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SC599-04 – Leppington Precinct
15/22941

17 March 2015

Department of Planning & Environment
Greenfield Housing
GPO Box 39
SYDNEY NSW 2001



Dear Sir/Madam

Draft Leppington Precinct Plan

Council considered the Draft Precinct Planning Package at its meeting held on 10 February 2015.

Council resolved to endorse the Council report and its contents to form its submission to the Department. A copy of the Council report, resolution and attachments is enclosed for the Department's consideration and response.

The report to Council noted that Council staff will continue to work with the Department to resolve both high level and detailed issues to do with the draft Leppington Precinct Plan.

I wish to assure you that Camden remains committed to the successful delivery of the South West Growth Centre and to working in partnership with the Department to resolve the challenges presented.

In particular, Council would like to see the Department take the lead with the preparation of an infrastructure masterplan for Leppington, similar to that prepared for the Austral Leppington North Precinct.

If you would like to discuss Council's submission, please contact me on 4654 7805 or Council's Precinct Coordinator, Heath James, on 4654 7833.

Yours sincerely,

Kylie Powell
Manager Strategic Planning

Enclosures: Report to Council, resolution and attachments

contained in this report.

ORD38/15 THE MOTION ON BEING PUT WAS **CARRIED**

(Councillors Sidgreaves, Copeland, Warren, Symkowiak, Fischer, Dewbery, Campbell and Bligh voted in favour of the Motion. No Councillors against for the Motion.)

ORD06 Draft Leppington Precinct Plan

Resolution: Moved Councillor Dewbery, Seconded Councillor Sidgreaves, that Council:

- i. endorse the contents of this report as the basis for a formal submission to be forwarded to the Department of Planning & Environment; and
- ii. continue to:
 - (a) advance the Precinct Planning Project and Draft Section 94 Plan in partnership with the Department of Planning & Environment;
 - (b) work with the Department of Planning & Environment to resolve implementation concerns to do with the staged rezoning approach; and
 - (c) work with the Department of Planning & Environment seeking a resolution of Council's infrastructure funding gap.

ORD39/15 THE MOTION ON BEING PUT WAS **CARRIED**

(Councillors Sidgreaves, Copeland, Warren, Symkowiak, Fischer, Dewbery and Bligh voted in favour of the Motion. Councillor Campbell voted against the Motion.)

ORD07 RMS Acquisition of Council Owned Land

Resolution: Moved Councillor Sidgreaves, Seconded Councillor Copeland, that Council:

- i. agree to the compulsory acquisition of part Lot 53 DP 857052 Waterworth Drive and part Lot 1101 DP 884135 Welling Drive/Narellan Road, Mount Annan, Part Lot 100 DP 1107591 The Northern Road, Narellan, part Lot 211 DP 843880 Narellan Road, Mount Annan and part Lot 1004 DP 830912 Hartley Road, Currans Hill, part Lot 182 DP 850094 French Place and 183 DP 850094 Outram Place, Currans Hill being the area highlighted in pink on the attached plans for Sites 1-5;
- ii. agree to the compulsory lease of Part Lot 182 DP 850094 French Place, Currans Hill being the area highlighted in green on the attached plan; and
- iii. make the appropriate budget adjustments for the provision of compensation as determined by the Valuer General for the acquisition of Sites 1-5 and rent to be received for Site 2 in the amount set out in Council's Supporting Documents.

ORD40/15 THE MOTION ON BEING PUT WAS **CARRIED**

ORD08 Payment of Expenses and Provision of Benefits to the Mayor and Councillors Policy

Resolution: Moved Councillor Copeland, Seconded Councillor Dewbery, that Council:

- i. note the submission received;
- ii. adopt the proposed 'Payment of Expenses and Provision of Facilities to Mayor and Councillors Policy' as attached to this report and publicly exhibited as required under the *Local Government Act 1993*; and
- iii. submit a copy of the adopted policy to the Director-General of Local Government.

ORD41/15 THE MOTION ON BEING PUT WAS **CARRIED**



ORDINARY COUNCIL

ORD06

SUBJECT: DRAFT LEPPINGTON PRECINCT PLAN
FROM: Director Planning & Environmental Services
TRIM #: 14/209304

PURPOSE OF REPORT

This report outlines the features of the Draft Leppington Precinct Plan and identifies the key issues for Council arising from the draft planning package. The purpose of the report is to seek Council endorsement of a formal submission to the Department of Planning and Environment (DPE).

BACKGROUND

In November 2011, the Leppington Precinct was released for Precinct Planning by the Minister for Planning. Following a review of the Precinct's western boundary, an additional 198 hectares from Catherine Fields North Precinct was released in November 2012 to be included in the precinct planning process for Leppington.

The Precinct boundary was amended in late 2012. The Department of Planning and Environment (DPE) subsequently commenced the precinct planning process with the preparation of technical investigations and draft planning controls, that when finalised, will enable urban development in the Precinct. This work has culminated in the preparation of a Draft Precinct Planning Package which includes the following:

- Precinct Planning Report;
- Draft Indicative Layout Plan;
- Explanation of the proposed amendment to the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (including draft maps);
- Draft Development Control Plan;
- Supporting technical studies;
- Biodiversity Certification Consistency Report.

The DPE conducted a public exhibition of the Draft Precinct Planning Package from 10 November until 19 December 2014. The DPE has granted Council an extension of time in which to lodge its submission following consideration of this report.

In addition, minor map amendments to reflect the new Rickard Road design in the Leppington North Precinct were also exhibited.

A Councillor Briefing session was conducted on 27 January 2015 and included a briefing provided by representatives of the DPE.

MAIN REPORT

The Precinct comprises an area of 655 hectares with the entirety of the Precinct located in the Camden LGA. The land ownership pattern within the Precinct is highly fragmented, having historically been subdivided into land parcels averaging approximately one to two hectares each. There are a total of 284 separate land parcels

with 266 different landowners within the Leppington Precinct. The key features of the proposed rezoning include:

- approximately 7,000 dwellings for 23,500 residents;
- up to 16,700 square metres of retail floor space within the local centre;
- low density housing across the majority of the precinct, with medium density housing concentrated around a local centre and close to Leppington major centre;
- one high school and four primary schools;
- conservation of environmentally sensitive land along creek lines; and
- 56 hectares of open space including sports fields and other parks.

Indicative Layout Plan (ILP)

The draft ILP sets the framework for the Precinct and is provided in **Attachment 1 to this report**, along with a summary of key features. The draft ILP identifies the mix of land uses, the road pattern, infrastructure requirements, schools, open space, environmental corridors and stormwater management measures for the Precinct.

The draft ILP represents the preferred planning outcome for the Precinct based on the findings of specialist investigations and the planning principles above.

In relation to housing, the DPE's Precinct Planning Report states:-

The majority of the land in the 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 450 square metres, which is typical of many urban growth areas in Sydney. The minimum lot size is 225 square metres, to encourage diverse and affordable housing options.

It is worth noting that small areas of environmental living zone in the northern section of the Precinct will allow houses on large lots to respond to environmental constraints including flooding and topography. The minimum proposed lot size for these lands ranges from 1000m² to 2,500m². This will add to the diversity of housing options offered in this Precinct.

Infrastructure Delivery Plan (IDP)

The stated primary purpose of the Leppington Precinct Infrastructure Delivery Plan (IDP) is to document the urban infrastructure requirements for the Leppington Precinct, and how this infrastructure will be planned, funded and delivered.

The IDP outlines local and regional level infrastructure required to meet the needs of the future residential and working population, including electricity, water, sewer, trunk drainage, roads, rail, education facilities, community facilities and open space.

The IDP identifies that ultimately, servicing the Precinct will require significant investment by State Government in water, sewer, power and road infrastructure. The IDP also discusses delivery mechanisms for the infrastructure and, in general terms, the likely timing and staging of development as it relates to essential infrastructure provision.

Whilst the IDP identifies the opportunities and constraints for infrastructure delivery, it fails to provide a funded delivery strategy for the Precinct's urban infrastructure

requirements. As a result, an infrastructure masterplan that better defines the timing of key infrastructure delivery and is integrated with the provision of local infrastructure is needed (discussed further under the key issues section of this report).

It should be noted that local infrastructure will be funded by Council via a Section 94 Contributions Plan. Some higher order infrastructure will be funded by the State Government via the Special Infrastructure Contributions (SIC) levy.

The Government collects funds for State and Regional infrastructure via the Growth Areas Special Infrastructure Contribution.

In addition to things such as land for education and health services facilities, the SIC funds (at least in part) the upgrade of the following roads that form part of the Precinct's road network:-

- Eastwood Road;
- Ingleburn Road;
- Rickard Road;
- Bringelly Road (Cowpasture Road) and
- Camden Valley Way.

Community consultation

The planning for the Leppington Precinct has included community consultation, which is summarised below. In addition, Council staff have recorded the number and nature of enquiries made to Council. Since May 2014, Council staff have responded to 71 enquiries regarding the Leppington Precinct, mainly from affected landowners.

May 2012 - Community Information Sessions

Three community information sessions were held at the Narellan Library on 1, 3 and 8 May 2012. The objective of these sessions was to explain the precinct planning process and to provide the community an opportunity to meet DPE representatives and ask questions. Approximately 135 landowner and community members plus a Council representative attended these sessions.

Following completion of the Precinct boundary review, a further information session was held, also in the Narellan Library, on 5 September 2012, attended by 31 people.

July/Aug 2013 - Pre-Exhibition Community Workshops

A further 3 workshops were held in July/August 2013 with approximately 140 people attending. Council staff were also in attendance at this workshop. The workshops presented information on the key technical studies, and demonstrated how those studies had informed the development of the ILP.

Key issues raised at the workshops which had not been addressed at that time in preparing the ILP for exhibition included:-

- Timing for the construction of schools;
- Timeframe for development;
- Impact of land values on rates and land tax and
- Timing and delivery of sewerage infrastructure.

February 2014 - Rickard Road Strategic Route Study

During February 2014, the DPE, supported by Council staff, conducted additional consultation with affected landowners about the Rickard Road Strategic Route Study. Many of the affected landowners are located in the Leppington Precinct. These workshops were used to inform landowners on the preferred route alignment of the extension to Rickard Road.

November 2014 - Public exhibition of draft Precinct Planning Package

Two community drop-in sessions were held at the Leppington Progress Hall, 123 Ingleburn Road Leppington (18 & 27 November, 2014). Representatives of Sydney Water have also been in attendance at the community drop-in sessions. A number of Council staff represented Council at these sessions.

In total there were 307 attendees who represented approximately 200 properties, representing 75% of landowners within the Precinct. The DPE has advised that they have received 117 written submissions in response to the public exhibition.

In Council's submission, a request will be made of the DPE to provide a clear response to residents regarding the 'next steps' in the process.

Issues for Council's Submission

Council has an opportunity to make a submission to the DPE. The key issues for inclusion in Council's submission are infrastructure service delivery, infrastructure funding, road network and implementation aspects of the staged rezoning proposal (expanded on below).

It is recommended that Council support the Leppington Precinct rezoning subject to the Government working with Council to resolve these issues and detailed technical matters to do with the draft Precinct Plan.

Issue: Land fragmentation & infrastructure delivery

Infrastructure availability is a key determinant of when land can develop. The land fragmentation situation means there is no lead-developer and no definitive development projections for infrastructure service providers to rely upon. This creates additional complexity for infrastructure service providers such as Sydney Water and Endeavour Energy.

The result is a series of "infrastructure service risks" to the Precinct that are outlined in the DPE's Precinct Planning Report, reproduced in **Attachment 2 to this report**.

Council submission response:

The Leppington Infrastructure Delivery Plan needs to clearly define the timing of key infrastructure delivery, and most importantly, be integrated with the provision of local infrastructure via the preparation of an infrastructure masterplan.

The DPE should take the lead with the preparation of an infrastructure masterplan for Leppington (as in the case of the Austral & Leppington North Precinct). This will assist both Council and the Government in aligning the delivery of services in their respective budgeting processes to stimulate development within fragmented land holdings.

Issue: Development implementation

Development implementation in the Leppington Precinct will be more difficult given the fragmented land ownership and the lack of a lead developer. The Leppington Precinct Infrastructure Delivery Plan (IDP) acknowledges that standard practice to the delivery of infrastructure to urban growth areas needs to be tailored to enable development in the Precinct.

Council submission response:

Council accepts that development of this Precinct will require the staged construction of infrastructure such as collector roads and bus routes and the transition of land uses over a protracted time-frame. Council and the DPE will need to work together to adopt a proactive approach to resolving impediments to development, including securing funding for the delivery of infrastructure as opportunities arise.

Issue: Staged approach to rezoning

The DPE has proposed a staged rezoning approach to the Leppington Precinct. This is a new approach to Precinct Planning for the Growth Centres. The DPE is seeking feedback from landowners, Council and infrastructure agencies to confirm whether this approach is appropriate and whether the first stage rezoning area is adequate and reasonable. The staged rezoning sequence is provided as **Attachment 3 to this report**.

The staged rezoning approach is a response in part to the infrastructure and servicing challenges and the fractured land ownership pattern. Infrastructure availability is a key determinant of when land can develop.

The intent of the staged rezoning approach is supported in principle as it is consistent with the following planning objectives:

- ensure the orderly and cost-effective development of the land;
- assist in the coordinated programming and provision of the necessary infrastructure and sequencing and
- ensure services and works are carried out in logical and related stages.

Council submission response:

Council supports the principle of a staged rezoning approach as it may alleviate concerns raised by landowners, that rezoning of land without services results in land value increases, and therefore increased Council rates and land tax that do not match the development potential. However, there are a number of issues that need to be worked through with the DPE in relation to the implementation of staged rezoning, such as the assessment of DAs.

Issue: St Andrews Road role & function

The DPE's South West Growth Centre Structure Plan does not reflect St Andrews Road role and function consistent with the RMS draft Road Network Strategy as an east-west sub-arterial link between the F5 (M31) and Campbelltown Road to the east through to the Northern Road in the west. The Structure Plan makes no reference to St Andrews Road and shows no extension eastwards from Camden Valley Way towards the F5 (M31), nor to Campbelltown Road.

St Andrews Road will need to overcome a number of significant constraints for it to become a major east/west connection. In addition, the proposed extension of Raby

Road (west of Camden Valley Way) shown on the RMS draft Road Network Strategy may also face a number of environmental constraints.

Campbelltown City Council has written to the DPE to express its concerns about the proposed upgrade to St Andrews Road.

The State Government's recently released "A Plan for Growing Sydney" confirms the Government will update the South West Growth Centre Structure Plan. The DPE has advised this will entail a review of the traffic and access arrangements of the Structure Plan. It is hoped that this will address strategic road network issues including St Andrews Road.

Council submission response:

The DPE should investigate and resolve the role and function of St Andrews Road (and its implications for the Precinct traffic network and the strategic traffic network) in consultation with Council.

Should St Andrews Road retain its status as a sub-arterial road, it is recommended that the funding and delivery of this road should be a State Government responsibility. In line with this approach, it is requested that the Government's Special Infrastructure Contributions Scheme be reviewed to incorporate St Andrews Road.

Issue: Sportsgrounds

a) District sportsgrounds

Rossmore Precinct is situated adjacent to the north-west of Leppington Precinct. Early planning has identified suitable land in the Rossmore Precinct for district sports facilities to be located which is central to multi-Precinct populations who will use these facilities.

The south west rail link train stabling facility is located in the Rossmore Precinct. The district sports facility is considered to be a compatible land use with the train stabling facility and will act to provide a buffer to noise-sensitive land uses. It is proposed to locate a district sports facility within the Rossmore Precinct that is designed to serve multiple growth centre Precincts (4 double-field complexes up to 10ha in size that could serve up to 60,000 people and be located within 2km of most houses).

Council submission response:

It is requested that the DPE confirm its commitment to the provision of a district sportsground facility in the Rossmore location.

Further, the DPE should note that as this facility would serve a population of approximately 60,000 people, a contribution will be included in Council's draft Section 94 Plan to collect a contribution toward this facility, equivalent to the demand created by the Leppington Precinct population. The same apportionment approach will be taken to future Growth Centre Precincts whose population will have demand for the facility.

b) Local sportsgrounds

The draft ILP currently shows 4 sportsgrounds with two fields on each. The existing Pat Kontista Reserve is located on the corner of Heath & Byron Roads Leppington and has been incorporated into 1 of the sportsgrounds. The proposed arrangement addresses the demand for local active open space in an accessible fashion.

Council submission response:

Council has revised its approach to the delivery of such facilities since this precinct planning process commenced and now has a greater focus on providing fewer, larger facilities. In order to deliver on this objective, it is requested that the DPE investigate enlarging the 2 sportsground facilities situated on the south-western perimeter as part of the planning for the adjacent precinct.

Issue: Timing of the Draft Section 94 Development Contributions Plan

The DPE and Council are jointly preparing a draft Section 94 Contributions Plan that will specify the types of infrastructure to be provided by Council using section 94 funding, the cost of that infrastructure and the land requirements.

Council staff have clearly and consistently communicated to the DPE that the draft exhibition package should include the draft Section 94 Plan, given the importance of having a plan in place to fund the delivery of local infrastructure. However, this has not occurred. While this is disappointing, the risk to Council is considered low as the rezoning is unlikely to take effect until approximately mid-late 2015 and development will be delayed due a lack of services. If the rezoning takes effect without a new Section 94 Plan in place, development would be levied under Camden Contribution Plan 2004, which would levy a lower rate than the \$30,000 State Government cap amount (discussed further below).

A number of detailed issues for the draft Section 94 Contributions Plan are being discussed with the DPE and their consultants. These issues will be outlined in a future report to Council.

Council submission response:

That the DPE note that Council maintains its strong commitment to the Precinct Planning Project and in particular the preparation of the Section 94 Plan concurrently with the Precinct Planning Package. This will assist to lessen the risk that the rezoning takes effect with no new Section 94 Plan in place.

Issue: Funding of "essential infrastructure", "non-essential" infrastructure & regional level infrastructure

The DPE's Precinct Planning Report agrees that the Section 94 cap is a key issue facing infrastructure delivery and precinct development.

The State Government's policy caps funding for essential infrastructure (defined term) in the Section 94 Plan at \$30,000 per residential lot.

It is expected that the average Section 94 Contribution per residential lot will exceed the \$30,000 cap given the fragmented land ownership pattern within the Precinct, the significant amount of infrastructure that is required for the future residential population, and amount of constrained land (i.e. land that is unable to be developed due to flooding, riparian corridors, infrastructure provision etc).

The State Government's policy also restricts the Draft Section 94 Plan to levying for "essential infrastructure" (for example, the Section 94 Plan can levy for the land for a community facility but not for the construction of the facility). The Section 94 Plan can levy for "base level" embellishment of open space to make it safe and suitable for use. This means that funding for a proportion of the land and capital works costs specified in the draft Section 94 Contributions Plan is currently uncertain.

The State Government has identified two funding options to fund essential infrastructure above the \$30,000 cap:-

- apply for funding under the Government's Local Infrastructure Growth Scheme, or
- apply for a Special Rate Variation.

The Government has given Independent Pricing and Regulatory Tribunal (IPART) the authority to review the Draft Section 94 in these instances and determine applications for Special Rate Variations. As such, the Section 94 Plan will be reviewed by IPART. The outcome of the IPART review will be reported to Council.

Council submission response:

That the DPE notes Council's concerns regarding the impact of the cap on its ability to fund local infrastructure and be requested to work with Council to develop an infrastructure funding strategy.

Issue: Funding strategy

In deciding to adopt the Camden Section 94 Contributions Plan (Leppington North Precinct) at its meeting of 28 October 2014, Council also resolved to write to the DPE to seek the Department's assistance to establish an infrastructure funding strategy for growth centre precincts. The funding strategy should include forward funding of essential infrastructure, funding for the non-essential infrastructure shortfall and regional infrastructure funding.

Council submission response:

In order to facilitate the development of the Leppington North and Leppington Precincts, Council will need to be able to access funds to forward fund a range of infrastructure projects. Council does not currently have access to a funding source that would assist in this forward funding task, particularly for major facilities and is therefore requesting the DPE's assistance to explore "seed funding" opportunities such as interest free government loans.

Project timeline from here

The DPE and Council will assess submissions received during the public exhibition and complete supplementary technical work as required. The ILP will be updated, followed by preparation of gazettal material for the Minister. Gazettal of the State Environmental Planning Policy is scheduled for mid-2015.

The draft Section 94 Plan is being progressed and is expected to be reported to Council for consideration in the near future. Council staff are continuing to work through detailed comments on various parts of the draft Precinct Planning package and will continue to resolve these issues with the DPE.

FINANCIAL IMPLICATIONS

As noted in this report, there is likely to be a lack of funding for 'non-essential' infrastructure. There is currently no identified funding source to address this gap. Also noted in this report is the lack of funding for 'regional' level facilities (Leppington Precinct will contribute towards regional level facilities to be located within the Leppington Major Centre). There is also a lack of certainty to do with the funding source for 'essential infrastructure' above the \$30,000 cap and the associated IPART (Independent Pricing and Regulatory Tribunal) application process.

As discussed earlier, in order to facilitate the development of the Leppington precinct, given its high level of land fragmentation, Council will need to be able to access funds to forward fund major infrastructure projects.

CONCLUSION

The vision for the Leppington Precinct is to provide for a range of housing types to meet the needs of a diverse and well-connected community. The Precinct will be supported by local facilities and infrastructure. The Precinct will be able to leverage off the future Leppington Major Centre. The Leppington station and related bus network presents an opportunity to create transit oriented development in the Sydney Metropolitan Region. The Precinct Planning Package balances competing natural and man-made opportunities and constraints present in the precinct with the potential to deliver a good quality of life for residents by providing access to a range of employment opportunities, services and amenity.

The major constraints to being able to realise this potential is the uncertainty for Council to be able to fund “non-essential” infrastructure and fund regional level community facilities that are required to support the incoming population. Addressing the implementation aspects of the staged rezoning approach is also a concern for Council.

It is recommended that Council support the Leppington Precinct rezoning subject to the issues raised by Council being addressed by the Government. In this regard, Council staff will continue to work with the DPE to resolve both high level and detailed issues to do with the draft Leppington Precinct Plan. Council will also request that the DPE provide a clear response to residents regarding the ‘next steps’ in the process.

Council is requested to endorse this report and its contents to form its submission to the DPE.

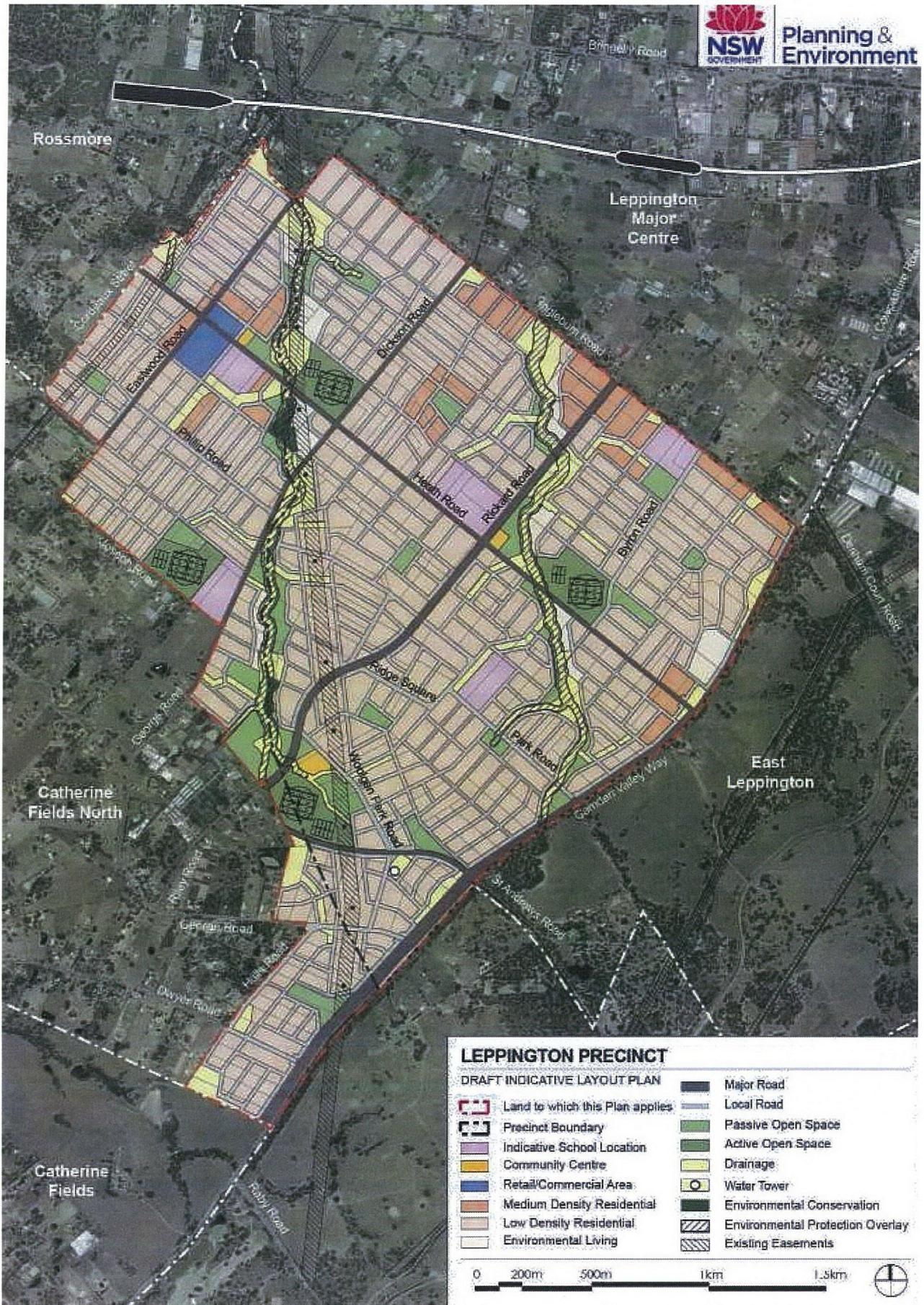
RECOMMENDED

That Council:

- i. endorse the contents of this report as the basis for a formal submission to be forwarded to the Department of Planning & Environment and**
- ii. continue to:-**
 - a) advance the Precinct Planning Project and Draft Section 94 Plan in partnership with the Department of Planning & Environment;**
 - b) work with the Department of Planning & Environment to resolve implementation concerns to do with the staged rezoning approach and**
 - c) work with the Department of Planning & Environment seeking a resolution of Council’s infrastructure funding gap.**

ATTACHMENTS

1. Attachment 1 ILP Leppington
2. Attachment 2 Leppington
3. Attachment 3 proposed rezoning sequence Leppington



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Attachment 1

Attachment 1: Draft Indicative Layout Plan Key Features

ORD06

Attachment 1

Key features of the draft ILP are summarised in the following table extract from the Department of Planning and Environment's Leppington Precinct Planning Report.

ILP Feature	Description
Residential areas	<ul style="list-style-type: none"> ▪ The draft ILP enables a minimum 7,190 dwellings and an estimated population of around 23,680 people. The draft ILP achieves an average residential density of at least 15 dwellings per hectare. ▪ The Precinct will comprise a mix of housing types ranging from town houses and terrace style houses to single dwellings on large blocks and potentially residential flat buildings, as follows: <ul style="list-style-type: none"> ▪ Low density residential housing with lot sizes minimum 225sqm but averaging around 450 sqm; ▪ Medium density and small lot housing in close proximity to the local centre, parks and areas of high landscape amenity, with minimum densities of 25 dwellings per hectare; ▪ Larger residential lots in the south of the Precinct to protect the visual curtilage of Raby House; ▪ Small areas of Environmental Living zone in the northern section of the Precinct, which will allow houses on large lots to respond to environmental constraints including flooding and topography; and ▪ Low Density Residential areas along electricity transmission easements with more flexible density requirements to enable economically viable development of constrained land.
Retail areas	<ul style="list-style-type: none"> ▪ The draft ILP establishes a local centre that accommodates up to 16,700m² of local shops and a community centre to service some of the needs of the future population. ▪ The Local Centre zone is: <ul style="list-style-type: none"> ○ Located on the intersection of Heath Road and Eastwood Road and adjoined by medium density residential to ensure exposure to passing trade; ○ Co-located with a community centre, primary school and open space, which will act as a community focal point; and ○ Linked with the major pedestrian and cyclist routes throughout the Precinct;
Education Facilities	<ul style="list-style-type: none"> ▪ The Precinct provides the indicative locations for 5 schools, one of which is a Kindergarten – Year 12 School. School sites are all located on existing roads and have been determined in close consultation with Camden Council and the Department of Education and Communities.

Attachment 1: Draft Indicative Layout Plan Key Features

ILP Feature	Description
Road network	<ul style="list-style-type: none"> ▪ The draft ILP provides a permeable street network that responds to the sites strategic location, topography, existing cadastral boundaries and view corridors. ▪ The road hierarchy comprises: <ul style="list-style-type: none"> ○ A north-south Transit Boulevard connecting to the future Leppington Town Centre, via a proposed extension to Rickard Road; ○ Upgrades to Eastwood, St Andrews Road, Byron and Dickson Roads, to function as sub-arterial roads and provide improved access to the Precinct. ○ Access points to Precinct from Camden Valley Way are consistent with signalised intersections proposed by RMS as part of the Camden Valley Way upgrade. ○ The draft ILP accommodates upgrades to Camden Valley Way. ▪ The public transport network will: <ul style="list-style-type: none"> ○ Be focused upon the collector and major road network, providing opportunities for bus routes to pass within walking distance of most homes and ensure access to schools, Leppington Major Centre, and to other regional destinations (e.g. Liverpool CBD); and ○ Incorporate a future Rickard Road extension Transit Boulevard that will link to the Leppington Major Centre and associated transport interchange focused on the new railway station, currently under construction.
Open space and community facilities	<ul style="list-style-type: none"> ▪ The open space network comprises 34 hectares local parks and 22.5 hectares active parks that will be linked through a network of shared paths. ▪ Four playing fields located throughout the Precinct; ▪ Passive open space associated with the Kemps Creek and Scalabrini Creek corridors, of which approximately 2 hectares may be embellished for recreational use in the form of linear spaces incorporating pedestrian and cyclist paths along the length of the corridor; ▪ A contribution (in the draft Section 94 Contributions Plan) towards district open space and recreational facilities provided outside the Precinct (i.e. regional sporting facilities in Austral and Leppington North); ▪ Three community centres. One is located adjacent to the Local Centre. The second is located at the intersection of Heath Road and Rickard Road, between sporting facilities and a K-12 High School, and the third community centre is located on the intersection of Rickard Road and Woolgen Park Road, adjacent to the District Park.

Attachment 1: Draft Indicative Layout Plan Key Features

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Attachment 1

ILP Feature	Description
Pedestrian and cycleway network	<ul style="list-style-type: none"> ▪ A network of shared paths link all the residential areas with the open spaces, the neighbourhood centre and adjoining urban areas. ▪ The internal pedestrian and cyclist network comprises: <ul style="list-style-type: none"> ○ On road cycle lanes and off-road pedestrian or shared paths on all roads; ○ Shared paths along both sides of the future Rickard Road extension; and ○ Shared paths along one side of all collector streets. ▪ Pedestrian paths and cycleways within the open space network are located along the riparian corridors. ▪ Four pedestrian bridges will be provided over Kemps Creek and Scalabrini Creek providing additional access within the Precinct.
Protection of the environment	<ul style="list-style-type: none"> ▪ The Kemps Creek and Scalabrini Creek corridors are flood affected and play an important role in water cycle management. Urban development will not be possible on flood affected land. The majority of these riparian corridors are incorporated into drainage and open space reserves and will be publicly owned and progressively rehabilitated. ▪ The Growth Centres SEPP has a Riparian Protection Area Map and provisions to ensure that riparian corridors are restored and managed in the future; ▪ Existing Native Vegetation is retained within the Kemps Creek and Scalabrini Creek corridors and protected to meet the requirements of the Biodiversity Certification.
Heritage	<ul style="list-style-type: none"> ▪ The draft ILP responds to the location of Raby House in the adjoining precinct and retains its visual prominence by requiring lower residential densities on land that is visible from Raby House. Roads have been aligned with view corridors to maintain views to Raby House from the Precinct. ▪ Local parks provide uninterrupted views across the Precinct and into neighbouring areas, such as towards Raby Estate and into East Leppington Precinct. ▪ Some areas of moderate Aboriginal cultural heritage significance will be protected within areas zoned Environmental Conservation. ▪ The Non-Indigenous Heritage assessment identified 11 items of local significance. Four items are proposed to be listed as heritage items and all items have been zoned low density residential to minimise impact on the heritage items but still provide some development potential.

Following is an extract from the Department of Planning & Environment's *Leppington Precinct Planning Report* that identifies "infrastructure service risks to the Precinct".

As the rate of development of the Leppington Precinct will be dependent on market conditions, the current programs for infrastructure delivery assumed by the infrastructure providers are indicative only. As such, should the actual rate of development differ from those assumed in the service infrastructure planning there will be potential risks of underutilised infrastructure or constraints in available service infrastructure capacity. Conversely, higher than anticipated demand may require earlier provision of infrastructure.

The key service infrastructure delivery program risks are identified as follows:

- *Sydney Water has general plans for servicing the Precinct with potable water and sewerage. However, these are not yet finalised. Sewer capacity will be limited to the northern portion of the Precinct with no further commitment for the extension of the Bringelly Road Carrier into the Precinct. This extension will not be provided until significant development is anticipated within a known timeframe. As such, funding for these works has not yet been committed. Furthermore, these initial infrastructure works will have capacity to serve a small number of lots and servicing of development exceeding this will be dependent on the delivery of subsequent Sydney Water infrastructure packages.*
- *Interim sewer servicing arrangements have been identified by Sydney Water, however it has been advised that the proposed solutions can only service a limited population. As such, the availability of sewer capacity is being considered in the proposed staged rezoning approach.*
- *The Leppington South Zone Substation will provide electricity supply, due for construction in 2014, as part of the adjoining East Leppington Precinct. 132kV lines can be readily aligned within existing road reserves throughout the Precinct. However, the ultimate development of the Precinct will require the planning, land acquisition, development approval and construction of the Leppington Zone Substation.*
- *Jemena has capacity to supply gas to the precinct, however has not yet concluded their internal business case assessment or made a decision on whether to commit funding to these works.*

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Attachment 2

ORD06

Attachment 3

Proposed Rezoning Sequence

