

# **SUBMISSION TO: DRAFT LEPPINGTON PRECINCT PLAN - 2014**

**DATE:** 19th December 2014

**SUBMISSION BY:** A RESIDENT OF LEPPINGTON SINCE 1961

The staff at Planning NSW should be commended for their efforts in planning and compiling the detailed information for the Draft Indicative Layout Plan, placing this on public exhibition and allowing the public an opportunity to lodge submissions and comments.

All the SEPP Maps provided for the Draft ILP were drawn in 2006. These are now eight (8) years old and due to various improvements in planning, some may not be appropriate for 2014.

I raise the following concerns and request these be considered with the view to possibly amending the Draft Leppington Precinct Plan as exhibited in December 2014.

## **SUBMISSION:**

**1. The proposed school site is on the south western corner of Ingleburn and Byron Roads. The subject properties at [REDACTED], Leppington 2179 are proposed to be rezoned to: SP2 Educational Establishment.**

**The site should be considered unsuitable for SP2 zoning due to the projected volume of vehicular traffic, safety concerns and for the following reasons:**

- (a) Ingleburn Road is proposed to become a major four lane sub-arterial road providing road access to the Leppington Major Town Centre and Railway Station via Rickard Road, which is planned to become a six lane transit boulevard, access to the Business Park and the future Rossmore Precinct. Byron Road is proposed to become a 2 lane sub-arterial road.
- (b) The proposed school site will be within a 1 Km radius of the Leppington Major Town centre and less than 200 metres from the proposed Commercial Core along Rickard Road. The Department of Education may be unable to provide safe and adequate bus drop-off zones and parking for parents when dropping off and picking up their children from the proposed school. Please refer to Attachment 1 - "Traffic risk a concern for proposed Spring Farm public school"
- (c) Many properties along Ingleburn Road and Rickard Road, between Camden Valley Way and Dickson Road are proposed to be rezoned as R3 Medium Density Residential. This will further increase the vehicular traffic along Ingleburn Road. Planning Minister Pru Goward's recent announcement that there will be a preference to develop more high rise apartments closer to railway stations and infrastructure will likely also increase traffic flows.
- (d) School Zone speed limits of 40 km/h will severely hamper the flow of traffic to and from the Major Town Centre, Leppington Rail Station and the Business Park during the morning and afternoon school zone times. The projected volume of vehicular movements along Ingleburn Road will also lead to safety concerns for school children. School zones along Narellan Road, Mt Annan were removed from for the reason, they were hampering traffic flows.
- (e) There will be two major traffic intersections along Ingleburn Road, both within 500 metres on either side of the proposed SP2 zone. The major intersection at Camden Valley Way, Denham Court Road and Ingleburn Road and Rickard Road which is also planned to become a major intersection.
- (f) There may already be sufficient proposed public and private school locations within the Leppington Precinct.
- (e) The Business Park will be located directly opposite the proposed school site.

**The proposed SP2 Educational Establishment site should be more appropriately zoned as R3 Medium Density Residential to better utilise this site and remove many safety concerns.**

**2. The limited number of proposed R3 zonings for the Leppington Precinct, particularly within the 1.6 Km radius of the Leppington Major Town Centre does not utilise the location and proximity of this land area to the best advantage.**

**I do not support the Draft Leppington Precinct Plan for the following reasons:**

- (a) Leppington has been identified as the 'next' major town centre comparable to Parramatta and Canberra. The majority of land within the Draft Leppington Precinct Plan is zoned as R2 Low Density Residential with a limited number of proposed R3 Medium Density Residential sites, mainly along Ingleburn Road.
- (b) The Leppington North/Austral Precinct provides good support for the major Town Centre yet there will be very limited support from the Leppington Precinct.
- (c) Edmondson Park is not the major town centre yet planning proposals are for buildings ranging in height from 12.0 metres (4 storeys) up to 32 metres (10 storeys) within a 1.6 kilometre radius of the town centre.
- (e) The "**Edmondson Park Background Report**" November 2004, (Internet Download) compiled by Civitas Partnership for Campbelltown and Liverpool City Councils, recommends building apartment buildings up to ten storeys in height. This is illustrated in a newspaper article - Please refer to Attachment 2 - "Tree removal plan unclear"

**The Leppington Precinct Plan should be amended to include considerably more R3 Medium Density Residential with a view to also permitting R4 zoning for appropriate areas.**

**3. Compensation for residents who may be subject to Compulsory Acquisition of their property and home.**

The NSW Government introduced the "Land Acquisition (Just Terms Compensation Act) 1991" This act appears to not adequately compensate property owners who may be required to accept a 'guaranteed acquisition at market value' price for their property.

Consideration should be given to offering to these people, adequate financial compensation for the disruption to people's lives, expenses of establishing new outdoor living amenities, gardens etc and personal costs associated with relocating their lives away from established friends, neighbours and loss of amenity and enjoyment of their current living location.

Thank you for the opportunity to lodge my submission.

A long term resident of Leppington

## [Attachment 1.](#)

# Traffic risk a concern for proposed Spring Farm public school

Camden - Narellan  
**Advertiser**

By Kerrie Armstrong

Nov. 18, 2014, 2:09 p.m.

PARENTS would be forced to drop their children off on the street at the proposed Spring Farm Public School after the NSW Department of Education and Communities refused to include an on-site drop-off area, despite the wishes of Camden Council.

The education department refused to negotiate on the zone, called a kiss and drop, at a meeting of the Joint Regional Planning Panel at Camden Civic Centre on Friday, which met to decide on the Springs Road school development application.

The panel deferred its decision on Friday, calling for more information about the number of on-site parking spaces and the proposed bus drop-off zones.

At last week's meeting Camden councillors voted to push for the on-site kiss-and-drop zone and a bus zone, after mistakes made in the planning of new schools like Elderslie Public School, which has already cost the council about \$14 million in extra roadworks.

Due to the state planning regulations and the value of the new school, the panel and Planning Minister Pru Goward, not the council, are the consent authorities.

Councillor and panel member Peter Sidgreaves said the education department representatives "quite bluntly refused" to negotiate on the kiss-and-drop zone.

Camden mayor Lara Symkowiak, who was also on the panel, said the education department representatives claimed the zones were included on site, like at Oran Park Public School, only when there were special needs children attending the school.

She said the education department could not know whether special needs children were going to attend the school in the future and she was disappointed the kiss-and-drop-off zone would not be included on the school site.

"The only good thing about this decision was it was good to find out [two proposed roads next to the school] have been widened from the first plan to 18.5 metres which means we will have parking on both sides of the road and a travel lane," she said.

Elderslie resident Josh Barnett is a vocal fighter for improved traffic conditions around Elderslie Public School.

He said the school continued to grow every year which compounded the traffic problems before and after school.

Mr Barnett said he frequently saw parents getting frustrated and driving dangerously in an attempt to get in and out as quickly as they could and children crossing the road away from crossings, which he believed were in the wrong places. "It's a complete nightmare," he said.

An education department spokesman said special needs children would be dropped off on the street along with other children. "The (department) does not support directing traffic through a school site as this is an unacceptable hazard that would place the children's safety at risk," he said.

The application will come back to another panel meeting when the education department has supplied the extra information requested.

## Tree removal plan unclear

By Katherine Fenech



Growth centre: An artist's impression of Bardia. An Urban Growth spokeswoman said all homes will be within 1.6 kilometres of the Edmondson Park train station, which is due to open in 2015.

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A PLAN to redevelop part of the Edmondson Park South precinct does not provide sufficient information on the removal of mature trees, says Campbelltown Council.

The development application for part of Bardia - 433 residential allotments and two "super lots" - will be determined by the state government's Joint Regional Planning Panel.

In preparing its submission to the panel, Campbelltown Council deemed information provided by developer UrbanGrowth NSW on tree clearing was not sufficient.

"The level of information on tree removal proposed under the application is considered to be brief with no clear plan of tree removal provided," the report states.

"It is considered that the JRPP should require additional information from the proponent to clarify the impacts of the proposed works on existing trees, and demonstrate compliance with the relevant vegetation management and rehabilitation requirements of the concept approval Plan."

If the panel approves the application, McDonald Road would be moved to form the western boundary of Ingleburn North Public School.

The council's report also suggests the panel request traffic lights be installed at the intersection of Macdonald Road and Arthur Allen Avenue, given the close proximity of the school.

The proposed \$22.4 million development is bounded by Campbelltown Road and the Hume Highway and would include 479 dwellings with lots from 200 square metres to more than one hectare.

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