INTRODUCTION

This report will outline a joint submission on behalf of approximately thirty-seven (37) landowners within the Catherine Fields North Precinct, requesting that their land be included in the Leppington Precinct, released in November 2011. This report has been prepared to respond to the Department of Planning current Precinct Boundary Review.

The lots, the subject of this report have previously been discussed with Mr Adrian Hohenzollern, Precinct Project Manager for the Precinct Boundary Review Process (PBRP),

The submission will follow the assessment criteria as provided by the Growth Centres Commission Explanatory Note GCC EN 08-002, and as required, the submission satisfies one or more of the assessment criteria and has no detrimental impact on any others.

The inclusion of these properties, with the possible addition of other properties in individual and joint submissions outside of this one, will allow for an early, holistic and strategic approach to:

1. **The Kemps Creek line catchment.** Water cycle management is a significant matter for the South West Growth Centre (SWGC). It is now better understood through recent analysis for the Austral and Leppington North Precincts. Pre-development flows need to be understood early in the precinct planning process.

2. **The urban structure to support the major centre at Leppington and the invested funds for public transport and heavy rail.** The proposed village centre, currently in the Catherine Fields North precinct, builds upon the structure put in place by the Leppington North Precinct. Inclusion of the properties provides for the logical extension of sub-arterial roads, servicing and drainage, and green links from the major centre. If established early they will support the foundation of the major centre. This also forms a logical urban catchment.

3. **Efficient, integrated, coordination of servicing and drainage.** The subject properties are part of the same drainage catchment as the Leppington Precinct.

4. **Efficient, integrated, coordination of major public transport routes to the centres.** This is a direct and key response to the objectives of the Metropolitan Plan for Sydney 2036, Metropolitan Transport Plan – Connecting the City of Cities 2010 and the draft South West Sub-Regional Strategy prepared in December 2007.
5. Remove the anomaly of properties currently severed by Kemps Creek.

1.2 LAND OWNERSHIP

AGREEMENT BETWEEN LAND OWNERS
A Memo of Understanding (MOU) has been prepared as a confirmation of an understanding between the owners, and as a tool to clearly outline the common objectives of the submission (See Appendix 1). This MOU is signed by each of the owners and is appended to this letter. The MOU clearly illustrates a strong and positive commitment by the landowners in realising a positive outcome to this PBRP. The difficult issue of splintered ownership for the SWGC is significantly reduced by unifying the many property owners.

SPEEDY SEEDLINGS AND SUPPLIES
A landowner, of 17.3 Ha in size located at Riley Road Leppington, Speedy Seedlings and Supplies has ownership six (6) of the total approximate thirty-seven (37) lots (Figure 1). This landowner has operated a successful market gardening business for over 30 years which has become a vegetable seedling enterprise. This land parcel is well located to the proposed village centre noted on the South West Structure Plan (Edition 3). (See Figures 2 and 6). The village centre is shown north of the Raby area and to the west of Camden Valley Way.

The current precinct boundary bisects the largest lot, 83 Riley Road. This will impact on the operations of the current business if this area containing the dam for the nursery was developed separately from the remainder of the land holding. The proximity of the urban development in the Leppington Precinct would likely result in water quality issues resulting from polluted run-off. Dam water is currently used to irrigate vegetable seedlings that are grown ultimately for human consumption. The business is part of the food safety program and is an accredited member of the Freshcare Quality Assurance Program. Accreditation with the Freshcare protocol requires the business to meet stringent water quality standards in order to gain compliance, which is required to be able to supply their customers.

Potential contamination from water run-off that may carry traces of solvents, lubricants, and other pollutants and microbiological pollutants (E.coli) is a serious concern for this
business owner, and importantly this is inevitable, unavoidable and out of their control. The water in the dam situated at 83 Riley Rd Leppington is the main water supply for the nursery.

Additionally, the nature of the business requires long operating hours, and the encroaching development will eventually lead to neighbours questioning or complaining about the various activities that must be carried out on a daily/weekly basis throughout the year.

The current business enjoys the privilege to have understanding neighbours who accept that they have been operating their business for over thirty years, but feel it is wishful thinking to expect the same level of understanding will be extended by residents moving into a newly developed area that is in close proximity to the nursery.

The proposed development of the Leppington Precinct will necessitate relocation of the business – making available the land for future urban development.

![Figure 2: South West Structure Plan (Edition 3). Proposed Village Centre Shown in Black.](image)

**FIGURE 2: SOUTH WEST STRUCTURE PLAN (EDITION 3). PROPOSED VILLAGE CENTRE SHOWN IN BLACK.**

**LOTS SEVERED BY CURRENT PRECINCT BOUNDARY**
The current precinct boundary is aligned with Kemps Creek. This has a significant impact on many of the landowners on the eastern side of George Road and the north eastern side of Philip Road. The boundary cuts through properties resulting in a portion of a lot within the now released Leppington Precinct and the balance of the lot in the Catherine Fields North Precinct. Many owners have in addition to this joint report put in a separate submission to express their concerns on this matter.
WATER CYCLE MANAGEMENT

The draft Precinct Plan for Austral and Leppington North Precincts which includes the major Leppington Centre, clearly illustrated the importance of water cycle management for the Leppington area generally. We therefore suggest that a primary focus of the boundary review process is to understand the Austral Drainage Catchment that includes Kemps Creek.

Planning for the precincts would be assisted by undertaking a holistic approach in terms of water cycle management. By aligning the boundary of the precincts with this drainage catchment, (as shown in Figure 7) appropriate Precinct Planning can be undertaken, to understand pre and post development flows. Further, the creek line can be properly integrated to provide a green pedestrian/cyclist linkage to the Leppington Centre from the Village Centre currently proposed for Catherine Fields North Precinct and surrounds.

Historically creeks and watercourses have been used to define the physical boundary of precincts and local government areas. This is detrimental for the natural feature and problematic for flood management. In releasing only a part catchment area; full catchment modelling relies on a series of assumptions to enable planning for the remainder of the catchment. Further, the riparian corridors are treated as ‘left over’ areas at the edge of the boundary and not understood fully due to administrative issues and timing of studies.

We also note that Camden Council has recently adopted the Upper South Creek Flood Study, 2011. This study reviews the entire Camden Council Area including part of the Leppington North Precinct and all of the Leppington Precinct. This is a valuable tool to be referenced in any analysis and master plan options for the Leppington Precinct.

The boundaries of the Austral Drainage Catchment, [see Figure 6] form a logical boundary for the Leppington Precinct to ensure appropriate and optimal urban and water catchment planning outcomes. This provides an opportunity to ensure a fully integrated approach to strategic master planning.
PROXIMITY TO LEPPINGTON TOWN CENTRE

Leppington Precinct was released with East Leppington in November 2011. The current Leppington Precinct boundary, (relocated after the previous PBRP) is located less than a kilometre from the proposed Leppington Rail Station and the major Leppington Town Centre. The lots, the subject of this submission along this boundary are as a result closer to the major centre than previously. Therefore, this close proximity of the Leppington Precinct to the major centre and the potential to provide further support to its foundation through implementing further sub centre linkages and density is a great opportunity to exploit now.

The natural extension of the existing roads network provide a direct connection from the new major centre - Eastwood, Byron and particularly Dickson and Rickard Roads connect the Leppington Precinct to Catherine Fields North Precincts and provides a direct north-south linkage to the major centre (See Figure 4). Eastwood, Dickson and Rickard Roads will be major north-south routes for the proposed bus network, with Rickard Road the ‘Transit Boulevard’ being the major connector to Leppington Railway station. All are shown as sub-arterial and will be crucial in allowing traffic from the south of Leppington to access major transport corridors from Bringelly Road.

The extended Dickson and Rickard Roads will form a junction at the proposed village centre currently located in Catherine Fields North Precinct, (junction of Riley and George Road and indicative on Structure Plan Figure 2). The inclusion of the village centre - where there now exists a church use on lot 124 Georges Road with a recently approved DA to expand - provides a neighbourhood focus for the 5 minute walking catchment. The village will encourage the neighbourhood to be reinforced by residential densities to support the village centre and the major centre. Village and neighbourhood centres provide an important supporting role for the Town Centre. The additional densities offered by the realignment of the precinct boundary will benefit the establishment of the Leppington Town Centre, and support the establishment of viable public transport. This is supported by potential connectivity, including extension of the proposed road networks and the natural green links aligned with Kemps Creek.

This urban structure is crucial and responds to the objectives, goals and policies of the NSW Government State Plan 2010 – Investing in a Better Future, particularly the Metropolitan Plan for Sydney 2036, Metropolitan Transport Plan – Connecting the City of Cities 2010 and the draft South West Sub-Regional Strategy prepared in December 2007. The South West Growth Centre Structure Plan and Servicing Plan also are reinforced.
Rickard Road is located to maximise connections to roads outside the precincts, provide direct connection to centres and maximise access for the catchment population it is intended to serve, and to provide good spacing and direct alignments for bus routes. [See Figure 5]

Kemps Creek forms a natural focus, creating an open space and recreational corridor for pedestrian and cyclists to link to the north and to the western edge of the major centre from the Leppington Precinct/Catherine Fields North Precinct [Figure 6 and 7]. The Kemps Creek alignment is also indicated as the proposed trunk sewer main and stormwater drainage line through to the southern areas of the growth centre.

This submission satisfies all of the criteria for the PBRP. There are no negative impacts on any assessment criteria.
RELEVANT ASSESSMENT CRITERIA

There are six assessment criteria noted on the Precinct Boundary Review Process Explanatory Note, GCC EN 08-002A. Each of the criteria will be listed below as set out in the explanatory note. A justification will be provided beside each criterion.

The submission must address at least one or more of the assessment criteria without having a negative impact on any other criteria.

The main objective for the inclusion of any land as part of the PBRP, as quoted from GCC EN 08-002A, is that it will facilitate the orderly and efficient delivery of land to the market with the best use of government resources.

ASSESSMENT CRITERIA

1. Kemps Creek line cutting through properties

The existing western boundary of the Leppington Precinct generally follows Kemps Creek (Figures 7 and 8). As a result the creek line cuts through many properties, up to 16 in our submission) and therefore the lots are partly in the released Leppington Precinct and partly in the Catherine Field North Precinct.

In order to ensure efficient and effecting planning, and ensure a logical and coordinated process, these lots should be included in totality into the released Leppington Precinct (Figure 6, 7 and 8).
2. Servicing/Drainage Catchments

As the topography falls to the Kemps Creek line from the west and east, it is reasonable to assume that properties within this fall to the creek should be part of the same servicing and drainage catchments. The subject properties are within the Austral Drainage Catchment1 [Figure 6]

An early analysis and understanding of the pre development flows for the area before a master plan is contemplated provides a best practice approach for a major zoning change from rural to urban development. Water cycle is a highly significant issue for the SWGC.

The boundary change will not affect the logical urban catchment in terms of drainage or servicing requirements and will not undermine the orderly and efficient delivery of land to the market. The inclusion of the properties will allow a coordinated approach to Precinct Planning for the Leppington Precinct.

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1 Confirmed by M/s Maria Pinto Stormwater and Floodplain Engineer, Camden City Council. M/s Pinto was the coordinator of the recently adopted Upper South Creek Flood Study 2011.
3. Logical Urban Catchment

The Structure Plan (Edition 3) indicates a village centre approximately at the convergence of Dickson and Rickard Roads (Figure 2). This indicative 400m (5 min walk) circle is shown on Figure 7 and is partly located on Leppington Speedy Seedlings and Supplies land and on properties which form part of this submission. Centres are able to be founded more quickly on land in a single ownership, on land where property owners are unified in approach and on amalgamated land. This removes administrative problems for development to be implemented.

This would be a logical and efficient manner to ensure that the urban catchment could have a village centre in place to then encourage surrounding residential densities. This could provide a catalyst for the Leppington Precinct to develop earlier and support the Leppington Major Centre. Figure 6 illustrates the proximity of the sub centre to the village centre, 2.6km with direct links.

The boundary change provides a logical catchment for the efficient and orderly planning of the village centre with both sides of the Kemps creek line being integrated and ensuring that public transport has a better chance to be implemented earlier.

The inclusion of the subject land creates a logical urban catchment by:

- Including both sides of Kemps Creek which connects directly to the western edge of major centre. The topography on the western edge of the creek falls to it and is within the Austral Drainage Catchment.
- Providing a direct connection between centres by the extended Rickard and Dickson Roads. This creates a public transport ‘catchment’ between the major centre and Leppington Precinct village centre to allow residents to commute by bus to the station in 5 mins, and walk in less than half an hour.
- The logical urban catchment of the village centre currently contains a church use with a DA to expand at 124 George Road. These facilities constitute neighbourhood foci and provide services for residents.

This is an opportunity to showcase public transport in place concurrently with residential uses and encourage optimal use of public transport early.
4. Integrated Land use and Transport Planning Principles.

The proposed boundary change will provide an opportunity for an increased population and facilitate earlier use of the public transport infrastructure put in place for the major centre. The main sub-arterial roads will provide direct and easy access for residents from the Leppington Precinct by bus directly to Leppington Railway station. The proposed village centre is located approximately 2.6 km, [less than a 30 min walk] from Leppington railway station. There is a direct connection by the bus routes along the existing but now extended Dickson and Rickard Roads, from Leppington centre. Also there are opportunities to showcase planned cycle ways along the Kemps Creek green link.

The proposed boundary adjustment will integrate the proposed village centre and associated residential densities with the major centre. Incorporating the village centre as part of Leppington Precinct provides a focus, as will integrated planning of Kemps Creek. The Metropolitan Strategy states on page 81 of Centres and Corridors:

Concentrating a greater range of activities together near to one another means that it is easier for people to go about their daily activities. It also makes better use of infrastructure, promotes sustainable transport and healthier communities by giving more people the option of taking public transport, walking and cycling......

The quote above reflects the need to take the early opportunity to integrate uses within the proposed urban structure and within a logical urban catchment, the Austral Drainage Catchment. If the village centre is located within the Leppington Precinct it will form a supportive sub centre for the major centre and the linkages in place shown in the recently exhibited master plan (See Figures 4, 5 and 7).
The inclusion of the subject properties with the village centre and creek line forms an appropriate urban catchment adjacent to the major centre to reinforce the master plan for the centre. It will also provide a necessary focus for the Leppington precinct where currently it is shown as residential only. The village centre will promote walking and encourage increasing residential densities.

**FIGURE 8: AUSTRAL DRAINAGE CATCHMENT (BLUE) SHOWING SUBJECT LOTS (PINK) AND PRECINCT OVERLAY IN RED**

### 5. Cadastral Boundaries

The boundary change will allow orderly and efficient delivery of land to the market with the best use of government resources.

- It will remove the anomaly of lots cut through by Kemps Creek and the current precinct boundary.
- It will allow total catchment planning to be able to understand the water cycle in regards to Kemps Creek and to treat the creek holistically and therefore efficiently in terms of resources. The pre-development flows are critical to any master plan proposal and to the assessment for post development flows (it removes the need for assumptions). The water cycle is a major issue for the SWGC.
- The subject lands are part of the same drainage catchment as the Leppington Precinct.
- The boundary change will allow additional residential density to connect to the public transport provided in the Leppington Precinct and allow integrated urban design of the creek line linkage to the major centre. There is also a key consideration of linking schools in the major centre to walking and cycling catchments. Parents needing to drive children to school are a major issue for Sydney congestion.
- The urban structure as shown in the South West Structure Plan (Figure 2) will be reinforced by the boundary change. It is critical to reinforce, as soon as possible, the...
substantial investment in public transport and provide sufficient densities to ensure its success.

6. Net Public Benefit

The net public benefits for this boundary change include:

- The submission has coordinated up to 37 property owners in agreement (See MOU Appendix 1 and current status of owners Figure 2), including a large owner property within the proposed village centre. This reduces the issues of splinter ownership in coordinating future development potential for Leppington Precinct.
- A better use of public money through efficient, effective and integrated strategic planning. The additional density will support the major Leppington Centre in its foundation.
- Reinforcing the proposed urban structure for the major centre earlier through early connections to the immediate southern catchment and to the proposed village centre. Efficiency of process and effective planning through the inclusion of the village centre, both sides of the Kemps Creek line integrating water management through inclusion of the full water catchment area.
- Maximise densities adjacent to village centre and create a focus for the Leppington Precinct.

CONCLUSION

This joint submission presents an opportunity to the Department of Planning and Infrastructure to include up 37 and likely more properties, along the current joint north-south boundary of Catherine Fields North and the Leppington Precinct, to permit holistic, integrated and logical Precinct Planning for the released Leppington Precinct. The signatures of the thirty-seven property owner are located in Appendix 1 of this submission.

The submission satisfies all assessment criteria without any negative impacts to any of the criteria. The inclusion of these properties within the Leppington Precinct and alignment of the boundary to follow the Austral Drainage Catchment and at minimum the properties which are the subject of this submission, (Kemps Creek catchment) provide an opportunity to:

- Undertake best practice urban planning, integrating water cycle management
- Include a village centre to provide services to the adjacent residential properties and support the major centre
- Create strong links to the Leppington Town Centre, providing additional density to support existing planned public transport initiatives, and
- Utilise and connect to currently proposed infrastructure.

This approach will optimise the best outcome for future residents and for the orderly and economic urban development that is in line with the objectives and policies the NSW State Government has outlined in current strategic and statutory planning documents.
We look forward to your next contact.

Yours faithfully
SMITH & TZANNES

Jennifer BAUTOVICH
Urban Planner