.2.8 Growth Centres Development Code**

The Growth Centres Development Code released in October 2006 to guide the precinct planning process has been used by the project team as a reference document in the undertaking of all studies and generally as part of the precinct planning process. Consistency of the draft ILP with the Development Code remains as discussed in Appendix E of the July 2012 Precinct Planning Report.

### **4.3 Local Planning Framework**

#### **4.3.1 Liverpool Council planning policies and strategies**

##### **Liverpool Local Environmental Plan 2008**

Liverpool Local Environmental Plan 2008 (LLEP 2008) applies to the Liverpool LGA (see **Figure 3-3**) for existing zoning and LGA boundaries). The Plan consolidates existing environmental planning instruments and introduces modern flexible planning provisions to enable more rapid examination of development proposals and to encourage innovative development under the Standard Instrument.

Once the part precinct is zoned under the Growth Centres SEPP, the LLEP 2008 will no longer apply to land within the precinct. Subject to the EP&A Act, Liverpool Council will continue to be the development consent authority for land in the part precinct.

##### **Liverpool Development Control Plan**

Liverpool Development Control Plan 2008 (LDCP 2008) currently applies to the land within the part precinct. Once the Amendment to the Growth Centres SEPP is gazetted the Liverpool Growth Centres DCP will be amended to include a schedule that sets out the detailed controls for all forms of development in the East Leppington Liverpool part precinct. Some aspects of LDCP 2008 may

continue to provide guidance for particular issues relating to some development in the Precinct where referred to in the Liverpool Growth Centre Precincts DCP.

The LDCP 2008 has been referred to extensively in the development of the draft East Leppington Liverpool Part Precinct DCP schedule, with consistent development controls adopted where appropriate.

## 5 Draft Indicative Layout Plan

This Section provides an overview of the revised draft Indicative Layout Plan (ILP) for the Liverpool Part Precinct. The design philosophy and planning principles applied for the part precinct remain consistent with those set out in section 5.1 and 5.2 of the July 2012 Precinct Planning Report and have not changed. An overview of the draft revised ILP for the Liverpool part precinct including a description of the urban structure, proposed zones, densities and population yields is provided in **Table 5-1** below.

**Table 5-1 Revised Draft ILP key features**

ILP Feature	Description
Residential areas	<ul style="list-style-type: none"> <li>Capacity for 1129 dwellings and 3485 people.</li> <li>A mix of housing types ranging from town houses and terrace style houses to single dwellings on both large and small blocks.</li> <li>Minimum residential densities to encourage efficient use of land and infrastructure.</li> <li>Medium density residential areas concentrated around the Neighbourhood Centre, Camden Valley Way and open space areas.</li> <li>Very Low Density Residential and Environmental Living areas allowing houses on large lots to respond to existing constraints including topography and infrastructure easements or to provide a transition to adjoining rural residential development..</li> </ul>
Activity centres	<ul style="list-style-type: none"> <li>A Neighbourhood Centre with the capacity for up to 2500m<sup>2</sup> of retail floor space is located near the Camden Valley Way and Cowpasture Road intersection.</li> </ul>
Road network	<ul style="list-style-type: none"> <li>Upgrades to Camden Valley Way proposed by RMS due for completion by 2016.</li> <li>Denham Court Road will require widening based on the predicted traffic volumes. Realignment with Ingleburn Road is also underway.</li> <li>Alternative access points will be provided along Denham Court Road. The Access point along Camden Valley Way is consistent with the signalised intersection proposed by RMS as part of the Camden Valley Way upgrade.</li> <li>The local road network is generally in the form of a grid network and responds to the existing constraints and topography.</li> <li>There will be one vehicular crossing over the Upper Canal at the existing Denham Court Road crossing.</li> <li>There will be two vehicular crossings over the realigned Bonds Creek.</li> </ul>
Open space and riparian corridor	<ul style="list-style-type: none"> <li>6 hectares of parks contiguous with the Bonds Creek corridor to meet the recreational need for the part precinct.</li> </ul>

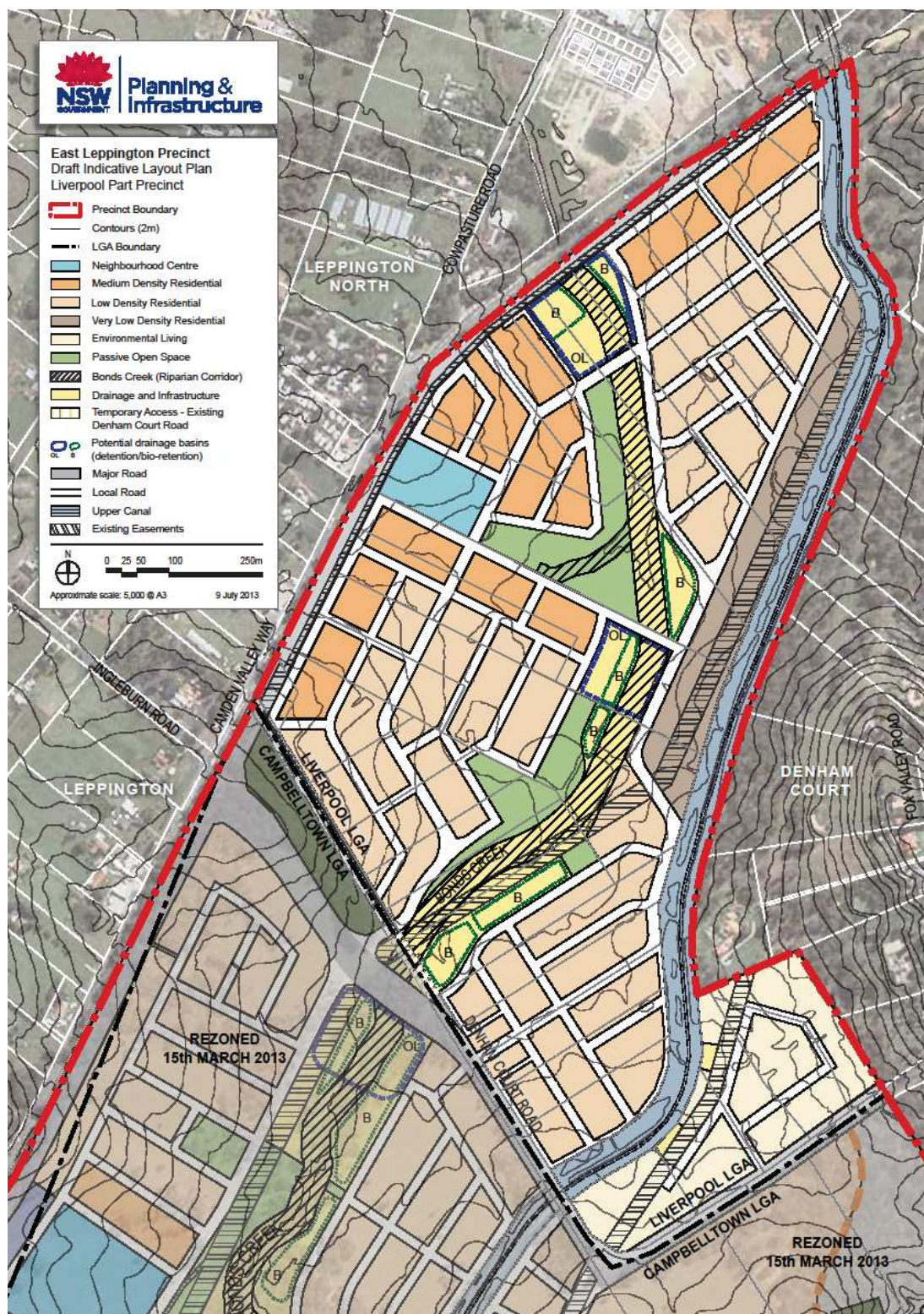
ILP Feature	Description
Pedestrian and cycleway network	<ul style="list-style-type: none"> <li>▪ Pedestrian paths and cycle ways within the open space network are located along the riparian corridors.</li> <li>▪ Pedestrian bridge crossings will be provided over Bonds Creek providing additional access.</li> <li>▪ On road cycle lanes and off-road pedestrian/shared paths are provided on all roads.</li> </ul>
Public transport	<ul style="list-style-type: none"> <li>▪ The road network provides opportunities for bus routes within walking distance of at least 90% of homes, to provide access to Leppington Major Centre, and to other regional destinations.</li> <li>▪ Local road network is suitable for a bus route.</li> </ul>
Protection of the environment	<ul style="list-style-type: none"> <li>▪ Riparian corridors along the existing part of Bonds Creek will be retained and/or progressively rehabilitated.</li> <li>▪ The rest of the creek corridor will be reconstructed to emulate a former naturalised creek system.</li> <li>▪ Where possible, the full extent of riparian corridors is incorporated into drainage and open space reserves and will be publicly owned.</li> <li>▪ Where parts of the riparian corridors are not bought into public ownership, the Growth Centres SEPP has a Riparian Protection Area Map and provisions to ensure that riparian corridors are restored and managed in the future.</li> <li>▪ Non-Certified Existing Native Vegetation is retained and protected to meet the requirements of the Biodiversity Certification.</li> </ul>
Heritage	<ul style="list-style-type: none"> <li>▪ State-heritage listed Sydney Catchment Authority's Upper Canal is retained and protected.</li> <li>▪ Detailed investigations are required for all heritage items and areas prior to development proceeding.</li> </ul>

The draft ILP has been revised to address the key issues raised in submissions following the initial exhibition in July 2012. The issues raised included:

- Zoning of a Neighbourhood Centre
- The Road layout
- Land zoned for open space
- Land zoned for drainage infrastructure and riparian corridor
- Denham Court Road and Camden Valley Way

The development of the revised ILP has been an iterative process with the Project Working Group (PWG), Project Control Group (PCG) and relevant government agencies and sets out the preferred planning outcome for the Liverpool part precinct as revised. The key features of the revised ILP are summarised in **Table 5-1** and the revised ILP is shown in **Figure 5-1**. Section 5.1 describes in detail the major elements of the revised ILP for the East Leppington Precinct.





**Figure 5-1 Draft East Leppington - Liverpool Part Precinct ILP**

### 5.1 Draft ILP Design

The draft ILP (refer to Figure 5-1) has been reviewed on the basis of specialist technical studies and advice from various PWG stakeholders including Liverpool Council and the relevant state agencies. The design response and principle strategies adopted in revising the draft ILP for the Liverpool part precinct have not changed and remain as described in section 5.4 of the July 2012 Precinct Planning report.

In revising the draft ILP, a number of matters have been reviewed to address issues raised during the initial exhibition in July 2012. These are summarised below and any changes made identified under the following sections relating to the urban structure, neighbourhood centre, housing mix and density, transport and access, demographics and social infrastructure, riparian corridors, drainage and flooding, existing native vegetation and landscape analysis and heritage.

### **5.1.1 Urban structure**

The provision of passive open space has been reviewed and is now focused directly on the Bonds Creek riparian corridor due to the extent of flood prone land and the associated environmental values as well as remnant vegetation in this vicinity. Multiple use of flood prone land for recreation, environmental and stormwater management remains a key feature of the draft ILP while consolidation along the creek will enable greater efficiency in the integration of passive recreation areas with local open space.

This approach also allows for additional efficiencies in the use of developable land for housing and other economic activities including a neighbourhood centre in the part precinct. The majority of land affected by flooding is located contiguous to Bonds Creek and will be brought into public ownership for use for public recreation and drainage infrastructure purposes. Liverpool Council is supportive of this approach.

The urban structure proposed in the draft ILP (**Figure 5-2**) remains dictated to by access from the existing roads consistent with the RMS approved Camden Valley Way upgrade.

The revised local road network establishes a finer grained grid street pattern within the framework of the existing roads and demonstrates how a local road network within the part precinct will support residential development and the proposed neighbourhood centre. The grid street network has also been reviewed to support development as subdivision progressively occurs. As revised, the local road network within the Part Precinct would enable individual properties to be subdivided and developed while maintaining the integrity of the proposed network at all stages in the development of the Part Precinct. The grid street network is also generally easy to navigate and provides direct access routes throughout the Part Precinct to key destinations such as the neighbourhood centre, local parks and the future Leppington Major Centre. The proposed local road network has also been reviewed to facilitate the development of bus routes to service the area as development expands.

Camden Valley Way provides the major north-south link on the northern boundary of the Part precinct. The RMS is upgrading Camden Valley Way from a two lane to a four lane divided arterial road with the potential to be widened to six lanes, if required. Construction of this upgrade is scheduled for completion by 2016.

Denham Court Road is the key north-south road within East Leppington Precinct and forms the western boundary for the Liverpool Part Precinct. The draft ILP has been reviewed to allow for three access points into the part precinct from this road. Based on the updated technical data, the road will also require widening in the long term (2026), to four lanes between the gas easement and the precinct boundary to the east, to accommodate regional traffic. The requirement for road widening is as a consequence not only of development within the overall precinct but also external factors given the sub-arterial function of the road, as identified in the technical study. Determination of the road's ultimate function is part of a wider whole-of-government review of the roads within the South West

Growth Centre (SWGC) and the service they will provide as development within the Growth Centre occurs.

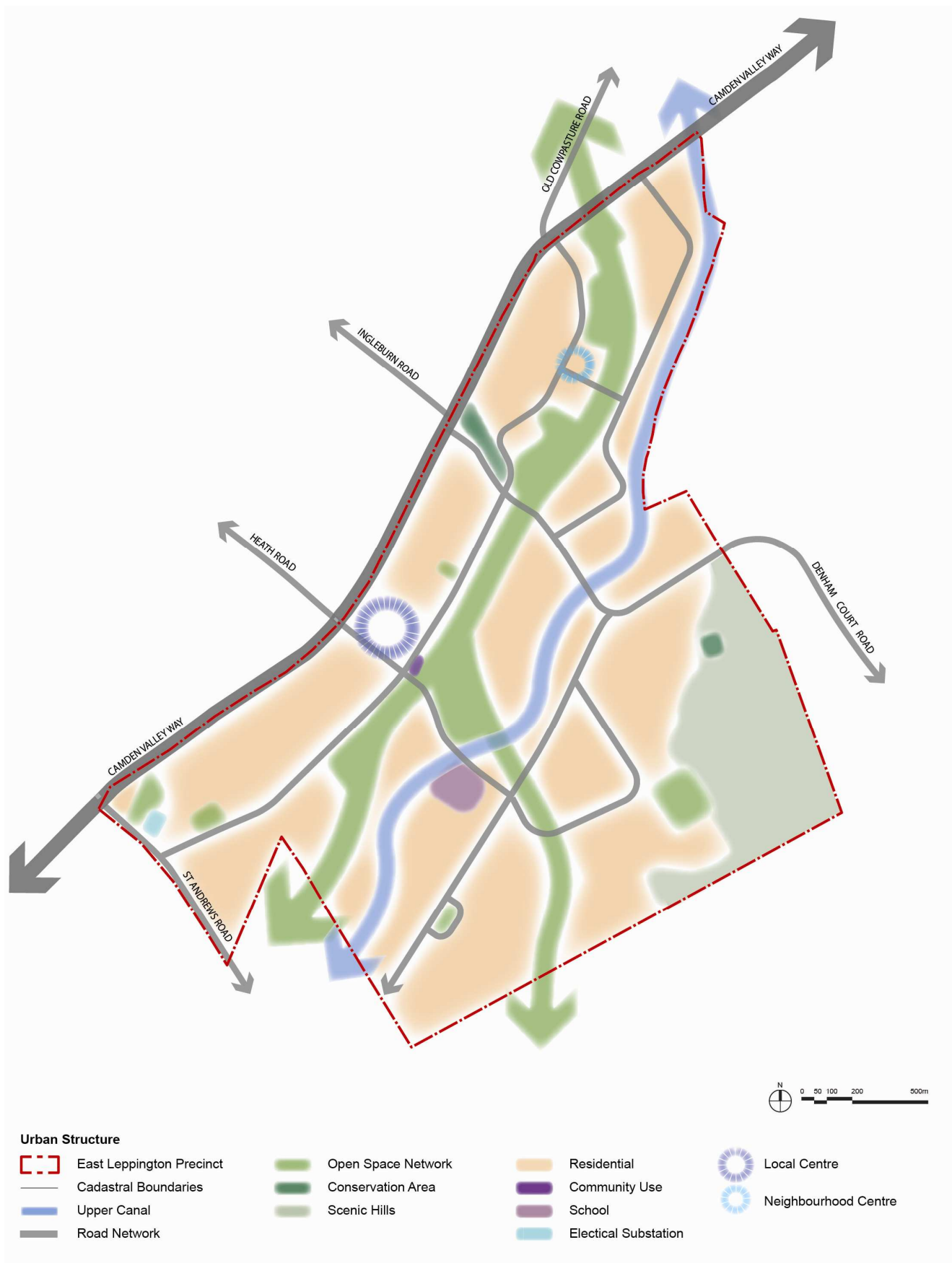
The intersection between Ingleburn Road and Denham Court Road will be realigned to a four-way intersection with traffic lights. The design of the alignment has been undertaken in consultation with the RMS and links into the previously identified road widening north of the gas easement. With the updated technical data indicating widening to four lanes east of the gas easement, Denham Court Road within the precinct boundary will require a four lane configuration by 2026.

Technical advice and concept design of the widening to the east has also identified that widening the road on the Liverpool side, while requiring the relocation or undergrounding of some overhead services, would avoid the need to relocate the existing fibre optic cable. Relocation of both the overhead services and fibre optic cable would be necessary if widening occurred on the southern side within the Campbelltown part of the precinct. The required road widening to the north is 9.5m for the length of the road between the gas easement and the precinct boundary.

The existing road is identified meanders within the existing road reservation and the existing pavement is not conveniently located to facilitate its use as one of the new carriageways. Consequently, identifying road widening on the Liverpool side provides an opportunity to streamline the road design as part of the planning of the part precinct. Further, the land the Liverpool land is level and is included in an area proposed on the draft ILP to be a transition area to Denham Court Suburb. This area is proposed to consist of environmental living on large lots with a minimum lot size of 2000m<sup>2</sup>. The loss of development potential would be minimal in comparison to the southern side where the land is rezoned for low density housing at 15 dwellings per hectare minimum. Land acquisition costs on the Liverpool side have also been considered and are potentially less than they would be on the southern side which is currently zoned for low density housing.

The issue of equity in providing for road widening has also been considered as Denham Court Road serves as the boundary between Liverpool and Campbelltown LGAs in this vicinity. Road widening of Denham Court Road north of the gas easement was included in the rezoned Campbelltown part of the precinct which extends from the gas easement to the Camden Valley Way intersection. Providing for the widening of the eastern part of the road on the Liverpool land would support an equitable outcome for land owners and councils in both local government areas.





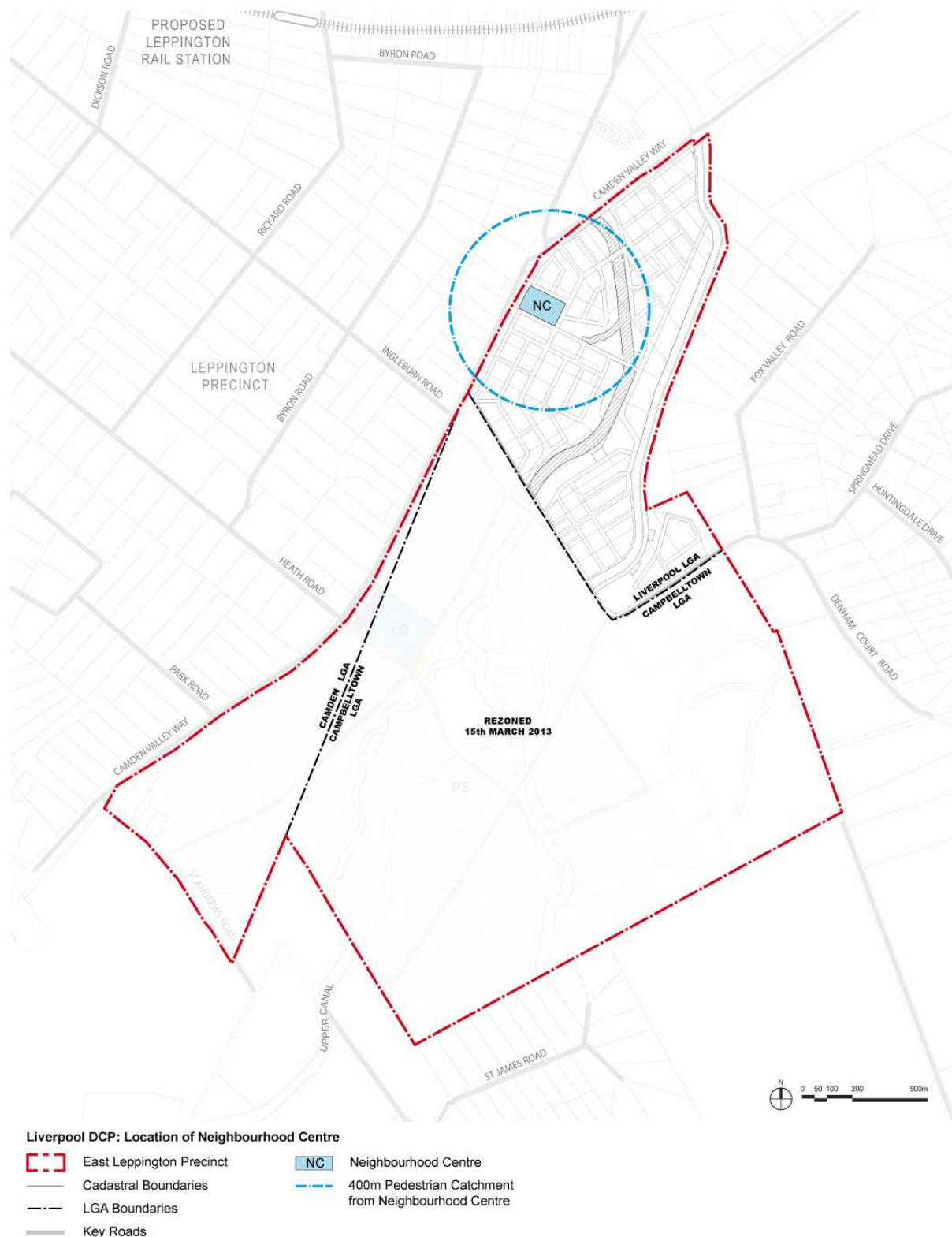
**Figure 5-2 Urban structure and land use**



### 5.1.2 Neighbourhood Centre

The previous draft ILP identified an indicative neighbourhood centre in the Liverpool part precinct. On the basis of review of submissions and further discussions with council and the RMS, agreement for the inclusion of a Neighbourhood Centre to accommodate a portion of future neighbourhood demand has been reached.

**Figure 5-3 Location of proposed Neighbourhood Centre**



The revised draft ILP proposes a Neighbourhood Centre located on a collector road linking to a major intersection with Camden Valley Way - **Figure 5-3**. The centre will provide for a maximum of 2,500 square metres of retail floor space and will be capable of accommodating a variety of neighbourhood retail uses including a supermarket and small-scale retail premises. This consistent with the recommendations of the Employment and Retail Assessment prepared by SGS for East Leppington Precinct.

An approved highway service centre on the Camden Valley Way frontage has been incorporated into the Neighbourhood Centre with access restricted in one direction. Egress from the retail component of the Centre will be denied consistent with the RMS' requirements. Medium density housing will be located surrounding the Centre to utilise the proximity to the centre and also public transport. **Figures 5-4A and 5-4B** show the possible layout for the Neighbourhood Centre. Specific controls are provided in the DCP.



**Figure 5-4A Neighbourhood Centre layout**



**Figure 5-4B Artist Impression of what the Neighbourhood Centre could look like**

### **5.1.3 Housing mix and density**

As discussed in the July 2012 Planning Report, a mix of housing types and sizes will be permissible throughout the East Leppington Precinct to create housing choice for a wide range of buyers or renters, and to encourage a diverse community. This is reflected in the proposed Liverpool Part Precinct Plan the subject of this report.

The majority of the land in the part precinct is proposed to contain low density residential development. The typical density of housing in these areas will be at least 15 dwellings per hectare. This means houses that are on average, on blocks of around 500-650 square metres. This is typical of many urban growth areas in Sydney.

More dense housing is proposed to be concentrated around the Neighbourhood Centre and to take advantage of key public transport corridor along Camden Valley Way and the open space areas contiguous with Bonds Creek as reconfigured. Given the significant public transport interchange that will be provided at Leppington Station, the Department considers that medium density residential development should also be considered for areas within relative close proximity to Leppington Major Centre.

Land in the part precinct that has significant constraints (such as flooding, topography and infrastructure easements), but still has some development potential, is proposed to accommodate lower density housing as is shown on the draft ILP.

An analysis of the dwelling yield indicates the potential for 1129 dwellings. A summary of the net residential areas (including local roads) and breakdown of housing types and dwelling yields in the part precinct is provided in **Table 5-2**. While the numbers below appear precise, they are estimates based on the minimum residential density that will be permitted in each residential zone. Actual dwelling numbers are likely to differ from these as the Precinct develops.

**Table 5-2 Dwelling Yield and Population Summary**

Residential Density	Area (ha)	% of residential developable area	Dwelling per hectares	Dwellings	Population
Medium	17.5	23%	25	438	1139
Low	40.4	54%	15	605	2057
Very Low	17	23%	5	85	289
<b>TOTAL</b>	<b>74.9</b>	<b>100%</b>	<b>14.2 (average)</b>	<b>1129</b>	<b>3485</b>

The overall dwelling yield of 1129 dwellings will contribute to the entire precinct achieving a higher yield than the target of 3,000 dwellings identified in the South West Structure Plan for East Leppington. Reviewing the lot layout for the Part Precinct to make it more efficient and to maximise developable land as well as implementing the reduced riparian corridor widths as a result of a new riparian corridor policy in 2012 have contributed to the higher dwelling yield in the draft ILP for the Liverpool part precinct.

Overall, dwelling densities continue to be conservatively estimated, based on advice from Elton Consulting in relation to the likely market for medium to high density residential development in the part precinct. In this regard, Elton Consulting advises that the market for multi-unit and smaller lot housing is likely to be weak initially, until services and amenities that are traditionally attractors for these types of housing become more established. Notwithstanding, anecdotal information in other release areas suggests that the market for smaller lot housing is viable with demand for lots exceeding demand. The proposed ILP provides for small lot housing and would support such demand in this location close to public transport and a future major centre location at Leppington.

#### **5.1.4 Transport and access**

##### **The road network**

The draft ILP retains all existing roads and further develops access from these roads to provide a more fine grain grid network suitable of supporting urban development. In the north of the Precinct, roads have been generally located to respond to issues of existing fragmented ownership, and to minimise property severance. Roads have been positioned, where possible, to enable each current land holding to be developed independently of others. This is critical to enabling the development of fragmented land. Road orientation has been designed to access destinations such as open space and the Neighbourhood Centre, assist with stormwater management, and to maximise solar access to new houses.

The proposed hierarchy of roads, streets and paths collectively creates an overall circulation system for both vehicular and pedestrian traffic that serves both the part precinct and the regional surroundings of the precinct as a whole. The road network and hierarchy of arterial, sub-arterial roads, collector roads and local streets is illustrated in **Figure 5-5**.

The design of roads is generally in accordance with the Growth Centres Development Code and Liverpool Council's development standards. However, some road cross sections differ from those in



the Development Code to integrate with connections to roads outside the Precinct. Typical cross sections for each category of road are provided in the draft East Leppington DCP Schedule.

Specific road cross sections have been developed for streets that will serve a function in controlling stormwater flows and quality as part of the trunk drainage network. These roads are typically required where stormwater catchments are unable to drain to stormwater detention/quality basins due to topography and catchment size.

### **Arterial and sub-arterial roads**

#### *Camden Valley Way*

Camden Valley Way (CVW) is the principal arterial road in the Precinct and an upgrade for this road, part of which is located in the East Leppington Precinct is underway for widening to a four-lane road. A number of signalised intersections are proposed on CVW within the Liverpool part precinct. These are located at the intersections with Old Cowpasture Road and with Denham Court Road.

As identified in the South West Structure Plan, traffic modelling undertaken for precinct planning confirms that Camden Valley Way will carry a very high volume of traffic and will be the major north-south public transport route. This road also provides good access to the strategic highway network including the M7 and M5 and will carry significant traffic volumes with future development of the South West Growth Centre.

#### *Denham Court Road*

Denham Court Road has been identified as serving a sub-arterial road function and will be essential in allowing traffic travelling in an east-west direction. Traffic modelling has indicated that this road will carry a large volume of traffic with the development of the Precinct and will require widening to two lanes in each direction by 2026 within the East Leppington precinct boundary. This is based on the strategic capacity of 950 vehicles per hour (vph) as recommended in the '*RTA Guide to Traffic Generating Developments*'.

The draft ILP reflects the new alignment for Denham Court with Ingleburn Road. It also reflects additional road widening within the part precinct for the section of road between the gas easement and the precinct boundary to the east. The additional road widening has been identified as a result of further review and modelling which has confirmed the need to widen the road to four lanes by 2026 in this section. This is in addition to the previously identified widening for the section between the gas easement and CVW to the north.

Traffic volumes and the function of the road within the South West Growth Centre have underpinned the need for the additional widening. The draft ILP has also been designed to accommodate the necessary road widening for the future road widths and cross sections as identified in the technical study.

The Department recognises that the existing nature of the road will be altered with a number of intersections/roundabouts proposed to provide north-south access within the East Leppington Precinct sector and cohesion across the entire precinct.

The RMS is undertaking a strategic review of the South West road network which will determine the importance of critical road connections within the Growth sector. The review will provide a strategic context within which the implications of growth and development from both East Leppington and the

The RMS will be identified as the acquisition authority for the additional Denham Court road reservation within the part precinct. There are however no plans to widen the road beyond the precinct boundary. As such, the road will continue to be considered within the strategic context of the wider South West Growth Centre road network and details of the funding arrangements will be resolved as the Government's strategic directions and associated decisions are determined.



## **Local roads**

The Department has had extensive discussions with Liverpool Council regarding the local road layout to assist in facilitating the development of this fragmented area. The draft ILP adopts a revised layout that is more efficient and maximises developable land within the part precinct. Council has indicated support for the proposed layout for the part precinct.

There may be situations where the development of a particular parcel of land requires roads to be located differently to where they are indicated on the ILP. In these instances, the location of local roads may be varied through the subdivision approval process, and the Liverpool Growth Centres DCP provides guidance and principles for acceptable amendments to the locations of local roads.

The main local roads have been positioned to:

- Connect local destinations visually and functionally (e.g. riparian corridors and open space);
- Provide direct connections between residential areas and collector roads to maximise transport efficiency and legibility;
- Maintain or establish view corridors;
- Align with property boundaries wherever possible to facilitate development of the fragmented land holdings;
- Align with drainage lines to incorporate WSUD measures and provide flow paths to creeks where necessary;
- Provide active frontages to public lands including local open space, the Upper Canal, riparian corridors and major roads (rather than rear property boundaries); and
- Enable flexibility at the subdivision stage should developers identify alternative road layouts that still achieve the connectivity, orientation and drainage principles of the ILP.

## **Intersections**

Recommended intersection treatments are shown on Figure 5-6 for the major intersections in the Part Precinct. Intersection connectivity and turning movements would be subject to detailed traffic assessment at the development application stage and feedback from stakeholders.

Preference is given to signalised junctions at intersections with higher order roads in order to increase traffic efficiency and to allow for safer pedestrian connections. This is particularly important on Camden Valley Way which is under construction as a four lane road.

Connectivity between the north and south of the precinct across Denham Court Road is essential to ensure future connectivity across the whole precinct. Given the re-alignment of this road with Ingleburn Road, two signalised intersections are proposed linking the Liverpool part precinct to the southern part which has already been rezoned. Refer to the Traffic Assessment technical report.

To maximise connectivity, intersections between lower order and higher order roads may be served through left-in left-out junctions. Left-in left-out movements have been permitted along Camden Valley Way in the Liverpool part precinct to service the highway service centre and along Denham Court Road to service the environmental living area east of the gas easement.



Intersection controls between local roads and other intersections not specified in the draft DCP, will need to be determined as the Part Precinct develops. However, these intersections are likely to require signage controls only.

### **The pedestrian and cycle network**

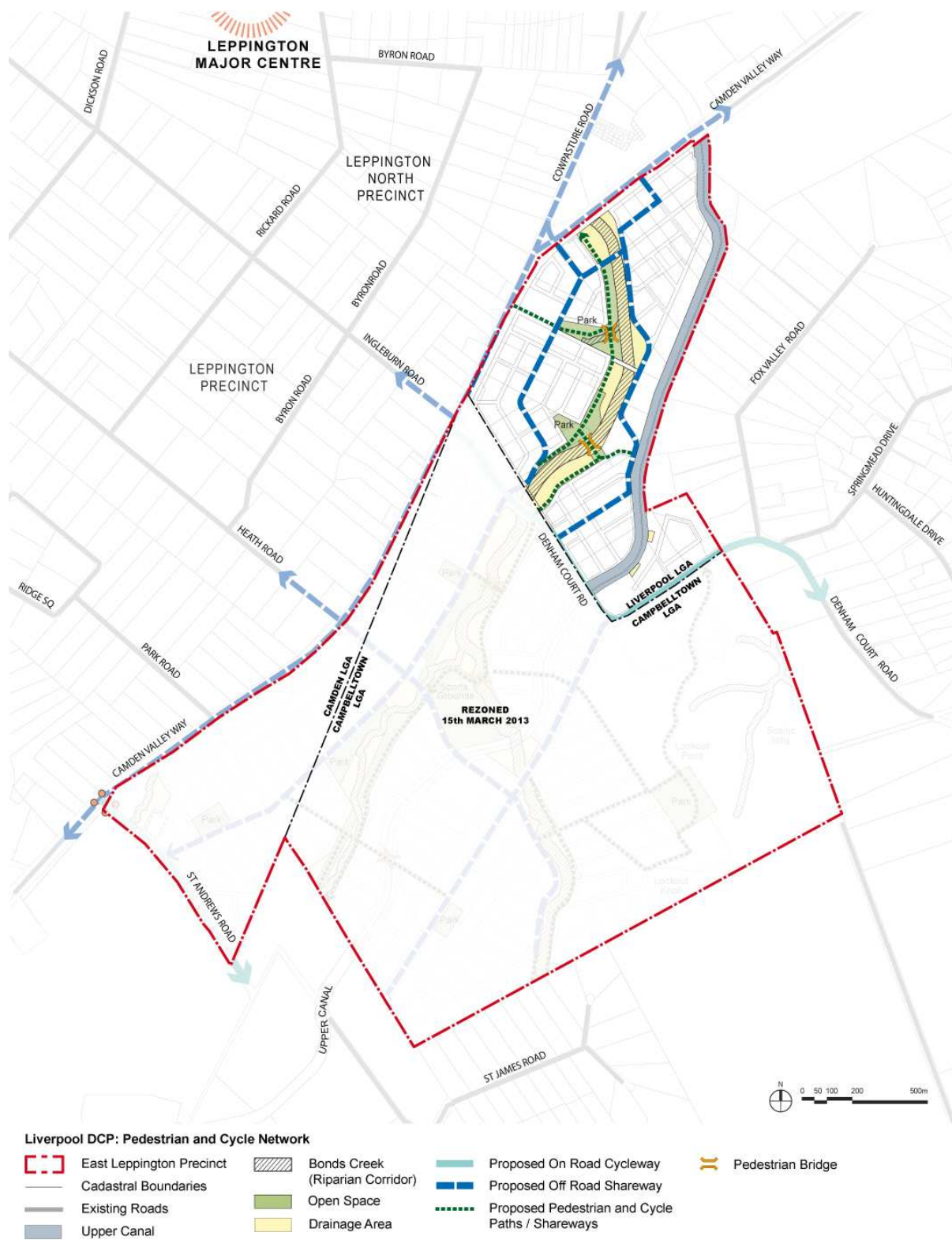
A grid pattern local street network is to generally be followed to maximise accessibility by pedestrians, cyclists and for public transport. The major pedestrian and bicycle routes within the Liverpool part precinct are located adjacent to the riparian corridors, the Upper Canal and open space networks as shown on **Figure 5-6**.

Major roads (arterial and sub-arterial) would all have shared pedestrian-cycle paths within at least one road verge. These will provide for safe pedestrian and cyclist movement (separate to road traffic) linking the key locations in East Leppington Precinct as a whole and surrounding areas. These routes will link the Precinct with surrounding SWGC Precincts, the Leppington Major Centre and the Western Sydney Parklands. These major roads will also have on-road cycle lanes for commuter cyclists.

### **Public transport**

Recommended indicative bus routes for the Liverpool Part Precinct are shown on **Figure 5-7** and are connected to the precinct-wide routes. The indicative routes utilise the sub-arterial and arterial roads and collector roads and have been designed to ensure the majority of the population is within 400 metres of a bus stop. Regional bus routes are proposed on Camden Valley Way to connect Campbelltown, Narellan and Macarthur through the part precinct to Liverpool, Parramatta and further north and east. Other local connections are proposed throughout the part precinct to improve local and neighbourhood connectivity between the Neighbourhood Centre as well as to the future Leppington Train Station.

The future South West Rail Link (SWRL) and Leppington train station will service the East Leppington Precinct and provide good access to the City-rail network and links to Greater Metropolitan Sydney. Leppington station and its associated transport interchange will provide important local and regional connectivity, travelling from Leppington to Glenfield and onto Liverpool, Parramatta and central Sydney.



**Figure 5-6 East Leppington – Liverpool Part Precinct pedestrian and cycleway network**





### 5.1.3 Demographics and social infrastructure

#### Community and Other Services

No community centres or schools are proposed specifically in the Liverpool Part Precinct and the provision of these services remains as set out in the initial Precinct Planning Report of July 2012. The explanation of intended effect does however identify that a range of community uses such as child care centres, schools and community facilities are permissible uses within the residential zones. It is also considered that the Community Centre and primary school identified in the southern part of East Leppington will service the needs of the entire future population including the population in the Liverpool Part Precinct. The Elton Consulting report on social infrastructure and open space supports this position.

### 5.1.4 Open space, drainage and conservation

The master planning response to the findings of baseline investigations in relation to open space provision, drainage, riparian zone management and ecological values remains as in the initial Precinct Planning report of July 2012. The elements of the draft ILP that contribute to open space, drainage and conservation outcomes are shown on **Figure 5-6**. A summary of the function of the components of the open space and drainage lands relevant to the Liverpool part precinct are set out in Table 5.3.

**Table 5-3 Liverpool Part Precinct - Summary of proposed open space and drainage**

Park Type	Function	Character
Local park	Access to public open space within walking distance of all homes in the Precinct	Urban character, with a range of play spaces and opportunities to cater to older as well as younger children, with grassed areas for ball games, seats and shelter. May also contain practice wall, fitness equipment etc.
Riparian corridors	Areas that provide for the local open space needs of the community while retaining significant native vegetation within the public domain	Passive recreational activities and linkages to adjoining areas or destinations within the Precinct within an environment that emphasises the retention and enhancement of ENV for ecological and amenity reasons.
Drainage lands	Drainage lands including water quality basins and stormwater retention basins, to treat and retain water flowing from the urban parts of the Precinct before being discharged into creeks and rivers	Stormwater infrastructure that is designed to complement and mimic natural systems, including landscaping. These areas may have a secondary peripheral function as passive open space areas serving surrounding neighbourhoods. These are also combined with local parks being contiguous to the riparian corridor.

#### Open Space Provision

The technical report prepared by Elton Consulting recommended the provision of approximately 10 hectares of total open space (approximately 2.95 hectares per 1000 people) based on an occupancy rate of 3.4 persons per dwelling in low density residential development and 2.6 persons per dwelling in medium density residential development. The recommended local open space would comprise a 35:65 split between active and passive open space.

The draft ILP makes provision for approximately 6 hectares of open space including local parks and open space along the riparian corridor. While this is less than the recommended amount, the open space is located contiguous to the riparian corridor enabling access to this corridor for passive open recreation purposes. Opportunity for a more flexible approach to the provision of local open space facilities on land adjoining the corridor will enable a mix of recreational experiences for the future population compared to if the local parks were separated from the passive open space along the riparian corridor. The location of the open space will also ensure maximum accessibility for the population within the Part Precinct.

Liverpool Council is supportive of this approach and of the proposed open space and location. Council is also of the view that within the context of the LGA-wide provision of open space and recreational facilities, the future population in the part precinct would be able to access regional and district facilities located outside the part precinct but in relatively close proximity, within the LGA.

### **Riparian corridors, drainage and flooding**

The riparian corridor within the Liverpool Part Precinct has been retained in public ownership as part of the open space network and trunk drainage lands. The corridor is linked by pedestrian and cycling routes that follow the major internal road network and that link into the southern part of East Leppington Precinct rezoned in March 2013.

The existing remnant vegetation within riparian corridors will be retained, regenerated and managed for ecological values where possible, but primarily these vegetated areas will contribute to the quality of the public open space within the part precinct. The future creek corridor will also serve water quality, flood management and ecological functions. By integrating these lands into the public domain, environmental and social objectives of Precinct Planning can be met with a maximum of efficiency and achieve more consistent outcomes for the riparian corridors. The creek corridor will continue to be treated as part of the trunk drainage system that will manage urban stormwater flowing from development within the part precinct as indicated in the July 2012 Precinct Planning report.

Where riparian lands serve a function that is able to be levied for under Section 94 (such as open space, pedestrian/cycle links or drainage), Council can utilise Section 94 funds to bring these lands into public ownership. The master planning response to riparian corridors for the Part Precinct remains to locate some other elements of the public domain along the key riparian corridor, to enable public uses that are compatible with the water quality, drainage, ecology and soil conservation functions of riparian zones.

Land required by Liverpool Council for trunk drainage purposes is also shown on **Figure 5-8**. This includes the main creek channel and any land required for maintenance access, and land identified for stormwater detention or water quality basins.

### **Existing Native Vegetation and high value habitats**

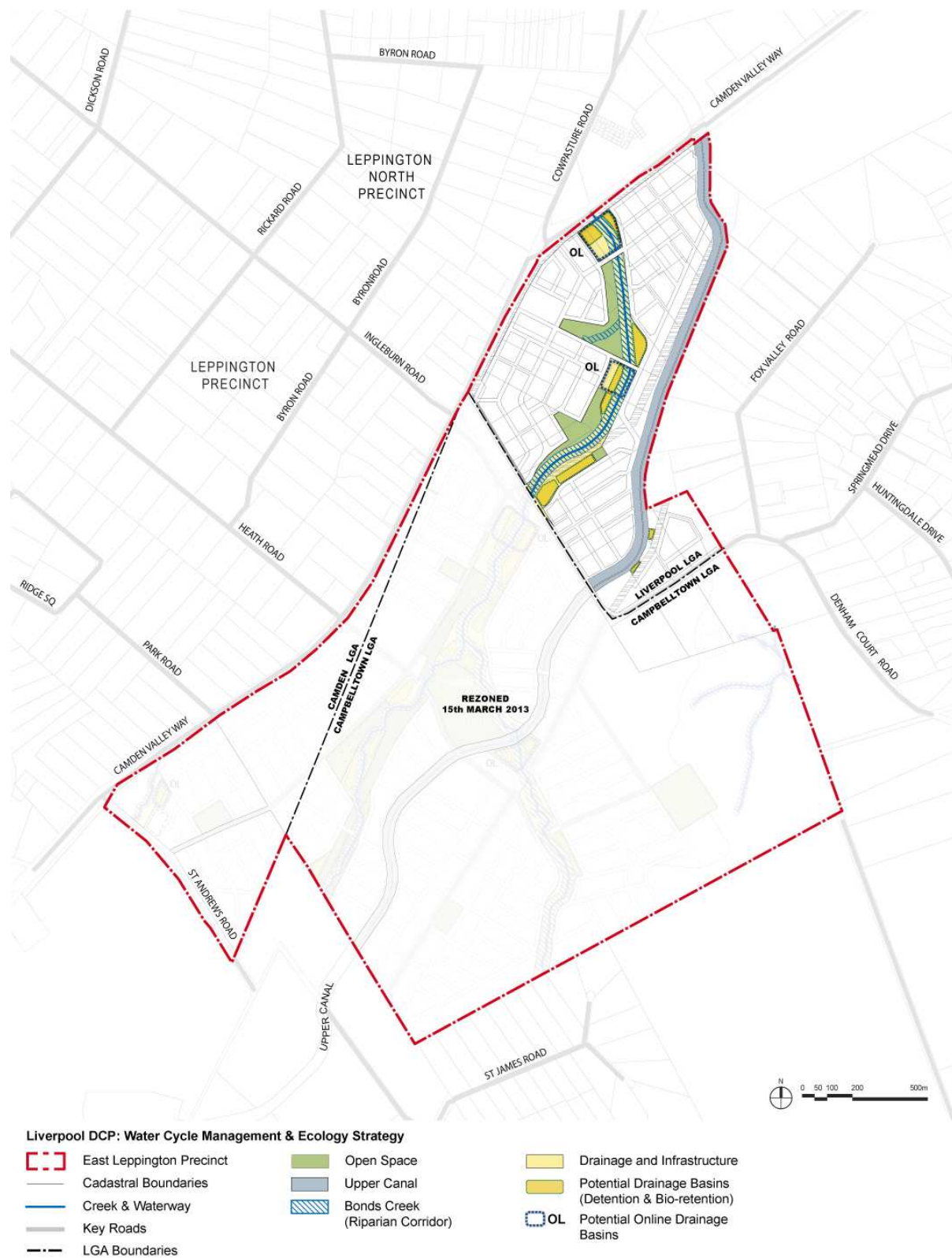
Areas of non-certified ENV in the north of the Precinct have been protected through open space zonings consistent with the requirements of the Certification Order. These areas are shown on the Native Vegetation Protection Map. Certain areas of non-certified ENV will need to be removed for the construction of drainage infrastructure or to meet other growth centre requirements. Notwithstanding, the Bio-certification Assessment Report for the Liverpool Part Precinct confirms that the Precinct wide

target of 5.47 hectares of ENV contributing to the protection of 2,000 hectares of ENV across the Growth Centres will be met. Of this, 1.83 hectares will be protected within the Liverpool Part Precinct.

Remnant native vegetation has been conserved by inclusion in the open space and drainage networks and a Native Vegetation Protection Map is proposed in the Explanation of Intended Effect to ensure that existing native vegetation that is of moderate to high ecological value is retained and managed. Appropriate Plans of Management will be prepared and implemented by Liverpool Council to manage existing vegetation as part of the embellishment of the open space network as it is delivered.

Due to limitations on the area of open space that can be justifiably acquired and maintained by the local Councils, some areas of remnant native vegetation are within the developable parts of the Precinct. In areas where this vegetation makes an important visual or ecological contribution, site specific controls have been incorporated into the draft DCP to maximise the retention and long term management and viability of the vegetation.

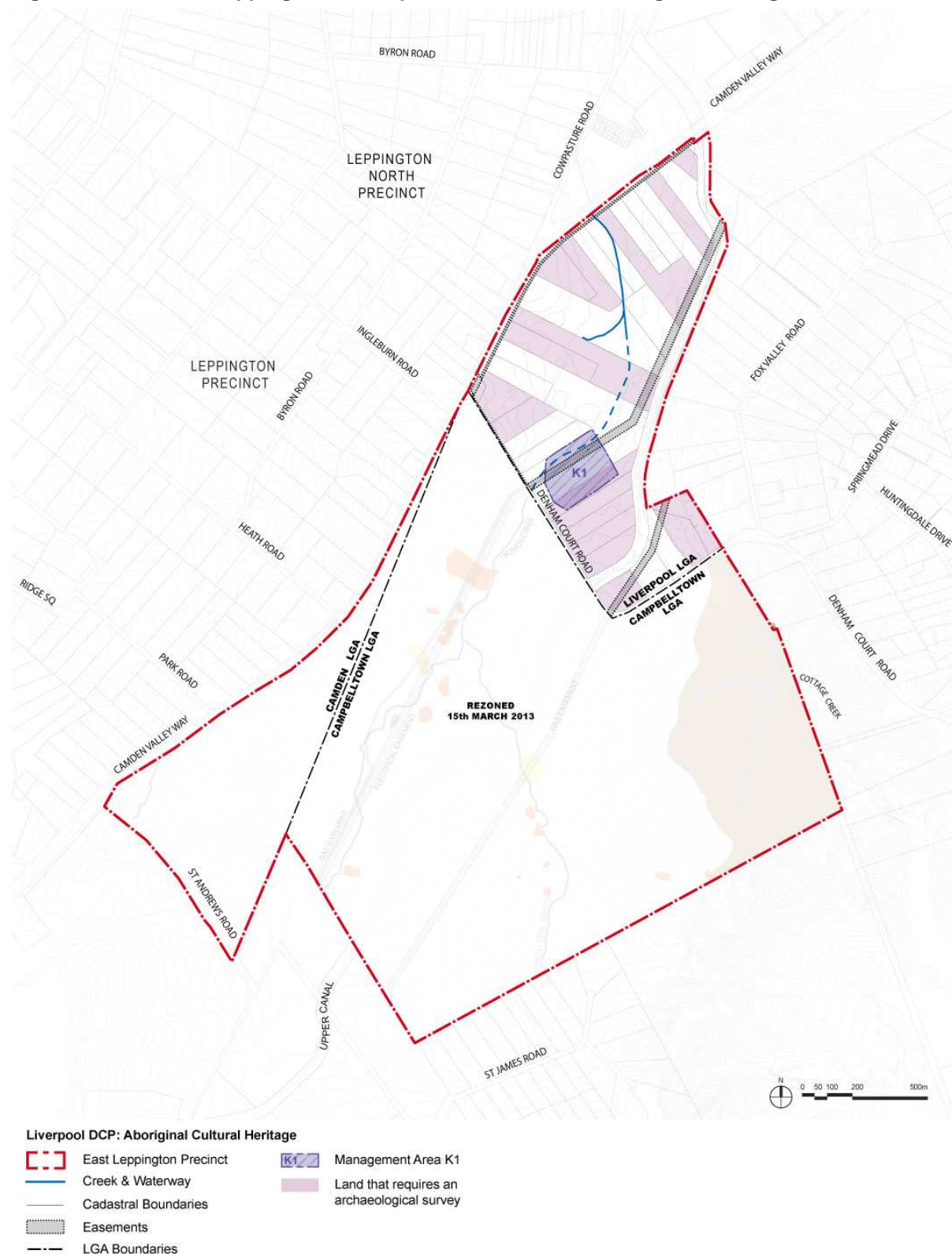
**Figure 5-8 Drainage, open space and conservation area outcomes**



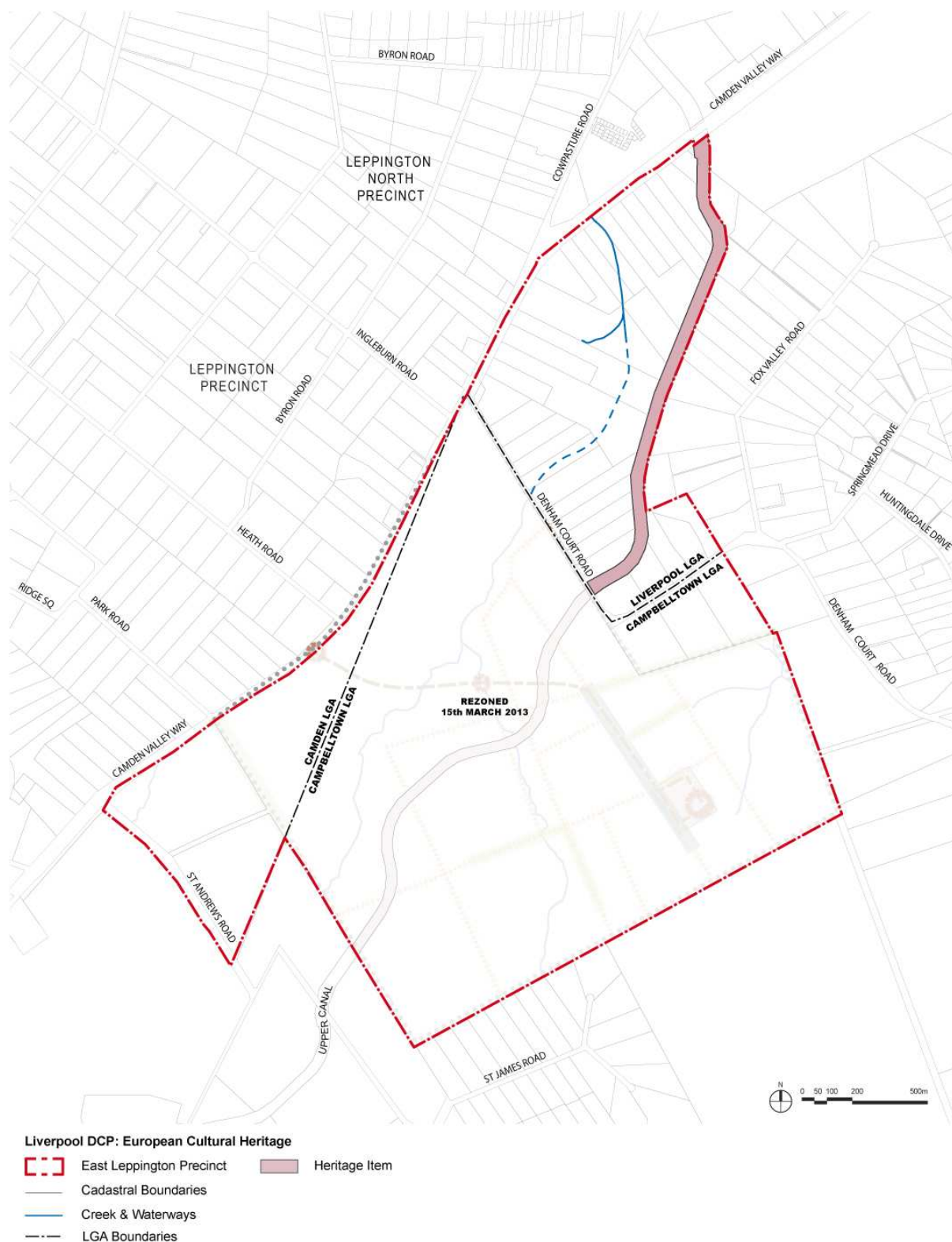
### 5.1.5 Heritage

One Aboriginal heritage management area (**Figure 5-9**) has been identified within the Liverpool Part Precinct and appropriate planning controls included in the DCP to manage development that may impact this area. The recommendations are consistent with the study undertaken for the whole precinct. The study obtained the support of the Office of Environment and Heritage in relation to the recommendations for the identified Aboriginal Heritage management areas within the precinct.

**Figure 5-9 East Leppington – Liverpool Part Precinct - Aboriginal Heritage**







**Figure 5-10 East Leppington – Liverpool Part Precinct - European Heritage**

**Figure 5-10** sets out the items of European heritage. The Sydney Upper Canal is the only listed heritage item within the Precinct. The State-heritage listed Upper Canal and curtilage will remain unchanged. Fencing surrounding the Upper Canal will need to be upgraded to accommodate the changing land use from rural to urban to ensure safety, water security and access to the curtilage are appropriate. No new crossings of the Canal are proposed in the part precinct. The existing Denham Court Road crossing will remain in place.

The canal and associated curtilage will not be publicly accessible, however local roads have been located along the boundary of the canal to provide passive surveillance of the canal and to facilitate pedestrian and cycle linkages throughout the Precinct.

## 6 Specialist Investigations

The Specialist investigations undertaken for the whole precinct are discussed in detail in the July 2012 Precinct Planning report. These reports have been reviewed and updated as relevant to address matters raised in submissions and to underpin the changes proposed in the Part Precinct the subject of this report.

The Specialist Reports are available on the Growth Centres website ([www.growthcentres.nsw.gov.au](http://www.growthcentres.nsw.gov.au)) and include:

- Biodiversity
  - Riparian
  - Bushfire
  - Water Cycle Management
  - Land Capability, Salinity and Contamination
  - Odour
  - Noise
  - Indigenous Heritage
  - Non-Indigenous Heritage
  - Traffic and Transport
  - Social Infrastructure
  - Retail and Employment Demand

Reference should be made to Chapter 6 of the July 2012 Precinct Planning Report for a discussion on the studies and the implications of these studies for precinct planning across the whole of the East Leppington Precinct.

The updated Water Cycle Management, Traffic and Transport, Open Space and Social Infrastructure and Employment and Retail Studies are available as part of the exhibition package and have informed the changes made to the revised ILP and associated DCP schedule for the Liverpool part precinct. A Biodiversity Field Validation report has also been prepared to validate the status of existing native vegetation in the Liverpool Part Precinct.

The Water Cycle Management study has also undergone peer review to confirm the outcomes of the modelling and that in terms of the provision of drainage infrastructure, each LGA will manage the storm water flows within its area. In this context, the drainage strategy has been revised and refined to improve efficiency in terms of land take for the infrastructure.

The peer review has also confirmed that the concept design and strategy developed for mitigating the impacts associated with the development of the precinct achieves the objectives of providing an equitable distribution of infrastructure through each LGA such that each LGA contains and controls its own impacts. The concept design also delivers a drainage strategy that appropriately accommodates the proposed impacts associated with the development of the precinct as a whole while also providing a suitable assessment of the concept size and extent of the drainage infrastructure for precinct planning purposes. The drainage infrastructure included in the design is also designed to accommodate post-development flooding and storm events.

The Traffic and Transport study has been updated to reflect agreement with the RMS on intersections with Camden Valley Way and Denham Court Road and also to include revised figures arising from a review of the traffic modelling. The Open Space and Social Infrastructure report has been revised to ensure consistency with the draft ILP and also to assist with the preparation of the draft local contributions plan. Similarly, minor revisions to terminology and clarification of recommendations have been made to the Employment and Retail Study.

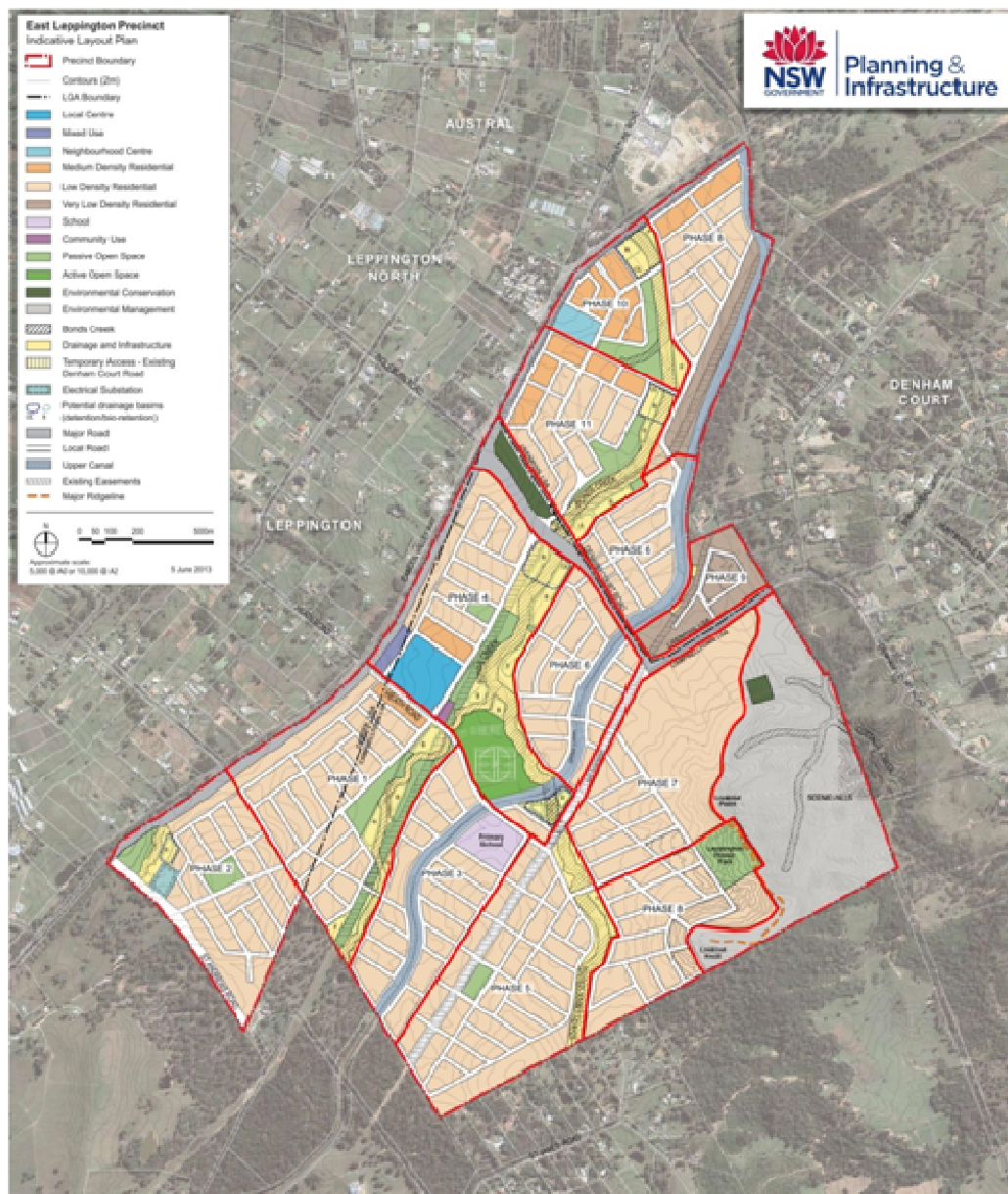
The updated reports are available for review as part of the re-exhibition package.

## 7 Infrastructure Delivery Plan

### 7.1 Interim Servicing Strategy

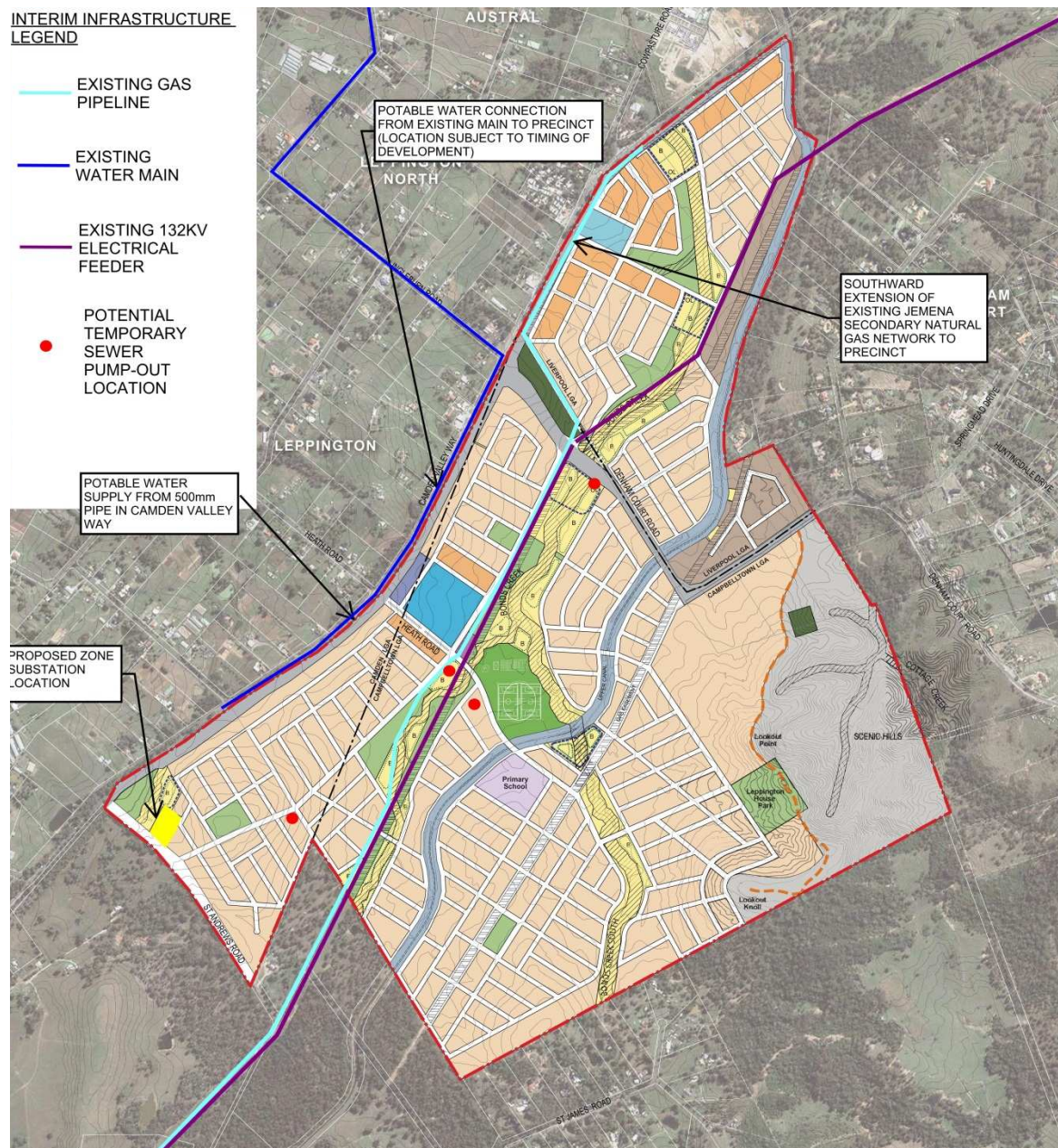
The Infrastructure Delivery Plan (IDP) prepared for East Leppington Precinct is discussed in detail in the July 2012 Precinct Planning Report. Post exhibition, both the IDP's Interim Servicing Strategy and the Ultimate or long term Servicing Strategy have been revised to reflect updated advice from infrastructure providers in relation to water and sewerage servicing and the provision of electricity, gas and telecommunication services.

A set of interim servicing strategies has been proposed by the utility agencies (Sydney Water Corporation (SWC) and Endeavour Energy) to provide for initial stages of development based on the indicative development staging plan for the Precinct as set out in **Figure 7-1**.



**Figure 7-1** East Leppington - Indicative Development Staging Plan (Cardno 2013)





**Figure 7-2 Interim Servicing Strategy**

A summary of the potential interim servicing arrangements is presented in **Figure 7-2** and the proposals for each infrastructure type are discussed below.

The staging of delivery of the water cycle management infrastructure and road infrastructure will not require establishment of interim strategies. The interim servicing strategy is preliminary, and further confirmation from the relevant agencies will be required during the development application phase by the relevant landowner/s to confirm the infrastructure provision for the initial stages of development in the Precinct.

### **7.1.1 Availability of Interim Services**

#### **Water**

East Leppington Precinct is located in close proximity to three water reservoirs and intersected by multiple trunk water mains. This existing infrastructure includes:

1. The Raby reservoirs and pumping stations located above the water supply canal in Denham Court;
2. The Leppington reservoirs and pumping stations located in Woolglen Park Road Leppington;
3. The Denham Court reservoirs located north of the site in Fox Valley Road Denham Court;
4. A 450mm main crossing the northern portion of the Precinct, a 500mm main crossing the western part of the Precinct and various mains between 200 and 500mm on Camden Valley Way. Sydney Water has advised that the existing 500mm diameter main located in Camden Valley Way will be capable of servicing up to 1,400 dwellings, up until approximately 2017, and will permit connection of the East Leppington development to the 500mm diameter main.

Sydney Water has made a preliminary commitment to deliver upgrades to the external potable water network upstream of the precinct by mid-2015, to provide further capacity to the existing 500mm diameter main to facilitate the servicing of the remainder of the East Leppington Precinct.

#### **Sewer**

The East Leppington Precinct does not currently have any connections to the Sydney Water sewer network and it is expected that the existing semi-rural development is served by on-site disposal systems. The closest existing Sydney Water sewer infrastructure is located on Camden Valley Way approximately 3 km north of the Precinct and has limited capacity. Substantial upgrades to the sewer infrastructure throughout the South West Growth Centre are currently being investigated by Sydney Water.

Sydney Water has advised that interim sewer servicing for the East Leppington Precinct will consist of a pump-out system, consisting of a wet-well that is regularly pumped-out and trucked to an STP. Potential locations for wet wells (pump-out tanks) are identified in Figure 7-1. These have not been confirmed with Sydney Water and will need to consider the staging of developments within the Precinct. It is understood that appropriate locations for wet wells have been identified for the development within the Campbelltown and Camden areas as part of discussions between Sydney Water and the major land owner in these areas.

Similarly, other early developers within the precinct, particularly in the Liverpool area, will be required to engage with Sydney Water to determine details of the temporary pump-out system as appropriate. The location of the wet-well(s) will need to be considered in relation to future trunk servicing layouts and the associated truck movements. It is likely that each individual pump-out systems will be limited to serving 150 dwellings due to restrictions on the acceptable amount of truck movements. As such, if this interim arrangement is to service additional dwellings, alternative truck access arrangements and construction controls to minimise wet weather infiltration will need to be considered during design development. Sydney Water may seek to incorporate tank storage into the ultimate servicing strategy as wet well or wet weather storage. Cost of any tanks and pump-out delivered as part of Sydney Water's servicing strategy will be borne by Sydney Water.



This interim measure will be employed until such time as the ultimate servicing scheme is initiated by Sydney Water. Sydney Water has made a preliminary commitment to deliver ultimate wastewater infrastructure for the precinct by mid-2015. Based on the development staging discussed in Section 3.0, this interim arrangement will potentially be required to service Stage 1 and part of Stage 2, which represent development within the Campbelltown and Camden areas. Given the cost of establishing and maintaining pump-out systems and that the sewer infrastructure for the whole East Leppington Precinct is planned to be delivered by mid-2015, it may not be necessary for development within the Liverpool part of the precinct to be part of the interim servicing arrangement. However, this may not be the case if development within the Liverpool LGA proceeds earlier than expected.

## **Electricity**

There is currently limited electrical infrastructure within the East Leppington Precinct and Endeavour Energy has advised that upgrades will be required to supply the proposed development. Endeavour Energy has committed to upgrade works to supply the Precinct, and the required infrastructure, including zone substation, is scheduled for delivery in mid-2014. Endeavour Energy will work with developers to determine appropriate interim servicing solutions in the event that any dwellings are constructed prior to the commissioning of the zone substation.

## **Gas**

Jemena has advised that natural gas is available via an existing off-site high pressure secondary network adjacent to the precinct, which can be extended to supply any proposed development within the East Leppington Precinct, subject to commercial viability being achieved. The details and timing of delivery of the natural gas supply will be determined by Jemena following a review of the commercial viability. This would require Jemena to review whether the proposed network expansion will generate sufficient patronage to its services to justify the capital cost of servicing the site. In the event that commercial viability is not justified, Jemena will request contributions from the developers. Where Jemena's commercial viability review is satisfied, Jemena will be responsible for installation of all lead in and reticulation works.

## **Telecommunications**

NBN Co. has advised that they can service the initial stages of development as part of their overall strategy for the Precinct.

### **7.1.2 Initial development areas**

To allow for temporary infrastructure works in the Liverpool Part Precinct, development may require some consolidation of land or landowners to come together to achieve the necessary economies of scale to carry out the subdivision and infrastructure works. The funding of temporary infrastructure ahead of SWC and Endeavour Energy's works programs is typical of large green field releases that are in single or consolidated land holdings.

Where land is in different and small ownerships, a higher degree of involvement is likely to be required from infrastructure providers, and a more cooperative approach from land owners to demonstrate to infrastructure agencies that demand is sufficient to warrant investment.

Given the degree of land fragmentation in the Part Precinct, the Department will continue to investigate alternative funding delivery approaches with SWC and Endeavour Energy during and after the exhibition period to where possible, create more certainty around the interim servicing strategy. The initial development areas are indicative only. Should owners in other areas want to develop earlier, they would be subject to discussion with SWC, Endeavour Energy and their local Council to determine the feasibility of providing enabling infrastructure. The Department would support any enquiry into servicing land and would look to provide an active role in facilitating discussions with the relevant agencies.

An explanation of the ultimate servicing requirements for the Precinct is provided below as set out in the revised IDP and depicted in **Figure 7-3** below.

### 7-3 Ultimate Trunk Services Infrastructure Plan (Source: Cardno 2012)

### **7.2.1 Water Reticulation**

Sydney Water is currently reviewing their strategy for delivery of water infrastructure to the South West Growth Centre. It is anticipated that this overall strategy will require upgrades to existing Sydney Water infrastructure external to the East Leppington Precinct, which will service development within the overall South West Growth Centre.

As part of its long term servicing strategy, Sydney Water has advised that it will provide upgrades to the external potable water network upstream of the precinct to facilitate the servicing of the remainder of the East Leppington Precinct. These off-site infrastructure works will provide further capacity at the existing 500 mm main located in Camden Valley Way, providing sufficient capacity for this main to service the whole Precinct. Sydney Water has made a preliminary commitment to deliver ultimate water infrastructure for the precinct by mid-2015. Developers will be responsible for provision of potable water reticulation throughout the Precinct under the Section 73 process. These water mains will be dedicated back to Sydney Water once constructed. Sydney Water's amended recycled water servicing strategy to the North and South-West Growth Centres does not propose that the Precinct be serviced by recycled water.

### **7.2.2 Sewer**

Sydney Water has made a preliminary commitment to deliver ultimate sewer infrastructure for the precinct by mid-2015. Sydney Water is currently reviewing their strategy for delivery of sewer infrastructure to the South West Growth Centre. Sydney Water has previously identified a number of options for providing sewage servicing to the East Leppington Precinct as follows:

1. Connection via pump station and rising main discharging to the Liverpool STP, which currently has sufficient capacity to service the Precinct. The discharge point would likely be to the existing trunk system on Camden Valley Way in the vicinity of Edmondson Park.
2. Connection via pump station and rising main discharging to the Oran Park / Turner Road system. Sydney Water has advised that this is unlikely to be feasible.
3. Localised treatment and re-use for irrigation. This was considered not to be feasible on a Precinct level, due to limited available land for irrigation within the Precinct.
4. A combination of the above.

Recent advice from Sydney Water indicates that the ultimate servicing strategy for the East Leppington Precinct will most likely consist of a new trunk gravity carrier main falling in a northerly direction, following the alignment of Bonds Creek. There is potential for this carrier main to discharge to the existing Liverpool STP via a pump station or to connect to the Kemps Creek STP by gravity. These options are currently being reviewed by Sydney Water. Developers will be responsible for provision of sewer reticulation throughout the Precinct under the Section 73 process. These sewer mains will be dedicated back to Sydney Water once constructed.

### **7.2.3 Electricity**

Endeavour Energy is currently progressing planning for the installation of a new zone substation fronting St Andrews Road, near the corner of Camden Valley Way, to service the East Leppington Precinct. The site location has been agreed and it is understood that Endeavour Energy currently anticipates that this zone substation will be operational by mid-2014.

The agreed location of the zone substation allows for the installation of 132 kV feeders along St Andrews Road to the south and to the existing 132kV feeders which run through the Precinct, as well as in both directions along Camden Valley Way. These feeders will form connections to other zone substations in the South West Growth Centre. As such, this zone substation will form an important strategic role in the supply for the wider area, providing redundancy in the network.

Endeavour Energy has also advised that as part of its system upgrades, it intends to upgrade the 132 kV overhead conductors running through the easement in the Precinct. It will be the responsibility of the developers to run 11kV high voltage feeders from the zone substation to the respective parts of the precinct. This includes all lead in works for Stages remote from the substation. This could either be via below ground feeders or temporary aboveground services, which will be determined and agreed as part of the detailed electrical design process with Endeavour Energy. All high and low voltage, reticulation conductors for the Precinct will ultimately be required to be located underground to improve urban amenity and provide extreme weather protection in accordance with Endeavour Energy guidelines. **Figure 7.3** provides a preliminary indication as to where it may be appropriate to install connecting feeders from the proposed new zone substation to each development area based on the indicative development staging provided in **Figure 7.2**. However, these should be considered as indicative only, and developers should consult Endeavour Energy as part of the agreement process.

#### **7.2.4 Natural Gas**

Jemena has advised that the High Pressure Secondary Network (HPSN) which currently terminates on Camden Valley Way approximately 200m south of the Cowpasture Rd intersection would need to be extended to service the Precinct and that a pressure reducing station would be required to be installed by Jemena to reduce pressure suitably for reticulation purposes (Cardno, 2012).

The details and timing of delivery of the ultimate natural gas supply will be determined by Jemena following a review of the commercial viability. This would require Jemena to review whether the proposed network expansion will generate sufficient patronage to its services to justify the capital cost of servicing the site. In the event that commercial viability is not justified, Jemena will request contributions from the developers. Where Jemena's commercial viability review is satisfied, Jemena will be responsible for installation of all lead in and reticulation works.

#### **7.2.5 Telecommunications**

NBN Co has confirmed that it would be able to provide telecommunication services to the Precinct within the proposed timing of the development works. This is based on the assumption that the development program will deliver stages in greater than 100 new lots.

Developers will be responsible for the cost and implementation of a pit and pipe network, while NBN Co. will be responsible for funding and installation of fibre optic infrastructure, including backhaul to a point of interconnect.

#### **7.2.6 Roads**

The RMS is currently upgrading Camden Valley Way to a four lane arterial road.

The upgrade of Camden Valley Way and Denham Court Road will be partially funded by the State Infrastructure Contribution (SIC), a levy that is paid by landowners and developers in the Growth Centres to fund major infrastructure. Camden Valley Way will be a full upgrade to four (and capable of six) lanes, while the re-alignment of Denham Court Road is a partial upgrade. This road will need to be upgraded to four lanes within the precinct boundary by 2026 and land has been reserved to achieve this within the precinct plan.

#### **7.2.7 Public Transport**

The South West Rail Line including the line to Leppington Station, associated station platform, bus interchange and commuter car parking is currently under construction and is expected to be operational in 2016. These facilities are located in the adjacent Leppington North Precinct.

The delivery of the local and regional bus network will be staged and typically follow the rate of development in the Precinct. Transport NSW is responsible for delivering rail and bus transport.

### **7.3 Key issues facing infrastructure delivery and Precinct development**

#### **7.3.1 Infrastructure delivery schedule and initial development**

Prior to rezoning, further work and consultation will be undertaken by the Department with servicing authorities, in particular SWC and Endeavour Energy to determine or confirm the long term funding and delivery commitments for the essential infrastructure to provide landowners and developers certainty. In addition, the interim servicing strategy for the Precinct will be further developed and refined to ensure that initial stages of development have access to enabling infrastructure.

#### **7.3.2 Land fragmentation and infrastructure delivery**

The IDP acknowledges that standard practice to the delivery of infrastructure to urban growth areas needs to be tailored to enable development on land such as in the Liverpool Part Precinct characterised by numerous small land holdings. The Department will continue to work with key service authorities and other parts of Government to develop appropriate funding and delivery models that allows the timely delivery of infrastructure that is able to respond to development fronts as demand arises.

Given the existing subdivision and ownership pattern in the north of the Precinct, land owners wishing to develop or sell may need to consider the intentions of their neighbours, and where these align, cooperate to foster interest from the development industry and to demonstrate to infrastructure agencies that there is a willingness to develop the land. The Department will work with landowners and developers that are interested in developing their land to help coordinate the future discussions and planning with servicing authorities.

#### **7.3.3 Funding of local infrastructure above the Section 94 Contributions cap**

Draft Section 94 Contributions Plans are under preparation for the three councils. Both Camden and Campbelltown Councils have advised they are negotiating VPA's with the major landowner in place of a draft Section 94 Plan.

The Section 94 Plan for Liverpool will enable the Council to levy contributions on residential and retail based development within the Part Precinct. Funding sourced from these contributions will be used by the Council to deliver essential infrastructure required by the Precinct. This will typically include:

- Major local road infrastructure such as creek crossings and parts of collector roads and the necessary land to build them;
- Drainage infrastructure including detention basins, parts of riparian corridors used to convey stormwater and new drainage channels and the necessary land to build them; and
- Open space including embellishment of new parks, playgrounds and the necessary land to build these in.

Under current Government policy, funding for this type of infrastructure that can be collected by councils from Section 94 Contributions is limited to \$30,000 per residential lot. However, given the size of the overall East Leppington Precinct, the significant amount of infrastructure that is required for the future residential and working population and amount of constrained land (i.e. land that will be undevelopable due to flooding, riparian corridors, infrastructure provision, the existing Upper Canal and easements), it is likely that the average Section 94 Contribution per residential lot may exceed the \$30,000 limit across the precinct.

Preliminary indications for the Liverpool Part Precinct are that the average contribution rate for residential development will be in the order of \$28,000 per lot for medium density housing and \$34,000 per lot for low density (standard) residential housing. In this event, the plan can be reviewed by IPART for support via the Housing Affordability Fund. The Department will continue working with the council to progress the plan to IPART as required.



## 8 Draft Statutory and Development Controls

The suite of planning documents that will apply to the Liverpool Part Precinct include an amendment to the Liverpool Growth Centres Precinct Plan to provide statutory planning controls for the land in the Part Precinct (similar to a Local Environmental Plan), and a Development Control Plan (DCP) Schedule to the Liverpool Growth Centres DCP. The Schedule will provide design guidance for development within the East Leppington Precinct. The planning controls under the Precinct Plan Amendment and DCP Schedule have been revised and amended to reflect discussions with Liverpool Council and the outcomes of the post-exhibition precinct planning review. These documents are available as part of the exhibition material.

### 8.1 Proposed Liverpool Precinct Plan Amendment under the Growth Centres SEPP

Under amendments to Section 38 of the EP&A Act, there is no longer a requirement to exhibit draft SEPP Amendments. Instead, a 'plain English' explanation of the planning controls that are proposed to be in the Amendment has been prepared, along with draft SEPP maps. The 'Explanation of Intended Effect' and draft SEPP maps are available as part of the exhibition material.

The proposed Amendment will, when published, make amendments to the Liverpool Growth Centres Precinct Plan. Liverpool Council is the consent authority under the Precinct Plan for development within its LGA and retains primary responsibility for the assessment and determination of development applications within the East Leppington Liverpool Part-Precinct.

Reference should be made to the Explanation of Intended Effect for a more detailed description of the proposed Amendment, and to the draft SEPP maps to understand how the proposed controls are intended to apply to land in the Part Precinct. The following sections provide an overview of the key aspects of the proposed Amendment, and explanation of the reasons behind the proposed controls where this has been revised.

#### 8.1.1 Land to which the proposed SEPP Amendment will apply

The East Leppington Liverpool Part-Precinct Plan will apply to all land in the Part Precinct. Minor adjustments to the Precinct boundaries have also been made mainly in the vicinity of the Upper Canal, to align the boundary with cadastral boundaries. This has been done to avoid the partial application of the planning controls to properties where the original Precinct boundaries did not align precisely with property boundaries.

#### 8.1.2 Land use zones and permissibility of development

Land use zones have been selected for all land in the Part Precinct based on the intended future use of the land as described in the draft ILP (refer to Section 5). Table 8-1 summarises the proposed zoning of land, and the reasons why certain zones are proposed to apply.

**Table 8-1 Proposed land use zones and their application**

Zone	Application and rationale
R2 Low Density Residential	Provides for a mix of dwelling types in a predominantly low density residential environment and is applied to the greatest area of land in the Precinct. Flexibility has been provided to allow for a range of dwelling types.
R3 Medium Density Residential	Allows a range of dwelling types in a medium density residential environment located in the vicinity of the Neighbourhood Centre and Camden Valley Way.
B1 Neighbourhood Centre	Applies to the Neighbourhood Centre located near the intersection of Camden Valley Way with Cowpasture Road which could contain a supermarket, neighbourhood retail stores, and other neighbourhood services for the population within the Part Precinct. An approved Highway Service Centre is incorporated into the B1 zone with frontage to Camden Valley Way.
E4 Environmental Living	Applies to the area east of the gas easement which acts as a transition to the adjoining Denham Court suburb. A very low density housing provision is identified for this area with a minimum lot size of 2000m <sup>2</sup> .
SP2 Infrastructure	Applies to land that is required for public purposes including: <ul style="list-style-type: none"> <li>▪ Major roads including Camden Valley Way and Denham Court Road</li> <li>▪ Upgrades to existing roads or construction of new sections of road that are to be funded by local infrastructure contributions</li> <li>▪ Trunk drainage land including stormwater detention basins and major creek lines</li> </ul>
RE1 Public Recreation	Land that is to be acquired and embellished by the Councils to provide for the recreational needs of the residents and workers in the Part Precinct. This includes local parks, land adjacent to the riparian corridors and pedestrian/cycle links through the Part Precinct.

For each zone, the zoning table in the Liverpool Growth Centre Precinct Plan specifies land uses that are permissible, either with or without the consent of Council, or prohibited. A draft zoning table has been prepared as part of the Explanation of Intended Effect.

### 8.1.3 Exempt and complying development

The EP&A Act enables certain types of development to proceed without the need for any environmental assessment or development consent. This is known as exempt development. It also enables some types of development to proceed through a fast tracked approval process, where it complies with relevant building standards. This is known as complying development. The types of development that are exempt and complying are generally set out in SEPP (Exempt and Complying Development Codes) 2008 (referred to as the Codes SEPP).

The Codes SEPP specifies that exempt and complying development cannot be carried out on certain environmentally sensitive land that is identified under another Environmental Planning Instrument. The Liverpool Growth Centres Precinct Plan excludes the operation of the General Housing Code (part of the Codes SEPP) from applying to land zoned Environmental Conservation or Environmental Management, and land shown as Existing Native Vegetation or a Native Vegetation Retention Area,

on the Native Vegetation Protection Map. This means that construction of new dwellings in these areas will require development consent from Council.

#### **8.1.4 Development standards**

The amendment to the Liverpool Growth Centres Precinct Plan will establish development standards that are intended to control different aspects of the bulk, scale or intensity of development for land in the East Leppington Part-Precinct. The purpose of these standards is to ensure that development is consistent with the objectives of the zone and of the Precinct Plan as a whole. The following development standards are proposed:

- Minimum lot sizes for subdivision for some residential areas identified as Very Low Density Residential and Environmental Living on the draft ILP (refer to SEPP Map).
- Maximum height of buildings
- Minimum residential densities.

The intent of application of each of the development standards to land in the Part Precinct is described below.

#### **Minimum subdivision and lot sizes for residential development**

The amending Precinct Plan will specify minimum subdivision lot sizes for some land zoned R2, R3 and E4. Varying minimum lot sizes are proposed for land in these zones to respond to different environmental constraints including presence of infrastructure easements, minimising risks of impacts on water quality in the Sydney Catchment Authority Upper Canal, addressing desired future character and transition area requirements. The proposed minimum subdivision lot sizes are as shown on the Minimum Lot Size SEPP Map.

Minimum subdivision lot size controls are usually specified in LEPs based on a map that shows the minimum lot size. A different approach has been adopted in the Growth Centres, recognising that different dwelling types can be constructed on lots of different sizes. The amending Precinct Plan therefore includes a control specifying minimum lot sizes for different types of residential accommodation for the East Leppington - Liverpool Part-Precinct. This includes lot sizes for dwelling houses, attached dwellings, dual occupancies and multi-dwelling housing. This approach provides clearer guidance to developers as to the minimum lot size that is appropriate for the particular dwelling type they propose.

#### **Maximum height of buildings**

The maximum height of building control will help to control the size of buildings within the East Leppington Liverpool Part-Precinct, in accordance with the objectives of the overall Liverpool Growth Centres Precinct Plan and the relevant land use zones. The maximum height controls for the part precinct were determined based on the desired character of the various land use zones, and to manage impacts such as overshadowing and loss of privacy.

Maximum height controls are proposed in the residential zones. The draft SEPP maps show the proposed maximum height controls in these areas. They are generally intended to limit the height of residential buildings (and other buildings that are permissible in these zones) to 3 storeys. These building heights are typical of buildings in low to medium density residential areas.

Maximum building heights are specified for the Neighbourhood Centre. The maximum building height allows for retail uses that require a larger floor to ceiling height (e.g. supermarkets or retail premises) and for mixed use developments such as shop top housing. The proposed controls allow buildings in the centre to be taller than in the surrounding residential zones to assist in reinforcing the centre as destination and activity node within the urban area.

### **Floor space ratio**

No FSR controls are proposed in the Amendment. The bulk and scale of development in these zones will be controlled by the maximum building height control, and by controls such as maximum site coverage and minimum landscaped area in the DCPs.

#### **8.1.5 Additional provisions**

The Amendment is proposed to contain a range of additional provisions, generally based on those in the Standard Instrument LEP template. These provisions relate to matters such as:

- Land acquisition for public infrastructure purposes (discussed further in Section 8.1.6);
- Flexible zone boundary provisions, that enable development (in some circumstances) to be carried out within a certain distance of the zone boundary, where it is permissible in the adjoining zone;
- Heritage conservation controls to ensure the protection of significant historic and cultural heritage within the Precinct;

#### **8.1.6 Acquisition of land for public purposes**

The Infrastructure Delivery Plan, which is part of the draft Precinct Planning package, provides more information in relation to the proposed mechanisms for funding and delivery of infrastructure in East Leppington Precinct. The acquisition of land that is required for public purposes is a key element in the delivery strategy for urban infrastructure in the Precinct.

The draft Explanation of Intended Effect nominates a range of Government agencies, including Liverpool Council and the RTA, as the relevant acquisition authority for the purposes listed in the amending East Leppington – Liverpool Part Precinct Plan. The draft Land Reservation Acquisition map identifies the land that is to be acquired for those purposes. The sections that follow provide some explanation of funding arrangements and any areas of uncertainty, in relation to the acquisition of land for public infrastructure purposes.

The acquisition requirements of the Amendment will not come into force until the Amendment is finalised. The Contributions Plan is intended to be finalised to coincide as closely as possible with the finalisation of the Amendment.

### **Local infrastructure**

Liverpool Council is nominated as land acquisition authority for purposes including:

- Local roads (widening of existing roads or construction of some new sections of roads).
- Public recreation land;
- Drainage infrastructure land;

Traditionally, the infrastructure listed above has been provided in new urban growth areas by Council, and funded partly or wholly by developer charges under section 94 of the EP&A Act. The Department and Council have jointly prepared a draft Contributions Plan (under section 94) that will specify the types of infrastructure to be provided by the Council using section 94 funding, the cost of that infrastructure and the land requirements.

Preliminary calculations indicate that the infrastructure costs to provide for the needs of the future population of the Precinct will exceed a \$30,000 per residential lot contribution cap that has been imposed by the NSW Government. The costs are estimated at average of \$34,000 per lot for low density (standard) residential housing and \$28,000 per lot for medium density housing. This means that funding for a proportion of the land and capital works costs specified in the draft Contributions Plans will be required from alternate sources.

### **Regional roads**

The Western Sydney Growth Areas Special Infrastructure Contribution (the SIC) identifies regional infrastructure that is to be provide to service the Growth Centres, and other growth areas in western Sydney. The SIC nominates a number of regional roads in the East Leppington Precinct, to be funded by the NSW Government, with contributions from the private sector through levies on development to cover part of the cost.

For the purposes of re-exhibition of the draft Precinct Plan, the Department has nominated the RMS as the relevant acquisition authority for SIC roads (identified on the Land Reservation Acquisition map as Classified Roads). The Department has also nominated the RMS as the acquisition authority for the Denham Court Road widening shown on the plan east of the gas easement and the precinct boundary and will continue to work with the Service and other relevant agencies to confirm funding arrangements for the regional roads identified in the SIC.

#### **8.1.7 Local provisions**

The draft amendment includes a number of local provisions that relate to matters of particular relevance to the East Leppington Precinct. These include:

- A requirement that essential utilities (water, sewer and electricity) are available to the land before Councils grant consent to applications for urban development;
- Controls to limit the clearing of remnant native vegetation, and require offsetting of any clearing;
- Controls to prevent the clearing of Existing Native Vegetation that is required to ensure consistency with the biodiversity certification under the Threatened Species Conservation Act (refer to Section 4.2.2);
- Controls on the location of restricted premises and sex services premises.
- Controls relating to the gross floor area of the Neighbourhood Centre limiting the gross floor area for retail to 2500m<sup>2</sup>.

## **8.2 Draft DCPs**

The East Leppington DCP Schedule to the Liverpool Growth Centre Precincts DCP has been revised in consultation with Liverpool Council and to respond to matters raised in submissions. The content

of the DCP Schedule is specific to East Leppington and includes precinct-specific information and controls for land within the Part Precinct that respond to the Precinct's particular characteristics.

The Liverpool Growth Centre Precincts DCP will therefore be amended by the inclusion of a new East Leppington schedule.

## **8.3 Statements of consistency**

An assessment of consistency of the draft amending Precinct Plan with the key policies, plans and statutory requirements that guide and inform precinct planning has been undertaken. A summary of those assessments is provided in each of the following sections.

### **8.3.1 Section 117 directions**

The proposed SEPP amendment is not strictly required to comply with these directions, as they apply only to the preparation of Local Environmental Plans. However, the amending Precinct Plan may at some point be incorporated into the relevant Council Local Environmental Plans as part of the overall Liverpool Growth Centre Precinct Plan. It is therefore appropriate that the amending Precinct Plan be consistent with the section 117 directions to the maximum possible extent.

An assessment of consistency with Directions issued by the Minister (or Director-General of DP&I under delegation) under Section 117 of the EP&A Act concludes that the proposed Amendment will be generally consistent with the Directions consistent with Appendix E in the July 2012 Planning Report.

### **8.3.2 Biodiversity certification**

Biodiversity Certification under the *Threatened Species Conservation Act 1995* was conferred upon the Growth Centres SEPP in December 2007 and confirmed in July 2008 via an amendment to the TSC Act. The Certification effectively switches off the need to undertake assessment and obtain approvals required under the TSC Act for development on land that is Certified. The Biodiversity Certification includes a number of requirements (or Relevant Biodiversity Measures – RBMs) that must be satisfied in order to maintain the Certification.

RBM 35 requires that a report be prepared assessing the consistency of the East Leppington Precinct Plan with the Biodiversity Certification. This report has been prepared and is included at Appendix D.

The assessment concludes that there are some minor anticipated impacts on Existing Native Vegetation within non-Certified lands in the Part Precinct, as a result of:

- These areas being found to be highly modified and impacted and the remaining native vegetation being of a poor quality or size configuration.
- The need to locate some essential infrastructure, including drainage infrastructure within non-Certified areas.

The outcomes for protection of ENV are consistent with the RBMs in that the required 5.47 ha of ENV required to be protected within East Leppington is achieved. The draft Precinct Plan is consistent with all other requirements of the Certification. It is therefore recommended that:

- The Minister for Environment maintains the Biodiversity Certification; and



- The South West Growth Centre Biodiversity Certification Map be updated to reflect the conservation outcomes that will be achieved through the amendment to the Liverpool Growth Centre Precinct Plan.

### **8.3.3 South West Structure Plan**

Precinct Planning for the East Leppington Precinct as a whole has been guided by the Growth Centres Structure Plan. It is however important to note that the outcomes of Precinct Planning may differ from the Structure Plan as a result of more detailed investigations or other factors that influence Precinct Planning. The draft amendment is generally consistent with the Structure Plan and Explanatory Notes.

### **Neighbourhood Centres**

The Explanatory Notes indicate that East Leppington Precinct will accommodate 2-3 neighbourhood centres. The draft ILP for the Liverpool Part Precinct provides for a zoned neighbourhood centre in which is a post-exhibition revision arising from consideration of submissions and discussions with Liverpool Council.

### **Dwelling yield**

The Structure Plan establishes a dwelling target of 3,000 for the East Leppington Precinct. The draft ILP for the Part Precinct includes an increase in yield from 941 at the July 2012 exhibition to 1129 under the current ILP. There are a number of reasons for this:

- Changes in the Riparian Corridor Policy have led to reduced riparian corridor widths leading to more land within the part precinct being able to be developed. Areas within the 1 in 100 year flood extent were utilised for public open space and infrastructure purposes such as detention basins and rain gardens. Previously detention basins were required to be located outside of the riparian corridors.
- The implementation of a more efficient road layout facilitating an improved lot yield coupled with the inclusion of medium density housing on land adjoining Camden Valley Way and in close proximity to the proposed neighbourhood centre.

### **8.3.4 Growth Centres Development Code**

The Growth Centres Development Code has been referred to as a guide to the preparation of the draft amendment Plan. The Development Code provides for consistent processes and standards of development across the Growth Centres. The amendment has been prepared in accordance with the Precinct Planning process outlined in the Development Code.

The Department has referred primarily to the Development Code for guidance on appropriate development controls. However, in some situations deviation from the Development Code has occurred where particular site characteristics necessitate a different approach, or where consistency with a local Council policy or planning control takes precedence.

In summary, the amendment Plan is consistent with the Development Code except where site specific controls or Council policies necessitate different controls. This is consistent with the assessment of consistency with the Development Code included in Appendix E of the July 2012 Planning Report.