

Moore Point, Liverpool

Planning Proposal for residential/mixed-use precinct

On behalf of
Coronation Property and Leamac Property Group

April 2020



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Date

16 April 2020

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* This document is for discussion purposes only unless signed and dated by the persons identified. This document has been reviewed by the Project Director.

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Executive Summary

Introduction

This Planning Proposal Report has been prepared by Mecone on behalf of Coronation Property and Leamac Property Group in support of a Planning Proposal to Liverpool City Council for a 32 hectare joint landholding known as Moore Point, Liverpool.



Figure 1: Site Context (Source: SJB)

Moore Point is one of the largest and long-term urban regeneration projects in Sydney and will be a catalyst for government to realise its objectives for the Liverpool Collaboration Area. When implemented it will consolidate Liverpool's role as Sydney's third CBD and provide a high quality living and working environment for future generations.

Moore Point reflects a delivery of homes, jobs and infrastructure up to 2051, in a highly accessible location, with high urban amenity alongside the Georges River. As a result of its transformational influence on Liverpool and surrounds over a long period, it cannot be regarded as a standard Planning Proposal. It warrants a clear and concise governance structure that allows the planning and development of the precinct to proceed in an orderly manner, in collaboration with Council and key agencies.

Strategic Merit

The site has been the subject of extensive strategic planning investigations over the past decade. These investigations have envisaged the site as the future extension of Liverpool Central Business District (CBD). It has both state and local level endorsement that commences since 2008, which are briefly summarised below.



Liverpool Local Environmental Plan – 2008

Moore Point was first acknowledged as a natural extension to the CBD via Liverpool Local Environmental Plan (LLEP) 2008, which identifies the site as part of the Liverpool city centre pursuant to Division 1 and as shown on the Key Sites map.



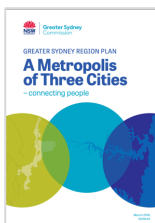
Draft Georges River Precinct Plan – 2016

The draft Georges River Precinct Plan (draft GRPP) established the design principles and vision to transform land uses around Moorebank, including a vision for an activated mixed use precinct.



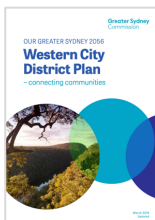
Our Home, Liverpool 2027 – 2017

Our Home, Liverpool 2027 (Community Strategic Plan) provides directions to celebrate diversity, recognise heritage, provide accessible community facilities and exercise planning controls to create high-quality, inclusive, urban environments.



Greater Sydney Region Plan – 2017/18

The Greater Sydney Region Plan (Region Plan) introduced Collaboration Areas across Sydney, including Liverpool and environs.



Western City District Plan – 2017/18

The Western City District Plan (District Plan) established the physical extent of the Liverpool Collaboration Area, which incorporated land pertaining to the draft GRPP.



Liverpool Collaboration Area Place Strategy – 2018

Liverpool Collaboration Area Place Strategy (Place Strategy) identifies the site as 'mixed use', which is to comprise a mixture of commercial, retail, residential and community uses that provide sustainable employment, that is complementary to the commercial core.



Liverpool Local Strategic Planning Statement – 2020

Liverpool Local Strategic Planning Statement (LSPS) formally refers to the site extent as 'Moore Point', which provides short-medium term actions to be rezoned into residential/mixed-use to support the CBD and Innovation Precinct.



The Planning Proposal represents a clear strategic line of sight from State to local planning. Specifically, and most recently, it responds to the Place Strategy and LSPS as discussed further below.

Under the Place Strategy, the site is identified as 'mixed use', which comprises:

a mixture of commercial, retail, residential and community uses that provide sustainable employment, that is complementary to, and not in competition with, the commercial core

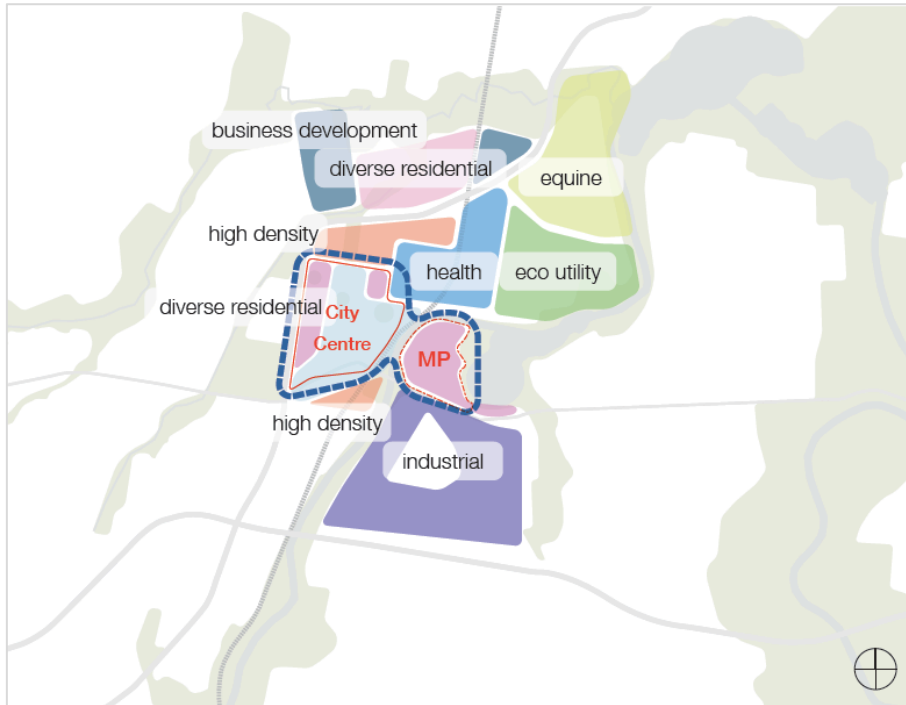


Figure 2: Liverpool Collaboration Area (Source: Place Strategy modified by SJB)

The vision of this precinct will be realised through investment in new infrastructure such as bridges connecting to the Liverpool CBD, open space adjacent to the Georges River, road upgrades, community facilities and improved local access connections.

The Planning Proposal responds to these needs by facilitating a mixed use precinct with a mix of recreational, educational, cultural, residential and commercial uses. The Planning Proposal provides an emphasis on reorienting Liverpool to the Georges River foreshore and providing new open space, facilities and connections adjoining the Liverpool CBD.

The LSPS recognises Moore Point as future residential/mixed-use to support the CBD and Innovation Precinct supported by new jobs. Key themes emerging from the LSPS that relate to future strategic planning for the site include:

- Review LEP to rezone land east of Georges River and north of Newbridge Road (Moore Point) as mixed use to support the growth of Liverpool Innovation Precinct (short to medium term);
- Modal shift to public transport including Council's flagship project – the Fifteenth Avenue Smart Transit Corridor (FAST) with potential allowance of an interchange at Moore Point;
- Increased pedestrian connections including the River Connections Program;
- Rehabilitation and improvements to the Georges River foreshore;

- Linking green space along the Georges River at Moore Point to Liverpool interchange; and
- Revitalising the city centre including the need to foster a 24 hour economy and support development of community and cultural facilities.

The Planning Proposal directly responds to these key actions by seeking to rezone the site identified as Moore Point for future mixed use purposes. It will establish a new mixed use centre and support a variety of land uses to the benefit of the surrounding current and future population in tandem with new employment opportunities.

The Planning Proposal exhibits site-specific merit due to the following:

- The site represents one of the largest urban renewal opportunities in Liverpool, capable of mitigating environmental constraints and delivery of a place-based masterplan response;
- The masterplan demonstrates the site can achieve a high level of residential and public amenity and will minimise impacts on surrounding areas through careful consideration of siting of buildings, orientation and built form envelopes;
- The size of the site has a significant influence on the transformation of Liverpool CBD and the growth of the Liverpool Collaboration Area. The proposed land uses align with the Collaboration Area vision and objectives;
- The site provides excellent access and proximity to Liverpool CBD, Train Station and Health and Education Precinct and has capacity to influence the future alignment and provision of the Southwest Metro extension. The site is well supported by existing infrastructure, jobs and services to support a future population notwithstanding what can be delivered on site;
- A site-specific S.7.11 Contributions Plan will be prepared to capture bespoke and local infrastructure items to be delivered through the course of redevelopment. This will ensure development is sequenced in line with new infrastructure;
- The site can adequately mitigate a range of environmental issues and constraints, whilst also improving environmental characteristics of the site, as addressed in this Planning Proposal and supporting technical studies.

This Planning Proposal replaces RZ-6-2015 and withdraws all other previous site-specific proposals lodged by the proponents. It represents a once in a generation opportunity for a coordinated approach to planning and infrastructure delivery of Moore Point. The proponents look forward to working constructively with Council.

Governance

The Planning Proposal's size, scale and influence is regarded to be of metropolitan significance and therefore, its consideration and assessment as a business as usual Planning Proposal will not facilitate the envisaged outcomes expressed by government.

The Planning Proposal requires a whole-of-government approach whereby a series of governance structures are established to oversee and advocate the best outcomes for Liverpool in regard to infrastructure and city-shaping elements.

The proponents have put forward a number of interlinked working groups. These include:

- Placemaking Working Group;
- Transport Infrastructure Working Group;

and

- Proposed – Statutory Planning Working Group.

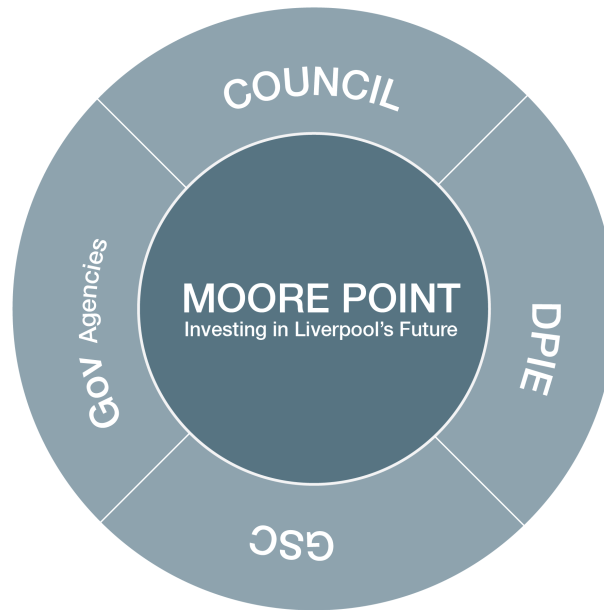


Figure 3: Governance Structure

Placemaking Working Group

The Placemaking Working Group (PWG) has been established to oversee precinct governance for Moore Point from a sustainability and design perspective. The PWG will work collaboratively to explore and assess place-led opportunities to ensure sustainability principles aligned with the sustainability priorities under the Place Strategy.

The Working Group will be chaired by Council with representatives from the proponent, GSC, Office of Water and other key agencies.

The aim of the Working Group is to collaboratively explore and assess place-led opportunities to ensure the precinct vision is delivered based on world's best practice for placemaking, river interface and sustainability. Through this Group, Liverpool Council and the proponents will collaboratively ensure key elements of the masterplan are advocated for from rezoning to delivery. This includes consideration of the public domain, streetscapes and the rehabilitation of the Georges River foreshore.

Transport Infrastructure Working Group

The Transport Infrastructure Working Group (TIWG) has been established to facilitate an integrated and connected transport vision for Moore Point.

The TIWG will involve Transport for NSW (TfNSW) and Council to ensure the Planning Proposal aligns with the overarching Liverpool Collaboration Area Place Strategy (Place Strategy) and the successful integration of Moore Point into the current and future planned transport network.

Proposed – Statutory Planning Working Group

The Statutory Planning Working Group (SPWG) will involve representatives from Council, GSC and the proponent to ensure the proposed amendments and wording to LLEP 2008 are able to enable the most robust and effective delivery of Moore Point and the envisaged masterplan.

This Planning Proposal, and the associated governance structures focus on the how, that is how we work together, as much as the what or content of the Planning Proposal itself.

Vision and Masterplan

The vision for Moore Point, as developed by the project team, is described below:

Moore Point will be a riverfront place for people, which is well connected to its surrounding landscape and complements Liverpool City Centre. It will be mixed use with cultural and educational opportunities for residents and visitors. Connected with green gridded streets, bridges and landscaped waterfront, it will be a focal point for the growing Western Sydney metropolis and a place for everyone

The masterplan functions as the orderly extension of Liverpool CBD, supported by accessible, and desirable bridge connections that draw people across the Georges River between the two destinations.



Figure 4: Moore Point Concept (Source: SJB)

The aim of the masterplan is to create a riverfront development that supports Liverpool as being Sydney's third CBD – a place that references its unique cultural, natural and built heritage, and ensures this once-in-a-generation opportunity is properly secured and celebrated.



Figure 5: Moore Point Masterplan (Source: SJB)

The masterplan provides a dwelling capacity for 14,800 dwellings and 23,000 jobs to 2051. The masterplan reinforces Liverpool as Sydney's third CBD and supports the growth of the Innovation Precinct. Take-up analysis indicates demand for approximately 6,900 dwellings to 2036.

Public Benefits

Key public benefits associated with the proposal include:

- Adaptive re-use of existing heritage items;
- 21% of the site dedicated to public open space
- Rehabilitation, access and activation of the Georges River foreshore;
- Contribution to an 8km network of foreshore pedestrian and cycle paths;
- Educational and cultural facilities;
- Bridge crossings to Liverpool CBD, Train Station and Liverpool Innovation Precinct; and
- Transport, intersection and collector road improvements.

In order to realise the vision for Moore Point, it is critical that the design of the place and delivery of infrastructure are coordinated across all levels of government over the course of the project. This will be facilitated by governance structures proposed.

Technical Analysis

A review of the technical reports finds there are no constraints that would not preclude redevelopment of the site for mixed use and residential purposes. Through appropriate mitigation measures and further detailing to be provided post-Gateway, the proposal will demonstrate suitable levels of amenity.

Key environmental considerations are summarised below.

Contamination

The site can be made suitable for mixed use and residential purposes. A combination of remedial options may be implemented to remediate the site for its intended

purpose. A detailed, site-specific remedial action plan (RAP) will be required for each site, before the commencement of site remediation.

Flooding

The site is suitable for mixed use and residential development from a flooding perspective. Peak flood levels in surrounding properties and within the Georges River will not increase as compared to existing conditions in the catchment in the 1% AEP events. Therefore, on-site detention is not considered necessary for the Planning Proposal's development outcomes.

Flood evacuation routes are identified to ensure a 'continuous rising grade' can be maintained to a level above the PMF for all evacuees, with connections to Newbridge Road to the south of the site.

Traffic and Transport

The TIWG will facilitate an integrated and connected transport vision for Moore Point over two stages. Stage 1 (pre-Gateway) will establish a strategic analysis of the transport infrastructure required to support the Planning Proposal and eventual masterplan.

Stage 2 (post-Gateway) will involve the development of a more detailed assessment to assist in accurately identifying and informing the scope and costs for any infrastructure including local transport infrastructure.

Aviation

None of the proposed buildings in the masterplan would penetrate the limiting PANS—OPS surfaces shown in Bankstown Airport's prescribed airspace. Therefore, all buildings depicted in the masterplan are considered approvable under the Airports Regulations.

Precinct Rezoning Process

This Planning Proposal initiates a rezoning for one of the largest urban regeneration projects in Metropolitan Sydney and is a catalyst to initiate the actions and objectives for Liverpool Collaboration Area.

The Planning Proposal demonstrates that land use change is appropriate and that an appropriate level of density can be achieved in line with the site's strategic planning objectives, optimising precinct-wide amenity and mitigating environmental impacts.

Overall, it demonstrates the built form and land use propositions are suitable for Council to proceed the application to the Department of Planning Industry and Environment (DPIE) for Gateway.

The proposed working groups will facilitate a number of imperatives in parallel with its assessment to ensure infrastructure and place making elements are embedded into the masterplan.

It is anticipated additional documents will be prepared following Gateway Determination including the preparation of a site-specific Development Control Plan (DCP), which will align with the masterplan for the site and detail how built form will generally occur up to 2051.

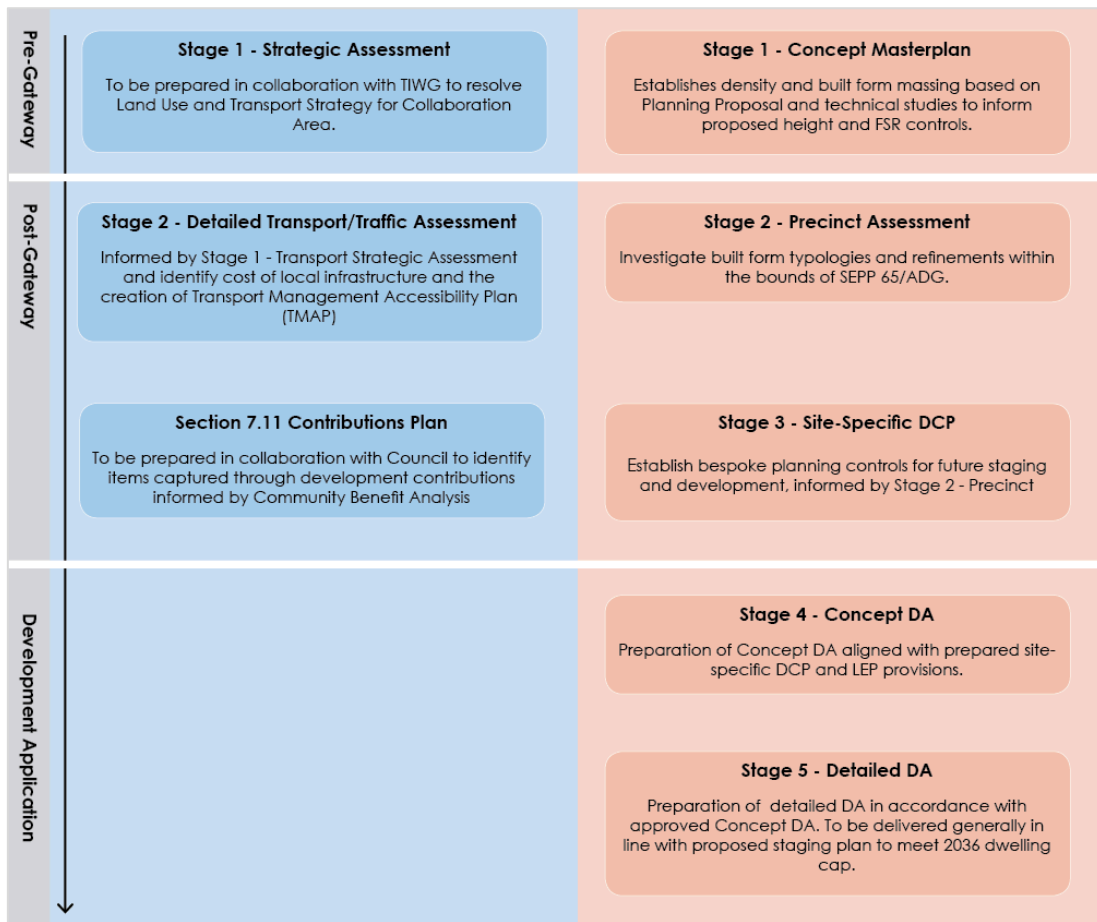


Figure 6: Precinct Rezoning Process (Source: Mecone)

1 Introduction

1.1 Overview

This Planning Proposal Report (PPR) has been prepared by Mecone NSW Pty Ltd (Mecone) on behalf of Coronation Property and Leamac Property Group (the proponents) in support of a Planning Proposal to amend Liverpool Local Environmental Plan (LLEP) 2008, for land forming Moore Point, Liverpool (the site).

The Planning Proposal (the proposal) serves as a statement of intent for the future quality and character of Moore Point and its objective to re-balance Liverpool Central Business District (CBD) towards the Georges River.

The site is located east of Liverpool CBD on the opposite side of the Georges River and north of Newbridge Road. Moore Point provides a site area of 38.5 hectares (approx.) and is currently developed with industrial uses.

The Planning Proposal pertains to the site owned by the proponents, which comprise of 32 hectares as shown **Figure 7** below. The Planning Proposal considers additional landholdings along Newbridge Road as part of the precinct-wide master plan response, which comprises a total of 38.5 hectares.



Figure 7: Subject Site (Source: Mecone)

The site represents one of the largest joint landholdings immediately adjoining a Strategic Centre, and as a consequence of changes to its strategic planning context, offers a once in a generation opportunity to come into complete alignment with the priorities of government, as expressed in State and local strategic planning documents.

The site is situated within Liverpool Collaboration Area's Georges River North Precinct and is subject to the priorities and actions of the Liverpool Collaboration Area Place Strategy (the Strategy), which was released by the Greater Sydney Commission (GSC) in December 2018.

The Strategy states that by 2036 Liverpool will be a rejuvenated river city, offering diverse and growing residential and employment opportunities. Major health, education and retail precincts, and a mixture of open spaces and parklands

alongside the Georges River, will create a rich mix of jobs and workplaces, public spaces, shops and entertainment.

Under the Strategy the site is identified as 'mixed use', which comprises:

a mixture of commercial, retail, residential and community uses that provide sustainable employment, that is complementary to, and not in competition with, the commercial core

These land uses are reinforced in Liverpool City Council's Local Strategic Planning Statement (LSPS), which identifies the site for investigation as residential/mixed use to support the CBD and Innovation Precinct in tandem with linking open space and green corridors.

The LSPS provides the following action specific to Moore Point:

Action 11.2 – Investigate amendments to LEP to rezone River precinct north of Newbridge Road (Moore Point) as a mixed-use zone to support the Liverpool CBD and Innovation Precinct, with an extensive open space system and cross-river linkages (short to medium term)

The Planning Proposal involves the creation of a mixed-use precinct, providing new homes, jobs and open space adjoining the Georges River and connecting to Liverpool CBD. Key public benefits of the proposal include:

- Adaptive re-use of existing heritage items;
- 21% of the site dedicated to public open space
- Rehabilitation, access and activation of the Georges River foreshore;
- Contribution to an 8km network of foreshore pedestrian and cycle paths;
- Educational and cultural facilities;
- Bridge crossings to Liverpool CBD, Train Station and Liverpool Innovation Precinct; and
- Transport, intersection and collector road improvements.

To achieve these outcomes, the Planning Proposal seeks the following amendments to LLEP 2008:

- Rezone the site from IN2 Light Industrial to B4 Mixed Use and B6 Enterprise Corridor;
- Increase the maximum floor space ratio to 4.2:1 and 3.5:1;
- Increase the maximum height of buildings from 18m and 15m to RL 136 and RL 108; and
- Introduce Division 1A to provide site specific development controls for the site including design excellence, sun access and requirements for preparation of a development control plan.

The Planning Proposal provides a direct and clear strategic line of sight with the priorities of government and the implementation phase of the Place Strategy by facilitating the transformation of the site with new jobs, infrastructure, green spaces and housing.

The Planning Proposal's size, scale and long term delivery is regarded to be of metropolitan significance and therefore, its consideration as a business as usual Planning Proposal will not facilitate the envisaged outcomes expressed by government.

A series of working groups have been established or are in the process of being established to advocate for infrastructure and place making objectives through the course of the rezoning to construction.

1.2 Report Structure

The planning proposal has been prepared in accordance with:

- Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the Act); and
- The NSW Department of Planning and Environment's (DP&E) *A guide to preparing planning proposals*.

Specifically, the planning proposal includes the following information:

- A description of the site in its local and regional context;
- A statement of the objectives or intended outcomes of the proposed instrument;
- An explanation of the provisions that are to be included in the proposed instrument; and
- The justification for those provisions and the process for their implementation including:
 - Whether the proposed instrument will comply with relevant directions under Section 9.1;
 - The relationship to the strategic planning framework;
 - Environmental, social and economic impacts;
 - Any relevant State and Commonwealth interests; and
 - Details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument.

1.3 Proponent and Project Team

Table 1 below identifies the proponent and project team.

Table 1. Project Team	
Discipline	Consultant
Proponent	Coronation Property and Leamac Property Group
Urban Planning	Mecone
Urban Design	SJB Architects
Place Framework	Roberts Day
Employment Lands Strategy	Hill PDA
Social Impact and Open Space	Cred Consulting
Infrastructure Planning	ADW Johnson

Table 1. Project Team	
Discipline	Consultant
Riparian Corridor	Northrop
Traffic and Transport Planning	Aurecon
Flood, Stormwater and Evacuation	J.Wyndham Prince
Contamination	El Aus
Air Quality	Todorski Air Sciences
Aviation	Strategic Airspace
Flora and Fauna	Ecological Aus
Historical Heritage	Ecological Aus
Aboriginal Heritage	Ecological Aus
Sustainability	Integral Group

2 The Site

2.1 Site Description

The site is located east of Liverpool CBD on the opposite side of the Georges River and North of Newbridge Road. It provides a site area of approximately 32 hectares across the joint landholdings and 38.5 hectares across the entire precinct, with most lots developed with single storey industrial warehouses and associated facilities.

The site is at the confluence of a CBD, transport interchange and health services. It is located directly across the river from Liverpool CBD, Liverpool Train Station and Bus Interchange and Liverpool Innovation Precinct.

Figure 8 below depicts land owned by Coronation Property (blue) and Leamac Property Group (yellow). Land filled purple are owned by other landowners, who are not subject to the Planning Proposal, however, are included as part of the study area to represent a holistic precinct-wide planning outcome for the area.

The Planning Proposal pertains to the area of land owned only by Coronation Property and Leamac Property Group.

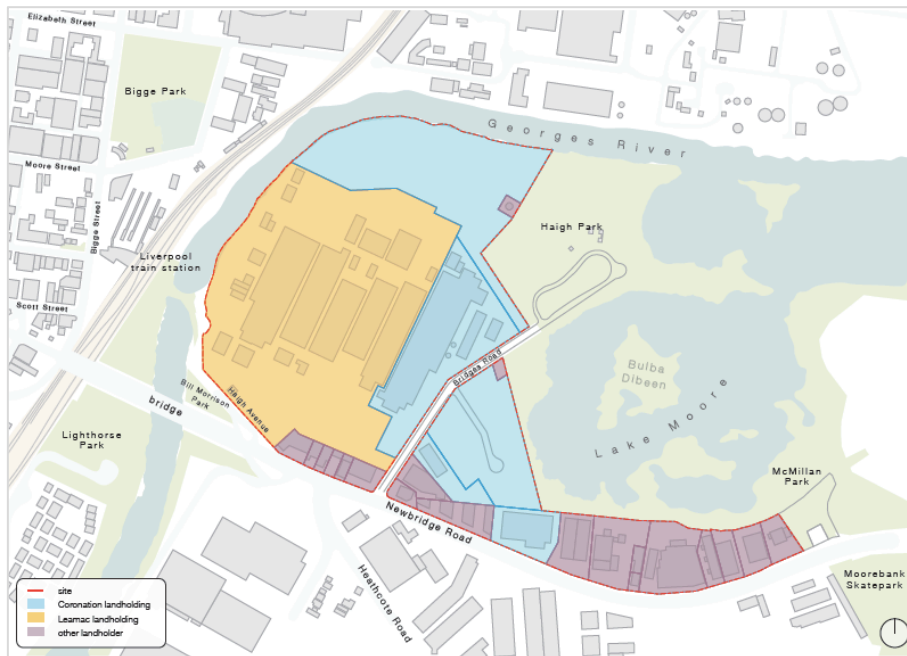


Figure 8: Subject Site (Source: SJB)

The site is currently zoned IN2 Light Industrial under LLEP 2008 however, with the release of the GSC Place Strategy and Council's LSPS advancing a mixed use vision for the site, the current built form and use no longer reflects the desired future character of the area as Liverpool seeks to reorient itself to the Georges River.

Table 2 provides a brief summary of the site and its surrounding context:

Table 2. Site Description	
Feature	Description
Street Address	Leamac Property Group 3 Bridges Road, Moorebank

Table 2. Site Description									
	<p>Coronation Property</p> <p>11 Bridges Road, Moorebank</p> <p>5 Bridges Road, Moorebank</p> <p>6 Bridges Road, Moorebank</p> <p>8 Bridges Road, Moorebank</p> <p>361 Newbridge Road, Moorebank</p>								
Legal Description	<p>Leamac Property Group</p>								
	<table border="1"> <tr> <td>Lot 200</td> <td>DP 1009044</td> </tr> <tr> <td>Lot 100</td> <td>DP 775780</td> </tr> </table>	Lot 200	DP 1009044	Lot 100	DP 775780				
	Lot 200	DP 1009044							
	Lot 100	DP 775780							
	<p>Coronation Property</p>								
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	Lot 201	DP 1009044							
	Lot 111	DP 1133744							
Lot 10	DP 875626								
Lot 101	DP 827141								
Site Area	<p>Site (landowners) – Approx. 32 hectares</p> <p>Precinct – Approx. 38.5 hectares</p>								
Description	<p>The site contains multiple industrial warehouses and business premises of various ages across multiple lots along Newbridge Road and Bridge Road. Some lots are largely vacant and contain only minor structures or recently completed roadworks.</p>								
Frontages	<p>The site provides a frontage to Newbridge Road of approximately 1 kilometre and a frontage to the Georges River Foreshore of approximately 920 metres. The site provides a 230 metre frontage to Haigh Park to the east.</p>								
Access	<p>Most lots have dedicated private driveways off Newbridge Road and Bridges Road.</p>								
Public Transport	<p>The site is located within 200m radius of Liverpool Train Station and Bus Interchange.</p> <p>Liverpool Train Station is served by the T2 Inner West and Leppington Line, T3 Bankstown Line and the T5 Cumberland Line. The station connects Liverpool to a range of centres</p>								

Table 2. Site Description

	<p>including Parramatta, Bankstown, Strathfield, Blacktown and Sydney CBD.</p> <p>Liverpool Bus Interchange provides over 45 bus services connecting Liverpool CBD across Metropolitan Sydney. During the AM and PM peak periods, the interchange services approximately 110 bus movements during peak hour across all the stands.</p>
Heritage	<p>3 Bridges Road contains the Pirelli Power Cables and Systems Building (formerly MM Cables Factory and Cable Makers Australia).</p>
Surrounding Development	<p>The site is uniquely positioned in Liverpool Collaboration Area and provides excellent proximity to a range of infrastructure, jobs and services.</p> <p>Development to the south on the opposite side of Newbridge Road is developed with a mix of low-rise industrial developments and detached residential dwellings.</p> <p>Development to the west on the opposite side of the Georges River is Liverpool CBD, Train Station and Bus Interchange and Shepherd Street Precinct, which contains a mix of high-density mixed use, residential and commercial developments.</p> <p>Development to the north on the opposite side of the Georges River is Liverpool Hospital and a range of educational institutions including Liverpool Boys/Girls High School and TAFE NSW Liverpool.</p>

A series of site photographs, depicting the site and its surrounding context are provided below:





Figure 9: Site Photographs (Source: Mecone)

2.2 Strategic Context

2.2.1 Regional Context

The site is adjacent to Liverpool CBD within the local government area of Liverpool, approximately 25 kilometres south west of Sydney CBD, 15 kilometres south of Parramatta CBD and 17 kilometres east of the future Badgery's Creek Aerotropolis.

The Greater Sydney Region Plan (Region Plan) nominates Liverpool as part of the Western Parkland City Metropolitan City Cluster and a Collaboration Area, driven by the co-location of world class health and education infrastructure, Warwick Farm Precinct and Moorebank Intermodal Terminal.

The Region Plan identifies a Metropolitan Centre/City Cluster as:

...the economic focus of Greater Sydney, fundamental to growing its global competitiveness and where government actions and investment, including transport, will be focused. The intent of these centres is to deliver very high levels of development and amenity. Metropolitan centres occur in two forms: single centres or a cluster of centres.

Liverpool is a nominated Strategic Centre and is acknowledged as a well-established metropolitan centre that will facilitate the growth of the Western Parkland City and Badgery's Creek Aerotropolis.

The site is strategically positioned around a number of existing and prospective structural changes that will shape the Western City District.

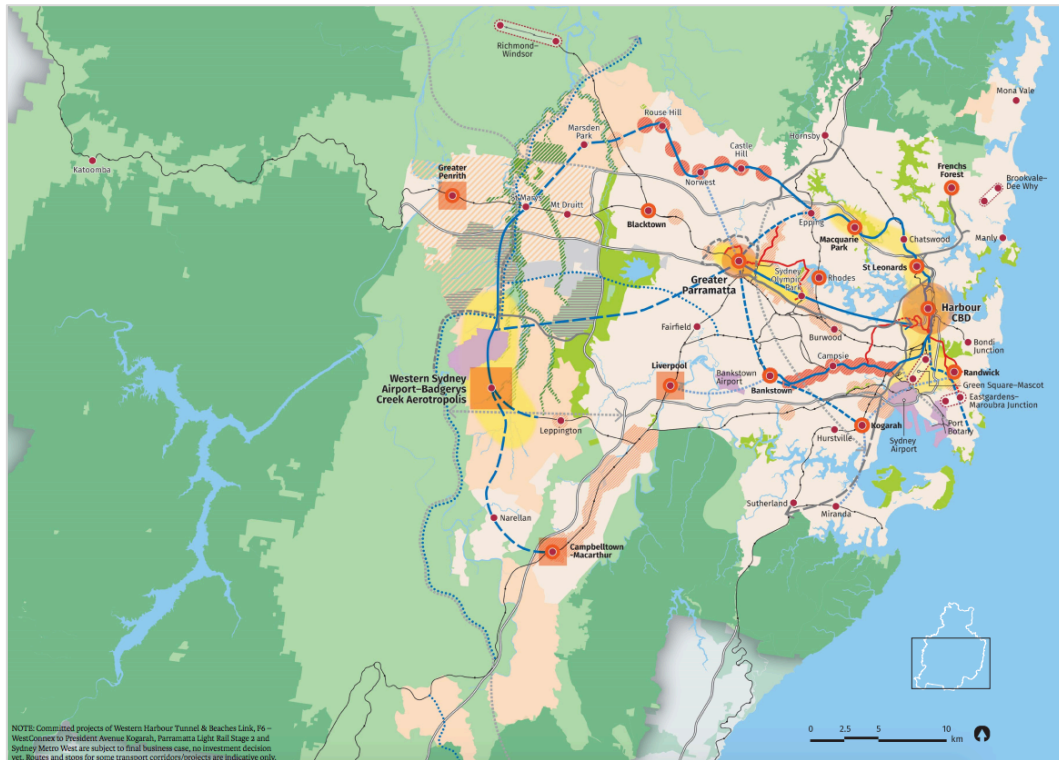


Figure 10: A Metropolis of Three Cities (Source: Greater Sydney Commission)

2.2.2 Movement and Access Context

The site is within 200 metres of Liverpool Train Station and Bus Interchange, which provides greater access to a number of Sydney's local and strategic centres through local and express services.

The site provides a southern edge to Newbridge Road, which functions as a major movement corridor between Liverpool and Bankstown and is utilised by a number of freight and industry to connect onto the M7 Motorway and South Western Motorway.

There are a number of planned transport infrastructure projects that will have a significant impact on the site and growth of Liverpool CBD. These are discussed below.

Georges River Boardwalk Crossing

Council has committed to the design and construction of a pedestrian bridge built on the existing heritage-listed railway pylons along the Georges River. The crossing will provide connection to Liverpool Train Station and Lighthorse Park.



Figure 11: Proposed Georges River Boardwalk Crossing (Source: Liverpool City Council)

Sydney Metro City and Southwest Extension

Sydney Metro City and Southwest is currently under construction and is anticipated for completion in 2024.

The project, along with increased signalling and infrastructure upgrades across the network, will increase the capacity of train services from approximately 120 an hour today, to up to 2000 services an hour beyond 2024. After the conversion, metro trains from Bankstown will run at least every 4 minutes in the peak, or 15 trains an hour.

The Future Transport Strategy 2056 prepared by TfNSW articulates a 20 year initiative for the Sydney Metro City and Southwest extension to Liverpool. A Southwest Metro will become increasingly important to the success of Liverpool's thriving innovation precinct.

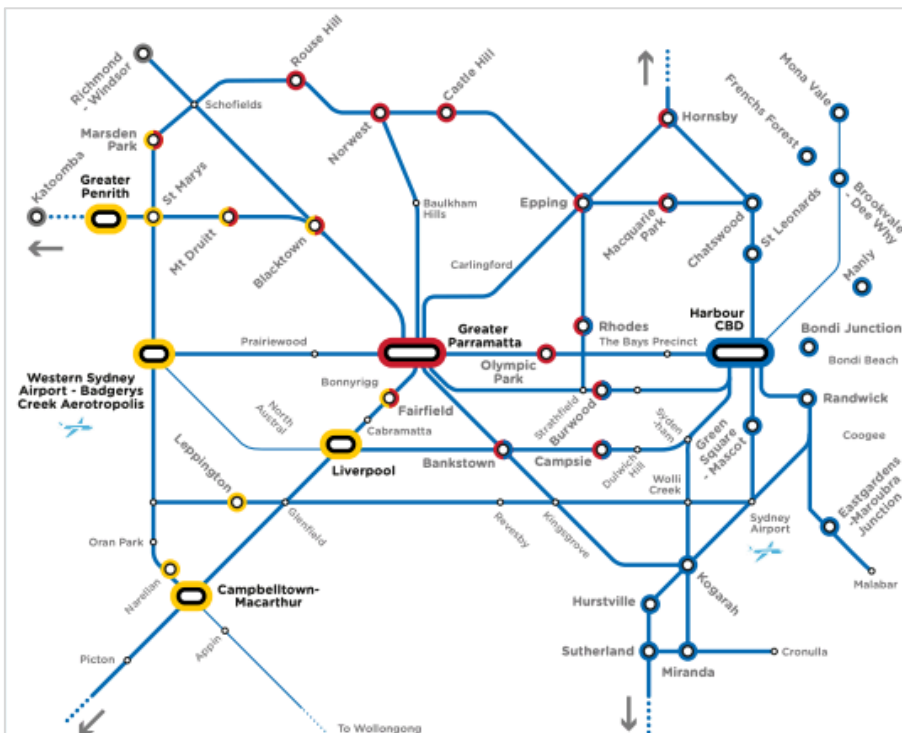


Figure 12: Greater Sydney Mass Transit Corridor 2056 Visionary (Source: Transport for NSW)

Fifteenth Avenue Smart Transit Corridor (FAST)

The Fifteenth Avenue Smart Transit Corridor (FAST Corridor) is Council's visionary city-shaping project to deliver a high quality public transport connection between Liverpool CBD and Badgery's Creek Aerotropolis. This has been reflected through the Western Sydney City deal, which has committed to a rapid bus connection between the Airport, Badgery's Creek Aerotropolis and Liverpool CBD in time for the airports opening in 2026.

Council recently commissioned a Design Framework for the FAST Corridor, which identifies opportunities for fast and efficient transport, such as zero-emission rapid buses, trackless trams or light rail.

2.2.3 Western City District Plan

The Western City District Plan (District Plan) advances the outcomes of the Region Plan at a District level, through productivity, liveability and sustainability priorities.

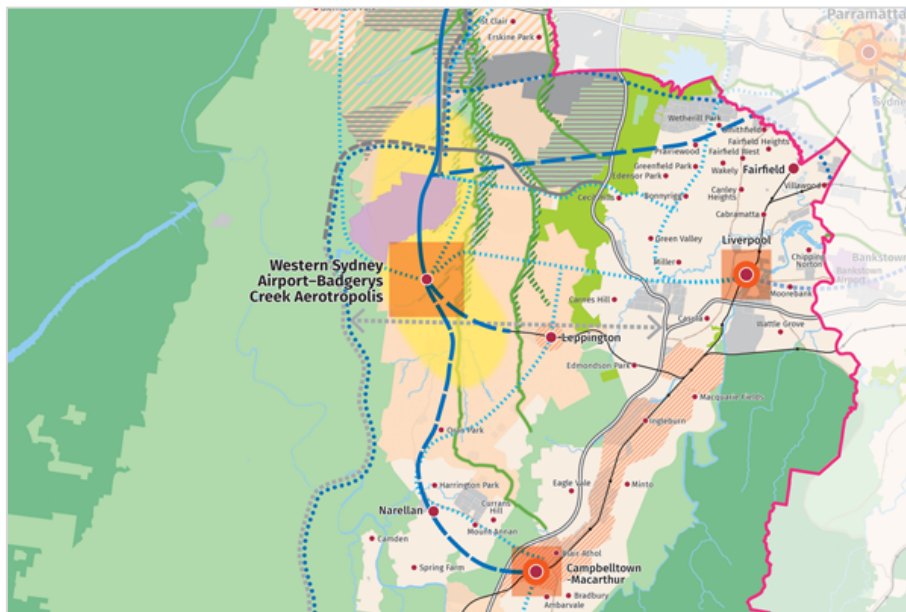


Figure 13: Western City District Plan (Source: Greater Sydney Commission)

The District Plan mandates a 0-5 year housing target of 8,250 dwellings for Liverpool LGA, reinforcing its role as a leading metropolitan cluster in the region. Medium-term (5-10 year) housing targets will be developed by Council.

Liverpool CBD will play a significant role in the transformation and development of the Western City District. It identifies that the health and education precinct alone will create 7,000 new jobs over the next 20 years, contributing to the 2036 higher target of 39,000 jobs for the LGA.

Central to the District Plan is the physical consideration of the Liverpool Collaboration Area, which incorporates the following:

- Liverpool CBD;
- Health and Education Precinct;
- Nearby Residential and Industrial Areas;
- Warwick Farm Precinct;
- Moorebank Intermodal Terminal; and
- The draft Georges River Masterplan

Collaboration Areas will undergo an integrated process for defining a shared vision for the area and are chaired by the GSC, with initiatives being facilitated by Department of Planning Industry and Environment (DPIE). Furthermore, the District Plan emphasises the importance of the Liverpool CBD, identifying the following actions:

- *Protect, develop and expand the commercial core.*
- *Improve and coordinate transport and other infrastructure to support jobs growth.*
- *Develop smart jobs around the health and education precinct.*
- *Build on the centre's administrative and civic role.*
- *Improve public domain including tree-lined, comfortable open spaces and outdoor dining.*
- *Improve connectivity to links to the Georges River and prioritise pedestrian, cycle and public transport facilities.*
- *Encourage a vibrant mix of uses, new lifestyle and entertainment uses to activate streets and grow the night-time economy.*
- *Capitalise on the Western Sydney Airport and Western Sydney City Deal Initiatives.*

The GSC is reviewing industrial land and urban services within Liverpool and its surrounds to confirm its retention or manage uses to allow sites to transition to higher-order employment uses.

This has since been confirmed through the Place Strategy and LSPS, which advance a mixed-use vision for the site and Georges River North Precinct. We further note Council's Employment Land Strategy (ELS) executive summary, which provides a recommendation for industrial land located within Collaboration Areas to be no longer safeguarded or retained as industrial.

The District Plan prioritises the growth and diversification of economic opportunities in Liverpool in tandem with increased housing diversity and rezoning land for additional housing, including the industrial waterfront to rebalance Liverpool CBD towards the Georges River.

2.2.4 Liverpool Collaboration Area Place Strategy

The Place Strategy was released in December 2018 and establishes the priorities, opportunities and delivery actions for the area. The vision for the collaboration area is:

By 2036, Liverpool is a rejuvenated river city, offering diverse and growing residential and employment opportunities. Major health, education and retail precincts, and a network of open spaces and parklands alongside the Georges River, create a rich mix of jobs and workplaces, public spaces, shops and entertainment.

Under the Place Strategy, the site is identified as 'mixed use' and within the Georges River North Precinct, which aims to provide a mixture of retail, residential and community uses that provide sustainable employment that is not in competition with the commercial core.



Figure 14: Liverpool Place Strategy (Source: Greater Sydney Commission)

The preferred growth scenario for the collaboration area is 16,200 new jobs and potential capacity for 18,800 new dwellings by 2036. This will provide a significant contribution towards Western Parkland City's population growth.

The Place Strategy identifies a number of areas capable of accommodating diverse and high density residential development however, many of these areas are located away from Liverpool CBD, present land fragmentation challenges or have recently been redeveloped with apartments and consequently have limited capacity to deliver the density and infrastructure required for Liverpool moving towards its 2036 dwelling forecasts.

Moore Point, being historically dominated by monofunctional industrial uses and owned by only a handful of key landowners, has capacity to meet a significant number of dwellings outlined in the growth scenario through a master planned and placed-based approach.

The Place Strategy identifies a number of immediate imperatives that are to be undertaken as planning for the Liverpool Collaboration Area progresses, these include:

- Develop an integrated transport strategy;
- Update and complete the Georges River, Brickmakers Creek and Liverpool CBD Overland Flow studies and prepare floodplain risk management plans;
- Prepare a floodplain constraints categorisation study and flood evacuation study; and
- Establish a collaboration area partnership that facilitates the implementation of stakeholder actions and builds on existing governance structures.

The 2019 Annual report summary for Liverpool Collaboration Area highlighted key steps commenced and completed to address the imperatives acknowledged in the Strategy to accelerate the delivery of the Collaboration Area. These included:

- Engagement with TfNSW to prepare the Liverpool Place-based Integrated Transport Strategy and accelerated investment; and

- Flood studies and floodplain risk management plan completed by Liverpool City Council.

It is acknowledged these imperatives can be prepared in parallel with the assessment of the subject Planning Proposal, which can be brought forward through an integrated governance approach with state agencies and Council.

Preparation of the Place-based Integrated Transport Study is being undertaken in collaboration with the Transport Infrastructure Working Group (TIWG) to ensure the Planning Proposal and subsequent masterplan can be supported by existing and future transport. This is discussed in Section C of this PPR.

2.2.5 Liverpool Local Strategic Planning Statement

Liverpool's LSPS, also referred to as Connected Liverpool 2050, sets out a 30-year strategic vision for land use planning in Liverpool and the necessary actions required to align with broader regional and district planning objectives.

The vision for Liverpool is:

A vibrant place for people that is community-focused, walkable, public transport-oriented, sustainable, resilient and connected to its landscape. A place that celebrates local diversity and history and is connected to other Sydney centres. A jobs-rich city that harnesses health, research and education, innovation and growth opportunities to establish an inclusive and fair place for all.

Key to the LSPS is the recognition of the Moore Point as future residential/mixed-use to support the CBD and Innovation Precinct. Key themes emerging from the LSPS that relate to future strategic planning for the site include:

- Review LEP to rezone land east of Georges River and north of Newbridge Road as mixed use to support the growth of Liverpool Innovation Precinct;
- Modal shift to public transport including Council's flagship project – the Fifteenth Avenue Smart Transit Corridor (FAST) and potential allowance of potential station at Moore Point;
- Increased connections including the River Connections Program;
- Linking green space along the Georges River; and
- Revitalising the city centre including the need to foster into a 24 hour economy and support development of community and cultural facilities.

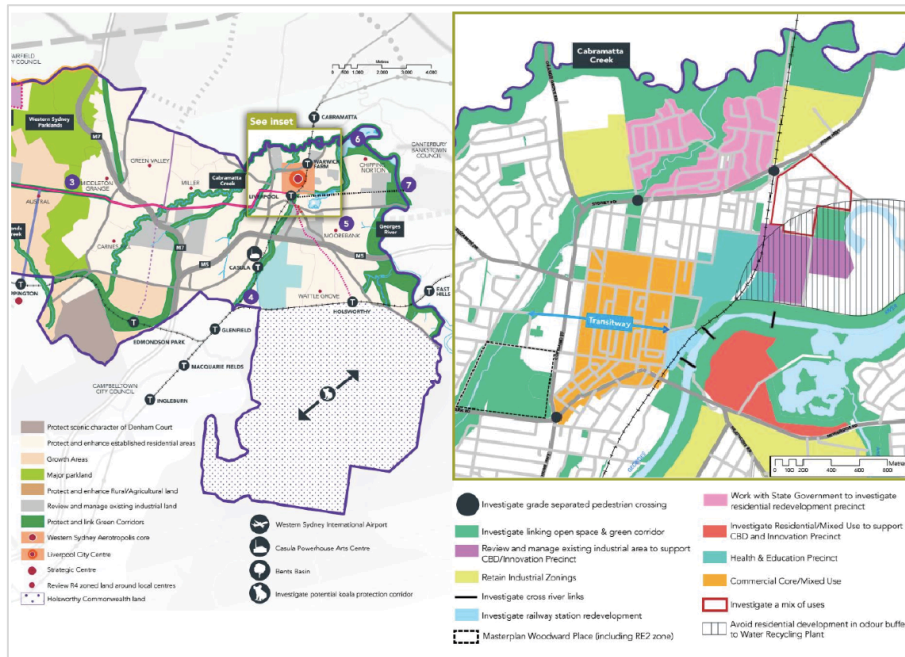


Figure 15: Connected Liverpool 2050 (Source: Liverpool City Council)

2.3 Local Context

2.3.1 Surrounding Development

Moorebank is anticipated to undergo significant urban regeneration.

The movement towards higher order employment and residential development in Liverpool has been reflected in several major development proposals discussed below.

Shepherd Street

Shepherd Street, delivered by Coronation Property, is located within 500m of Liverpool CBD and is one of the first major completed development projects that aligns with Council's vision for a River City.

It will ultimately provide approximately 1,200 dwellings across a 3.1 hectare area and features a mix of low, medium and high rise buildings (up to 68m in height), adaptive re-use of the existing 'Challenge Woollen Mills' heritage building and foreshore improvements to create a thriving local hub for dining, recreation and living.



Figure 16: Paper Mill and Shepherd Street Precinct (Source: Coronation Property)

Liverpool Civic Place

A Concept Development Application is currently under assessment for a mixed use precinct known as Liverpool Civic Place. Specifically, the development provides:

- A building envelope with a maximum height of RL 43.45 for the purpose of an information and education facility (public library) use and;
- A building envelope with a maximum height of RL 84.25 for the purpose of a public administration building use, and either (or a combination of) commercial premises or child-care centre uses and;
- A building envelope with a maximum height of RL 118.85 which will accommodate either (or a combination of) commercial premises, educational establishments, tourist and visitor accommodation or boarding house (student accommodation) uses and;
- A landscaping and public domain concept including the provision of a public through-site link running north to south through the site, connecting Scott Street to the north through to Terminus Street to the south; and
- A building envelope for a three-level shared basement car park across the entire site to accommodate parking for all future uses (approximately 413 spaces, to be determined as part of future detailed DAs) and accommodating a public car park to be owned by Council.



Figure 17: Reference Design for Liverpool Civic Place (Source: FJMT)

3 Statutory Planning Context

3.1 Liverpool LEP 2008

LLEP 2008 is the principle planning instrument, guiding development in the LGA.

Moore Point was first acknowledged as a natural extension to the CBD via the introduction of the Standard Instrument Liverpool Local Environmental Plan (LLEP) 2008, which identifies land north of Newbridge Road and east of Bridge Road as part of the Liverpool city centre pursuant to Division 1 and as shown on the Key Sites map.

From a statutory perspective, the land since 2008 has been considered part of Liverpool CBD.

Table 3 provides an overview of the key local planning controls contained in LLEP 2008 in relation to the subject site.

Table 3. Liverpool Local Environmental Plan 2008	
Clause/standard	Provisions
Zoning	IN2 Light Industrial.
Clause 4.1 – Minimum Lot Size	2,000m ² .
Clause 4.3 – Height of Building	The site has a maximum building height of 18m and 15m.
Clause 4.4 – Floor Space Ratio	0.75:1
Clause 5.10 – Heritage Conservation	Lot 200 DP 1009044 contains a Local Heritage Item known as – Pirelli Power Cables and Systems Building (formerly MM Cables Factory, and Cable Makers Australia Factory)
Clause 7.6 – Environmentally Significant Land	Part of the site contains Environmentally Significant Land (ESL), largely situated along the Georges River Foreshore and Lake Moore.
Clause 7.7 – Acid Sulfate Soils	The site contains Class 5 and Class 3 Acid Sulfate Soils.
Clause 7.8 – Flood Planning	The site contains land identified as High, Medium and Low Flood Risk. The site contains land identified as Flood Planning Area (1% AEP plus 0.5 metre freeboard).
Clause 7.9 – Foreshore Building Line	Lot 200-201 DP 1009044 contain land subject to foreshore building line along the Georges River Foreshore.

Table 3. Liverpool Local Environmental Plan 2008	
Clause/standard	Provisions
Division 1 Liverpool City Centre	<p>The site is located within the Liverpool City Centre Boundary as shown on the key sites map however, no lots within the site are identified as having site specific provisions.</p> <p>The site is not affected by Helicopter OLS Contours.</p>
Bush Fire Prone	<p>Part of the site, largely east of Bridges Road, is identified as containing Bushfire Risk land in Category 1 and Buffer zones.</p>

4 Moore Point

4.1 Vision

The vision for Moore Point, as developed by the project team and through discussions with Council and the GSC is described below:

Moore Point will be a riverfront place for people, which is well connected to its surrounding landscape and complements Liverpool City Centre. It will be mixed use with cultural and educational opportunities for residents and visitors. Connected with green gridded streets, bridges and landscaped waterfront, it will be a focal point for the growing Western Sydney metropolis and a place for everyone

The vision builds off the unique assets and characteristics of the site, comprising an area of approximately 38.5 hectares. Moore Point represents one of the largest urban regeneration projects in the Western District. The vision will be refined over time to reflect the guidance of the Placemaking Working Group.

4.2 Masterplan

To support the vision, SJB have prepared a masterplan for the site and additional landholdings comprising the Georges River North Precinct. The masterplan has been in the making for several years and has been shaped through an iterative and collaborative process with Council and a number of interdisciplinary consultants.

The masterplan integrates a combination of natural and open space areas through the site in recognition of surrounding open space areas and the riverfront environment adjoining the site.

The masterplan aligns with State and local government's view to transform land east of the Georges River and north of Newbridge Road for mixed-use purposes including residential, commercial and recreation that complement Liverpool CBD.



Figure 18: Moore Point Masterplan (Source: SJB)

The aim of the masterplan is to create a riverfront development that supports Liverpool as being Sydney's third CBD – a place that references its unique cultural, natural and built heritage, and ensures this once-in-a generation opportunity is properly secured and celebrated. Key features of the proposal include:

- Adaptive re-use of existing heritage items;
- 21% of the site dedicated to public open space
- Rehabilitation, access and activation of the Georges River foreshore;
- Contribution to an 8km network of foreshore pedestrian and cycle paths;
- Educational and cultural facilities;
- Bridge crossings to Liverpool CBD, Train Station and Liverpool Innovation Precinct; and
- Transport, intersection and collector road improvements.

The masterplan is explained through a series of structure plans that detail future land uses, open space and landscaping, movement and access and activation of the site, and how it responds to strategic planning objectives for Liverpool CBD.

Movement and Access

Movement network will be defined by an internal loop road, which provides access from Newbridge Road. Several smaller primary streets provide access to the site including the existing underpass access to the east of the site, existing entrance on Bridges Road and other access points along the lakefront.

Two pedestrian bridges will connect the western riverfront to Liverpool Train Station and Bigge Park. There is an opportunity to establish a third pedestrian bridge to Liverpool Health and Education Precinct, subject to separate investigation and at a later stage in the project.

Integrated pedestrian and cycle paths are proposed along the Georges River foreshore and provide linkages to Haigh Park and Lake Moore.

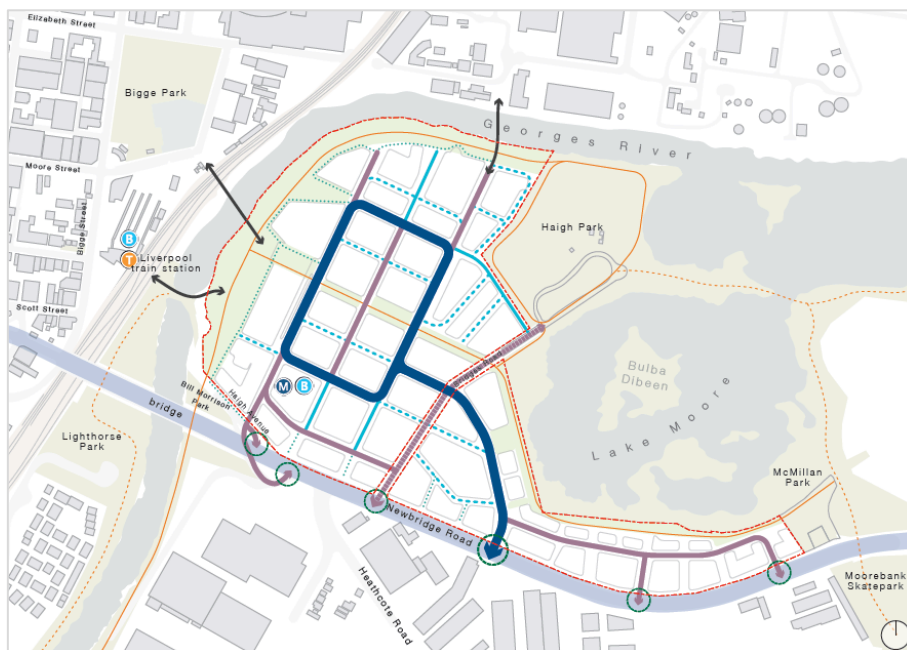


Figure 19: Movement and Access Structure Plan (Source: SJB)

Landscape and Open Space

Landscape and open space are defined by the Georges River, Lake Moore and Haigh Park, which are unique assets to Liverpool. The public domain and landscape network propose to connect these unique assets, while reinforcing the urban grid of the site.

The masterplan proposes 21% of the site be dedicated as a combination of active and passive uses along the riverfront, linear parks and lakefront parks.

The existing heritage item (Pirelli Power Cables and Systems Building) will be retained and adaptively reused for the purposes of a marketplace to facilitate additional place-making opportunities. The foreshore open space fronting the building will receive sufficient solar access and it is proposed to protect this through a provision in the Planning Proposal between 11am and 1pm mid-winter.



Figure 20: Public Domain and Landscape Structure Plan (Source: SJB)

Built Form and Land Use

Built form and land use is defined by a mix of land uses and building typologies through the B4 Mixed Use and B6 Enterprise Corridor zones. The masterplan has capacity to deliver 14,800 dwellings and 23,000 jobs up to 2051 with take-up analysis indicating demand for approximately 6,900 dwellings to 2036.

The predominant building typology throughout the masterplan is the mixed use tower/podium. Some mixed use buildings along Newbridge Road have residential towers on top while others are standalone residential buildings. Standalone residential buildings will front the Georges River and Lake Moore.

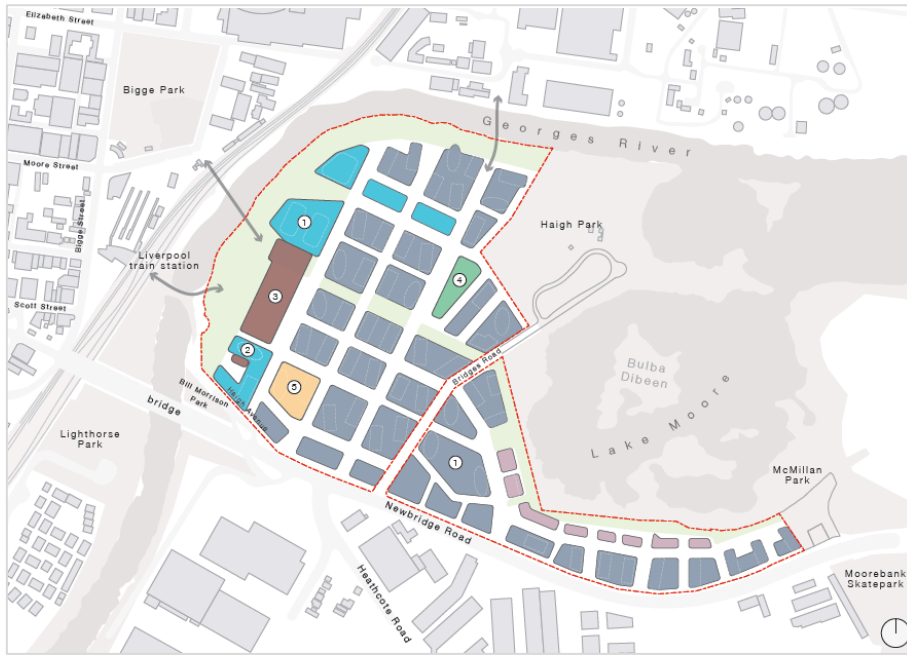


Figure 21: Built form and Land Use Structure Plan (Source: SJB)

Active Frontages and Servicing

Active frontages and servicing are defined by a clear distinction between pedestrian oriented activate frontages and service areas for loading and parking.

Activate frontages reflect land uses, built form and resulting activity, which will be focused around the heritage marketplace, Georges River and linear park to Lake Moore. Activation will be provided along podium edges and on alternating visible corners in order to receive good exposure from main roads or green links.



Figure 22: Active Frontages and Servicing Structure Plan (Source: SJB)

Character Areas

The masterplan is structured around seven character areas that are defined by the interface of existing environmental features including the Georges River, Haigh Park, Newbridge Road and Lake Moore.

These character areas are:

- Georges Riverfront Centre;
- Riverfront Neighbourhood;
- Urban Core;
- Education and Mixed Use Parkway;
- Newbridge Edge;
- Lakefront Village; and
- Lake Moore Foreshore.

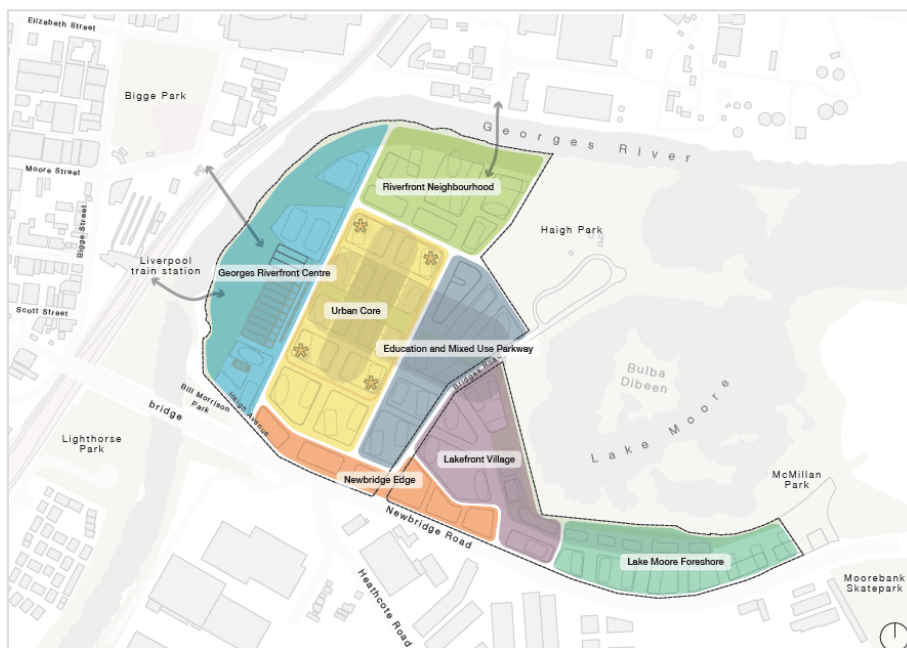


Figure 23: Character Areas (Source: SJB)

Importantly, these character areas form the basis of the sub-precinct plans, which will be further refined and tested through the course of the Planning Proposal to establish a site-specific DCP. The PWG will be involved through this process to help refine and shape the envisaged objectives contained within the DCP.

5 Planning Proposal Overview

Section 3.33 of the Act outlines the required contents of a planning proposal. The former Department of Planning and Environment's "A Guide to Preparing Planning Proposals" (February 2019), breaks these requirements into six parts. These parts are addressed in proceeding chapters as follows:

- Chapter 4 addresses Part 1—a statement of the objectives and intended outcomes;
- Chapter 5 addresses Part 2—an explanation of the provisions to be included in the proposed instrument;
- Chapter 6 addresses Part 3—justification of the objectives, outcomes and the process for implementation;
- Chapter 7 addresses Part 4—maps to identify the modifications required to the proposed instrument and the area to which it applies;
- Chapter 8 addresses Part 5—details of the community consultation to be undertaken; and
- Chapter 9 addresses Part 6—draft timeline for the Planning Proposal.

6 Objectives and Intended Outcomes

The objectives and intended outcomes of the planning proposal are to:

- Realise Government objectives for the Georges River North Precinct, expressed both through the Place Strategy and LSPS, to provide a mixture of uses that complement the Liverpool CBD;
- Complement the objective of Liverpool Collaboration Area as a “rejuvenated river city”;
- Assist the collaboration area in achieving its 2036 job and housing targets, which include 18,800 new dwellings and 16,200 new jobs;
- Ensure infrastructure is delivered in line with development;
- Celebrate local character and heritage through the adaptive re-use of existing heritage items;
- Provide future housing and jobs within close proximity of a potential future Metro connection to Bankstown and the FAST Corridor;
- Achieve Council's vision of the Georges River Precinct as a “true River City that has a vibrant mix of uses and activities”;
- Enhance access to the Georges River Foreshore and improve opportunities along the waterfront;
- Provide active and passive recreation opportunities for residents and workers in the area;
- Act as a statement of intent to set a benchmark for new development in Moorebank that prioritises a high quality public realm;
- Provide new public domain infrastructure and uses conducive to the foreshore nature of the site;
- Deliver new pedestrian and cycleway improvements along the foreshore, and additional connections from the site to Liverpool CBD and Train Station;
- Provide a mix of uses with excellent access to existing public transport, community infrastructure, health and education services and Liverpool CBD;
- Enable new services and accommodation in close proximity to the Liverpool Health and Education Precinct and Innovation Precinct;
- Deliver a local street network and pedestrian connections to the foreshore; and
- Provide high quality mixed use development, which will facilitate opportunities for new employment, housing choice and public amenity.

7 Explanation of Provisions

The planning proposal seeks to achieve the intended outcomes outlined in Section 3 of this report through the following amendments to LLEP 2008:

- Rezone the site from IN2 Light Industrial to B4 Mixed Use and B6 Enterprise Corridor;
- Increase the maximum floor space ratio to part 4.2;1 and 3.5:1;
- Introduce an RL height for the site and increase the maximum height of buildings to from 18m and 15m to 136 RL and 108 RL;
- Introduce Division 1A to manage site specific provisions; and
- Introduce new subclause in Schedule 1 to permit additional uses.

The relevant mapping changes are shown in Section 7 of this report.

The RL heights have been specifically determined by the Bankstown Airports Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) circling surfaces.

In order to manage site specific development outcomes on the site, it is proposed to create a new Division to LLEP 2008. We note part of the land is already located within Division 1 Liverpool city centre however, it would be intended to amend this map to refer to Moore Point as city centre east.

The following structure and wording are suggested:

7.1 Part 7 Additional Local Provisions

Following Division 1 Liverpool city centre provisions

7.1.1 Division 1A Liverpool city centre eastern expansion – Moore Point provisions

7.5AB Objectives for development in Moore Point

(1) Before granting consent for development on land in the Moore Point, the consent authority must be satisfied that the proposed development is consistent with such of the following objectives for the redevelopment of Moore Point as are relevant to that development—

- (a) to provide building forms and land uses that are complementary to Liverpool city centre,*
- (b) to enhance the Georges River foreshore for passive and active recreational purposes,*
- (c) to enhance places of heritage significance including the Pirelli Powercables and Systems Building,*
- (d) Provide a mix of uses that exhibit a high level of design excellence,*
- (e) to provide direct, convenient and safe pedestrian links to Liverpool Train Station and Liverpool city centre,*
- (f) to ensure land uses respond appropriately to Newbridge Road including traffic and residential amenity.*

7.5AC Land to which this Division Applies.

(1) This division applies to Moore Point marked “AREA A” on the Special Provisions Area Map.

7.5AD Development requiring or authorising the preparation of a development control plan

- (1) *The objective of this clause is to ensure development occurs with a site-specific development control plan*
- (2) *This clause applies to development on land –*
 - (a) *That is shown in black outline on the Special Provisions Area Map that is for the purposes of a new building, which will have a gross development area in excess of 5000 sqm.*
- (3) *A development control plan is not required to be prepared if the consent authority is satisfied that such a plan would be unreasonable or unnecessary in the circumstances or that the development*
 - (a) *Involves only alterations and additions to an existing building, and*
 - (b) *Does not significantly increase the height or gross floor area of the building, and*
 - (c) *Does not have significant adverse impacts on adjoining buildings or the public domain, and*
 - (d) *Does not significantly alter any aspect of the building when viewed from public places.*
- (4) *Development consent must not be granted for development on land to which this clause applies unless –*
 - (a) *A concept development application has been prepared or applies to the land, or*
 - (b) *The development is of a minor nature and is consistent with the objectives of the zone in which the land is situated.*
- (5) *The development control plan must provide for all of the following –*
 - (a) *requirements as to the form and external appearance of proposed development so as to improve the quality and amenity of the public domain,*
 - (b) *how proposed development addresses the following matters—*
 - i. *the suitability of the land for development,*
 - ii. *the existing and proposed uses and use mix,*
 - iii. *any heritage issues and streetscape constraints,*
 - iv. *the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,*
 - v. *the bulk, massing and modulation of buildings,*
 - vi. *street frontage heights,*
 - vii. *environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity,*
 - viii. *the achievement of the principles of ecologically sustainable development,*

- ix. pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network,
- x. the impact on, and any proposed improvements to, the public domain,
- xi. the impact on any character area,
- xii. achieving appropriate interface at ground level between the building and the public domain,
- xiii. the excellence and integration of landscape design,
- xiv. manage the interface with industrial uses and associated amenity impacts from their ongoing operation,
- xv. the incorporation of high quality public art into the fabric of buildings in the public domain or in other areas to which the public has access.

7.5AE Design excellence in Moore Point

- (1) *The objective of this clause is to deliver the highest standard of architectural and urban design.*
- (2) *Development consent must not be granted to development involving the construction of a new building or external alterations to an existing building in Moore Point unless the consent authority considers that the development exhibits design excellence.*
- (3) *In considering whether development exhibits design excellence, the consent authority must have regard to the following matters—*
 - (a) *whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,*
 - (b) *whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,*
 - (c) *whether the proposed development detrimentally overshadows the Georges River foreshore,*
 - (d) *any relevant requirements of applicable development control plans,*
 - (e) *how the proposed development addresses the following matters—*
 - i. *the suitability of the site for development,*
 - ii. *existing and proposed uses and use mix,*
 - iii. *heritage issues and streetscape constraints,*
 - iv. *the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,*
 - v. *bulk, massing and modulation of buildings,*
 - vi. *street frontage heights,*

- vii. environmental impacts such as sustainable design, overshadowing, wind and reflectivity,
- viii. the achievement of the principles of ecologically sustainable development,
- ix. manage the interface with industrial uses and associated amenity impacts from their ongoing operation,
- x. pedestrian, cycle, vehicular and service access, circulation and requirements,
- xi. the impact on, and any proposed improvements to, the public domain.

7.5AF Overshadowing of certain public spaces

- (1) *The objective of this clause is to protect specific public space from excessive overshadowing along the Georges River Foreshore.*
- (2) *The consent authority must not grant consent to development on any land unless it is satisfied that the development will not result in any net additional overshadowing between 11am and 1pm mid-winter, on the Georges River, shown in blue hatching on the Special Provisions Area Map.*

7.5AG Development in zone B6

- (1) *Clause 7.22 does not apply to this Division.*

7.2 Schedule 1 Additional Permitted Uses

In recognition of the precincts long-term staging, it is proposed to enable the continuation of industrial related uses as the precinct develops. This will conserve existing consents over the lifecycle without creating issues regarding existing use rights.

As such, a new subclause is proposed to Schedule 1 with the following wording suggested.

Use of certain land at Moore Point in zone B4 and B6

- (1) *This clause applies to B4 and B6 land in Moore Point*
- (2) *The objective of this clause is to permit industrial uses as Moore Point transitions from industrial to mixed use and residential land uses.*
- (3) *Development for the purposes of 'light industry', 'general industry' and 'warehouse or distribution centre's are permitted with consent.*
- (4) *Clauses 7.5 AD and 7.5AE do not apply to development subject to this clause.*

8 Justification

8.1 Section A – Need for the proposal

1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

The Planning Proposal is the direct result of a range of strategic planning studies including the Place Strategy and LSPS. These studies provide a clear strategic line of sight aimed at the successful transformation of Liverpool CBD eastwards and the regeneration of Moorebank. Overall, it reflects strong strategic and site-specific merit to facilitate land use change.

We note the recognition of Moore Point as an extension of Liverpool CBD was realised in 2008 through the creation of LLEP 2008 and the inclusion of land north of Newbridge Road and west of Bridge Road under Division 1 – Liverpool city centre.

Place Strategy

The Place Strategy acknowledges Liverpool's complex challenges including the provision of new local amenity along the Georges River, constrained road networks, lack of sequencing and coordination associated with planning proposals and market interests in new residential development.

The site is situated within the Georges River North Precinct, which is identified as 'mixed use'. The mixed use area is defined as:

a mixture of commercial, retail, residential and community uses that provide sustainable employment, that is complementary to and not in competition with, the commercial core.

The Planning Proposal is directly responding to the vision of the Georges River North Precinct by providing a mix of land uses, heights and floor space amendments that will facilitate a combination of uses across the area.

Liverpool Local Strategic Planning Statement

The LSPS establishes a 30 year strategic vision for land use planning in Liverpool and the necessary actions required to align with broader regional and district planning objectives.

Key to the LSPS is the recognition of the Georges River North Precinct as future residential/mixed-use to support the CBD and Innovation Precinct as advanced through the Place Strategy.

Key actions emerging from the LSPS that directly relate to the preparation of a Planning Proposal for the site include:

Investigate amendments to LEP to rezone River precinct north of Newbridge Road (Moore Point) as a mixed-use zone to support the Liverpool CBD and Innovation Precinct, with an extensive open space system and cross-river linkages. (short to medium term)

We note short to medium term in the LSPS refers to the following periods:

- Short term – Now-2020/2021; and
- Medium term – 2021/2022-2024/2025.

Following the clear alignment between the Place Strategy and LSPS, the Planning Proposal has been prepared to realise the priorities for Liverpool.

Draft Georges River Precinct Plan

Whilst not formally endorsed or finalised, the draft GRPP established the design principles and vision to transform land uses around Moorebank.

The masterplan provided the following vision for the River City:

By 2035 Liverpool and the Georges River Moorebank Precinct will become a true River City that has a vibrant mix of uses and activities. To support this new 21st century vision, employment opportunities will be created by leveraging the existing health-related industries in Liverpool and capitalising on the Precinct's strategic location within the south-west of Sydney.

The unique natural environment that surrounds the Precinct will be taken advantage of with mixed use development overlooking the river. New and upgraded open space along the river will encourage greater interaction and enjoyment of the area.

The proposal has been developed in consideration of the vision, design strategies and opportunities detailed within the masterplan. This includes the creation of an activated mixed use precinct, adopting highest and best uses to capitalise on proximity to Liverpool CBD, creation of a contiguous and accessible foreshore and responding to the waterfront character of the Georges River.

2. Is the planning proposal the best means of achieving the objectives and outcomes, or is there a better way?

The planning proposal is the best means of achieving the objectives and outcomes mandated in the Place Strategy and LSPS.

The site is zoned for IN2 Light Industrial purposes. Land uses within this zone are unable to achieve the mix of uses that are envisaged for the Georges River North Precinct. Therefore, a change of land use is required to facilitate a combination of residential and non-residential uses on the site.

The permitted uses contained under the IN2 zone would also fail to facilitate the job and dwelling targets stipulated in the Place Strategy and LSPS.

The existing land use and development standards would not be able to deliver the public domain improvements envisaged for the Georges River North Precinct including embellishment of the foreshore, adaptive re-use of existing heritage and creation of integrated and connected pedestrian and cycle links.

While it would be possible for a rezoning to be contemplated through a comprehensive LEP review, this is considered to be a less desirable method as it would not allow for detailed site master planning or consideration of public benefits and sequencing alongside the changes to planning controls including precinct specific provisions aligned to built form considerations.

A change of land use in conjunction with amendments to key development standards and the introduction of a new Division to the LEP is necessary to transform Moorebank into the natural extension of Liverpool CBD. This will provide land uses conducive to satisfying the objectives of the Place Strategy and LSPS as well as ensuring public benefits associated with the proposal are safeguarded.

The Planning Proposal will facilitate the following public benefits that are entirely consistent with the objectives and outcomes of the LSPS. These include:

- Riverbank rehabilitation and revegetation, including associated flooding and foreshore water quality treatments;
- Bridge connections to Liverpool CBD including 7km of shared cycle/pedestrian paths to foster healthy and socially connected communities across Liverpool;

- 21% of the site dedicated to new public open space and upgraded parkland, enhancing the green grid and delivering bespoke and high quality open space;
- Adaptive re-use of existing heritage building and retention of heritage grid adjacent to foreshore open space, creating a destination for the community;
- Upgrades to Newbridge Road and creation of new streets, improving infrastructure and enhancing connectivity prior to the future Metro Southwest;
- Provision of cultural uses and opportunities, establishing new experiences for a diversifying Liverpool and contributing to local character;
- Contribution to the 8km 'Georges River Walk' from Chipping Norton to Casula Powerhouse to activate but also protect and improve the health and activation of the Georges River; and
- Capacity to provide over 23,000 jobs in excellent proximity to Liverpool CBD and the associated Health and Education Precinct, strengthening the areas productivity.

Summary

The Planning Proposal is a direct result of Liverpool's LSPS, which provides actions to rezone Moore point for residential and mixed-use purposes. A proponent driven Planning Proposal is the best means of achieving this outcome through an integrated masterplan response in tandem with bespoke planning provisions to optimise built form and amenity outcomes for Moore Point.

8.2 Section B – Relationship to strategic planning framework

3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

The proposal has been considered against the strategic and site-specific merit test to demonstrate that the proposal has strategic merit (**Appendix 2**).

The planning proposal will give effect to the objectives and actions of the Premiers Priorities, Region Plan, District Plan and Place Strategy, as discussed below:

8.2.1 NSW Premiers Priorities

The NSW Government Premier Priorities sets ambitious targets to enhance the quality of life of residents in NSW. This is reflected through 15 key policy priorities centred around environmental, social and economic objectives. The Planning Proposal responds directly to the following priorities:

Table 4. NSW Premiers Priorities	
Priority	Consistency
Greening our city <i>Increase the tree canopy and green cover across Greater Sydney by planting one million trees by 2022.</i>	The proposal will facilitate a significant improvement of the existing tree canopy on the site by dedicating approximately 21% of the area to open space and green connections.

	<p>In particular, the proposal will introduce new tree canopies along a remediated and rehabilitated Georges River foreshore and Lake Moore. In this regard, the proposal is considered to significantly improve tree canopy across Greater Sydney.</p> <p>As detailed within the masterplan, the proposed street widths and building setbacks will facilitate the growth of mature trees in the streetscape.</p>
<p>Greener public spaces</p> <p><i>Increase the proportion of homes in urban areas within 10 minutes' walk of quality green, open and public space by 10 per cent by 2023.</i></p>	<p>The proposal will provide significant and interconnected open space areas in close proximity to Liverpool CBD and surrounding suburbs.</p> <p>This supports Sydney's Green Grid by creating a continuous Georges River foreshore park in tandem with an east-west green spine connecting to Lake Moore.</p> <p>Residents in Liverpool CBD and surrounding urban areas will be able to access this amenity with bridge connections across the Georges River to the site, which ensure these spaces are accessible by active modes of transport.</p>

Summary

The Planning Proposal aligns with the applicable NSW Premier Priorities. The proposal substantially improves tree canopy across industrial land and creates a network of new open spaces and green in walking/cycling distance to Liverpool CBD.

8.2.2 Greater Sydney Region Plan

The Region Plan was published in March 2018 and sets out the vision, objectives, strategies and actions for a metropolis of three cities across Greater Sydney.

The Plan replaced the previous A Plan for Growing Sydney and outlines 10 overarching directions supported by 40 objectives, which aim to provide interconnected infrastructure, productivity, liveability and sustainability benefits to all residents.

Table 5 demonstrates the consistency of the Planning Proposal in relation to the Region Plan objectives.

Table 5. A Metropolis of Three Cities	
Objective	Consistency
1 Infrastructure supports the three cities	The proposal seeks to align new infrastructure to support the growth of Liverpool as Sydney's third CBD including extensive foreshore open

		space embellishments, creation of new roads and upgrades of existing intersections.
2	Infrastructure aligns with forecast growth – growth infrastructure compact	The proposal aligns with population, employment and housing demand for Liverpool LGA and will be addressed through commercial and residential floor space.
3	Infrastructure adapts to meet future needs	The proposal will provide new infrastructure along the Georges River foreshore and responds to the vision of the area articulated in the LSPS and Place Strategy. This will be achieved through further consideration of planned and future transport required to support Moore Point through the TIWG.
4	Infrastructure use is optimised	The proposal will locate future residents within immediate proximity to Liverpool CBD, Innovation Precinct and Liverpool Train Station.
5	Benefits of growth realised by collaboration of governments, community and business	The proposal provides a complete alignment with the land uses articulated in the Place Strategy and Liverpool Collaboration Area including residential, recreational, retail and commercial uses. The proposal has established a series of working groups to drive a number of strategic objectives and principles for Moore Point.
6	Services and infrastructure meet communities' changing needs	The proposal will provide new open spaces, soft infrastructure such as cycle links, civic spaces, educational facilities and service that will cater for the future population growth of Liverpool.
7	Communities are healthy, resilient and socially connected	<p>The proposal will provide new pedestrian and cycleway connections to form part of a broader integrated network, promoting walkability and pedestrian movement along the Georges River foreshore, Lake Moore and Casula.</p> <p>The proposal will establish a fine grain urban character in an area which is largely defined by large industrial lots as outlined in the sub-precinct character statements.</p>
8	Greater Sydney's communities are culturally	The proposal will celebrate the identity and sense of place of the River City.

	rich with diverse neighbourhoods	<p>In particular, the proposal seeks to utilise the existing local heritage item on the site (Pirelli Power Cables and Systems Building) as a focal point and destination for Liverpool CBD.</p> <p>The use of this item for retail and marketplace purposes will provide opportunities to create new diverse neighbourhoods that are founded on an identity unique to the Georges River.</p>
9	Greater Sydney celebrates the arts and supports creative industries and innovation	<p>The proposal will provide new public spaces and street corners that will facilitate public art and opportunities for civic gathering.</p> <p>The proposal will also ensure commercial/ bulky uses are retained on site to facilitate new industries and job opportunities along Newbridge Road, which is proposed to be zoned B6 Enterprise Corridor.</p>
10	Greater housing supply	<p>The proposal seeks to provide approximately 14,800 dwellings when ultimately developed. This will contribute to the housing targets as mandated by the GSC in the medium and long term.</p>
11	Housing is more diverse and affordable	<p>The proposal will provide additional housing supply to Liverpool LGA and CBD, ensuring enough supply is provided to lower the cost of housing.</p>
12	Great places that bring people together	<p>The proposal seeks to unify Liverpool CBD with Moorebank. Under the current planning provisions, the site fails to respond and complement the changing aspirations and vision of Liverpool CBD.</p> <p>The proposal will rebalance Liverpool CBD and focus of a vibrant mix of uses oriented around the Georges River foreshore including passive and active recreational opportunities and bridge connections.</p>
13	Environmental heritage is identified, conserved and enhanced	<p>The proposal will adaptively reuse a local heritage item on the site (Pirelli Power Cables and Systems Building) for a future retail and marketplace.</p> <p>This will ensure that the unique environmental assets of the site are utilised and celebrated.</p>

14	<p>A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities</p>	<p>The site is located within excellent proximity of Liverpool CBD, which connects residents and employers across Sydney and to the future Badgery’s Creek Aerotropolis.</p> <p>The proposal will provide new cycle and pedestrian links coordinated across the Moorebank area to improve connections to Liverpool CBD.</p> <p>The proposal provides capacity for a future Southwest metro extension into Liverpool CBD, which would further integrate land use around transport.</p>
15	<p>The Eastern, GOP and Western Economic Corridors are better connected and more competitive</p>	<p>The proposal will reinforce the role of the Western Economic Corridor by contributing to employment and residential growth in Liverpool CBD. This will leverage off the strategic location of the site in relation to the Badgery’s Creek Aerotropolis.</p>
16	<p>Freight and logistics network is competitive and efficient</p>	<p>The proposal will not undermine the existing freight and logistical projects being undertaken at Moorebank Intermodal Terminal.</p>
20	<p>Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Sydney</p>	<p>The proposal will ensure residents are living within a closer proximity to the potential economic benefits of Badgery’s Creek and the western city, which will be accessible via the FAST Corridor.</p>
21	<p>Internationally competitive health, education, research and innovation precincts</p>	<p>The proposal will contribute to the regeneration of Moorebank, facilitating new residents into the area who will benefit from close proximity to Liverpool’s existing key education and health assets and transport infrastructure.</p> <p>The proposal will facilitate high-quality residential and services in close proximity to the major Liverpool institutions including Western Sydney University and Liverpool Hospital, as well as providing capacity for educational and cultural institutions on the site.</p>
22	<p>Investment and business activity in centres</p>	<p>The proposal will facilitate increased business activity in Moorebank and Liverpool CBD by providing critical mass of new residents. This in turn will facilitate the demand for additional</p>

		<p>services and business in the CBD and the site itself.</p> <p>Importantly, the uses and floorspace proposed would act as complementary, and not in competition with the CBD. The proposal has capacity to deliver 23,000 new jobs in the long-term up to 2051.</p>
23	Industrial and urban services land is planned, retained and managed	<p>The proposal seeks to rezone land from industrial to mixed use and recreational purposes.</p> <p>The District Plan states that where appropriate, conversion of industrial lands into other uses may be appropriate. Moore Point is identified in the District Plan as 'Review and Manage'. We further note Council's ELS seeks to only retain land industrial land outside of the Collaboration Area. Land within Collaboration Areas are subject to future alternative uses.</p> <p>As identified in the Place Strategy, the site is located in the Georges River North Precinct, which is envisaged to accommodate a mix of land uses.</p> <p>Furthermore, the LSPS advances a mixed-use vision for the Precinct via a rezoning in the short to medium term.</p> <p>Given the strategic line of sight and consistency amongst strategic planning to see a mix of uses on the site, the site provides a circumstance where conversion would be appropriate to satisfy the overall strategic vision for Liverpool's diversifying and expanding CBD.</p>
24	Economic sectors are targeted for success	<p>The proposal will increase employment opportunities in the precinct by proposing non-residential floor space that can be allocated to a mix of entertainment, retail, commercial and business uses. The proposal is capable of delivering up to 23,000 new jobs by 2051.</p>
25	The coasts and waterways are protected and healthier	<p>The proposal will contribute to the remediation and revitalisation of the Georges River foreshore by improving foreshore vegetation and bank stabilisation.</p>

27	Biodiversity is protected, urban bushland and remnant vegetation is enhanced	<p>The proposal will revitalise parts of the Georges River foreshore, facilitating new landscaping, vegetation and tree planting across the site.</p> <p>The site in its current state and capacity under existing planning controls fails to incentivise or facilitate additional tree canopy or landscaping.</p>
28	Scenic and cultural landscapes are protected	The proposal will ensure future residents and visitors will benefit from new views and vistas towards the Georges River foreshore.
29	Environmental, social and economic values in rural areas are protected and enhanced	The proposal will strengthen the environmental, social and economic values of the area by celebrating cultural heritage items on the site and surrounding environmental assets including Haigh Park, Lake Moore and the Georges River foreshore.
30	Urban tree canopy cover is increased	The proposal will provide opportunities for additional landscaping and street trees along new local streets, pocket parks and the Georges River foreshore.
31	Public open space is accessible, protected and enhanced	The proposal seeks to create and embellish open space across the site and improving Sydney's green grid connections to Liverpool CBD and the Georges River.
32	The Green Grid links parks, open spaces, bushland and walking and cycling paths	The proposal will deliver a green and blue grid, integrating the site with a series of bespoke landscape and open space areas supporting by pedestrian and cycling infrastructure. The proposal importantly, facilitates public access to the riverfront and previously underutilised open space.
33	A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The proposal will contribute to a more sustainable and resilient city through remediation of the Georges River and the utilisation of ESD principles in future development.
34	Energy and water flows are captured, used and re-used	<p>The proposal will provide uses that will enable WSUD and ensure water is appropriately drained across the site.</p> <p>The Placemaking Working Group will be established to drive sustainability governance</p>

		for the site (actions 30-35). The Group will have representation from Council, the GSC and the project team.
35	More waste is re-used and recycled to support the development of a circular economy	The proposal will facilitate a mix of land uses that can utilise recycled water for landscaping and WSUD.
36	People and places adapt to climate change and future shocks and stresses	The proposal will deliver a resilient waterfront that is able to respond to the varying shocks and stresses of the Georges River. The proposal aligns with the foreshore building line in accordance with the LEP.
37	Exposure to natural and urban hazards is reduced	The proposal will improve the landscape quality of the site.
38	Heatwaves and extreme heat are managed	The proposal will deliver additional landscaping and tree plantings on the site and along the riparian waterfront, improving the overall urban cooling of the site.
39	A collaborative approach to city planning	The proposal is responding to a precinct wide approach for Moorebank as outlined in the Place Strategy and LSPS. The proposed working groups that includes Council, relevant State agencies and the proponents, builds on the collaborative approach established by the GSC Collaboration Area. The proposal aims to provide an integrated and whole of government approach to the future of the area including new land uses, foreshore spaces, cycle and pedestrian links.
40	Plans refined by monitoring and reporting	Consistent. The proposal responds to the Pulse of Greater Sydney and the 2019 Annual Report for the Liverpool Collaboration Area.

The section below discusses objectives of the Plan that the Planning Proposal may contradict. These are discussed below:

Industrial Land Protection

Objective 23 of the Plan provides directives to plan, manage and retain industrial and urban services land.

The Plan acknowledges that Liverpool and its surrounding areas will undergo a review of all industrial and urban services land to confirm its retention or to manage uses to allow sites to transition to higher-order employment activities.

As discussed in the table above, there has been a clear mandate from a suite of strategic planning documents to reconsider land uses east of the Georges River and north of Newbridge Road for mixed use purposes.

This has most recently been reflected in the LSPS, which provides actions to rezone land east of the Georges River and north of Newbridge Road for mixed use purposes as a short term priority.

In light of this, the site provides a circumstance where conversion from industrial uses would be appropriate to satisfy the overall strategic vision for Liverpool's diversifying and expanding CBD.

The Planning Proposal proposes a B4 zone that is capable of providing a genuine mix of uses including hotels and serviced apartments that will contribute to additional employment generation and job density.

With regards to transitioning to higher-order employment activities, the Planning Proposal proposes a B6 Enterprise Corridor zone. The B6 zone responds to the changing demographic requirements and business trends in Liverpool's economy.

A monofunctional industrial use of the site does not present the most intensive and efficient use of the land. The site is suitable to accommodate higher order jobs via the B4 and B6 zone and to co-locate these uses with high levels of visibility and exposure to Newbridge Road or in mixed use buildings.

An Economic Impact Assessment has been prepared by Hill PDA under separate cover (**Appendix 4**), which considers the potential loss of industrial lands. Key findings of the report in relation to the loss of industrial land include:

- The potential impact of the masterplan would have on Liverpool LGA to meet its future industrial lands would have been explored in detail during preparation of the LSPS, which supports the transition of the site into a residential/mixed-use precinct;
- The executive summary of Council's Employment Lands Strategy (ELS), which supports the LSPS, states 'retain and protect all industrial precincts in the LGA that is not identified as required as part of the Collaboration Area Place Strategy'. The outcome is that the ELS endorses the transformation of Moore Point to mixed-use purposes;
- The endorsement of these strategies implies that any negative impacts resulting from the transformation of Moore Point into mixed-use are outweighed by the positive benefits and that appropriate land stock exists to accommodate the relocation of urban services; and
- The Planning Proposal proposes a B6 Enterprise Corridor zone that has the potential to provide 47,570m² of employment space, providing an opportunity for typically low impact industrial land occupiers to be located in the precinct.

Summary

The Planning Proposal is consistent with the Region Plan by building upon liveability, productivity and sustainability objectives including increasing housing supply and diversity, co-locating new jobs and homes in close proximity to existing infrastructure in Liverpool CBD, building upon the Green Grid through the Georges River foreshore and Lake Moore remediation and adaptive re-use of heritage items that celebrate Liverpool's local character.

The Region Plan nominates industrial land in Liverpool to be reviewed. The Place Strategy, LSPS and ELS support the transformation of Moore Point into a mixed use precinct and implies that loss of industrial zoned land is required to facilitate the future outcomes for the site. Nonetheless, the proposed B4 and B6 zones will accommodate the transition to high order employment activates, with significant intensification of jobs and a genuine mix of employment opportunities as well as low impact industrial uses.

8.2.3 Western City District Plan

Table 6 provides a summary of the Planning Proposal's consistency with the District Plan with specific reference to the actions for Liverpool.

Table 6. Western City District Plan		
Actions for Collaboration Area		Consistency
1	Increase housing diversity and provide affordable housing	<p>The proposal will provide approximately 14,800 residential apartments on the site in the long term to 2051. Take-up analysis indicates demand for approximately 6,900 dwellings to 2036.</p> <p>The additional housing proposed will provide housing choice and diversity and reducing pressure on affordability for the area.</p>
2	Improve and coordinate transport and other infrastructure to support job growth	<p>The proposal integrates active modes of transport with public transport infrastructure including new cycle links and pedestrian connectivity to Liverpool Train Station.</p> <p>The future South West Metro extension will further reinforce the suitability of new development in Moorebank. The project team has established a TIWG to ensure place-based transport infrastructure can be planned and delivered in line with the site's rezoning.</p>
3	Develop smart jobs around the health and education precinct, particularly in the areas of advanced manufacturing and logistics, automation and translational research	<p>The proposal will ensure smart jobs can be pursued through the B6 Enterprise Corridor zone located along Newbridge Road to ensure smart jobs align with the function of Newbridge Road.</p> <p>The B6 Enterprise Corridor provides for land uses that are conducive to the creation of smart jobs on the site.</p>

Table 6. Western City District Plan

Actions for Collaboration Area		Consistency
4	Improve the night-time economy, mixed use and transport connections	The proposal will facilitate the creation of a night-time economy through the proposed B4 mixed use zoning, which can facilitate a variety of active uses.
5	Improve urban liveability and Liverpool's sense of place	<p>The site's current zoning and planning controls do not improve urban liveability or allow residents to celebrate the cities sense of place.</p> <p>The proposal will transform Liverpool CBD into Sydney's third CBD with significant investment in open space and public domain, high-quality mixed-use buildings and celebration of local heritage and orientation towards natural assets.</p>
6	Improve environmental outcomes around the Georges River	<p>The current industrial use on the site is considered to have a higher impact in regard to the health and remediation of the surrounding river and waterways. The current use of the site provides no incentive to respond to its foreshore setting via built form and design of buildings.</p> <p>The proposal will result in uses that have lower impact on the Georges River in tandem with bank rehabilitation for passive recreational uses.</p>
7	Develop Greater Sydney Green Grid projects	The proposal will deliver a suite of open spaces and form part of a more integrated open space network for the Moorebank area. The proposal will provide approximately 20% of the site to public open space.
8	Capitalise on Western Sydney Airport and the Western Sydney City Deal	The proposal capitalises on the opportunities presented by the Western Sydney City Deal and Western City Airport by providing a catalyst for urban regeneration east of Liverpool CBD and strengthening its prominence as Sydney's third CBD.
9	Revitalise Liverpool CBD	The proposal will rebalance Liverpool CBD towards the Georges River, which has been a

Table 6. Western City District Plan

Actions for Collaboration Area		Consistency
		<p>clear objective of Council and Government for land east of the Georges River.</p> <p>The proposal will complement the revitalisation of Liverpool CBD by increasing residential and non-residential uses in tandem with new open space and infrastructure improvements.</p>
10	Examine flooding issues and water management	The proposal has considered flooding on the site and has demonstrated that development of the land can proceed in a manner that will not result in increased flooding either on or off the site.
11	Consider the opportunities presented by the Liverpool Water Recycling Facility	The proposal does not interfere with the Liverpool Water Recycling Facility.
Actions for Liverpool		
a	Protect and develop the commercial core	The proposal will strengthen the critical mass available to Liverpool's commercial core, by providing for new residential communities that require access to goods and services in Liverpool CBD. It will aim to provide uses that are complementary to the CBD.
b	Improve and coordinate transport and other infrastructure to support jobs growth	<p>The proposal will provide new active transport options across the site, acting as a catalyst for wider regional active transport links to the CBD.</p> <p>The proposal will provide new bridge crossings over the Georges River to Liverpool CBD and Train Station, ensuring new residents have access to services and employment.</p>
c	Develop smart jobs around the health and education precinct	The proposal will provide for new higher order commercial uses on the site through the B4 Mixed Use and B6 Enterprise Corridor Zone.
d	Build on the centre's administrative and civic role	The proposal does not undermine Liverpool's administrative and civic role.
e	Improve public domain including tree-lined,	The site has traditionally operated for uses that does not require consideration of the

Table 6. Western City District Plan	
Actions for Collaboration Area	Consistency
comfortable open spaces and outdoor dining	public domain, street trees, open spaces and outdoor dining. The proposal will facilitate transformation of the site for mixed use purposes, ensuring open space, tree plantings and active frontages are introduced to promote the public domain.
f Improve connectivity and links to the Georges River and prioritise pedestrian, cycle and public transport facilities	The proposal will provide cycle links along the Georges River foreshore and pedestrian links to Liverpool CBD and Train Station.
g Encourage vibrant mix of uses, new lifestyle and entertainment uses to activate streets and grow the night-time economy	The current planning controls and controls only allow for more intensive employment related uses and do not encourage a vibrant mix of lifestyle and entertainment uses. The proposal will facilitate a mixed-use precinct consistent with the vision of the Georges River North Precinct.
h Capitalise on the Western Sydney Airport and Western Sydney City Deal initiatives	The proposal capitalises on the Western Sydney Airport and Sydney City Deal by reinforcing the role of Liverpool as a major centre in Western Sydney. The FAST Corridor will also ensure future residents can access the Western Sydney Aerotropolis, increasing job accessibility.

Summary

The Planning Proposal is consistent with the Western City District Plan by advancing key actions for Liverpool. In particular, it provides a genuine mix of uses complementary to Liverpool CBD, creates new active connections across the Georges River to Liverpool CBD and Train Station and results in the creation of place-making opportunities along the Georges River foreshore.

8.2.4 Liverpool Collaboration Area Place Strategy

The Place Strategy for Liverpool Collaboration Area was released in December 2018 and establishes the priorities, opportunities and delivery actions for the area.

Under the Place Strategy, the site is identified as 'mixed use' and within the Georges River North Precinct, which aims to provide a mixture of retail, residential and community uses that provide sustainable employment that is not in competition with the commercial core.

Table 7. Place Strategy

Priorities for Collaboration Area		Consistency
1	Plan for movement and place functions in Liverpool City Centre, improve accessibility and walkability, and reduce congestion in and around the centre.	<p>The proposal will improve accessibility and walkability in Liverpool CBD by proposing pedestrian and cycle links along the Georges River foreshore and bridge crossings into Liverpool CBD.</p> <p>This will reduce car dependence and encourage active modes of transport in the wider area.</p>
2	Improve public transport to and from Liverpool	The proposal would benefit from a Metro extension to Liverpool CBD, if realised.
4	Create and renew great places for people	The proposal and accompanying framework plans provide a holistic precinct wide outcome involving the celebration of existing heritage, embellishment of open space and capacity for new educational and cultural institutions to reinforce the areas local character and place making assets.
5	Provide social and civic infrastructure for current and future generations	The proposal will introduce new civic and social infrastructure around the Georges River foreshore and within the site.
6	Support the growth of critical employment hubs in the Collaboration Area	The proposal supports non-residential floorspace that can support employment growth adjacent to Liverpool CBD and Innovation Precinct that is complementary to the existing city centre.
7	Support the role and function of employment and urban services land	<p>The proposal is located in a designated 'mixed use' area under the Place Strategy.</p> <p>The proposal has capacity to deliver a mix of employment opportunities without competing with the CBD.</p> <p>The proposal aims to transition part of the site to higher-order industry via the proposed B4 Mixed Use zone and B6 Enterprise Corridor zone along Newbridge Road.</p>
8	Develop a network of high-quality open space linked by the Greater Sydney Green Grid and invest in	The proposal implements green and blue grid aspirations by remediating the Georges River foreshore and introducing a network of new

Table 7. Place Strategy		
Priorities for Collaboration Area		Consistency
	improvements to the Georges River and its foreshores	open spaces to connect to Liverpool CBD and the wider area.
9	Create a resilient place	The proposal has been designed in consideration of flooding on the site and proposes approximately 21% of the site as open space. A Placemaking Working Group will be established to drive sustainability governance for the site. The Group will have representation from Council, the GSC and the project team.
10	Establish a precinct-level governance to deliver the vision	The proposal is consistent with the vision set out under the Place Strategy.

Summary

The proposal is consistent with the Place Strategy by proposing land uses that will achieve the mix of residential, commercial and recreational uses east of the Georges River and north of Newbridge Road.

8.2.5 Future Transport Strategy 2056

The Future Transport Strategy is an update to the 2012 Long Term Transport Masterplan for NSW. It is a 40-year strategy supported by plans for regional NSW and Greater Sydney that seeks to align transport with land use.

The Strategy describes a number of new Greater Sydney initiatives for investigation (0-10 years) including infrastructure to support rapid bus connections and improved bus connections between Western Sydney Airport and Liverpool.

As previously described, this has been actioned through Council's collective vision and flagship project of a FAST Corridor to provide express and frequent services from Liverpool CBD to Badgery's Creek Aerotropolis.

A more critical initiative for investigation (20+ years) is the future Sydney Metro City and Southwest Extension to Liverpool CBD and the M5 motorway extension from Liverpool to Outer Sydney Orbital.

While these investigations are long-term, they demonstrate that there is potential for significant transport investment in Liverpool and its surrounding areas. The site is well placed to capitalise on a future metro station and provide additional jobs and homes near public transport. The TIWG will further implement the Movement and Place Framework as set out in Future Transport Strategy 2056.

Summary

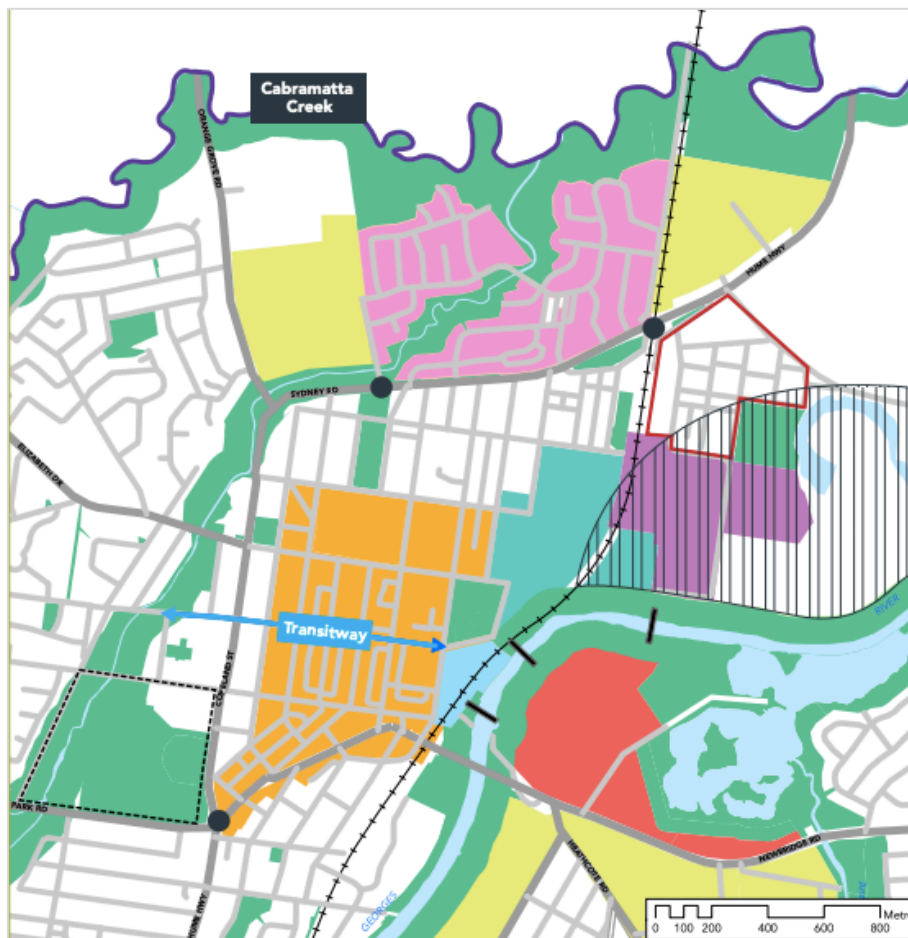
The proposal is consistent with Future Transport Strategy and ensures new residents are able to utilise prospective transport infrastructure including the FAST corridor and a future potential Southwest Metro extension.

The TIWG and sequenced transport investigations will ensure existing and planned infrastructure can meet forecast land use and population growth resulting from the Planning Proposal and wider Collaboration Area.

4. Will the planning proposal give effect to council’s endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

8.2.6 Liverpool Local Strategic Planning Statement

Connected Liverpool 2050 is Council's LSPS and sets out a 30 year strategic vision for land use planning in Liverpool and the necessary actions required to align with broader regional and district planning objectives.



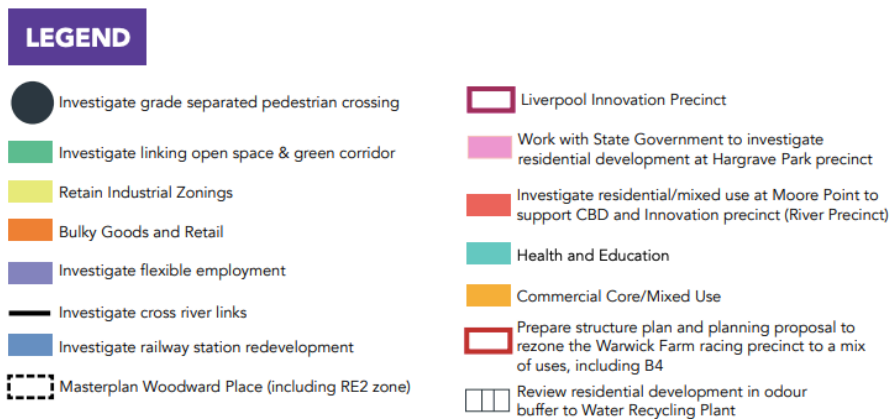


Figure 24: Connected Liverpool 2050 (Source: Liverpool City Council)

The site is marked with the following legend:

Investigate residential/mixed use at Moore Point to support CBD and Innovation precinct (River Precinct)

While some actions are prescribed to the entire LGA or specific areas, actions relevant or related to the Planning Proposal are outlined in **Table 8**.

Table 8. Connected Liverpool 2050		Consistency
Actions		
1.7	Work with Transport for NSW (TfNSW) to bring forward extension of the Sydney Metro City and Southwest and investigate a preferred alignment <i>(short term planning, with delivery in the long term)</i>	The proposal supports the prospect for a future Southwest Metro extension to Liverpool CBD by providing additional land capacity to co-locate a station box and over-station development.
2.1	Finalise investigations into the FAST corridor in collaboration with State and Federal government agencies <i>(short term)</i>	The proposal will provide new jobs and dwellings in Liverpool CBD and support the use and patronage of the FAST Corridor to major employment opportunities in Western Sydney.
2.4	Investigate extension of FAST corridor to Holsworthy station with consideration of appropriate station locations, including Moore Point. <i>(medium to long term)</i>	The proposal has the capacity to accommodate a future transport interchange and bus services. Additional public transport infrastructure will support the proposed densities in addition to the bridge crossings to Liverpool interchange.

Table 8. Connected Liverpool 2050		
Actions		Consistency
3.2	<p>Optimise public transport infrastructure and accessibility as well as connectivity to pathways and cycleways as part of place-making for neighbourhood centres</p> <p><i>(short to medium term)</i></p>	<p>The proposal provides multiple bridge crossings over the Georges River to Liverpool CBD and Train Station.</p> <p>These bridge crossings could be capable of supporting both pedestrian and cycleway links in tandem with new active connections within the site.</p>
4.1	<p>Collaborate with government agencies to prepare a local and regional level infrastructure schedule.</p> <p><i>(short term)</i></p>	<p>The proponent is seeking to prepare a Section 7.11 Contributions Plan following Gateway Determination of the Planning Proposal.</p> <p>The Plan will incorporate a list of infrastructure items bespoke to the development of the site in a sequenced order.</p>
4.2	<p>Work with Greater Sydney Commission and relevant stakeholders to address the Liverpool Collaboration Area Place Strategy through amendments to the LEP.</p> <p><i>(short to medium term)</i></p>	<p>The proponent and project team have been collaborating with Council and the GSC in relation to achieving the vision of the Collaboration Area and more specifically, the Georges River North Precinct.</p>
6.6	<p>Review LEP to give effect to River Connections Program linking green space networks from Casula to Pleasure Point, improving accessibility and visual amenity</p> <p><i>(short, medium and long term)</i></p>	<p>The proposal seeks to establish a continuous public foreshore connection from Lake Moore, Haigh Park and along the Georges River to improve activation and celebration of the riverfront.</p>
6.4	<p>Establish a metropolitan-scale cultural/entertainment facility in the City Centre.</p> <p><i>(visionary)</i></p>	<p>The proposal has identified capacity for a cultural facility/uses within the site. The proposed B4 Mixed Use zone is conducive for such uses in close proximity to jobs and housing.</p>
11.2	<p>Investigate amendments to LEP to rezone River precinct north of Newbridge Road (Moore Point) as a mixed-use zone to support the</p>	<p>The proposal directly responds to this action and rezones the site area identified as Georges River North Precinct to B4 Mixed Use.</p>

Table 8. Connected Liverpool 2050		
Actions		Consistency
	<p>Liverpool CBD and Innovation Precinct, with an extensive open space system and cross-river linkages.</p> <p><i>(short to medium term)</i></p>	<p>The proposal supports the creation of a significant open space network and additional connections to Liverpool CBD.</p>
11.4	<p>Work with Transport for NSW and RMS to create links from Liverpool Train Station to the Georges River and investigate opportunities for transport interchanges at Moore Point (CBD extension east of the Georges River)</p> <p><i>(short to medium term)</i></p>	<p>The proposal seeks to introduce two pedestrian/cycle bridge crossings into Liverpool CBD and transport interchange, which will improve connectivity from Moore Point and the Georges River.</p>
12.2	<p>Review the LEP and DCP to ensure statutory planning controls protect key freight routes and employment lands from sensitive land uses.</p> <p><i>(short to medium term)</i></p>	<p>The proposal has carefully considered the transition of industrial uses permitted under the IN2 Light Industrial zone and seeks to provide new high-order employment in the B6 Enterprise Corridor zone.</p>
14.1	<p>Review Environmentally Significant Land overlay in LEP to ensure protection of areas of high ecological conservation value.</p> <p><i>(short term)</i></p>	<p>The proposal ensures all future built form and development occur away from areas marked as environmentally significant land particularly along the Georges River. The proposal seeks to remediate and rehabilitate this land for recreational purposes.</p>
14.3	<p>Develop a strategy to increase tree canopy cover in the LGA.</p> <p><i>(short term)</i></p>	<p>The proposal will convert monofunctional uses on the land into a mixed-use precinct that will provide new pedestrian links, public open spaces and plazas that will be supported by new tree canopies and landscaping. This is further consistent with the Premiers priorities to increase tree canopy and improve access to open space.</p>

Summary

The proposal is consistent with the LSPS and seeks to rezone land east of Georges River and north of Newbridge Road for mixed-use purposes as a short to medium term priority to support the Innovation precinct. The masterplan accompanied by the Planning Proposal reinforces the creation of an integrated and interconnected open space network that will be accessible from Liverpool CBD and surrounding areas.

8.2.7 Our Home, Liverpool 2027

Our Home, Liverpool 2027 is a 10-year plan to refine future strategic directions and actions for Liverpool.

The proposal achieves a number of strategic directions, as described in **Table 9**.

Table 9. Our Home, Liverpool 2027		
Strategic Directions		Consistency
1	Creating Connection	<p>The proposal will attract business and investment in the Western City through increasing new jobs and improving the work life balance of new residents with new dwellings located close to Liverpool.</p> <p>The proposal will promote active modes of transport and recreational opportunities along the Georges River foreshore, as well as bridge crossings to Liverpool CBD.</p>
2	Strengthening and Protecting our Environment	<p>The proposal will unlock the Georges River and improve banks stabilisation and rehabilitation of the foreshore. The proposal will also establish new open spaces supported by landscaping and tree canopies.</p>
3	Generating Opportunity	<p>The proposal will convert industrial land into a mixture of uses including residential, commercial, retail and recreational. This will stimulate additional job and employment growth, including high skilled employment, in the CBD and capitalise on the Western Sydney Airport.</p>
4	Leading through Collaboration	<p>The proposal will connect Moorebank to Liverpool CBD and Health and Education and provide appropriate co-location of uses to stimulate and promote innovation.</p>

Summary

The proposal is consistent with the Our Home, Liverpool 2027 and aims to create a vibrant, accessible, natural and liveable city with improved cycling and walking

connections along the Georges River, enhanced place-making opportunities through the adaptive re-use of the existing heritage item, capacity for new cultural and educational institutions and a vibrant mixture of uses oriented along the foreshore.

5. Is the planning proposal consistent with the applicable state environmental planning policies?

Yes, as outlined in **Table 10**, the planning proposal is consistent with relevant State Environmental Planning Policies (SEPPs).

Table 10. State Environmental Planning Policies		
SEPP	Consistency	Comments
SEPP No. 19 – Bushland in Urban Areas	Not Applicable.	
SEPP No 21 – Caravan Parks	Not Applicable.	
SEPP No. 33 – Hazardous and Offensive Development	Consistent.	The proposal will adopt the standard instrument definitions of hazardous and offensive development, which are not permitted on the site.
SEPP No. 36 – Manufactured Home Estates	Not Applicable.	
SEPP No. 47 – Moore Park Showground	Not Applicable.	
SEPP no. 50 – Canal Estate Development	Not Applicable.	
SEPP No. 55 – Remediation of Land	Consistent.	The site will be appropriately remediated to ensure it is suitable for residential development. A Preliminary Site Investigation (PSI) report has been prepared to support the Planning Proposal and concludes the site can be remediated for its intended purpose. Refer to Appendix 10 .
SEPP No. 64 – Advertising and Signage	Consistent.	The proposal does not contradict or hinder the application of the SEPP.
SEPP No. 65 – Design Quality of Residential Apartment Development	Consistent.	The building envelope established by the proposal is capable of accommodating

Table 10. State Environmental Planning Policies

SEPP	Consistency	Comments
		residential and mixed-use development that is consistent with SEPP 65 principles and with the Apartment Design Guide. An overview of the proposal's ability to comply with key ADG criteria is provided with the urban design report at Appendix 3 .
SEPP No. 70 – Affordable Housing (Revised Schemes)	Not Applicable.	
SEPP (Aboriginal Land) 2019	Not Applicable.	
SEPP (Affordable Rental Housing) 2009	Consistent.	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	Consistent.	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Coastal Management) 2018	Not Applicable.	
SEPP (Education Establishments and Child Care Facilities) 2017	Consistent.	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	Consistent.	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Gosford City Centre) 2018	Not Applicable.	
SEPP (Concurrences and Consents) 2018	Consistent.	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	Consistent.	The proposal does not contradict or hinder the application of the SEPP.

Table 10. State Environmental Planning Policies

SEPP	Consistency	Comments
SEPP (Infrastructure) 2007	Consistent.	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Koala Habitat Protection) 2019	Consistent.	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	Not Applicable.	
SEPP (Kurnell Peninsula) 1989	Not Applicable.	
SEPP (Mining, Petroleum Production and Extractive Industries)	Not Applicable.	
SEPP (Penrith Lakes Scheme) 1989	Not Applicable.	
SEPP (Primary Production and Rural Development) 2019	Consistent.	The proposal does not contradict or hinder the application of the SEPP.
SEPP (State and Regional Development) 2011	Not Applicable.	
SEPP (State Significant Precincts) 2005	Not Applicable.	
SEPP (Sydney Drinking Water Catchment) 2011	Not Applicable.	
SEPP (Sydney Region Growth Centres) 2006	Not Applicable.	
SEPP (Three Ports) 2013	Not Applicable.	
SEPP (Urban Renewal) 2010	Not Applicable.	
SEPP (Vegetation in Non-Rural Areas) 2017	Consistent.	The proposal is supported by a Biodiversity Assessment, which notes the site has been subject to considerable vegetation disturbance and does not

Table 10. State Environmental Planning Policies

SEPP	Consistency	Comments
		<p>contain remnant native vegetation.</p> <p>Any potential ecological communities discovered on site through detailed investigations may require a Biodiversity Development Assessment Report (BDAR) to determine ecosystem credits and offsets.</p> <p>Refer to Appendix 13.</p>
SEPP (Western Sydney Employment Area) 2009	Not Applicable.	
SEPP (Western Sydney Parklands) 2009	Not Applicable.	
Greater Metropolitan REP No. 2 – Georges River Catchment	Consistent.	The proposal is consistent with the Planning Principles contained in the REP including Acid Sulfate Soils, bank disturbance, flooding and water quality.
SREP No. 8 – Central Coast Plateau Areas	Not Applicable.	
SREP No. 9 – Extractive Industry (No 2 – 1995)	Not Applicable.	
SREP No. 16 – Walsh Bay	Not Applicable.	
SREP No. 20 – Hawkesbury – Nepean River (No 2 – 1997)	Not Applicable.	
SREP No. 24 – Homebush Bay Area	Not Applicable.	
SREP No. 26 – City West	Not Applicable.	
SREP No. 30 – St Marys	Not Applicable.	
SREP No. 33 – Cooks Cove	Not Applicable.	
SREP (Sydney Harbour Catchment) 2005	Not Applicable.	

6. Is the planning proposal consistent with applicable Ministerial Directions (S. 9.1 directions)?

As outlined in **Table 11**, the planning proposal is generally consistent with all applicable Section 9.1 Directions. Where the proposal is inconsistent with a direction, justification is provided.

Table 11. Section 9.1 Ministerial Directions

Clause	Direction	Consistent	Comments
1 Employment and Resources			
1.1	Business and Industrial Zones	Not consistent but justified as considered appropriate by Direction.	<p>The proposal seeks to rezone land from IN2 Light Industrial to B4 Mixed Use and B6 Enterprise Corridor.</p> <p>The conversion of existing industrial land and its justification is discussed below the table.</p>
2. Environment and Heritage			
2.1	Environment Protection Zones	Consistent.	<p>The site is identified as being adjacent to Environmentally Significant Land in accordance with LLEP 2008. This relates to land located on the north and western boundary of the site and generally follows the alignment of the Georges River foreshore.</p> <p>The Planning Proposal does not propose amendments to the existing provision and area relating to Environmentally Sensitive Land contained in LLEP 2008.</p> <p>The Planning Proposal considers the known environmental constraints around the foreshore and envisages future development be situated behind the foreshore building line in accordance with LLEP 2008.</p>
2.3	Heritage Conservation	Consistent.	<p>An Aboriginal Heritage Assessment has been undertaken, which confirms the study area possesses</p>

Table 11. Section 9.1 Ministerial Directions

Clause	Direction	Consistent	Comments
			<p>low archaeological potential and no further assessment is necessary.</p> <p>A further Historical Heritage Assessment has been submitted, which provide recommendations for the management of the Pirelli Power Cables Heritage item.</p> <p>Refer to Appendix 15.</p>
3. Housing, Infrastructure and Urban Development			
3.1	Residential Zones	Consistent.	<p>The proposal will facilitate residential accommodation in close proximity to existing infrastructure and services.</p> <p>Residential accommodation is proposed within the bounds of existing urban areas and is not proposed to encroach into any environmental protection or sensitive areas.</p>
3.4	Integrating Land Use and Transport	Consistent.	<p>The proposal will improve access to housing, jobs and services by walking, cycling and public transport infrastructure.</p> <p>The proposal aims to provide a range of active transport connections to reduce travel demand including the number of trips generated by the development and the distances travelled, in particular by car.</p>
3.5	Development Near Regulation Airports and Defence Airfields.	Consistent.	<p>The proposal has been designed in consideration of its proximity to Bankstown Airport, including the known PANS-OPS and OLS requirements. The proposal seeks to amend LLEP 2008 by introducing new heights of 136 RL and 108 RL across the site in line with the</p>

Table 11. Section 9.1 Ministerial Directions

Clause	Direction	Consistent	Comments
			<p>recommended PANS-OPS measures.</p> <p>An RL is considered the preferred height measurement to respond to the varied topography across the site where a height measured from natural ground level would result in irregular and stepped building forms at the detailed Development Application stage.</p>
4. Hazard and Risk			
4.1	Acid Sulfate Soils	Consistent.	<p>LLEP 2008 contains provisions relating to acid sulfate soils. The proposal does not seek to contravene or alter these controls.</p> <p>The proposal is accompanied by an Acid Sulfate Soils and Remedial Strategy, which advises a range of remedial options may be implemented to remediate the site for its intended purpose.</p> <p>It is anticipated future Development Applications will provide a Remedial Action Plan to provide guidance on addressing unexpected contamination that may be identified during the course of redevelopment.</p>
4.3	Flood Prone Land	Not consistent but justified as considered appropriate by Direction.	See discussion on flood prone land below this table.
4.4	Planning for Bushfire Protection	Consistent.	<p>Part of the site, largely east of Bridge Road, is identified as containing Bushfire Risk land in Category 1 and Buffer zones.</p> <p>The proposal has been prepared with regard to the bush fire constraints on the site and is</p>

Table 11. Section 9.1 Ministerial Directions

Clause	Direction	Consistent	Comments
			capable of incorporating a number of strategies to guide future development.
Local Plan Making			
6.1	Approval and Referral Requirements	Consistent.	The proposal does not include consultation, referral or concurrence provisions, nor identifies any development as designated development.
6.2	Reserving Land for Public Purposes	Consistent.	The proposal does not contain any land that has been reserved for a public purpose.
6.3	Site Specific Provisions	Consistent.	The proposal seeks to incorporate site specific provisions to deliver a tailored and bespoke planning response to the site and its objectives. These provisions relate preparation of a development control plan and sun protection of public open space.
Metropolitan Planning			
7.1	Implementation of A Plan for Growing Sydney		N/A.

8.2.8 Key Section 9.1 Directions

Direction 1.1 Business and Industrial Zones

Objective

Direction 1.1 provides objectives to encourage employment growth in suitable locations, protect employment land in business and industrial zones.

A planning proposal may be inconsistent with this direction if the relevant authority can satisfy that the provisions of the planning proposal are:

- (a) Justified by a strategy which:
 - I. Gives consideration to the objective of this direction,
 - II. Identifies the land which is the subject of the planning proposal, and
 - III. Is approved by the Secretary of the Department of Planning and Environment, or
- (b) Justified by a study (prepared in support of the planning proposal) which gives consideration to the objective of this direction, or
- (c) In accordance with the relevant Regional Strategy, Regional Plan or Sub-Regional Strategy prepared by the Department of Planning and Environment which gives consideration to the objective of this direction, or
- (d) Of minor significance.

Response

The Planning Proposal is justified by a strategy which meets the criteria of I, ii and iii of Direction 1.1.

The site forms part of the Liverpool Collaboration Area Place Strategy, which is identified and endorsed within a suite of planning policy documents including the Region Plan and District Plan.

The Place Strategy identifies the site within the Georges River North Precinct, which is nominated as 'mixed use'. This area is identified to provide a mixture of commercial, retail, residential and community uses that provide sustainable employment that is not in competition with the commercial core.

The transition of the site to mixed use is advanced and reinforced in the LSPS, which identifies the site for further investigation into a residential/mixed-use precinct, with supporting actions to rezone the land as a short-term priority.

Council are currently preparing the ELS, which will guide the development and management of industrial land over the next few decades. The site is zoned for industrial purposes and as such, the impact from the possible loss of industrial land on the site would have been assessed within the ELS.

Hill PDA advise the executive summary of the ELS was released and provides the following recommendation in relation to the site:

*Retain and protect all industrial precincts in the LGA **that is not identified as required as part of the Collaboration Area Place Strategy.***

This asserts that the ELS also endorses the transition of land uses on the site to residential and mixed-use. As such, the rezoning of the site will facilitate a vibrant mixed-use precinct supported and endorsed at both State and Local government levels.

We note Council had prepared an Industrial Development Lands study in 2019 that is silent on recommendations to retain the site for industrial purposes. Noting the role of the Collaboration Area, it makes recommendations to retain Georges River south for industrial purposes.

The Planning Proposal further proposes a B6 Enterprise Corridor zone along Newbridge Road. This area has the potential to provide 47,570m² of employment space, providing an opportunity for urban services and other typically low impact industrial land occupiers on the site. Importantly, the Planning Proposal results in an intensification of job activity adjacent to Liverpool CBD that can only be realised through alternative land uses.

Any temporary loss of urban services during construction has the potential to be relocated back into the site or in close proximity upon completion, reducing any long term impact.

It is important to note the delivery of the masterplan is a long-term process and any relocation of urban services land could be undertaken in a staged approach to minimise large scale relocation of urban services at any point in time.

Direction 4.3 Flood Prone Land

Objective

Direction 4.3 provides objectives to ensure development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy. It also aims to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard, including the potential flood impacts on and off the subject land.

A planning proposal may be inconsistent with this direction, only if the relevant authority is satisfied that:

- a) *the planning proposal is in accordance with a floodplain risk management plan prepared in accordance with the principles and guidelines of the Floodplain Development Manual 2005, or*
- b) *the provisions of the planning proposal that are inconsistent are of minor significance.*

Response

A Flood Report has been prepared by J. Wyndham Prince under separate cover (**Appendix 9**) in support of the Planning Proposal.

The site is partially inundated by mainstream flooding in 1% AEP event, where flows breach the banks of the Georges River and enter the site. However, the assessment has shown that with the implementation of the mitigation measures, the proposed development can safely occupy the floodplain within minimal impact and be consistent with the principles outlined in the Floodplain Development Manual.

The flood management regimes for Moore Point are consistent with the Section 9.1 Directions.

8.3 Section C – Environmental, Social and Economic Impact

7. Is there any likelihood that critical habitat or threatened species, or their habitats, will be adversely affected as a result of the proposal?

A Biodiversity Assessment has been prepared by Eco Logical Australia Pty Ltd under separate cover (**Appendix 13**) in support of the Planning Proposal.

The study describes the biodiversity values within the site and assesses the impacts of the Planning Proposal and subsequent masterplan on the biodiversity values.

The report notes the study area has been subject to considerable vegetation disturbance and does not contain any remnant native vegetation.

One threatened ecological community *River-flat Eucalypt Forest on Coastal Floodplains of the NSW North Coast, Sydney Basin and South Eastern Bioregions* listed as an endangered ecological community (EEC) and has been mapped as occurring within the study area. The vegetation has been established through revegetation works. It contains high weed blooms and is in poor condition. Therefore, it did not satisfy listing criteria under the *Environmental Protection Biodiversity Conservation Act* (EPBC Act).

One matter of National Environmental Significance was identified as having potential to be adversely affected by the proposed works is the *Pteropus poliocephalus* (Grey-headed Flying-fox), which is listed as a vulnerable species under the EPBC Act. It is considered that this species is likely to use some of the study area for seasonal foraging. An assessment of the Commonwealth Significant Impact Criteria is required for species listed under the EPBC Act and submitted with a Biodiversity Development Assessment Report (BDAR).

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

All relevant environmental effects have been assessed in consideration of the Planning Proposal and the envisaged development outcome achieved via the proposed amendments to LLEP 2008.

Discussion and assessment of the environmental and urban context is discussed below.

8.3.1 Urban Design

An Urban Design Report has been prepared by SJB under separate cover (**Appendix 3**) in support of the Planning Proposal.

The report functions as the Strategic Framework for Moore Point and provides an envisaged masterplan and the foundation for the project moving forward from strategy to implementation.

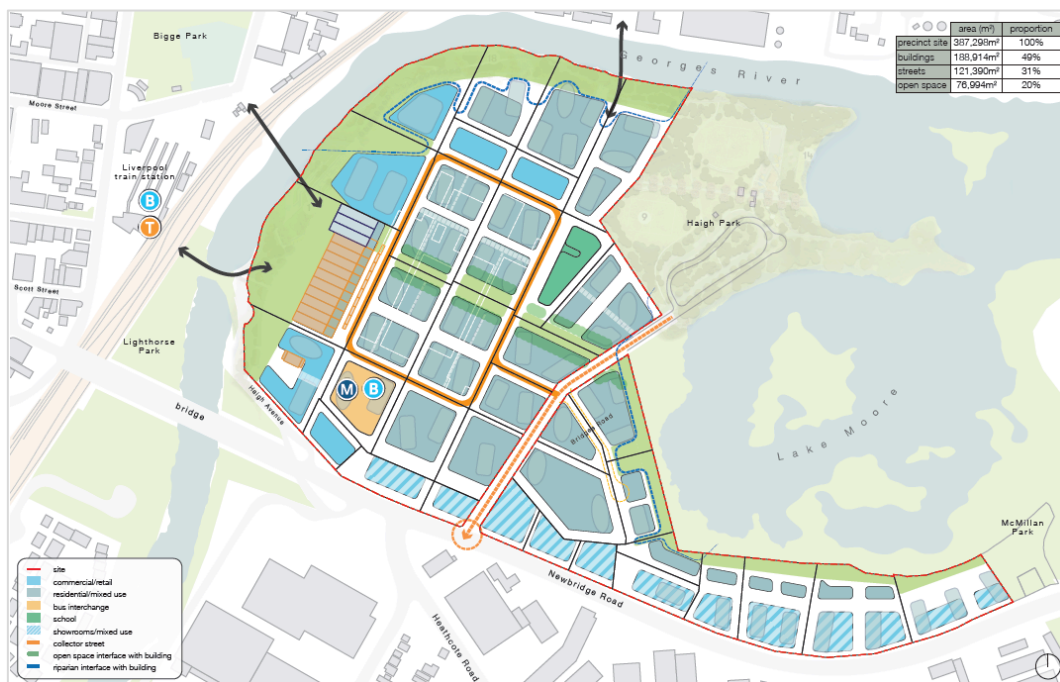


Figure 25: Moore Point Masterplan (Source: SJB)

Of particular importance technical criteria, which outlines how the masterplan has considered the objectives and guidance of current planning policy including State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development (SEPP 65) and the Apartment Design Guide (ADG).

The proposed massing represents what could potentially be realised on the site based on environmental and physical constraints. It is anticipated additional technical analysis and sub-precinct design will be undertaken following Gateway

Determination to further rationalise the built form and address any additional matters raised through the assessment process.

Following this, a site-specific DCP will be prepared that articulates the relevant built form and planning controls for the site for the character areas within the masterplan.

SEPP 65 Considerations

Building Setbacks

Streets and blocks within the masterplan have been designed to ensure building separation requirements of the ADG can be achieved. All streets and setbacks have been designed to allow a minimum of 20m between podiums, and all block depths have been designed to allow for 18 to 24m separation above podiums. It is anticipated through detailed design, that all buildings will be designed to meet the design guidance and objectives of the ADG.

Solar Access

The nature of the existing grid pattern and the resulting built-form balances the site constrains and addresses amenity through the strategic placement and orientation of uses to maximise solar access in order to meet the requirements of the ADG.

A key factor for consideration with regards to solar access for a precinct this size is the timeframe and staging, which will be driven by market demands meaning the ultimate mix of uses between residential and non-residential may evolve over time. To respond to this, the masterplan ensures there is flexibility within the envelopes to ensure solar access is managed at a block-by-block level at the next stage of planning assessment.

The masterplan proposes the following design measures to ensure solar access requirements can be achieved on each block:

- Orientate towers on a north south axis to maximise solarup to a maximum of 8 degrees off north; and
- Maximise apartments on the northern edges of the blocks – locating cores and on-residential uses to the south.

The masterplan provides a balance between a place-based approach (heritage grid, relationship to river and lake) and the requirement for compliance including building separation, overshadowing and solar access. The envisaged masterplan reflects existing site characteristics and optimises place-based opportunities, enabling a level of density that does not compromise on the amenity of surrounding residents or future residents within the site.

Staging

The delivery of the masterplan will be staged up to 2051. The staging only considers the proponents landholdings and does not take into consideration other landholdings in the study area. The approach to staging considers the availability of land over time, and the associated delivery of public open space and community infrastructure.

The staging plan is proposed as follows:

- Stage 1 – North west of the site closest to Liverpool CBD;
- Stage 2 – Predominantly around Haigh Park, Lake Moore and two blocks bound by the internal loop road; and
- Stage 3 – Southern portion of the masterplan closest to Newbridge Road.



Figure 26: Staging Plan (Source: SJB)

It is proposed to incorporate a detailed staging plan into the site-specific Section 7.11 Contributions Plan following Gateway Determination to lock in the delivery of certain infrastructure items with construction of development.

A Place Design Framework has been prepared by Roberts Day under separate cover (**Appendix 18**) in support of the Planning Proposal. The Place Design Framework sets out the key principles that will guide activation and decision making at the site transforms and should be read in conjunction with the Urban Design Report prepared by SJB.

8.3.2 Traffic and Transport

A Strategic Transport Impact Assessment has been prepared by Aurecon under separate cover (**Appendix 8**) in support of the Planning Proposal.

The report provides an overview of existing and planned transport infrastructure capable of supporting the Planning Proposal, as well as outlining a two-stage transport investigation assessment during the rezoning process.

The objective of these studies is to ensure the successful integration of Moore Point into the current and future planned transport network of the Collaboration Area. These are detailed below.

Transport Infrastructure Working Group

A Transport Infrastructure Working Group (TIWG) has been established to facilitate an integrated and connected transport vision for Moore Point.

The TIWG will involve TfNSW and Council to ensure the Planning Proposal aligns with the overarching Place Strategy for Liverpool Collaboration Area and the successful integration of Moore Point into the current and future planned transport network.

Stage 1 – Due Diligence and Strategic Assessment

This stage will establish a strategic analysis of the transport infrastructure required to support the Planning Proposal and eventual masterplan. The assessment will be informed by work done by TfNSW to develop a place-based transport strategy for the

Collaboration Area and surrounds. The findings will inform development scenarios for further assessment.

The appropriate land use and staging scenarios will be agreed with Council, while also ensuring committed and planned infrastructure are agreed with TfNSW to feed into the assumptions of the baseline scenario.

Once the assumptions and staging scenarios have been agreed, strategic transport modelling will be undertaken using TfNSW Strategic Transport Model (STM) and Public Transport Project Model (PTPM). This will derive the additional distribution of transport demand across various parts of the transport network as a result of land use changes envisaged across the Collaboration Area.

These outputs will be fed into a Strategic Traffic Forecasting Model (FTFM) to inform the strategic transport evaluation component and provide an understanding of the scale of impacts of the Planning Proposal on the transport network.

A summary of this process is provided below.

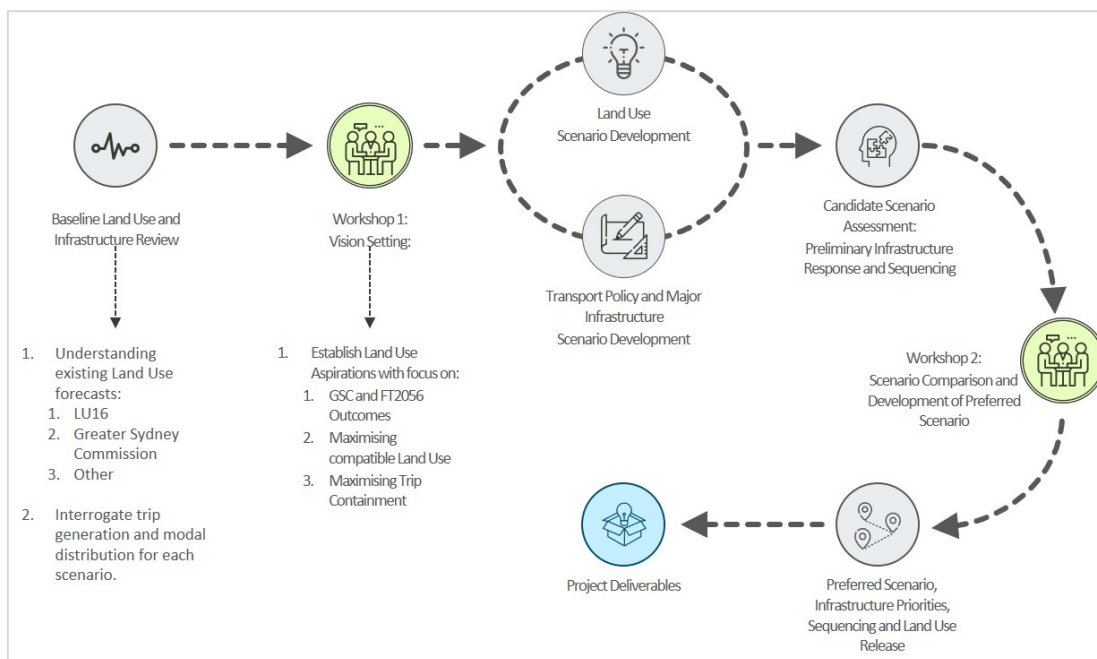


Figure 27: Proposed Stage 1 Approach (Source: Aurecon)

The final deliverable for Stage 1 will be the submission of a Preferred Land Use and Transport Infrastructure Scenario, which will include:

- A Land Use and Transport Strategy for the Collaboration Area;
- A high level cost estimate of key infrastructure requirements and transport access strategy for interim and ultimate development scenarios; and
- An agreed funding mechanism.

Stage 2 – Detailed Transport and Traffic Assessment

Stage 2 will involve the development of a more detailed assessment to assist in accurately identifying and informing the scope and costs for any infrastructure including local transport infrastructure.

A detailed transport and traffic assessment largely in the context of a Transport Management Accessibility Plan (TMAP) will be required to identify the infrastructure and service requirements and determine the development contributions.

It is anticipated that Gateway Determination will be issued with conditions that will align with the outcomes of the Stage 1 Strategic Assessment, to be agreed by the TIWG.

8.3.3 Aviation

An Aeronautical Assessment Report has been prepared by Strategic Airspace under separate cover (**Appendix 12**) in support of the Planning Proposal.

The report examines the current and future regulated airspace height constraints overhead the site that are related to airspace protection requirements that would trigger requirements for an airspace height approval (Obstacle Limitation Surface/OLS) and constrain the maximum permissible envelope heights (Procedures for Air Navigation Services – Aircraft Operations/PANS-OPS). Key findings of the report are summarised below.

Obstacle Limitation Surface

Under OLS, buildings are constrained by height limits which slope up from 76m Australian Height Datum (AHD) at the north-eastern corner to around 108m AHD at the western edge of the site.

Any of the buildings in the site, as well as cranes used from construction, where their maximum heights would penetrate the relevant OLS height constraint overhead would need to be included in 'airspace height' applications under the Airports Regulations, for consideration and explicit approval prior to construction. This would not be required until submission of Development Applications at the earliest.

Proposed buildings within the maximum heights that would be lower than the relevant OLS height constraints do not need such 'airspace height' approvals.

The figure below depicts which building envelopes, based on the masterplan, would infringe the OLS Conical Surface.

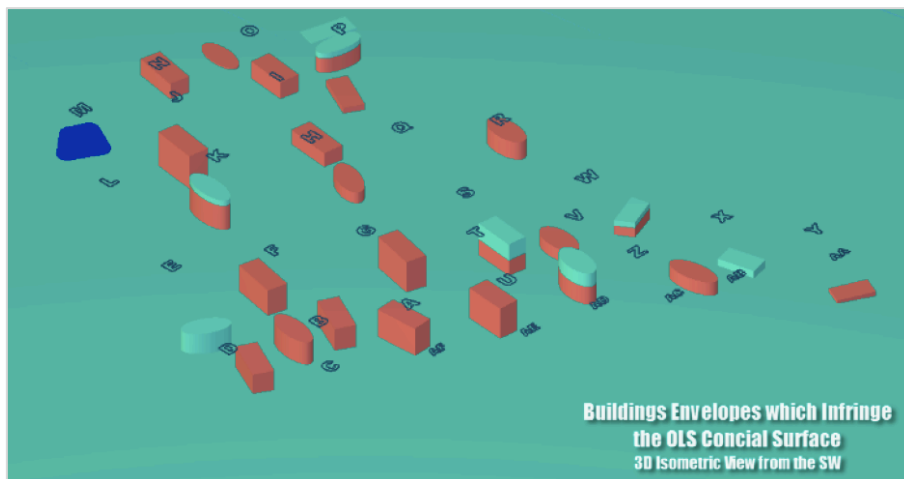


Figure 28: Envelopes which would infringe OLS Conical Surface (Source: Strategic Airspace)

Buildings that gain height approvals may be required to install and operate obstacle lights on either side and/or tops of the buildings, subject to recommendations made by the Civil Aviation Safety Authority (CASA) during their assessment of the height application.

PANS-OPS

Under PANS-OPS, buildings are ultimately constrained by the PANS-OPS circling surfaces, which include Circling Category B (eastern portion of site) with a surface

height of 108.12m and Circling Category A (western portion of site) with a surface height of 136.

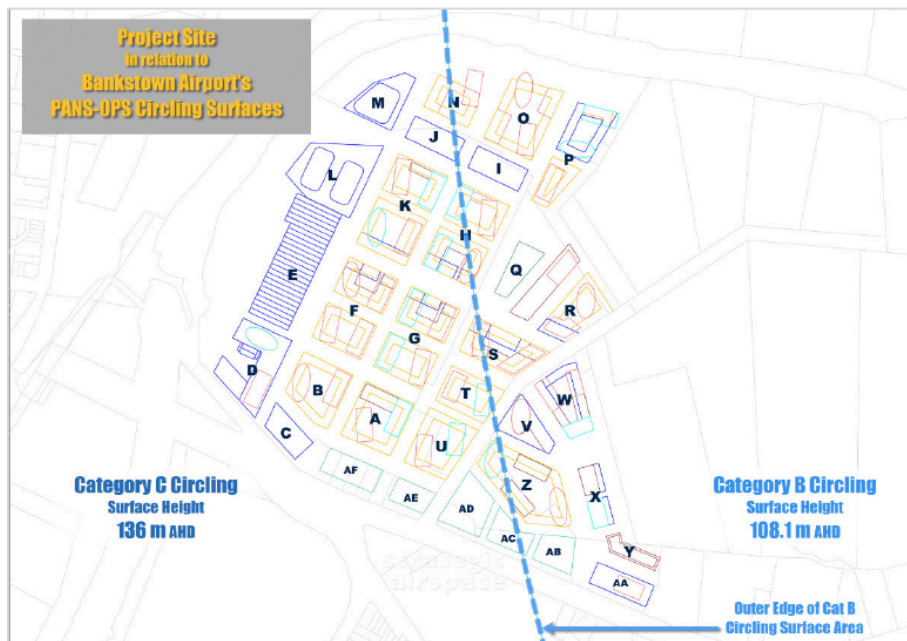


Figure 29: PANS-OPS Category B and C Constraining Surfaces (Source: Strategic Airspace)

None of the proposed buildings in the masterplan would penetrate the limiting PANS—OPS surfaces shown in Bankstown Airport's prescribed airspace in accordance with the figure above. Therefore, all buildings are considered approvable under the Airports Regulations.

Conclusion

Strategic Airspace conclude that there is no technical impediment to the approval of the proposed development envisaged in the Planning Proposal. It is considered that any future applications for buildings in the masterplan, under the Airports Regulations, supported by a full aeronautical assessment and safety case could be approved by the Department of Infrastructure, Transport, Regional Development and Communications.

8.3.4 Flooding

A Flood Report has been prepared by J. Wyndham Prince under separate cover (**Appendix 9**) in support of the Planning Proposal.

The study details the procedures used and presents the results of the flood impact assessment in support of the site's redevelopment. It also has developed a flood evacuation strategy to inform the planning process. Key findings of the report are summarised below.

Flood Management

The current floodplain storage during the 1% AEP event has considered the proposed development landform and regional floodplain reclamation strategy. The proposed implementation of the two flood storages and on the banks on the Georges River adjacent to the western motorway will result in an increase in the available floodplain storage by 31,930m³.

The detailed flood assessment completed for the strategy has demonstrated that, with the site, peak flood levels in surrounding properties and within the Georges River will not increase as compared to existing conditions in the catchment in the 1% AEP

events. Importantly, provision of the proposed flood levels to the south of Newbridge Road will also reduce the extent of flooding within the Moorebank area, which is therefore considered to be an improvement upon existing conditions.

Water Quantity Management

Peak flow results determined as part of the hydrologic modelling demonstrates the site provides only 0.1% of the total peak flow in the Georges River and therefore, any changes to the characteristics of the site as a result of the Planning Proposal development outcomes will unlikely impact the flow regime of the Georges River.

Therefore, on-site detention is not considered necessary for the Planning Proposal's development outcomes. Further assessments will be undertaken to confirm that detention is not required as part of the Development Application process.

Flood Evacuation

Flood evacuation routes are identified to ensure a 'continuous rising grade' can be maintained to a level above the PMF for all evacuees, with connections to Newbridge Road to the south of the site. In addition, the use of the proposed pedestrian bridges connecting the site to Liverpool CBD will be provide additional early flood evacuation options during a PMF event.

The proposed Flood Management Strategy for the site provides a basis for detailed design and development of Moore Point to ensure that environmental, urban amenity, engineering and economic objectives from stormwater management are achieved.

8.3.5 Riparian

A Riparian Strategy has been prepared by Northrop under separate cover (**Appendix 7**) in support of the Planning Proposal.

The study provides a qualitative assessment of the proposed development in relation to the protection of the riparian corridor zones. Key findings of the report are summarised below.

Findings

For most of the site, the riparian corridor will contain three structured zones, i.e. Riverbank, Inner Vegetation Riparian Zone (VRZ) and Outer VRZ, which is consistent with the NRAR Riparian Guideline. However, the creation of the Georges River foreshore park as envisioned does not conform to the Guideline. Therefore, a merit-based approach to assess this strategy for the entire site is proposed, which relies on offsetting for an overall improved environmental outcome:

- Development encroachment into outer VRZ reduced by 6,765m²;
- Development encroachment into Inner VRZ reduced by 1,393m², with total proposed encroachment of only 24m²;
- Typically, where there is no native vegetation present in the riparian corridor currently, it will be provided as revegetation representing the ecologically significant communities present around the site. Areas adjoining the Outer CRZ and interfacing with the development will also be revegetated and landscaped in the same manner. This includes offsetting;
- The Riverfront zone on the western bank of the site will be variously landscaped. Some of this will be native vegetation and a total of 20% of this area will be dedicated to natives, which counts as offsetting;

- As a result, the total amount of revegetated Outer VRZ created compared to the lost is 31,847m² vs 776m²; and
- The total amount of revegetated Inner CRZ and Riverbank created compared to that lost is 16,491m² vs 5,538m².

Conclusion

Northrop conclude that the outcomes presented above provide a significant environmental improvement for the site and Lake Moore. The approach has a sound rationale, which justifies a merit-based assessment on this basis. It is proposed that the Placemaking Working Group will further shape and determine the riparian outcomes to achieve the vision for the precinct.

8.3.6 Air Quality

An Air Quality Suitability Study has been prepared by Todoroski Air Sciences under separate cover (**Appendix 11**) in support of the Planning Proposal.

The study provides a qualitative assessment of any likely constraints on air quality relating to the development of the site. Key findings of the report are summarised below.

Findings

The key potential source of air quality impact on the site is the existing water treatment facility on the opposite side of the Georges River along the northern boundary. However, the closest potential sources of odour are located 400m from the nearest proposed new receptors and are generally downwind of the proposal

There are existing receptors that are closer to and also generally downwind of the water treatment facility, therefore significantly lower odour levels than at any existing receptor can be expected at the site.

There is only low potential for impacts from other existing facilities, as these industries are generally good distance away and are not on the prevailing wind axes to the site.

The site would replace existing industry with commercial and residential activities, and therefore it is reasonable to expect some reduction in existing pollutant levels. The residential dwellings also maintain an acceptable setback from existing major roads in terms of siting and height.

Conclusion

Todoroski Air Sciences conclude there is no reasonable indication of any likely air quality impacts that may prevent development at this location. It is anticipated a detailed study would be required as part of the Development Application process.

8.3.7 Contamination

A Contamination, Acid Sulfate Soils and Remedial Strategy has been prepared by El Australia under separate cover (**Appendix 10**) in support of the Planning Proposal.

The study provides an appreciation of how existing site contamination might affect potential land use changes that may be facilitated by the Planning Proposal. The report identifies areas within the site that are contaminated, or potentially subject to contamination to an extent that could impact on future land uses.

For land identified as contaminated or potentially contaminated, remedial options and data gap enclosures were considered where necessary, to enable a feasible remediation strategy to be developed and make impacted areas suitable for their intended purpose. Key findings of the report are summarised below.



Figure 30: Land Parcel Identification for Contamination (Source: EI Australia)

Findings

Potential Contamination Sources

Based on the reviewed site history and findings documented in the available environmental reports for selected sites, potential contamination sources for the site are summarised as follows:

- Imported fill soils of largely unknown origins used as backfill for releveling various parts of the site;
- Previous farming, market gardening and cultivation activities, which typically involved the application of chemicals for weed and pest control, fertilisers, petroleum hydrocarbon products used to power and maintain motorised farming equipment;
- The use of handling of paints and other chemicals, including volatile organic compounds (VCOs), during historical and current industrial activities involving manufacturing, chemical reacting, dispensing, treatment and production of liquid waste;
- TCFM, leaked from an underground, concrete liquid waste tank located within the south western portion of Area B-east, which was reported to have migrated westwards to the adjacent property Area B-west at 3 Bridges Road;
- Multiple underground and above ground storage of petroleum fuels (i.e. UPSS and ASTs) particularly within areas B-west, B-east, M and O, some of which are still in use and/or remain in partially decommissioned condition; a
- Deeper, natural soils and groundwater containing residual impacts from leaked hydrocarbons and other chemicals, representing potential secondary sources of contamination;
- Hazardous building materials, including ACM and lead-based paints; and
- Asbestos impacted soils.

Data Gap Closure Requirements

The report identifies the need to establish the environmental conditions for land parcels that have not yet been investigated or have been investigated to a limited extent. These include:

- Area A, B, C, D, M and O.

The following areas within the site require both a Stage 1 Preliminary Site Investigation (PSI) and Stage 2 Detailed Site Investigation (DSI):

- Group 1 (Areas A – E);
- Group 2 (Areas K, L and N);
- Group 3 (Areas P to X); and
- Group 4 (Area Y).

Contamination Summary

A summary of potential contamination sources for each area is provided below:

- Areas A, and D – widespread filling for site releveling purposes;
- Area C was also reported to have received uncontrolled waste from unknown sources, with previous identification of ACM fragments in fill and stockpiles at multiple on-site locations;
- Area B:
 - Area B-west and Area B-east were subject to chemical spills and leaks from the handling and storage of hazardous substances;
 - Area B-west was also subject to burial of industrial waste, including asbestos waste and disused chemical drums;
 - Area B-west, south of Factory, 4 diesel-type phase separated hydrocarbons (PSH), were previously reported on groundwater at former monitoring well WS01 and remedial product recovery works were reported by RES (1999), however it is assumed that further remedial action may be needed in regard to PSH;
 - Area B-west, southeast of Factory 5, at former monitoring wells WS13 and WS14, diesel-type PSH and dissolved petroleum hydrocarbons were previously reported for groundwater located in Area B-west, this was thought to be a result of onsite migration from an up-gradient UST on Area B-east, as reported by AGC-WC (1999);
- Area K – Petroleum hydrocarbon and VOC impacts associated with service station operations at the Caltex Service Station;
- Area F – Plastics extrusion factory, which stores and handles a range of chemicals, including resins, plasticisers, phenols and solvents;
- Area G, J, L, R and S – Mechanical workshops, tyre repair, car wash, and smash repair businesses handling a range of chemicals including metals, automotive fluids, PFAS, oil, grease, paints, resins, plasticisers, phenols and degreasing solvents; and
- Area O – Furniture manufacturing facility, with a disused UST and other potentially contaminating operations including flammable liquids storage, painting and staining of furniture and the onsite burial of ACM in site fill.

Conclusion

El Australia conclude that the site can be made suitable for the proposed use and that a combination of the following remedial options may be implemented to remediate the site for its intended purpose:

- Excavation and On-site Encapsulation – Involving excavation of impacted soils from bulk excavations that are intended for the construction of basement car parking facilities followed by onsite reuse to the extent possible.

On-site containment of contaminated soils by way of capping and/or encapsulation within low permeability cells or other appropriately designed barrier system, where subsurface or above-ground storage areas are available. Contaminated materials that are retained on-site will need to be managed under a site-specific LTEMP, which will include periodic groundwater monitoring to confirm that off-site containment migration is not occurring. Should off-site mitigation be detected, then contingent groundwater measures will need to be implemented;

- Excavation and Off-site Disposal – Involving excavation of impacted soils from bulk excavation followed by off-site disposal of surplus impacted soils to licensed waste landfill;
- In-site Soil Vapour Extraction – Coarse grained soils impacted with VOCs (including chlorinated VOCs, light fraction petroleum hydrocarbons and BTEX), may be treated in-situ by extracting soil vapour under vacuum, via horizontal vent pipes installed in trenches throughout the impacted area. The contamination is drawn out of the soil as vapour and liquid, which are collected for appropriate on-site treatment and/or off-site recycling; and
- Ex-situ Bioremediation with Soil Vapour Extraction – Coarse grained soils impacted with VOCs (including chlorinated VOCs, light fraction petroleum hydrocarbons and BTEX), may be treated ex-situ by extracting soil vapour under vacuum, via horizontal vent pipes installed in bio-piles created from the excavation of impacted soils. The contamination is drawn out of the soil bio-piles as vapour and liquid, which are collected for appropriate on-site treatment and/or off-site recycling.

Overall, once the data gap closure investigations are available, the remedial strategy may be refined. A detailed, site-specific remedial action plan (RAP) is required for each site, before the commencement of site remediation.

The site-specific RAP must include an Unexpected Finds Protocol to provide guidance on addressing unexpected contamination that may be identified during the course of site redevelopment.

8.3.8 Heritage

A Historical Heritage Assessment and Aboriginal Heritage Assessment has been prepared by Eco Logical Australia under separate cover (**Appendix 14-15**) in support of the Planning Proposal.

Historical Heritage Assessment

The Historical Heritage Assessment identifies if historical heritage items were locality to be located within the study area, and if so, whether future development of the area had potential to impact upon the heritage significance of those items.

Part of the site is a locally listed heritage item on LLEP 2008 known as the Pirelli Power Cables and Systems Building (Formerly MM Cables Factory and now known as Prysmian).

Heritage Grading

Grading of items on the site as possessing heritage significance for the Pirelli Power Cables Administration Building and Factory are provided below:

High Significance:

- Original Administration Building;
- Original Factory Building No. 1; and
- Original Factory Building No. 2.

Moderate Significance

- Guard house/entry building;
- Rear additions to Factory No. 2; and
- Original landscape layout in front of the Administration Building (including sides and the front gate).

Little Significance

- Rear additions to the Administration Building;
- North bays to Factory No. 1 and No. 2;
- Factory No. 3, No. 4 and No. 5; and
- All other remaining structures.

Intrusive

- West and South additions to Factory No. 1.



Figure 31: Heritage Significance Grading (Source: Eco Logical Australia)

Assessment

The report refers to the previous heritage assessment undertaken in 2018 by GBA, which identified the heritage significance structures on the site and recognised retention and re-use of the original factory buildings (No. 1 and No. 2) as a priority and preferable to the retention of the Administration building. GBA concludes the original function of the factory buildings are a good representation of the sites function and operational history.

Eco Logical assessed the proposed masterplan and agree with the recommendations provided by GBA. The Administration Building, which is in poor condition, was recommended for demolition by GBA however, it is proposed to retain this in the masterplan and future development.

Conclusion and Recommendations

Eco Logical Australia make the following recommendations with respect to the existing heritage items on site:

- Structures graded as being of little and intrusive heritage significance to be demolished;
- Areas identified as being of moderate heritage significance may be able to have their demolition justified in the context of the overall future development and the necessity for certain elements of the site to be developed within the areas these items occupy;
- The Administration Building will be retained and adaptively re-used;
- The original factory buildings will be retained and re-used to enable reasonable use and interpretation within the context of future development;
- Future development must consider DCP controls for the site;
- In the highly unlikely event that unexpected historical archaeological material is encountered during works, it would be necessary to stop all works in the immediate vicinity of the identified material. The NSW Heritage Council would be notified, and a qualified archaeologist would be engaged to assess the significance of the material and recommend whether further investigation is required.

Aboriginal Heritage Assessment

The Aboriginal Heritage Assessment aims to identify if any Aboriginal objects are likely to be located within the study area of the proposed works and, if so, whether the proposed works will have potential harm to those objects.

Assessment

The study identified one registered Aboriginal heritage site within 1km of the study area, located on the opposite side of the Georges River. No registered AHIMS sites are located within the study area. The report has also reviewed past Aboriginal archaeological studies within and nearby the study area, which have demonstrated the Georges River as an area of high archaeological potential and a focal point of Aboriginal activity in Western Sydney in the past.

A pedestrian survey was conducted of the proposed site. The survey identified almost all areas as having been significantly disturbed by past land use. One portion of the study area, in the north western riparian corridor of the Georges River, has moderate archaeological potential due to the proximity of the Georges River and lack of development in that portion of the site.



Figure 32: AHIMS Sites within Study Area (Source: Eco Logical Australia)

Conclusion and Recommendations

Eco Logical Australia advise that development is not proposed in the area noted as having moderate archaeological potential, which will be used for a planned riparian corridor. The remainder of the study area possesses low archaeological potential and no further assessment is therefore required.

Nonetheless Eco Logical Australia provide the following recommendations in accordance with the National Parks and Wildlife (NP&W) Act:

- Any potential modification to the proposed development area for the site should avoid the north western riparian corridor area identified as possessing moderate archaeological potential. If any development were proposed and could not be avoided, subsurface test excavation is recommended to determine whether the presence of Aboriginal objects is present. If objects are present and an impact is proposed, an Aboriginal Heritage Impact Permit would be required; and
- In the unlikely event that human remains are found, works should immediately cease, and the NSW Police should be contacted. If the remains are suspected to be Aboriginal, the DPIE may also be contacted at this time to assist in determining appropriate management.

8.3.9 Sustainability

A Sustainability Statement has been prepared by Integral Group under separate cover (**Appendix 16**) in support of the Planning Proposal.

The statement presents a strategy for how the project will consider sustainability opportunities as it develops through planning, design and infrastructure provisioning.

The masterplan for the site has identified specific design opportunities for delivering a sustainable urban environment including opportunities for:

- Rainwater catchment in parks and in the promenade of the site;
- Green roof provisions for low-rise buildings;
- Building fabric to support passive design;

- On-site renewable energy;
- Use of native plants in urban green space to support biodiversity and habitat connectivity; and
- Land use mix – employment dividend.

A place-making group will be established to drive place-making and urban design, riverfront outcomes and sustainability governance for the site. The Group will have representation from Council, the GSC and the project team. It will interface with the transport group for integrated land use and transport considerations.

The Group will consider sustainability principles aligned with the sustainability priorities of the Place Strategy including:

- Energy efficient, renewable energy and GHG emissions reduction towards net zero emissions;
- Water quality and stormwater improvement;
- Waste, materials and the circular economy;
- Climate change risk mitigation including heat and flood risks;
- Reduced reliance on private cars with support for active mobility;
- Support high amenity public places with canopy cover, green infrastructure and activation; and
- Supporting connected green spaces and urban biodiversity.

9. How has the planning proposal adequately addressed any social and economic effects?

Social

A Community Benefits Analysis (CBA) has been prepared by Cred under separate cover (**Appendix 5**) in support of the Planning Proposal.

The CBA assesses the community benefits that could be delivered through the proposal to support a socially sustainable, resilient and connected community and place. Key findings in the report are summarised below.

The CBA assumes the rezoned site will provide 530 dwellings each year beginning mid-2023. This yields approximately 6,900 dwellings by mid-2036. The site is being designed for an ultimate capacity of 14,800, which would be achieved by 2051 if the rate of 530 dwellings/year continues.

By 2051 there will be an additional 46,000 people living in the suburb of Moorebank, with 32,489 of these living within Moore Point. The forecast population for the site will be a young population, home to young professionals aged 25 to 34, and new home builders aged 35 to 49.

It is therefore important that the envisaged masterplan delivers unique social infrastructure facilities capable of supporting the prospective demographic and contributing the quality and character of the site and its positive impact on the surrounding area.

Community Benefit Opportunities

The following community and place benefits are identified by Cred to support the delivery of a sustainable and resilient place and community including:

- New multipurpose community hub – approx. 2000m²;
- New local facility with indoor and outdoor space – approx. 400m²;

- Repurposing Moorebank Library and Community Centre to a district level multipurpose library facility – approx. 598m² to 2036 and 1,365m² to 2051;
- Deliver 1 new primary school, including Out of School Hours Care built facility;
- Provision of quality early education and childcare centres (under 90 places);
- Deliver a total of at least 7.7. hectares of new quality open space. Should be delivered as 6.2 hectare of local parks of a minimum size of 0.3 hectares to 0.5 hectares. Parks should be within 200m of resident homes;
- Deliver up to 3 new (or embellished) district sports-fields including:
 - 1 new sports-field space within the precinct up to 2051;
 - Embellishments to Haigh Park to deliver additional sports-fields for informal team sports by 2036;
 - Protection and enhancement of Satyam Ghat.
- Up to 4.5/5 playgrounds for young children (0 to 4) by 2051 and up to 4 playgrounds for older children (5 to 11) by 2051 located throughout the precinct next to new open spaces;
- Up to 1 regional/district level outdoor youth recreation precinct. This could be provided through embellishment to existing Kelso Skate Park or through a new youth focused outdoor recreation space;
- 1 indoor recreation centre providing up to 4 indoor courts that support a range of culturally appropriate sports such as futsal, indoor volleyball, badminton and table tennis;
- Provision of a water launch point for passive boating and viewing decks for passive recreation and fishing at Lake Moore;
- Communal pools or a contribution to improving facilities at Whitlam Centre;
- Provision of communal facilities within residential towers; and
- Affordable housing for key workers.

The Planning Proposal is capable of delivering upon many, if not all, of the community infrastructure items recommended by Cred and are detailed within the masterplan. The Placemaking Working Group may provide advice on the location of community infrastructure items. Some of these will be delivered off site through contributions to existing facilities and their enhancement. Infrastructure funding for specific items will be dealt with separately through a site-specific Section 7.11 Contributions Plan to be prepared in collaboration with Council following Gateway Determination.

Economic

An Economic Impact Assessment (EIA) has been prepared by Hill PDA under separate cover (**Appendix 4**) in support of the Planning Proposal.

The report provides an independent economic assessment of site and quantifies the economic impact or benefits of that the masterplan would provide over that already generated on the site under its current industrial zoning.

This section does not cover the loss of industrial land or relocation of urban services, as this has been discussed at other relevant sections.

Economic Benefits (During Construction)

Based on a construction cost of \$8.72 billion and construction life span 30 to 40 years, the economic benefits resulting from the Planning Proposal are estimated at:

- \$11.2 billion of activity in production induced effects;
- \$7.9 billion in consumption induced effects;
- Total economic activity generated by the construction of the proposed masterplan of around \$27.8 billion;
- 21,762 job years, equating to 544 and 725 jobs generated directly per annum;
- 87,503 job years, equating to 2,185 and 2,913 jobs generated directly and indirectly per annum;
- Around \$50 million of additional retail expenditure from construction workers on-site during the period of construction. This equates to around \$1.3 to \$1.7 million per annum over the construction period. The majority of this would be captured by local retailers.

Economic Benefits (Post Construction)

Upon completion, the Planning Proposal's envisaged masterplan would provide approximately 344,499m² gross floor area of employment space and 14,789 dwellings. The provision of these land uses on site would potentially increase the economic output of the site, Liverpool and the wider District.

The table prepared by Hill PDA describes the outputs that would result from the development compared to that currently estimated to be generated on-site with current industrial uses (base case).

Category	Base case	Masterplan	Benefits of Masterplan
Potential jobs	770	20,427	+19,657
Wages (\$m)	49.6	1,669.3	+1,619.7
GVA (\$m)	82.9	3,987.1	+3,904.2
Retail spend (\$m)	1.9	471.5	+469.6
Retail floorspace demand (sqm)	0	72,237	+72,237

Figure 33: Base Case Versus Planning Proposal (Source: Hill PDA)

The table confirms the masterplan would generate an addition 19,657 jobs, \$1.62 billion in wages and contribute \$3.9 billion per annum to local economy or GDP.

Non-resident workers on-site would also generate an estimated \$94 million per annum in retail expenditure that would be captured by local retailers. This is around \$92.1 million greater than that already estimated to be generated under the base case.

In addition, the Planning Proposal would generate economic benefits resulting from the resident's on-site. These economic benefits primarily relate to increased residential expenditure, which could be captured by retailers in the locality including Liverpool CBD. This is estimated at an additional \$377.5 million per annum.

The population would also increase the demand for retail space by around 72,237m², the majority of this would be likely directed towards surrounding retail centres, such as Liverpool, which would increase the vibrancy, viability and attractiveness towards investors.

Hill PDA also note the following additional economic benefits including:

- Providing a catalyst for further investment in the locality;
- Contributing to increasing housing diversity and affordability in the LGA and District;
- Providing jobs closer to home and contributing to the LGAs employment targets;

- Contribute to transit oriented development objectives by concentrating more people near the train station and commercial services, thereby reducing the reliance on private motor vehicle travel and increasing public transport usage; and
- Contributing to Sydney achieving the 30-minute city concept.

Conclusion

Overall, Hill PDA confirm the Planning Proposal is supportable from an economic perspective.

8.4 Section D – State and Commonwealth Interests

10. Is there adequate public infrastructure for the planning proposal?

Infrastructure Servicing

The site is well serviced by existing transport, infrastructure and services.

A Services Infrastructure Report has been prepared by ADW Johnson under separate cover (**Appendix 6**) in support of the Planning Proposal.

The report made applications to Endeavour Energy, Sydney Water, NBN Co and Jemena in relation to the provision of infrastructure to service the Planning Proposal and future development outcomes.

All authorities have advised that they can service the proposed overall development outcome. In some cases, upgrades to the existing network will be required. This is summarised below.

Sydney Water

- Upgrade of potable water supply likely;
- Major upgrade of existing pumping station to be completed to service development. The upgrade works will be completed by Sydney Water and take an estimated 3 years from concept to completion.

Endeavour

- Eight new 11kV feeders from Moorebank Zone Substation;
- Six new circuit breaker terminations at Moorebank Zone Substation; and
- Two new switching stations at Moorebank Zone Substation.

NBN Co

- Fibre connecting the site to the existing Liverpool Fibre Access Node (FAN) to be constructed by NBN,

Jemena

- Installation of below-ground regulator station.

Notwithstanding the above, the Planning Proposal includes the provision of new public infrastructure including new roads, open space, pedestrian pathways, cycleway and bridge crossings. This proposed infrastructure will benefit the surrounding context in the short, medium and long-term.

Site-Specific Section 7.11 Contributions Plan

In addition, a letter has been prepared by Mecone as a statement of intent to prepare a site-specific Section 7.11 Contributions Plan (s.7.11 Plan) in support of the Planning Proposal on behalf of the proponent. This will involve amendment to the current

Liverpool City Centre Contributions Plan, which currently includes part of Moore Point in the Section 7.12 levy area.

The letter serves as initial consideration by Liverpool City Council (Council) with the intent to prepare a detailed s.7.11 Plan following the issue of a Gateway Determination by the Department of Planning Industry and Environment (DPIE).

Specific to the Planning Proposal, items captured through the Plan could include:

- Multi-purpose community centres;
- Rehabilitation and embellishment of the Georges River foreshore and Lake Moore;
- Pedestrian bridge/s from Moore Point to Liverpool CBD;
- Dedicated pedestrian and cycle paths;
- Creation of new open space along Georges River foreshore;
- Heritage conservation and adaptive re-use of existing heritage building as new marketplace;
- Embellishment and upgrade of existing open spaces in the surrounding locality;
- Intersection upgrade works at Newbridge Road; and
- Creation of new local streets and collector roads.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

At this stage, the views of relevant State and Commonwealth authorities have not been obtained. This will occur following Gateway Determination.

9 Mapping

A comparison of existing controls and proposed controls is provided in **Table 11**.

Table 12. Existing vs. Proposed Controls		
Control	Existing	Proposed
Zone	IN2 – Light Industrial	B4 – Mixed Use B6 – Enterprise Corridor
Height of Buildings	18m and 15m	136 RL and 108 RL
Floor Space Ratio	0.75:1	4.2:1 and 3.5:1

Changes are reflected in amendments to the mapping as shown in the figures below.

Note: Areas marked white hatching do not apply to the subject Planning Proposal amendment.





Figure 34: Proposed LEP Maps (Source: LLEP 2008 Modified by Mecone)

10 Community Consultation

Community consultation would take place following a Gateway determination made by the Minister for Planning and Infrastructure in accordance with Section 56 and 57 of the Act. It is anticipated that public exhibition would include:

- Notification on Council's Website;
- Advertisement in local newspapers that are circulated within the local government area;
- Notification in writing to adjoining landowners and neighbours, and any other relevant stakeholders; and
- A four-week exhibition period.

11 Project Timeline

This project timeline has been provided to assist with monitoring the progress of the planning proposal through the plan making process and assist with resourcing to reduce potential delays.

Table 13. Project Timeline

Milestone	Date	Comments
Council Report.	July 2020.	
Council Meeting.	July 2020.	
Anticipated date of Gateway Determination.	October 2020.	
Anticipated timeframe for the completion of required technical information.	Completed prior to lodgement.	Updates to be made as required.
Timeframe for government agency consultation.	November 2020 – January 2021	Other relevant agencies to be consultant as necessary or required by Gateway.
Commencement and completion dates for public exhibition period.	February – March 2021.	
Dates for public hearing (if required).	Within exhibition period.	
Timeframe for consideration of submissions.	Within exhibition period.	
Date of submission to the Department to finalise the LEP.	June 2021.	
Anticipate date Relevant Planning Authority (RPA) will make the plan (if delegated).	July 2021.	
Anticipated date RPA will forward to the Department for notification.	As above.	

12 Conclusion

The planning proposal has been prepared in accordance with:

- Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the Act); and
- The NSW Department of Planning and Environment's (DP&E) *A guide to preparing planning proposals*.

The site is located comprises multiple allotments east of Liverpool CBD on the opposite side of the Georges River and north of Newbridge Road. It provides a site area of 38.5 hectares (approx.) and is currently developed with industrial uses.

The Planning Proposal seeks to realise the ultimate vision of Moore Point as an extension of Liverpool CBD, as manifested through the creation of LLEP 2008, ongoing strategic studies up to the LSPS.

This report provides a full justification of the proposal in line with the Department of Planning and Environment's template for gateway rezonings. The justification demonstrates that the proposal:

- Realises Government objectives for the Georges River North Precinct, expressed both through the Place Strategy and LSPS, to provide a mixture of uses that complement the Liverpool CBD;
- Complements the objective of Liverpool Collaboration Area as a "rejuvenated river city";
- Assists the collaboration area in achieving its 2036 job and housing targets, which include 18,800 new dwellings and 16,200 new jobs;
- Ensure infrastructure is delivered in line with development;
- Celebrates local character and heritage through the adaptive re-use of existing heritage items;
- Provides future housing and jobs within close proximity of a potential future Metro connection to Bankstown and the FAST Corridor;
- Enhances access to the Georges River foreshore and improve opportunities along the waterfront;
- Provide active and passive recreation opportunities for residents and workers in the area;
- Acts as a statement of intent to set a benchmark for new development in Moorebank that prioritises a high quality public realm;
- Provides new public domain infrastructure and uses conducive to the foreshore nature of the site;
- Delivers new pedestrian and cycleway improvements along the foreshore, and additional connections from the site to Liverpool CBD and Train Station;
- Provides a mix of uses within excellent access existing public transport, community infrastructure, health and education services and Liverpool CBD;
- Enables new services and accommodation in close proximity to the Liverpool Health and Education Precinct and Innovation Precinct; and
- Provides high quality mixed use development, which will facilitate opportunities for new employment, housing choice and public amenity.

The Planning Proposal demonstrates the built form and land use propositions sought via amendments to LLEP 2008 are suitable for Council to proceed the application to DPIE for Gateway.

APPENDIX 1 – AMENDED LEP MAPPING

APPENDIX 2 – STRATEGIC AND SITE-SPECIFIC MERIT TEST

APPENDIX 3 – URBAN DESIGN REPORT

APPENDIX 4 – EMPLOYMENT LANDS STRATEGY

APPENDIX 5 – SOCIAL IMPACT AND OPEN SPACE ASSESSMENT

APPENDIX 6 – SERVICES INFRASTRUCTURE REPORT

APPENDIX 7 – RIPARIAN CORRIDOR ASSESSMENT

APPENDIX 8 – TRAFFIC AND TRANSPORT PLANNING

APPENDIX 9 – FLOOD REPORT AND EVACUATION STRATEGY

APPENDIX 10 – CONTAMINATION, ACID SULFATE SOILS AND REMEDIAL STRATEGY

APPENDIX 11 – AIR QUALITY SUITABILITY STUDY

APPENDIX 12 – AVIATION

APPENDIX 13 – BIODIVERSITY ASSESSMENT

APPENDIX 14 – HERITAGE STUDY

APPENDIX 15 – HISTORICAL HERITAGE ASSESSMENT

APPENDIX 16 – SUSTAINABILITY STATEMENT

APPENDIX 17 – GEOTECHNICAL ASSESSMENT

APPENDIX 18 – PLACE FRAMEWORK

**APPENDIX 19 – LETTER TO PREPARE A SITE-
SPECIFIC S7.11 PLAN**