



335-349 Newbridge Road, Moorebank

Planning Proposal for a Mixed Use Development

On behalf of
Moore Lake Pty Ltd

June 2019



Project Director

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Date

14 June 2019

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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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1 Introduction

This report has been prepared by Mecone NSW Pty Ltd (Mecone) on behalf of the applicant, Moore Lake Pty Ltd, in support of a planning proposal to Liverpool Council (Council) for land known as 335-349 Newbridge Road, Moorebank (the site).

The report has been amended following lodgement of RZ-04/2018 to incorporate Lot 32 DP 535604 into the subject planning proposal. This report should be read with the updated technical studies, attached under separate cover.

The site is legally described as Lot 201 DP 584561 and Lot 32 DP 535604 and comprises a total site area of 16,207m². It is located east of Georges River and north of Newbridge Road, where land has historically operated with industrial uses.

Sydney's new metropolitan plan, *The Greater Sydney Region Plan* (Region Plan), recognises the changing role, function and long-term vision for Liverpool, with Moorebank situated on the fringe of a rapidly growing and diversifying CBD.

The *Western City District Plan* places significant importance on Liverpool by nominating it as a Collaboration Area. This area includes:

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

The *Liverpool Collaboration Area Place Strategy* (Place Strategy) was released in December 2018, which outlines priorities, opportunities and delivery actions for the area. The site is identified as 'mixed use', which comprises a combination of commercial, retail, residential and community uses that provide sustainable employment that is complementary to, and not in competition with, the commercial core.

Council has reflected the objectives for land east of the Georges River and north of Newbridge Road through the *draft Georges River Precinct Plan* (draft GRPP), which provides a high-level framework for the urban regeneration of Moorebank.

The draft GRPP articulates a vision to create a "True River City that has a vibrant mix of uses and activities". The subject planning proposal aligns with Council's vision for the precinct as a high quality, urban mixed use development.

The planning proposal will serve as a 'statement of intent' for the future quality and character of Moorebank.

The accompanying urban design study prepared by SJB Architects (SJB) (**Appendix 2**) identifies the potential for the following land uses:

Commercial	
Commercial	5,593m ²
Child care centre	532m ²

Table 1. Proposed Land Use Distribution	
Café	175m ²
Sub-Total	6,300m²
Residential	
Residential Apartment	45,560m ²
Sub-Total	45,560m²

A 340m² boatshed has also been proposed along Lake Moore, which will be delivered as a public benefit item alongside 2,983m² of public landscaped riparian waterfront.

The planning proposal seeks the following amendments to Liverpool Local Environmental Plan (LLEP) 2008:

- Rezone the site from IN2 Light Industrial to B4 Mixed Use;
- Adopt a non-residential floor space ratio of 0.4:1;
- Increase the maximum floor space ratio to 3.2:1; and
- Increase the maximum height of buildings to 60m.

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.

1.1 Proponent and Project Team

Table 2 below identifies the proponent and project team.

Table 2. Project Team	
Applicant	Moore Lake Pty Ltd
Urban Planning	Mecone
Urban Design	SJB Architects
Economics	AEC Group
Flooding and Drainage	Northrop
Preliminary Site Investigation	AECOM Australia
Traffic and Transport	The Transport Planning Partnership
Flora and Fauna	Eco Logical Australia
Aviation	Aviation Projects
Bushfire	Eco Logical Australia
Social Impact	Cred Consulting
Survey	Strata Surv

1.2 Background

The following section details the relevant history of the project prior to preparation of the planning proposal.

1.2.1 First Meeting with Liverpool City Council

The project team met with Liverpool City Council in around September 2016 to discuss the opportunities associated with the site. Council's planners advised the team that they would shortly be releasing a draft masterplan for the area and encouraged the applicant to make a submission.

1.2.2 Submission to Draft Georges River Precinct Plan

SJB and Mecone prepared a submission on behalf of Rose Group and Fortis (Moore Lake Pty Ltd) on 13 December 2016 in relation to the exhibition of the draft GRPP.

The submission considered the development opportunity of the site and argued its potential was not fully realised under the plan. It demonstrated the site should be incorporated into Stage 1 of the Development Sequencing and it was suitable for early mixed use development, as a result of fewer environmental constraints.

The submission made the following recommendations:

- The site is not flood affected or contaminated and is not included in any proposed mitigation works;
- Delivery of the public riverfront, which adjoins the site to the north is critical to the delivery of the Precinct in Stage 1 and will ensure the site is afforded significant public amenity. The early delivery of the site for mixed use purposes will serve as a model for waterfront development;

- The *draft South West District Plan* outlines an immediate requirement for 8,250 dwellings to be provided in the Liverpool LGA over the next 5 years. The site is not constrained by works required for flood mitigation and is already afforded access directly to Newbridge Road. The development of the subject site is able to precede development of other locations to assist in the delivery of the immediate housing targets;
- The site is located along Newbridge road, which is scheduled for upgrade and is identified as the gateway to the CBD;
- The land along the northern side of Newbridge Road should provide a transition of height and density to support the gateway to the Liverpool CBD; and
- Development of land with frontage to Newbridge Road and Lake Moore should be identified within Key Sites, with the Precinct Plan encouraging and supporting mixed use development that integrates active uses with the lakefront and ensures a built form that provides an active gateway to the Liverpool CBD.

1.2.3 Second Meeting with Liverpool City Council

A second meeting was held with Liverpool City Council in June 2017 to discuss the updated proposal for the precinct and to receive an update on the progress of the Draft Georges River Precinct Plan. Council advised that parts of Liverpool Council, including the 'Moorebank/Georges River' precincts have been identified as a 'collaboration precinct' with the GSC.

As such, planning proposals for some key sites within the Georges River Precinct, would need to progress in tandem with the broader work being done for the 'collaboration precinct' as their development will have major infrastructure impacts. Council officers advised that it would be good to meet again once the new Planning Director for the Council had commenced in August 2017.

1.2.4 Third Meeting with Liverpool City Council

A third meeting was held with Tim Moore and David Smith on 6 September 2017 to discuss the site and the client's intention to lodge a planning proposal.

A draft concept plan for the site was prepared by SJB and presented the following high-level public benefits for the site:

- Lakeside cycle paths;
- Public art at intersections, key street corners and public spaces;
- Three new public spaces (a combination of natural and urban spaces);
- Boatshed building to respond to Lake Moore with watersports or café; and
- Revegetated riparian zone and water sensitive urban design initiatives.

The public benefit diagram presented at the meeting is provided at **Figure 1**.

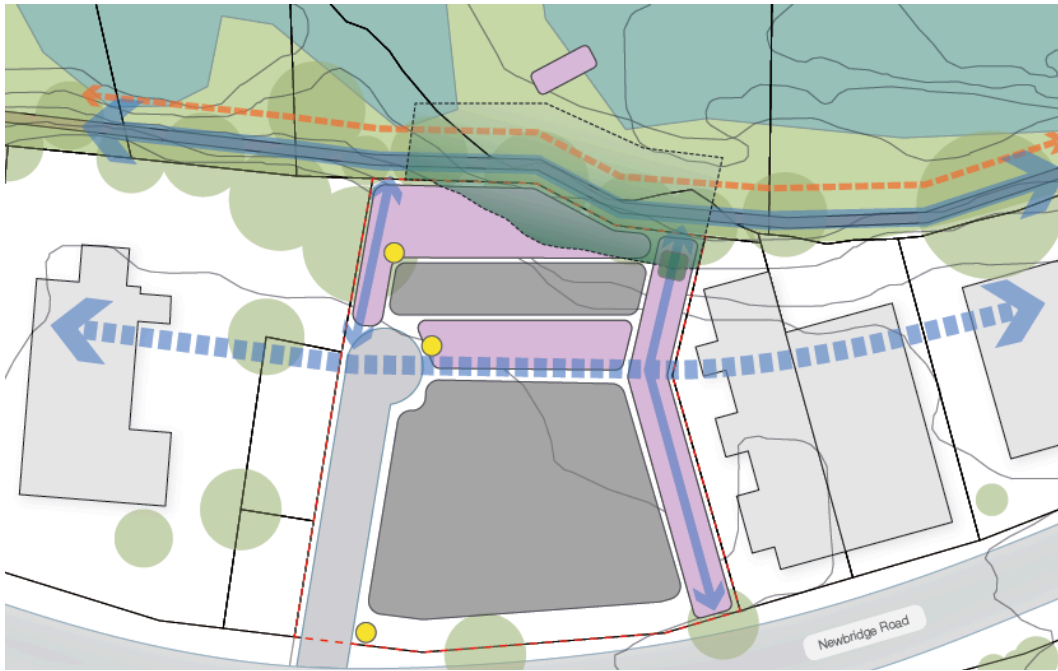


Figure 1: Initial Public Benefit Diagram (Source: SJB Architects)

The team was advised by Council that any planning proposal lodgement should only occur after the final District Plans were released and the Collaboration Area had progressed further.

1.2.5 Submission to Draft Western City District Plan

Mecone prepared a submission on behalf of Rose Group and Fortis (Moore Lake Pty Ltd) on 13 December 2017 in relation to the exhibition of the *Draft Western City District Plan* and its priorities.

The submission provided overall support for the draft Plan with its focused on enhancing the liveability, sustainability and economic priorities for the Western City however, raised objection in relation to the precautionary approach for change of zoning for industrial land.

The submission highlighted the need for clarification in relation to the following:

- Physical boundary of Liverpool Collaboration Area at a strategic level; and
- Certainty around the conflicting views on protecting industrial land.

The submission recommended that Action 46 of the Plan be amended to ensure that it does not undermine the future of the Collaboration Area and the ongoing strategic planning work being undertaken by Liverpool City Council to revitalise and extend the CBD.

1.2.6 Fourth Meeting with Liverpool City Council

A final meeting was held with Council in mid May 2018 to provide an overview of the planning proposal scheme prior to lodgement. At this meeting, Council officers advised that work on the Liverpool Collaboration Area had significantly progressed and would be shortly released for public consultation. At the meeting Council recommended preparation and lodgement of the planning proposal was now appropriate.

1.2.7 Lodgement of RZ 04/2018

In June 2018 Mecone lodged a planning proposal on behalf of Moore Lake Pty Ltd to rezone the site from IN2 Light Industrial to B4 Mixed Use in amend the site's height and floor space ratio controls.

The Place Strategy was released in December 2018, which provided greater clarity around the land uses, priorities and delivery of Liverpool Collaboration Area. The *Place Strategy* advanced the outcomes of the District Plan and the draft GRPP and set out a vision to create a rejuvenated river city, offering diverse growing residential and employment opportunities.

Following lodgement, the proponent acquired the adjoining site at 335 Newbridge Road, which allowed for greater integration and consistency with the envisaged priorities and delivery actions for the collaboration area.

As a result, the proponent has sought to amend RZ-04/2018 to integrate 335 Newbridge Road into the subject planning proposal and maintain a continued alignment with the strategic outcomes of Government.

1.3 Site Description

The site comprises an irregular shaped allotment, located north of Newbridge Road and south of Lake Moore. An aerial image depicting the site and its immediate context is provided and marked **Figure 2**.

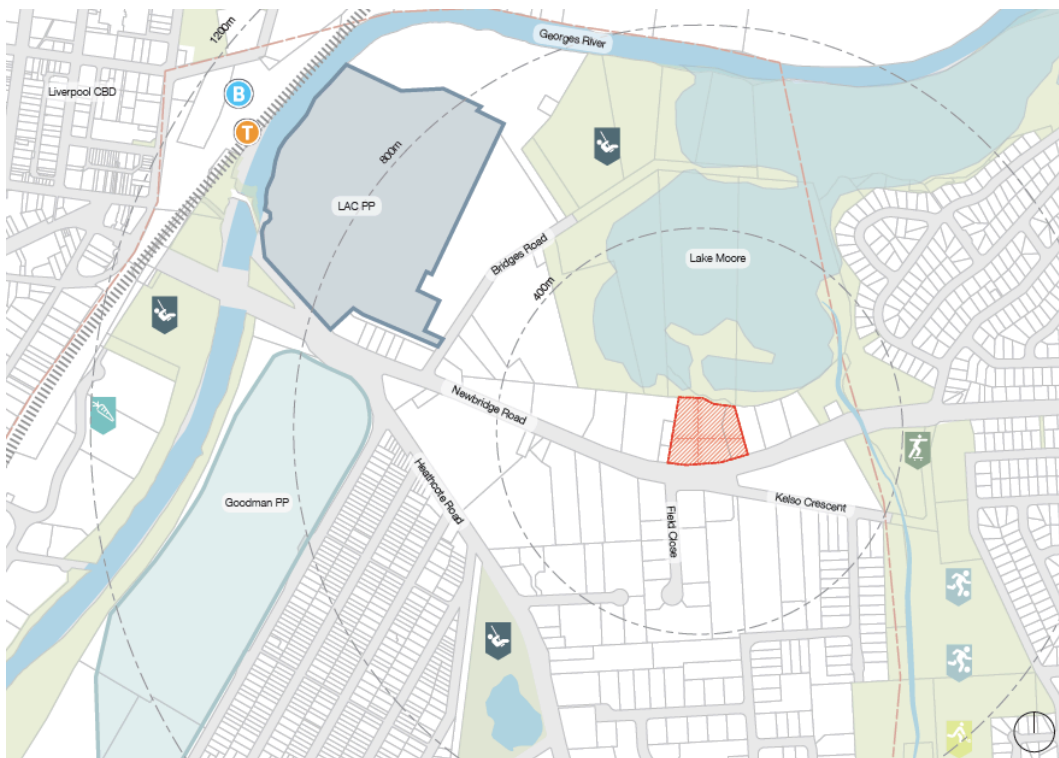


Figure 2: Subject Site (Source: SJB Architects)

Table 3 provides a description of the site and its immediate surrounding context.

Table 3. Site Description	
Legal Description	Lot 201 DP584561 and Lot 32 DP 535604
Site Area	Approx. 16,207m ²

Table 3. Site Description	
Frontage	160m to Newbridge Road
Current zoning	IN2 Light Industrial
Topography	The site provides a slight fall from Newbridge Road in the south to Lake Moore in the north.
Existing Buildings/ Structures	<p>337-349 Newbridge Road is currently developed with three industrial warehouses, largely constructed with masonry and fibro.</p> <p>One warehouse provides frontage to Newbridge Road. A second warehouse is located along the western boundary, while a third is located towards the rear boundary.</p> <p>The site is currently occupied by Wilson and Gilkes manufacturing.</p> <p>The site comprises hardstand for small trucks and vehicles along the west and north boundaries.</p> <p>335 Newbridge Road is current developed with a two storey industrial warehouse and hardstand along its western boundary.</p>
Boundaries	<p>North – approx. 113 metres adjoining Lake Moore and vegetation</p> <p>South – approx. 160 metres adjoining Newbridge Road</p> <p>East – approx. 98 metres adjoining business development uses, operating with industrial offices</p> <p>West – approx. 132 metres adjoining industrial uses, operating with automotive tyre services</p>
Immediate Surrounding Development	<p>Land to the north comprises Lake Moore, which forms part of the Georges River.</p> <p>Land to the south on the opposite side of Newbridge Road is developed with a range of industrial uses including manufacturing, offices, light industry, bulky goods and an electrical substation.</p> <p>Development to the south is separated by approximately 38 metres of road, pathway and verges.</p> <p>Land to the east is developed with industrial warehouses, used primarily for manufacturing and offices. Development in this location presents a scale of generally two storeys.</p> <p>Land to the west is also developed with warehouses used primarily for manufacturing, automotive services and distribution. Development in this location presents a scale of generally two storeys and is setback from Newbridge Road.</p>

Table 3. Site Description

Public Transport	Three bus stops are located within 200 metres of the subject site along Newbridge Road. These provide the M90 and 903 bus services to Liverpool Station and Westfield Burwood.
Access	Two vehicular and pedestrian driveways are provided via Newbridge Road.
Heritage	The site does not contain a heritage item, is not located in a heritage conservation area (HCA) and does not adjoin an item or HCA.

The following images depict the site, its interface and the surrounding locality.



View of the site frontage at Newbridge Road.



View of structures within the site.



View of hardstand at the rear of the site.



View of riparian land, looking north.



View of existing industrial building within the site.



Site aerial, looking south.

View of site interface with riparian land at the rear, looking north.



Aerial of surrounding context, looking west.

1.4 Regional Context

The site is located in the Liverpool Local Government Area (LGA), approximately 26km south west of the Sydney CBD, 14km from Parramatta CBD and 18km east from the future Western Sydney Airport at Badgery's Creek.

The site is located approximately 1km east of Liverpool CBD, which provides transport, health, retail and employment services for the wider region. Westfield Liverpool is located approximately 1.6km to the north west, while Liverpool Transport Interchange is located approximately 1km west.

Land to the east includes the suburbs of Milperra, Chipping Norton and Bankstown. These areas are characterised by a mix of uses including low and medium density residential, pockets of industrial development and open space.

Bankstown Aerodrome is located approximately 4 kilometres east of the subject site and is identified as a trade gateway for Greater Sydney.

The site benefits from excellent proximity to the M7 and M5 motorways, connecting Liverpool to Sydney CBD and Blacktown.

In addition, the site benefits from proximity to the future Western Sydney Airport and Aerotropolis at Badgery's Creek, which is a major city-shaping project and will facilitate additional employment and housing growth in the Western City.

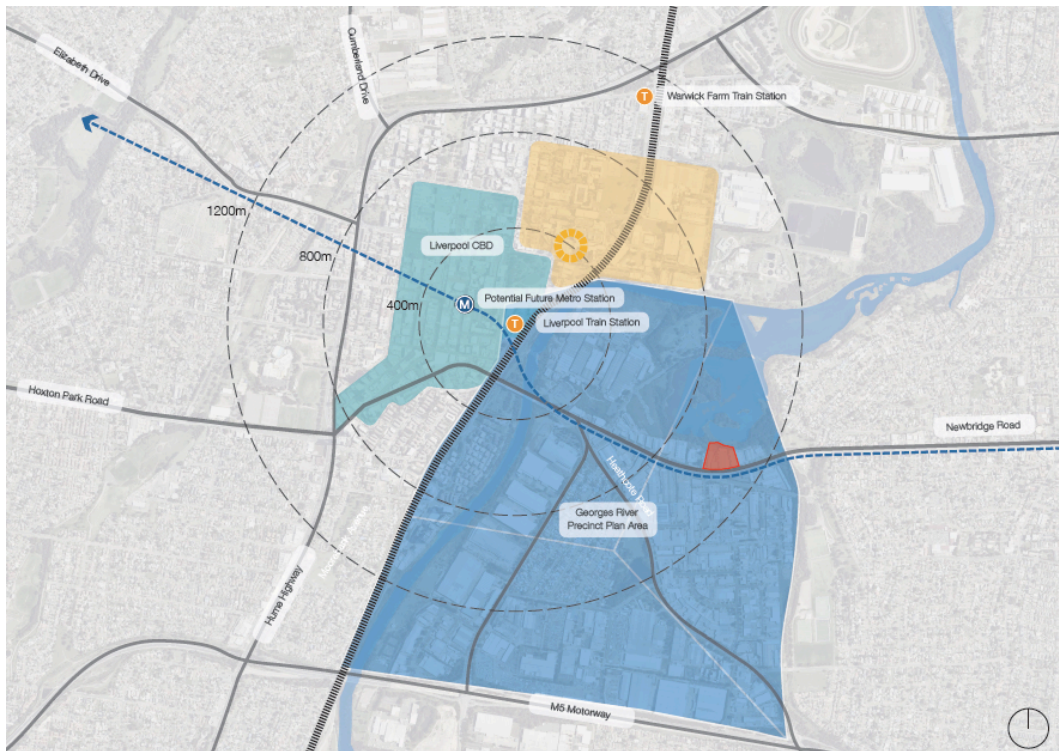


Figure 3: Regional Context (Source: SJB Architects)

1.5 Strategic Context

1.5.1 Greater Sydney Region Plan

The *Greater Sydney Region Plan* (Region Plan) is the latest metropolitan blueprint for Greater Sydney. The Plan identifies Liverpool as a well-established metropolitan centre that will facilitate the growth of the Western Parkland City and Badgery's Creek.

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 benefits from access to employment and health and education clusters. These include Liverpool Hospital, Sydney Southwest Private Hospital, Liverpool TAFE and TAFE NSW South West Sydney Institute.

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

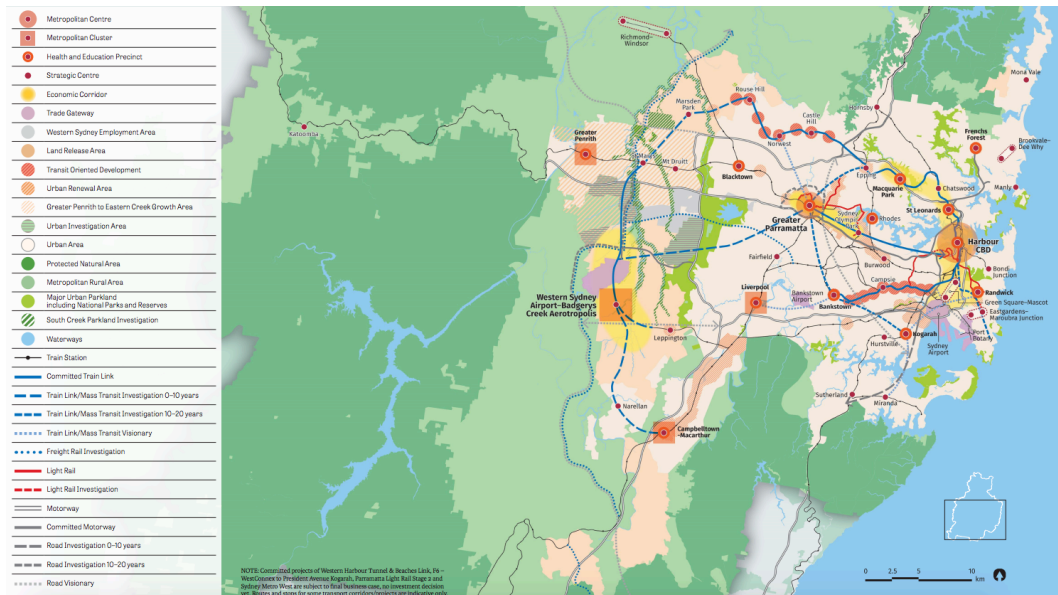


Figure 4: A Metropolis of Three Cities (Source: Greater Sydney Commission)

1.5.2 Western City District Plan

The *Western City District Plan* (District Plan) advances the outcomes of *A Metropolis of Three Cities* at a District level, through Productive City, Liveable City and Sustainable City priorities.

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.

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 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 require an integrated process for defining a shared vision for the area. This will be chaired by the GSC, with initiatives being facilitated by DP&E. Furthermore, the District Plan emphasises the importance of the Liverpool City Centre, 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 currently 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.

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.

1.5.3 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. The objective of 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', 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 5: Liverpool Collaboration Area (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 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.

It is anticipated these imperatives will be prepared in parallel to the assessment of the subject planning proposal, which could be brought forward as a result of its size and limited environmental constraints.

1.5.4 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.

These proposals are contributing to the future of the Moorebank Precinct and reinforcing the role of Liverpool CBD as a leading centre in the Western City District.

A development summary of these proposals is provided in **Table 4**.

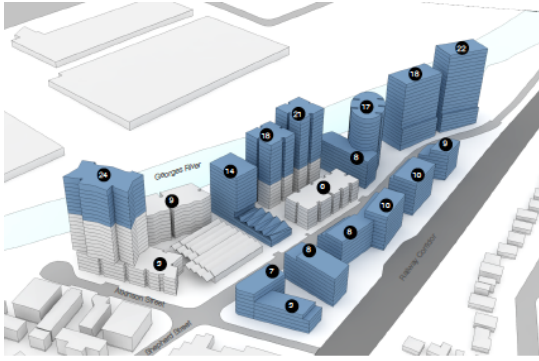
Table 4. Surrounding Planning Proposals			
Site	Reference	Proposal	Status
20-33 Shepherd Street, Liverpool		Provide 1,200 residential dwellings. Increase height of buildings from 24 metres to 77 metres and increase FSR from 1.5:1 and 2.5:1 to 3.3:1 and 3.7:1	Gateway Determination issued 9 September 2016
6, 8 and 16 Bridges Road and 361 Newbridge Road, Moorebank	RZ-20/2015	Change of land use to R4 High Density Residential, B4 Mixed Use and B6 Enterprise Corridor. Increase height of buildings to 112 metres, increase FSR to 4.5:1.	Preparing Council Report
5-9 Bridges Road, Moorebank	RZ-3/2016	Change of land use from IN2 Light Industrial to R4 High Density Residential and B4 Mixed Use. Increase height of buildings to 115 metres and increase FSR to 5:1.	Deferred
3-11 Bridges Road, Moorebank	RZ-2/2017	Change of land use from IN2 Light Industrial to B4 Mixed Use. Increase height of buildings to 154.2 metres and remove FSR controls. Include provision that restricts the total GFA on the site to 1,190,000m ² . With a maximum 108,000m ² for commercial and 14,000m ² for retail. It is noted that this planning proposal provides a Precinct wide urban design consideration and analysis of the Moorebank Precinct. It has not consulted with all landowners covering the study area.	Preliminary Assessment



11 Bridges Road, Moorebank



5-9 Bridges Road, Moorebank



Shepherd Street, Liverpool



6, 8 and 16 Bridges Road, Moorebank

2 Local Planning Framework

2.1 Liverpool LEP 2008

Liverpool Local Environmental Plan (LLEP) 2008 is the principle planning instrument, guiding development in the LGA.

Table 5 provides an overview of the key local planning controls contained in LLEP 2008 in relation to the subject site.

Table 5. 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	15 metres
Clause 4.4 – Floor Space Ratio	0.75:1
Clause 5.10 – Heritage Conservation	Site does not contain a heritage item and is not located within a Heritage Conservation Area (HCA).
Clause 7.6 – Environmentally Significant Land	May contain environmentally significant land, being located within close proximity to Lake Moore.
Clause 7.7 – Acid Sulfate Soils	Site is identified as containing Class 3 Acid Sulfate Soils along part of the northern boundary. The remainder of the site is identified as containing Class 5 Acid Sulfate Soils.
Clause 7.8 – Flood Planning	A small portion at the rear of the site is identified as being flood prone.
Clause 7.9 – Foreshore Building Line	Site is not identified on the Foreshore Building Line Map.
Bush Fire Prone	Site is identified as “vegetation buffer” within the bush fire prone land map.

2.2 Draft Georges River Master Plan

The draft GRPP provides a high-level framework for the regeneration of Moorebank Industrial Precinct.

The Plan seeks to respond to the increased growth challenges associated with the LGA through a significant transformation and expansion of Liverpool CBD.

The key drivers that underpin the Plan include:

- Access to both Badgery's Creek and Sydney Airport;
- Potential extension of Sydney Metro Southwest to Liverpool;
- Upgrades to regional roads including Governor Macquarie Drive and Newbridge Road;
- Proposed B4 Mixed Use zoning across Liverpool CBD;
- Highest and best use of sites along the waterfront; and
- Job creation through the proposed Intermodal Terminal.

The subject site is located in Stage 1 Georges River Quarter and Stage 3 Eastside Quarter, as part of a broader sequencing of development for the area.

The site is identified for mixed use development with future built form stepping down towards the rivers edge, whilst also maintaining a generous setback for foreshore public access.

The draft GRPP states that residential will make up a significant component of development floor space within mixed use areas. Mixed use areas should accommodate a wide variety of land uses beyond residential in order to establish well-balanced communities that benefit from access to diverse amenities. These include retail, commercial, community, recreation, cultural, aged care, education, health and hotel/service accommodation.

It also recommends that riverfront sites north of Newbridge Road will become higher density than those on the south, ensuring that a more urban town park character zone is established with orientation to the water front.

The planning proposal is consistent with the future land use priorities and design outcomes of the draft GRPP, as detailed within this report.

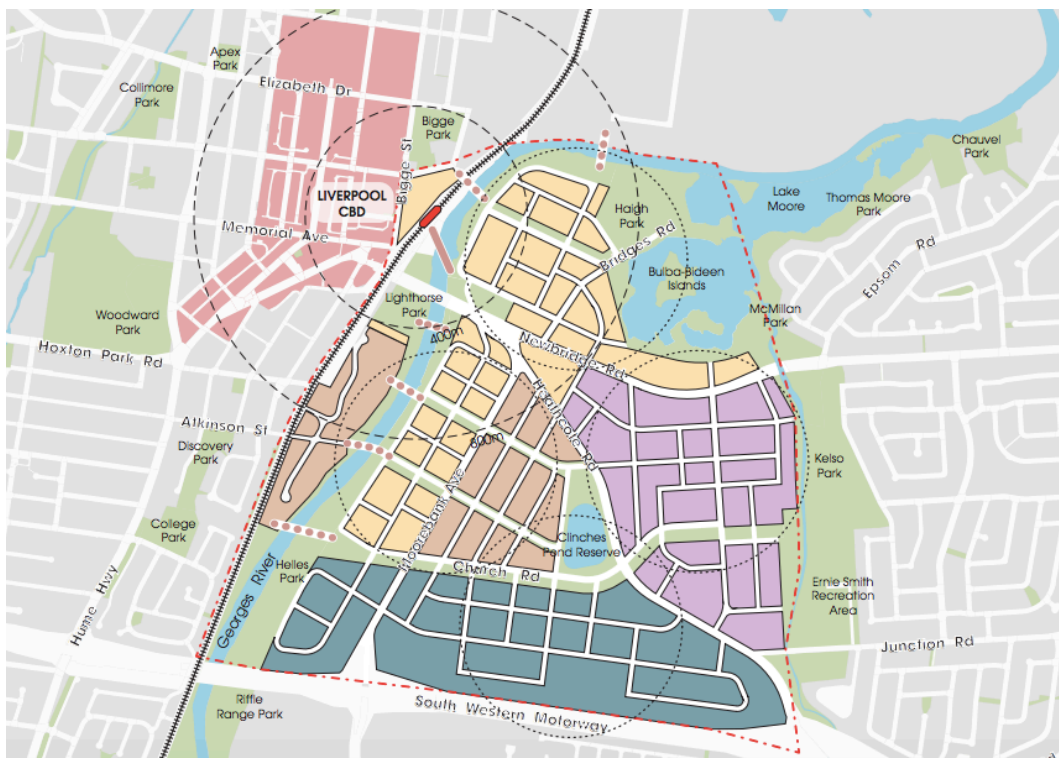


Figure 6: Proposed Land Use (Source: Draft Georges River Precinct Plan)

3 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.

4 Objectives and Intended Outcomes

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

- 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;
- Provide future housing and jobs within close proximity of a future Metro connection to Bankstown;
- 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 Lake Moore and improve active and passive recreational opportunities along the waterfront;
- 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, including remediated riparian lands and boatshed;
- Deliver new pedestrian and cycleway improvements along the foreshore, integrating into a broader network for the Georges River Precinct.
- Provide a mix of uses within excellent access 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;
- Deliver a local street network and pedestrian connections to the foreshore;
- Provide a high quality mixed use development, which will facilitate opportunities for new employment, housing choice and public amenity;
- Assist Liverpool Council in achieving its 0-5 year-housing target of 8,250 dwellings, as mandated by Greater Sydney Commission, as well as contributing to the 6-10 year targets still to be developed; and
- Provide housing diversity and choice for future residents of Liverpool LGA.

5 Explanation of Provisions

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

- Rezone the site from IN2 Light Industrial to B4 Mixed Use;
- Adopt a non-residential floor space ratio of 0.4:1;
- Increase the maximum floor space ratio to 3:4; and
- Increase the maximum height of buildings to 60m.

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

The provision of a non-residential floor space ratio control would be achieved by inserting an additional Clause under Division 2 Other Provisions of LLEP 2008.

The following wording is suggested:

Development at 335-349 Newbridge Road, Moorebank

(1) *The objectives of this clause are to:*

- (a) *Promote future mixed use development that engages with Newbridge Road and Lake Moore;*
- (b) *Strengthen employment opportunities through a range of high order business and retail uses; and*
- (c) *Deliver a high quality public domain.*

(2) *This clause applies to:*

- (a) *Lot 201 DP 584561 (being 335-349 Newbridge Road, Moorebank)*

(3) *Despite any other provision of this Plan, development consent must not be granted for development on land at 335-349 Newbridge Road, Moorebank (being Lot 1, DP 584561 and Lot 32 DP 535604) unless the non-residential floor space is at least 0.4:1.*

Proposed LEP mapping is provided in Part 4 of this report.

6 Justification

6.1 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 has been prepared as a direct result of the draft GRPP, reinforced by subsequent state-led planning policies including the Place Strategy. These studies provide consistent actions aimed at the successful evolution of Liverpool CBD and the regeneration of Moorebank Industrial Precinct.

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 area, 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.

Draft GRPP

The masterplan provides 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.

The broader Moorebank Industrial precinct has already seen a large number of landowners preparing planning proposals to transform the area through a proposed mix of residential, retail and commercial uses.

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 draft GRPP.

The site is currently zoned for IN2 Light Industrial purposes along with most land subject to the Plan. Land uses within this zone are unable to achieve the vibrant mix of uses that will allow Moorebank to become a high quality mixed use, residential and commercial precinct.

The permitted uses contained under current planning controls would fail to facilitate the job and dwelling targets stipulated in the draft GRPP, Place Strategy and the District Plan.

The existing controls would also be unlikely to achieve an integrated and permeable pedestrian experience in tandem with fine grain active retail uses, civic and public spaces, new site links and creative commercial offerings.

While it would be possible for a rezoning to be contemplated through the upcoming 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 alongside the changes to planning controls.

A change of land use in conjunction with amendments to maximum height of buildings and floor space ratio via a site specific amendment to the LEP is required to unlock Moorebank Industrial Precinct. This will provide land uses conducive to satisfying the objectives of the Place Strategy and vision of the draft GRPP.

The planning proposal will facilitate the following community benefits that are entirely consistent with the objectives and outcomes of the masterplan. These include:

- Future internal east-west street within the site will establish a fine grain intimate village experience;
- North-south through site pedestrian green link will improve visual connectivity from Newbridge Road to Lake Moore;
- Provide new public spaces with each performing a different function and satisfying a range of needs;
- New cycleway path to be integrated as part of a broader foreshore cycleway river network;
- Provide commercial uses along Newbridge Road, reinforcing job presence in the area;
- Boatshed building will provide uses that enhance the identity of the River City and respond to the water;
- Remediate the riparian zone to ameliorate tidal fluctuations and enhance the existing environment; and
- Adopt Water Sensitive Urban Design swales that will harness the topography to filter and clean runoff.

6.2 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)?

Whilst the application is not for a rezoning review, the proposal has been considered against the strategic and site-specific merit test to demonstrate that the proposal has strategic merit (**Appendix 12**).

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

6.2.1 Greater Sydney Region Plan

Table 6 demonstrates the consistency of the planning proposal in relation to the Plan's objectives.

Table 6. A Metropolis of Three Cities

Objective		Consistency
1	Infrastructure supports the three cities	The proposal is located within excellent proximity to health, education and transport infrastructure. The proposal seeks to utilise new open space infrastructure along the foreshore and to remediate the riparian zone.
2	Infrastructure aligns with forecast growth – growth infrastructure compact	The proposal is anticipated to align with population, employment and housing demand for Liverpool LGA and will address this through commercial and residential floor space.
3	Infrastructure adapts to meet future needs	The proposal will provide new infrastructure along the foreshore to respond to the changing aspirations of Moorebank.
4	Infrastructure use is optimised	The proposal will locate more people in close proximity to health and transport infrastructure in particular, a future Metro extension and health facilities in Liverpool CBD.
5	Benefits of growth realised by collaboration of governments, community and business	The proposal seeks to strengthen the role of Liverpool CBD as a “Collaboration Area” by providing a mix of residential and commercial conducive to attracting prospective new residents and creative commercial uses.
6	Services and infrastructure meet communities’ changing needs	The proposal will provide new open spaces, soft infrastructure such as cycle links, civic spaces and service that will cater for the future population 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 throughout the area.</p> <p>The proposal will establish a fine grain urban character in an area which is largely defined by large industrial lots.</p>
8	Greater Sydney’s communities are culturally rich with diverse neighbourhoods	The proposal will celebrate the identity and sense of place of the River City. It will provide opportunities to create new diverse neighbourhoods that are founded on an identity unique to the Georges River.
9	Greater Sydney celebrates the arts and supports creative industries and innovation	The proposal will provide new public spaces and street corners that will facilitate public art and opportunities for civic gathering.

Table 6. A Metropolis of Three Cities

	Objective	Consistency
		The proposal will also ensure commercial/ bulky uses are retained on site to facilitate new industries and job opportunities.
10	Greater housing supply	<p>The proposal seeks to provide approximately 45,650m² of GFA that will account for a total of 536 dwellings. This will contribute to the housing targets as mandated by the GSC.</p> <p>The typologies proposed include a mix of terrace, podium and tower apartments.</p>
11	Housing is more diverse and affordable	<p>The proposal will contribute approximately 536 dwellings across the site, delivering a mix of housing types across the site including 1, 2 and 3 bedroom apartments, contributing to housing mix and affordability.</p> <p>These would be delivered through a diverse built form comprising terrace, podium and tower apartments.</p>
12	Great places that bring people together	The proposal seeks to regenerate an underutilised site located within the logical expansion of Liverpool CBD. This will be achieved through a mix of public spaces, retail uses and pedestrian/cycle links.
13	Environmental heritage is identified, conserved and enhanced	<p>While the site does not contain heritage items, the proposal will respond to the unique qualities of Lake Moore and remediate the existing riparian zone. In particular, transition of the land use from industrial will improve the environmental quality and amenity of the waterfront area.</p> <p>This will ensure that the unique environmental assets of the site are utilised and celebrated.</p>
14	A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	<p>The site is located within excellent proximity of Liverpool CBD, which connects residents and employers across Sydney.</p> <p>The proposal will provide new cycle and pedestrian links coordinated across the Moorebank area to improve connections to Liverpool CBD.</p>
15	The Eastern, GOP and Western Economic Corridors are better connected and more competitive	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

Table 6. A Metropolis of Three Cities

Objective	Consistency
	strategic location of the site in relation to the Badgery's Creek Aerotropolis.
16	Freight and logistics network is competitive and efficient The proposal will not undermine the existing freight and logistical projects being undertaken at Moorebank Intermodal Terminal.
20	Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Sydney The proposal will ensure residents are living within a closer proximity to the potential economic benefits of Badgery's Creek and the western city. The proposal seeks to retain commercial land uses on the site, ensuring that economic benefits are captured on the site and shared with Liverpool CBD.
21	Internationally competitive health, education, research and innovation precincts 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. In particular, the subject proposal will enable high-quality residential and services in close proximity to the major Liverpool institutions including Western Sydney University and Liverpool Hospital. The proposal will also provide 6,300m ² of commercial floor space.
22	Investment and business activity in centres 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 services and business in the CBD. Importantly, the uses and floorspace proposed would act as complementary, and not in competition with the CBD.
23	Industrial and urban services land is planned, retained and managed While the planning proposal seeks to rezone land from industrial to mixed use purposes, the proposal will be capable of delivering industrial related employment on the site. As identified in the Western City District Plan, land located within the draft GRPP is located within Liverpool Collaboration Area. The District Plan also states that where appropriate, conversion of industrial lands into other uses may be appropriate.

Table 6. A Metropolis of Three Cities

	Objective	Consistency
		<p>Given the ongoing strategic review of land within draft GRPP and the nomination of Liverpool as a Collaboration Area, the site provides a circumstance where conversion would be appropriate to satisfy the overall strategic vision for Liverpool's diversifying and expanding CBD.</p> <p>The proposal will provide approximately 6,300m² of commercial floor space that will be more conducive to the growing demand for higher order industry in line with the changing nature of industrial lands and allow for a compatible relationship between residential and industrial uses.</p> <p>The Place Strategy advances the outcome of the draft GRPP, proposing future mixed use activities on the site.</p>
24	Economic sectors are targeted for success	The proposal will enhance employment opportunities on the site by proposing 6,300m ² of commercial floor space.
25	The coasts and waterways are protected and healthier	The proposal will contribute to the remediation and cleanliness of Lake Moore by improving foreshore vegetation.
27	Biodiversity is protected, urban bushland and remnant vegetation is enhanced	The proposal will revitalise parts of Lake Moore and provide additional landscaping and tree planting opportunities on the site, which are currently not present.
28	Scenic and cultural landscapes are protected	The proposal will ensure future residents and visitors will benefit from new views and vistas towards Lake Moore, which are currently not enjoyed by the community.
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 and celebrate Lake Moore.
30	Urban tree canopy cover is increased	The proposal will provide opportunities for additional landscaping and street trees along new streets and the foreshore.
31	Public open space is accessible, protected and enhanced	The proposal seeks to facilitate open spaces, each performing a unique role and function within Liverpool's broader open space hierarchy.

Table 6. A Metropolis of Three Cities

	Objective	Consistency
		These spaces will ensure open space serves a range of community needs.
32	The Green Grid links parks, open spaces, bushland and walking and cycling paths	The proposal will create new cycleway links, open spaces and walking trails that will connect the broader Moorebank area into Liverpool.
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 Lake Moore.
34	Energy and water flows are captured, used and re-used	The proposal will provide uses that will enable WSUD and ensure water is appropriately drained across the site.
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 Lake Moore.
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. 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 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.

An Economic Impact Assessment (EIS) has been prepared by AEC Group (**Appendix 4**) which analyses the economic impacts that are likely to result from the planning proposal.

The report states that the area's employment profile shows a notable decline in the traditionally dominant industry of manufacturing. Additionally, the number of employees in the area remains largely unchanged over the 2011-2016 period, suggesting new built forms are required to catalyse an intensification of employment.

The proposed change in land use is also anticipated to make a significant net contribution to the local economy, supporting:

- \$162.8 million in output (including \$65.5 million in direct activity);
- \$78.9 million in contribution to GRP (including \$29.7 million in direct activity);
- \$41.2 million in incomes and salaries paid to households; and
- 539 FTE jobs (including 200 directly related to activity from the site).

The rezoning 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 with multi-functional requirements to co-locate and benefit from high levels of visibility and exposure to Newbridge Road.

The proposal provides positive economic impacts for Moorebank and the wider area, assisting Council achieve its 2036 baseline job target of 36,000, as well as acting as a statement of intent for renewal. The proposal also assists with achieving the collaboration areas employment target of 16,200 jobs to 2036.

Further discussion regarding industrial lands is provided in Chapter 6.2.1 of this report.

6.2.2 Western City District Plan

Table 7 provides a summary of the Planning Proposal's consistency with the District Plan.

Table 7. Western City District Plan	
Actions for Collaboration Area	Consistency
1 Increase housing diversity and provide affordable housing	<p>The proposal will provide approximately 45,560m² of residential floor space, delivering up to 536 residential apartments on the site.</p> <p>The housing typology proposed will include a range of 1, 2 and 3-bedroom apartments across terrace, podium and tower forms.</p> <p>Moorebank's accessibility to Liverpool CBD will ensure future residents have immediate access to employment opportunities, diverse range of retail offerings and services.</p> <p>The site is well positioned to provide high quality housing in an ideal location to support</p>

Table 7. Western City District Plan

Actions for Collaboration Area		Consistency
		Liverpool's health and education precinct, as well as strengthen the local workforce.
2	Improve and coordinate transport and other infrastructure to support job growth	<p>The proposal seeks to commit new cycle and pedestrian links on the site, forming part of a broader integrated approach for the Georges River Precinct.</p> <p>The South West Metro extension, if realised, will further reinforce the suitability of new development in Moorebank.</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 existing use on the site represents a more traditional and historic approach to industry.</p> <p>The proposal seeks to provide 6,300m² commercial floor space to facilitate more higher order industrial uses. The proposal will reinforce the delivery of higher order industrial conducive to the growth of Liverpool.</p>
4	Improve the night-time economy, mixed use and transport connections	<p>The site's current zoning and controls do not facilitate the delivery of a night-time economy supported by mixed use activities.</p> <p>The proposal will facilitate the delivery of a new night-time economy for Georges River, with ground floor retail, intimate streets, pedestrian connections and open spaces.</p> <p>The proposal will also provide opportunity for a number of public benefits including sculptures and art installations and opportunity for active street frontages.</p>
5	Improve urban liveability and Liverpool's sense of place	<p>In consideration of the future of Liverpool CBD, the site's current zoning and controls do not improve urban liveability or allow residents to celebrate the cities sense of place.</p> <p>The proposal will significantly improve urban liveability on the site and surrounding area by providing approximately 536 residential apartments in tandem with public spaces, foreshore connections, boatshed interpretation and retail offering.</p> <p>The public benefits associated with the proposal will ensure residents and the community can celebrate Liverpool's connection to the river.</p>

Table 7. Western City District Plan

Actions for Collaboration Area	Consistency
<p>6 Improve environmental outcomes around the Georges River</p>	<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 traditional use of the site provides no impetus to respond to its foreshore setting.</p> <p>The proposal will result in uses that have lower impact on the surrounding waterways and lake. It seeks to remediate riparian land north of the site adjoining Lake Moore.</p> <p>The proposal provides opportunity to provide a publicly accessible waterfront and deliver Council's vision of a true River City.</p> <p>Additionally, the proposal will provide opportunities for WSUD that will utilise the sites natural topography and filter runoff.</p>
<p>7 Develop Greater Sydney Green Grid projects</p>	<p>The historical use of the site for industrial uses has restricted the opportunity for active and passive recreation opportunities.</p> <p>The proposal will deliver a suite of open spaces on the site and form part of a more integrated open space network for the Moorebank area.</p> <p>The proposal will ensure new residents are within 400 metres of open space. The spaces provide opportunities to expand a network of diverse, accessible and high-quality spaces to service the future population.</p>
<p>8 Capitalise on Western Sydney Airport and the Western Sydney City Deal</p>	<p>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.</p> <p>This regeneration will be located in excellent proximity to the infrastructure improvements associated with the Western City Airport including access to jobs, transport and services.</p>
<p>9 Revitalise Liverpool CBD</p>	<p>The proposal is located on land contained in draft GRPP, which seeks to provide a natural extension to Liverpool CBD.</p> <p>The vision of the area is to provide a genuine mixed use river city precinct that orients itself to the Georges River.</p>

Table 7. Western City District Plan

Actions for Collaboration Area		Consistency
		The proposal seeks to facilitate a mixed use development along Lake Moore that responds to the aspirations and objectives for the Georges River Precinct. This will also reinforce the growth and revitalisation of Liverpool CBD, providing permeable pedestrian and cycle links along Lake Moore and enhancing access to new job opportunities.
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 undermine the opportunities presented by the Liverpool Water Recycling Facility.
Actions for Liverpool		
a	Protect and develop the commercial core	The proposal will strengthen the critical mass available to the 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	The proposal will provide new active transport options across the site, acting as a catalyst for wider regional active transport links to the CBD.
c	Develop smart jobs around the health and education precinct	The proposal will provide for new higher order commercial uses on the site, which could potentially complement the role of the health and education precinct.
d	Build on the centre's administrative and civic role	The proposal does not undermine or restrict the development of Liverpool's administrative and civic function.
e	Improve public domain including tree-lined, comfortable open spaces and outdoor dining	<p>The site has traditionally operated for uses that does not require consideration of the public domain, street trees, open spaces and outdoor dining.</p> <p>The proposal will successfully regenerate the site with landscaping improvements, street</p>

Table 7. Western City District Plan	
Actions for Collaboration Area	Consistency
	<p>tree plantings, new open spaces and foreshore remediation.</p> <p>This will result in an activated site that provides opportunities for civic gathering, passive and active recreation and active frontages.</p>
f	<p>Improve connectivity and links to the Georges River and prioritise pedestrian, cycle and public transport facilities</p> <p>The proposal will provide new foreshore cycle links that will connect to adjoining properties, forming part of an integrated pedestrian and cycleway network.</p>
g	<p>Encourage vibrant mix of uses, new lifestyle and entertainment uses to activate streets and grow the night-time economy</p> <p>The current planning controls on the site restrict the creation of a vibrant mix of uses, new active streetscapes and the growth of the night-time economy. Permitted uses and controls only allow for more intensive employment related uses.</p> <p>The proposal will facilitate a mixed use development that can provide a dynamic mix of residential living, public spaces, retail and commercial spaces.</p>
h	<p>Capitalise on the Western Sydney Airport and Western Sydney City Deal initiatives</p> <p>The opportunities presented by the airport and city deal will enable key industry to relocate west to transport related freight corridors.</p> <p>These new infrastructure initiatives will structurally change the existing industry in Moorebank and allow the site to evolve into a dynamic and vibrant extension of Liverpool CBD.</p>

6.2.3 Liverpool Collaboration Area Place Strategy

Table 8. Place Strategy	
Priorities for Collaboration Area	Consistency
1	<p>Plan for movement and place functions in Liverpool City Centre, improve accessibility and walkability, and reduce congestion in and around the centre.</p> <p>The proposal will improve active transport connections in Moorebank and establish new streets, ensuring Newbridge Road maintains its primary role as a movement corridor.</p>
2	<p>Improve public transport to and from Liverpool</p> <p>The proposal would benefit from a Metro extension to Liverpool CBD, if realised. No public transport arrangements are proposed in relation to the site or planning proposal.</p>

Table 8. Place Strategy		
Priorities for Collaboration Area		Consistency
4	Create and renew great places for people	The proposal will facilitate a vibrant mixed use development including a mix of residential, retail, child care, commercial and leisure uses.
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 provides 6,300m ² of commercial floorspace that can support employment growth along Newbridge Road and complement land south for industrial/commercial purposes.
7	Support the role and function of employment and urban services land	The proposal is located in a designated 'mixed use' are under the Place Strategy. The proposal has capacity to deliver a mix of employment opportunities without competing with the primacy of the CBD.
8	Develop a network of high quality open space linked by the Greater Sydney Green Grid and invest in improvements to the Georges River and its foreshores	The proposal places strong emphasis on new green links within and around the site, particularly along the Georges River foreshore. This includes provision of pedestrian and cycling trails, approximately 23% landscaped area and a boatshed facility for leisure uses.
9	Create a resilient place	The proposal has been designed in consideration of flooding on the site and has potential to introduce WSUD and tree canopies.
10	Establish a precinct-level governance to deliver the vision	The proposal is consistent with the vision set out under the Place Strategy.

6.2.4 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.

A more critical initiative for investigation (20+ years) is the potential 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 planning proposal is well placed to capitalise on these future transport initiatives if fully realised and would strengthen Liverpool as key transit-oriented centre in the Western City.

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

6.2.5 Draft Georges River Precinct Plan 2016

The proposal is consistent with the key strategies identified in the draft GRPP plan, which are provided in **Table 9**.

Table 9. Draft Georges River Precinct Plan		
Strategic Framework		Consistency
1	Street network: Permeable, efficient, integrated streets	The proposal will provide new local streets within the site alongside new pedestrian site links. This will break up the large industrial format of the site into a fine grain streetscape with improved pedestrian experience.
2	Flood mitigation: Improve flood resilience	The proposal will respond to the unique setting along Lake Moore and provide opportunities to adopt WSUD in relation to runoff into the river and overall remediation works.
3	Public waterfront: Making the river synonymous with Liverpool	The proposal will result in riverfront activation and allow future residents to embrace the identity of Liverpool as a true river city. This celebration of identity will also be enhanced by the boatshed building, which will provide uses conducive to its waterfront setting such as a restaurant or watersports.
4	Land use: A balanced mix of residential, employment and community uses	The proposal provides a sensible mix of land uses in relation to residential, commercial and community needs. The proposal will provide opportunities for ground level activation and retail as well as respond to the road function with more higher order employment interacting with Newbridge Road.
5	Density: Maximise the benefits of riverfront amenity and access to transport	The proposed density and stepping down of built form to Lake Moore ensures a maximum quantum of residents can enjoy views and vistas of Lake Moore and Georges River. Ground level vistas are proposed from Newbridge Road to the foreshore, maximising pedestrian and public views from the site to the river.

Table 9. Draft Georges River Precinct Plan		
Strategic Framework		Consistency
6	Multi-modal transport: Interlinked transport choices	The proposal will deliver new pedestrian and cycleway links on site and integrate into a broader integrated network along the Georges River, which is anticipated to link to Liverpool CBD and Transport Interchange.
7	Open space: A network of diverse and multi-functional open space	The proposal will deliver a suite of public open spaces, ranging from intimate plazas and foreshore parks. These spaces will complement the larger open spaces at Haigh Park and McMillan Park.
8	Community infrastructure: Community amenity that sustains future populations	The proposal will provide new open spaces, services and connections that will address the growing population anticipated under the precinct plan.

The proposal is consistent with the overall strategic framework and vision for the site.

6.2.6 Growing Liverpool 2023

Growing Liverpool 2023 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 10**.

Table 10. Growing Liverpool 2023		
Strategic Directions		Consistency
1	Vibrant prosperous city	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 the regional centre of Liverpool.
2	Liveable safe city	Consistent. The proposal will increase the diverse and affordable housing options in Liverpool and will increase the quality and amount of public domain areas particularly around Lake Moore.
3	Healthy inclusive city	Existing pedestrian and cycling networks will be improved through an extension of the Chipping Norton Bicycle Loop and a river run loop for leisure, recreation and sporting activities to enable Liverpool to be a healthy city.

Table 10. Growing Liverpool 2023

Strategic Directions		Consistency
4	Natural sustainable city	The Georges River Riverfront Precinct will be unlocked by enabling access to the riverfront and associated public lands including Haigh Park. The development will also enhance the riparian corridor within the site through ecology works.
5	Accessible connected city	All modes of transport will be provided for in the design with a local street network, cycling and pedestrian connections.

The planning proposal will deliver a high quality mixed use development that achieves all the strategic directions stated in Growing Liverpool 2023.

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

Yes, as outlined in **Table 11**, the planning proposal is consistent with relevant State Environmental Planning Policies (SEPPs).

Table 11. State Environmental Planning Policies

SEPP	Consistency	Comments
SEPP No. 1- Development Standards	Not Applicable.	It does not apply to Liverpool LEP 2008
SEPP No. 19 – Bushland in Urban Areas	Not Applicable.	
SEPP No 21 – Caravan Parks	Not Applicable.	
SEPP No. 30 – Intensive Agriculture	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. 44 – Koala Habitat Protection	Not Applicable.	
SEPP No. 47 – Moore Park Showground	Not Applicable.	

Table 11. State Environmental Planning Policies

SEPP	Consistency	Comments
SEPP no. 50 – Canal Estate Development	Not Applicable.	
SEPP No. 52 – Farm Dams and Other Works in Land and Water Management Plan Areas	Not Applicable.	
SEPP No. 55 – Remediation of Land	Consistent.	The site will be appropriately remediated to ensure it is suitable for residential development.
SEPP No. 62 – Sustainable Aquaculture	Not Applicable.	
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 concept plan and built form analysis prepared by SJB Urban demonstrates that the proposal is able to comply with key provisions of SEPP 65 and the ADG. Refer to Appendix 2 .
SEPP No. 70 – Affordable Housing (Revised Schemes)	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.

Table 11. State Environmental Planning Policies

SEPP	Consistency	Comments
SEPP (Housing for Seniors or People with a Disability) 2004	Consistent.	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Infrastructure) 2007	Consistent.	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Integration and Repeals) 2017	Not Applicable.	
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 (Miscellaneous Consent Provisions) 2007	Not Applicable.	
SEPP (Penrith Lakes Scheme) 1989	Not Applicable.	
SEPP (Rural Lands) 2008	Not Applicable.	
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 flora and fauna report, identifying valued tree species that should be

Table 11. State Environmental Planning Policies

SEPP	Consistency	Comments
		considered retaining as part of the development.
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 12**, 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 12. 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.	The proposal seeks to rezone land from IN2 Light Industrial to B4 Mixed Use. See discussion on business and industrial zones below this table.
2. Environment and Heritage			
2.1	Environment Protection Zones	Consistent.	The site is identified as being adjacent to Environmentally Significant Land at Lake Moore and the Georges River. The proposal will significantly improve the protection, maintenance and conservation of the adjacent environmentally sensitive areas. By transitioning the land from industrial to mixed use and residential, many of the negative environmental impacts from industrial land uses will cease to occur. Further, the proposal will enable to revitalisation of the waterfront for active and passive recreation activities. It will not alter the existing environmental protection standards contained in LLEP 2008.
3. Housing, Infrastructure and Urban Development			
3.1	Residential Zones	Consistent.	The proposal seeks to provide a diverse range of housing opportunities to meet future population projections for the LGA. The site is located in good proximity to transport, goods and services.
3.4	Integrating Land Use and Transport	Consistent.	The proposal will enhance access to jobs, housing and services.
3.5	Development Near Licensed Aerodomes	Consistent.	The proposal has been designed in consideration of its proximity to Bankstown Airport, including the known PANS-OPS and OLS requirements.
4. Hazard and Risk			

Table 12. Section 9.1 Ministerial Directions

Clause	Direction	Consistent	Comments
4.1	Acid Sulfate Soils	Consistent.	LLEP 2008 contains provisions relating to acid sulfate soils. The proposal does not seek to contravene or alter these controls. Acid sulfate soil analysis will be undertaken subject to any future development on the land, when required.
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.	The proposal has been prepared with regard to the bush fire constraints on the site.
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 does not propose any unnecessary restrictive site-specific planning controls.
Metropolitan Planning			
7.1	Implementation of A Plan for Growing Sydney		N/A.

6.2.7 Key Section 9.1 Directions

Business and Industrial Zones

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

- *Justified by a strategy which:*
 - *Gives consideration to the objective of this direction,*
 - *Identifies the land which is the subject of the planning proposal, and*

- *Is approved by the Secretary of the Department of Planning and Environment, or*
- *Justified by a study (prepared in support of the planning proposal) which gives consideration to the objective of this direction.*

Response

An Economic Impact Assessment has been prepared by AEC Group (**Appendix 4**), which provides a comprehensive assessment of the economic impacts that will result from the proposed planning controls. It also provides a direct response to the objectives and considerations of Direction 1.1, demonstrating justification for the proposal.

The proposal encourages employment growth in suitable locations. The proposal envisages development of the site to accommodate 6,300m² of employment floorspace that responds to economic and market trends, particularly for multi-functional space that accommodates a hybrid of business functions and activity. The floorspace proposed is envisaged to accommodate 265 jobs on-site.

The proposal also protects employment land in business and industrial zones. The planning amendment seeks to rezone industrial lands to accommodate contemporary and flexible employment floorspace that is delivered through higher floor space ratio controls. This would facilitate an intensification of uses (and employment) over several levels, with the total number of jobs that could be accommodated on the site in the proposal is estimated at 265 jobs.

The proposal supports the viability of identified centres. The proposal envisages 536 apartments, 6,300m² employment floorspace and open space. Once developed, the site will reinforce the aspirations of the draft GRPP and contribute to the District Plan and Council's vision for the area.

The proposal is estimated to support the following net annual economic activity through direct and indirect impacts:

- Additional \$162.8 million in output (including \$65.5 million in direct activity);
- Additional \$78.9 million contribution to GRP (including \$29.7 million in direct activity);
- Additional \$41.2 million in incomes and salaries paid to households; and
- Additional 539 FTE jobs (including 200 directly related to activity from the site).

The rezoning 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 more suitable to accommodate higher order jobs with multi-functional requirements to co-locate and benefit from high levels of visibility and exposure to Newbridge Road.

The proposed nature of employment uses on the site are considered more suitable for the location of the site, serving as a natural extension to Liverpool CBD and Collaboration Area. The proposal provides an opportunity to provide a vibrant mixed use precinct, enhanced by greater urban amenity and diverse employment offerings.

The proposal is consistent with Direction 1.1 as follows:

1. *Encourage employment growth in suitable locations*

The current businesses on the site accommodate approximately 91 employees. The proposed floor space could accommodate approximately 265 jobs on site.

2. *Protect employment land in business and industrial zones*

The proposal would reduce the quantum of land zoned for employment generating uses in the Liverpool LGA. However, the total number of jobs

generated on the site is anticipated at 265, representing a diversification and intensification of employment uses.

3. Support the viability of identified strategic centres

The proposal would facilitate urban renewal for land east of Georges River and north of Newbridge Road, as articulated in the Place Strategy and draft GRPP. Notwithstanding Council's aspirations, land within the draft GRPP has been identified as part of Liverpool Collaboration Area, which requires an integrated approach for providing improved amenity, jobs and housing near health and education institutions. Importantly, the mixed use designation for the site considers a mix of residential, commercial, retail and community uses that are complementary, and do not compete with, Liverpool CBD.

Flood Prone Land

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:

- *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*
- *the provisions of the planning proposal that are inconsistent are of minor significance.*

Response

A Riparian Zone Assessment, Stormwater Management Strategy and Flood Impact Assessment has been prepared by Northrop (**Appendix 6**). The report addresses the riparian zone in order to determine the extent of development across the subject site, as well as address Ministerial Direction 4.3.

The report recommends the following measures to manage flooding across the site:

- The proposed ground floors of the development to be sited at 8.8 AHD + 500mm freeboard or higher;
- Basement parking entrances will be located above the 1% AEP flood levels with extra allowance for freeboard. Basements will be tanked where they are under the 1% AEP flood level;
- Proposed boatshed building will be designed to be inundated and filled with flood water, offsetting floodplain storage across the site;
- Opportunity for residents to develop an appropriate a flood response strategy, either staying within the site on unaffected floor land or evacuate to Newbridge Road; and
- Site specific design measures can be introduced to minimise the effects of flooding on the development including building components, services and fencing.

The report demonstrates that development of the land can proceed in a manner, which will not cause increased flooding either on or off the site. It also demonstrates that residents of the proposed development will be protected from the effects of flooding.

The proposal is consistent with Direction 4.3 as follows:

1. *To ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005*

The proposal has been designed in consideration of the sites flood constraints and the broader flood plain context. The siting of future development has been defined at RL 8.7. As a result, all residential buildings and basement parking has been situated largely behind the flood zone.

As described earlier, a range of building components, structural elements and critical services can be design and located in a manner to manage the effects of flooding impact on the proposal.

Overall, the proposal is consistent with the *NSW Government's Flood Prone Land Policy* and the principles of the *Floodplain Development Manual 2005*.

2. *To ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land*

As flooding occurs to the rear of the site, ingress and egress will remain unaffected along Newbridge Road. This will ensure residents can be protected from the effects of flooding.

A number of sites within the Place Strategy and draft GRPP are located on flood prone land and are also nominated for future residential and mixed use development. It is reasonable to suggest that development for mixed use purposes in these areas is acceptable, so long as strategies and location of uses are appropriately sited to minimise the risk of flooding on property and life.

The proposal is consistent with the flood strategies articulated in draft GRPP, including the provision of parks and recreational areas to be utilised for flood storage.

6.3 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?

Preliminary ecological constraints advice has been prepared by Eco Logical Australia (**Appendix 9**), identifying that no threatened species had been previously recorded within or in close proximity to the site.

An overview of the study area considered in the ecological assessment is provided and marked **Figure 6**.



Figure 7: Vegetation Mapping of Study Area (Source: Eco Logical Australia)

Endangered Ecological Communities

The desktop study revealed two state-listed threatened ecological communities are located in the study area including:

- River-Flat Eucalypt Forest (RFEF); and
- Swamp Oak Floodplain Forest (SOFF).

The built form has been located within the existing built up areas of the site, minimising impacts to RFEF. Furthermore, existing RFEF may be retained and form part of the embellished riparian zone. However, the proposed boatshed may result in the removal of a small area of this community. Removal of vegetation within this community will require an impact assessment.

The SOFF is located to the north of the site, at the edge of Lake Moore however, this is not located within the site boundary. This will only be affected by the proposed boatshed, which will result in the removal of a small area of this community.

Similar to RFEF, removal of vegetation within this community will require an impact assessment.

Threatened Flora and Fauna

The report contends that the study area is unlikely to contain any threatened flora. Foraging habitat was considered present for several threatened fauna species including birds, microchiropteran bats, Grey-headed Flying-fox and Green and Golden Bell Frog. Habitat for the majority of these threatened species was generally limited to foraging habitat. No hollow-bearing trees were present in the study area.

Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)

No threatened ecological communities listed under the EPBC Act are present within the study area. Foraging habitat was available for *Pteropus poliocephalus* (Grey-headed Flying-fox). Marginal habitat was also available for *Litoria aurea* (Green and Golden Frog) and several waterbird species within the wetland habitat adjacent in the north of the site.

These species will need to be considered in an impact assessment at the DA stage. If a significant impact is likely, then referral to the Commonwealth is required. However, considering the disturbed nature of the site and small impact area, this is considered unlikely.

Greater Sydney Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment

Compliance with SREP Georges River is required for development on the site as there is potential to adversely affect water quality, river flows, flood regime or ecosystems within the catchment.

Development on the site will be able to satisfy the key requirements of the SREP. Further details relating to this will be provided at DA stage.

Water Management Act 2000

Development or activities within Waterfront land will require a Controlled Activity approval under the *Water Management Act 2000* (WM Act). Waterfront land is defined by the WM Act as the bed of any river, lake or estuary and any land within 40 metres of the river banks, lake shore or estuary mean high water mark.

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

Any environmental impacts can be adequately managed. Matters including urban design and built form, traffic, flooding, bushfire, contamination and aviation have been assessed in consideration of the proposed scheme. Discussion and assessment of the environmental and urban context is discussed below.

6.3.1 Urban Design and Built Form

SJB Architects have prepared a comprehensive Urban Design Study (**Appendix 2**), which interrogates the development capacity of the site in relation to its strategic context and future vision of Liverpool as a 'River City'.

Critical to the design process has been the aspirations of the Place Strategy, the draft GRPP and the design principles outlined in Better Placed by GANSW and SEPP 65.

Built Form

The design features four distinct building forms, comprising two high-rise towers (both 18 storeys) supported by a podium with two small towers (both 7 storeys), while two medium rise buildings (6 and 7 storeys) are located towards the lake edge. The two medium rise buildings provide upper level setbacks to preserve a human scale street wall.

As a result of including 335 Newbridge Road in the proposal, maximum heights have been reduced in some locations.

The design presents the most optimal built form outcome for the following reasons:

- Stepping down of built form towards the lake edge maximises solar access to the tower and podium forms, as well as optimises views across the site;
- Stepping of height from the west ensures tower forms to the south achieve adequate solar access to internal podium/communal spaces;
- Podium form along Newbridge Road shields the interior of the block from road noise;
- Location of commercial uses along Newbridge Road, ensuring employment generating uses respond to land south of Newbridge Road and east;

- Extension of north-south through site link from the riverfront to Newbridge Road to improve connectivity and access to the Georges River/Lake Moore;
- New east-west internal street will orient built form away from Newbridge Road and towards a permeable street and riverfront;
- Rotation of the south-east tower will maximise solar access and create variation to the building form;
- Break up massing along the lake edge to allow solar access to penetrate the podium and create new pedestrian link;
- Upper level storeys of massing setback to ensure adequate ADG separation;
- Consideration of adjoining properties, setting a precedent for a unified waterfront setting, public domain, stepping of built form and roads;
- New north-south pedestrian link will create a line of sight towards Lake Moore

Overall, the proposed built form and density responds to key urban considerations stated in draft GRPP and the future land uses contained within the Place Strategy, whilst delivering an uplift that supports opportunity for improvements to the public domain.



Figure 8: Built Form Massing (Source: SJB)

Residential Amenity

The urban design study demonstrates how future mixed use development on the site can deliver a superior level of residential amenity in line with Better Placed, SEPP 65 and the ADG.

A key priority for the concept is the delivery of a revitalised and remediated waterfront at Lake Moore that has opportunity to integrate into a broader open space network. This priority is consistent with the principles and future outcomes stated in the draft GRPP.

To achieve this, the concept provides the following key public benefits:

- Approximately 23% of the site dedicated to landscaped area through a combination of public and semi-private spaces;
- Revegetated riparian zone will create a natural buffer to ameliorate tidal fluctuations;
- Enhance the condition of the existing riverfront for passive and active recreation uses;
- Future internal east-west street improving permeability across the site;
- North-south through site links to optimise connectivity and views from Newbridge Road to Lake Moore;
- Public art intersections at key street corners and public spaces;

- Pedestrian and cycle path along the riverfront to encourage active recreation;
- Boatshed building will provide uses conducive to the river setting and reinforce the areas local character; and
- WSUD swales will harness the topography to filter and clean runoff.

SEPP 65 Compliance

The Urban Design Study demonstrates general compliance with key Apartment Design Guide (ADG) design criteria, as outlined below:

- The required building separation is provided between buildings on site and between the buildings and the site boundary; and
- The orientation of the building will ensure most units can achieve at least two hours of sunlight between the hours of 9am and 3pm at the winter solstice to their living rooms and private open space areas; and
- The solar access diagram at **Figure 8** depicts that over 70% of future apartments will achieve solar access requirements in accordance with the ADG; and
- The site is also capable of providing 25% communal open space through a combination of podium and ground level spaces.

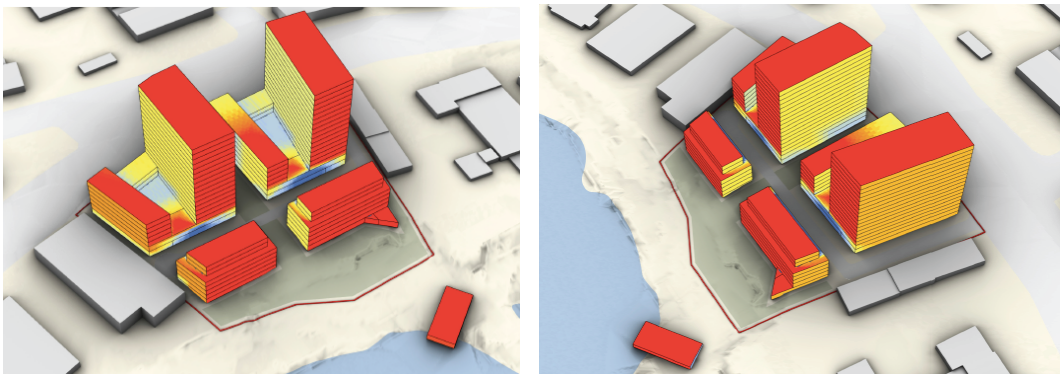


Figure 9: Solar Insolation (Source: SJB)

Overshadowing

As a result of stepping down the built form towards the rivers edge, solar access to public open space along the riverfront will be maintained.

The shadow studies prepared indicate that shadows between 9am and 3pm will largely affect Newbridge Road and industrial land to the south. The proposal would not result in any overshadowing to public open spaces or existing residential areas and is therefore considered to have minimal impact on the surrounding streetscape.

As expressed in the Place Strategy, land south of Newbridge Road is envisaged to provide industrial uses and not residential. Therefore, it is anticipated the shadowing generated by the proposal will not affect any forms of future residential development to the south.

Shadows have been minimised as a result of tower orientation preventing a large wall of shadow from being cast south of Newbridge Road. Newbridge Road is considered a busy transport and freight corridor with little existing public amenity. The intention is to ensure new east-west road connections along Lake Moore have improved amenity, functioning as places for people.

The shadow impacts of the proposal are therefore considered acceptable in regard to the function of Newbridge Road, surrounding land use and the future aspirations for the area.

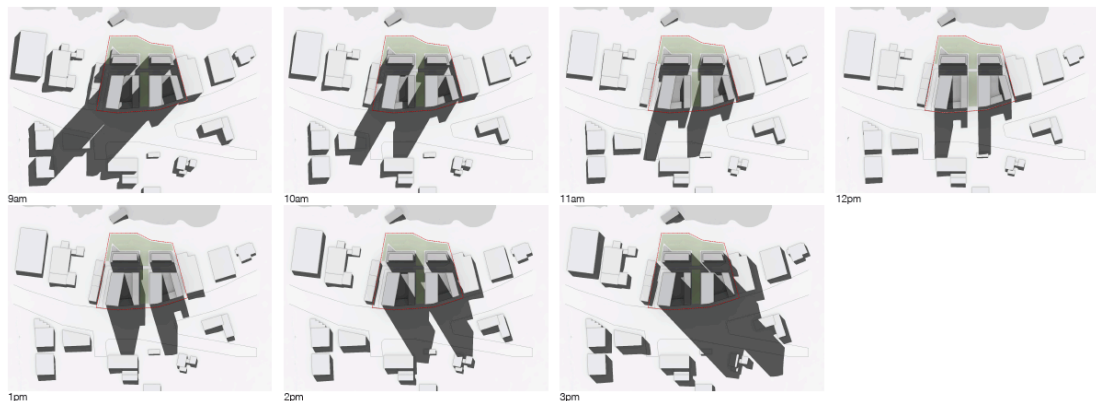


Figure 10: Overshadowing Diagrams (Source: SJB)

6.3.2 Landscaping and Public Domain

The landscape and public domain setting utilises the sites relationship to Lake Moore and are consistent with the strategies set out in the draft GRPP including:

- *Strategy 7 – Open Space: A network of diverse and multi-functional open space*

Despite Moorebank benefiting from approximately 54 hectares of open space, the area comprises largely unembellished local and district parks and native bushland with limited pedestrian connectivity.

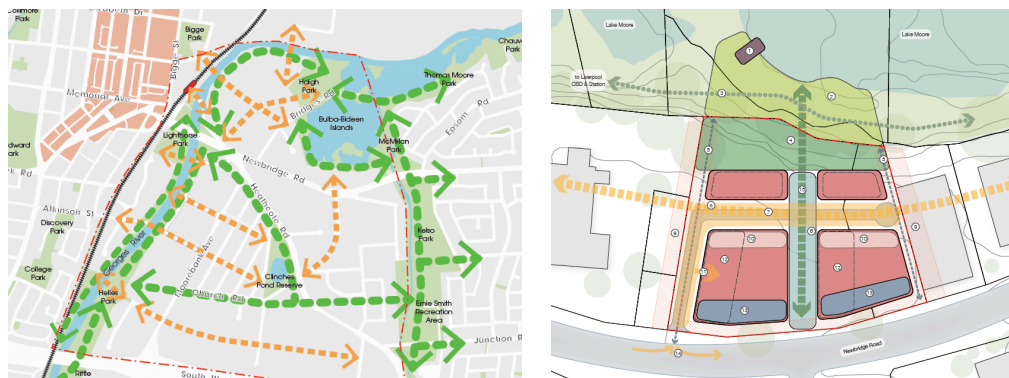


Figure 11: Open space and Pedestrian Connectivity Alignment with draft GRPP (Source: SJB and Group GSA)

The proposal is consistent with Strategy 7 of the draft GRPP and will provide a connected open space network that responds to the Georges River. The proposal will deliver the following:

- 2,983m² of public landscaped riparian waterfront including a waterside boardwalk and 769m² of internal through site link space;
- 340m² of boatshed spaces, dedicated to a use conducive the waterfront nature of the site;
- New east-west pedestrian and cycle links;
- New north-south pedestrian links connecting pedestrians from Newbridge Road to Lake Moore.

The landscaping and public domain configuration has been designed to incorporate into a broader network of recreational pathways, improving access to existing and future open space. This also includes the provision of a cycle path and lockers, as well as public spaces within the site to serve different functions.

6.3.3 Traffic and Transport

A Traffic Impact Assessment has been prepared by The Transport Planning Partnership TTPP (**Appendix 3**) to assess the anticipated transport implications of the proposed development.

The draft GRPP provides key objectives to improve transport infrastructure and roads to accommodate the proposed precinct growth. The proposal is consistent with the future traffic and transport context of the draft GRPP, providing improved east-west vehicular, pedestrian and cycling connectivity within the site and the wider context.

Car Parking

Land subject to the draft GRPP currently does not have specified parking rates. Parking rates have been determined based on Council's DCP requirements within and outside the City Centre.

Based on the DCP parking rates outside the city centre, the proposal would require a total of 712 parking spaces comprising:

- 859 residential spaces;
- 75 commercial spaces; and
- 19 child care spaces.

However, Council have expressed in the draft GRPP that Moorebank will transform into a new high density urban environment. It is therefore worth appreciating the site in its future context as a natural extension of Liverpool CBD and adopting the DCP City Centre parking rates.

Based on the DCP City Centre parking rates, the proposal would require a total of 498 spaces comprising:

- 591 residential spaces;
- 56 commercial spaces; and
- 19 child care spaces.

The proposal is capable of provide parking in accordance with the DCP rate for sites within the City Centre.

Traffic Impact

The proposal is anticipated to generate 290 vehicle trips per hour (vph) in the morning peak and 229 vph in the afternoon peak.

The additional traffic generated from the development will have a negligible increase to the delay of vehicles, with the road network operating at similar to existing conditions.

It is noted that future road network will undergo a significant change as part of the precinct planning for the surrounding area. In addition, the proposal will provide an additional east-west vehicular connection within the site, which will offset additional traffic spilling onto Newbridge Road.

As the precinct undergoes significant renewal, it is also likely that new developments will provide for amenity, facilities and services to cater for the local population, reducing the need to travel out of the precinct for daily needs.

6.3.4 Flooding

A Riparian Zone Assessment, Stormwater Management Strategy and Flood Impact Assessment has been prepared by Northrop (**Appendix 6**), demonstrating the proposal can adequately managed issues relating to flood and stormwater treatment.

Lake Moore is identified as a 2nd order watercourse. As a result, a 20m Vegetated Riparian Zone (VRZ) width is required on each side of the watercourse. The proposed boatshed building will be located along Lake Moore to provide a use that is responsive to the waterfront setting and active waters edge.

The inner 50% VRZ will be retained for development servicing and ancillary infrastructure only, such as stormwater outlets, public domain improvements and shared paths.

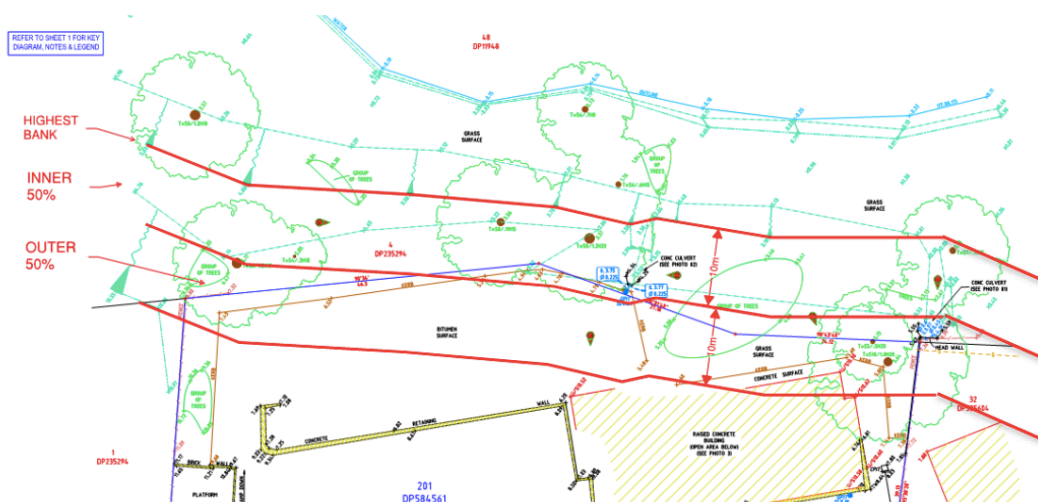


Figure 12: VRZ for the site (Source: Northrop)

According to previous advice from Council and other rezoning applications in the Moorebank area, the following flood levels have been provided:

Table 13. Flood Levels in Moorebank	
Flood Event	Council Advice
5% AEP	8.1m AHD
2% AEP	8.6m AHD
1% AEP	8.8m AHD
Probable Maximum Flood (PMF)	11.2m AHD

Flood inundation is largely confined to the rear of the property towards Lake Moore. Newbridge Road and the central portions of the site are unaffected by flooding, ensuring available egress during flood events.

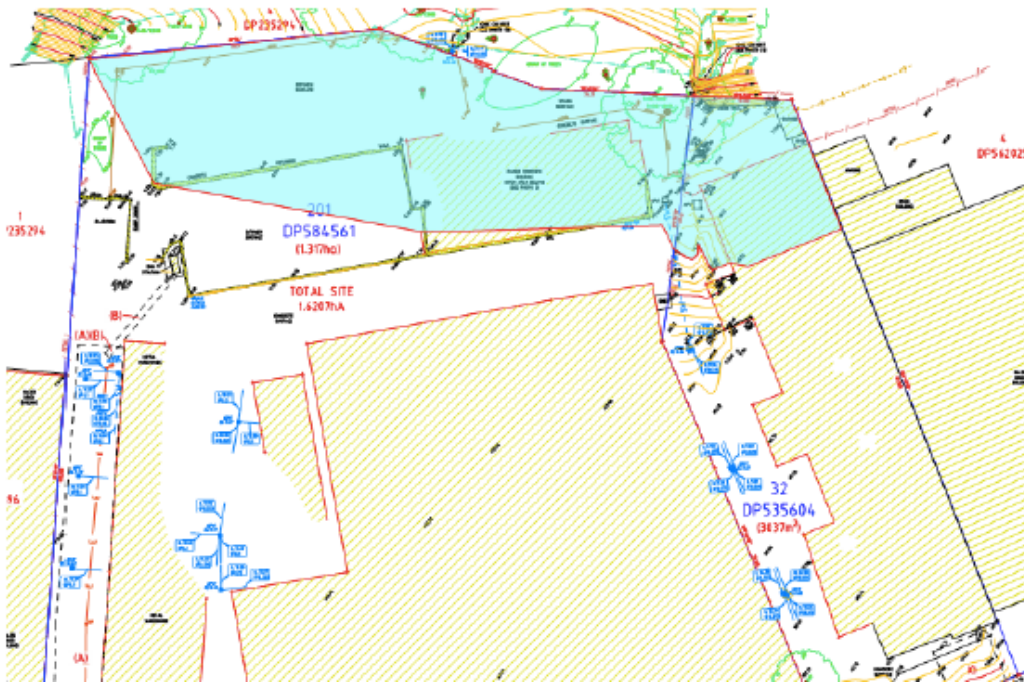


Figure 13: 1% AEP Inundation at 8.8 AHD (Source: Northrop)

A key built form response for the planning proposal was the sites known flood extent, which has been defined at RL 8.7. As a result, all residential buildings and basement parking has been situated largely behind the flood zone.

The proposal has been designed to account for flooding across the rear of the site. Any incursions into this zone which causes floodplain filling, which is expected to be very minor, will be offset by balancing cut and fill or by local removal fill on the foreshore.

The report recommends the following measures to manage flooding across the site:

- The proposed ground floors of the development to be sit at 8.8 AHD + 500mm freeboard or higher;
- Basement parking entrances will be located above the 1% AEP flood level with extra Allowance for freeboard. basements will be tanked where they are under the 1% AEP flood level;
- Proposed boatshed building will be designed to be inundated and filled with flood water, offsetting floodplain storage across the site;
- Opportunity for residents to develop an appropriate a flood response strategy, either staying within the site on unaffected floor land or evacuate to Newbridge Road; and
- Site specific design measures can be introduced to minimise the effects of flooding on the development including building components, services and fencing.

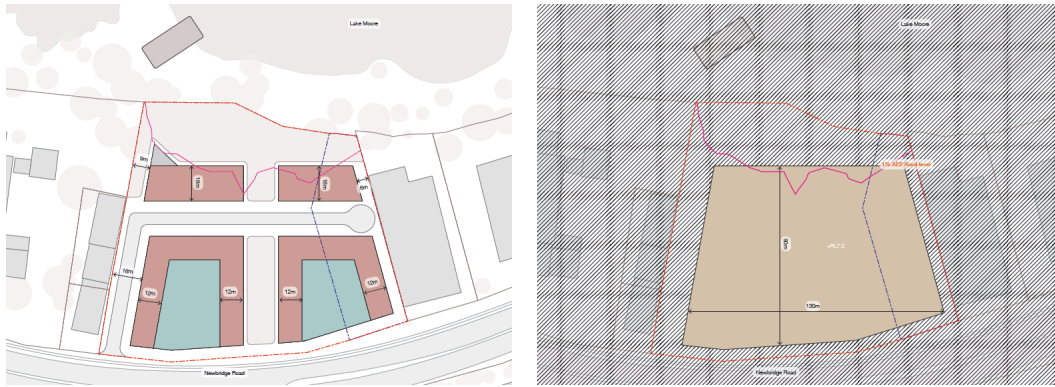


Figure 14: Built Form Concept and Flood Line (Source: SJB)

Stormwater Drainage

The proposed stormwater network will comprise a number of surface inlet pits within the landscaped and paved ground level areas, with drainage and pump-out pit located in the lower basement in order to drain nuisance stormwater which may have drained into the basement parking areas.

Stormwater can be directed to either Newbridge Road under Council's stormwater network, or directly to Lake Moore foreshore in the riparian zone.

Stormwater Pollution Treatment – WSUD

The proposal seeks to provide a range of WSUD opportunities throughout the development. This serves a functional and aesthetic requirement to satisfy Liverpool DCP and the aspirations of draft GRPP.

WSUD measures will rehabilitate the existing riparian zone with a combination of private and public open space, including a foreshore cycle and pedestrian links that will connect to the adjoining sites.

The proposed landscaped areas will reduce the volume of runoff from the development site through absorption in soil and planting. Landscape areas will also reduce the rate of runoff from the site, being situated to the rear and falling with the slope of the site.

6.3.5 Bushfire

A preliminary bushfire constraints advice letter has been prepared by Eco Logical Australia (**Appendix 8**), identifying bushfire constraints that may impact the proposed development in accordance with *Planning for Bushfire Protection 2006* (PBP)

Part of the site is identified as bushfire prone land. **Figure 14** defines the extent of the site subject to bushfire.

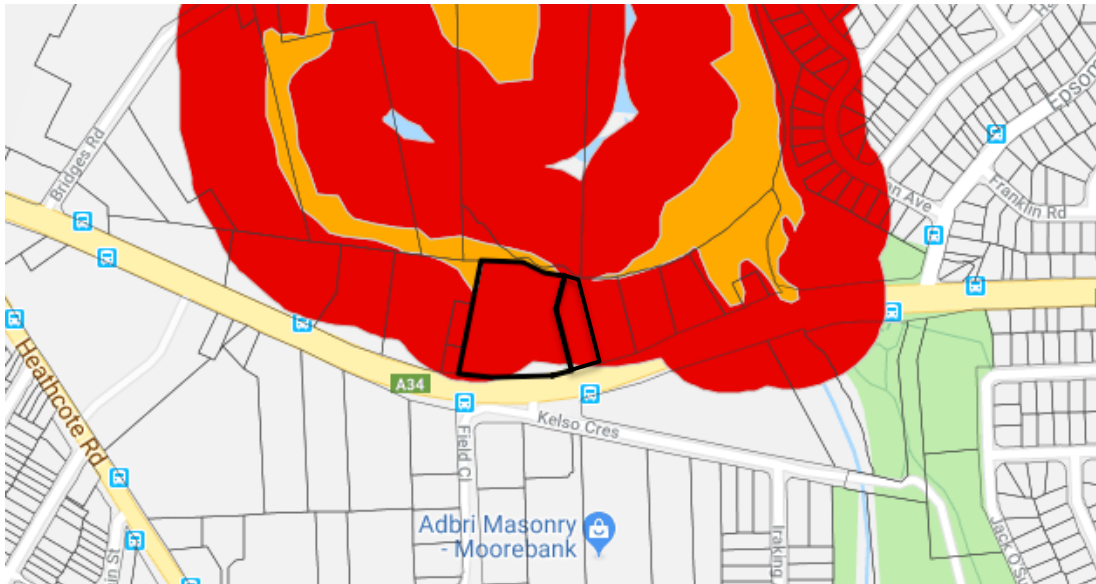


Figure 15: Bushfire Prone Land (Source: Liverpool City Council)

Key considerations that the proposal will need to resolve include are summarised below:

Asset Protection Zones (APZs)

- The vegetation mapping bordering Lake Moore has features poor connectivity, high weed infestation, small total area and low potential risk, providing strong grounds to be considered 'non-hazard';
- There is merit to suggest that adjoining vegetation cannot achieve the same criteria of an APZ in accordance with PBP, with this area potentially being classed as remnant. This reduces the overall classification to Rainforest;
- The vegetation is identified as a Forested Wetland however, under the draft PBP, it would be classified as Alluvial Woodland, improving the APZ outcome for the site;
- Current AS 3959 provisions are deemed excessive for this location; and
- The classification of adjoining vegetation as any form of hazard would result in an APZ that is not achievable in relation to proximity of towers and the northern property boundary.

Access

- Access to the site should technically comply with the minimum requirements of PBP for public roads;

Draft version of the PBP could result in amendments to APZ dimensions, depending on vegetation types. Any proposal sent to Rural Fire Services (RFS) for review will also need to have a clear indication of final areas dedicated for revegetation.

A detailed bush fire hazard assessment will be required as part of subsequent DA.

6.3.6 Contamination

A Preliminary Site Investigation (PSI) has been prepared by AECOM (**Appendix 7**), identifying potential areas of contamination at the site.

The PSI identified the following potential areas and sources of contamination within the site:

- Petroleum hydrocarbon contamination associated with former use of two USTs (now abandoned), at the south western part of the Site and at the north west corner of the Site (status of UST unknown);
- Paint and petroleum hydrocarbon and metals contamination from historic and current use of these types of chemicals and waste generated within the site building for spray painting and powder coating sheet metal;
- Creosote and phenols from historic timber yards on the site;
- Pesticide and herbicide use and potential for buried waste from former agricultural land use across the site;
- Fill material of unknown origin to level the front part of the site during its development;
- PCB and petroleum hydrocarbon contamination in the vicinity of the substation in the northwest portion of the site;
- Asbestos contamination from historic use of electrical switchboards in the buildings;
- Asbestos and lead contamination from the demolition of former building at the south west of the site; and
- Asbestos from current building structures on site.

Several topographical up-gradient properties undertake or have historically undertaken potentially contaminating activities with fuel storage and chemical manufacturing. If this was presented on the sites, there would be potential for migration of contamination onto the site.

The report recommends that a Detailed Site Investigation (DSI) is completed to investigate the presence of contamination soil and ground water at the site and to assess the suitability of the proposed land use.

6.3.7 Aviation

An aviation advice letter has been prepared by Aviation Projects (**Appendix 10**) identifying the potential impacts of the proposal on the operations of Bankstown Airport.

The report provides a high-level evaluation of aviation operational aspects for the proposal, including the potential impacts to Bankstown Airport's prescribed airspace.

The site is located approximately 4.67km west of Bankstown Airport is regulated by the *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996*. These regulations identify airspace around airports for protection from intrusion by obstacles and critically, the airspace defined by the airports Obstacle limitations Surface (OLS).

The OLS is intended to prevent development of airspace obstructions that could adversely impact air navigation or the usability of the facility

In regard to the OLS, the proposal is subject to the conical surface of Bankstown Airport at a height of approximately 63.5m AHD at the north eastern corner, increasing to approximately 69.5m AHD at the south west corner.

Further detailed analysis will be performed once final building heights are known to determine the extent of any penetration of the OLS.

The report also identifies that an aviation impact assessment is required to confirm potential impacts of the proposal to the Bankstown Airport Procedures for Air Navigation Services – Airport Operations (PANS-OPS).

The maximum finished building height should consider the final height and resting height of the crane for construction purposes, provided in AHD.

Approval to construct the building and/or operate a crane above the height of the Bankstown OLS will be required from the Secretary of the Department of Infrastructure and Regional Development.

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

The planning proposal will act as a statement of intent for the future aspiration of Moorebank as a "True River City that has a vibrant mix of uses and activities". The proposal provides a number of positive social and economic impacts, ensuring future residents have access to new employment opportunities, active and passive open space infrastructure, child care services and housing diversity.

Social Impacts

A Community Benefits and Social Impact Assessment (SIA) has been prepared by Cred Consulting (**Appendix 5**) to identify the potential social impacts of the proposed development.

The SIA acknowledges that the proposal will be one of the first in the area, on an isolated site in an existing industrial area. Therefore, consideration of community identity and connection with the existing community is critical at the outset.

The proposal will result in a population of between 1,206 to 1,402 people, with a higher portion of babies and children, young adults and working age people. This will have an impact on access to existing social infrastructure, community needs and open space.

The proposal will have a net density of 70 to 85 persons per hectare. However, gross population density is worked out on Statistical Areas, and based on SA1 1152301, the population density of the site would be between 10 to 12 persons per hectare (given that there is industrial land and a lake within the SA1).

This does not include the significant other proposed development within the SA1. The site will need pedestrian and cycle links to the Georges River and parks/open space areas to provide places for designed to support a diverse range of people (age, ability, interests) to connect and participate in a range formal and informal social and recreational activities, without conflict.

The proposal aims to respond to the anticipated population generated from the proposal and will deliver the following public benefits:

- 65 place child care centre;
- 340m² boatshed building, providing activated uses conducive to the waterfront;
- New east-west pedestrian and cycle connections along the foreshore;
- 5% provision of affordable housing, consistent with the GSC District Plans;
- 2,983m² of public landscaped riparian waterfront including waterside boardwalk;
- 769m² of internal through site link space; and
- New signalised intersection on Newbridge Road, improving site connectivity and access.

The following measures could also reinforce a positive social impact for the existing and future community:

- A temporary community kiosk to provide a place for residents to connect in the early stages of the development;
- A multi-purpose community hub located within or near the Georges River;
- Embellishment of Lake Moore including play and exercise stations, and shaded seating;
- Contribution toward the provision of a new library to service future growth in the area that could be co-located with a multipurpose community hub;
- Embellishment of local parks including play spaces for older children, opportunities for physical activity in the evenings for working age populations; and
- Opportunities for small-scale local events and gatherings.

Economic Impacts

An Economic Impact Assessment (EIA) has been prepared by AEC Group (**Appendix 4**), which identifies the impacts and contribution of the planning proposal to the local and regional economy.

The report contends that while traditional manufacturing has historically played a central role in the LGA's employment mix, the rise of the online retailing sector has resulted in a shift in the demand profile of industrial occupiers and the requirements of industrial land.

The EIA identifies that the proposal will allow for a greater variety of business activity. The large commercial floorplates provided would facilitate flexibility to accommodate a diverse range of business ranging from niche and small-scale manufacturers to education providers and local service commercial uses.

The proposal responds to the changing employment needs of the area. As residents in the area are becoming increasingly educated and affluent, they require greater retail choice, higher order employment opportunities and urban amenity.

The proposal will deliver a clear, strong and positive economic impact compared to if the site were to remain under current operations in its existing conditions. The proposal is estimated to support the following net annual economic activity through direct and indirect impacts:

- Additional \$162.8 million in output (including \$65.5 million in direct activity);
- Additional \$78.9 million contribution to GRP (including \$29.7 million in direct activity);
- Additional \$41.2 million in incomes and salaries paid to households; and
- Additional 539 FTE jobs (including 200 directly related to activity from the site).

The proposal provides positive economic impacts for Moorebank and the wider area, assisting Council achieve its 2036 baseline job target of 36,000, as well as acting as a statement of intent for renewal. The proposal will also support the Place Strategy job target of 16,500 in the collaboration area up to 2036.

In order for the future retail, childcare and commercial showroom to become a commercial proposition, residential uses are required to cross-subsidise the redevelopment of industrial floor space. This will also ensure that these commercial uses have an immediate critical mass of residents, who may require these goods and services.

6.4 Section D – State and Commonwealth Interests

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

The site is well serviced by existing transport, infrastructure and services. Further investigations will be undertaken as part of the preparation of a DA to determine whether any upgrade of existing utilities or facilities is required.

The planning proposal includes the provision of new public infrastructure including new roads, pedestrian pathways, cycleway and a public foreshore adjacent to Lake Moore. This proposed infrastructure will benefit the surrounding context in long-term.

The site may also benefit from a future/potential south west Metro extension to Liverpool via Bankstown, which will improve the site's access to alternative modes of public transport.

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

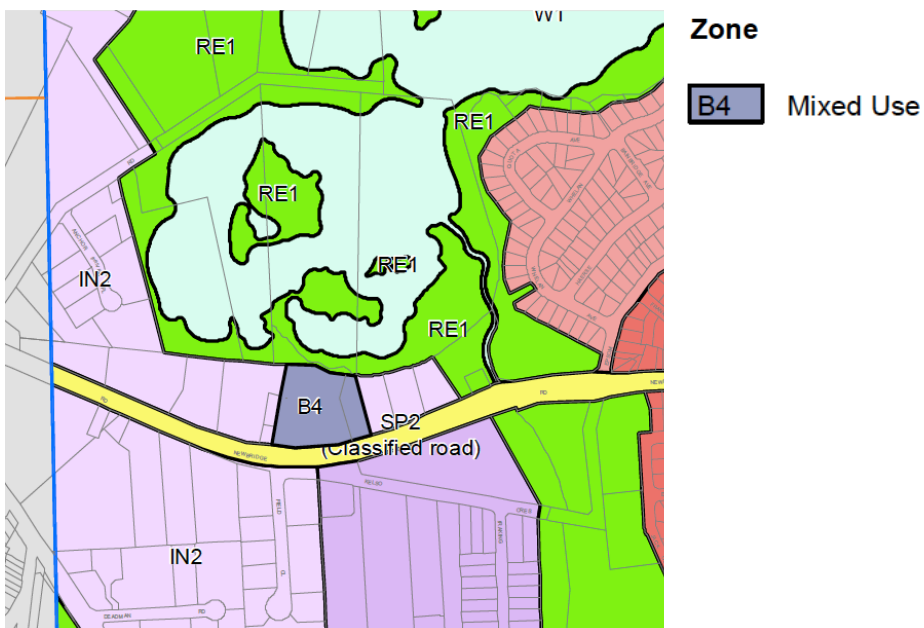
At this stage, the views of relevant State and Commonwealth authorities have not been obtained. This will occur following Gateway Determination.

7 Mapping

A comparison of existing controls and proposed controls is provided in **Table 13**.

Table 14. Existing vs. Proposed Controls		
Control	Existing	Proposed
Zone	IN2 – Light Industrial	B4 – Mixed Use
Height of Buildings	15 metres	60 metres
Floor Space Ratio	0.75:1	3:2

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



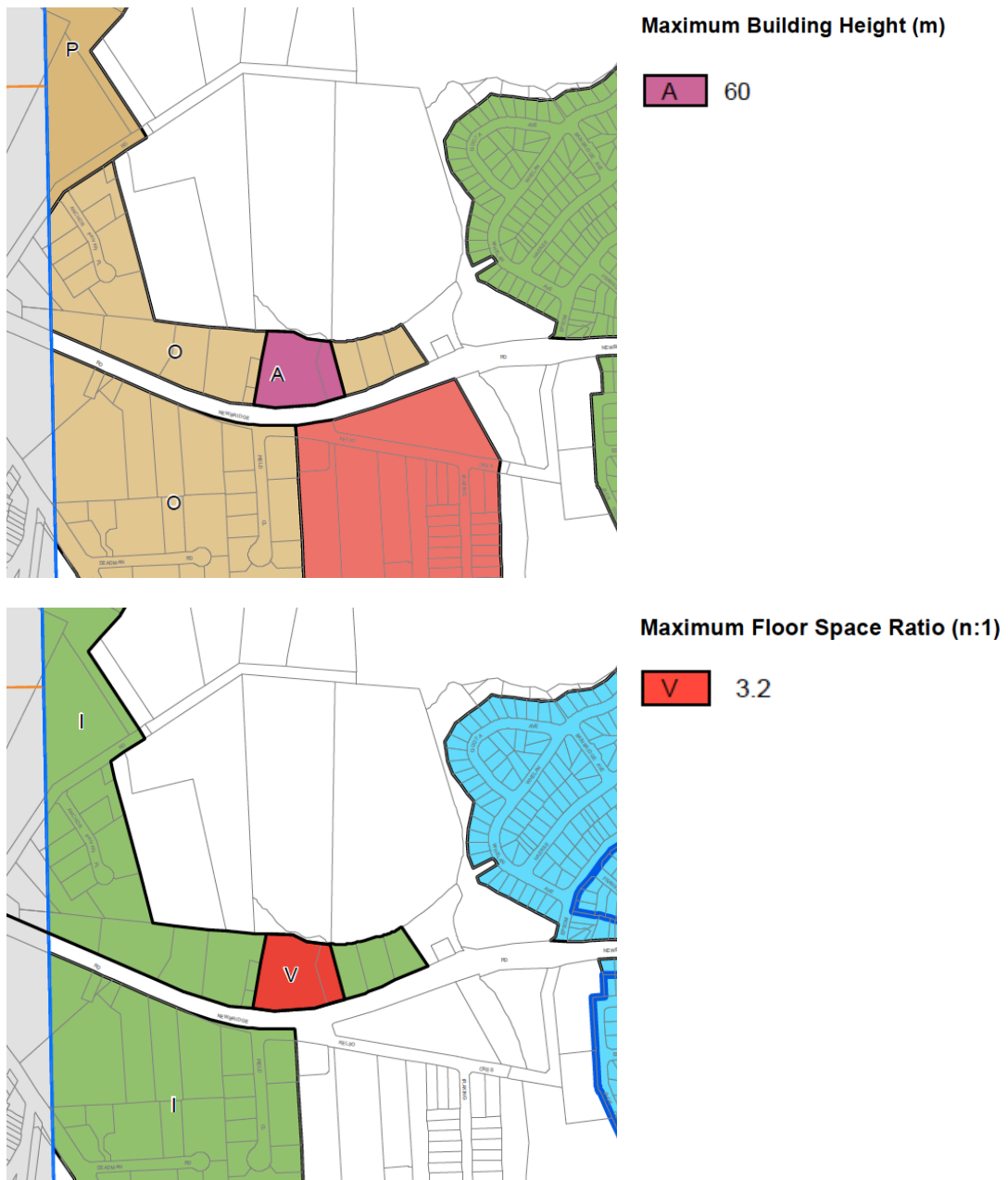


Figure 17: Proposed LEP Maps (Source: LLEP 2008 Modified by Mecone)

The provision of a non-residential floor space ratio control would be achieved by inserting an additional Clause under Division 2 Other Provisions of LLEP 2008.

The following wording is suggested:

Development at 335-349 Newbridge Road, Moorebank

- (1) *The objectives of this clause are to:*
- (a) *Promote future mixed use development that engages with Newbridge Road and Lake Moore;*
 - (b) *Strengthen employment opportunities through a range of high order business and retail uses; and*
 - (c) *Deliver a high quality public domain.*

(2) *This clause applies to:*

(a) *Lot 201 DP 584561 (being 335-349 Newbridge Road, Moorebank)*

(3) *Despite any other provision of this Plan, development consent must not be granted for development on land at 335-349 Newbridge Road, Moorebank (being Lot 1, DP 584561 and Lot 32 DP 535604) unless the non-residential floor space is at least 0.4:1.*

8 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.

9 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 15. Project Timeline

Milestone	Date	Comments
Anticipated commencement date (date of Gateway determination)	September 2019.	
Anticipated timeframe for the completion of required technical information	Completed prior to lodgement.	Updates to be made as required.
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	October-November 2019.	Other relevant agencies to be consultant as necessary or required by the gateway determination.
Commencement and completion dates for public exhibition period	December-January 2020.	
Dates for public hearing (if required)	Within exhibition period.	
Timeframe for consideration of submissions	March 2020.	
Date of submission to the Department to finalise the LEP	April - May 2020	
Anticipated date Relevant Planning Authority (RPA) will make the plan (if delegated)	June 2020.	
Anticipated date RPA will forward to the Department for notification	As above.	

10 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 Planning Proposal pertains to the land described as Lot 201 DP 584561 and Lot 32 DP 535604 and comprises a total site area of 16,207m².

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

- Is generally consistent with the Greater Sydney Region Plan and Western City District Plan;
- Is consistent with the objective of the Liverpool Collaboration Area Place Strategy;
- The proposal has site-specific and strategic merit, given its consistency with the relevant state, regional and local strategies;
- Is consistent with the draft Georges River Precinct Plan to create a "True River City that has a vibrant mix of uses and activities";
- Is generally consistent with relevant Ministerial Directions;
- Will serve as a statement of intent for the future quality and character of Moorebank, complementing future planning proposals;
- Provides a high quality mixed use development that incorporates excellent residential amenity;
- Provides for increased employment opportunities and the diversification of employment for the area;
- Provides a mix of uses within excellent access to existing public transport, community infrastructure, health and education services and Liverpool CBD;
- Delivers a local street network and pedestrian connections to the foreshore;
- Provides housing diversity and choice for future residents of Liverpool LGA;
- Increases the size of the public domain and provides an embellished foreshore and landscaping; and
- Delivers new pedestrian and cycleway improvements along the foreshore, integrating into a broader network for the Georges River Precinct.

Appendix 1 – Amended LEP Mapping

Appendix 2 – Urban Design Report

Appendix 3 – Traffic Impact Assessment

Appendix 4 – Economic Impact Assessment

Appendix 5 – Social Impact Assessment

Appendix 6 – Riparian, Flooding and Stormwater Assessment

Appendix 7 – Preliminary Site Investigation

Appendix 8 – Bushfire Advice

Appendix 9 – Ecology Advice

Appendix 10 – Aviation Advice

Appendix 11 – Survey Plan

Appendix 12 – Site Specific and Strategic Merit Test



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