

URBIS

# LEPPINGTON CIVIC CENTRE

Scoping Report

Prepared for  
**ALAND**  
March 2024

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# GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AQIA	Air Quality Impact Assessment
ARI	Average Recurrence Interval
BAM	Biodiversity Assessment Method
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	<i>Biodiversity Conservation Regulation 2017</i>
BDAR	Biodiversity Development Assessment Report
CEEC	Critically Endangered Ecological Community
CDA	Concept Development Application
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
DCP	Development Control Plan
DPHI	NSW Department of Planning, Housing and Infrastructure
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
LEP	Local Environmental Plan
MNES	Matters of National Environmental Significance
NRAR	Natural Resource Access Regulator
OEMP	Operational Environmental Management Plan
PBP	Planning for Bushfire Protection
PCT	Plant Community Type
POM	Plan of Management
PSI	Preliminary Site Investigation
SARs	Commonwealth Supplementary Assessment Requirements
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
Site	Lot 1 in Deposited Plan 812366, Lot 2 in DP 812366
SRD SEPP	<i>State Environmental Planning Policy (State and Regional Development) 2009</i>
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment

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WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design
WWTP	Wastewater Treatment Plant

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# 1. INTRODUCTION

This Scoping Report has been prepared on behalf of Aland (**the proponent**) and in support of a proposed Concept SSDA of infill affordable housing at 173-183 Rickard Road, Leppington. It seeks Secretary's Environmental Assessment Requirements (**SEARs**) for the preparation of an Environmental Impact Statement (**EIS**) that will accompany a State Significant Development Application (**SSDA**).

This section of the report identifies the applicant for the project and describes the site and proposed development. It outlines the site history and feasible alternatives explored in the development of the proposed concept, including key strategies to avoid or minimise potential impacts.

## 1.1. APPLICANT DETAILS

The applicant details for the proposed development are listed in the following table.

Table 1 Applicant Details

Descriptor	Proponent Details
Full Name(s)	Aland Property Pty Ltd
Postal Address	8 Gould Street, Strathfield South NSW 2136
ABN	67658404981
Nominated Contact	Andrew Stacey, Senior Development Manager
Contact Details	0433 285 862 andrew.stacey@aland.com.au

## 1.2. PROJECT DESCRIPTION

Aland is proposing to develop the site for infill affordable housing comprising of a commercial mixed-use development intended to facilitate a mixture of civic amenities, commercial, retail and residential uses, anchored on a north-south civic spine. A Concept Master Plan has been prepared by DKO Architects reflects the vision to create a leading civic and mixed use centre that is an exemplar transit-oriented development precinct and residential community. A development that is embraced by residents and workers and is celebrated for:

- Its urban form and public domain, which promotes its open space and natural systems, and creates an urban structure that is integrated with Leppington Train Station
- Its Civic function and diversity of commercial, retail and community service offerings, which service the broader Leppington Town Centre and community.
- Its considered design response which fosters a connected precinct, which integrates it with the broader Leppington Town Centre and adjoining Residential Core precinct to the east.
- A series of high-quality attractive, green open spaces that retains the existing character of Leppington and supports healthy lifestyles and social engagement.
- Creating a safe, active transport network that is well integrated with surrounding sites such as Leppington Train Station

The proposed development comprises of eight (8) residential towers across four (4) commercial/retail podiums.

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

The site also seeks to address the housing affordability crisis and extraordinary demand for new housing in southwest Sydney. The proposal's emphasis on high density living, ensures that there will be a significant quantum of apartment like housing delivered on the site which will add to the diversity of housing stock available in Camden and the SWGA. The proposed housing will be well connected to public transport, employment, community services and open space, and will elevate the standard of housing choice in the region.

The proposal seeks to deliver approximately 461 infill affordable apartment dwellings which will accommodate an incoming population of approximately 1,060 people. The Civic Centre will also be accompanied by 26,146 sqm of commercial and retail floor space, which will support the generation of up to 1,200 jobs, and deliver 5,500 sqm of publicly accessible open space. The public domain for the Civic Centre is underpinned by a north-south civic spine which will provide direct access from Leppington Station into the heart of Leppington Town Centre. As a result, the proposal will deliver on Camden and Liverpool Council's vision for thriving town centre.

The proposed development has an estimated development cost of \$452,990,945 (refer to **Appendix C**). Accordingly, the proposal is classified as an SSD under Schedule 1, Section 26A of the Planning Systems SEPP which relates to development of 'In-fill Affordable Housing'.

The Minister is the consent authority for the proposal in accordance with section 4.5 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*. Accordingly, this DA is being lodged with the DPHI as an SSDA seeking development consent for the proposed Civic Centre Concept DA.

The site information relevant to the project is provided in the following table. A detailed description of the key features of the site and locality is provided in Section 2.3 of this report.

Table 2 Site Details

Descriptor	Site Details
Street Address	173-183 Rickard Road, Leppington
Legal Description	Lot 1 in Deposited Plan 812366, Lot 2 in DP 812366
Site Area	3.2 ha (approx.)

An aerial photograph the site in its local setting is provided as **Figure 1**.

Figure 1 Site Aerial



Source: Urbis

## 1.3. PROJECT BACKGROUND

### 1.3.1. Leppington Town Centre Policy History

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

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

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

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

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

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

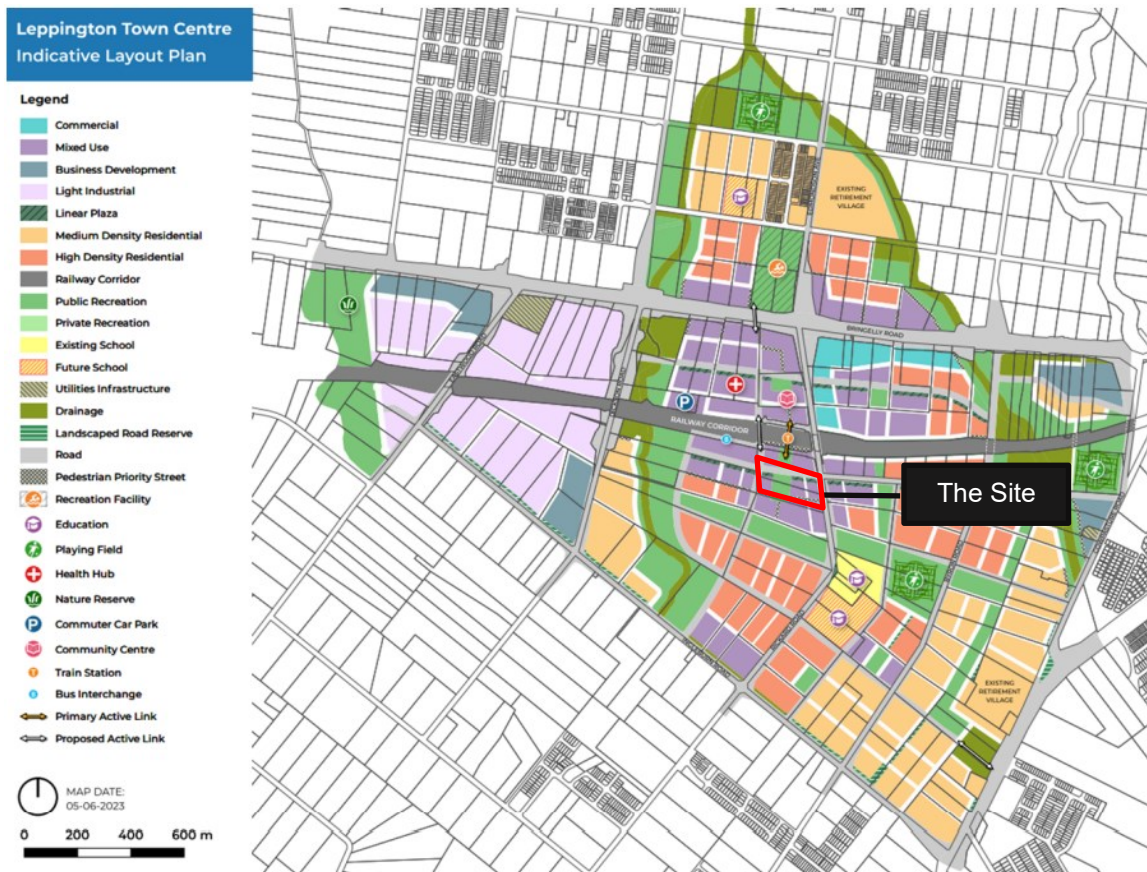
### 1.3.2. Council Leppington Town Centre Planning Proposal

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

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

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

Figure 2 Council Leppington Town Centre Planning Proposal – Council’s Structure Plan



Source: Camden and Liverpool Councils

### 1.3.3. Relationship with Surrounding Lands and Landowners

The Aland landholding which is the subject of this Concept SSDA is surrounded by sites which form part of the broader Leppington Town Centre. The Leppington Town Centre is subject to the Camden Council Leppington Town Centre Planning Proposal which is underpinned by an indicative layout plan and supported by a draft Development Control Plan (DCP). This Concept SSDA will not impact on the delivery of the Leppington Town Centre vision on adjoining sites and other land-parcels across the precinct, in accordance with that Planning Proposal and draft DCP – nor prejudice their future planning and development opportunities into the future.

From a future town centre delivery perspective, this planning proposals also seeks to respect and utilise existing cadastral boundaries, rather than rely on land-swap arrangements and similar. This is something that the broader Council planning proposal has yet to resolve.

More broadly, the timely planning and delivery of first stages of development sought to be facilitated through this planning proposal will also with the activation of overall precinct, with associated housing, jobs, services, transport and open space outcomes of benefit for the community.

## 2. STRATEGIC CONTEXT

This section describes the way in which the proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project which will be explored in further detail within the future EIS.

### 2.1. PROJECT JUSTIFICATION

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined below.

#### 2.1.1. Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

The Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The following matters are relevant to the proposed development:

- **Objective 4:** Infrastructure use is optimised

The proposal will maximise the use of existing infrastructure assets. The Civic Centre will utilise and benefit from existing and future transport infrastructure. This includes the upgrades to Bringelly Road to the North and Rickard Road to the east, as well as Leppington Train Station and its future extension through the south-west rail link. The Civic Centre will ultimately be designed and integrated around the Leppington Train Station, to maximise accessibility and infrastructure utilisation.

- **Objective 6:** Services and infrastructure meet communities changing needs

The proposal will benefit from existing and future social infrastructure and services. In particular, a number of existing and future schools and health facilities in the adjoining strategic and town centres such as Oran Park, Camden and Narellan, as well as those accessible along the rail line, which will support the development of the Civic Centre. The building podiums and large floor plates will also enable the provision of social infrastructure, such as community facilities, health and other essential goods and services.

- **Objective 7:** Communities are healthy resilient, and socially connected

The proposal creates a genuine human oriented community and centre. It will facilitate the co-location of various complimentary land uses and infrastructure in a highly sought after location, around the Leppington Train Station. The Civic Centre is also supported by an extensive public domain, that emphasises active transport through fine grain pedestrian and open space networks. The urban structure is namely anchored by the central green park which will function as the key pedestrian thoroughfare that integrates the Civic Centre with Leppington Train Station. As a result there will be a number of active and passive recreation opportunities in the Civic Centre which will foster social connection, health and wellbeing.

- **Objective 10:** Greater Housing Supply

The proposal will greatly contribute towards the Western City District's 20-year target of 184,500 dwellings. The development will contribute a 1,493 high density dwellings. It will therefore also respond to crippling housing affordability crisis by dramatically increasing the supply of housing and addressing the concerns of a more price-conscious southwest market.

- **Objective 11:** Housing is more diverse and affordable

The proposal will facilitate the delivery of infill and affordable residential flat buildings within commercial mixed-use developments. The proposal will add to the diversity of housing in the SWGA market, which is predominantly characterised by lower density attached and detached dwellings.

- **Objective 12:** Great places that bring people together

The proposal provides a network of streets and open space to encourage a walkable and accessible community. The success of the Civic Centre will be underpinned by its ground floor uses, which will be activated through the proposed open space and public domain features. The Civic Centre's main function with Leppington Town Centre, given the uses it will support and its central location will be to foster an environment of improved social and economic participation. This will be achieved through the activated commercial and retail frontages, and the numerous open spaces, such as the community gardens, linkages and resident communal spaces. The defining component of the Civic Centre, which will truly bring residents and visitor together will be the north-south green park, which integrates the urban structure with Leppington Train Station and the ground floor uses, creating a natural and desirable gathering place within the Civic Centre.

- **Objective 14:** A Metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities

The proposal delivers a walkable and transport integrated land use solution, which will be an exemplar for transit-oriented development in the SWGA. The proposal maximises the location of residential and employment density, alongside amenities to capitalise on its adjacency to the Leppington Train Station.

- **Objective 22:** Investment and business activity in centres

The Civic Centre will deliver 26,146m<sup>2</sup> of commercial GFA which will support up to 1,200 jobs. Leppington Town Centre has been identified as strategic centre that will require support to grow. As such the proposed development seeks to deliver on the commercial and retail floor space required to support the centre as it emerges as a Strategic Centre.

- **Objective 30:** Urban Tree Canopy Cover is increased

Being resilient and responsive is a key theme driving the sustainability objectives of the proposal. It entails future proofing the site by working with natural systems to foster resilient places for people to mitigate the impacts of climate change induced urban heat. This will be achieved by integrating green and blue infrastructure throughout the public domain, most notably tree canopy, water sensitive urban design, the water sensitive corridor in the Central Green Park, community gardens and resident communal gardens. The existing site currently does not support significant tree planting or biodiversity. Therefore, the Civic Centre seeks to improve the environmental outcomes of the site by establishing a cool and green precinct by establishing a target of up to 35% urban tree canopy coverage and open spaces. The Civic Centre will ultimately be situated in a green and picturesque landscape, and which is afforded all the benefits and conveniences of urban living.

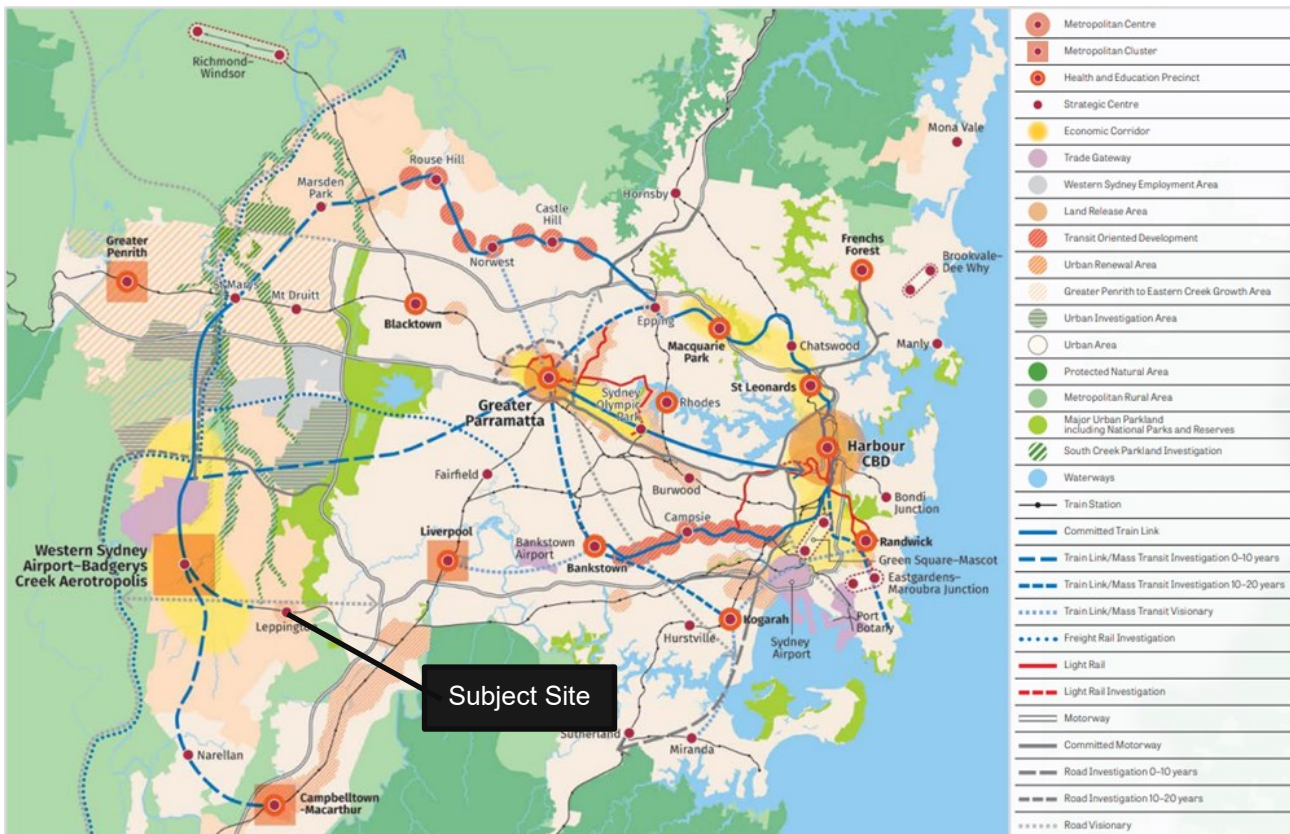
- **Objective 31:** Public open space is accessible, protected and enhanced

The proposal does not remove or detract from the accessibility of existing public open spaces. An outcome of the proposal is instead to deliver, new and highly accessible open spaces. Open spaces are integrated into the active transport network and public domain to provide future residents and workers with access to a plethora of active and passive recreation opportunities.

- **Objective 32:** The Green Grid links parks, open spaces, bushland and walking and cycling paths

The Civic Centre adopts a grid like pedestrian and street network that is characterised by open space, urban tree canopy, walking and cycling paths.

Figure 3 Sydney Region Plan Structure Plan



Source: GSC

### 2.1.2. Our Greater Sydney 2056: Western City District Plan

The Western City District Plan (District Plan) was finalised by the GSC in conjunction with the Region Plan in March 2018 and fulfils the directions and objectives of the Region Plan at a district level. The site is located within the Western City District. The District Plan sets out planning priorities and actions for improving the quality of life for residents.

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

Additional capacity for housing supply is significantly delivered by the Growth Areas and planned Precincts such as the South West Growth Area. This includes Leppington town centre which is identified as a Planned Precinct. Leppington is expected to be a prominent town centre, with Bringelly Road to serve as one of the major gateways to the Western Sydney Airport.

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

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

- **Planning Priority W1: Planning for a city supported by infrastructure**

The proposal will be supported by infrastructure such as regional and local road upgrades and public transport. In particular the site will be supported by the Leppington Train Station, which connects the site to the Sydney and Liverpool CBD, and the Western Sydney Aerotropolis through the future development of the South West Rail Link extension

- **Planning Priority W3: Providing services and social infrastructure to meet peoples changing needs**

Existing and planned social infrastructure and services, in particular regard to health and education infrastructure, have been considered in the feasibility of the Civic Centre. Due to the envisioned Civic function of the proposal, the site will accommodate a range of key services and social infrastructure along the podium levels to ensure the needs of the community are met.

- **Planning Priority W4: Fostering healthy, creative, culturally rich and socially connected communities**

The Concept Plan is anchored by a human centred public domain, that is characterised by a network of open space and pedestrian and cycling routes. The central green park will be a defining feature of the urban structure. The public domain, plazas and open space will subsequently be activated by the ground floor commercial and retail uses. As a result, the site will unlock opportunities for social connections, community gathering and passive recreation activities.

- **Planning Priority W5: Providing housing supply, choice and affordability, with access to jobs, services and public transport**

The proposal will dramatically increase the supply of high density apartment style housing, approximately 1,554 dwellings and will therefore contribute to the dwelling targets for the Western City District. Within the podiums the proposal is anticipating the generation of up to 1,200 jobs. Therefore, new housing supply will have easy access to jobs, as well as public transport.

- **Planning Priority W7: Establishing the land use and transport structure to deliver a liveable, productive, and sustainable Western Parkland City**

The proposal will capitalise on the delivery of the South West Rail Link, the WSI and Western Sydney Aerotropolis, by catalysing the envisioned development of the emerging Leppington Town Centre and delivering a transit-oriented, high density civic centre and community around Leppington Train Station.

- **Planning Priority W11: Growing investment, business opportunities and jobs in strategic centres**

The proposal will deliver non-residential floorspace to support the commercial floor space targets for Leppington Town, and to help attract business investment. Additionally, the high-density and transit-oriented housing will also make the location highly sought after, making the ground floor tenancies highly viable and attractive for tenants.

- **Planning Priority W15: Increasing urban tree canopy cover and delivering green grid connections**

The public domain and open space network are anchored by an extensive provision of urban tree canopy. The urban design of the Pedestrian network takes the form of an urban green grid, delivering create a green grid network within the civic centre.

### 2.1.3. Camden Local Strategic Planning Statement

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

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

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

The LSPS Structure Plan identifies the site as being situated within the Future Urban Area of the SWGA which is expected to foster the majority of housing capacity in the next 20 years. In this context, it is expected that land surrounding the site will be subject to significant change, with the Aerotropolis north of the site setting the context for this transformation. The plan explicitly identifies the strategic centre of Leppington as a Local Priority to strengthen.

The Proposal aligns with the LSPS as it has been developed in response to the LSPS's local priorities. These are explained below:

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

The proposal aims to accommodate an incoming population of 3,434 people and deliver 1,493 additional dwellings in the form of residential apartments with ground floor commercial and retail uses. The dwellings proposed include a diverse mix of residential typologies including affordable housing and high-rise apartments. This will increase housing choice for the existing and future Camden population to suit the various lifestyle needs of the evolving community. The proposal will significantly support the projected population growth of Leppington and broader Camden by contributing to the supply and diversity of housing.

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

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

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

The proposal will deliver 26,146m<sup>2</sup> of commercial and retail floorspace to support up to 1,200 jobs. As the population grows, the need for new jobs and access to employment centres will become increasingly required. Therefore, the Civic Centre will deliver new jobs within Leppington Town Centre, as well as improve access to jobs in the region through its connection to Leppington Train Station.

- *Strengthening the Strategic Centres of Narellan and Leppington*

As outlined in the District Plan and Council's LSPS, Leppington is an emerging strategic centre that requires support. As such, the proposed mixed-use development can deliver on these outcomes and support the precincts transition into a town centre. It will namely support this transition through the delivery of a significant quantum of housing and jobs. The Civic Centre will strengthen the town centre by delivering commercial and retail GFA, which will be activated by its considered approach to open space and the public domain.

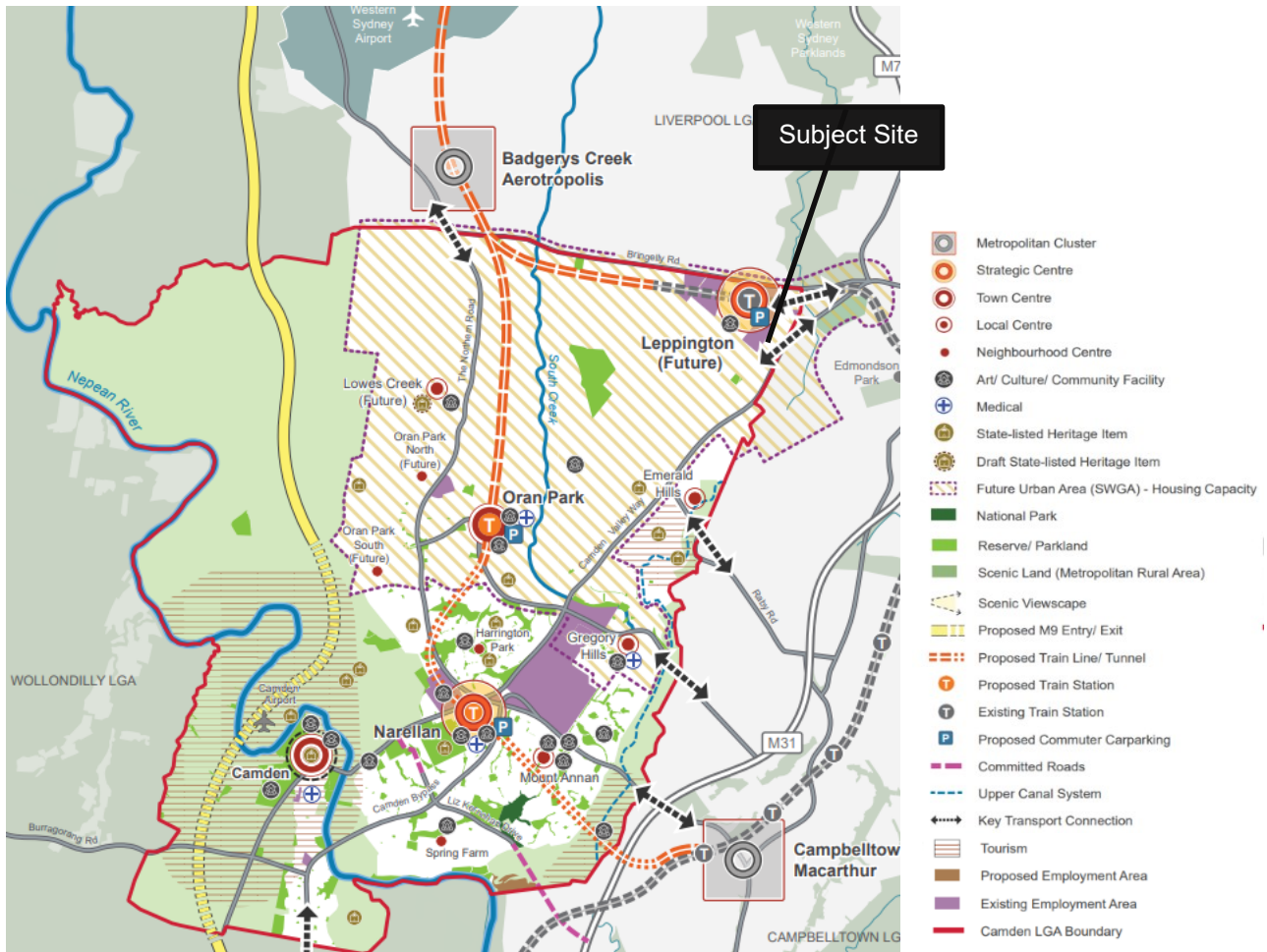
- *Improving the accessibility and connectivity of Camden's Green and Blue Grid and delivering high quality open space*

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

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

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

Figure 4 Camden LSPS Structure Plan



Source: Camden Council

### 2.1.4. NSW Housing Strategy: Housing 2041

In March 2021, the NSW Housing Strategy: Housing 2021 was released. It sets out a long-term (20 year) strategy for better housing outcomes across NSW. High density housing and affordable housing was identified as an important housing typology to expand housing choice across the state.

This proposal is well positioned well to deliver both housing choice and affordability through the varied apartment types and the allocation of 15% of residential GFA as affordable housing.

### 2.1.5. Camden Local Housing Strategy

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

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

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

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

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

The strategy identifies key priorities for Camden regarding the diversity, location and tenure of new homes. The proposal aligns with the following priorities:

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

The proposed mixed-use development will provide additional housing capacity, supported by commensurate quantities of infrastructure, including public transport and road infrastructure, social infrastructure and utilities.

- *Priority 2 – Delivering resilient, healthy and connected communities.*

The proposal will deliver a walkable, green and connected community, that will provide the necessary services and infrastructure to enable it to thrive.

- *Priority 3 – Delivering the right housing in the right location.*

The Civic Centre will deliver a significant quantum of housing and jobs in a strategic location that will benefit from proximity to the Leppington Train Station and the future WSI and Aerotropolis.

- *Priority 4 – Increasing housing choice and diversity.*

The proposal will deliver a significant quantum of apartment style housing that will add to the diversity of housing stock in the Leppington Town Centre and SWGA, which has been predominantly characterised by low and medium density detached and attached housing.

- *Priority 5 – Addressing housing affordability.*

The proposal will dramatically increase the supply of housing in the Leppington Town Centre and SWGA, placing appropriate downward pressure on house prices. The site also provides opportunities for third party operators to provide affordable and social housing on the site.

## 2.1.6. South West Growth Centre Structure Plan 2022

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

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

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

areas and retaining indicative locations of the employment and mixed-use areas in precincts to be rezoned areas. The guide notes that further employment uses are now subject to further investigation.

- **Bio-certification:** The Structure Plan now shows protected (non-certified) land.

Under the Structure Plan 2022, the site has been identified as employment land and previously rezoned precinct. The site is also located on Rickard Road, which the Structure Plan 2022 identifies as a 'Transit Boulevard'.

The Proposal seeks to strengthen Leppington as a Strategic Centre that offers a range of housing types, high quality open space, retail and commercial offerings. This will enable the Strategic Centre to support population growth planned for the area, in proximity to employment and transport infrastructure to align with the vision for a 30-minute city.

## 2.2. KEY FEATURES OF SITE AND SURROUNDS

The site is located at 173-183 Rickard Road, Leppington within the Camden local government area (LGA). The site is legally described as Lot 1 and Lot 2 in Deposited Plan and is currently under the ownership of Aland.

Photographs of the current site condition are provided in **Figure 5**.

Figure 5 Site Photographs



Picture 1 View of the residential dwelling at 183 Rickard Road.

Source: Google Maps Street View



Picture 2 View of the residential dwelling at 173 Rickard Road.

Source: Google Maps Street View



Picture 3 View of the driveway at 173 Rickard Road, and the ancillary metal shed.

Source: Google Maps Street View



Picture 4 View of Rickard Road along the eastern site boundary.

Source: Woods Bagot

The key features of the site which have the potential to impact or be impacted by the proposed development are summarised in the table below.

Table 3 Key Features of Site and Locality

Descriptor	Site Details
<b>Land Configuration</b>	The site has an approximate area of 3.2 ha across the two land parcels. The total site frontage is 142 metres along Rickard Road on the eastern boundary. The topography and slope of the site is generally low to moderate. The site generally falls from east to west with high points being along the Rickard Road frontage.
<b>Land Ownership</b>	The site is currently entirely under the ownership of Aland.
<b>Existing Development</b>	The site has been characterised by rural residential uses for quite some time. The sites collectively accommodate two single storey dwellings with ancillary structures respectively. Notably, 173 Rickard Road accommodates a small hardstand along the south eastern corner of the site, which is accompanied by a large metal shed. The rear of the lots, behind the dwellings, the land is largely cleared of any built structures. They are characterised by remnant grassland and a small number of trees along the boundaries of the lots.
<b>Local Context</b>	<p>The site and its surrounds are generally made up of large rural residential landholdings. The surrounding locality is described below:</p> <ul style="list-style-type: none"> <li>▪ North: Immediately north of the site is Leppington Train Station and the train station commuter car parking facility. On the other side of the station, further north, is the suburb of Austral, which is similarly comprised of rural residential and agricultural landholdings that are transitioning to low and medium density residential uses.</li> <li>▪ East: The east of the site is characterised by a number of rural residential and agricultural landholdings. Some of these are still comprised of market gardening land uses. Further east is a number of key arterial roads, such as Old Cowpasture Road and Camden Valley Way, which are framed by a number of new residential estates.</li> </ul>

- South: To the southeast of the site is Leppington Public School. Further discussion around the school is contained further below. Further south is a number of rural residential and agricultural land holdings. At the intersection of Rickard and Ingleburn Road to the south, a number of these land uses are undergoing progressive residential subdivision and urban development.
- West: The west is similarly characterised by rural residential and agricultural land holdings that are similarly undergoing residential subdivision and urban development.

Photographs of the surrounding land uses are provided as **Figure 6**.

<b>Regional Context</b>	<p>The site is approximately 12km southeast from the future Western Sydney International Airport (WSI) and Aerotropolis, which is earmarked to become Sydney's third CBD. It is also located 40km from Sydney CBD, 16km from the Campbelltown CBD and 12km from Liverpool CBD.</p> <p>The site is strategically positioned between the Western Sydney Aerotropolis and the regional centres of Liverpool and Campbelltown/Macarthur. It is well placed to leverage off the growth and job opportunities from the WSI and Aerotropolis. The Leppington Town Centre itself is highlighted as a key strategic centre in Western Sydney, which has significant opportunities for growth. The Region plan shows that these strategic centres will play a critical role in attracting investment, business activity and jobs across Greater Sydney.</p> <p>The site and broader Leppington Town Centre are anchored by the Leppington Train Station and Southwest Railway Line. These public transport corridors will act as a gateway which will integrate the site with the broader Western Parkland City, the WSI and Aerotropolis.</p>
<b>Infrastructure</b>	<p>Rickard Road is a key north-south movement corridor within the SWGA. The site is within immediate proximity to transport infrastructure, being approximately 65m in distance from Leppington Train Station. It is one of the closest privately held landholdings to the train station in the entire Leppington Town Centre.</p>
<b>Site Access</b>	<p>Existing site access is provided by Rickard Road at the eastern site boundary.</p>
<b>Easements and Covenants</b>	<p>There are no known easements or covenants affecting the site.</p>
<b>Services</b>	<ul style="list-style-type: none"> <li>▪ Potable Water: There is an existing 250mm water main along Rickard Road</li> <li>▪ Sewer: There is an existing 225mm sewer main approximately 230m to the west</li> <li>▪ Electricity: The site is located within the Endeavour Energy electrical supply zone. The North Leppington Zone Substation is located approximately 1km north-west of the site, on Bringelly Road, while along Rickard Road there is an existing 11kV HV main feeder.</li> <li>▪ Gas: The site is currently not serviced by the Jemena natural gas network</li> </ul>
<b>Acid Sulfate Soils</b>	<p>The site is not mapped as containing the potential for Acid Sulfate Soils.</p>
<b>Contamination</b>	<p>A Preliminary Site Investigations (PSI) was prepared by Douglas Partner. Based on the site investigation potential areas of environmental concern were identified, including, the contamination of surface soils as a result of potential importation of fill material, from chemical and fuel use and storage, from historical market garden activities, and from on-site buildings and sheds containing hazardous buildings materials, such as asbestos.</p>

<b>Stormwater and Flooding</b>	<p>The site is not flood affected by mainstream flooding in either the 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) storm event.</p> <p>No watercourses traverse the site.</p>
<b>Bushfire Prone Land</b>	<p>A small portion of 173 Rickard Road is affected, predominately by the buffer zone bushfire affected land to the south at 163 Rickard Road, Leppington.</p>
<b>Flora and Fauna</b>	<p>The site is largely cleared. However, its periphery along the lot boundaries is partly vegetated with a small number of trees, some of which have been identified as Cumberland Plain Woodland. The remainder of the site is largely cleared and could be characterised as pastoral land.</p> <p>The entirety of the site is biodiversity certified.</p>
<b>Aboriginal Heritage</b>	<p>An Aboriginal Cultural Heritage Assessment (ACHA) has been prepared for the site to investigate the potential tangible and intangible cultural heritage values that may be present at the site.</p> <p>In summary, it found no Aboriginal objects within the site and determined that the site has been subject to moderate to high levels of disturbance based on historical rural and agricultural uses. The Preliminary ACHA assessed the site as ultimately having low Aboriginal cultural heritage significance for its social, cultural and scientific value.</p>
<b>European Heritage</b>	<p>There are no heritage items located on the site, nor is it within a heritage conservation area.</p>

Figure 6 Locality Photographs



Picture 5 View of Leppington Train Station entrance located north of the site.

Source: Woods Bagot



Picture 6 View of the surrounding parcels of land, largely characterised by rural landholdings.

Source: Woods Bagot



Picture 7 View of Leppington Public School located south east of the site.

Source: Woods Bagot



Picture 8 View of the residential property located opposite the site at 176 Rickard Road.

Source: Google Maps Street View

## 2.3. CUMULATIVE IMPACTS WITH FUTURE PROJECTS

The site is located within the suburb of Leppington, which is situated in the north eastern portion of the LGA. A review of Council’s online Development Application tracker was completed on 1<sup>st</sup> February 2024, to determine the approved and likely future developments which may be relevant in the cumulative impact assessment of the proposal. These are summarised in the following table.

Development is predominantly focused around the southern areas of Leppington, concentrated around Camden Valley Way adjacent to the suburb of Denham Court. This development is largely characterised by low density residential development, comprising of two-storey detached dwellings.

Table 4 Development identified for Cumulative Impact Assessment

DA Reference	Address	Development Description	Current Status
SSD-9227	85 Byron Road & 63 Ingleburn Road	Amity College new school campus Proposed new school comprising a 3-stream primary school and a 3-stream secondary school with a maximum capacity of 1,000 students.	Approved 16/07/2020
SSD-8586218	Bringelly Road Business Hub	Temperature Controlled Warehouse Facility Development of Lot 4 of Bringelly Road Business Hub for the Purposes of Light Industry, being a Temperature Controlled Warehouse Facility.	Approved 30/11/2020
SSD-48595972	325 Sixth Ave, Austral, NSW 2179	Unity Grammar Junior School Austral Construction of a new school for 850 students from Kindergarten to Year 6	Prepare EIS
SSD-37558583	5 Skyline Crescent, Horningsea Park	Lot 1 Bringelly Road Business Hub Warehouse Facility Construction and operation of a light industrial building, being a warehouse on lot 1 of the Bringelly Road Business Hub.	Approved 31/10/2022
SSD-8865	125-165 Tenth Avenue and 140	St Anthony of Padua Catholic School Redevelopment	Approved 29/04/2020

	- 170 Eleventh Avenue, Austral	Concept Development application including a Concept Proposal for a school to accommodate 2480 students and a 125 place child care centre and concurrent Stage 1 works with intersection upgrade.	
DA/2023/613/1	186 Ingleburn Rd, Leppington	Construction of a two storey industrial building and use as a self-storage unit development with associated office space, including car parking, landscaping and associated site works.	Application lodged 30/10/2023

The potential cumulative impacts of the project will be addressed in the EIS in accordance with the DPIE *Assessing Cumulative Impacts* guidelines.

## 2.4. AGREEMENTS WITH OTHER PARTIES

The Applicant will discuss the opportunity for a public benefit offer with Camden Council / DPHI as part of the SSSDA process. There are no existing Planning Agreements relevant to the site or proposal.

### 3. PROJECT

This section outlines the key features of the proposed development, including the project area, the conceptual physical layout and design (including likely mitigation measures), the main land use activities and the likely timing for delivery of the project.

It also includes a high-level of feasible alternatives which were considering having regard to the project objectives outlined in Section 1.3 of this report, including the consequences of not carrying out the development.

#### 3.1. PROPOSED DEVELOPMENT

The key components of the proposed development are listed in the following table. A copy of the architectural concept drawings is attached as **Appendix A**.

Table 5 Project Details

Descriptor	Project Details
<b>Project Area</b>	The site has a total area of 3.2ha. The entire site is expected to be physically disturbed by the project
<b>Project Description</b>	<p>The project seeks approval for the concept design of shop-top housing, including infill affordable housing development supported by commercial and retail tenancies at 173-183 Rickard Road, Leppington. The SSD will seek approval for site preparation works and the concept design of a mixed use development comprising of eight (8) residential towers and four (4) commercial/retail podiums, centred on a north-south civic spine.</p> <p>The Project includes site preparation works including the demolition of existing buildings and structures, civil bulk earthworks and the removal of trees.</p> <p>The proposal comprises a new infill affordable housing mixed use development which broadly involves:</p> <ul style="list-style-type: none"> <li>▪ A planning envelope with an indicative height of 8-9 storeys, accommodating a total GFA of 79,920 sqm (inclusive of the 30% affordable housing SEPP bonuses).</li> <li>▪ The residential design will focus particular attention to solar access, natural ventilation, views and outlook, and visual and acoustic privacy and that is capable of achieving the objectives of the ADG.</li> <li>▪ A mix of infill affordable housing, commercial office and retail uses.</li> <li>▪ Creation of retail tenancies which will provide activation and vibrancy within ground plane and in the core of Leppington Town Centre.</li> <li>▪ Provision of 3-4 levels of basement car parking.</li> <li>▪ A publicly accessible public domain which is centred on a north-south civic spine, comprising a total of 5,500 sqm of open space.</li> <li>▪ Balanced distribution of massing and building height across parts of the development to facilitate plant and communal areas.</li> </ul>
<b>Gross Floor Area</b>	<p>Total GFA of 79,920 sqm can be broken down as follows:</p> <ul style="list-style-type: none"> <li>▪ Residential: 53,775 sqm</li> <li>▪ Commercial: 5,721 sqm</li> <li>▪ Retail: 20,424 sqm.</li> </ul>
<b>Floor Space Ratio</b>	The proposal has a total FSR of 2.5:1.

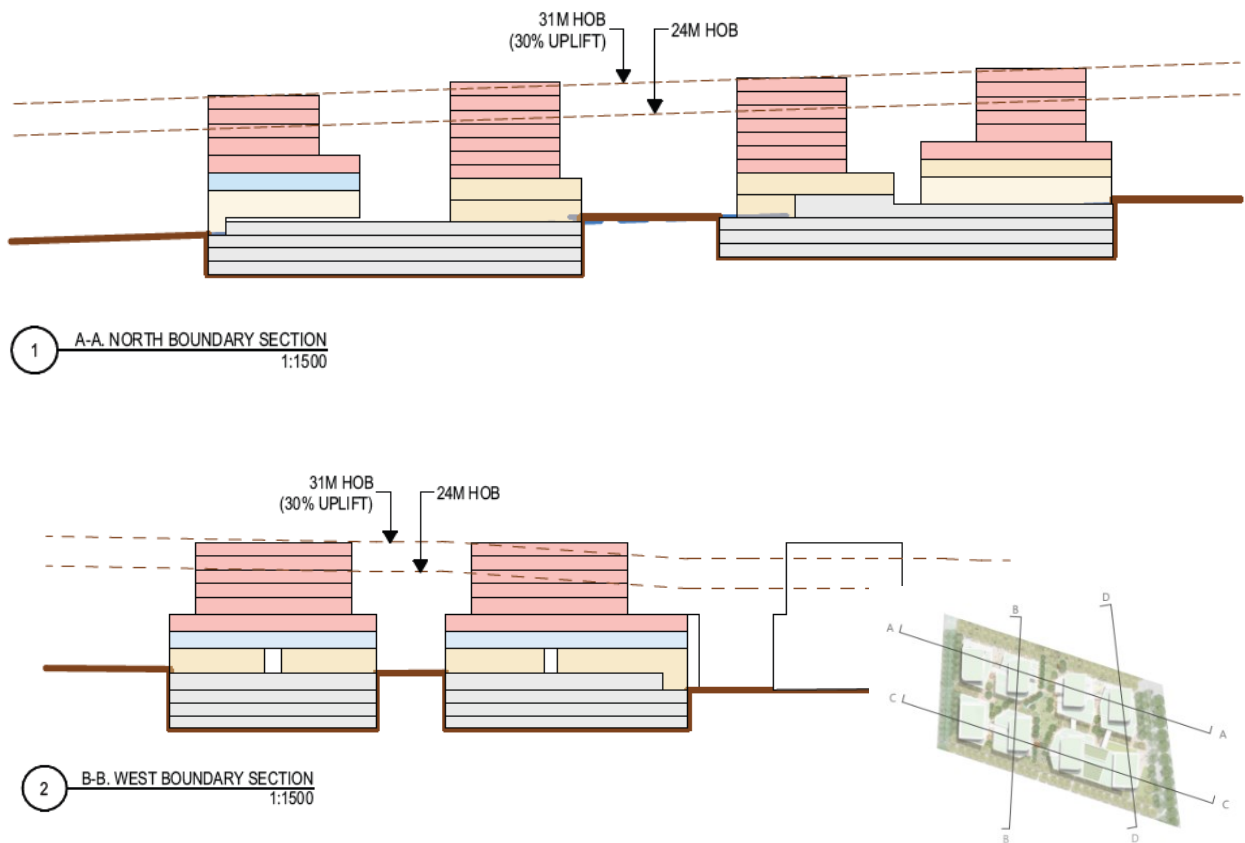
<b>Expected Estimated Development Cost (ECD)</b>	Greater than \$75,000,000 for residential component (excluding GST). Refer to Appendix C for details.
<b>Staging/Phasing</b>	The project is proposed to be staged as follows: <ul style="list-style-type: none"> <li>▪ Stage 1: Towers A and B</li> <li>▪ Stage 2: Towers C and D</li> <li>▪ Stage 3: Towers E, F, G,</li> </ul>

Figure 7 Leppington Civic Centre – Concept Master Plan



Source: DKO

Figure 8 Indicative Built Form Height



Source: DKO

### 3.2. FEASIBLE ALTERNATIVES

Clause 7 in Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (the Regulation) requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

Aland identified four project alternatives which were considered in respect to the identified need for the residential mixed use development. Each of these options is listed and discussed in the following table.

Table 6 Analysis of Feasible Alternatives

Option	Comments
Option 1 – Do Nothing	<p>The existing site, which is currently characterised as a rural landholding, is inconsistent with the desired future character identified by the South West Growth Area (SWGA) Structure Plan and also the State and local strategic planning framework which identifies the Leppington as a strategic centre. Leaving the site as is (Do nothing) does not maximise its high locational amenity, being directly adjacent to Leppington Station.</p> <p>Given the Leppington Town Centre was first identified by the NSW Government in 2013 as a key strategic centre within the SWGA to deliver new homes and jobs, and its current B3 Commercial Core zoning, leaving the site as is does not align with the strategic intent for the site and Leppington Town Centre more broadly.</p>

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In 2017, due to a lack of development activity, the Department of Planning, Housing and Infrastructure (DPHI) commenced a review of the Leppington Town Centre, to investigate a potential new vision and associated land use controls for the area. Following this review, DPE announced a new approach to precinct planning in 2019, returning precinct planning and rezoning powers back to Liverpool and Camden Council. Both Councils have since consulted with key Government agencies in relation to the Leppington Town Centre and conducted a number of technical studies to inform a new planning proposal and rezoning of the town centre (refer Option 2 below).

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Option 2 – Camden Council  
Leppington Town Centre  
Planning Proposal

At the time of writing Camden Council, as part of the Leppington Town Centre Planning Proposal that has recently concluded its formal public exhibition period (on 6th February 2024).

A detailed review of the Council Leppington Town Centre Planning Proposal and indicative layout plan has been provided in **Section 3.2.1** below. The indicative layout plan proposed as part of Council's Planning Proposal creates significant challenges to delivering a town centre and a ground plane that supports retail activation.

This includes the alignment of the east-west road cutting across lot boundaries within the northern portion of the site and the quantum of open space proposed within the civic spine.

Following conversations with Council it is clear that there remains considerable work in reviewing submissions, seeking further technical advice and amending the planning proposal which, given the scale and complexity of the precinct wide proposal means it is likely to be a lengthy process to ultimately achieve finalisation.

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Option 3 – Aland Civic Centre  
Planning Proposal

The Aland Civic Centre Planning Proposal was formally lodged to Council in September 2023.

It provides an alternative design approach to delivering the civic heart of Leppington Town Centre. Whilst it is aligned with the key design principles and interventions proposed by Council, Aland through the design of DKO, proposed a site-specific planning framework that will help support Council's vision for the Leppington Town Centre and enable it to transition into a new thriving transit-oriented residential community that builds on the NSW Government's vision and aspirations under the Western Sydney Growth Area program.

This proposal represents an alternate strategy by a key landowner to deliver the vision for the Leppington Town Centre, that is sought due to multiple key concerns the Council Master Plans creates which, if adopted without refinement, would not achieve the desired step-change to amend the planning policy controls to incentivise landowner investment and redevelopment to establish the town centre so critically required to support the government infrastructure.

The vision for the site is to create a Civic Centre Precinct that leverages its strategic location within Leppington, in addition to its natural and built assets to supports the transformation of Leppington, whilst balancing the practicalities of land dedication and acquisition obligations of Council which could hinder the achievement of the town centre vision.

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#### Option 4 – The Proposal

The NSW Government has recently gazetted new planning controls which incentivise the delivery of affordable housing. Aland acknowledge the need to improve housing supply and affordability, particularly within areas well-connected by transit.

Given the anticipated time for Council to undertake the works described above, the timeframe for finalisation and gazettal is still expected to be a long time away.

Accordingly, this option was selected as the most appropriate pathway forward as it delivers the most orderly development outcome, that is both viable for the Applicant and delivers significant public benefit through the provision of 15% affordable housing. It will enable critically required housing in a quicker manner compared to Council's planning proposal.

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The proposal has emerged as the preferred option for the site because it represents the best outcome in respect of urban design, environmental, economic and social considerations. The proposal respects the principles and will deliver the vision identified in the Precinct Plan, Strategic Framework and accompanying documents, whilst balancing the various site-specific considerations including solar access and view sharing (as appropriate) and achieving a vibrant ground plane.

### 3.2.1. Comparative Review of Council Leppington Town Centre Planning Proposal

In preparing the planning proposal, the Aland project team comprehensively reviewed the Leppington Town Centre (LTC) Planning Proposal lodged by Camden and Liverpool Councils – and specifically sought to achieve alignment with as many of the key principles as possible.

This site-specific planning proposal has also had the benefit of being informed by technical investigations and ground-truthing at the site-specific level which are documented within Section 6.3.3 of the Planning Proposal – in order to ensure not only strategic merit but also site-specific merit.

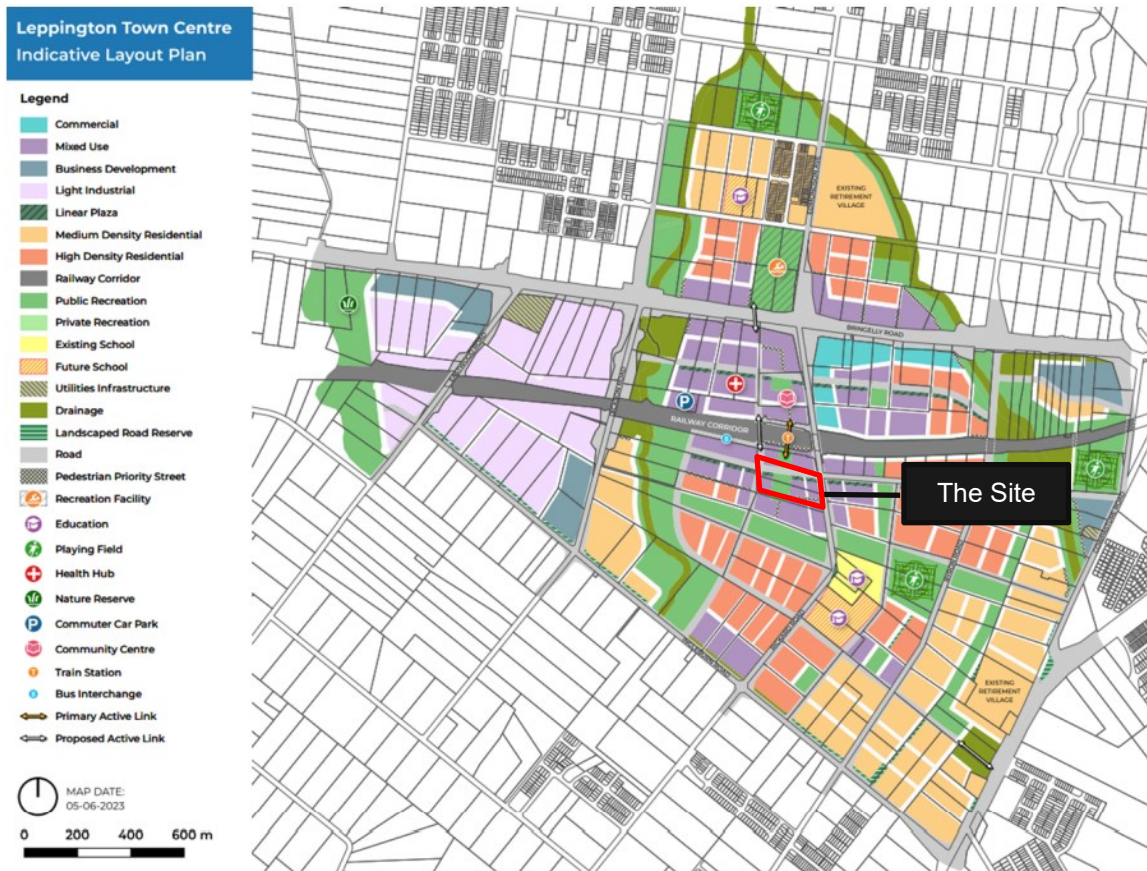
It is important to note there are a series of fundamental design principles and provisions proposed in the Council LTC Planning Proposal which Aland is supportive of in-principle and the Civic Centre Master Plan reflects. These include:

- **Establishing a civic centre for Leppington Town Centre** - Establishing a civic centre within the heart of Leppington Town Centre at the doorstep of Leppington Station, reinforcing Leppington as a strategic centre within the SWGA.
- **Delivery of transit-oriented development** - Deliver transit-oriented development and increase density in a highly accessible location, adjacent to an existing railway station.
- **Delivery of a north-south civic link** - The delivery of a north-south civic link, which will provide connectivity from Leppington Station to the civic centre. This civic link will support recreational amenity and retail activation which will improve.
- **Improved connectivity through the town centre** - To provide east-west connectivity through the town centre with the provision of an east-west road connection which provides access not only through the town centre but also to Leppington Station.
- **Improved active transport connectivity** - To provide improve connectivity within the future open space network that supports active transport and pedestrian permeability. The east-west connectivity of the green grid within the town centre is supported by Aland, particularly along the northern interface of the Leppington Public School, which connects into the proposed sporting fields to the east of the site.
- **Delivery of new and expanded school infrastructure** - To deliver an appropriate interface with Leppington Public School that allows sufficient setback to the school and a suitable built form interface that minimises potential overshadowing.
- **Delivery of a land use mix that responds to integrated land use and transport planning** - Aland are largely supportive of proposing land use mix that supports mixed use and activation within such a central

location within the town centre. Mixed use, supported by residential and commercial uses, will generate activation and contribute to the vibrancy and attractiveness of Leppington Town Centre.

To assist with ease of understanding, a comparative review is set out in **Table 7** below.

Figure 9 Council Leppington Town Centre Planning Proposal – Council’s Structure Plan



Source: Camden and Liverpool Councils

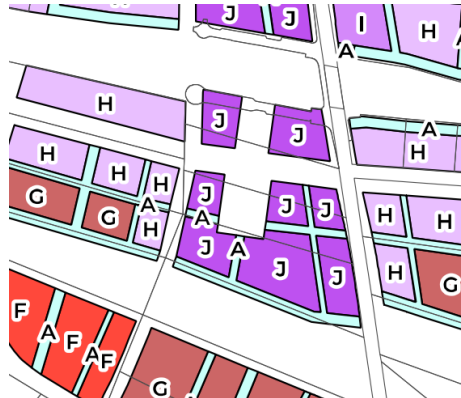
Table 7 Key moves proposed by Camden and Liverpool Council

COUNCIL PLANNING PROPOSAL/ STRUCTURE PLAN ELEMENT	CIVIC CENTRE MASTER PLAN/ PLANNING PROPOSAL ALTERNATIVE APPROACH
<b>Land Use Zoning</b>	<p>The proposal can be achieved within the B4 Mixed Use zone (now MU1 Mixed Use following the Employment Zone Reform) proposed in Camden Council’s Leppington Town Centre Planning Proposal. <b>The proposal is largely consistent with the Council Planning Proposal in respect of intent behind Council’s proposed zoning changes. It does however differ in the proposed planning mechanism to deliver the centre open space corridor.</b></p> <p>The proposed land uses within the Civic Centre Master Plan area aligns with the Council Leppington Town Centre, with the proposed rezoning to MU1 Mixed Use. The provision of open space which is represented in the Council Structure Plan as RE1 Public Recreation, will be delivered through local provisions proposed under the Parkland City SEPP.</p>

Subject to the rezoning of the site to MU1, Aland can engage with Council on a Development Application for the site to deliver the public open space in accordance with the proposed open space SEPP provision.

The introduction of an RE1 zone would require Council to wait for a contribution plan to deliver the funds to acquire the site from Aland. This would result in a delay for the delivery of Leppington Town Centre.

**Floor space ratio**



**Legend**

- A: 0.0
- B: 1.2
- C: 1.5
- D: 1.8
- E: 2.0
- F: 2.5
- G: 2.8
- H: 3.5
- I: 4.0
- J: 4.5

**The proposal is largely consistent with the FSR controls within the Council planning proposal.**

The Council Planning Proposal proposes the following FSRs and potential building heights for the B4 Mixed Use within the inner core – B4 Mixed Use (within inner core): 4.5:1 increasing to a maximum of 5.25:1 with bonuses.

It is acknowledged that Council’s Planning Proposal proposes two FSR controls within the Aland site, with 4.5:1 (J) applied the proposed development lots under the Indicative Structure Plan, and 0.0:1 (A) for the road corridors. The FSR controls proposed by Council is used to lock in the ground plane for the town centre.

This approach from Council, which adopts a net FSR rather than a gross FSR, locks in the ground plane and road network and does not provide flexibility to vary these elements.

With the benefit of detailed built form testing and ground-truthing through Aland’s site-specific approach, the Aland review has identified significant issues with Council’s ground plane, which the proposed FSR controls would ultimately lock away. Any amendments to this ground plane would require a SEPP amendment which would further delay the delivery of housing and the activation of Leppington Town Centre. Aland believes a flexible approach to applying FSRs is key to delivering a town centre that is feasible for development, given there are a number of design issues yet to be resolved in Council’s Planning Proposal.

Whilst the Aland Concept SSDA for the Civic Centre Master Plan does not propose an FSR control, the proposed development achieves an FSR of 2.5:1 across the site. This differs to Council’s application of a 4.5:1 FSR at the lot level, rather than across the site.

**Maximum building height**

**An increase in maximum building remains consistent in strategic direction with the Council Planning Proposal.**

The Council Planning Proposal seeks to amend the height control from 24m, under the Parkland City SEPP, to 65m to support an indicative height of 18-28 storeys.

The Civic Centre Master Plan proposes the amend the height of building control to support an indicative height of 8-9 storeys.

**Approach to Proposed Building Height**

Aland’s decision to propose a scheme that is compliant with the existing planning provisions enables the delivery of a ground plane

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that supports activations for the town centre. Aland have fundamental concerns with the ground plane proposed by Camden Council as part of the Leppington Town Centre Planning Proposal, as detailed further in this table.

It is acknowledged that whilst Council's Planning Proposal contains a maximum height control of 65m, the timing of this Planning Proposal is uncertain (given the issues mentioned in Section 3.2.2 below).

Council's Planning Proposal ultimately relies on a ground plane that is not considered suitable for delivering an active town centre environment and not feasible for development.

Whilst the Aland Concept SSDA scheme is proposed at 31m, it will be designed in a way that future proofs potential height increases and the ability to reach 65m, subject to the finalisation of the Council's Planning Proposal or any future planning proposals on the site.

The Aland Civic Centre Master Plan has been designed with future proofing in mind. The proposal anticipates the evolving needs and aspirations of future generations. This forward-thinking strategy involves flexible land use allocation, adaptable infrastructure systems, and sustainable design principles. By integrating smart city technologies, green infrastructure, and multi-modal transportation solutions, the Master Plan ensures resilience to changing urban dynamics while preserving a high quality of life for future residents and visitors. This holistic approach to future-proofing within the Civic Centre Master Plan, enables the ability for future amendments to reach future height controls gazetted under a potential planning proposals.

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#### **North-south green link from the railway station**

The Civic Centre Master Plan supports the proposal for a continuous green link which connects from Leppington Railway Station into the heart of the Leppington Town Centre. **This strategic direction remains consistent with Council Planning Proposal.**

The importance of pedestrian connectivity particularly in close proximity to a key transport node is reinforced within the master plan. This green link also provides a strong visual corridor through the core of the town centre which would improve legibility and wayfinding. The green link proposed by Council has an approximate width of 70m which is considered problematic for activation, passive surveillance, safety and the ability to provide sufficient tree canopy that reduces the urban heat island effect – all of which are essential qualities of a successful town centre.

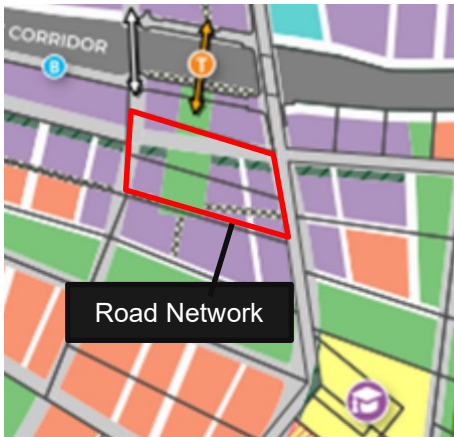
It would act as a barrier to activation within the central location of the town centre. For the first few mixed-use sites to be successful and achieve critical mass, retail and commercial activity need to be concentrated in one location and bisected by a central park area.

The Civic Centre Master Plan incorporates the green link connecting the railway station into the site, however has modified the width, which under the Council Structure Plan, is too wide for activation. The Civic Centre Master Plan proposes a central green link with a width ranging from 20m-40m which would provide significant space for

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outdoor seating, pedestrian access, view corridors and most importantly provide a human scale that supports active frontages.

### Road network



Lot severance is a key issue with the current road network proposed within Council's Structure Plan and in turn Planning Proposal, as it significantly reduces lot efficiency for all landowners affected.

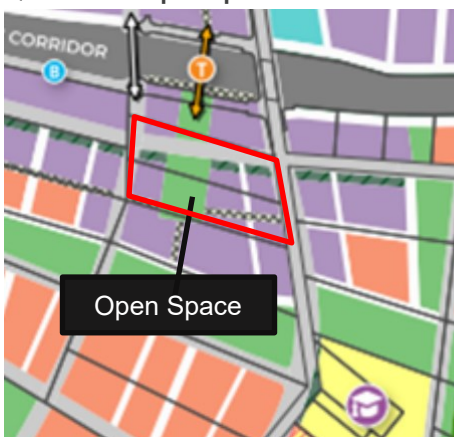
Whilst Aland are supportive of a permeable street network and acknowledges the importance providing east-west connectivity through the heart of the civic centre, the proposed road alignment presents significant issues from a practical development perspective which Aland's alternative approach seeks to avoid. These road network issues include:

- **Misalignment with lot boundaries** – There is no clear rationale for disregarding lot boundaries for the main east west road in Council's Planning Proposal, which are proposed to be locked in via a SP2 infrastructure zoning.
- **Creation of irregular residual lots** – If a subdivision was to occur to facilitate the road layout proposed under Council's Planning Proposal, some of the resultant lots, particularly in the Civic Centre, would be quite irregular in shape and potentially be sterilised.
- **Significant width of the east-west road forming a movement barrier within the heart of the town centre** – A wider east-west road would result in more traffic being funnelled through the heart of the town centre which may reduce the appeal of being a largely pedestrianised, safe and walkable town centre. Accordingly, Aland's revised approach is for the SP2 zoning width to be reduced for the east-west road and secondly, a reconsideration of the 25m widths by Council's public domain team to consider if it does undermine the placemaking vision outcomes.

The consequences of this issue if unchanged is that the significant efforts to establish an updated planning policy framework to facilitate development in the civic core of the centre would fail.

**These are matters that the Planning Proposal seeks to effectively resolve.**

### Quantum of open space



Similar to the comment above in relation to the width of the north-south green link, the quantum of open space proposed within a civic heart of the future town centre that is directly adjacent to an existing railway station, is considered excessive in delivering a town centre that is active and vibrant.

Whilst we support the integration of generous open space within the town centre that is sufficient to support the future population, this expansive green spine in our view is not appropriate and has the potential to undermine other place outcomes in the town centre vision. The key issues include:

- A 70m wide north-south link is unsuitable for creating an active and vibrant urban environment that is adjacent to a railway station

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- A 70m north-south link in the Civic Centre without sufficient canopy coverage could result in increased urban heat and decreased activation around the train station.
  - Limited activation and opportunities for passive surveillance would result in a sub-optimal CPTED outcome. Particularly at night the width of the open will be a significant CPTED issue where pedestrians are not afforded safe passive surveillance from either side. It will be an issue for commuters leaving the train station and could facilitate anti-social behaviour.
  - Limited activation and sub-optimal CPTED outcomes could therefore undermine the safety and vibrancy of the future public space, and strategically, Council's priority to "Support the development of the night-time economy within Camden's existing and emerging centres" as established in the Camden Economic Development Strategy 2022.

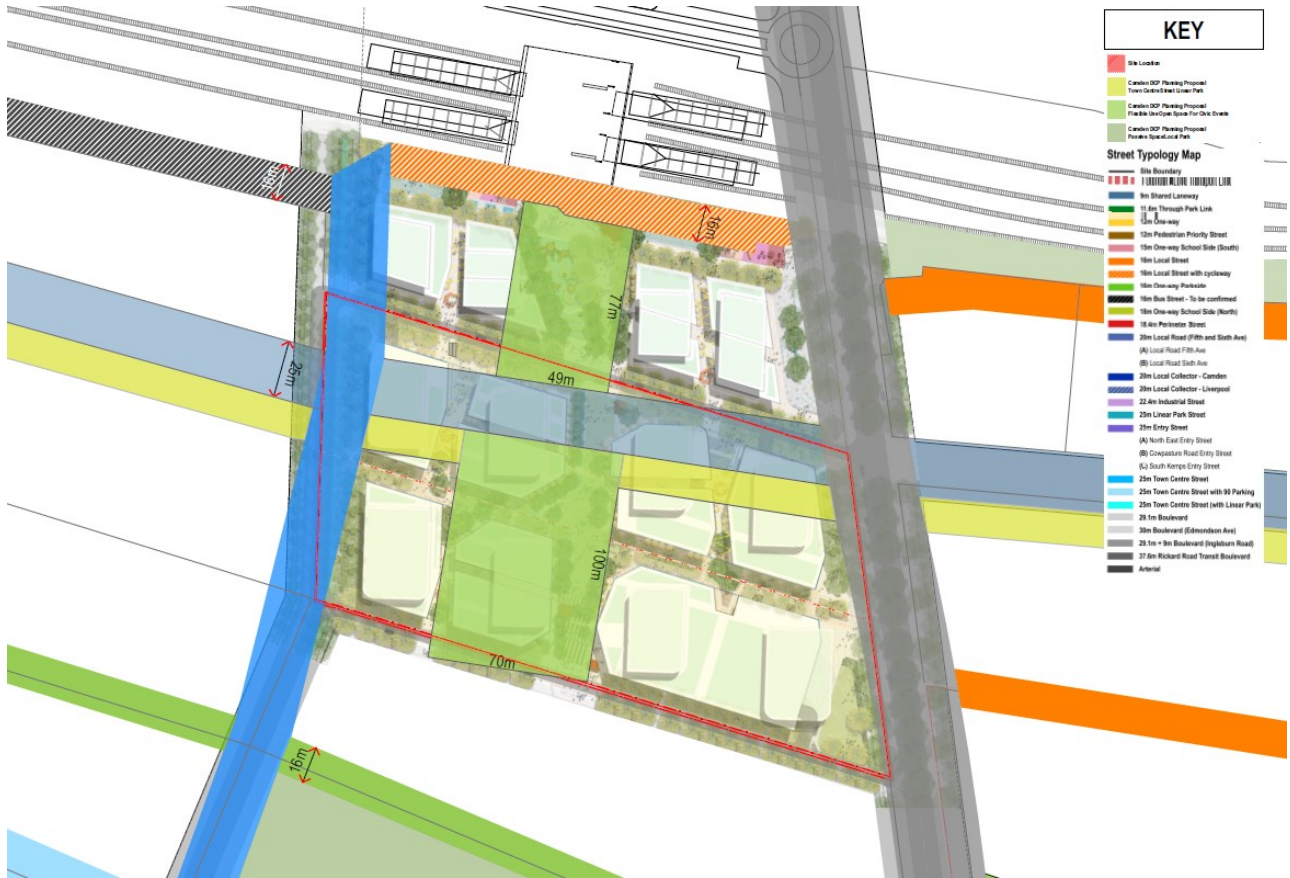
The revised approach to open space from Aland is supported by a Social Infrastructure and Open Space Assessment prepared by Urbis which investigated the level of demand that will be generated by the incoming population to the precinct. The assessment confirms that the quantity of open space proposed on site aligns with leading and emerging proportion-based benchmarks. The revised approach will deliver a series of green open spaces within the Civic Park as part of the public domain. In summary this includes:

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

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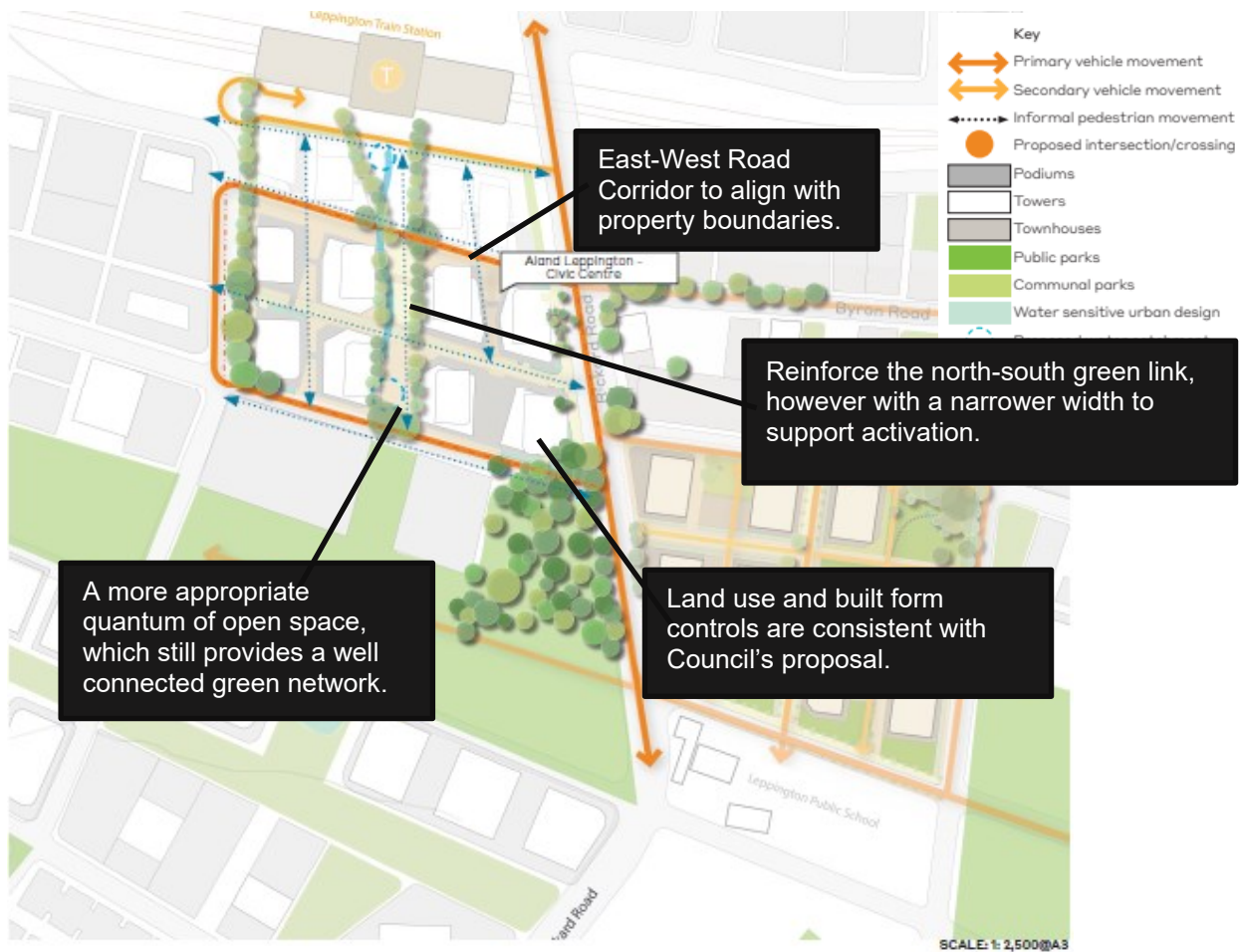
In response to the comments mentioned above in relation to Council's Structure Plan, Aland have proposed a Master Plan which aims to capture the design principle and parameters identified by Council with the support of site-specific considerations. **Figure 10** and **Figure 11** below identifies the similarities and variances to Council's design principles within the Civic Centre Master Plan area.

Figure 10 Aland's key variations to Council's proposed road layout



Source: Camden Council

Figure 11 Application of key moves from Council's Structure Plan



Source: DKO

### 3.2.2. Interrelationship with the Council and Aland Planning Proposals

It is acknowledged that whilst there are two (2) planning proposals which apply to the site, the Civic Centre Master Plan which is the subject of this SSSA has been informed by both the Council's LTC and Aland's Civic Centre Planning proposal. **Table 8** below provides a comparison of the planning controls and built form parameters proposed under this Concept SSSA with the two planning proposals which apply to the site.

The Civic Centre Master Plan has been designed generally in accordance with Camden Council's Indicative Layout Plan (with subtle but critical changes to the road alignment and open space area and design) broader Leppington Town Centre Master Plan and does not impact on the delivery of future land uses and infrastructure in accordance with Council's Planning Proposal.

The interrelationship between this Civic Centre Concept SSSA and the two planning proposals can progress in one of the following ways:

1. The Council's LTC Planning Proposal proceeds and is gazetted prior to the determination of this Concept SSSA which would provide the height controls to support the Concept SSSA Master Plan. Aland would seek to lodge an Amending Concept SSSA to amend the scheme to align the approved height controls; or
2. The Aland Civic Centre Planning Proposal proceeds to finalisation ahead of Council's Planning Proposal which is likely to take longer with a more extensive submission process and likely future additional public exhibitions. Under this scenario, that the Concept SSSA would be amended to align with the planning controls under the Aland's Civic Centre Planning Proposal, similar to the above; or

- The Council Planning Proposal is amended to align with the LEP changes sought in Aland's Planning Proposal as part of the submission review process, allowing for Aland's Planning Proposal to be withdrawn.

### Proposed Planning Pathway under Existing Environmental Planning Instrument

Aland seeks to propose a scheme that is permissible and compliant under existing planning controls under the WPC SEPP, rather than rely on the controls proposed under the Council LTC Planning Proposal due to the uncertainty around the Council's Planning Proposal timeframe.

In pursuing the planning pathway to unlock housing supply and affordability within a town centre at the doorstep of Leppington Station, Aland acknowledge a series of key considerations which have informed their decisions. These include:

- The land has been zoned since 2013 however it has been widely acknowledged that there have been issues around a lack of lead developers and incentives to stimulate development within the LTC.
- The Leppington Civic Centre Master Plan is a 'catalyst project' that would complement the delivery of the wider Leppington Town Centre plan proposed by Camden Council.
- The Aland site and proposal are strategically aligned with State and local strategic planning policies, being situated within the heart of LTC and is key to delivering the State Government's vision for Leppington to become a strategic centre.
- The Aland Civic Centre Master Plan is largely consistent with the Council Planning Proposal design principles, with only departures which have been informed by technical investigations and ground-truthing at the site-specific level.

It was acknowledged in consultation with Council that moving forward, there are remaining issues which Camden Council has to resolve for the LTC with government agencies such as Transport for NSW and Schools Infrastructure NSW. There are additional challenges around the number of landowners involved in the process within LTC due to the fragmented ownership, and given that LTC is split across two local governments (being Camden and Liverpool). It is also acknowledged that Local Government elections are also scheduled for September 2024, which have the potential to further delay the process.

Council's Planning Proposal would make it unfeasible to develop the site and deliver housing in response to the housing crisis, as per the reasons listed above. The alternative design solution proposed by Aland, which is compliant scheme under existing planning controls, would enable a commercially viable development, whilst also retaining and delivering on the intent and vision of the Council Planning Proposal to deliver a mixed use, residential town centre. This alternative design solution is also future proof and does not prevent the ability to achieve potential planning control amendment subject to future planning proposals.

Aland is committed to pursuing a planning pathway that enables the delivery of quality housing is a well-located location to address the existing housing crisis. Aland have concerns on the prolonged timeframe required to resolve precinct-wide matters for the broader LTC, particularly as part of Council's public exhibition and submission review process which is likely to trigger re-exhibition.

This justification will be further detailed within the Environmental Impact Statement (EIS) for the Aland Concept SSDA.

Table 8 Comparison of the planning controls and built form parameters

Provision	Concept SSDA	Aland Civic Centre Planning Proposal	Council LTC Planning Proposal
Land Zoning	The site is currently zoned <b>B3 Commercial Core</b> under Appendix 5 – Camden Growth Centres Precinct Plan of the Parkland City SEPP.	The Aland Planning Proposal seeks to amend the zoning to MU1 Mixed Use.	The Council Planning Proposal seeks to amend the zoning to part B4 Mixed Use and part RE1 Public Recreation.

Proposed Land Uses	Under the Parkland City SEPP, permissible uses under the B3 zone include: <i>Amusement centres; Building identification signs; Business identification signs; <b>Business premises;</b> Centre-based child care facilities; Community facilities; Drainage; Educational establishments; Emergency services facilities; Entertainment facilities; Environmental protection works; Flood mitigation works; Function centres; Group homes; Helipads; Heliports; <b>Hotel or motel accommodation;</b> Information and education facilities; Medical centres; Office premises; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Restricted premises; <b>Retail premises;</b> Roads; <b>Shop top housing;</b> Veterinary hospitals; Water recreation structures; Water recycling facilities; Waterbodies (artificial).</i>	Under the Parkland City SEPP, permissible uses under the B4 zone include: Backpackers' accommodation; Boarding houses; <b>Business premises;</b> Centre-based child care facilities; Community facilities; Educational establishments; Entertainment facilities; Exhibition homes; Function centres; Health services facilities; Home-based child care; Home occupations; Hostels; <b>Hotel or motel accommodation;</b> Information and education facilities; Multi dwelling housing; <b>Office premises;</b> Passenger transport facilities; Recreation facilities (indoor); Registered clubs; <b>Residential flat buildings;</b> <b>Retail premises;</b> Roads; Seniors housing; Serviced apartments; <b>Shop top housing;</b> Any other development not specified as prohibited.	Under the Parkland City SEPP, permissible uses under the B4 zone include: Backpackers' accommodation; Boarding houses; <b>Business premises;</b> Centre-based child care facilities; Community facilities; Educational establishments; Entertainment facilities; Exhibition homes; Function centres; Health services facilities; Home-based child care; Home occupations; Hostels; <b>Hotel or motel accommodation;</b> Information and education facilities; Multi dwelling housing; <b>Office premises;</b> Passenger transport facilities; Recreation facilities (indoor); Registered clubs; <b>Residential flat buildings;</b> <b>Retail premises;</b> Roads; Seniors housing; Serviced apartments; <b>Shop top housing;</b> Any other development not specified as prohibited.
Proposed Built Form	The proposal consists of eight (8) residential towers across four (4) commercial/retail podiums.	The proposal consists of eight (8) residential towers across four (4) commercial/retail podiums.	N/A
Height of Building	31m Including the 30% affordable housing bonus, which takes the maximum permissible height from 24m to 31m.	100-124.9m	65m
No. of storeys	8-9 storeys	24-31 storeys	18-28 storeys

Proposed Floor Space Ratio	2.5:1 There is currently no FSR control which applies to the site, and hence the proposed FSR of 2.5:1 is not at variance to the current control.	5-5.99:1	4.5:1 (5.25:1 with bonuses)
Total GFA / Permissible GFA	N/A sqm Noted: 2.5:1 = 79,920 sqm	Approx 183,872 sqm	Approx. 61,803 sqm (Approx. 72,104 sqm with bonuses)
			<p>Council's FSR control of 4.5:1 is allocated by development lot within the Leppington Town Centre Structure Plan, which has a total area of 11,772 sqm. The rest of the site in Council's Planning Proposal is either identified as RE1 Public Recreation land or has a 0.0:1 FSR (refer Council FSR map in Table 7).</p> <p>Hence, whilst the site has a total area of 32,290 sqm, the 4.5:1 FSR is not applied to this area.</p>
Total Open Space Area	5,500 sqm (21% of site area)	6,697 sqm	7,200 sqm

## 4. STATUTORY CONTEXT

This section of the report provides an overview of the key statutory requirements relevant to the site and the project, including:

- Commonwealth Environment Protection and Biodiversity Conservation (EPBC) Act 1999.
- NSW Biodiversity Act 2016.
- Environmental Planning and Assessment Act 1979.
- Environmental Planning Assessment Regulation 2021.
- State Environmental Planning Policy (Planning Systems) 2021.
- State Environmental Planning Policy (Precincts – Western Parkland City) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Industry and Employment) 2021
- State Environmental Planning Policy (Sustainable Buildings) 2022.
- State Environmental Planning Policy No 65 – Design Quality of Residential Development.
- State Environmental Planning Policy (Housing) 2021.

The following table categorise and summarises the relevant requirements in accordance with the DPHI guidelines. Each of these matters will be addressed in further detail within the future EIS.

### 4.1. STATUTORY REQUIREMENTS

The following table categorises and summarises the relevant requirements in accordance with the DPHI *State Significant Development Guidelines*.

Table 9 Identification of Statutory Requirements for the Project

Statutory Relevance	Action
<i>Power to grant approval</i>	<p>In accordance with Schedule 1, Section 26A 'In-fill Affordable Housing' of the Planning Systems SEPP, development that meets the following is classified as State Significant Development:</p> <ul style="list-style-type: none"> <li>▪ Chapter 2, Part 2, Division 1 of the Housing SEPP applies; and</li> <li>▪ Has a CIV of \$75M+ (for the residential components); and</li> <li>▪ Is not prohibited under an EPI applying to the land.</li> <li>▪ Will provide at least a 10% of the residential component as affordable housing for at least 15 years.</li> </ul> <p>Is classified as SSD.</p> <p><b>26A In-fill affordable housing</b></p> <p><i>(1) Development to which State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 applies if—</i></p> <p><i>(a) the part of the development that is residential development has a capital investment value of—</i></p> <p><i>(i) for development on land in the Eastern Harbour City, Central River City, Western Parkland City or Central Coast City in the Six Cities Region—more than \$75 million, or</i></p>

...

(b) the development does not involve development prohibited under an environmental planning instrument applying to the land.

The residential component of the proposed works has an estimated CIV greater than \$75,000,000 (refer **Appendix X**) and accordingly, the proposal is SSD for the purposes of the Planning Systems SEPP.

In addition to CIV, to qualify for the SSDA pathway, the proposal must not be prohibited development. The proposal is permissible with development consent and therefore qualifies as SSD.

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Permissibility	The site is zoned B3 Commercial Core in accordance with the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Parkland City SEPP). Shop-top housing, business premises and retail premises are permissible with development consent within the B3 Zone.
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## 4.2. PRE-CONDITIONS

**Table 10** outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the Scoping Report.

Table 10 Pre-Conditions

<b>Statutory Reference</b>	<b>Pre-condition</b>	<b>Relevance</b>	<b>Section</b>
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	A consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out. Section 4.6 of the SEPP provides a State-wide approach to the remediation of contaminated land. It requires a consent authority to assess the potential for land to be contaminated and the works required to remediate the land to ensure it is suitable for its intended use.	A Preliminary Site Investigation (PSI) has been prepared by Douglas Partners. Based on the site investigation potential areas of environmental concern were identified. The PSI confirms the potential sources of contamination at the site are not expected to preclude the proposed development of the site. The PSI will accompany the EIS confirming the suitability of the site from a contamination perspective.	<b>Section 6.1.7</b>
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	Section 2.98: A consent authority must take into consideration any response from the rail authority for the rail corridor received within 21 days after the notice is given.	The site is adjacent to a rail corridor. Therefore, the SSDA will be referred to the relevant rail authority.	<b>Section 6.1.5</b>
	Section 2.100: A consent authority must take into consideration potential adverse impacts to residential	The site is in proximity to Leppington Train Station and the T2 Leppington Rail corridor which the consent	<b>Section 6.1.5</b>

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	accommodation from rail noise or vibration.	authority could consider as likely to be adversely affected by rail noise or vibration. Accordingly, the findings of a noise and vibration impact assessment have been included.	
	Section 2.119: Development with a frontage to a classified road requires the consent authority to be satisfied the matters listed have been addressed.	The site is adjacent to Rickard Road which is a classified road. The proposal will be assessed having regard to the classified road, including access arrangements and the impacts of the project on the safety and efficiency of vehicle movements.	<b>Section 6.1.5</b>
	Section 2.122: Traffic generating development: A public authority, or person acting on behalf of a public authority, must not approve traffic-generating development without written notice of the intention to carry out the development to Transport for NSW (TfNSW) in relation to the development, and taken into consideration any response to the notice that is received from TfNSW within 21 days after the notice is given.	The proposal is seeking more than 300 dwellings which is the threshold under Schedule 3 of the SEPP. The project is therefore considered traffic generating under the Traffic and Infrastructure SEPP. The SSDA will be required to be referred to TfNSW for a response.	<b>Section 6.1.5</b>
<i>State Environmental Planning Policy (Precincts – Western Parkland City) 2021</i>	Section 3.23: A consent authority must not grant consent to the carrying out of development on land unless the consent authority is satisfied that recycled water from the water recycling plant will be provided to the development.	An Infrastructure Servicing Strategy will be prepared to demonstrate there is adequate availability of existing enabling infrastructure and that it has the capacity for new connections. The assessment will detail how the proposal is capable of providing appropriate services determine.	<b>Section 6.1.10</b>
	Section 3.26: A consent authority must not grant consent to carrying out development on land unless the consent authority has considered the impact of the	Whilst the site is not located in a flood prone area, a Flood Impact Assessment report will be prepared to inform the	<b>Section 6.1.8</b>

proposed of development on flood behaviour and flood hazard.

proposed development and will be submitted as part of the SSDA.

## 4.3. MANDATORY CONSIDERATIONS

**Table 11** outlines the relevant pre-conditions to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 11 Mandatory Considerations

Statutory Reference	Mandatory Consideration
<b>Considerations under the EP&amp;A Act and Regulation</b>	
Section 1.3	Relevant objects of the EP&A Act
Section 4.15	<p>Relevant environmental planning instruments:</p> <ul style="list-style-type: none"> <li>▪ Western Parkland City SEPP 2021</li> <li>▪ Transport and Infrastructure SEPP 2021</li> <li>▪ Biodiversity and Conservation SEPP 2021</li> <li>▪ Industry and Employment SEPP 2021</li> <li>▪ Resilience and Hazards SEPP 2021</li> <li>▪ Sustainable Buildings SEPP 2022</li> </ul> <p>Relevant draft environmental planning instruments.</p> <p>Relevant planning agreement or draft planning agreement.</p> <p>Development control plans.</p> <p>The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.</p> <p>The suitability of the site for the development.</p> <p>The public interest.</p>
Section 4.38	Section 4.38 contains the provisions for determining a State significant development.
<b>Mandatory relevant considerations under EPIs</b>	
Housing SEPP	The State Environmental Planning Policy (Housing) 2021 (Housing SEPP) enables development of diverse housing types, including in-fill affordable housing. Under Part 2 of the Housing SEPP, in-fill affordable housing is permissible with consent at the subject site. Under Schedule 1 Clause 26A of the Planning Systems SEPP, in-fill affordable housing is considered SSD, subject to the following considerations: The development within the Greater Sydney Region is to have a CIV of \$75M (Clause 26A).
Resilience and Hazards SEPP 2021	SEPP Resilience and Hazards provides a state-wide planning approach to the remediation of contaminated land. The SEPP requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose.

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Accordingly, relevant environmental reporting will be prepared and included in the SSD application.

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Transport and Infrastructure SEPP 2021	The T&I SEPP aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development and providing for consultant with relevant public authorities about certain development during the assessment process.
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Design Quality of Residential Apartment Development SEPP	Under Part 1, Clause 4 of the State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (2002 EPI 530) (SEPP 65), the policy applies to development for the purpose of a residential flat building, shop top housing or mixed use development with a residential accommodation component in the instance the building erection is at least 3 or more storeys or contains at least 4 dwellings. Accordingly, an in-fill affordable housing development at the site will need to be prepared in accordance with the provisions of SEPP65 and the Apartment Design Guide (ADG).
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Sustainable Building SEPP	Section 2.1 – Standards for BASIX development and BASIX optional development Under Section 2.1 of the Sustainable Building SEPP, a development that involves the erection, but not the relocation, of a BASIX building must be delivered in accordance with Schedule 1 of the Sustainable Building SEPP in relation to energy and water use and thermal performance.
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Western Parkland City SEPP 2021	Objectives and land uses for B3 Commercial Core. <ul style="list-style-type: none"><li>▪ Part 2 Permitted or prohibited development.</li><li>▪ Part 4 Principal Development Standards</li><li>▪ Part 5 Miscellaneous Provisions</li><li>▪ Part 6 Additional Local Provisions</li></ul>
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### Consideration under other legislation

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<i>Biodiversity Conservation Act 2016</i> (BC Act) – section 7.14	The likely impact of the proposed development on biodiversity values as assessed in the Biodiversity Development Assessment Report (BDAR). The Minister for Planning may (but is not required to) further consider under that BC Act the likely impact of the proposed development on biodiversity values.
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### Development Contributions Plan

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HPC (regional) development contributions	The Environmental Planning and Assessment Amendment (Housing and Productivity Contributions) Bill 2023 was assented on 13 July 2023, which changed how contributions for regional infrastructure are levied, by establishing a Housing and Productivity Contribution (HPC). Regional infrastructure includes public amenities or public services, affordable housing, transport infrastructure, regional or State roads and measures to conserve or enhance the natural environment. The contribution rate for residential flat buildings in the Greater Sydney Region is \$10,000 per dwelling or lot. The contribution rate for commercial/ retail land uses is \$30 per square metre of new gross floor area. A 50 per cent discount will apply to HPC due on or before 30 June 2024. That discount will then be reduced to 25 per cent for HPC due between 1 July 2024 to 30 June 2025. A full contribution will come into effect for HPC due on or after 1
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July 2025. Affordable housing provided by or on behalf of a social housing provider is exempt from the HPC regime. Additionally, affordable housing that is required by conditions of development consent to be managed by a registered community housing provider is also exempt from the HPC regime.

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### **Connecting with Country (GA NSW 2023)**

In July 2023, the NSW Government released the Connecting with Country Framework, building on the draft framework released in 2020. This is a framework for developing connections with Country that can inform the planning, design, and delivery of built environment projects in NSW. This framework applies to State Significant Development and will need to be implemented in the design of the proposal.

Aland are in the process of engaging a Connecting with Country expert to commence the engagement process in accordance with the Connecting with Country Framework.

## 5. COMMUNITY ENGAGEMENT

The following sections of the report describe the engagement activities that have already been carried out for the project, including preliminary agency views, and the engagement to be carried out during the preparation of the EIS.

### 5.1. ENGAGEMENT CARRIED OUT

Aland and the project team, led by Urbis, and DKO, have engaged with Camden Council and key government agencies, including Transport for NSW (TfNSW) and Schools Infrastructure NSW (SI NSW) as part of the Civic Centre Master Plan design which underpin the Civic Centre Planning Proposal. The intent of these initial engagements was to provide an overview of the Civic Centre Master Plan proposal and Aland's review of the Leppington Town Centre Planning Proposal proposed by Camden Council. The matters discussed in these initial engagements are still relevant to the site and have been addressed in the Master Plan for this Scoping submission.

For this specific project, it is expected that the Applicant will conduct a scoping meeting with key Departmental staff before the issuance of project-specific SEARs. Once the SEARs are received, the Applicant will proceed with the formal consultation process as part of preparing the Environmental Impact Statement (EIS), as detailed in **Section 5.2** below.

**Table 12** below provide a brief summary on the material presented to Council and government agencies to date.

Table 12 Summary of Early Engagement

Stakeholder	Matters Discussed
<b>Transport for NSW – March 2023</b>	<p>Aland engaged with TfNSW in March 2023 to introduce the Civic Centre Master Plan and strategic context from a transport perspective.</p> <p>The Planning Overview Report for the Civic Centre Master Plan was provided to TfNSW for review and comment.</p> <p>The future upgrades and condition of Rickard Road was discussed which have implications on the Civic Centre Master Plan and how the site will be accessed.</p> <p>It was noted that TfNSW were in consultation with Camden Council on the Leppington Town Centre Planning Proposal. There were different opinions between the agencies regarding Byron Road and whether it should link to Bringelly Road. It was acknowledged that the outcomes of these discussions would have minimal impacts for the site.</p>
<b>Schools Infrastructure NSW – 1 March 2023</b>	<p>Aland engaged with SI NSW in March 2023 to introduce the Civic Centre Master Plan and strategic context.</p> <p>The Planning Overview Report for the Civic Centre Master Plan was provided to SI NSW for review and comment.</p> <p>It was acknowledged that SI NSW were investigating a number of locations across the Leppington Town Centre for a secondary school site.</p> <p>The key considerations from SI NSW's perspective within the Leppington Town Centre, is transport access to schools, given the site's proximity to both Leppington railway station and Leppington Primary School. The central north-south civic spine would play a key role as a movement thoroughfare for students using public transport.</p> <p>It is SI NSW's intention for school sites to be self-sufficient in terms of open space and not to be reliant on adjoining land, and hence is not relying on the open space corridors within the Council Structure Plan outside of the school site. SI NSW acknowledged importance for open space areas to be user friendly, in order to avoid issues around overshadowing and passive surveillance.</p>

	<p>It was also highlighted that the current condition of Rickard Road needs to be improved to make it a safer environment for students to move through the Leppington Town Centre.</p>
<p><b>Camden Council – November 2022</b></p>	<p>In November 2022, Aland and the project team met with Camden Council to brief them on the progress of the Planning Proposal for the site, the development vision and some key design strategies.</p> <p>It was advised by Council that Aland hold off on finalising and lodging a planning proposal for the site, until the draft Council's Leppington Town Centre Planning Proposal was placed on exhibition by DPE.</p>
<p><b>Camden Council – 7 March 2023</b></p>	<p>Aland engaged with Camden Council in March 2023 to present a revised scheme for the Civic Centre Master Plan and key design principles.</p> <p>The strategic alignment of Aland's proposal for the Civic Centre site with Council's Leppington Town Centre Master Plan was reinforced.</p> <p>Future open space provisions were discussed, and Council highlighted the need to address the open space typologies and functions proposed within the Council Leppington Town Centre Planning Proposal by LFA and Turf.</p>
<p><b>Camden Council – 4 May 2023</b></p>	<p>Further correspondence with Camden Council took place in May 2023 following the issue of the Planning Overview Report prepared by Urbis on behalf of Aland.</p> <p>This Planning Overview Report provided a preliminary review of the existing strategic policy setting for the site and the region which underpinned the proposed vision from Civic Centre Master Plan.</p> <p>It also provided an overview of the preliminary Civic Centre Master Plan and the key design principles which informed the master planning process.</p> <p>It was highlighted that civic spaces within the Leppington Town Centre need to be wide enough to hold community events.</p>
<p><b>Camden Council – January 2024</b></p>	<p>The most recent correspondence with Camden Council took place on 16 January 2024 between Aland, Urbis and Aland.</p> <p>The purpose of the meeting was to discuss the status of Aland's lodgement of the Civic Centre and Residential Core Planning Proposals. The formal written correspondence received by Aland from Council in December 2023, requesting that Aland withdraw their planning proposals was also discussed.</p>

## 5.2. ENGAGEMENT TO BE CARRIED OUT BY THE APPLICANT

Further community and stakeholder consultation will be undertaken in the preparation and assessment of the EIS. Throughout the preparation of the EIS, the project team will liaise with key stakeholders and agencies. The stakeholders that have been identified include:

- Department of Planning, Housing and Infrastructure.
- Camden Council.
- Transport for NSW.
- Schools Infrastructure NSW.
- Sydney Water.
- Rural Fire Services.
- Adjoining landowners.

- Relevant public utility providers.
- Registered Aboriginal Parties.
- Surrounding residents, businesses and local community groups.

The engagement activities will be consistent with the community participation objectives in the Undertaking *Engagement Guidelines for State Significant Projects* and the requirements set out in the SEARs. An engagement consultant will be responsible for monitoring, reviewing and adapting the effectiveness of the engagement strategy to encourage community participation in the Project

he proposed engagement is expected to include:

- Direct consultation with agencies in the preparation of detailed specialist studies and the EIS
- Consultation with neighbouring businesses and residents
- An Engagement and Communication Outcomes Report will accompany the EIS
- The EIS and supporting documentation will be placed on public exhibition following lodgement of the application. Stakeholders will be able to comment on the project, including the final architectural plans, as part of this process.

## 6. PROPOSED ASSESSMENT OF IMPACTS

This section identifies the key impacts which will be further investigated and assessed within the EIS, including the proposed approach to assessing each of these matters. It also identifies the matters addressed in the scoping phase that are unlikely to result in significant impacts and do not warrant further consideration in the EIS.

### 6.1. MATTERS REQUIRING FURTHER ASSESSMENT IN THE EIS

The following section of the report provide a comprehensive description of the relevant matters and impacts which will be addressed in detail within the EIS. It outlines the matters and impacts of particular concern to the community and other stakeholders. It includes each of Key Issues and Other Issues as identified in the Scoping Summary Table (refer **Appendix A**).

#### 6.1.1. Compliance with Strategic and Statutory Plans

The proposed development is consistent with the proposed land uses and character of Leppington Town Centre. The EIS will include a detailed assessment of the proposed development against the relevant strategic and both existing and proposed statutory provisions under the Parkland City SEPP.

A key variation to the existing statutory provisions which apply to the site under the Parkland City SEPP which the Concept SSDA seeks to propose, is to increase in proposed height from 24m to 65m, consistent with the draft Council LTC Planning Proposal. Whilst the proposed height limit exceeds the existing height control under the Parkland City SEPP. It seeks to align with the proposed height control identified for the site under the draft Council LTC Planning Proposal which has received Gateway Determination from DPHI and recently completed public exhibition.

The proposed Civic Centre Master Plan under the Concept SSDA aligns with Council's objective to increase built form height and density within the core of Leppington Town Centre and directly adjacent to Leppington Station.

This proposed variation to the height limit will be supported by a clause 4.6 variation request to be submitted by the proponent as part of the Concept SSDA. Specifically, the clause 4.6 application will seek to vary the maximum building height control, regulated under the Parkland City SEPP, as it applies to the site.

#### 6.1.2. Built Form and Urban Design

Preliminary architectural plans have been prepared by DKO Architects and enclosed in Appendix X. These plans provide a preliminary indication of the built form layout, building footprints, building heights and envelopes.

The project will evaluate the massing, scale, and density of the proposed envelopes, considering how the built form aligns with future Leppington Town Centre and adjacent properties while respecting the site context.

The project will evaluate the massing, scale, and density of the proposed envelopes, considering how the built form aligns with future Leppington Town Centre and adjacent properties while respecting the site context. The project does not impact on the delivery of future land uses and infrastructure accordance with Council's Planning Proposal, both within the immediate context of the site and the broader LTC.

The Civic Centre Master Plan reflects our vision to create a leading civic and mixed-use centre that is an exemplar transit-oriented development precinct and residential community, that is embraced by residents and workers and is celebrated for:

- Its urban form and public domain, which promotes its open space and natural systems, and creates an urban structure that is integrated with Leppington Train Station
- Its Civic function and diversity of commercial, retail and community service offerings, which service the broader Leppington Town Centre and community.
- Its considered design response which fosters a connected precinct, which integrates it with the broader Leppington Town Centre and adjoining Residential Core precinct to the east.

- A series of high-quality attractive, green open spaces that retains the existing character of Leppington and supports healthy lifestyles and social engagement.
- Creating a safe, active transport network that is well integrated with surrounding sites such as Leppington Train Station

A key part of the Civic Centre Master Plan vision is to become the central focal point within the Leppington Town Centre, that supports the need for new housing, employment and services for the community. Each block on the site will accommodate multi-storey mixed-use buildings, with retail and commercial premises along the ground floor, and a residential component above.

The EIS, the final Architectural Drawing Package and the Design Report will describe the proposed development in detail, including how the design of the development has evolved and responds to the site's context, as well as taking into consideration any key matters for consideration as a result of consultation to be held with the SDRP. The goal is to create a built form that complements the proposed vision for LTC in accordance with the LTC Structure Plan in Council's Planning Proposal while acknowledging the unique characteristics of the site.

These documents will also include an analysis of the proposed height, bulk and scale of the development and a comprehensive response in relation to:

- The relevant controls set out within the Precincts SEPP;
- The interface with surrounding sites as well as consistency with the desired future character of the Leppington Town Centre;
- Consideration of the building layout, massing and setbacks;
- Design excellence and the design quality of the proposal, including (but not limited to) how the development responds to the physical and cultural connection of the local Aboriginal community to the land; the standard of architectural design, materials and detailing; and the impact on the quality and amenity of the public domain;
- The design objectives of 'Better Places'; and
- The visual impact when viewed from the public domain and key vantage points around the site.

The Apartment Design Guidelines (ADG) will also be a consideration as design development continues. The scheme currently meets key ADG amenity criteria relating to solar access, cross ventilation, and overshadowing. A complete assessment against the ADG will occur at the EIS stage of the development

The EIS will be accompanied by a BCA Compliance Report and Accessibility Report to ensure the proposed design can achieve compliance with the Building Code of Australia 2022 and Disability (Access to Premises – Buildings) Standards 2010.

### 6.1.3. Landscaping

The local character surrounding the site is largely characterised by rural residential landholdings. It is understood as the vision for Leppington Town Centre is realised, it will largely be characterised as an urban environment supported by mixed use core. A Landscape Plan will be prepared to support the DKO Civic Centre Master Plan and reflect the future character of the Leppington Town Centre.

A key defining feature of the proposed urban structure, will be the north-south civic spine, which will provide opportunities for activation through retail amenities, civic uses and recreational amenities and connect residents and workers with the Leppington Station once the adjoining property is developed. Through its permeable urban structure and integration with existing infrastructure such as Leppington Station and Rickard Road, the community will be within 30-minutes of key employment centres such as Liverpool, Campbelltown-Macarthur and the future Western Sydney Aerotropolis.

Aland's design of the north-south civic spine is informed by a placemaking strategy prepared Hoyne (refer **Appendix D**) which defines the suitable spatial requirements for civic spaces within active and vibrant town centres through a review of successful case studies of a comparable scale.

Aland's alternative design approach to the civic spine's spatial configuration with a reduction in width was an attempt to deliver more appropriate spatial dimensions for a town centre setting from a placemaking perspective, particularly a setting directly adjacent to an existing train station. The excessive provision of

open space in these locations would reduce ground floor activation and vibrancy, as the proposed width would act as a barrier to the retail uses on the ground floor, splitting the town centre into two separate retail sections.

Hoynes placemaking strategy, referred to as the Placebook, defines the spatial requirements for civic spaces and open space areas which support active and vibrant town centre through a review of successful case studies of a comparable scale. The Placebook has ultimately informed Aland's proposed Master Plan prepared DKO. The types of activities and uses identified by Hoynes include:

- Fresh food and gourmet markets;
- Festival and pop-up events;
- Eat streets and dining precincts;
- Education and culture; and
- Health and wellbeing.

## 6.1.4. Amenity

### Noise and Vibration

A standard noise and vibration assessment will be undertaken to demonstrate compliance with the EPA's Noise Policy for Industry, the Interim Construction Noise Guidelines and Road Noise Policy. The assessment will detail construction and operational noise and vibration impacts on nearby sensitive receivers and structures and outline the proposed management and mitigation measures that would be implemented.

### Visual Impact

A detailed visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development, will be provided in the EIS.

The VIA assessment will consider the proposed building and its potential visual impacts when viewed from the surrounding area. The assessment will consider the proposed architectural and landscape treatments of the building and its immediate surrounds, which would include an assessment of the proposed layout and design in accordance with the following principles and best-practice approaches identified within the following documents (but not limited to):

- Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition (LI/IEMA, 2013); and
- The Landscape Institute Advice Note 01 (2011) – Photography and Photomontage in Landscape and Visual Assessment.

## 6.1.5. Access

### Traffic and Parking

A Strategic Transport Assessment has been prepared to inform the Concept Master Plan design and to provide an assessment of potential transport impacts that will be generated by the proposal.

Access to the site is currently provided from Rickard Road. Rickard Road is a key north-south arterial road and movement corridor within the SWGA. There are planned upgrades for Rickard Road which will see it developed into a transit boulevard. Rickard Road is understood to be Housing Acceleration Fund / Special Infrastructure Contribution (SIC) funded and is now in various stages of design and is to be delivered by Council. Once fully developed, the Civic Centre will be accessible via Rickard Road.

It is anticipated that during construction and operation there will be an increase in traffic movements. The construction traffic movements will be temporary. During operation, the proposed development will likely increase traffic movements. Consideration of peak traffic movements will need to be considered and the impact this will have on the surrounding road networks.

Preliminary traffic investigations confirm that there is sufficient capacity within the proposed interim road network and ultimate road network, as part of the Leppington Town Centre Indicative Layout Plan, and the indicative yield of this Planning Proposal is likely to have negligible impact on the road network.

A qualitative and quantitative Traffic Impact Assessment will be prepared by a specialist traffic consultant and will accompany the EIS. The report will consider:

- Construction traffic impacts associated with the proposed development;
- Operational traffic impacts (i.e. impacts on the surrounding road network associated with the operation of the development);
- Car parking provision in accordance with relevant TfNSW and Council standards, controls and guidelines;
- Site access design, including its consistency with the AS 2890 Series;
- Pedestrian and cycle access within and to the site and connections to other transport services;
- Access to existing and future planned public transport; and
- Green Travel Plan.

The Traffic Impact Assessment will be informed by modelling to be agreed with DPHI and TfNSW.

Given the nature of the proposed development and the existing land use, the proposal will have minimal impact on Rickard Road. The cumulative impacts of this will also be assessed alongside any other proposed development near the site, including Council's Leppington Town Centre Planning Proposal.

The nature of the impact will be direct and as such consideration will be assessed utilising a detailed level of assessment within the EIS.

### **6.1.6. Aviation**

While the site is not located in the Western Sydney Aerotropolis, it is located on land that is in close proximity to and which surrounds the Western Sydney Aerotropolis.

Under Section 4.3 – Land to which this applies, and under Ch 4 - Western Sydney Aerotropolis, in the Parkland City SEPP, the section notes in (3) (a) (b) that the development standards that apply to the Western Sydney Aerotropolis also apply to “land that surrounds” land shown on the Land Application Map, and the Western Sydney Aerotropolis.

As a result, Part 4.3, Section 4.22 – Airspace Operations, applies to the site. Under this part, the site is mapped under the Obstacle Limitation Surface Map (OLS), which regulates the height of ‘controlled activity’ within the meaning of the Airports Act 1996. The proposal would facilitate development that can be defined as ‘controlled activities’ i.e., residential apartment style towers.

In light of the above, the objective of the clause is to regulate development that could penetrate the prescribed airspace of the WSI, and to in response protect the safe operation of the Airport. The site is mapped with a height range under the OLS map of 230-230.5.

The proposed buildings will have a height of 84.5 metres (inclusive of 30% uplift) and does not impact on the OLS mapping. Notwithstanding, an Airport Safeguarding Report will be prepared in support of the future construction and operational phases of the proposal. The report will assess the impact of the proposed development on the future operation of the WSI Airport and address the relevant matters set out within the WSAP, the Parkland City SEPP and “Aviation Safeguarding Guidelines – Western Sydney Aerotropolis and surrounding areas”.

### **6.1.7. Hazards and Risks**

#### **Bushfire**

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

A Bushfire Risk Assessment, which considers the provisions of the Planning for Bushfire Protection 2019 document will inform the proposed development and be submitted as part of the EIS.

## **Land Contamination**

A PSI will be prepared for the site in accordance with the Resilience and Hazards SEPP and will accompany the EIS to determine whether the land is suitable (or can be made suitable) for the proposed land use activities.

## **Geotechnical**

A geotechnical assessment will be submitted with the EIS, which will outline the existing ground and groundwater conditions and recommend construction and structural methods for the proposed development.

A Geotechnical Assessment has been prepared to inform Aland's Concept Master Plan and to determine the geotechnical constraints and characteristics associated with the site. The investigation involved desktop research a site walkover and inspection.

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

This Geotechnical Assessment will be submitted with the EIS, and outline the construction methodologies to be implemented as the site is development as part of the Concept Master Plan.

### **6.1.8. Flooding**

A Flood Impact Assessment report will be prepared to inform the proposed development and will be submitted as part of the SSDA. This will include an assessment of the flood risk (to the proposed development as well as other land) and consider the requirement for any mitigation. Whilst the site is not located on flood prone land, flooding assessment will be completed to establish the urban capability of the site.

The report will be prepared with regard to the relevant provisions of the NSW Flood Risk Management Manual (2023) including the potential effects of climate change, sea level rise and an increase in rainfall intensity.

## **Stormwater and Drainage**

Stormwater management and the proposed drainage design (stormwater and wastewater) for the site including any on-site treatment, reuse and detention facilities, water quality management measures and nominated discharge points will be detailed. It will be designed to comply with local council or other drainage or water authority requirements and avoids adverse downstream impact.

## **Water Quality**

The site is situated on a regional crest, with no upstream catchup or natural creek system flowing through it. A stormwater strategy will be prepared to inform the proposed development and submitted as part of the SSDA. The plan will be cognisant of nearby waterways, and align with the water quality and quantity measures.

### **6.1.9. Heritage**

#### **Aboriginal Cultural Heritage**

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

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

In accordance with the standard requirements for SSDs, the ACHAR will be refined. The ACHAR will document the process of investigation, Aboriginal community consultation and assessment with regards to Aboriginal cultural heritage and Aboriginal archaeology. The assessment will be prepared in accordance with the following guidelines:

- Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 (Department of Environment, Climate Change and Water).
- Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (Office of Environment and Heritage 2011)
- Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW)
- The Australia ICOMOS Charter for Places of Cultural Significance.

### **Non-Aboriginal Heritage**

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

On this basis a Heritage Impact Statement (HIS) has been prepared by Urbis to inform this initial Concept Master Plan design to assess the potential impacts of the proposal on the heritage significance of Leppington Public School, and to consider any other heritage impacts. Some of the key assessment findings include:

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

Notwithstanding, this HIS will accompany the EIS and be further elaborated, It will consider the potential impacts of the development on local heritage. The EIS will also include an Archaeological Assessment which considers potential archaeological impacts.

### **6.1.10. Infrastructure Servicing**

It is understood servicing for water, sewer and electricity are readily available at the site. In accordance with the requirements of the Precincts SEPP, an Infrastructure Servicing Strategy will be prepared to demonstrate there is adequate availability of existing enabling infrastructure and that it has the capacity for new connections. The assessment will detail how the proposal is capable of providing appropriate services determine.

## 6.1.11. Economic and Social Impacts

### Social Impacts

In accordance with the SSD framework, the proposal will provide a Social Impact Assessment prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects. The SIA will:

- Identify and analyse the potential social impacts of the proposed development from the perspective of various stakeholders;
- Consider how potential environmental changes arising from the proposal may affect people's way of life (as relevant) and how different groups may be disproportionately affected by the development;
- Assess the significance of any social impacts arising from the proposal;
- Identify measures required to mitigate any likely negative social impacts as well as any proposed enhancement measures;
- Detail how social impacts will be adaptively monitored and managed over time.

### Economic

An assessment of the economic impacts of the proposal will be included within the EIS. The proposed development is expected to result in significant economic benefits through:

- Supporting the activation of Leppington Town Centre by delivering employment-related uses on a site that will be well connected to the WSI and future road and public transport network
- Meeting the growing demand for residential and affordable housing floorspace, and by facilitating the transition of Leppington town Centre to a strategic high-density centre.
- Creating a significant number of jobs during the construction and operational phase.

The proposal will therefore deliver positive economic impacts to the Leppington Town Centre and the broader SWGA through its contribution to jobs and the economic development, as well as increasingly housing supply, choice and affordability.

## 6.1.12. Ecologically Sustainable Development

An Ecologically Sustainable Development (ESD) Report will be provided as part of the EIS and include details on how ESD principles will be incorporated within the design and ongoing operational phases of the proposed development. This assessment will identify potential measures to be implemented into the building design and construction to minimise the environmental footprint of the development, including opportunities to avoid or minimise the demand for water and electricity.

Details of the embodied emissions will be provided within the EIS and technical appendices. A net zero statement will also be submitted as part of the SSDA in accordance with the relevant provisions of the Sustainable Buildings SEPP.

## 6.2. MATTERS REQUIRING NO FURTHER ASSESSMENT IN THE EIS

This section of the report identifies the matters that do not require further assessment in the EIS. Each of these matters was considered within the scoping phase but considered unlikely to result in significant impacts that warrant further assessment.

### 6.2.1. Biodiversity

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

The site and surrounding context are partly characterised by various ecological communities, riparian and biodiversity corridors. The site itself has been historically cleared for residential and agricultural purposes

and is contrastingly comprised of cleared exotic pastures. Remaining vegetation is contained to fragmented and degraded patches, some of which is characterised by Cumberland Shale Plains Woodland which is associated with the Cumberland Plain Woodland Threatened Ecological Community (TEC).

There are no mapped watercourses within the site, however there is riparian and biodiversity corridor to the west, outside the site, which follows the alignment of Kemps Creek. The site is biodiversity certified under the Sydney Region Growth Centres, therefore any future development on the site is considered 'development that is not likely to significantly affect threatened species'. This Biodiversity Assessment will accompany the EIS.

### **6.2.2. Air Quality and Odour**

The project (for 'shop top housing') will not generate any consequential air quality impacts related to atmospheric emissions, gases or particulate matter; or any ongoing odour sources.

## DISCLAIMER

This report is dated March 2024 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of ALAND (**Instructing Party**) for the purpose of Scoping Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

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

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

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

# APPENDIX A

# ARCHITECTURAL PLANS

# APPENDIX B

# SCOPING SUMMARY TABLE

# APPENDIX C

# ESTIMATED DEVELOPMENT COST

**APPENDIX D**

**LEPPINGTON PLACEBOOK**

