

## MOOREBANK PLANNING PROPOSAL

Lot 6, Newbridge Road, Moorebank



Prepared for EQ Riverside Pty Ltd ATF EQ Moorebank Trust

March 2020

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## OVERVIEW/EXECUTIVE SUMMARY

The fundamental objective of this Planning Proposal is to justify the proposed rezoning of land to facilitate a transformative master planned community along the foreshores of the Georges River. This proposal represents an opportunity to enhance a degenerated site previously used as a landfill; provide activation of the River's foreshores, significant open space and recreation public domain; while enhancing the natural environment and the amenity of the area.

The site is currently subject to an approved concrete crushing and material recycling facility.

The Planning Proposal will deliver more appropriate and compatible land uses with the surroundings.

The subject site is situated at Lot 6 Newbridge Road, Moorebank, in the Liverpool City Council Local Government Area. It comprises approximately 21 ha of land and is immediately surrounded by the Georges River, a golf course, the Wurrungwuri Reserve, and approved and proposed residential developments including a marina. This setting lends itself to the development of open space, recreational, river frontage-oriented development. The site is located some 4.5 km from Liverpool CBD and some 1.5 km from Moorebank centre. It is across the road from a light industrial employment area.

A comprehensive urban design study was undertaken to provide the framework to deliver on the Planning Proposal's vision namely: *'to provide a diverse, vibrant, active and accessible residential neighbourhood, bound by the banks of the Georges River and surrounding river woodland, to create an attractive place to live and play'*.

The report attached (**Appendix 1**) proposes:

- a built-upon area of only 19% of the total site, with the remaining 81% developed as active and passive open space;
- a yield of some 2,000 apartments;
- the resultant FSR is 1:1.

The plan provides for some 800sqm for dedicated community facilities and some 1,700sqm for retail, restaurant and associated uses.

Of particular relevance is the provision of more than 730m of foreshore walkway/activation waterfront, facilitating open space linkage to adjoining residential and recreational sites. A series of ecological and recreational parks, as well as a sporting space, are provided as an integral part of the development proposal.

The current access to the site, via the unformed road connection to and from Newbridge Road would be replaced by a roadway connecting the site to Brickmakers Drive along the boundaries of the adjacent golf course and located within Wurrungwuri Reserve.

It is proposed to implement the above vision by amending *Liverpool LEP 2008* as regards the current E2 zoning of the site to a more appropriate R1 *General Residential Zoning*.

The proposal will facilitate several objectives of the *Greater Sydney Region Plan* and the *Western District Plan*, particularly with regard to: increasing housing supply, diversifying housing types in the Moorebank precinct, making housing more affordable, well-planned and well-designed infill development, particularly west of the Georges River and south of Northbridge Road.

The Planning Proposal will also contribute to the objective of a healthy environment and open space, noting the relatively dilapidated status of the land and its alternative approved land use; and protecting and improving the health and enjoyment of the District waterways.

The Planning Proposal also satisfies several of the local planning objectives. All relevant provisions and requirements of *State Environmental Planning Policies* and *Ministerial Directions* have been addressed and satisfied, (see **Section 4** and **Section 14**).

Whilst the subject site is not located within an identified centre and relies at present on bus transport as its main public transport to connect to main train stations, it represents a unique infill opportunity to activate the Georges River frontage and is consistent with redevelopment activities taking place nearby. The *Western District Plan* recognises such opportunities. The development will be staged with public transport initiatives serving the growth Liverpool precinct. The anticipated extension of the Bankstown to Liverpool Metro Line will further strengthen this site's integration with key centres over time.

All site-specific issues have been addressed and supported by specialist evidence based studies:

- Flora and Fauna impact assessment studies were undertaken for both the site and the access road along the reserve. For the purpose of Gateway consideration, impacts were found to be capable of being managed with details finalised at the post Gateway stage (see **Appendices 6 and 7**).
- The site will be flood proofed by appropriate cut and fill to raise it above the 1:100 ARI level. In addition, the egress and ingress access roadways will be elevated and a parallel further elevated (at the PMF level) pedestrian and cycle pathway provided for the purpose of emergency flood evacuation in extreme events. (See **Appendices 4 and 5**).
- Remediation of the site will be undertaken by clean soil capping to residential standard. A preliminary site auditor certification has been obtained. A development application and detailed Environmental Impact Statement are being prepared. (See **Appendix 9**).
- Measures to manage bushfire hazards including the provisions of APZ separation in excess of requirements are provided. (See **Appendix 10**).
- No significant aboriginal heritage items have been identified at this stage of Gateway investigations. (See **Appendix 11**).

The intensification of residential development on the site together with neighbouring existing and proposed developments will necessitate road intersection upgrades. These upgrades will enable road traffic impacts to be managed to acceptable levels. The proponent will negotiate with Transport for NSW and the Council appropriate financial and other contributions towards this and other traffic management measures.

As an integral part of managing traffic generation from the site, a Green Travel Plan will be implemented including car-share arrangements, providing dedicated bus services to residents and associated measures. (Details of the supporting Traffic Assessment can be found at **Appendix 8**).



The economic impact of the proposal is estimated to benefit both the local/regional and State economies.

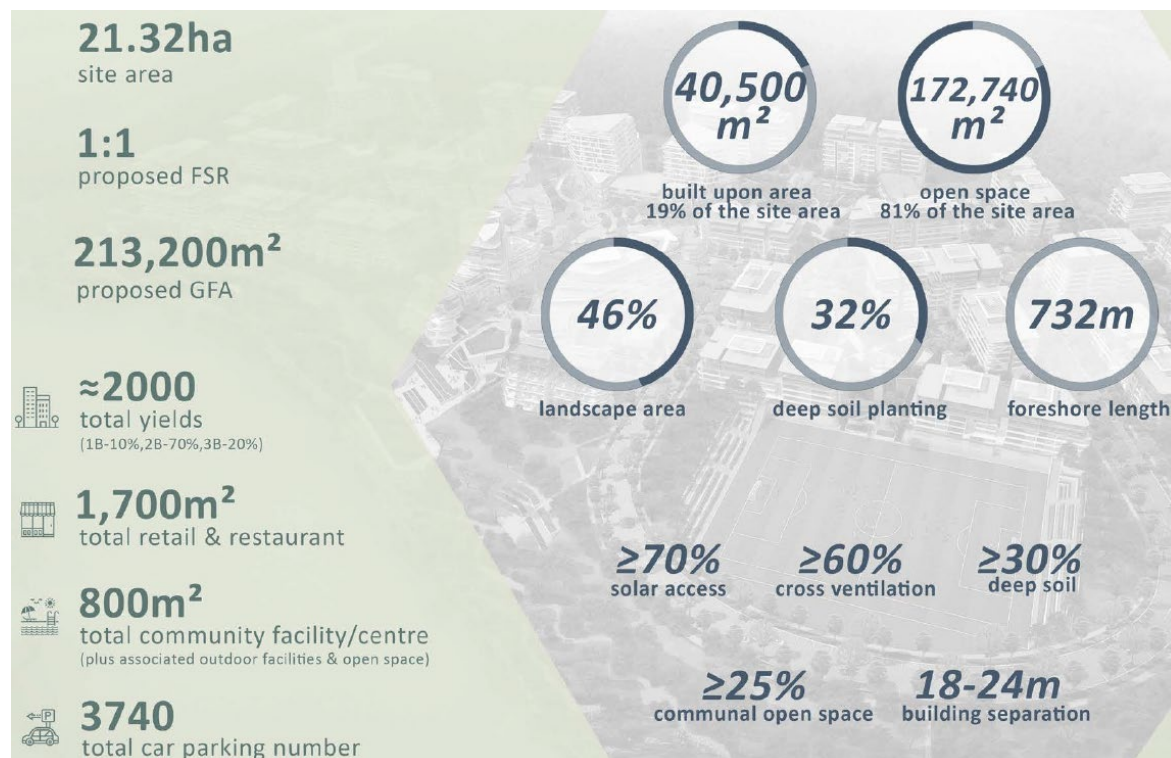
BIS Oxford Economics estimates (**Appendix 3**) total construction jobs would total approximately 200. The construction phase will inject capital of more than \$850 million; and the contribution to economic activity will exceed \$2.5 billion. There are also significant public domain works proposed. In addition to the monetary benefits, the proposed public domain offerings significantly contribute to the precinct.

Positive social impacts will arise from the on-site provisions of community facilities, active recreation, open space and sporting facilities. A 5% affordable housing contribution will be offered as well as other rental schemes to assist key workers and low income workers, providing affordable rental accommodation.

Service and site infrastructure requirements can all be satisfied, (details at **Appendix 12**).

Community engagement undertaken to date demonstrates strong support for the Proposal, particularly relative to the alternative approved industrial use. The local community aspires the enjoyment of cleaner, open space and waterfront activities, with direct connection through to the waterfront and high level of precinct amenity (See **Appendix 13**).

In conclusion, the Planning Proposal represents a transformative opportunity to deliver sustainable place based outcomes on a site in need of renewal, as well as improvements to its amenity and the environment. The merit-based strategic and site-specific assessments presented in this report demonstrate that the proposal is in the community and public interests.



## PART 1 – STRATEGIC AND SITE-SPECIFIC POSITIONING

### 1. STRUCTURE OF THE REPORT

This report has been prepared in accordance with ‘A Guide to Preparing Planning Proposals’ prepared by the Department of Planning and Environment (now the Department of Planning and Industry and Environment). The report fulfils the requirements of Section 3.33 of the *Environmental Planning and Assessment Act (EP&A)* in regard to the preparation of the Planning Proposals for Gateway and rezoning purposes.

Part 1 of the report presents the background and key support justifications for the Planning Proposal, including:

- The subject site and its locational context, statutory zoning, socio-economic setting and past land use.
- The proposed development and in particular the support urban design and high level master planning setting.
- The strategic justification by reference to local and state strategies.
- The site-specific justification by reference to specialised evidence-based studies.
- The outcome of community and Council consultation.

Part 2 of the report addresses each of the issues and requirements as per the *Guidelines for Preparing Planning Proposals*.

The supporting evidence based studies undertaken are appended, including: urban design, visual impact, flooding, flood evacuation, contamination, bushfire, flora and fauna (for both the site and access roads), traffic management and impact, Aboriginal heritage, infrastructure and services; economic impact , social impact and community engagement.

### 2. THE SITE AND LOCATIONAL SETTING

#### 2.1. LOCATIONAL

The site is approximately 21.32 ha in total area. It is located on the banks of the Georges River and is known as Lot 6 Newbridge Road, DP1065574, in the Liverpool City Council area (Council) – (see **Figure 1**).





**Figure 1: Site location map**

The site is located some 4.5km south east of Liverpool CBD and almost 1.5km from the Moorebank Shopping Centre. Georges River runs immediately adjoining to the east (the site is on the banks of the Georges River), Brighton Lakes Recreation and Golf Club are located to the south of the site, and Wurrungwuri Reserve to the west (extending 400 metres by low density residential use westward).

The site is part of the local precinct undergoing significant current and proposed renewal and rejuvenating opportunities: with a focus on residential communities and open space settings to take advantage of the Georges River – (see **Figure 2**) depicts such development including:

- (A) Application Number: RZ-9/2017**  
 146 Newbridge Road, Moorebank – Georges Cove Village, a mixed use development incorporating a village centre adjacent to Newbridge Road.  
 Building Height: 5-8 Storeys  
 Status: Preliminary Assessment
- (B) Application Number: RZ-4/2017**  
 124 Newbridge Road, Moorebank - a mixed use development incorporating housing and commercial uses along Newbridge Road, as well as an open space network to support the future residential population.  
 Building Height: 5-8 Storeys  
 Status: Preliminary Assessment
- (C) Application Number: DA-580/2018**  
 (demonstrating the subdivision of the site)  
 146 Newbridge Road, Moorebank – Georges Cove Residential - *Mirvac Development*  
 Building Height: 2 Storeys  
 Status: Application Under Assessment
- (D) Application Number: DA-611/2018**  
 146 Newbridge Road, Moorebank – Marina - *Mirvac Development*  
 Building Height: 3-8 Storeys  
 Status: Application Under Assessment
- (E) Lot 6 Newbridge Road, Moorebank**



**Figure 2: Site context map**

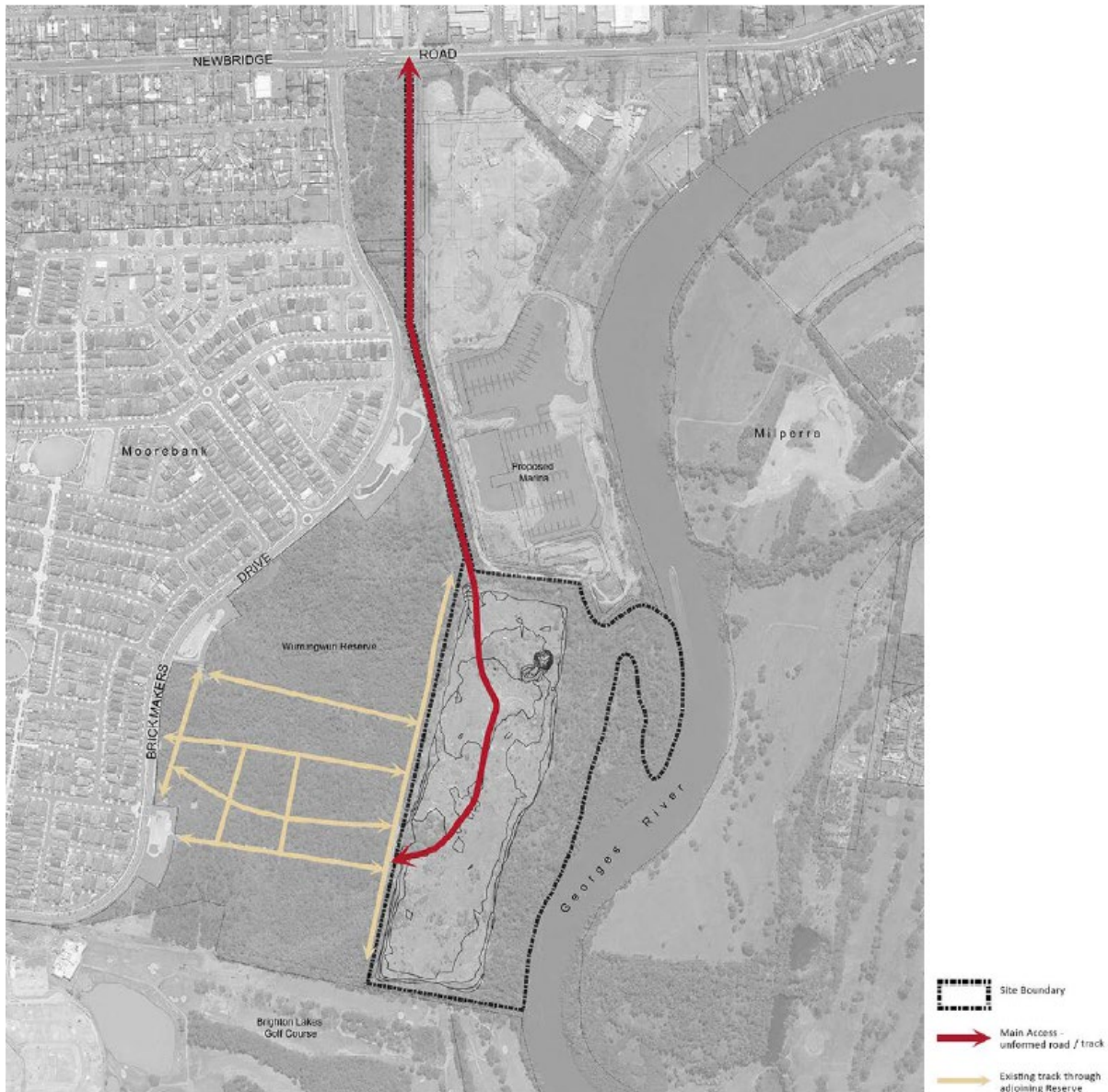
Liverpool City Council commissioned an overall independent assessment to establish an agreed structure plan which takes into account all the above proposals including their cumulative impacts. This report, prepared for Liverpool City Council, was known as the “Tract Report”.

## 2.2. SITE ACCESS AND LINKAGES

The current access to the site is via an unformed road connection to and from Newbridge Road.

Several fire trail tracks are located within the adjacent Wurrungwuri Reserve primarily running east to west. These tracks do not connect directly to Brickmakers Drive as the level of the drive is raised above the reserve. There is no current direct road access to Brickmakers Drive.

Brickmakers Drive functions as a two-way collector road and is generally aligned in a north-south direction between Newbridge Road and Nuwarra Road. It has one travel lane in each direction and has a posted speed limit of 50km/hr (**Figure 3**).



**Figure 3: Existing site access**

Bus stops are located along Brickmakers Drive, Christiansen Boulevard, Nuwarra Road and Newbridge Road. The closest bus stop to the site is located about 450 metres from the site. The M90 bus service on Newbridge Road to Liverpool and Burwood is the most frequent service – every 10 minutes during peak hours and every 15 minutes during off peak. Other services are less frequent.

### 2.3. SOCIO-ECONOMIC SETTING

The subject site is within the suburb of Moorebank in the Liverpool Local Government Area (LGA). Whilst Moorebank has a lower share of apartments (1.9%), compared to the LGA average of 14.9%, household types are similar to those of the Liverpool LGA. Moorebank has a slightly older population than the Liverpool LGA and a higher mean weekly household income.



Over five years to July 2019, Residex data shows the Moorebank suburb experienced a 6.6% annual growth in median house prices and a 5.4% increase in apartment median house prices. Noting that Liverpool remains one of the most affordable regions within the Greater Sydney Region. **Appendix 2** provides more detailed information.

#### 2.4. STATUTORY CONTEXT

The subject site is zoned E2–Environmental Conservation under the *Liverpool LEP 2008*. Related statutory planning controls include maximum FSR 0.01:1 and minimum lot size 40 hectares. Residential flat buildings and retail premises are prohibited within the zone, hence the fundamental reason for this Planning Proposal.

The objectives of the current E2-Environmental Conservation zoning include: ‘To protect, manage and restore areas of high ecological, scientific cultural or aesthetic values’.

The majority of the site is a disused landfill with significant disturbance to its remnant ecological values.

#### 2.5. PAST LAND USES CONTEXT

The majority of the site is a disused landfill where non-putrescible (and associated) wastes were disposed and landfilled on almost 75% of the site. It is understood that land filling of non-putrescible, (which may have included other non-decomposable materials) occurred on the site during the period 1972-1979. We understand that no landfilling activities were undertaken in the low-lying areas along the eastern boundary of the site.

Further activities associated with the site include:

- Remediation of the site was undertaken consistent with an Approved “*Remediation Action Plan. Moorebank Landfill, Newbridge Road, Moorebank, 19 November 1998*”.
- An independent site auditor certified the site suitable for commercial/industrial use, including a concrete recycling facility.
- In June 2006, consent was issued by Liverpool City Council for bulk earthworks on part of the site to enable flood proofing particularly on that part of the site marked to accommodate a concrete recycling facility.
- On 11 September 2015, the (then) Planning Assessment Commission issued a development consent for a materials recycling facility on the subject site. The Land and Environment Court subsequently confirmed this approval on 14 July 2017. Substantial commencement has occurred. On that basis, construction of a material recycling facility has validly commenced.

A Development Application (DA) supported by an Environmental Impact Statement to address remediation of the site is currently being finalised. This would involve lifting the ground level to 6m RL by way of cut, cap and fill and subsequent capping to a further height of 12m RL in the centre of the site.

Whilst the standards for remediation and flood management will apply to the urban residential development, it is assumed that no *determination* of the development application will occur until an applicable rezoning has been approved.

### 3. PROPOSED DEVELOPMENT/HIGH LEVEL CONCEPT PLAN

The core justification of the appropriateness of this proposed development is the rejuvenation opportunity of building a master-planned community on a river frontage, within a significant open-space setting. The Urban Design Report, conceptual master-planning for the site and Visual Impact Assessment Report are appended (**Appendix 1**).

The vision is to provide for a vibrant community as an attractive place to live within a neighbourhood bounded by the Georges River and surrounding river woodland. The relatively large site - 21.32 hectares (213,200sqm), benefited by single ownership, provides an opportunity to set densities within a high passive and active open space amenity setting.

The location of the site along the Georges River frontage provides the opportunity to link public space along the riverfront directly with green space to both north and south of the site. The open space setting also benefits from the immediately adjoining Golf course and particularly the Wurrungwuri Reserve. For example, the 400-metre-wide reserve provides an ideal transition between the low-density development west of Brickmakers Drive and the proposed higher density development on the subject site.

The development setting will also have to account for constraints, in particular flooding and flood evacuation; access and bushfire evacuation risk.

A comprehensive analysis and proposed development concept/high level master-planning are at (**Appendix 1**).

The following (Figure 4 – Figure 8) highlight key aspects of the proposal.



Figure 4: Urban design landscape masterplan



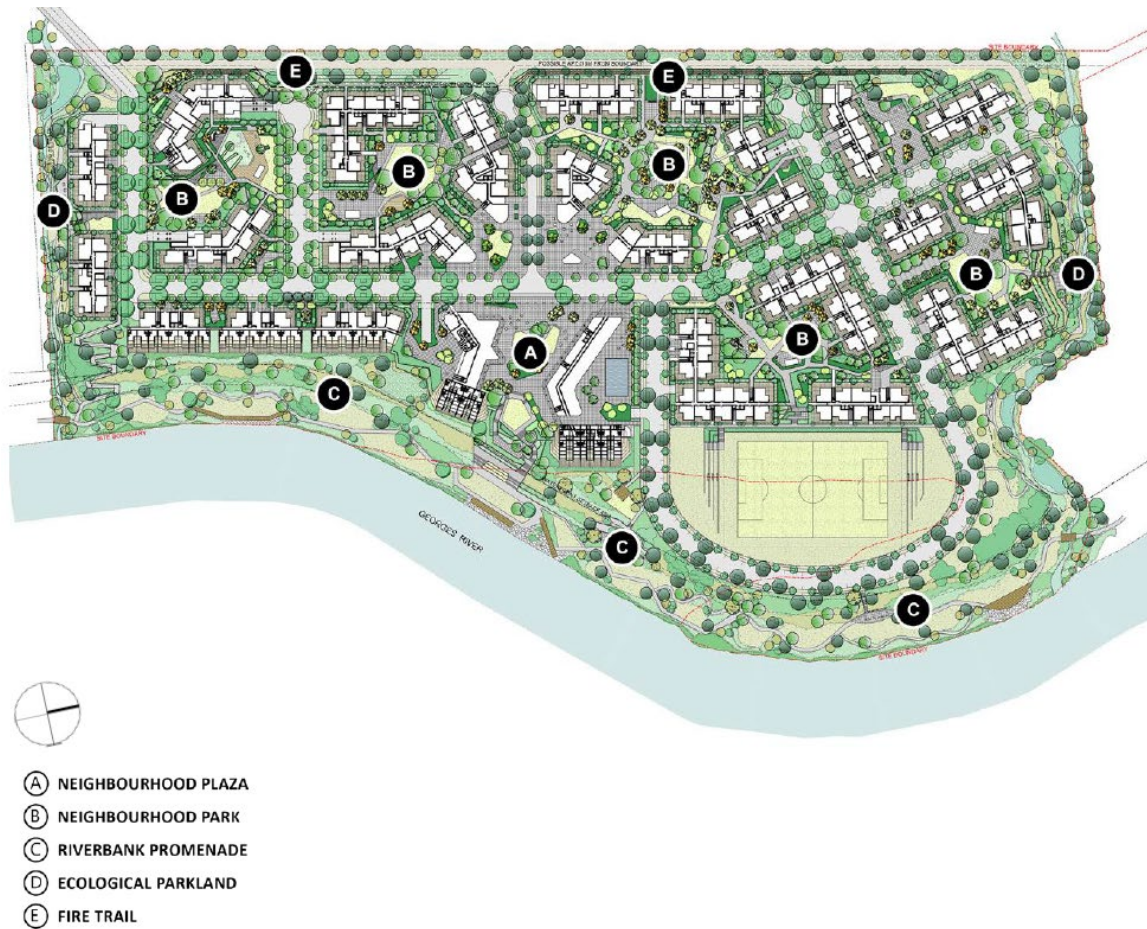


Figure 5: Urban design principles



Figure 6: View West from promenade



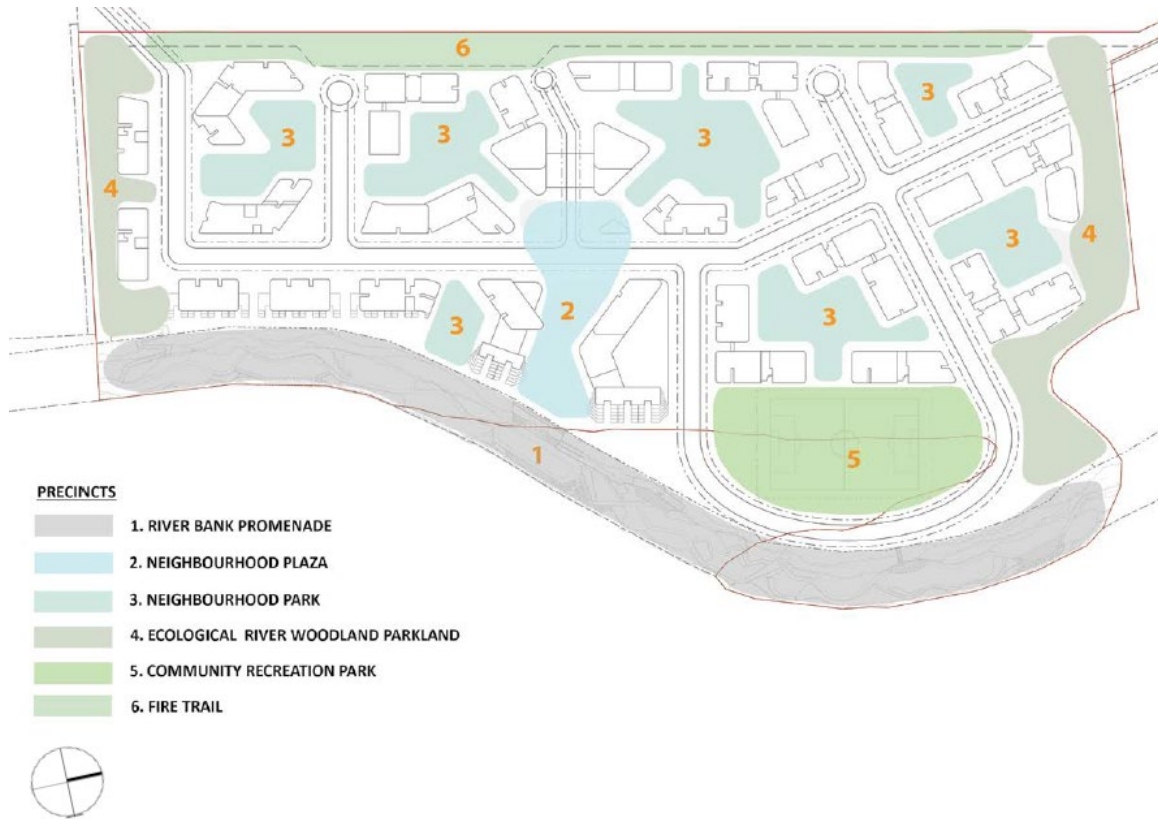


Figure 7: Open space framework

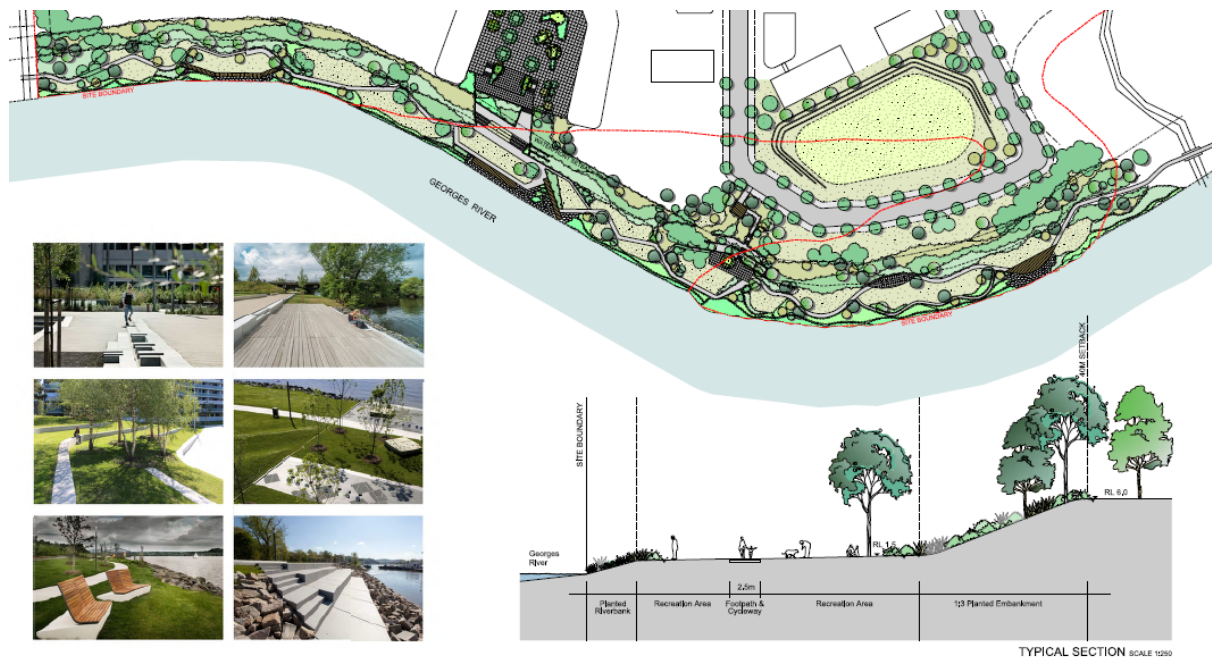


Figure 8: Georges River promenade

## **Built Form**

In summary and reflecting the above principles:

- The masterplan provides – on a staged development basis – for a total of twenty-five (25) buildings with a total of 40,500sqm built upon area (19% of the site area); and 172,740sqm open space (81% of the site area).
- FSR for the developed site is 1:1.
- Buildings are to range in height between 4 and 12 storeys, with the tallest buildings located towards the centre of the site; and buildings along the Georges River Foreshore ranging in height from 4 to 6 storeys.
- Building height distribution optimises compatibility with nearby land uses. Buildings along the western boundary will range between 8 and 10 storeys recognising the 400-metre-wide separation provided by the reserve acts as a buffer to the low residential area west of Brickmakers Drive. Buildings overlooking the Golf course are 6 storeys with distance views over the Golf course. Along the northern boundary, buildings are 4 to 8 storeys which would be compatible with the 8 storey marina apartments proposed adjacent to the northern border of the site.
- A building separation of 18 – 24 metres with 55 – 60 metres apartment lengths provide an ideal setting for accommodating the proposed height and densities.

## **Open Space and Community/Residential facilities**

- A neighbourhood plaza will be located on the edge of the Georges River and within the centre of the site, providing a vibrant residential and community centre, restaurants, retail and community facilities.
- A riverbank promenade along the river frontage as a public foreshore walk is provided as an integral part of the development; linking open space with adjacent development. The promenade will also provide places to sit, walk and will have access to restaurants, cafes and access to the plaza.
- Five neighbourhood parks are proposed providing green links across the development, (see the attached figures).
- The development will provide for ecological parklands located along the northern and southern boundaries to incorporate existing and reconfigured creek lines and a series of raingardens such as a stormwater sustainable management practice as well as ecological regeneration.
- A recreation park is planned which will provide opportunities for playing field(s) and associated facilities, along the eastern boundary of the site.

## **Access and Trails**

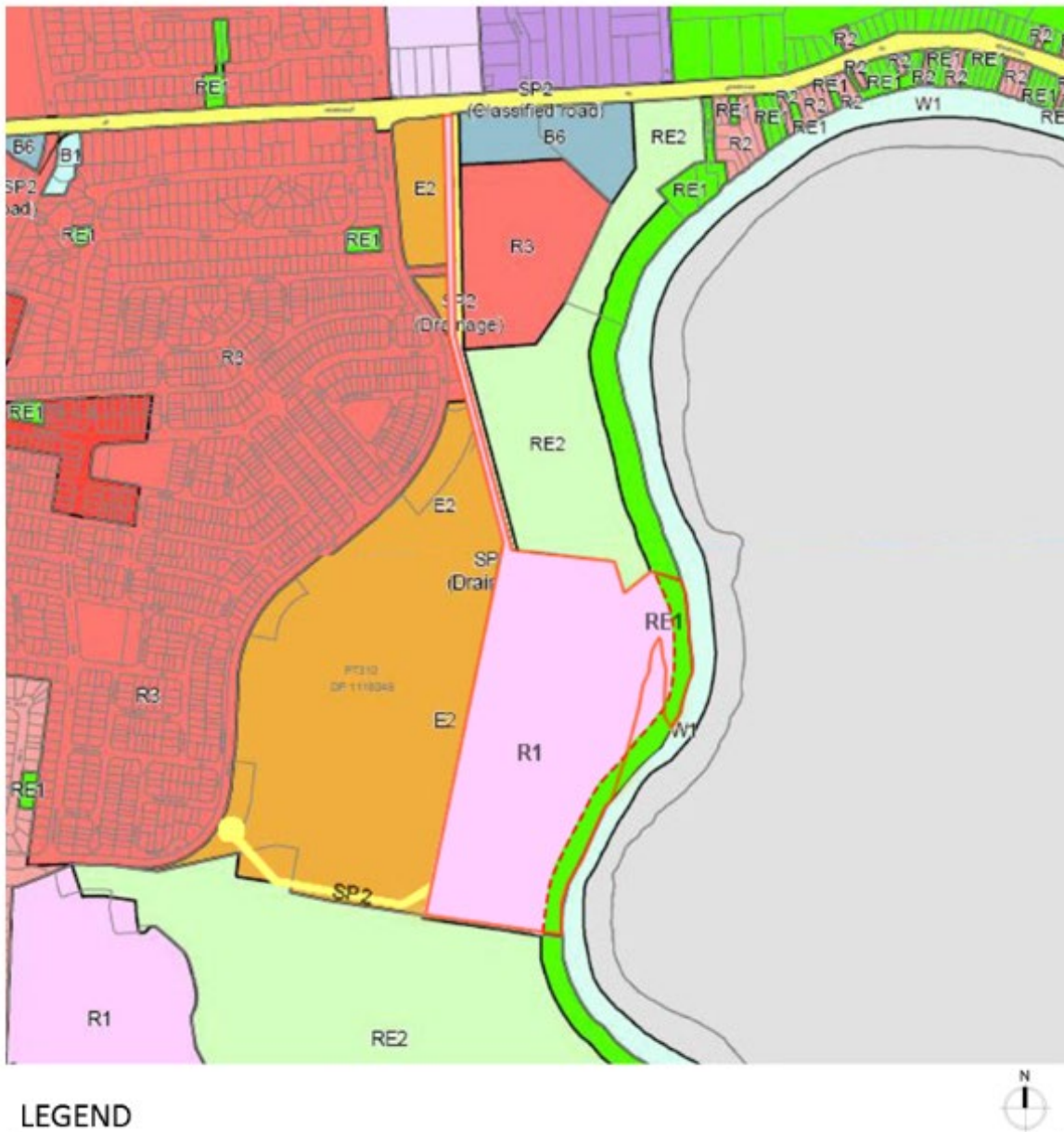
- The development concept masterplan provides for a fire trail located along the western boundary of the site adjoining the Wurrungwuri Reserve. The trail could also be designed as a vegetated swale to assist with overland stormwater flow.
- Ingress/egress to and from the site by vehicle is being provided by roadways through the Wurrungwuri Reserve at about RL 6.5m along the Golf course boundary. A proposed roundabout will provide the interchange between the access road and Brickmakers Drive.
- As an integral part of flood evacuation in extreme flood events, other than by cars, a further raised pedestrian and cycle path is proposed to be constructed at around RL12 and will follow the same route as the vehicles access/egress roadway.

The urban design master plan for the site represents a significant opportunity to regenerate the site consistent with providing a high amenity community living.

Table (1) – key elements of the Proposal

Site area	21.32 ha (213,200sqm)
Build upon area	40,500sqm (19% of site area)
Open space	172,740sqm (81% of site area)
Proposed GFA	213,200sqm
Proposed FSR	1:1
Total yield	≈ 2,000 Apartments
Distribution	1B 10% 2B 70% 3B 20%
Building separation	18 – 24 metres
Building heights	4-12 storeys
Total retail/restaurants	≈1,700sqm
Total community facilities	800sqm
Total landscape area	46% of site
Foreshore length	732m
Solar access	≥ 70%
Communal open space	≥ 25%

The above will be statutorily implemented by way of amendments to the zoning, FSR and associated controls applicable to the site, under the *Liverpool LEP 2008*. It is proposed to adopt a *General Residential Zoning (R1)*, an FSR 1:1 (see **Figure 9** and **Figure 10** below) other controls as per the mapping (**Section 19**).



**LEGEND**

<span style="border: 1px solid black; padding: 2px;">B1</span> Neighbourhood Centre	<span style="border: 1px solid black; padding: 2px;">R2</span> Low Density Residential
<span style="border: 1px solid black; padding: 2px;">B2</span> Local Centre	<span style="border: 1px solid black; padding: 2px;">R3</span> Medium Density Residential
<span style="border: 1px solid black; padding: 2px;">B6</span> Enterprise Corridor	<span style="border: 1px solid black; padding: 2px;">R4</span> High Density Residential
<span style="border: 1px solid black; padding: 2px;">E2</span> Environmental Conservation	<span style="border: 1px solid black; padding: 2px;">RE1</span> Public Recreation
<span style="border: 1px solid black; padding: 2px;">IN1</span> General Industrial	<span style="border: 1px solid black; padding: 2px;">RE2</span> Private Recreation
<span style="border: 1px solid black; padding: 2px;">IN2</span> Light Industrial	<span style="border: 1px solid black; padding: 2px;">SP2</span> Infrastructure
<span style="border: 1px solid black; padding: 2px;">IN3</span> Heavy Industrial	<span style="border: 1px solid black; padding: 2px;">W1</span> Natural Waterways
<span style="border: 1px solid black; padding: 2px;">R1</span> General Residential	
— Site Boundary	
- - - Site Boundary Excluding RE1 Zone Dedicated to Council	

**Figure 9: Proposed zoning**





**LEGEND**



<span style="border: 1px solid black; padding: 2px;">A1</span> 0.01	<span style="border: 1px solid black; padding: 2px;">P</span> 1.2
<span style="border: 1px solid black; padding: 2px;">A2</span> 0.1	<span style="border: 1px solid black; padding: 2px;">S1</span> 1.5
<span style="border: 1px solid black; padding: 2px;">A3</span> 0.15	<span style="border: 1px solid black; padding: 2px;">S2</span> 1.7
<span style="border: 1px solid black; padding: 2px;">A4</span> 0.25	<span style="border: 1px solid black; padding: 2px;">T</span> 2.0
<span style="border: 1px solid black; padding: 2px;">D</span> 0.5	<span style="border: 1px solid black; padding: 2px;">U</span> 2.5
<span style="border: 1px solid black; padding: 2px;">F</span> 0.6	<span style="border: 1px solid black; padding: 2px;">V</span> 3.0
<span style="border: 1px solid black; padding: 2px;">G</span> 0.65	<span style="border: 1px solid black; padding: 2px;">X</span> 4.0
<span style="border: 1px solid black; padding: 2px;">I</span> 0.75	<span style="border: 1px solid black; padding: 2px;">Z</span> 5.0
<span style="border: 1px solid black; padding: 2px;">N</span> 1.0	

— Site Boundary

- - - Site Boundary Excluding RE1 Zone Dedicated to Council

**Figure 10: Proposed FSR**

## 4. STRATEGIC JUSTIFICATION

**Section (14), (Part 2)** of this report provides the rationale justification that supports the Planning Proposal which is consistent with state and local planning strategies.

### 4.1. STATE PLANNING STRATEGIES

The key State Planning Strategies applicable to the Proposals are: *The Greater Sydney Region Plan, A Metropolis of Three Cities – connecting people by the Greater Sydney Commission (2018)*; and, *Western City District Plan, Greater Sydney Commission (2018)*. These strategies should also be considered in the context of the *Premier's and State Priorities* – namely making housing more affordable and increasing housing supply. The Planning Proposal's 2,000 new apartment dwellings will contribute and facilitate in attaining those objectives.

The Planning Proposal to rezone the subject land to accommodate residential development within a significant open space corridor along the riverbank, is consistent with the key drivers and objectives in both strategic plans above, in that it would:

- contribute to (and accelerate), housing supply, choices and affordability, noting that the south west is the fastest growing district and Liverpool being one of the fastest.
- Strengthening housing diversity and choices – noting that Moorebank has the lowest share of apartment buildings relative to the rest of the Liverpool LGA and Sydney.
- The residential intensification of the site is consistent with delivering on the objectives of a well-planned and well-designed infill development that will improve the sense of community, open space and have a more attractive local environment.
- The Proposal supports the south west subregional action of working with Council to investigate potential future use of land located east of Georges River and north of Newbridge Road.
- The Planning Proposal will facilitate and contribute to the growth opportunities along the Bankstown to Liverpool Corridor, housing accessibility to job opportunities in the Liverpool CBD, Bankstown Airport and the adjacent chipping Norton Industrial Complex.
- The Planning Proposal will contribute to the objectives of a healthy environment and open space provisions – noting the relatively dilapidated state of the site and its alternative approved land use as an industrial recycling facility.

### 4.2. STATE PLANNING AND LOCAL POLICIES AND DIRECTIONS

**Section (14)** of this report (**Part 2**) outlines consideration of the consistency of the proposal with local Planning Strategies and Plans in some detail - in summary:

- The objectives of the current *E2 - Environmental Conservation zone* under the *Liverpool LEP 2008* applicable to the site no longer applies nor can be on evidence justified. The past use of the site as a landfill and its current state have resulted in significant degradation.
- The proposal will deliver a high quality, high amenity community master-planned outcome – with 81% open space and appropriate building separation – consistent with the relevant local plans.
- The proposal creates significant opportunities for an improved public space along the Georges River as per the objectives of local plans.
- The proposal will strengthen housing supply, diversity and affordability.



- The proposal is consistent with the relevant provisions of the DCP as demonstrated in the urban design study – noting that a more detail design will be undertaken past Gateway.
- No land use conflicts are identified.
- Flood hazards and evacuation are addressed.
- Environmental values will be enhanced.
- Key liveability objectives of local plans are being facilitated by the proposed development.

#### 4.3. LOCAL PLANNING STRATEGIES

**Section (15)** of the report concludes that the Planning Proposal meets – for the purpose of a Gateway assessment all of the provisions and requirements of the *State Environmental Planning Policies (SEPP)*, in particular:

<ul style="list-style-type: none"> <li>• <i>SEPP 55 – Remediation of Land</i></li> </ul>	Proposals to remediate the land are consistent with SEPP provisions.
<ul style="list-style-type: none"> <li>• <i>SEPP 65 – Design Quality of Residential Apartment Development</i></li> </ul>	The Urban Design Report ( <b>Appendix 1</b> ) demonstrates substantial compliance with regard to solar access and building separation (in excess of requirements).
<ul style="list-style-type: none"> <li>• <i>SEPP 70 – Affordable Housing</i></li> </ul>	A 5% contribution is committed as well as other schemes to facilitate affordability.

#### 4.4. MINISTERIAL DIRECTIONS

**Section (16)** demonstrates compliance with the relevant *Ministerial Directions* under section 9.1 of the *EP&A Act*, particularly regarding:

<ul style="list-style-type: none"> <li>• Housing, Infrastructure and Urban Development</li> </ul>	<p>The Proposal will strengthen the housing supply, diversity in a high amenity setting.</p> <p>Traffic management measures will be implemented to strengthen the integration of transport and land use.</p>
<ul style="list-style-type: none"> <li>• Hazard and Risk</li> </ul>	<p>The site will be appropriately raised to flood proofing levels.</p> <p>Evacuation routes will be provided.</p> <p>APZ separation in excess of the requirement will be provided for bushfire management.</p>
<ul style="list-style-type: none"> <li>• Implementation of a Plan for Growing Sydney</li> </ul>	The Planning Proposal is consistent with the relevant provisions and any inconsistency has been justified (see <b>Section 16</b> ).

## 5. SITE SPECIFIC JUSTIFICATION

### 5.1. FLORA AND FAUNA IMPACT ASSESSMENT

Arcadis undertook a Flora and Fauna Impact Assessment – a *Preliminary Biodiversity Assessment Report* – in the context of a Gateway consideration for the Planning Proposal (see **Appendix 7**) as the proposals will trigger the requirement obligations under the *NSW Biodiversity Offset Scheme*.

The assessment based on desktop research as well as detailed field surveys, (August – November 2019, and November - February 2020), findings are detailed in the appended report and summarised as follows:

#### Flora

- Of the 32-threatened species identified, 16 were considered unlikely to occur within the development site based on the absence of potential habitat. Targeted field surveys undertaken did not record any of the remaining 16 threatened species. One threatened flora species was recorded and one is known to occur in the Wurrungwuri Reserve immediately west of the site.

#### Fauna

- A total of 29 threatened fauna species as credit species were identified as candidates in the context of the *Biodiversity Assessment Method Calculator*. Fourteen (14) of these were considered unlikely to occur within the development site based on the absence of potential habitat. Of the remaining 15, six (6) threatened fauna species were recorded within the development site during targeted surveys.
- Potential habitat for Green and Golden Bell Frog had been identified on the site – but targeted surveys have not concluded to confirm its presence.

The impacts of construction and operation, is to be further finalised post Gateway and as part of the public exhibition of the Planning Proposal and prior to rezoning would involve:

- Removal of all vegetation on-site, including four (4) threatened Ecological Communities.
- Removal of the habitat of three (3) threatened fauna species.
- The potential impact on 3.06 hectares of native vegetation located within the riparian set back area.
- No candidate species or ecological communities for serious and irreversible impacts were recorded within the development site. Arcadis advised that no serious and irreversible impacts are likely.
- Two threatened Ecological Communities and two threatened species listed under the EPBC would potentially be impacted subject to further design details. Impacts and other flora and fauna have been in preliminary identified and past Gateway, mitigating and preventative ongoing measures as well as off setting where appropriate will be adopted as part of the rezoning process.

### 5.2. SITE ACCESS FAUNA AND FLORA ASSESSMENT

As previously indicated two options were considered as potential access to the site: two new roads along the alignment of the existing fire trails to the west of the site on the adjoining Council owned Wurrungwuri Reserve to connect with Brickmakers Drive; **or** via an elevated road in an east-west direction to Brickmakers Drive that runs parallel to the adjacent Brighton Lakes Recreation and Golf Club.

A high-level analysis concluded the comparative ecological advantages of the elevated road along the Golf course boundaries. That road access will include part of the Wurrungwuri Reserve. Accordingly, a Flora and Fauna assessment of the proposed access road was undertaken by Arcadis - (**Appendix 6**). This assessment indicates:

- The 'potential' construction impact of the elevated road would be the removal of some 1.5 hectares of native vegetation which comprises of three (3) threatened ecological communities. No threatened species (flora or fauna) were recorded during the survey period.
- Given that the listed vegetation to be removed may potentially provide habitat for threatened flora and fauna species, (considered to be moderate in condition), a further detailed assessment seasonally appropriate at the more detailed planning assessment stage to determine the presence or otherwise of any threatened species.

The study concludes that although residual impacts would remain, measures to minimise and manage impacts could be developed at the more detailed planning and design stages.

### 5.3. CONTAMINATION

The site is a former unlined landfill comprising an area of approximately 12 hectares, that was constructed slightly below the ground level by forming a perimeter bund and filling with predominantly non-putrescible waste, presumably placed in the clay capped layers.

The ground water table is mounded within the landfill material above the natural groundwater levels surrounding the landfill which occurs at about RL 0.2m to 4.5m AHD. The inferred groundwater flow is towards the Georges River to the east. Offsite migration of groundwater contaminants (primarily ammonia and heavy metals) is occurring and landfill gas is being generated.

It is proposed to remediate the site to residential standard, essentially:

- Clearing of the proposed remediation site, including removal of vegetation and other materials (such as tree stumps and old service piping) which would inhibit the remediation works;
- Installation of three 30,000 litres water tanks to create flood detention basins for dewatering of the existing landfill cell;
- Importation of approximately 684,000m<sup>3</sup> (loose) or 1.15 million tonnes of clean fill in 2 stages:
  - Stage 1: a new, approximately 1.5-metre-thick clean soil cap across the former landfill area, to be placed on top of the existing landfill cell; and
  - Stage 2: placement of fill above the new cap to form a domed surface to a maximum RL of 12 AHD. The purpose of the fill placement is to "charge the landfill cell" and to expel contaminated groundwater and leachate from the landfill cell for management; and
- Installation of extraction wells to extract contaminated groundwater and leachate from within the landfill area as a result of the charging of the landfill cell; and
- Landfill gas management.

Ian Swane & Associates as accredited site auditor provided interim advice for a statutory site audit purpose (**Appendix 9**) and concluded that the site '*can be appropriately remediated for the intended beneficial land uses*'.

#### 5.4. FLOOD IMPACT ASSESSMENT

The site is flood affected for the purpose of residential and commercial development and as such flood proofing and management is necessary.

Accordingly, earthworks by the way of cut, cap and fill will be undertaken to flood proof the site. It is proposed to raise the site to a minimum of 6 metres RL (above the 1:100 ARI).

Further, and for the purpose of the decontamination, the site will be filled on a curve to levels of 9 metres, (4 metres above the contamination cell), allowing for basement levels without penetrating the cap and 12 metres to ensure the capping of the contaminated cell across the site. This will further flood proof the site above the PMF level.

Cardno provided advice that relates to the impact of flooding of the site as per the proposed earthworking to be undertaken (**Appendix 4**). Cardno's assessment is based on cumulative flood impact assessment of the site and its surrounds (including proposed development on adjacent sites) using the two-dimensional flood model of the Georges River floodplain in Moorebank (Liverpool City Council Local Government Area), which was reviewed by Council. Flood behaviour including water level impacts, velocity impacts and flood storage were cumulatively modelled and assessed.

The conclusion of the flood impact assessment of the site post the proposed earthworks is *'of minor impacts on velocities and water levels and result in a reduction in flood storage'*.

#### 5.5. FLOOD EVACUATION

Molino Stewart was engaged by Liverpool City Council to assess the adequacy of flood evacuation infrastructure to residents, should this and cumulatively surrounding sites be developed for residential community purposes. The guiding assumption being that hazardous flooding can completely inundate the sites (in larger floods) noting that all sites can be developed to current flood protected levels (1%AEP). The key relevant recommendations of the Molino Stewart advice to Council are:

- Preliminary design investigation be undertaken into the feasibility and indicative cost of widening Nuwarra Road to two lanes southbound (between Brickmakers Drive and Heathcote Road) to maximise evacuation by cars.
- As a priority, the feasibility of providing a continually rising pedestrian evacuation route from all parts of the site to flood free land off site.

In order to address the above issues, the Planning Proposal provides for the following (as indicated in the urban design and transport assessment documentation and the advice in (**Appendix 5**) of the report:

- A raised primary access road is proposed along the boundaries of the Golf Course/Wurrungmuri Reserve at RH 6.5 with two egress lanes from the site and one ingress into the site.
- An emergency raised shared pedestrian/cycle pathway is to link the site with Brickmakers Drive, intersecting with the pedestrian path network. The pedestrian/cycle pathway will be raised above the PMF level of RL 12 and will serve as an emergency flood evacuation egress route to people/residents

from the site. The pathway will follow the same route along the boundaries of the Golf Course/Wurrungmuri Reserve (as the road ingress/egress road).

- The section of Wurrungmuri Reserve intended for this elevated carriageway is the subject of an approved Voluntary Planning Agreement between Brighton Lakes Golf Club and Liverpool City Council for 3m wide, at grade shared pedestrian/bike track. To minimise the disturbance to the Reserve, Brighton Lakes have provided in principle support (**Appendix 14**) for this Planning Proposal to occupy the same footprint without our elevated pedestrian and vehicle carriageway.

The feasibility of widening Nuwarra Road to provide two southbound traffic lanes for the purpose of further facilitating flood evacuation by road from the development area was investigated as part of the *Traffic Assessment Report* (see **Appendix 8**). It was found that this alternative will be prohibitively costly and cannot be justified on merit relative to other available measures. A practical alternative would be to close the northbound carriageway on Nuwarra Road between Heathcote Road and Brickmakers Drive on a temporary basis during a flood event necessitating evacuation. This would permit southbound contra traffic flow. Nuwarra Road northbound traffic could be directed to use other alternative routes such as Newbridge Road, Henry Lawson Drive or Heathcote Road.

The above emergency flood evacuation infrastructure is proposed and incorporated as an integral part of the Planning Proposal to address the issues raised by the Molino Stewart Report in order to manage extreme flooding evacuation from residential development of the site (refer to **Figure 11**).

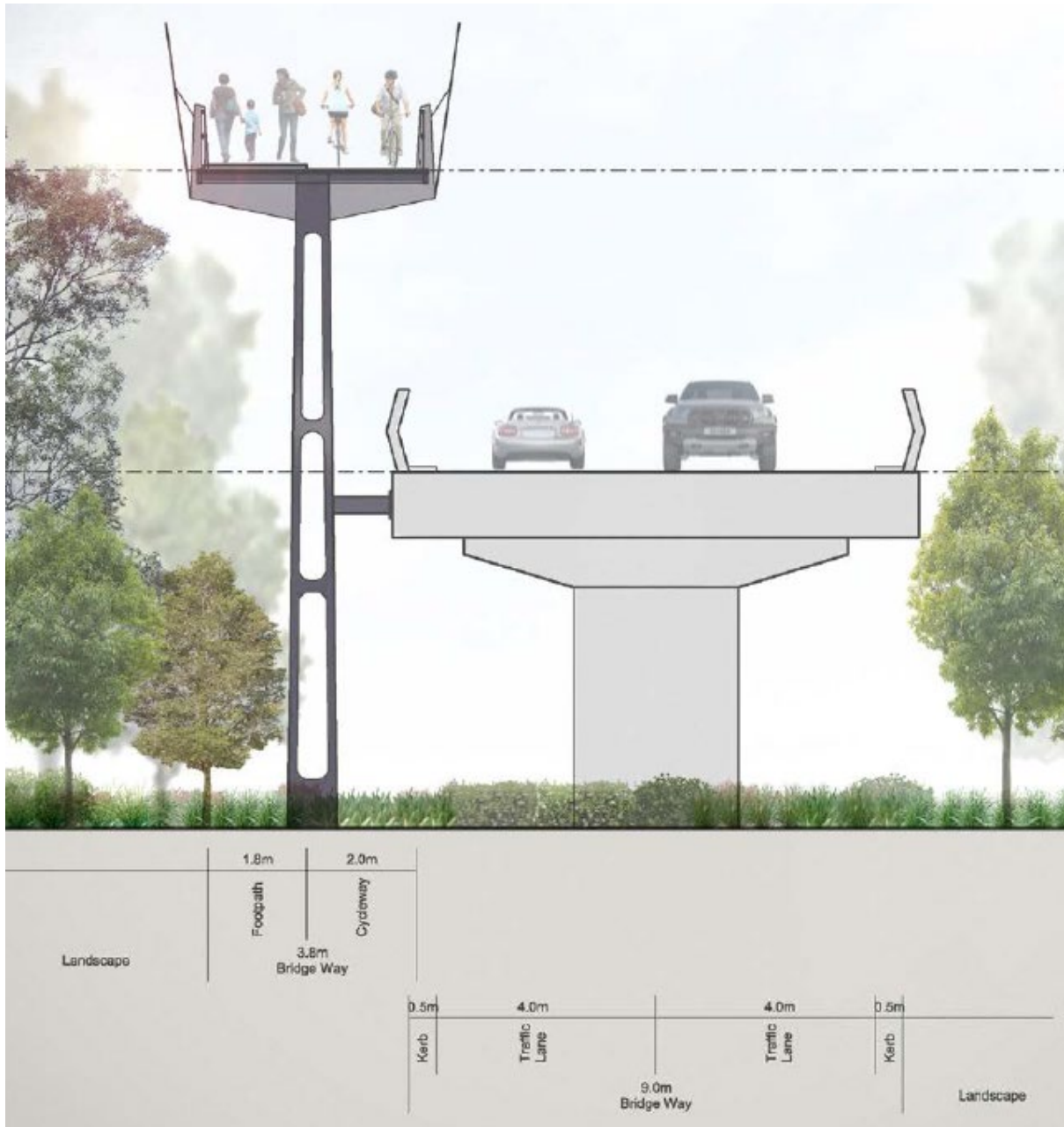


Figure 11: Access and Pedestrian Road through Wurrungwuri Reserve

## 5.6. BUSHFIRE AND EMERGENCY EVACUATION

### Bushfire Assessment and Management

The subject site is deemed bushfire prone under Liverpool City Council's *Bush Fire Prone Land Map*. The requirements of the relevant statutory Planning Direction and Council requirements will have to be met. An Independent Bushfire Assessment was undertaken in that regard by *Building Code & Bushfire Hazard Solutions (Appendix 10)*.

The assessment considered both bushfire risks and adequacy of associated management measures (for the purpose of a Gateway Assessment) as applicable to the proposed site development as well as the relationship of adjacent sites the subject of development proposals.



The following main points are made in the context of the independent assessment report:

- The landscape vision of the site's urban design – including provisions for 'The Riverbank Promenade' and 'Ecological Parklands' – involving planting of vegetation is not conducive to the propagation of bushfire. The management of the zones can be consistent with the *Asset Protection Zone*.
- The urban design plan for the site provides for a minimum setback of 30 metres to the northern boundary, 21 metres to the southern boundary and 22-30 metres to the western boundary – all well in excess of the minimum required APE (10 metres; 14 metres and 10-24 metres respectively).
- It is noted that the separation distances being provided for APZ/bushfire management purposes complies with future guidelines under the pre-released draft *PBP 2019*.
- It is further noted that the APZ land is entirely within the subject site, and the site boundary to the south is further separated by more than 45 metres to maintain a fairway and golf course providing further bushfire protection in that regard.
- Firefighting water and associated facilities will be provided this is consistent with statutory requirements.
- Ingress and egress roadways and evacuation pedestrian/cycle as well as in principle internal roadways have been assessed as appropriate and adequate for fire evacuation purposes.

The conclusion of the independent bushfire assessment is that *'the subject site is suitable for development in the context of bushfire risk'*. Further that the urban design provisions and strategy have the capacity to comply with current and emerging bushfire standards and requirements, and; that evacuation provisions are appropriate.

## 5.7. ABORIGINAL HERITAGE

An Aboriginal Heritage Due Diligence Assessment of the site the subject of the Planning Proposal was undertaken by ecological Australia (**Appendix 11**). The assessment was undertaken consistent with the Code of Practice of the DPIE.

The main purpose of the assessment in the context of a Gateway determination is to establish whether there are significant objects of Aboriginal heritage significance that pose a development constraint on the site, as well as setting any management parameters and/or investigations post Gateway and/or at the Development Approval stage.

The main findings of the evidence-based assessment are:

- Landfill operations undertaken in the 1970s and 1980s have disturbed the majority of the site as regards any significant Aboriginal heritage.
- An area of moderate heritage significance due to relatively low disturbance and its proximity to waterway was identified within the Georges River floodplain.
- There is no justification for further assessment at this Gateway stage in light of the above findings.
- Further detailed assessment and associated consultation as regards any subsurface artefacts at localised spots and testing at riparian locations need to be undertaken at the Development application stage.

The Planning Proposal and Urban Design Report account for the findings of that assessment.

## 5.8. SITE INFRASTRUCTURE AND SERVICING

An Infrastructure Gap Analysis has been undertaken by Integrated Group Services (IGS), (see **Appendix 12**). Their appended report also includes Servicing Strategy Concept Designs to service the proposed development on the site.

The key findings are as follows:

- **Water Demand:** The development will generate a demand for water of some 1,200,000 L/day. There are 150mm and 300mm water mains in Newbridge Road that can accommodate that demand. There will be a need to amplify a water main connection from the Newbridge road 300mm.
- **Sewer:** On average 1,000,000 L/day of sewer would be generated from the proposed development. This can be readily accommodated from the sewer infrastructure in the vicinity of the site. There will however be a need for amplification of a new sewer main to connect the site to the sewer pumping station in Brickmakers Drive
- **Stormwater:** The IGS analysis found that the overall discharge at 1 in 100-year 5-minute storm event is estimated to be 1000L/s, pending a further detailed analysis at the design stage. New stormwater infrastructure will be needed to accommodate the development. The most likely stormwater discharge points being into the Georges river, subject to appropriate approvals.
- **Gas:** An average of 24,000 m<sup>3</sup>/day of gas has been estimated to accommodate the development demand. Existing Jemena gas infrastructure in the vicinity has sufficient capacity to accommodate this demand.
- **Electricity:** major amplification to accommodate the demand for total 7.5MVA electricity as the result of the proposed development will be required (the study estimates some 8 new substations required), including a new electrical feeder.
- **Telecommunications:** Amplification to accommodate telco related demands will be required. Both Telstra and NBN have existing infrastructure in the vicinity to accommodate the additional demand.

Based on the above evidence-based analysis there are no major infrastructure service constraints to accommodate the proposed developments.

## 5.9. TRANSPORT AND TRAFFIC

### Traffic Impact

An assessment of the traffic implications on the road system, parking requirements (and to a certain extent on public transport) has been undertaken by MLA Transport Planning (in association with TTPP). (**Appendix 8**).

### Traffic Assessment

The development of the site as proposed and for its entirety – noting that full development will take many years on a staged basis, ultimately resulting in some 827vph (two-way) during morning peak hour and 820vph (two-way) during evening peak hour.

This together with traffic growth from current and proposed future developments in the district will necessitate upgrades to various intersections and road improvements. The assessment concludes that with the

implementation of these upgrades, the traffic impact at most of the intersections and roads assessed is acceptable.

The proponent will negotiate with Council and Transport NSW appropriate financial and in-kind work contributions for the necessary upgrades attributable to the development site.

It is noted the above assessment has been made on the basis of traffic generation of almost 1,000vph (two-way) during morning and evening peak hours, in excess of the anticipated traffic generation from the development.

### **Traffic Generation**

An integral component of the proposals is managing traffic impact by way of minimising the use of cars at the sources and maximising alternatives. In that regard, the proposed development: will minimise the provisions of an on-site car parking; and adopt the provisions of a *Green Travel Plan*.

The required parking for the proposed development is from a minimum of 2,490 car parking spaces (*Apartment Design Guide*) to 3,759 car parking spaces (*Liverpool Development Control Plan 2008*). It is proposed to adopt the lower 2,490 car parking provision, notwithstanding that the urban design studies and outcomes make provisions for 3,759 car parking spaces.

A comprehensive *Green Travel Plan* is proposed, (**Appendix 8**), which promotes: car sharing provisions including on-site; provision of a residents dedicated bus services to and from main train stations.

### **Public Transport**

The main access to public transport from the site is by bus. Bus stops are located along Brickmakers Drive, Christiansen Boulevard, Nuwurra Road and Newbridge Road, the closest being 450 metres from the subject site. The M90 bus services are the most frequent (every 10 minutes during peak and every 15 minutes during off peak), between Liverpool and Burwood.

The intensification of development in the district is likely to promote more frequent bus services.

In addition, as indicated above, the proponent will provide shuttle bus facilities to neighbouring main train stations, noting that the staged nature of the development will account for transport future planning in the area. In particular, the anticipated extension of the metro line from Bankstown to Liverpool (as announced by the NSW government in March 2019), will significantly improve the site's connectivity to its surrounds and beyond and significantly strengthen the justification of the Proposal.

## **6. ECONOMIC AND SOCIAL IMPACT ASSESSMENT**

### **6.1. ECONOMIC IMPACT ASSESSMENT**

#### **(A) Employment and Economic Benefits**

The economic and employment benefits of the proposed residential/mixed use development will be significantly more beneficial to the community, regions and state, relative to those associated with the currently approved development.

BIS Oxford Economics quantified such impact in its Economic Impact Assessment of the Proposal (Report at **Appendix 3**). In summary, the proposed development would generate:

- Total jobs (operational) 207 (increase 62)
- Total salaries generated \$11.4m (increase \$9.3m)
- Total construction cost \$858.2m (increase \$3.7m)
- Economic activity from construction \$2,529.9m (increase of \$2,518m)
- Total jobs (construction) 1999 jobs

The Planning Proposal would stimulate investment in the locality through the jobs and economic activities indicated above. These are important benefits to the community.

### **(B) Impact on Housing Affordability**

*BIS Oxford Economics (Appendix 3)* provides supported data (based on Residex), which shows the Moorebank suburb experienced an annual growth of 6.6% in median house prices and 5.4% in median unit prices (compared to the neighbouring Liverpool and CBD suburbs of 5.8% and 5.6%). The provision of an additional 2,000 apartments to the supply pipeline will help mitigate against deterioration in affordability resulting from anticipated population growth in the locality, consistent with government policy.

### **(C) Impact on retail needs**

The Planning Proposal provides for some 1,800sqm of relatively small retail for low impact uses – including a small supermarket, cafes, restaurants and possibly specialty retail. This translates to about 0.4sqm per person for the development’s population against a benchmark of 2.2sqm average floorspace retail provision per person.

The *BIS Oxford Economics Report (Appendix 3)* accounts for the impact of this retail provision on nearest facilities and overall needs forecast. Based on the assumptions adopted in the report, the residential population of the site would spend about \$60 million annually on retail goods and services per year and \$18 million of this would be in supermarkets.

The BIS Oxford Economics analyses concludes that the site could provide around 1,500sqm of supermarket NLA without having an impact on surrounding centres (existing and proposed). The bulk of resident spend in that regard will be in the Moorebank Shopping Centre, Liverpool CBD and retail services at Bankstown Airport.

## 6.2. SOCIAL IMPACT ASSESSMENT

The *Social Impact Assessment* undertaken and reported by BIS Oxford Economics (**Appendix 2**) identifies the social benefits as well as the impact on social infrastructure needs of the Proposal. Community engagement and consultation was undertaken separately, see (**Section 7**) and (**Appendix 13**).

The urban design (high level master planning accounts) – for the purpose of a Gateway consideration – for significant open space/recreational areas - as well as about 900sqm of community facilities, including a community centre/hub, a childcare centre, and a potential library. Should Gateway be granted, an updated

community offering will be developed in liaison with Liverpool City Council – including for appropriate in kind contribution – for off-site community facilities as the rezoning process progresses to public exhibition.

The *Social Impact Assessment* (**Appendix 2**) highlights the positive social benefits of renewing a degenerated site to a green urban setting, providing additional housing and improve housing affordability. Over 80% of the developed site (approximately 17 hectares), is earmarked for open space – more than the third for community use including an area for sporting activities – complementing the wide range of small parks and outdoor ovals and sports grounds in the vicinity (within 2km) of the site.

Within 2km of the subject site, there are: twelve (12) childcare centres, six (6) primary schools and two (2) secondary schools (a further 12 secondary schools within 5km radius of the site).

The cumulative impact on educational facilities from this and surrounding development will need to be addressed – over the development time frame.

Notwithstanding this accessibility of the site to educational facilities, including those proposed for development, see (**Appendix 2**), the projected demand is likely to require the schools planned under the Georges River Masterplan to be fast tracked.

The negative short-term impacts of construction, environmental and amenity impacts (air, noise, traffic) could be managed through appropriate conditions at the development application stage.

## 7. COMMUNITY ENGAGEMENT

A community consultation/engagement was undertaken by Havilah Communications, (**Appendix 13**) as an early indication of the local community attitude towards the proposed development. Should Gateway be granted, a more comprehensive community engagement program will be undertaken as part of the public exhibition of the rezoning process.

Local residents' feedback conclusively indicates:

- Strong support and preference for the proposed residential and associated open space and riverside boardwalk, cycle way – particularly relative to the currently approved concrete recycling plant.
- Expectations and strong desire for an early resolution and decision as to the future of the land use of the site.
- Support for a range of amenity and community facilities to be incorporated, in particular: open space boardwalk, cycle way, playground and coffee shops.

## PART 2 - PLANNING PROPOSAL JUSTIFICATION

### 8. OVERVIEW

This part of the report follows the specific requirement provisions of the Guidelines including relevant sections and questions. The content is supported by the more detailed information provided in **Part 1**, and in particular the evidence-based studies in the Appendices.

**Part 2**, in particular, highlights the intended, statutory and other objectives of the Planning Proposal – and as importantly the strategic and site-specific justification of the proposal.

### 9. OBJECTIVES AND INTENDED OUTCOMES

The primary objective and intended outcomes of this Planning Proposal is to deliver a high-level amenity community master-planned development, including: residential, community facilities, active and passive open space along the Georges River foreshores. The intended outcome is fundamentally characterised is to activate the foreshores of the River in a relatively dilapidated area as part of an infill precinct undergoing important renewal changes.

The intended outcomes will be a high quality and design location with about 19% as built and 81%, of the relatively large site (21ha), as open space. The proposed outcome is intended to be implemented statutorily by way of an amendment to the *Liverpool Local Environmental Plan 2008* and associated controls.

The key objectives are:

- The establishment of a residential community of high amenity and design, providing for a variety of housing needs including active and passive open space.
- Contribute and strengthen the supply of housing consistent with government planning strategies – in particular strengthening affordable housing supply.
- Improve housing diversity by increasing apartment living in an area/submarket with a shortfall in that regard.
- Increase the provisions of affordable housing.
- Compatible and complementary to emerging land uses in the immediate surrounds (current and proposed).
- Activate the Georges River foreshores by making the foreshores available to the site population and surrounds.
- Significantly enhance the amenity and environmental quality of the area.
- Provide a preferred and community supported land use to an approved waste recycling facility.

### 10. EXPLANATION OF PROVISIONS

The Planning Proposal seeks to rezone the core part of the site from its current zone E2 – Environmental Conservation to R1 – General Residential. Associated zoning amendments include height to 50 metres. It is noted



that the existing site is currently at around 5.0 metres RL. Accordingly, a height of building of 50 metres will permit construction to 55 metres RL (height of building approximately 12 levels). With the remediation strategy to cap the site to 12 metres RL, the proposed height of building will permit the construction of approximately 12 levels.

In addition, it is proposed to zone certain areas of the site (see the Mapping section) as:

- FSR 1.0
- Height of buildings at 50 metres.
- SP2 infrastructure to allow for the development of support or ancillary infrastructure to the core development, including roads.
- RE1 – Public recreation to allow land to be used for public open space or recreational purposes.

As previously indicated the objectives of the current zoning cannot be justified on evidence. The R1 objectives of the zone are:

- To provide for the housing needs of the community.
- To provide for a variety of housing types and densities.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To ensure that housing densities are broadly concentrated in locations accessible to public transport, employment, services and facilities.
- To facilitate the development of social and community infrastructure to meet the needs of future residents.

The Planning Proposal more appropriately aligns with the above objectives.

Dwelling houses, residential flat buildings, community facilities, recreation areas, neighbourhood shops are permissible uses within the R1 zones being proposed.

As noted above, it is proposed to zone certain areas of the site (see the Mapping section) as:

- SP2 infrastructure to allow for the development of support or ancillary infrastructure to the core development, including roads.
- RE1 – Public recreation to allow land to be used for public open space or recreational purposes.

## 11. NEED FOR THE PLANNING PROPOSAL

The need for the Planning Proposal essentially earmarks from:

- The current zoning of the site no longer reflects the objectives of that zoning.
- The site is mostly a disused landfill with an approved recycling facility. The Planning Proposal offers significantly superior opportunities for compatible use along the foreshores of the Georges River and nearby residential areas.
- No other more suitable development opportunities are viable nor more appropriate noting that 81% of the site would be open space. A foreshore open space and public promenade can only be provided when a value-add development, as proposed, can occur.

- There is a justifiable need to renew and rejuvenate the site to its economic, social and environmental value. Flood proofing the site, as proposed, addresses its flood prone status and adds additional value to the precinct.

## 12. IS THE PLANNING PROPOSAL THE RESULT OF ANY STRATEGIC STUDY OR REPORT?

The Planning Proposal is not the direct result of any specific strategic study. However, the Planning Proposal has been developed in reference to relevant objectives and strategic drivers in: *The Greater Sydney Region Plan – A Metropolis of Three Cities – 2018*; and the *Western City District Plan, 2018*; and key local environmental plans and strategies.

The Planning Proposal has been informed by a range of specialist consultant studies to address site specific issues, as appended. Further, the Planning Proposal has been developed in close consultation with Council Officers and following consultation with the community and adjoining landowners.

## 13. IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVES OR INTENDED OUTCOMES, OR IS THERE A BETTER WAY?

The Planning Proposal is the best means of delivering the intended objectives. No better or alternative ways could be identified.

The delivery of a well conceptually designed masterplan within an open space setting and in the context of a river frontage, with no moderated elevation to reflect consistency with the surroundings is an appropriate approach.

Statutorily, the appropriate means of achieving the Planning Proposal objectives consistent with established legislative requirements and practice is by way of an amendment to the *Liverpool Local Environmental Plan* as to its zoning provisions and key controls, namely height and FSR. An urban design/masterplan was prepared to support and justify the requested amendment by the way of a Planning Proposal as per established requirement. The rezoning process including public participation will occur post Gateway, as applicable.

14. RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

14.1. IS THE PLANNING PROPOSAL CONSISTENT WITH THE OBJECTIVES AND OUTCOMES OF THE APPLICABLE REGIONAL, SUB-REGIONAL OR DISTRICT PLAN OR STRATEGY (INCLUDING ANY EXHIBITION DRAFT PLANS OR STRATEGIES)?

<p><i>Greater Sydney Region Plan – A Metropolis of Three Cities 2018</i></p>	<p>The <i>Greater Sydney Region Plan</i> released by the Greater Sydney Commission in 2018 is a strategic planning framework for Sydney. The Plan conceptualises Greater Sydney as a metropolis of three cities (Western, Central and Eastern). The subject site is located within the Western City. The Plan represents the key guiding strategic planning framework for the Sydney Region.</p> <p>The relevant applicable objectives of the Plan relate to Housing the City, particularly with regard to housing supply diversity and affordability.</p> <p>Other objectives include access to open space, in regards to the protection and enhancement of the environment.</p>	<p>The development of the site for housing in relative proximity to the expected growth of jobs in Liverpool would support the fundamental priorities of the Plan including residing people closer to jobs. The development would utilise existing transport, benefit from proposed road upgrades and would utilise any extension of the Metro rail line connecting Bankstown to Liverpool, when available. (Noting the long-term staging of the development).</p> <p>The proposed development of some 2,000 apartments on a staged basis, will strengthen supply and provide a diversity of apartment housing in the Moorebank precinct, submarket relatively short in that type of housing.</p> <p>The development will activate the Georges River riverfront, providing the opportunity for linking open space along the riverfront.</p>
<p><i>Western Sydney District Plan</i></p>	<p>This plan specifically relates to the strategic Directions, priorities and implementation actions of the Western District where the subject site is located. Western City is the fastest growing city with a predicted increase in the population of some 710,000 people and 184,000 dwellings (between 2016 – 2036).</p> <p>Key relevant objectives include:</p>	<p>The rezoning is consistent with these objectives as:</p> <ul style="list-style-type: none"> <li>• Consistent with opportunities for enabling infill residential developments in transition areas. It is consistent with the priority to deliver a range of housing types.</li> <li>• It would help achieve the District’s housing targets.</li> </ul>

- Providing housing supply choice and affordability with access to jobs, services and public transport.
- Creating and renewing great places and respecting heritage.
- Delivering high quality open space.
- Protecting and improving the health and enjoyment of the District Waterways.
- Increasing urban tree canopy cover and delivering area grid connections.

- It would help provide a diversity of housing types including apartments in a variety of configurations (one and two bedrooms in particular) which are under-supplied.
- There is strong product demand.
- It would provide density housing development with good access to regional public transport and key employment areas.
- The site is a transitional site suitable for density housing given its location to the Moorebank Town Centre and closer villages.
- Contribution will be made for key workers and first home buyers to assist affordable housing.
- It would improve the environmental, social and economic rejuvenation of the Georges River precinct.
- It would create opportunities for more recreation and community facilities through the dedication and incorporation of foreshores land.
- Significantly improve the environmental values of the surrounds.

14.2. IS THE PROPOSAL CONSISTENT WITH LOCAL COUNCIL’S STRATEGIES AND PLANS?

<p><i>Liverpool Local Environmental Plan 2008</i></p>	<p><b>Aims of Plan</b></p> <p>The particular aims of this Plan are as follows:</p> <ul style="list-style-type: none"> <li>a) to encourage a range of housing, employment, recreation and services to meet the needs of existing and future residents of Liverpool,</li> <li>b) to foster economic, environmental and social well-being so that Liverpool continues to develop as a sustainable and prosperous place to live, work and visit,</li> <li>c) to provide community and recreation facilities, maintain suitable amenity and offer a variety of quality lifestyle opportunities to a diverse population,</li> <li>e) to concentrate intensive land uses and trip-generating activities in locations most accessible to transport and centres,</li> <li>h) to protect and enhance the natural environment in Liverpool, incorporating ecologically sustainable development,</li> <li>i) to minimise risk to the community in areas subject to environmental hazards, particularly flooding and bush fires,</li> <li>j) to promote a high standard of urban design that responds appropriately to the existing or desired future character of areas.</li> </ul>	<p><b>Aims of the Plan</b></p> <p>The proposals would provide high quality and diverse housing. It would improve the amenity of the precinct, consistent with adjoining residential developments, provide a high quality, high design residential community within a green open space environment.</p> <p>The aims are met particularly in regards to enhancing the environment, high standard urban design and diversity.</p> <p><b>Objectives of the (proposed) RI zoning</b></p> <p>The proposed R1 allows for, a residential community of various types as well as support facilities including community facilities.</p>
<p><i>Liverpool Development Control Plan 2008</i></p>	<p>1. General controls for all development</p> <p><b>Future</b></p> <p>2. Some existing localities, particularly Liverpool City Centre, will experience significant change through substantial redevelopment, although largely within the existing street pattern. There will be increased development that will result</p>	<p>General controls for development</p> <p>The proposal is for high quality infill medium/high density residential development which will be transformative for the area.</p>

in a different but improved urban design outcome for the locality, which enhances the local amenity. It will also create opportunities for improved public spaces.

3. Other suburbs will experience more gradual redevelopment. New development will have an urban outcome that will be compatible with existing development.
4. Liverpool City Centre – N/A
5. High quality medium and high density infill development will occur in a targeted manner along public transport routes near shops, which will provide greater choice for all people as to what type of housing that they want, and enable greater access to public transportation.
6. There will be a concentration of activities such as shops, community, health, high density housing around local centres in new and existing suburbs. Local centres will be enhanced with shop-top housing, which are apartments above these shops.
7. Local centres in new and existing suburbs will have active and attractive street frontages, including out of hours.
8. Centres in new suburbs will be designed to be public transport user friendly. Centres in existing suburbs will become more public transport user friendly as they redevelop.
9. New suburbs will have attractive landscaped streetscapes while existing areas will have improved streetscapes as development takes place.
10. New suburbs and redevelopment in existing suburbs will be compatible with adjoining creeks, parkland and major transport corridors.
11. There will be less development that is subject to risks such as flooding, salinity etc.
12. Development in new and existing suburbs will assist in making creeks and rivers attractive and clean.

It creates the opportunity for an improved public space along the Georges River.

The proposal is consistent with the controls at a pre-Gateway level and will be reinforced accordingly post Gateway during the rezoning and public exhibition process.

The proposal is consistent with the relevant provisions as demonstrated in the Urban Design Report and the Visual Impact Assessment Report (**Appendix 1**), the proposed land use, distribution and controls.

13. Development in new and existing suburbs will preserve attractive natural areas.
14. Development in new and existing suburbs will contribute to a clean and sustainable environment.
15. Development in new suburbs will provide an attractive and easily accessible open space.
16. There will continue to be open space linked along creek networks.
17. New development near the Georges River will allow access to the foreshore.
18. Development in new suburbs will have attractive and efficient transport corridors. Redevelopment in existing suburbs will improve the attractiveness and efficiency of existing transport corridors.
19. Development in new and existing suburbs will allow for good safe access to cycle and pedestrian ways.
20. There will be a sense of community.
21. Conflict between land uses will be minimised.

#### **Social Benefits**

To establish affordable and accessible facilities and resources that allow people to maintain wellbeing, live and recreate by:

- a) Ensuring that development creates a 'people place' by giving priority to people and human relationships through housing mix and safety.
- b) To increase the range of housing opportunities available.

#### **Environmental Benefits**

To ensure a clean, safe and healthy environment that builds on existing resources and produces quality built and natural assets by:

The development will be flood proofed including provisions made for evacuation in case of extreme flood events.

The development provides for foreshore access including open space, promenade and community facilities sporting grounds. Cycleways will be provided.

No land use conflicts identified.

#### **Social Benefits**

The proposal would diversify housing options in Moorebank – refer to the Social Impact Assessment (**Appendix 2**).

#### **Environmental Benefits**

The subject site provides an opportunity to support the quality of and access to riverside land by providing additional residents and commercial floor-space within walking distance of these lands.



- a) Establishing appropriate drainage and floodplain management that contributes positively to the area.
- b) Developing solutions to manage environmental issues on-site.
- c) Ensuring that waste disposal is effective and efficient and that recycling is utilised at every opportunity.
- d) Ensuring a high standard of water and air pollution management and water quality.
- e) Maintaining and enhancing the quality of the natural environment.
- f) Connecting and enhancing vegetation corridors and providing links between the Western Sydney regional parkland and the Hinchinbrook Creek Corridor.
- g) Promoting the conservation of flora and fauna, including the retention of Cumberland Plain Woodland.
- h) Promoting the development of the area and a quality built environment with people and human relationships as a central consideration.
- i) To ensure that future development will not detract from the level of residential amenity and environmental quality enjoyed by residents of adjoining properties
- j) To ensure that future residents and occupants of the site will enjoy a high standard of residential amenity and environmental quality
- k) To ensure that future development responds sympathetically to existing streetscape, riverscape and townscape values
- l) To provide a possible location for a commercial centre and recreational facilities

**Economic Benefits**

To establish economic capital that is accessible and meets the needs of the community by:

- a) Ensuring appropriate access to employment.
- b) Ensuring infrastructure is sufficient to meet the current and predicted needs.

The site will be rehabilitated, decontaminated and flood managed. High amenity and environment settings are being provided.

The Urban Design Report and the Visual Impact Assessment Report (**Appendix 1**), demonstrate that the proposal fully complies with all those requirements.

**Economic Benefits**

The proposal would create homes that could access jobs in the Liverpool City Centre and the Chipping Norton industrial precinct. An Economic Impact Assessment Report is provided at (**Appendix 3**).

	<p><b>Part 6 Development in Business Zones (except Liverpool City Centre)</b></p> <p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>a) To have viable and vibrant local centres that provide a diversity of retail, commercial, residential, and other uses.</li> <li>b) To have viable neighbourhood centres that provide businesses and services to the local community.</li> <li>c) To revitalise and enhance the image and urban design of centres.</li> <li>d) To ensure the building bulk of a development is in keeping with the height and scale of neighbouring development, and/or the desired character of the commercial centre.</li> <li>e) To encourage viable retail and commercial activities.</li> <li>f) To provide a high-level of accessibility and amenity for workers, shoppers, residents, and visitors in the centres.</li> <li>g) To provide housing choice in centres.</li> <li>h) To protect the amenity of residentially zoned land that adjoins centres.</li> </ul>	
<p><i>South West District: Demographic And Economic Characteristics (DPE 2016)</i></p>	<ul style="list-style-type: none"> <li>• Liverpool LGA projected annual population growth rate to 2031 is 2.2% (Sydney average is 1.6%).</li> <li>• Apartments make up 14% of Liverpool LGA housing (Sydney average is 30%).</li> </ul>	<p>The proposal would contribute to accommodating growth in Liverpool LGA.</p> <p>The proposal would contribute to housing diversity.</p>
<p><i>South West District: Local Planning Summaries (SGS)</i></p>	<ul style="list-style-type: none"> <li>• Affordable housing is a key issue for the Liverpool LGA.</li> <li>• 8% of homes are public housing residents (Sydney average is 5%).</li> </ul>	<p>The proposal would contribute to housing affordability by providing additional supply and diversity. The proponent will liaise with Council to establish a mechanism to deliver at least 5% affordable</p>

<i>Economics &amp; Planning 2016)</i>		housing for key-workers and/or a discount applicable to first home buyers. Other affordable renting mechanisms will be explored.
<i>Growing Liverpool 2023</i>	<p><b>Vibrant Prosperous City</b></p> <ul style="list-style-type: none"> <li>• 10,000 additional jobs in Liverpool</li> <li>• Unemployment rate comparable to Sydney at 5% or less</li> <li>• An increased gross regional product</li> </ul> <p><b>Liveable Safe City</b></p> <ul style="list-style-type: none"> <li>• 85% of people in Liverpool report being satisfied or better with the cleanliness of public spaces</li> <li>• 85% of people in Liverpool report feeling safe in the community</li> <li>• An increase in housing diversity.</li> </ul> <p><b>Natural Sustainable City</b></p> <ul style="list-style-type: none"> <li>• Increased natural bushland corridors that are restored.</li> <li>• A yearly household water consumption rate comparable to Greater Sydney at 200 kL or better.</li> </ul> <p><b>Accessible Connected City</b></p> <ul style="list-style-type: none"> <li>• 25% of trips to work are made by mode other than car</li> <li>• 95% of homes have access to broadband.</li> </ul>	The proposal is consistent with these broad objectives as it would provide modern, well-designed and diverse housing as well as the restoration of public access to the riverside land.
<i>Liverpool City Council Business Centres And</i>	<ul style="list-style-type: none"> <li>• Designates Moorebank as a Town Centre (1800m from the subject site), Chipping Norton as a Small Village Centre (1800m) and the following as Neighbourhood Centres:</li> <li>• Newbridge Road (800m)</li> </ul>	The proposal is within the Moorebank Town Centre trade area and would help to sustain these centres through additional residents, employment opportunities and spending.

<p><i>Corridors Strategy Review (LCC 2013)</i></p>	<ul style="list-style-type: none"> <li>• Chipping Norton Shopping Centre (900m)</li> <li>• Liverpool Day Surgery (1400m)</li> </ul>	
<p><i>Liverpool Retail Centres Hierarchy Review (Hill PDA 2012)</i></p>	<ul style="list-style-type: none"> <li>• Moorebank Town Centre has the capacity for an additional 5000m<sup>2</sup> of retail floorspace in the medium term (2019-2026).</li> </ul>	<p>The proposal would support this timeline for expansion of the Moorebank Town Centre by providing additional residents within the Moorebank trade area.</p>
<p><i>Liverpool Residential Development Strategy (LCC 2008)</i></p>	<p>The existing urban area contains the potential for redevelopment (or continued development) for housing up to 20,000 new dwellings, as well as business centres and corridors and employment lands.</p> <p>To achieve the target in the existing urban area:</p> <ul style="list-style-type: none"> <li>• provide different types of housing than are currently available within Liverpool;</li> <li>• provide new housing options in different locations in Liverpool.</li> </ul> <p>The desire of residents to remain within the area supports the case for a range of housing types and sizes to meet the changing needs of residents throughout stages of their life. There needs to be a shift in market supply away from predominantly large accommodation that is causing housing stress.</p> <p>Higher density housing must be concentrated around centres and transport interchanges to facilitate the viability of urban transport systems and reduce car usage and dependence.</p>	<p>The proposal would contribute to infill housing supply targets.</p> <p>The proposal is consistent with the strategy’s aim of providing different types of housing.</p> <p>The proposal would increase the supply of medium/high density residential development which is currently undersupplied in the Liverpool LGA.</p> <p>The proposal would not be located within medium density zones around centres, however it is within 800m of neighbourhood centres and 1800m of Moorebank Town Centre and Chipping Norton Small Village Centre. It is located on the M90 and Route 903 bus routes regularly servicing: Liverpool, Bankstown, Strathfield; and Burwood and Chipping Norton to Liverpool via Moorebank.</p> <p>The subject site has the locational attributes to support medium density development standards that respond to its location adjacent to major R3 redevelopment, bus transport services and</p>

The main strategies recommended for Liverpool's residential land over the next 25 years are as follows:

- Consolidate medium density residential zones to areas around activity centres (200m-800m) and major transport nodes and down-zone fringe areas.
- Introduce new high density residential zone nodes adjacent to main town centres and major transport nodes.
- Encourage modest affordable private housing types within medium density zones, particularly around main town centres at Moorebank, Casula, Miller and Green Valley.
- Group all high density residential zones (including mixed-use residential) into one zone and utilise additional uses and development standards to create distinctive characters.
- Introduce new location specific development standards (minimum lot size, floor space ratio and building height) to respond to specific capacity or existing or desired urban characters of different areas.

The recommended strategies for the twelve (12) investigation areas are summarised as follows:

- Establish a medium density zone varying between 400m and 800m (5 minute and 10 minute walk) in the 12 different centres.
- Introduce new high density residential nodes, totalling 100 Ha, in Moorebank, Casula, Miller, Green Valley, Liverpool West, Liverpool North West, Cartwright and to a lesser extent, Chipping Norton and Holsworthy.
- Provide generally for four and five storey residential buildings and three storey buildings on any new interfaces with lower density zones.

the rejuvenation of the Georges River. The future extension of the Bankstown to Liverpool Metroline will greatly improve the proposal's accessibility, noting the staging of implementation.

	<ul style="list-style-type: none"> <li>Facilitate street improvements and pedestrian connections to centres and facilities.</li> </ul>	
<p><i>Moorebank East Precinct Planning Review (LCC 2013)</i></p>	<p>The Moorebank East Precinct is bounded to the north by Newbridge Road, to the west by Nuwarra Road, by the Georges River to the east and the M5 Motorway in the south. The precinct is characterised by residential development which is progressing eastward as a result of the rezoning and subsequent residential development of the former Boral Quarry Site. The western portion of the New Brighton Golf Course has recently been rezoned to facilitate residential development as well as a significant proportion of Lot 7, in DP1065574. Current and proposed private recreational land uses within the precinct will compliment this ongoing residential development.</p> <p>The Review identified the following objectives for the Precinct:</p> <ul style="list-style-type: none"> <li><i>Maximise public access to Georges River.</i></li> <li><i>Facilitate development of high quality housing to accommodate Liverpool's growing population.</i></li> </ul> <p>There is an acknowledged housing shortage within Sydney Metropolitan Area which must be addressed through proactive land use zoning.</p> <p>Land within the Moorebank East Precinct is highly accessible and ideally located to facilitate residential development.</p> <p>Ensuring adequate housing supply is needed to address housing affordability concerns and meet demand for various housing types.</p> <p>Residential development within the Moorebank East Precinct will be characterised by diversity of housing types and densities which will address demand.</p>	<ul style="list-style-type: none"> <li>The subject site is effectively the last major site within the precinct yet to have received council approval for residential rezoning. The proposal would support the redevelopment of the Precinct.</li> <li>Riverside land within the site has already been dedicated to Council.</li> <li>Residential development on the subject site would contribute to housing diversity and affordability within the Precinct.</li> <li>The development will facilitate the provision of high quality housing, hence strengthening housing supply and affordability.</li> </ul>

- *Support retailing to meet the demands of the local community.*

B6 zoned land adjacent to Newbridge Road will meet the needs of residents in the Moorebank East Precinct and benefit from passing trade. Development of this nature will provide acoustic attenuation to mitigate the impacts of traffic noise on nearby residential development.

- *Protect environmental values.*

Development within the precinct must have a minimal impact on its ecological value.

Wurrungwuri Reserve and the Georges River Foreshore must be protected to allow threatened ecological communities to thrive and to promote the environmental amenity of the precinct.

Development on flood prone land must not result in a loss of flood storage.

Environmental values will be significantly enhanced – particularly in regards to the Foreshore – Wurrungwuri Reserve attributes will be enhanced and protected.



### **Connected Liverpool 2050**

Connected Liverpool 2050 is Council's draft *Local Strategic Planning Statement* which proposes its strategic planning vision for the next 20 years (and an additional 10 years). The draft statement sets sixteen (16) planning priorities for the City Council and their associated actions for their implementation.

Proposed developments on the site (together with the associated proposed residential renewal opportunities in the immediate vicinity), are broadly consistent with the key livability objective of Council's draft statement, and will facilitate the delivery of Council's priorities for: the delivery of housing choices in an area with the Georges River at its heart; the enhancement of the city's waterways and the delivery of a green, sustainable and water sensitive city; and the provisions of housing and community facilities accessible to open space.

### **15. IS THE PROPOSAL CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES?**

An assessment of the consistency of the Planning Proposal with relevant *State Environmental Planning Policies (SEPPs)* is outlined in the Table below.

<b>State Environmental Planning Policy</b>	<b>Observations/Assessment</b>
<i>State Environmental Planning Policy (Affordable Rental Housing 2009)</i>	The Planning Proposal provides 5% affordable housing which can be incorporated in the SEPP provisions, noting that past Gateway the proponent will discuss with Council further opportunities to facilitate affordable rental and associated measures.
<i>State Environmental Planning Policy No. 55 Remediation of Land</i>	An in principle accredited auditor's endorsement of a remediation strategy, including the capping of the site has been provided. Contamination issues have been addressed as per the SEPP requirements.
<i>State Environmental Planning Policy (Building Sustainability Index – BASIX 2004)</i>	Compliance with the BASIX SEPP will be fully demonstrated at the detailed development application stage.
<i>State Environmental Planning Policy No. 64 Advertising and Signage</i>	Any advertising and/or signage associated with development on the site will be addressed and requirements met at the Development Application stage.
<i>State Environmental Planning Policy No. 65 Design Quality of Residential Apartment Development (SEPP 65)</i>	The Urban Design Report ( <b>Appendix 1</b> ) demonstrates substantial compliance which will be further confirmed at the more masterplanning and post Gateway architectural design, shadowing requirements are complied with more than 70%

	solar access; cross ventilation is in excess of 60% and building separation ranges between 18 – 24 metres.
<i>State Environmental Planning Policy No. 70 Affordable Housing (Revised Schemes)</i>	A 5% affordable housing will be formalized post Gateway, as well as other appropriate measures to facilitate affordable housing provisions.

## 16. IS THE PROPOSAL CONSISTENT WITH APPLICABLE MINISTERIAL DIRECTIONS?

### **Ministerial Direction under Section 9.1 of the EP&A Act**

The following is a list of Directions issued by the Minister for Planning to relevant planning authorities under section 9.1(2) of the *Environmental Planning and Assessment Act 1979* – previously section 117(2). These directions apply to planning proposals lodged with the Department of Planning and Environment on or after the date the particular direction was issued.

Direction	Assessment/Consistency
<b>1. Employment and Resources</b>	
1.1. Business and Industrial Zones	Not applicable
1.2. Rural Zones	Not applicable
1.3. Mining, Petroleum Production and Extractive Industries	Not applicable
1.4. Oyster Aquaculture	Not applicable
1.5. Rural Lands	Not applicable
<b>2. Environment and Heritage</b>	
2.1. Environment Protection Zones	Not applicable
2.2. Coastal Management	Not applicable
2.3. Heritage Conservation	Not applicable
2.4. Recreation Vehicle Areas	Not applicable

2.5. Application for E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable
<b>3. Housing, Infrastructure and Urban Development</b>	
3.1. Residential Zones	<p>The Planning Proposal will deliver around 2,000 dwellings in a density setting with extensive open space – over 80% of the site. The renewal of the site (previously used as landfill) with residential apartments will activate the Georges River Waterfront, providing important open space linkage with adjoining lands along the riverfront.</p> <p>The Planning Proposal will also contribute to the increase of housing supply and diversity in the Moorebank precinct predominately associated with low-density housing, responding to changing demographic characteristics which will experience an increase in both younger and older age groups. The increase supply will contribute to improve housing affordability.</p> <p>The proposed use of the site for residential development offers a significant amenity and environmental benefit relative to the currently approved concrete recycling facility. The Planning Proposal in that context has the support of the local community.</p> <p>A comprehensive urban design study has been undertaken by DEM demonstrating transformative opportunities to deliver a sustainable development community outcome within a predominantly green space setting, with building heights ranging between 4-12 stories, providing typology and diversity compatible with the immediate surrounds, being the Golf Course, the reserve (and 400m away medium density residential), the Georges Riverbanks and the proposed marina and associated residential development, and further the proposed residential renewals in the precinct.</p>
3.2. Caravan Parks and Manufactured Home Estates	Not applicable
3.3. Home Occupations	Not applicable

3.4. Integrating Land Use and Transport	<p>A Transport/Traffic assessment study was undertaken (<b>Appendix 8</b>) concludes that the intensification of residential and associated land uses on the site will need traffic management measures essentially: infrastructure improvements at key intersections by way of widening and associated measures; and, as importantly a <i>Green Travel Plan</i> including minimizing on site car parking; provisions of shared car and residents bus services amongst others.</p> <p>Bus transport to Liverpool and Burwood is available in proximity to the site and at frequent intervals.</p> <p>As the development progresses in stage over several years, transport integration would be further strengthened by way of proposals for any extension of the metro line connecting Bankstown to Liverpool when available.</p>
3.5. Development near regulated Airports and Defence Airfields	Not applicable
3.6. Shooting Ranges	Not applicable
3.7. Reduction in non-hosted short term rental accommodation period	Not applicable
<b>4. Hazard and Risk</b>	
4.1. Acid Sulfate Soils	Not applicable
4.2. Mine Subsidence and Unstable Land	Not applicable
4.3. Flood Prone Land	<p>The subject site is flood affected.</p> <p>The Planning Proposal complies with the provisions of this Direction, particularly in regards to the requirements of a Gateway determination:</p> <ul style="list-style-type: none"> <li>• A Flood Impact Assessment was undertaken (<b>Appendix 4</b>) to develop flood mitigation and management measures.</li> <li>• It is proposed to raise the site to a minimum of 6 metres RL (above the 1:100 ARI).</li> </ul>

	<ul style="list-style-type: none"> <li>Further and for the purpose of decontamination capping the site will be filled to levels of 12 metres across the site.</li> </ul> <p>To provide for people emergency evacuation in the case of extreme flood events, a raised shared pedestrian/cycle pathway (at around RL 12m) will connect the site to Brickmakers Drive. A raised (at around RL 6.5m) primary access road is proposed along the boundaries of Golf Course/Wurrungmuri Reserve with two egress/one ingress will provide further evacuation routes for cars.</p>
4.4. Planning for Bushfire Protection	<p>The subject site is bushfire prone.</p> <p>This relevant Direction is being address by way of the protection/management measure in a formal assessment at <b>(Appendix 10)</b>:</p> <ul style="list-style-type: none"> <li>The landscaping vision of the site including the Riverbank promenade involve plantation not conducive to the propagation of bushfire.</li> <li>The urban design/concept plan for the site provides for minimum setbacks of: 30 metres to the northern boundary; 21 metres to the southern boundary; and 22-33 metres to the western boundary. All well in excess of the minimum APZ requirement. (Current and projected).</li> </ul> <p>The independent bushfire assessment study concludes that with the proposed safeguards the site is suitable for development from a bushfire perspective.</p>
<b>5. Regional Planning</b>	
5.1. Implementation of Regional Strategies	Not applicable
5.2. Sydney Drinking Water Catchments	Not applicable
5.3. Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable



5.4. Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
5.5. Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) (Revoked 18 June 2010)	Not applicable
5.6. Sydney to Canberra Corridor (Revoked 10 July 2008. See amended Direction 5.1)	Not applicable
5.7. Central Coast (Revoked 10 July 2008. See amended Direction 5.1)	Not applicable
5.8. Second Sydney Airport: Badgerys Creek (Revoked 20 August 2018)	Not applicable
5.9. North West Rail Link Corridor Strategy	Not applicable
5.10. Implementation of Regional Plans	Not applicable
5.11. Development of Aboriginal Land Council land	Not applicable
<b>6. Local Plan Making</b>	
6.1. Approval and Referral Requirements	Not applicable
6.2. Reserving Land for Public Purposes	Not applicable
6.3. Site Specific Provisions	Not applicable
<b>7. Metropolitan Planning</b>	

7.1. Implementation of A Plan for Growing Sydney	<p>The Planning Proposal will facilitate and is consistent with the relevant drivers and provisions of the Plan, per the relevant sections of the report, particularly in regards: support the growth of Liverpool; contribute to, and accelerate, housing supply, housing affordability and housing diversity; delivering well planned and well-designed infill development.</p> <p>Affordable housing of 5% as well as other related affordability support measures will be progressed with council post Gateway (as applicable).</p>
7.2. Implementation of Greater Macarthur Land Release Investigation	Not applicable
7.3. Parramatta Road Corridor Urban Transformation Strategy	Not applicable
7.4. Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.5. Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
7.6. Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
7.7. Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable

7.8. Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable
7.9. Implementation of Bayside West Precincts 2036 Plan	Not applicable
7.10. Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable

## 17. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS

### 17.1. IS THERE ANY LIKELIHOOD THAT CRITICAL HABITAT OR THREATENED SPECIES, POPULATION OR ECOLOGICAL COMMUNITIES, OR THEIR HABITATS, WILL BE ADVERSELY AFFECTED AS A RESULT OF THE PROPOSALS?

Arcadis undertook a Flora and Fauna Impact Assessment by way of a (preliminary) Biodiversity Assessment for the purpose of a Gateway consideration, (**Section 5.1**) of this report outlines the results of the appended full report at (**Appendix 6**).

#### **Flora**

Of the 32-threatened species identified none were surveyed, recorded or likely to occur on the site.

#### **Fauna**

Of the 29 threatened fauna species identified as credit species, six (6) were surveyed and recorded on the site.

Potential habitat for the Green and Golden Ben Frog had been identified on the site, but targeted surveys could not confirm its presence.

Preventative and management measures including off-setting will be adopted as proposed.

#### **Access Road Environmental Impact**

Arcadis also undertook a Flora and Fauna impact assessment of the access road along the boundaries of the Golf course/Wurrungwurri Reserve, (**Section 5.2**) of this report and (**Appendix 6**) document.

- No threatened species (Flora or Fauna) were recorded during the survey period as regard the construction of the elevated access road.
- Given that the listed vegetation may potentially provide habitat for threatened species, further surveys will be undertaken at the past Gateway – as applicable.

More detailed assessment will be undertaken at the post Gateway stage (as applicable) noting that no major impediments could be established at this stage.

### 17.2. ARE THERE ANY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW THEY ARE PROPOSED TO BE MANAGED?

A range of specialist environmental and traffic assessment studies were undertaken to address relevant impacts. The key outcomes are presented in (**Section 5**) of this report and the reports appended. Key findings are as follows.

#### **Contamination**

A preliminary site auditor's statement provided by an accredited auditor certified that the proposed capping of the site to address contamination issues is appropriate for the intended land uses. The capping of the site will take place in stages, post clearing contaminated soil and capping the site with clean fill.

## **Flooding**

The site will be flood proofed by raising it to a minimum of 6 metres RL (above the 1:100 ARI). Further and for the purpose of contamination capping, the site will be filled to a curve to levels of 9 and 12m RL.

Elevated access/ingress road and an elevated pedestrian/cycle pathway (above PMF level) will be provided for evacuation purposes in case of extreme flood events.

## **Bushfire**

A comprehensive bushfire assessment concludes that the APZ setbacks (ranging from 21 metres – 30 metres) are well in excess of current and projected bushfire setback requirements. (**Appendix 10**).

## **Aboriginal Heritage**

Ecological Australia undertook an assessment of the impact of the proposal on aboriginal heritage. Landfill operations undertaken in the 1970's and 1980's have disturbed the majority of the site as regard any significant aboriginal heritage. No further justification for further assessment pending Gateway determination. (**Appendix 11**).

## **Traffic Impact Assessment**

The assessment report at (**Appendix 8**) and key findings and implications at (**Section 5.9**) of this report. The generation of some 810 vph (two-ways) during morning and evening peak from the proposed development, together with growth traffic from existing and future development in the area, will necessitate the upgrading of various intersections to provide for a satisfactory level of road traffic flow. The proponent will negotiate in discussions with Transport NSW and Liverpool Council appropriate financial or an alternative contribution to implement necessary roadwork and intersection upgrades.

In particular, a *Green Travel Plan* is being proposed as an integral component of traffic management. This will include reduced on-site provisions for on-site parking, dedicated buses for residents to and from the nearest train stations and share car arrangements – amongst other measures aiming at managing the traffic impact from the proposals.

Public transport to and from the proposed development is mostly by public bus, the nearest most frequent to the nearest train station is some 450 metres away. The proposed development together with current and proposed population growth in the area will generate the justifiable need for additional bus services. The anticipated extension of the Bankstown to Liverpool Metro Line will greatly improve public transport accessibility to the site, noting that the completion of the entire development on the site will take several years on a staged development basis as proposed.

### 17.3. HAS THE PLANNING PROPOSAL ADEQUATELY ADDRESSED ANY SOCIAL OR ECONOMIC EFFECTS?

The social and economic impacts of the proposal have been assessed by BIS Oxford Economics as outlined in (**Appendices 2 and 3**) and (**Section 6.2**) of this report.



The proposed 2,000 apartments will over time contribute to an increase housing supply and hence housing affordability - a key objective of government economic and housing policies. BIS Oxford Economics (**Appendix 3**) estimates that the development would generate almost 200 construction jobs, \$2.5 billion in economic activity and construction investment of over \$850 million. In addition to the monetary benefits, the proposed public domain offerings significantly contribute to the precinct.

The cumulative impact on educational facilities will need to be addressed over time, notwithstanding those planned for under the *Georges River Masterplan*, noting the site's accessibility to existing institutions. The proposal will provide 800sqm of community facilities, a childcare centre and potential library. This will assist a mitigating increase need for those facilities as the result of an increased population. Post Gateway the proponent will negotiate with Council any additional community related facilities as identified.

The social benefits of the proposal will be significantly enhanced through the provisions of passive and active open spaces, including sporting facilities, and recreational parks.

## 18. STATE AND COMMONWEALTH INTERESTS

### 18.1. IS THERE ADEQUATE PUBLIC INFRASTRUCTURE FOR THE PLANNING PROPOSAL?

As indicated in (**Section 5.8**), IGS undertook a site infrastructure and servicing strategy investigation. Based on their evidence-based analysis there are no major infrastructure or service constraints to accommodate the proposed development (**Appendix 12**).

### 18.2. WHAT ARE THE VIEWS OF STATE AND COMMONWEALTH PUBLIC AUTHORITIES CONSULTED IN ACCORDANCE WITH THE GATEWAY DETERMINATION?

Consultation with relevant state and other public authorities (as applicable) will occur post Gateway determination.

19. MAPPING

**LEP Maps**

**-Existing Zoning**



**Figure 12: Existing Zoning Maps**

## LEP Maps

### -Proposed Zoning



#### LEGEND

<b>B1</b> Neighbourhood Centre	<b>R2</b> Low Density Residential
<b>B2</b> Local Centre	<b>R3</b> Medium Density Residential
<b>B6</b> Enterprise Corridor	<b>R4</b> High Density Residential
<b>E2</b> Environmental Conservation	<b>RE1</b> Public Recreation
<b>IN1</b> General Industrial	<b>RE2</b> Private Recreation
<b>IN2</b> Light Industrial	<b>SP2</b> Infrastructure
<b>IN3</b> Heavy Industrial	<b>W1</b> Natural Waterways
<b>R1</b> General Residential	
— Site Boundary	
- - - Site Boundary Excluding RE1 Zone Dedicated to Council	

Figure 13: Proposed Zoning Map

# LEP Maps

-Existing FSR



## LEGEND

A1	0.01	P	1.2
A2	0.1	S1	1.5
A3	0.15	S2	1.7
A4	0.25	T	2.0
D	0.5	U	2.5
F	0.6	V	3.0
G	0.65	X	4.0
I	0.75	Z	5.0
N	1.0		
— Site Boundary			

Figure 14: Existing FSR



## LEP Maps

-Proposed FSR



### LEGEND

A1	0.01	P	1.2
A2	0.1	S1	1.5
A3	0.15	S2	1.7
A4	0.25	T	2.0
D	0.5	U	2.5
F	0.6	V	3.0
G	0.65	X	4.0
I	0.75	Z	5.0
N	1.0		

— Site Boundary  
 - - - Site Boundary Excluding RE1 Zone Dedicated to Council

Figure 15: Proposed FSR

## LEP Maps

-Existing Height of Building

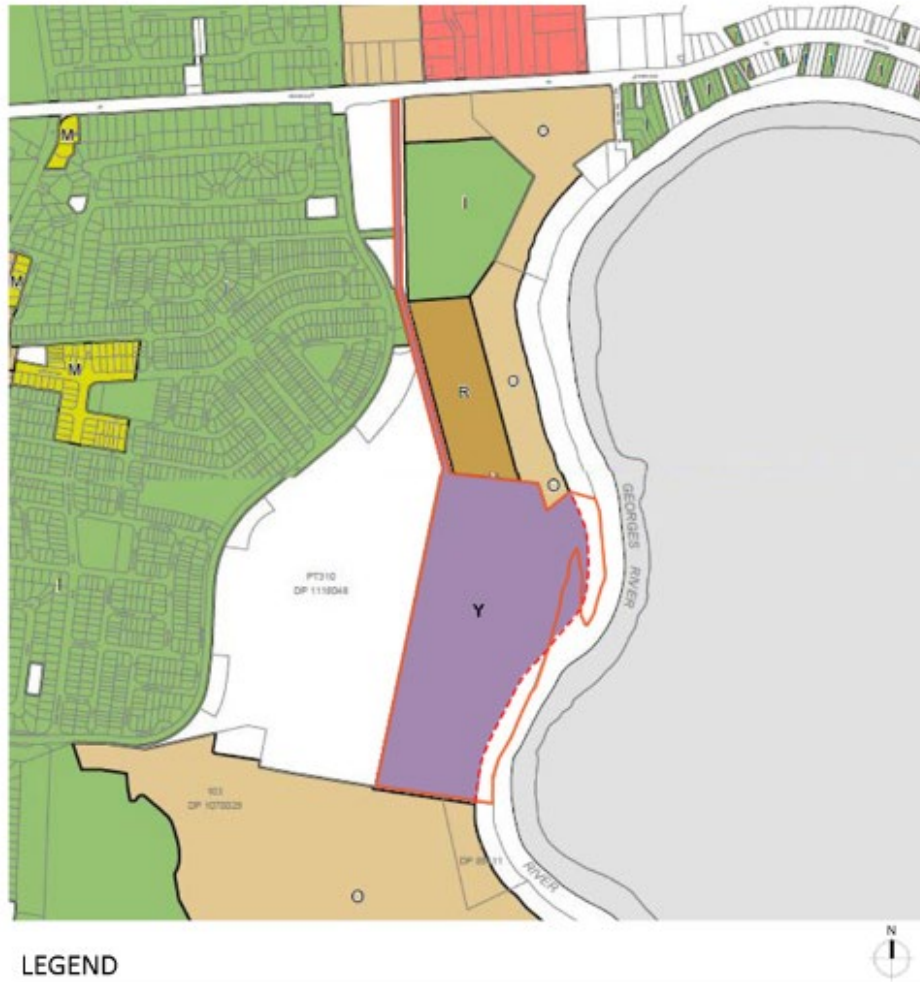


Figure 16: Existing HOB



## LEP Maps

-Proposed Height of Building



### LEGEND

I	8.5	U	30
M	12	V	35
O	15	X	45
P	18	Y	50
R	21	AB	80
S	24	AC	100
T	28		

- Site Boundary
- - - Site Boundary Excluding RE1 Zone Dedicated to Council

**Figure 17: Proposed HOB**

\*Note: Proposed height of buildings at 50 metres will allow for a maximum building height of around 12 stories given that the post remediation ground level will be around 12 metres RL.

## 20. COMMUNITY CONSULTATION

As indicated in **(Section 7)** and the support engagement report at **(Appendix 13)**, there is strong local community support for the Planning Proposal. This is particularly so in the context of the alternative approved land use for a recycling plant on the site. Local residents particularly expressed support for open space and a high amenity proposal.

## 21. PROJECT TIMELINE

An indicative timeline is as follows:

Task	Timing
Lodgement of the Planning Proposal	March 2020
Gateway determination	July/August 2020
Consultation past-Gateway	September 2020
Public exhibition	January/February 2021
Consideration of submission	February/March 2021
Council consideration/decision	May 2021
Anticipated gazettal	June/July 2021

Note: The above does not account for any panel consideration which may be triggered as provided for by legislation and policy.

The above also assumes a proactive smooth planning process to deliver the outcomes.

## APPENDICES

1. URBAN DESIGN AND VISUAL IMPACT ASSESSMENT
2. SOCIAL IMPACT ASSESSMENT
3. ECONOMIC IMPACT ASSESSMENT
4. FLOODING – FLOOD IMPACT ASSESSMENT
5. FLOOD EVACUATION
6. FLORA AND FAUNA – ACCESS ROAD
7. FLORA AND FAUNA – SITE
8. TRAFFIC MANAGEMENT AND IMPACT
9. CONTAMINATION
10. BUSHFIRE ASSESSMENT
11. ABORIGINAL HERITAGE
12. INFRASTRUCTURE AND SERVICES
13. COMMUNITY ENGAGEMENT
14. LETTER OF SUPPORT FROM BRIGHTON LAKES GOLF CLUB (RE. ACCESS ROAD)
15. SITE SURVEY
16. STATUTORY MAPS

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