

Department of Planning, Housing and Infrastructure

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Finalisation Report

Leppington Town Centre State-assessed Rezoning Proposal



June 2026



Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land, and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

We acknowledge the Dharawal Peoples as the Traditional Custodians of the lands and waterways in the Liverpool and Camden local government areas, and also recognise the Dharug and Gundungurra Nations in planning a more inclusive and resilient future.

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Executive Summary

On 4 December 2024, the Leppington Town Centre Planning Proposal, progressed jointly by Camden Council and Liverpool City Council, was declared a State-assessed Rezoning Proposal. The proposal supports the delivery of additional, well-located housing close to transport, jobs and services.

The Department is responsible for undertaking a comprehensive assessment of the Rezoning Proposal to determine its appropriateness, carefully considering environmental and social factors, and identifying the infrastructure needs of the future population.

The Department has undertaken this assessment, taking into consideration feedback from the public and other stakeholders, in collaboration with relevant State agencies and local government and makes a recommendation to the Minister for Planning and Public Spaces for determination.

The Leppington Town Centre State-assessed Rezoning Proposal seeks to:

- deliver a transport network of roads and footpaths to facilitate movement through and beyond the precinct
- focus new development on land closest to the station to maximise the number of residents and workers within walking distance of the station and shops, interspersed with an open space network
- locate the highest buildings around the station and transition heights down to areas with stand-alone dwellings, enabling 47,000 new homes and 11,000 new jobs
- provide for taller buildings with smaller footprints so that a better public domain, more public open space and high-quality streetscapes can be delivered
- plan for a mix of building typologies and heights to provide variety and interest and increase housing choice

Implementation of the proposal will be through the *State Environmental Planning Policy (Precincts-Western Parkland City) Amendment (Leppington Town Centre) 2025*. The Councils will be responsible for the finalisation of the development control plans and contributions plans to support development in the town centre.

1 Introduction

This report presents the Department's assessment and finalisation of the proposed planning amendments to deliver the Precinct.

The purpose of this report is to provide an overview of:

- the planning context for the Precinct
- Councils' exhibited proposal and supporting documents
- consultation and public exhibition
- matters arising from public exhibition
- resolution in the final plan.

The *State Environmental Planning Policy (Precincts-Western Parkland City) Amendment (Leppington Town Centre) 2026* (proposed SEPP) will enable the delivery of:

- approximately 47,000 new homes
- approximately 11,000 new jobs
- 3% of floor area for affordable housing where land is zoned to permit residential use
- floor space ratios (FSRs) up to 5:1
- a range of building heights, up to 30 storeys or 96 metres.

2 Context

2.1 Case for change

Leppington Town Centre was rezoned in 2013 as part of Austral and Leppington North Precincts to create an employment focussed centre around the train station with supporting pockets of medium density residential. Development uptake since 2013 has been limited with the main impediments being:

- a high level of land fragmentation
- apparent lack of a lead developer to stimulate development
- limited access for development at some key sites
- lack of commercial sector interest in the B7 business park land use zone, particularly with emerging employment opportunities associated with the Western Sydney Aerotropolis
- existing underlying land values and the implications for development feasibility

This has led to the development of a new vision for Leppington to shift to an integrated mixed-use centre with concentrated density of activity and buildings. It will have an increased focus on residential living and provision of cultural and recreational facilities, as well as major retail and Government services for the surrounding areas.

2.2 Site Context

Leppington Town Centre is approximately 440 hectares and located within the South West Growth Area (SWGA), extending across both the Camden and Liverpool City Council Local Government Areas (LGAs). It is situated 5km to the south-east of the future Bradfield City Centre and 40km south-west of Sydney CBD.

The Camden Council portion of the Leppington Town Centre contains 181 parcels of land owned by 123 landowners or State agencies. A total of 53 ha of the precinct is in Government ownership and the largest private holding is 28 ha.

The Liverpool City Council portion of the Leppington Town Centre contains 193 parcels of land, owned by 169 landowners or State agencies. State agencies hold 2.62ha of land and the largest private holding is 8.5ha.

Bringelly Road transects the north of the site, along the Camden and Liverpool LGA boundary and provides connections to Liverpool and the Western Sydney Airport (WSA).

Cowpasture Road and Camden Valley Way provide connections from Bringelly Road to Narellan and Campbelltown in the east.

To the south, Ingleburn Road separates the Leppington Town Centre from Leppington release area stages 1-5.

Central to the subject site is Leppington train station, which is accompanied by a 1,000 space commuter car park. A proposed South West Rail Link extension will form a key link between the Aerotropolis and Leppington.

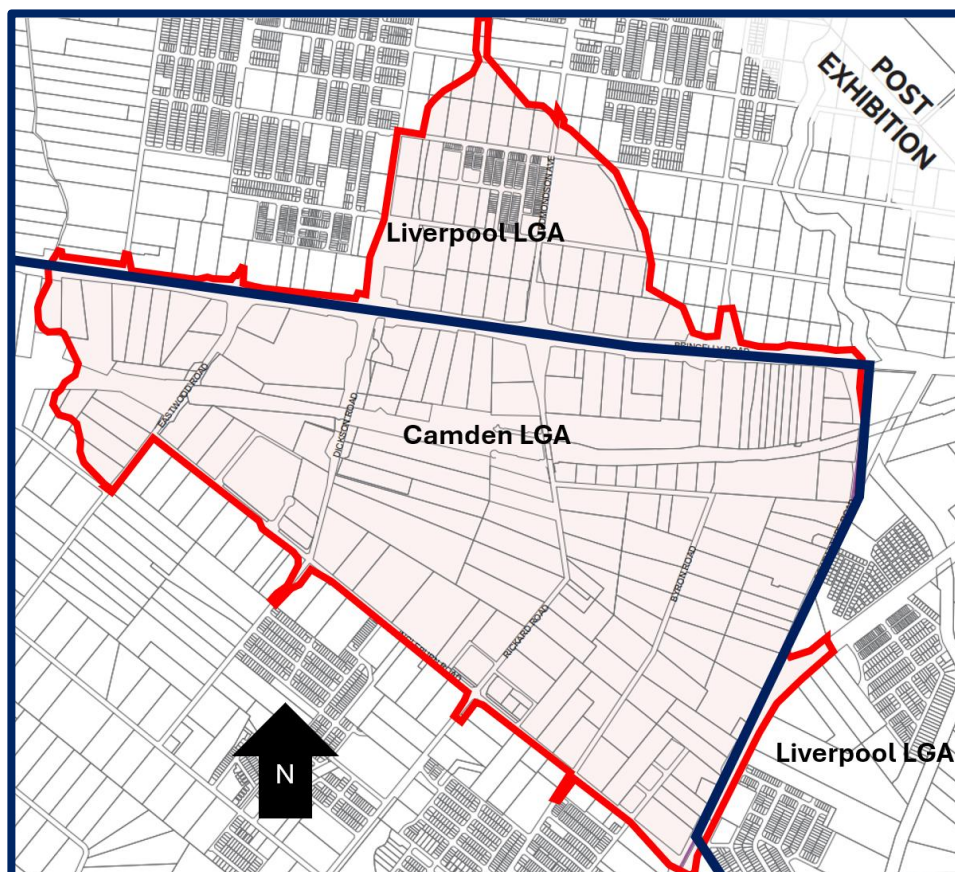


Figure 1: Leppington Town Centre precinct (Source: Department of Planning, Housing and Infrastructure, 2025)

2.3 Strategic Context

2.3.1 Greater Sydney Region Plan (2018)

The Greater Sydney Region Plan establishes directions, objectives and actions to achieve the 40-year vision which is focused on infrastructure and collaboration, liveability, productivity and sustainability.

The Region Plan also aims to enable continuous supply of housing and a range of housing types in strategic locations to foster more liveable neighbourhoods and support Sydney's growing population. Leppington is identified as a strategic centre in this Plan.

2.3.2 Western City District Plan (2018)

The Western City District Plan supports the Region Plan and sets out a series of high-level directions divided into four themes. These themes and their relevance to Camden and Liverpool are provided below:

- **Infrastructure and Collaboration:** To provide a range of housing options in areas appropriately serviced by infrastructure, while preserving local character.
- **Liveability:** The housing needs and expectations of the Camden and Liverpool community are met through the provision of a range of housing types including affordable housing.
- **Productivity:** Ensure the Camden and Liverpool local government areas (LGA) are well-designed and planned to encourage new investment, local jobs and business opportunities in an environment of innovation, progression and economic growth. With this approach, more people will have the option to live and work in the Camden and Liverpool LGAs.
- **Sustainability:** Protect, increase and enhance Camden and Liverpool open space and recreation facilities to ensure residents of all ages and abilities can benefit.

2.3.3 Draft Sydney Plan (2025)

The Draft Sydney Plan is a 20-year strategic land-use plan prepared by the NSW Government to guide how the Sydney region grows, including planning for housing, jobs, infrastructure, and sustainable communities across 33 local government areas. It aims to manage population growth while improving access to services, supporting economic development, and enhancing liveability across the city.

The Draft Sydney Plan identifies Leppington Town Centre as an emerging retail centre in the South West Growth Area near Bradfield City Centre, with an existing train station connecting through to Liverpool.

Leppington is anticipated to rapidly grow over the next 20 years. Jobs will need to grow to service the resident population. By 2044, retail and hospitality is likely to account for the largest share, with the proportion of industrial jobs declining though still growing in terms of numbers. Industrial lands have been categorised as locally significant under the draft Sydney Plan, serving the local catchment.

The proposal supports the Draft Sydney Plan by:

- Aligning with the intent of the emerging retail centre categorisation as the controls can accommodate approximately 11,000 new jobs
- Facilitating a mixed use precinct with increased residential density to support Sydney's housing targets, supply of affordable housing and supporting services in proximity to Leppington railway station
- Promoting transit-oriented development by concentrating higher density development within walking distance of Leppington railway station
- Protecting additional native vegetation within an open space network

3 Exhibited Rezoning Proposal

3.1 Overview

On 28 August 2023, planning proposals PP-2023-284 (Camden) and PP-2023-296 (Liverpool) received Gateway determination. These planning proposals included the following intended outcomes and objectives:

- jobs growth, which leverages off the strategic location and key Government and institutional investment in transport, education and health
- housing affordability, by providing a range of housing types, and introducing mechanisms for the delivery of affordable housing
- a growing population, with diverse needs in terms of housing types and access to infrastructure and services
- improved liveability, by providing public open spaces, green corridors and local parks
- demand for sustainability and resilience, providing an urban centre with expansive tree canopy and quality landscapes
- better connected, by creating new urban streets and public domain, ranging from town centre streets to local streets, privately maintained plazas, pedestrian laneways and through site links

3.2 Exhibited plan

A summary of the key land use and built form elements of the Camden and Liverpool Councils' exhibited Planning Proposal are provided below.

- Replace the B7 Business Park zone with B4 Mixed Use, R4 High Density Residential and R3 Medium Density Residential.
- Reduce the B3 Commercial Core north-east of the centre, with surrounding land rezoned to B4 Mixed Use and R4 High Density Residential.
- Rezone the northern B5 Business Development land to B4 Mixed Use and R4 High Density Residential, retaining some B5 and IN2 land.
- Adoption of a “pyramid” density structure with the highest intensity of development in the centre core, transitioning to lower densities.

- Introduce the B4 Mixed Use zone into the Liverpool portion of the centre.
- Expand RE1 Public Recreation land to accommodate larger parks, playing fields and urban plazas.
- Identify additional roads and school sites to be zoned SP2 Infrastructure.
- A series of local provisions including:
 - Commercial and active use floor space requirements within B4 areas
 - Design excellence provisions for residential flat buildings and buildings above three storeys.
 - Public realm provisions to facilitate linear plazas, colonnades and through-site pedestrian links.
 - Incentives for low-carbon buildings and affordable community housing through bonus floor space provisions.
 - Urban heat mitigation considerations, including green infrastructure, cool materials and water-sensitive design.

The exhibited Indicative Layout Plan (ILP), which reflects the distribution of the proposed land uses outlined above, is provided in the figure below.

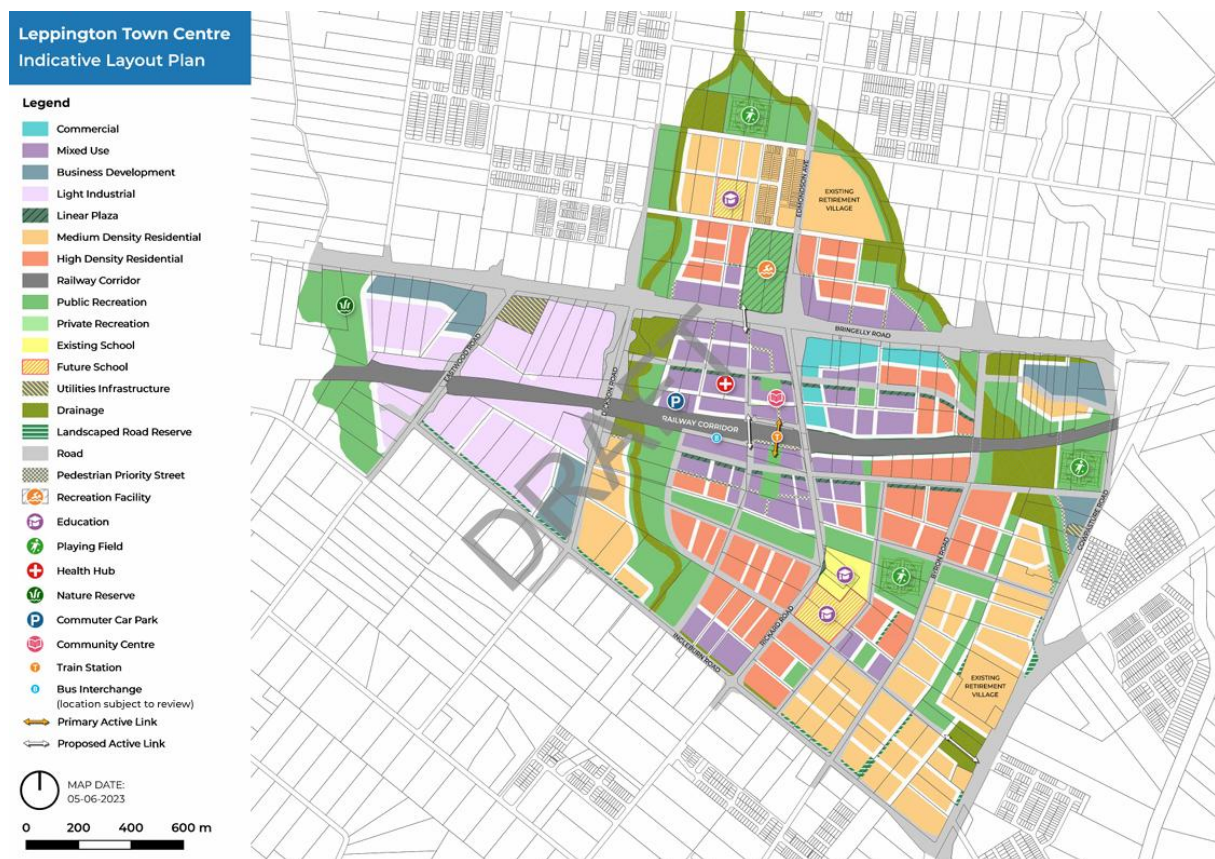


Figure 2: Exhibited Indicative Layout Plan (Source: Camden Council and Liverpool City Council)

The Draft plan aimed to facilitate 10,500 - 11,000 dwellings over the next 20 years, with a theoretical capacity of 35,000 dwellings, through the following:

- B4 Mixed Use for high-rise apartments above commercial and retail uses,
- R4 High Density Residential for medium-high rise apartment buildings with limited local retail and services, and
- R3 Medium Density Residential for townhouses, terraces and lower-scale apartments around the periphery of the centre.

A draft Development Control Plan addressing building envelopes, solar access and urban design outcomes was also exhibited.

Overall, the exhibited Planning Proposal seeks to deliver a higher density, mixed-use centre capable of supporting substantial residential growth, employment opportunities and improved public spaces within Leppington Town Centre.

4 Community Engagement

The Planning Proposal was publicly exhibited by the Councils on the NSW Planning Portal from 7 November 2023 to 6 February 2024. A total of 64 submissions were received during the exhibition period from community members, community groups, landowners and NSW Government agencies.

In addition, the Department undertook targeted consultation with 11 landowners following the identification of additional open space requirements on their land.

Consideration of the issues raised in submissions is presented in **Section 5** of this report.

4.1 How the community was consulted

Camden and Liverpool City Councils jointly managed the public exhibition of the draft Leppington Town Centre rezoning proposal. Features of the exhibition period include:



292 letters issued to landowners



Emails to 680 contacts who opted in for project updates



Produced digital exhibition flyer translated into five community languages (Assyrian, Vietnamese, Chinese Traditional, Italian and Arabic)



7,571 visits to Your Voice Camden website



Distributed 400 flyers to commuters at Leppington Train Station



More than 20 one on one meetings with landowners and other key stakeholders



Over 90 discussions and interactions with community members at pop up in Leppington Village shopping centre

4.2 Who we heard from



50 submissions were from community members



3 submissions were from community organisations



10 submissions were from Government agencies



1 submission was from an from industry group

5 Response to submissions

The Department has considered the issues raised in submissions during the exhibition of the planning proposal and prepared revisions of the draft planning controls in response to submission issues. The following key assessment issues have been identified:

1. Land Use and Zoning
2. Floor space ratio and Height of Buildings
3. Open Space Provision
4. Infrastructure
5. Land Acquisition
6. Funding, Feasibility and Contributions
7. Flooding and Stormwater
8. Biodiversity
9. Aboriginal and Cultural Heritage

The Table below summarises the main submission points for each key assessment issue and provides a response, except for land use and zoning, floor space ratio and height of buildings and open space provision. These matters are discussed in more detail in **Section 6 Post Exhibition amendments**.

5.1 Infrastructure

5.1.1 Road Network

Submission points	Response
• The road network was overly prescriptive with insufficient flexibility. • Roads and land uses should be aligned with cadastre boundaries. • Impacts of increases in vehicular movements and potential congestion. • Transport for NSW (TfNSW) raised the following: - Outdated traffic modelling - Signalised intersections - Restricting Byron Road to local access, and designating Eastwood Road as the main through and freight route • TfNSW considers Rickard Road, Ingleburn Road, Edmondson Avenue, Fourth Avenue, Dickson Road and Eastwood Roads to be local roads.	• The Department engaged SCT Consulting to prepare a Transport Review Report to: - Review the proposed road network and development controls in the ILP. - Confirm whether additional traffic analysis is required. - Confirm what additional information is needed for finalisation and what can be resolved at a later stage. • The road layout has been adjusted so that roads generally run along or adjacent to property boundaries where appropriate. This allows for the creation of half roads and supports a more efficient subdivision pattern. • The traffic analysis is fit-for purpose to inform the rezoning. Updated traffic modelling will not materially change the proposal and its recommendations. Further traffic modelling will be undertaken to support infrastructure project development and future development applications in the area. • The detailed design of signalised intersections can be managed at the appropriate project design phase. It is recommended the DCP amendments focus on the intended outcomes of intersection layouts and provide examples, while allowing flexibility for detailed design, innovation and appropriate engineering solutions without these being treated as departures from the DCP. • Rickard Road, Ingleburn Road, Edmondson Avenue and Eastwood Road are regionally important road connections for traffic and buses and are currently zoned SP2 Classified Road. Given the ongoing regional significance of these roads, this proposal retains Transport for NSW as the acquisition authority. These roads are not contained within Councils' contribution plans, as it would significantly increase the cost of land acquisition for Councils. These roads will require alternative funding sources for delivery: - Rickard Road, Ingleburn Road and Edmondson Ave are all listed on the Greater Sydney Infrastructure Opportunities Plan (IOP) which will provide an opportunity for Works-in-Kind.

Submission points	Response
	- As a result of this rezoning, there will be an opportunity for the Urban Development Program to consider also including Eastwood Road in the next IOP. Transport for NSW is the only authority able to undertake road works over the rail line and has acquired all land surrounding these roads, south of Bringelly Road to just south of the rail line, consistent with the intended outcomes of the 2013 precinct plan. • Byron Road and part of Dickson Road are currently categorised as local roads. These roads are contained within Council's contributions plans, this proposal will retain these roads as local infrastructure (Leppington North and Leppington Stages 1 – 5). The remaining section of Dickson Road (over the train line to Bringelly Road) is largely constructed and the responsibility of Transport for NSW. It is noted the portion of Fourth Avenue intersecting with Bringelly Road identified as a classified road has been constructed. This has also been retained as Transport for NSW as the acquisition authority.

5.1.2 Street Design

Submission points	Response
• Concerns with the proposed road widths, adequacy of proposed new roads and traffic movement. • Council raised concerns that the ILP appears to include only a limited selection of road types and lacks a comprehensive urban design approach for the entire precinct	• As detailed within the Transport Review Report, the cross sections have sufficient capacity for the traffic demands for all the local, collector and boulevard roads within the precinct. • The local road network in the ILP has been refined so higher order roads are identified. Councils have the flexibility to develop a response in the finer grain road network through updating their DCPs.

5.1.3 Active Transport

Submission points	Response
• Walkability, pathways and pedestrian connectivity needs to be improved. • Cycling lanes and bicycle parking infrastructure should be included in the precinct with input from a suitably qualified professional.	• The Transport Review Report prepared by SCT Consulting determined that the proposal would improve walkability throughout the Precinct as follows: ○ Footpaths on both sides of the road are appropriate, areas with more intense development may require wider footpaths, which is consistent with the Walking Space Guidelines. ○ A review was conducted for consistency of the Draft DCP Cycle Route Map and the relevant cross sections and no inconsistencies were found. The cycling infrastructure is also considered an improvement on a typical greenfield precinct, with more separated cycleways (as compared to shared paths). Cycleways provide convenient north-south and east-west connectivity, enabling the full precinct to access the station and mixed uses within the centre of the precinct.

5.1.4 Schools

Submission points	Response
• Concern with the size and location of the proposed high school along Rickard Road. • School Infrastructure NSW (SINSW) requested the relocation of the northern school on Fifth Avenue. • SINSW requested changes to the ILP to better align with its requirements for new schools. • South Western Sydney Local Health District (SWSLHD) is supportive of the location of new and expanded public schools	• The Department has worked collaboratively with key state agencies including Health Infrastructure NSW (HINSW) and Schools Infrastructure NSW (DoE) to ensure sufficient infrastructure is provided to support growth in the Precinct. • SINSW confirmed that several sites were considered for the location of the new high school, however the property at 128 Rickard Road, Leppington, was considered the best option due to its adjacency to Leppington Public School. The selection of this site met the published site selection guidelines, including the need to provide surrounding infrastructure to support the new and upgraded schools. • Following consultation with SINSW, the proposed northern future school (195 Fifth Avenue, Lot 1 DP 1199136 and 205 Fifth Avenue, Lot 1114 DP 2475) has been relocated from north of Fifth Avenue to south of Fifth Avenue (170 Fifth Avenue, Lot 1136 DP 2475 and 180 Fifth Avenue Lot 1135 DP 2475). It is also proposed to include half

Submission points	Response
close to public transport, diversity of housing and increase in residential housing density close to employment lands.	road construction around the entire school site, including adjoining Liverpool Council's proposed community facility.

5.1.5 Health facilities

Submission points	Response
SWSLHD supports the location of an integrated health facility on Bringelly Road.	- The existing in-force land reservation acquisition layer identifies a future health facility across 293-297 Bringelly Road. - SWSLHD provided their support for this in their submission and it has therefore been retained in the ILP and land reservation acquisition map.

5.2 Funding, Feasibility and Contributions

Submission points	Response
- Concerns regarding the financial feasibility of proposed development within the precinct due to development contributions and ability to deliver infrastructure. - The land reservation acquisition map should be reviewed to reduce the onus on Council to deliver the significant amount of public infrastructure proposed. Other mechanisms for delivering	- The Department's independent economic and feasibility report found that developer contributions in the precinct are a significant cost and pose development viability challenges, in some instances. - Feasibility is likely to influence the number of dwellings to be delivered annually. The Economic and Feasibility Report anticipate 10,500 dwellings to be delivered over the next twenty years. - Camden and Liverpool City Councils are updating their local contributions plan in line with the Rezoning Proposal. The contributions plans will be publicly exhibited and reviewed by the Independent Pricing and Regulatory Tribunal (IPART) before adoption by Council. - The HPC will apply to development in the rezoning area from July 2026. The Urban Development Program (UDP) coordinates NSW Government agencies, local councils and industry to build consensus on priorities, align plans for housing and infrastructure and coordinate delivery and investment. It leads the preparation of

this infrastructure should be investigated. - Funding arrangements following transition from SIC to Housing and Productivity Contribution (HPC) - Impacts of increased densities on increasing land values making land acquisition more expensive and potentially outpacing indexed contribution rates.	Infrastructure Opportunities Plans (IOP) to identify infrastructure eligible to be considered for funding under the HPC. Some roads and parks have been removed from land reservation acquisition maps to provide delivery flexibility and reduce acquisition obligations for Council.
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5.3 Land Acquisition

Submission points	Response
Landowners had questions and concerns regarding land acquisition processes, timelines, compensation and potential implications for their land.	- The Land Reservation Acquisition maps have been updated to reflect the road design and required acquisition. - As per Section 6.1, there has been a reduction in public open space zoned land with site specific provisions being preferred in requiring the delivery of a specific quantum of open space. This also removes the onus on Council to acquire these spaces. - Land will be acquired in accordance with the provisions under the Just Terms Compensation Act (1991). It is appropriate for landowners to discuss the process with the local council.

5.4 Affordable Housing

Submission points	Response
- Submissions from the public raised concerns over the affordability of new homes. - Some submissions requested that Affordable	An independent report commissioned by the Department found the mandatory 3% affordable housing provision on residential development is viable, primarily due to the uplift in dwelling yield enabled by the planning controls. The additional yield helps to offset the cost associated with delivering affordable housing.

Housing Contribution be 15%.

5.5 Flooding and Stormwater

Submission points	Response
- Concerns about potential flood risks and impacts, particularly on land adjacent to stormwater infrastructure. - An updated flood impact and risk assessment should be prepared in accordance with the 2023 Flood Risk Management Manual Flood Impact and Risk Assessment Guideline (The Department of Climate Change, Energy, Environment and Water)	- A Flood Impact and Risk Assessment (FIRA) prepared by Stantec supports the Rezoning Proposal. The assessment uses updated hydrologic and hydraulic modelling to evaluate flooding under post-development conditions and considers potential cross-boundary impacts between the Camden Council and Liverpool City Council areas, including along Scalabrini Creek, Bonds Creek and Kemps Creek. - The review confirmed that the flood models used by both Councils are suitable for assessing flood behaviour. The modelling indicates that proposed development areas would be filled above the 1% AEP flood level, meaning all development would be flood-free in this event and no development is proposed within floodways or high-hazard flood areas. - Across most creek corridors, changes to flood levels are negligible. Some minor localised increases in flood levels may occur near Kemps Creek and along sections of Bonds Creek due to additional fill; however, these impacts are generally small and can be addressed through detailed design, including widening drainage corridors or refining grading. - The assessment also considered climate change and emergency management. Even under extreme climate scenarios, development areas remain above the 1% AEP flood level. Flood isolation is expected to be short in duration and shelter-in-place is considered a feasible emergency response. - Overall, the assessment concludes that the proposed rezoning and development intensification are consistent with the objectives of the Flood Prone Land Policy, with flood risks able to be appropriately managed through future design and development controls.

5.6 Biodiversity

Submission points	Response
A biodiversity consistency report demonstrating how the Relevant Biodiversity Measures (RBM's) have been addressed be prepared to meet the requirement of RBM 35.	- The Department worked with key agencies, including the NSW Department of Climate Change, Energy, the Environment and Water, to ensure biodiversity values are protected. - A biodiversity consistency report was prepared and confirms alignment with the <i>Threatened Species Conservation Act 1995</i> and the biodiversity certification under the <i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i>. - The plan will protect 12.07 ha of Existing Native Vegetation (ENV), exceeding the 11.38 ha target, with all ENV zoned for public recreation and mapped for protection under the Western Parkland City SEPP. - The Department's post-exhibition changes saw an increase in the amount of ENV to be protected in the Plan as it was determined there was a shortfall of protected ENV in the precinct. - Biodiversity certification maps will be amended to reflect protected ENV areas, development land, and essential infrastructure.

5.7 Aboriginal and Cultural Heritage

Submission points	Response
Protection and recognition of Aboriginal and cultural heritage within the precinct should be improved.	It is recommended Councils include DCP provisions that ensure the naming of streets, parks, public places, etc. are culturally sensitive and inclusive, avoiding the use of names that may be culturally inappropriate.

6 Post-Exhibition Amendments

In response to feedback from the community, landowners, and other stakeholders, the Department conducted further testing and refinements to the plan. In summary, the proposed SEPP will deliver:

- 11,500 new homes over the next 20 years, with a theoretical capacity of 47,000 new homes, and 11,000 new jobs, in the Leppington Town Centre;
- 150,000m² of gross leasable retail floor space by 2041;
- 280,000m² of commercial, health, education and industrial floorspace by 2041;
- new public open spaces, including civic plazas north and south of the rail station;

This will be achieved through increases in building heights and densities, controls that encourage employment generating uses and the incentivisation of public open spaces. The revised Indicative Layout Plan is located at **Figure 3** illustrating land uses across the precinct and their interface.

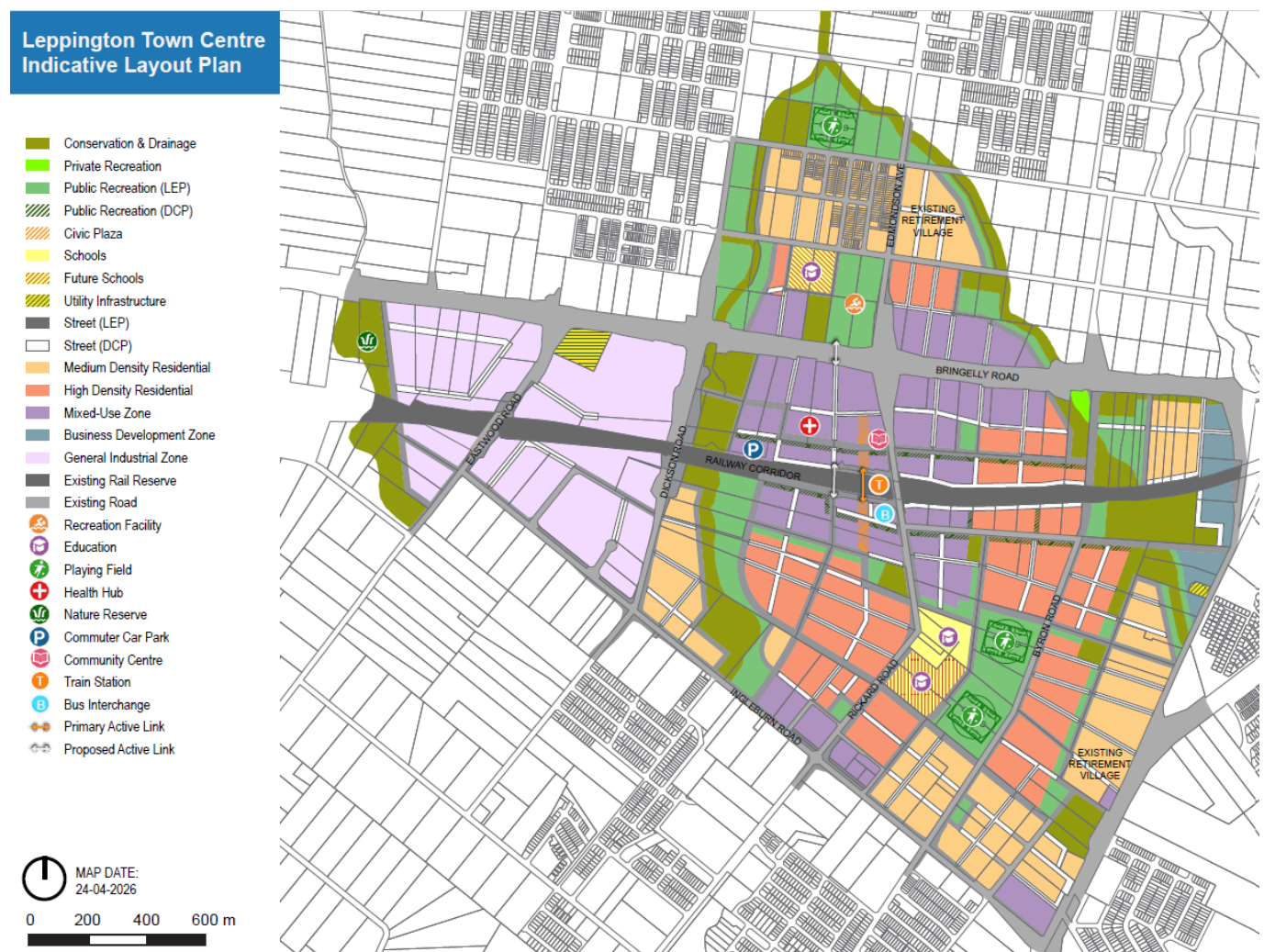


Figure 3 Final Indicative Layout Plan (NSW Department of Planning, Housing and Infrastructure 2026).

6.1 Open Space Amendments

The Department revised the open space layout, taking into account the following considerations:

- respond to feedback received during public exhibition including concerns raised over the proposed locations and amount of open space
- ensure that the viability of development is not compromised by location or quantum of open space
- facilitate a more appropriate provision and layout of open space by adequately addressing requirements in the draft Greener Places Design Guide, including providing adequate access to open spaces for future residents. It is also considered that the proposed open spaces can contribute to the 40% tree canopy targets for Sydney
- provide adequate flexibility for the delivery of open space, whilst providing sufficient certainty of its delivery through LEP and DCP provisions.

Although there has been a reduction in the overall quantum of open space than that exhibited, the revised quantum continues to provide for spaces that are functional and meet the needs of the projected population within the precinct. This includes ensuring that open space is accessible within 200m walking distance of each residential site and adequate provision of pocket parks within the precinct which have a minimum area of 3,000m².

Key linear green spaces have been reduced to an appropriate width to provide for adequate green links which also act as multi-functional passive recreation spaces. These two green links have widths generally ranging from 15m to 20m, up to 22m in part where drainage infrastructure is required.

Despite the reduction in width of the Green Corridor and Community Spine, these spaces can continue to accommodate a variety of functions such as playgrounds and public gym equipment as was originally envisioned for these links.

Camden Council raised concerns with the overall reduction in open space being encumbered by secondary uses (e.g drainage). Zoning drainage land as public open space provides flexibility for the basin designs and also enables the drainage land to be integrated into usable open space.

Major playing fields have been consolidated to provide a large scale sporting facility at Byron Road. The playing fields fronting Cowpasture Road as exhibited have been relocated to adjoin the playing fields at Byron Road. This consolidation of recreational areas provides for a better interface to the school site to the west and ensures a logical outcome in providing a central, active recreation space which is connected to green links.

The reduction in RE1 zoned land and introduction of site-specific provisions for open space is considered an appropriate outcome in allowing for flexibility in open space delivery and reducing

the onus on Council to acquire all areas of open space. Site-specific provisions requiring minimum areas of open space will apply to the following land:

- Key Site 1(173-183 Rickard Road) – 3,680m²
- Key Site 2 (199 Rickard Road – South) – 1,575m²
- Key Site 3 (199 Rickard Road - North) – 1,937m²
- Key Site 4 (215 Rickard Road) – 3,321m²



Figure 4 Open space and infrastructure provision (NSW Department of Planning, Housing and Infrastructure 2026).

6.2 Land use changes and density controls

The Department reviewed the layout of the land use zones, building heights and floor space ratios for the Town Centre taking into account the following considerations:

- several submissions requested upzoning of land, and increases to the proposed floor space ratios and building heights

- the objectives of the ‘density pyramid’ exhibited in Council’s planning proposal, with the inner core area focusing around the station representing the greatest heights and floor space ratios, stepping down to the outer core area and subsequently, the edges of the precinct
- encourage the delivery of more housing, including affordable housing, and also requiring a minimum non-residential floorspace on some land.

The increased densities are predominantly concentrated around the station, whereby the maximum FSR has increased from the exhibited 4.5:1 to 5:1. The remainder of the FSR provisions remain generally consistent with that exhibited and are consistent with the relative zoning of land.

Similarly, these increases see the maximum height within the precinct increase from the exhibited 65m to 96m. The heights appropriately transition down from the station to 80m, 65m, 50m, 36m, 30m, 25m, 22m and 12m.

In respect of land use zones, the replacement of the B3 Commercial Core zone with the MU1 mixed use zone with a minimum non-residential floor space requirement enables additional housing close to the station while maintaining a quantum of non-residential uses.

The final rezoning proposal includes some ‘push and pull’ of the land use zones within the precinct which saw the MU1 mixed use zone extend further into the Liverpool portion of the centre, extend slightly further south of Leppington station and apply to additional properties along Ingleburn Road. In addition, some of the R3 medium density residential land is now R4 high density residential.

Together with the land use zones changes, increases in floor space ratios and maximum building heights, it is anticipated that the post-exhibition changes will facilitate an additional 1,000-1,500 new homes over the next 20 years. The longer term potential of the town centre has also increased by 12,000 new homes compared to the exhibited plan.

Other minor matters raised in submissions:

- concerns were raised regarding the exhibited nil FSR on roads, requesting controls to enable the transfer of FSR from roads. The final plan identifies FSRs on local roads, providing landowners with greater usable FSR to help offset the requirement to deliver infrastructure.
- concerns raised with zone boundary alignment, feasibility of delivery and interfaces. The final plan aligns zone boundaries more logically with lot boundaries and road layout.

6.3 Removal of the proposed B3 Commercial Core zoning and reducing the minimum non-residential floor space requirement to 0.25:1

Identified demand drivers for non-residential floorspace within the Precinct are relatively limited. This increases potential risk of oversupply if non-residential FSR mandates are set too high.

It is intended to appropriately match planning controls with market demand, this includes allowing for where the market is appropriately incentivised to monitor and construct additional non-residential supply within the Precinct, when required, without the need for additional policy intervention.

The Department engaged an independent economic and feasibility analysis for the future retail and commercial demand within the Leppington Town Centre. Accordingly, the report finds:

- The re-assessment of key demand drivers for non-residential floorspace within the Precinct, reflect a minimum need for 110,000 sqm.
- Additional floorspace may be developed by the private sector, subject to identification or future changes in demand; however, a minimum FSR policy should be aligned with current demand to maximise development feasibility and mitigate risk of oversupply.
- A mandatory non-residential FSR of between 0.2:1 to 0.3:1 should be considered within the Leppington Town Centre core and Mixed-Use zoned landholdings within the Middle precinct.
- This safeguards delivery for minimum non-residential floorspace of 80,000 to 115,000 sqm; however, developers are likely to deliver more floorspace where there is adequate demand.

With respect to the above findings and recommendations, a minimum non-residential FSR of 0.25:1 will apply to identified MU1 Mixed Use zoned land. The application of the non-residential floor space requirement will be to the core and outer core of the precinct.

6.4 Introducing a base 3% Affordable Housing Requirement in perpetuity

The NSW Government recognises the importance of delivering affordable housing to make sure that everyone in NSW has access to a safe and secure home. A minimum 3% affordable housing rate will be applied to new residential development in the R3 Medium Density Residential, R4 High Density Residential and MU1 Mixed Use zones.

Bonus FSR incentives (0.25:1 and 0.5:1 for residential and mixed use zones respectively) can also be achieved if an additional 3% of floorspace is provided over and above the mandatory base requirement (3%).

7 Amendments to the Planning Framework

The following outlines the amendments to SEPP WPC 2021 to give effect to the Precinct's rezoning and outlines other documents to support development in the precinct.

7.1 State Environmental Planning Policy (Precincts-Western Parkland City) Amendment (Leppington Town Centre) 2026

Provision	Intended outcome
Land Use Zoning	• Rezone land from IN2 Light Industrial to E4 General Industrial; • B7 Business Park to MU1 Mixed Use, R4 High Density Residential, R3 Medium Density Residential, RE1 Public Recreation and SP2 Infrastructure; • B3 Commercial Core to R4 High Density Residential, MU1 Mixed Use, RE1 Public Recreation and SP2 Infrastructure; • B4 Mixed Use to R4 High Density Residential, MU1 Mixed Use, RE1 Public Recreation and SP2 Infrastructure; • B5 Business Development to MU1 Mixed Use, R4 High Density Residential, E3 Productivity Support and RE1 Public Recreation; • R3 Medium Density Residential to R4 High Density Residential, RE1 Public Recreation, SP2 Infrastructure and E3 Productivity Support; • C2 Environmental Conservation to RE1 Public Recreation; • RU6 Transition to RE1 Public Recreation or SP2 Infrastructure; and • Remove all B3 Commercial Core, B4 Mixed Use, B5 Business Development and B7 Business Park zoned land
Height of Buildings	Amend the maximum height of building map to apply a maximum height ranging from 12 metres to 96 metres.
Floor Space Ratio	Amend the maximum FSR map to apply a maximum FSR ranging from 1.2:1 to 5:1.
Minimum Non-Residential FSR	Introduce a minimum non-residential FSR map to apply a minimum non-residential FSR of 0.25:1 to MU1 Mixed Use zoned sites in the inner and outer core of the Precinct.
Key site incentives – civic plaza	Introduce an incentive height of building and floor space ratio map to identify sites to deliver a civic plaza, on key sites north and south of the station.

Provision	Intended outcome
Affordable housing	A minimum 3% affordable housing rate will be applied to new residential development in the R3 Medium Density Residential, R4 High Density Residential and MU1 Mixed Use zones. Bonus FSR incentives (0.25:1 and 0.5:1 for residential and mixed use zones respectively) can also be achieved if an additional 3% of floorspace is provided over and above the mandatory base requirement (3%).
Active Street Frontage	Introduce an active street frontage map to reflect the intended activation of the ground floor of buildings along street frontages in the centre
Land Reservation Acquisition	Amend the land reservation acquisition map to reflect land to be acquired to support the required infrastructure to service the precinct.
Other provisions incentive clauses	High performing building design

7.2 Development Control Plan

Camden and Liverpool Councils prepared a draft Leppington Town Centre Development Control Plan (DCP) to apply to the Precinct that was exhibited with the planning proposal.

Notwithstanding, given the amendments made to the rezoning post-exhibition, refinements are required to ensure the supporting DCP is aligned with the final Indicative Layout Plan for the town centre. Following the finalisation of the amendments to the SEPP, Councils will update and finalise the supporting DCP.

7.3 Local Contribution Plan

Current infrastructure funding in the Leppington Town Centre is provided for through the following:

- Camden Council's Local Infrastructure Contributions Plan (currently the Camden Growth Areas Contributions Plan [CP]);
- Liverpool City Council's Local Infrastructure Contributions Plan (currently the Austral and Leppington North Precincts CP);

The Department has been working with Councils to update contributions plans throughout the finalisation process of the Rezoning Proposal. Once the amendment to the SEPP has been made, Councils will then update the local contributions plan.

8 Conclusion

The Rezoning Proposal amends planning controls for the Leppington Town Centre through the State Environmental Planning Policy (Precincts-Western Parkland City) Amendment (Leppington Town Centre) 2026. This SEPP will update the controls to align with the objectives and controls of the Rezoning Proposal.

The Rezoning Proposal leverages off the extensive evidence base established by the councils' planning proposal whilst responding to feedback received during public exhibition and other relevant policy documents.

The Department's assessment has addressed several key issues raised, including transport, infrastructure, affordable housing, flooding and stormwater management, biodiversity, height and density, and public open space. It is considered that the issues raised have been adequately addressed for rezoning purposes.

The Department recommends the rezoning of the Precinct be supported to enable the delivery of approximately 47,000 new homes, capacity for 11,000 new jobs, new public open space, community facilities and critical transport connection improvements. The proposed residential uplift will also facilitate the delivery of 3% affordable housing provided in perpetuity.

The rezoning includes robust controls and design guidance which will enable appropriate consideration of issues through subsequent stages of the planning process.