

MOOREBANK PLANNING PROPOSAL

124 NEWBRIDGE ROAD, MOOREBANK



124 Newbridge Road, Moorebank Planning Proposal for the rezoning of land

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PLANNING PROPOSAL

124 NEWBRIDGE ROAD, MOOREBANK

1. OVERVIEW

This report relates to a Planning Proposal for the proposed rezoning of the site at 124 Newbridge Road, Moorebank.

The Planning Proposal is based on a set of core objectives:

- The activation of the adjacent Georges River foreshore
- Providing a diversity of housing to meet the needs of the growing population
- Complement and be consistent with existing and emerging development in the immediate surrounds
- Protect and enhance employment opportunities

The site is currently partly occupied by Flower Power, a plant nursery and associated commercial activities which is soon to re-locate its activities to another location. The site is being progressively flood proofed in accordance with a Liverpool City Council granted development consent for earthworks and fill.

The site is ideally located on the Georges River foreshore and presents an opportunity for the river foreshore's activation and the creation of active open space available to both residents and visitors. The urban design proposed includes substantial improvements to public amenity along the foreshore as well as providing high-amenity residential accommodation, open space and public access to the revitalised foreshore.

The site falls within the Moorebank East Corridor, identified in Council's Development Control Plan 2008 for activation to accommodate residential, commercial and recreation uses and activities.

This Planning Proposal applies to rezone the site to accommodate residential development and strengthen employment and related uses along Newbridge Road. This will support State government policies of increasing housing supply, housing diversity and housing affordability; as well as providing new employment opportunities in an emerging, significant, growth area.

The Planning Proposal structure has been informed by the Department of Planning and Environment's Planning Proposals – [A guide to Preparing Planning Proposals, 2016.](#)

As part of formulating the proposal and by way of evidence based justification, the following consultants were commissioned and noted studies were undertaken.

- Urban Design (ae Design Partnership)
- Urban Design & architectural advice (Spira Consulting Pty Ltd)
- Economic Impact Assessment (HillPDA)
- Social Impact Assessment (preliminary) (HillPDA)
- Traffic Assessment (The Transport Planning Partnership)
- Infrastructure and Services (Glenn Haig and Partners)

2. THE SITE AND SURROUNDS

2.1. LOCAL SETTING

The subject site is identified as DP602988 corner Lot 2 at 124 Newbridge Road, Moorebank and has an area of approximately 70,431m² (including the RE1 public open space land dedicated to Council) and 59,366m² excluding the dedicated public open space RE1 land area. In the immediate vicinity of the site, Mirvac is providing some 179 single dwellings allotment. In addition, a new Georges Cove Marina is to be provided at 146 Newbridge Road, Moorebank.

To the subject site's east is a public road (Davy Robinson Drive) and public car park providing public access to the Georges River and riverside RE1 land (Davy Robinson Reserve). Further east is a mix of low density residential lots and public reserves which continue until the Liverpool LGA ends at the bridge across the Georges River towards Bankstown. To the south east, the subject site is bounded by the Georges River.

The site is bounded North by Newbridge Road. Across Newbridge Road to the north is the Chipping Norton industrial precinct with a mix of light and general industrial uses. North west from the subject site is a mix of low density residential development, neighbourhood centres and educational facilities. Chipping Norton Small Village Centre is approximately 1800 metres north of the subject site.

Figure 1 Map of local Planning Proposals



The proposed re-zoning of the site will complement (and be generally consistent with) recent site re-zonings in the vicinity, including:

- Moorebank Cove Residential Estate (179 dwellings)
- Georges Cove Marina (up to 350 residential apartments)

- Brighton Lakes residential estate (310 dwellings)
- Moorebank Recyclers south of the Georges Cove Marina (for noting only).

The proponent is aware that the site immediately adjacent to the Planning Proposal subject site is also being considered for residential flat apartments and a supermarket and other retail and residential development though it is understood that no formal documentation has been lodged.

2.2. REGIONAL/PRECINCT SETTING

The site is located in the South West Sub Region and the South West District. It is located approximately 5 kilometres from Liverpool (to the east) a major strategic centre. The suburb of Moorebank where the site is located benefit from good access to major roads, including: Newbridge Road, Nuwara Road, Milperra Road, Henry Dawson Drive, connecting it to employment and commercial centres.

The subject site is approximately 2 kms from access to the M5 Motorway. Newbridge Road also provides a direct route from the subject site to Liverpool City Centre (approximately 4 kms west). To the east, Newbridge Road connects the site to Bankstown after it becomes Milperra Road across the Georges River. The site is 2km as the crow flies (or 5km by road) to Bankstown Airport and 2km by road to the Milperra Industrial area.

Part 2.10 Moorebank East Precinct of the Liverpool Development Control Plan 2008 proposes a local road network connecting the subject site to the adjacent Georges Cove residential development, Davy Robinson Drive and Brickmakers Drive. This would allow southbound traffic from the subject site to avoid Newbridge Road. Council's 2016-17 Capital Projects program includes a capacity upgrade to the carpark at the adjacent Davy Robinson reserve.

Public transport within a walkable distance from the subject site is provided by the M90 (Liverpool – Burwood) bus service, which has stops directly outside the site on Newbridge Road. This service runs every 5-10 minutes during peak periods and every 20 minutes or so in the off peak. From the subject site, the M90 directly connects to Liverpool Station and connections to the following rail lines:

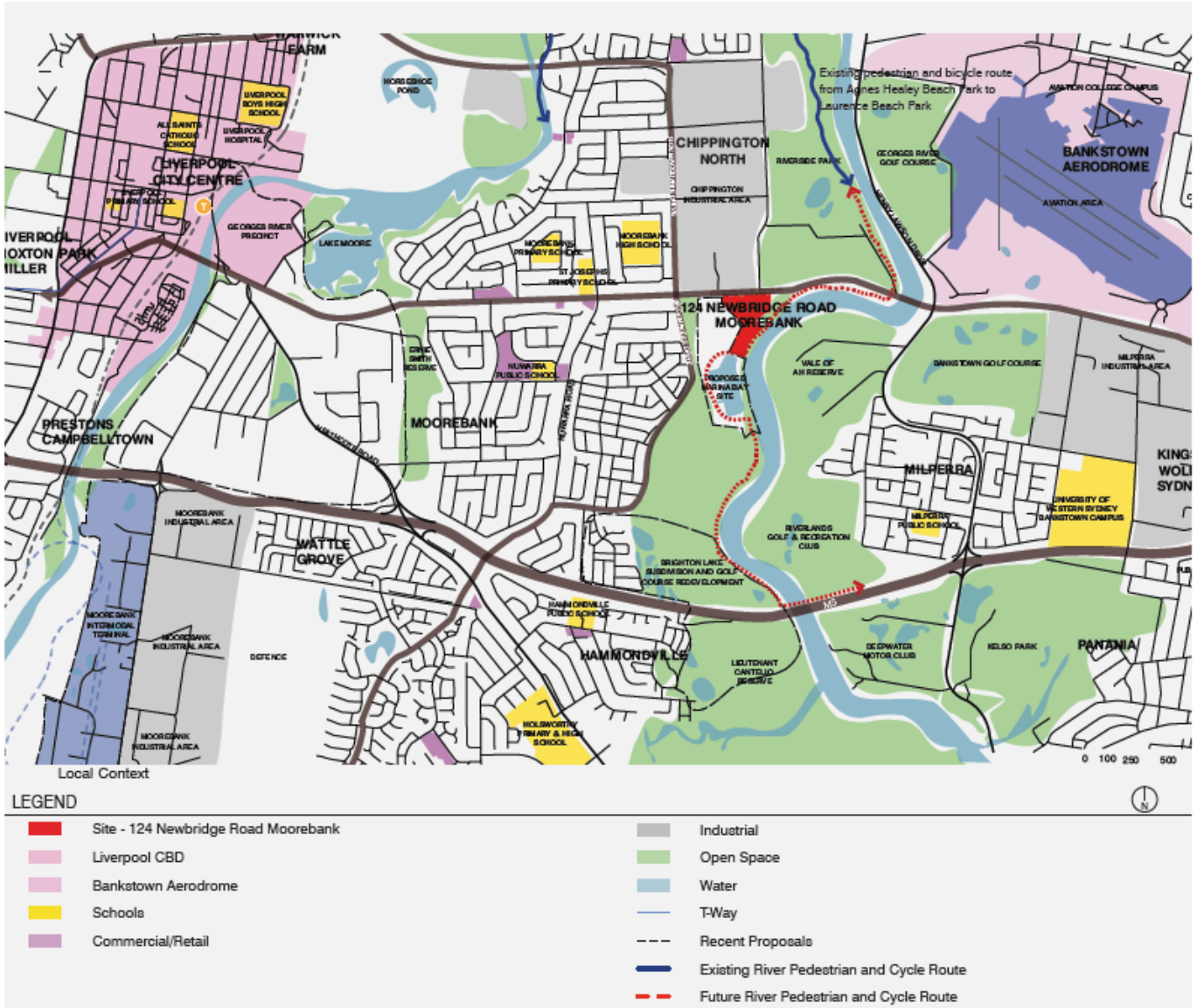
- T2 Inner West & South Line
- T3 Bankstown Line
- T5 Cumberland Line

The M90 also heads eastwards to Bankstown, Strathfield and Burwood. The M90 has connections to at least ten other bus services within the South West region.

Transport for NSW is currently in the early stages of investigating an extension of the Sydney Metro between Liverpool and Bankstown. The subject site is located along the direct route between these stations. If the extension proceeds, a stop within walkable distance from the subject site would be a significant justification for higher density residential development.

Council's *Liverpool Bike Plan 2009* proposes an off-road bike path along Newbridge Road that would connect the subject site to Liverpool City Centre. It would also intersect with other proposed paths linking the subject site to Moorebank Town Centre, the Georges River and the existing M5 Motorway bike path. Council's 2016-17 Capital Projects program includes a new pedestrian and cyclist shared path on Newbridge Road from Riverside Road to the Georges River.

Figure 2 – Map of the site in the context of the broader Regional setting



2.3. PLANNING AND DEVELOPMENT

Liverpool Local Environmental Plan 2008 provides the statutory planning framework that currently applies to planning and development on the site. Under the relevant provisions, the current zoning and development controls that apply to the subject site are:

- Zoning: Part B6 Enterprise Corridor and Part RE 2 Private Recreation. The portion of the site zoned RE1 Public Recreation has been dedicated to Council.
- Building Height: 15 metres for both the B6 and RE2 land
- Floor Space Ratio: 0.25:1 for RE2 Private Recreation and 0.75:1 for B6 Enterprise Corridor
- Minimum lot size: for the Enterprise Corridor zoned land B6, minimum lot size of 10,000m² applies. For the Private Recreation zoned land RE2, a minimum lot size of 2000m² applies.

See section 7.7 and Attachment 6 for all relevant statutory planning maps.

Part of the site located at its north-west corner is currently occupied by the Flower Power retail nursery (approximately 20,000m² in size). Flower Power is relocating to another site. In October 2012, Liverpool City Council approved a Development Application for earthworks and filling of the site in two stages, to flood prone the subject site.

Stage 1 is currently being implemented with earthworks and filling activities being undertaken consistent with Council's approval. Stage 2 applies to the Flower Power occupied portion of the site, which will be progressed once the plant nursery relocates.

The site was identified as Flood Prone. The approved earthworks and landfilling Development Application currently being implemented will result in the site being above the 1:100 year flood event and that part currently zoned RE2 being able to be considered for rezoning to accommodate residential development.

Liverpool City Council has recently approved several planning proposals for land along the Georges River in proximity to the site, including the Georges Cove residential and marina development, the Riverlands Golf Course (in Bankstown LGA), the New Brighton Golf Course (Brighton Lakes) and Newbridge Road, Moorebank (Lot 6 DP1065574). These proposals indicate Council's desired future character of the area to be R3 Medium Residential Development, buffered from the Georges River by RE2 Private Recreation facilities with RE1 Public Recreation land immediately along the river.

3. THE PLANNING PROPOSAL

The aim of the Planning Proposal is to renew and redevelop the site to deliver an integrated high amenity residential and commercial development. The Planning Proposal is based on a set of core objectives:

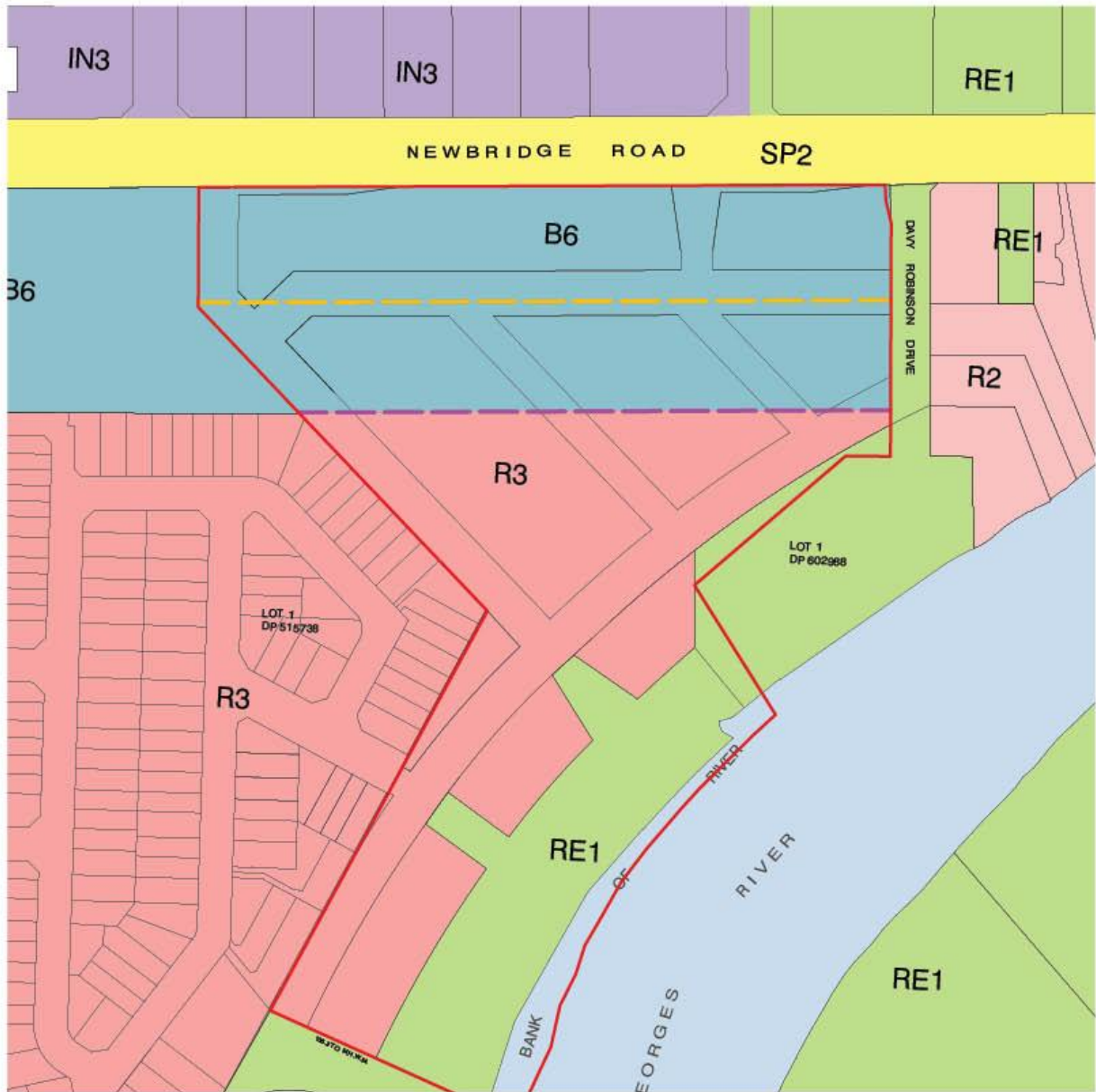
- The activation of the adjacent Georges River foreshore
- Providing a diversity of housing to meet the needs of the growing population
- Complement and be consistent with existing and emerging development in the immediate surrounds
- Protect and enhance employment opportunities

This Planning Proposal delivers on these objectives through the following measures:

- Developing an Enterprise Corridor (B6 zoning) 100m deep along the Newbridge Road street frontage.
- Adopting Council officers' recommendation that in the first 50m back from Newbridge Road, residential use is excluded to prevent land use conflict with the Chipping Norton industrial estate located opposite.
- In this first 50m adjacent to Newbridge Rd (B6 zoned land), the proponent will target employment generation in sectors such as start-ups, small business based on technology hubs, taking advantage of the roll-out of the NBN in this precinct. Consideration is also being given to provide for serviced apartments and/or hotel/motel accommodation which will generate economic and employment benefits to broader district. The Economic Impact Assessment, Social Impact Assessment and Traffic Assessment have been undertaken based on the provision of serviced apartments in the B6 zoned area fronting Newbridge Road.
- The second (remaining) 50m corridor (B6 zoned land) is proposed to accommodate further commercial activities as well as shop-top residential accommodation to optimise the delivery of an integrated outcome (permissible in B6 zoned land).

- The Planning Proposal provides for active and passive open space throughout the development including the provision and treatment of almost 10,000 sqm (previously dedicated to Council and zoned R1 by the proponent) along the river front. The Planning Proposal provides for 17,077 sqm of open space on the subject site (in addition to the land already dedicated), representing 29% of the site. If the dedicated land is included in the calculation, the proponent is providing for a total of 28,142 sqm (or almost 40%) open space. This provides a high amenity environment for residents, surrounding communities and visitors to the site.
- The Proposal includes 870 sqm for retail including a café, restaurants and related uses mostly along the river-front. The details are provided in the Urban Design statement attached.
- The Planning Proposal provides for a total of 757 residential dwellings, predominantly (80%) two-bedroom (including the shop-top residential), spread over 60,972 sqm of Gross Floor Area (GFA), with a Floor Space Ratio (FSR) of 1.0:1 (excluding the RE1 land dedicated to Council) and building heights ranging from 5 storeys to a maximum of 8 storeys.
- Consistent with the Greater Sydney Commissions draft plan for South West Sydney, the proponent will liaise with Council to establish a mechanism to deliver at least 5% (up to 10% in total) affordable housing for key-workers and/or a discount applicable to first home buyers.

Figure 3 – Planning Proposal – proposed land use Map showing the 50m buffer (no residential) and the 100m buffer (B6 zoning – consistent with Adjacent Benedicts site)



LEGEND



- Site Boundary
- 50m Commercial Buffer - No Residential within
- 50m Shop Top Housing Buffer - 100m Buffer from Boundary
- B6 Enterprise Corridor Zone
- RE2 Private Recreation Zone
- RE1 Public Recreation Zone
- R3 Medium Density Residential Zone
- IN3 Industrial 3 Zone

Table 1 summarises the various provisions of the Planning Proposal:

Table 1 – Planning Proposal – Key provisions

Site	
Total Area (including RE1 public open space dedicated to Council)	70,431 sqm
Total Site Area (excluding RE1 public open space dedicated to Council)	59,366 sqm
GFA (Total Site Development)	86,642 sqm
FSR (Total Site Development including RE1 open space dedicated to Council)	1.23:1
FSR (Total site development excluding RE1 open space dedicated to Council)	1:46:01
Total open space (including RE1 land dedicated to Council)	28,142 sqm (40%)
Total open space (excluding RE1 land dedicated to Council)	17,077 sqm (29%)
Residential	
GFA (Total including shop-top residential)	60,972 sqm
Yield (Total including shop-top residential)	757 dwellings
Height (8 storeys – assuming that each storey is 3.1m and including lift over-run and rooftop plant - as per the definition of building height in the Liverpool LGA LEP)	5 to 8 stories (30m)
FSR (Total Site Development including RE1 open space dedicated to Council)	0.87:1
FSR (Total site development excluding RE1 open space dedicated to Council)	1.03:1
Distribution	1 Bedroom 10% 2 Bedroom 80% 3 Bedroom 10%
Key Worker / Affordable / First Home	Up to 10% tbc
Commercial	
GFA fronting Newbridge Rd (first 50m)	21,718 sqm
Shop-top commercial (second 50m)	3,537 sqm
Total GFA in proposed B6 zone	25,255 sqm
FSR (based on total site area including RE1 land dedicated to Council)	0.36:1
FSR (based on total site area excluding RE1 land dedicated to Council)	0.43:1

4. URBAN DESIGN AND SETTING

ae Design Partnership developed the concept urban design masterplan for the site to reflect its strategic context and site-specific characteristics. The Urban Design Report is at Attachment 1.

The design concept is fundamentally based on the creation of a high amenity residential community accessible to the Georges River and providing employment opportunities along Newbridge Road.

Figure 4 – indicative map showing the proposed mix of residential, commercial, retail and public recreation and Map showing proposed building heights (see Attachment 1 for details)



The key principles as highlighted in the body of the Urban Design Report are listed below in sections 4.1 - 4.4.

4.1. BUILT FORM PRINCIPLES

Urban Structure: The existing undeveloped site area is approximately 70,431m² and it is effectively disconnected from the Georges River. The transformation of this site into a high quality residential precinct requires the addition of a fine network of streets and parks to create a permeable and walkable place. The Master Plan establishes a suitable level of permeability aimed at minimising pedestrian walking distances within the precinct, particularly accessibility to the River foreshore and the adjacent open spaces.

Building Envelopes: As detailed in the Urban Design Report (Attachment 1) the built form arrangement aims at maximising passive surveillance to the future public domain areas such as streets, parks pedestrian links and common open spaces by locating buildings overlooking the public domain. The Master Plan ensures regular building breaks are provided to avoid street canyons and improve solar access and ventilation between the buildings.

Building Heights: The building heights ensure daylight into streets and common open spaces is maintained and good residential amenity is provided in terms of privacy and building separation based on the SEPP 65 Apartment Design Guide.

4.2. PUBLIC DOMAIN PRINCIPLES

Quantum of Public Space: The Master Plan aims at providing a high quantum of public domain areas including parks, common open spaces and private open spaces at ground level to cater for the needs of the future residents on site and the adjoining developments.

Diversity: The public domain concept aims at programming a range of diverse, continuous, interconnected and changing public domain spaces around the future building blocks.

Access to the George River Foreshore: The Master Plan integrates the proposal with its context by making the Georges River and its adjacent public domain accessible to the future residents on the subject site and the adjoining developments (Mirvac site and the Marina development). The Master Plan aims at extending the environmental setting of the Georges River in to the future urban blocks and public domain of the site.

Water Sensitive Urban Design: The Master Plan introduces water sensitive urban design opportunities into the public domain (medians, pocket parks, tree bases, etc) contributing to improved water quality into the catchment and also reduce the urban heat island effect. The future proposal will aim at using plant species highly tolerant to salts, toxicity and effective in the remediation of soils contaminated by heavy metals (Brassica, Alyssum, Thlaspi and the like).

4.3. URBAN STRATEGIES

Street Network: A clear hierarchy of streets is established by allocating 2 main streets north-south, connecting to the River, and an east-west connection from Davy Robinson Drive to the future Marina proposal.

Open Space Network: The Master Plan includes new parks, street closures, WSUD pocket parks and similar public domain features to transform the current undeveloped site into a high quality residential precinct to provide outdoor recreation opportunities for its residents (see Figure 5).

Urban facilities such as children's play equipment and sports facilities will be given consideration while planning the open space network.

Activities: The Master Plan incorporates a range of activities beyond residential including outdoor recreation areas along the waterfront, cafes, restaurants, outdoor dining type activities at the ground level along the waterfront. Non-residential activities are to be programmed at the ground level along Newbridge Road and Davy Robinson Drive.

Built Form and Building Typologies: The built form typology of courtyard apartments and slab buildings is considered suitable. This typology provides adequate courtyard spaces to avoid visual overbearing for pedestrians in streets and open spaces. The proposed built form has regards to the adjacent medium density development along the western boundary.

Pedestrian and Bicycle Movement Strategy: The Master Plan provides for clear and direct walking and cycling paths within the development. Emphasis will be given to the Georges River foreshore where a large central space is proposed. Uses such as cafes and restaurants will activate the river foreshore.

Figure 5 - Aerial concept map showing open space, green-space and improvements to RE1 dedicated land



5. THE STRATEGIC CONTEXT AND JUSTIFICATION

5.1. OVERVIEW STATE AND LOCAL STRATEGIC CONTEXT

The state strategic planning framework and policies that guide the planning and development of the site and as relevant to the Planning Proposal are:

- 'A Plan for Growing Sydney, 2011' and associated South West Sub Regional strategy
- The draft South Western District Plan, 2016
- The draft Towards our Greater Sydney 2056.

The proposed rezoning to accommodate residential development is consistent with the key drivers and provisions of those strategies. In summary, the proposed rezoning will:

- Support the growth of Liverpool as a major strategic regional centre.
- Contribute to (and accelerate) housing supply, housing affordability and choices of housing type – noting that the South West District is the fastest growing area in the Sydney area with Liverpool being one of the fastest.
- Improve housing diversity by increasing apartment living – noting that as at the 2011 Census only 3.2% of Moorebank dwelling stock was made up of unit apartments compared to 12.1% for Liverpool and 25.6% for Sydney. The proposals will assist addressing this in balance.
- Delivering on the strategies' objectives of well-planned and well-designed infill development that will improve the sense of community, open space and a more attractive local environment.

- Residential renewal at this site will support and complement the growth opportunities provided for in the Bankstown to Liverpool corridor as well as the economic activity around the Bankstown Airport (4km).
- Will support the strategies' aims of locating housing close to job opportunities and supports the "30-minute city" / "30-minute workforce" strategic concepts advocated by the Greater Sydney Commission in the Draft Towards Our Greater Sydney 2056, (the site is located within 5km from Liverpool, 1.5km from Moorebank and immediately opposite the vast Chipping Norton industrial complex).
- The proposal supports the South West sub regional action of working with Council to investigate potential future uses of land located east of Georges River and north of Newbridge Road.
- The proposal provides the opportunity for up to 10% (in total) of the residential apartments as affordable housing/key worker housing or offering a targeted discount to first home buyers. Details of the mechanism for delivering this commitment will be established in discussions with Council.

The key local strategic framework, associated policies and plans that guide the planning and development use of the site are:

- Liverpool Local Environmental Plan (LEP) 2008 (and associated controls)
- Liverpool Residential Development Strategy 2008.

The Georges River Masterplan 2016 is also of relevance.

The Planning Proposal will support the delivery of the strategies' objectives and is consistent with the relevant provisions (see the following section for a more detailed analysis). In summary:

- The proposed development is consistent with Council's recent rezoning in the surrounds of the site. It will improve the amenity of the precinct.
- The proposals will activate the Georges River foreshore and deliver an environmentally and sustainable development opportunity.
- Is consistent with the objectives of encouraging affordable private housing types within medium density zones around Moorebank town centre.
- The proposals will facilitate and contribute to the aspirations of the Georges River Masterplan of delivering 50,000 new residents and 30,000 jobs between the expanded Liverpool City Centre and the Moorebank precinct.

Further details are provided in Appendix 1 – the Review of Finding for the Strategic Planning Context.

6. ENVIRONMENTAL, SOCIAL AND ECONOMIC CONSIDERATIONS

6.1. ENVIRONMENTAL CONSIDERATIONS

Contamination

A comprehensive site contamination investigation was undertaken by Environmental Investigation Services as part of the Council-approved Development Application for the earthwork and filling of the site 309/2011 and associated amendments. The ensuing Remedial Action Plan was approved and the site fill is being implemented accordingly. The Remedial Action Plan and its implementation would ensure that the site is suitable to accommodate residential land use under a R3 medium density zoning.

Flooding

The site is being made flood-proof consistent with a recently granted council approved Development Application for earthworks and fill (309/2011 as amended). The flood-proofing of the site presents the opportunity for residential and employment generating development.

Flora and Fauna

The outcome of the environmental investigations undertaken as part of council approved Development Application for earthworks and fill of the site is that flora, fauna and natural habitat issues have been assessed. No applicable environmental values or species of significance are present on the site as to prevent a gateway determination.

6.2. SOCIAL IMPACT ASSESSMENT

HillPDA undertook a preliminary assessment of the social impacts of the Planning Proposal. The level of assessment undertaken is commensurate with the stage of the proposals being at a gateway. Should a gateway be granted a more detailed SIA including community consultation will be undertaken, as part of the rezoning process. The HillPDA Social Impact Assessment (SIA) Report is at Attachment 3.

The key findings of the social impact assessment are that the proposals will:

- Reflect future housing composition and affordability in the Liverpool LGA by increasing housing diversity and choice;
- Avoid land use conflicts and complement surrounding land uses;
- Increase employment opportunities;
- Provide opportunities for a range of public benefits and affordable housing.

The HillPDA SIA found that an increased population would put pressure on public primary schools and add demand for community and recreational facilities. The proponents will engage with Council and the community to secure appropriate support to manage such impacts. Managing construction impacts and, in particular, traffic generation and the amenity impacts are key social challenges that will need addressing.

The preliminary SIA found negligible demand for additional social infrastructure such as community health centres, aged/high care facilities, youth centres, or libraries as the result of the Planning Proposal. Although the proposals will create additional demand for local community facilities, the assessment indicates appropriate provisions in the proximity of the proposed development. The proponent will liaise with Council appropriate contribution to mitigate applicable impacts in that regard.

The preliminary Hill PDA SIA concludes that at this stage and based on available Information the Planning Proposal would create net benefits to the community. This will be further tested through a more detailed community consultation and impact assessment post gateway determination.

6.3. ECONOMIC ANALYSIS AND ASSESSMENT

HillPDA undertook an Economic Impact Assessment (EIA) for the Planning Proposal. Appendix 3 is the report of their analysis, assessment and findings.

The independent analysis supports the view that residential and associated employment intensification on the site is consistent with state and local planning strategies. In particular, the analysis indicates that the Planning Proposal would significantly boost housing supply in the suburb and hence assist in making housing more affordable; and, that the increase provisions of one and two bedroom dwellings would assist in rebalancing the relatively low provisions of this type of housing stock in Moorebank in light of anticipated increasing applicable demand. The increase in apartment flat dwellings will contribute to Moorebank's relatively low dwellings stock of units (3.2%) compared to 12.1% for the Liverpool LGA and 25.6% for the Greater Sydney (Census 2011).

The Planning Proposal will provide some 870m² GFA of general retail space and a further 8,250m² GFA of flexible employment uses fronting Newbridge Road. Accordingly, there would be an increase in employment opportunities provided by the proposals from the current 36 to an estimated 138 (an increase of some 100 jobs). As importantly, the provision of a 100m employment zoned strip along Newbridge Road, will protect and enhance the neighbouring industrial areas.

Consideration is being given to the provisions of service apartments and/or hotel-motel type accommodations as part of the Enterprise Corridor to meet emerging demand in the locality/sub-market. These forms of commercial development compliment the strategic vision for the growth of the region with the development of health and educational facilities nearby.

The proponent will engage with Liverpool City Council and relevant state authorities to proactively develop and promote a local employment strategy applicable to the particular growing demographics in the sub-region/locality. Initiatives to consider facilitating start-ups and stand-alone studios and technological hubs will be promoted.

The HillPDA analysis concludes that the level of retail being provided will not impact on the existing retail hierarchy in the area, including the proposed expansions of retail facilities in the Bankstown Airport precinct and the Georges River Precinct.

The HillPDA analysis found that the proposals will generate:

- additional salaries of \$5.7m
- GDP growth of \$8.6 million
- Additional economic activities have been estimated at +\$1,219 million and some 867 direct jobs during the period of construction.

6.4. TRAFFIC ASSESSMENT AND MANAGEMENT

The Transport Planning Partnership (TPPP) have prepared a comprehensive Traffic Assessment (Attachment 4) of the Planning Proposal.

TPPP has modelled the impact of the Planning Proposal. The TPPP Report notes that, as a result of background growth traffic unrelated to the subject precinct, the road network (particularly the intersection of Newbridge Rd/Brickmakers Drive/Governor Macquarie Drive) will be operating above capacity within 10 years. To determine the best mechanism to ameliorate this outcome, TPPP has undertaken traffic counts, liaised with RMS and obtained traffic data, and conducted modelling.

TTPP has recommended that in addition to the proposed link through to Brickmakers Drive, the intersection of Davy Robertson Dr and Newbridge Rd be signalised. The proposed signalisation of Davy Robinson Drive-Newbridge Road is considered to provide additional capacity on the road network by distributing traffic away from Newbridge Road-Brickmakers Drive and New Link Road-Brickmakers Drive onto Davy Robinson Drive-Newbridge Road. In addition, this proposal is considered to improve overall safety at this junction, particularly for right-turn movements.

To supplement the above proposal, it is also proposed to implement transport management measures, such as a green travel plan, to minimise the traffic impact arising from the proposal. These transport management measures would promote the use of more sustainable modes of travel (i.e. walking, cycling, car-share schemes and public transport) and subsequently, reduce vehicle trips to/from the area.

A summary of the TTPP Traffic Analysis Report findings follow:

- The planning proposal seeks to rezone land on 124 Newbridge Road from RE2 Private Recreation to R3 Medium Density Residential, while maintaining B6 Enterprise Corridor uses along the Newbridge Road site frontage.
- The proposed car parking provision would be provided in accordance with Council's DCP, with appropriate allocation for service and loading facilities.
- The proposed development is expected to generate circa 465 vehicle trips in each peak hour.
- Traffic modelling indicates that a number of intersections are forecast to function above their operational capacity at LoS F in the future, irrespective of the development traffic arising from the proposed site.
- It is proposed to signalise the Davy Robinson Drive-Newbridge Road intersection to provide much needed additional capacity and address some existing safety concerns. Further investigation into these improvement works could be undertaken as the project progresses in consultation with key stakeholders.
- The best outcome for delivering infrastructure improvements in this location would be for RMS and Council to identify a scheme to address these current failings in the road network and for Council to collect contributions from the proposed developers to assist in the delivery of the identified project
- A green travel plan should be implemented as part of the proposed development to facilitate a modal shift towards more sustainable modes of transport (e.g. public transport and/or car share) as opposed to single-occupancy car trips.
- The implementation of the GTP is expected to reduce the traffic impact associated with the proposed development.

Overall, TTPP concluded that, working with Council and RMS to establish a mechanism to managing the impact of the background growth in traffic. The proposal and parking aspects of the proposed development would be satisfactory.

The proponent is willing to work with RMS and Council to identify a scheme to address the current failings in the road network and proposes that Council collect contributions from developers to assist in the delivery of the identified projects, as recommended by TTPP.

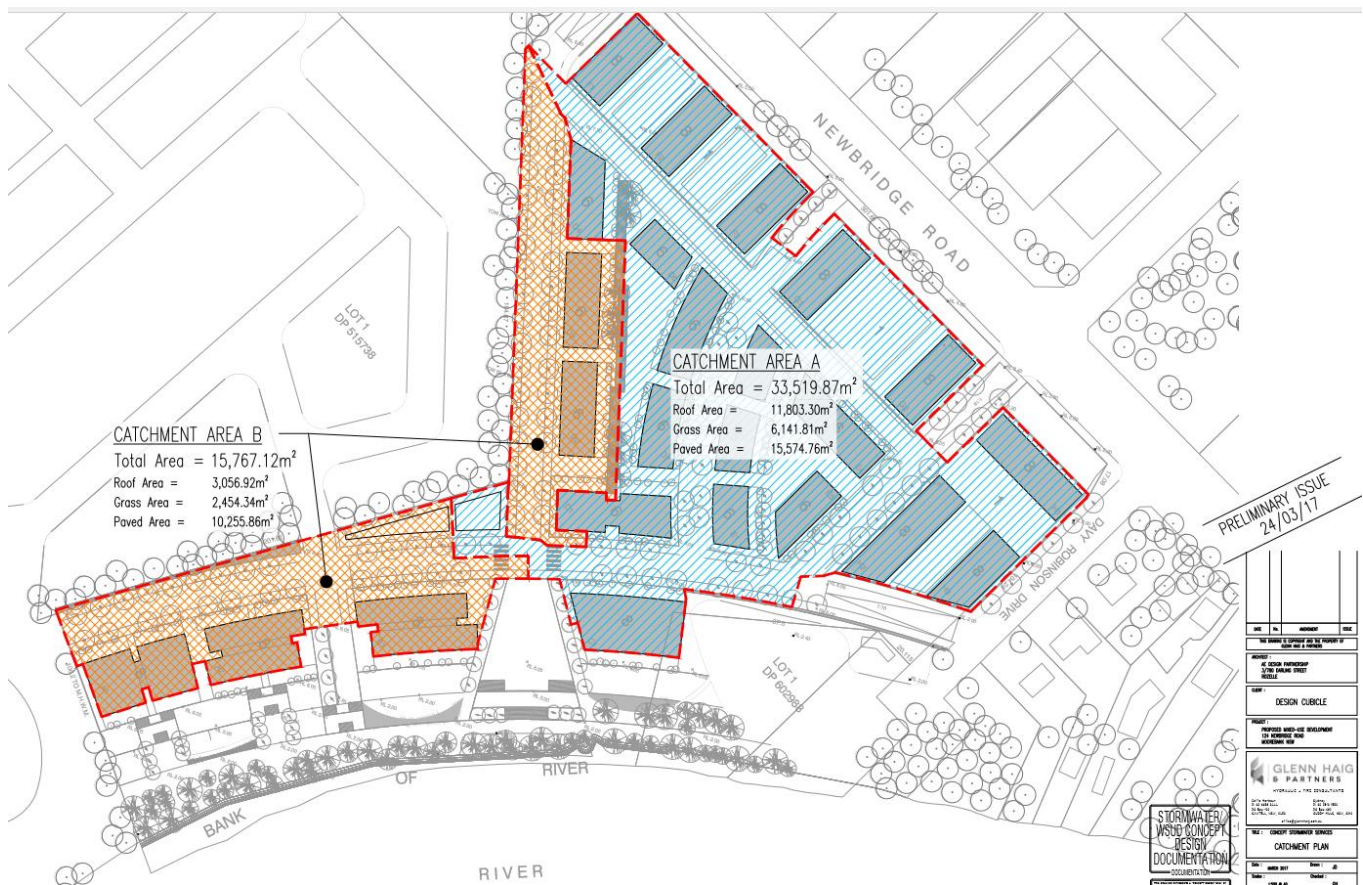
6.5. INFRASTRUCTURE AND SERVICES

A stormwater infrastructure services analysis was undertaken by Glenn Haig and Partners and the Stormwater WSUD Concept Design plans are at Attachment 5. These plans prepared based on modelling the system using "Drains" software and WSUD software to support the Planning Proposal.

Key features include:

- Dual stormwater pipe systems which separate clean roof water from road and landscape areas. This will maximise stormwater treatment opportunities for the development.
- Clean roof-water will be piped directly to the Georges River. There is an opportunity to provide water tanks for reuse on site for landscaping, laundry and/ or toilet flushing depending upon Basix requirements for individual buildings in the Development.
- Stormwater runoff from road and landscaped areas will be treated in bioretention basins and/or proprietary pollutant treatment tanks before discharge to the Georges River.
- Minimum treatment standards will be 45% reduction in both Nitrogen and Phosphorous levels and minimum 80% reduction in total suspended solids as outlined in Council’s DCP.

Figure 6: - Storm Water Concept Design (See details at Attachment 5)



- Stormwater detention is not required as the site will drain directly to the Georges River which can accommodate flows from the site.
- In accordance with Council’s DCP which states: “OSD will not be required where:
 - The increased discharge for all storms up to and including a 100-year ARI can be accommodated by the existing storm-water pipe system.”
- Major stormwater flows will be accommodated within the road system.

The analysis of potential flood Impacts associated with the planning proposal concluded that ground floor levels for the development will be minimum a 500mm above the 1 in 100-year flood level for the entire site as a result of the completion of the “cut and fill” earthworks approved by Council (DA 309/2011).

The proposed development will restore the river conveyance by providing an overbank flood flow passage along the foreshore.

It should be noted that, consistent with the Urban Design Report, this setback area will be developed for use as pedestrian and public amenity outside extreme flood events.

6.6. CONSULTATION WITH LOCAL AND STATE AUTHORITIES

A consultation meeting was held with senior officers of Liverpool City Council and its strategic planners on 13 March 2017, to discuss Council officers’ ideas and to assist in formulating the planning proposal. Issues raised by Council officers were integrated into the Planning Proposal, in particular:

- Council officers emphasised the need to ensure a high amenity development. As demonstrated by the urban design concept plan, the Planning Proposals adopts an amenity based concept at its core – with extensive open space, revitalising elements along the Georges River Foreshore.
- Councils officers promoted the protection of employment land and asked that we avoid land use conflicts by maintaining a non-residential land use along a 50m strip along Newbridge Road. The Planning Proposal provides for the B6 Enterprise Corridor to extend along 100m along Newbridge Road, with a 50m non-residential component immediately adjacent to the street frontage.

Discussions were also held with senior officers from the Road Maritime Services (RMS) as well as Council engineering staff regarding their requirements in assessing traffic impacts from the development. Issues raised and assessment approach/methodology were incorporated in the traffic assessment study prepared by TTPP.

At the suggestion of Council officers, the consultancy team and proponent representatives met with the owner/proponent of the immediately adjacent site (to the Western boundary) which is currently being considered for commercial, retail and residential flat development.

The subject Planning Proposal has sought to provide consistency with the adjacent development’s draft plans - should they eventuate. While the details of the adjacent site’s plans are not known (with no planning proposal having been lodged), the planning proposal ensures consistency with the B6 zoning across the street-front and provide for consistency with the 50m buffer from the street-front (Newbridge Road) where no residential housing is proposed.

6.7. PUBLIC BENEFITS

The Planning Proposal will contribute to an increase in housing supply and will broaden diversity of choice. The proposal will also expand employment opportunities in this key growth area of the state. The outcomes will improve housing affordability by adding to housing supply in the one and two bedroom sub-markets.

In particular, the relatively large commercial (B6 Enterprise Corridor) floor space being provided (with its broad range of permissible employment generating uses) will offer opportunities for a range of employment to suit

the local and nearby communities. The built environment of the proposal provides for a significant open space offering (up to 40% of the site in total) with walking and bicycle linkages to the adjacent marina site, active and passive recreation facilities and connection to the Georges River waterfront.

These public benefits are intrinsic to the planning proposal and are proposed to be complemented by the following community related benefits to be further refined in liaison with Liverpool City Council during the rezoning process should gateway be granted.

- The proponent has dedicated a significant part of the site to Liverpool City Council as Public Open Space (RE1) along the Georges River Foreshores as part of its development approval to flood proof the site by way of fill and earthworks.
- The proponent will liaise with Council to provide appropriate landscaping and site improvements to the Council car parking area adjacent to the site to improve public accessibility and amenity.
- The proponent will liaise with Council to contribute as appropriate to the provisions of cycleways consistent with Council strategy for the area.
- The proponent will provide on-site housing contributions for key-workers and will develop and implement schemes targeting first home buyers to address housing affordability.
- The proponent will contribute to traffic infrastructure / management attributable to the development impacts on traffic in the locality. As indicated in the TTPP Report, the proponent is prepared to fund the signalisation of Davy Robertson Drive and Newbridge Road as well as make a proportionate contribution to any future upgrade planned for the intersection of Newbridge Road and Governor Macquarie Drive / Brickmakers Drive.
- The proponent will liaise with Council to contribute as applicable to community infrastructure and facilities to manage any social impacts attributable to the development.

The above will be separately and independently progressed through a Voluntary Planning Agreement post Gateway determination.

7. PLANNING PROPOSAL JUSTIFICATION

7.1. OBJECTIVES AND INTENDED OUTCOMES

The Planning Proposal will enable the establishment on the site of a high amenity community including residential, employment and recreation. The implemented statutory mechanism is by way of an amendment to the Liverpool Local Environment Plan 2008 and its associated Schedule 1.

The Planning Proposal will protect and strengthen the provisions of employment opportunities within the 100m land strip along Newbridge Road thus providing an effective buffer between the industrial land opposite and any residential development. It should be noted that the proposal specifically does not provide for any residential accommodation (of any kind) in the first 50m of the B6 zoned area as measured from the boundary of Newbridge Rd.

The planning proposal facilitates the establishment of a residential community with high amenity and design quality, providing for a variety of housing needs consistent with the varying community needs. It provides for both active and passive recreation and open space that offers a high-level of urban living setting.

The Planning Proposal will facilitate and enable the delivery of the following strategic and site-specific outcomes:

- Contribute and strengthen the supply of housing consistent with government planning strategies at a state, regional and precinct levels. Increase supply will also contribute to improving housing affordability.
- Improve housing diversity by increasing apartment living in a sub market with an unbalanced short fall supply.
- Provide opportunities for the increase and the protection of existing employment; and the provisions of homes close to jobs.
- Compatible and complementary to emerging surrounding rezoning and development.
- Provide opportunities for contribution a range of public benefit and in particular affordable housing for key workers.
- Will activate this part of the Georges River Foreshore by making the Georges River and its adjacent public domain accessible to future residents from both the subject site as well as residents from the wider vicinity. The proposal significantly enhances the public enjoyment of this improved amenity, the open space, the river foreshore, the recreational facilities with the creation and expansion of a network of open space.
- Create a precinct with high quality amenity enhancing the overall environment and quality of a renewed locality both for the site and sites.

7.2. EXPLANATION OF PROVISIONS

Table 2 compares the current and proposed statutory provisions applicable to the Planning Proposal. The proposed outcome will be achieved by:

- Amending the Liverpool Local Environmental Plan 2008 Land Zoning Map (the site at 124 Newbridge Road, Moorebank) as shown on the Maps 7.7.1 and 7.7.2 as follows:
 - Altering the B6 Enterprise Corridor Zoning to extend to a 100m strip along the full property frontage of Newbridge Road.
 - Amending the RE2 Private Recreation to R3 medium density residential for the remainder of the site.
- Amending the Liverpool Local Environmental Plan 2008 Height of Buildings Map (for the site at 124 Newbridge Road, Moorebank) as shown on Map 7.7.3 and 7.7.4 as follows:
 - Amending the max height in the B6 Enterprise Corridor from 15m to 24m (6 storeys based on the assumption of 3.1m / storey and including lift overrun and rooftop infrastructure).
 - Amending the Private Recreation from 15m to 30m (8 storeys – assuming that each storey is 3.1m and including lift over-run and rooftop plant as per the Dictionary definition of building eight in the Liverpool LEP) in the proposed R3 Medium Residential zone.
- Amending the Liverpool Local Environmental Plan 2008 Floor Space Ration Map (for the site at 124 Newbridge Road, Moorebank) as shown on Map 7.7.5, 7.7.6 and 7.7.7 (see A3 Maps at Attachment 6) as follows:
 - Amending the FSR of 0.75:1 for the B6 Enterprise Corridor to an FSR of 1.5:1 (based on the total GFA over total area sqm in the new zone)
 - Amending the FSR of 0.25:1 for the RE2 Private Recreation to FSR of 1.5:1 for the proposed R3 Medium Residential Zone (based on the total GFA over total area sqm in the new zone).
- Amending Schedule 1. Additional permitted uses – of the Liverpool Local Environmental Plan 2008, to include ‘Residential Flat Buildings’ as a permitted use (with consent) for the subject site at 124 Newbridge Road, Moorebank.

Table 2 - Proposed amendments to Liverpool Local Environmental Plan 2008 for 124 Newbridge Road, Moorebank

	CURRENT	PROPOSED
Zone	B6 Enterprise Corridor	B6 Enterprise Corridor 100m along Newbridge Road as per Schedule 1 cl 3(2) of Liverpool LEP 2008 Total area in new B6 = 29,372 sqm
Permissible (as relevant)	Business premises, commercial premises, car parks, community/educational facilities, function centres, hotel or motel accommodation, services apartments, shop top housing, distribution/warehousing.	
Height	15m	24m (6 storeys – assuming 3.1m/storey)
FSR (within the zone)	0.75:1 (B6) and 0.25:1 (RE2)	1.5:1
Zone	RE2 – Private Recreation	R3 – Medium density Residential Total area in new R3 = 29,994 sqm
Permissible (as relevant)	Charter/Tourism boating facilities, child care centres; environmental facilities; kiosks; marinas; mooring pins; recreation area; recreation facilities (indoor and outdoor); water recreation structure.	Residential Flat buildings as an addition permitted use in Schedule 1 of Liverpool LEP.
Height	15m	30m (8 storeys – assuming that each storey is 3.1m and including lift over-run and rooftop plant - as per the definition of building height in the Liverpool LGA LEP)
FSR (within the zone)	0.25:1	1:41

7.3. NEED FOR THE PLANNING PROPOSAL

The need for the Planning Proposal emanates from the desire to deliver a better and more appropriate land use outcome in terms of amenity, residential and employment value added uses. This is justified given that:

- Housing supply, diversity and affordability are planning priorities that will benefit from the Planning Proposal.
- The relocation from the site of its only employment generating activity. Flower Power – provides the opportunity through the Planning Proposal to strengthen and modernise job opportunities.
- The renewal of the site provides the opportunity to activate that part of the Georges River foreshore, complementing surrounding emerging uses and development.
- There is a justifiable need to renew/develop the site, as part of this precinct, to its economic value. Flood proofing the site, as approved and applicable earthwork and filling are being undertaken and provide an opportunity for more appropriate land use.

Is the Planning Proposal the result of any strategic study or report?

The Planning Proposal has been developed with reference to comprehensive justification and analysis in the context of the following strategic documents (see Section 5 and Appendix 1):

- NSW 2021 - A Plan to Make NSW Number One
- A Plan for Growing Sydney, 2036
- (Draft) Towards our Greater Sydney 2056
- (Draft) South West District Plan
- NSW Long Term Transport Plan
- Liverpool Local Environmental Plan 2008
- Liverpool Development Control Plan 2008
- South West District: Demographic and Economic Characteristics (2016)
- South West District: Local Planning Summaries (2016)
- Growing Liverpool 2023
- Liverpool City Council Business Centres and Corridor Strategy Review (2013)
- Liverpool Retail Centres Hierarchy Review (2012)
- Liverpool Residential Development Strategy (2008)
- Moorebank East Precinct Planning Review (2013)

More relevant to the site-specific components of the Planning Proposal, the following specialist consultants' studies and reports were undertaken and are included as Attachments to (but are an integral part of) the Planning Proposal:

Attachment 1: Urban Design and Concept Structure Plan – (ae Design Partnership)

Attachment 2: Economic and Employment Assessment (HillPDA)

Attachment 3: Social Impact Assessment (HillPDA)

Attachment 4: Traffic Assessment (The Transport Planning Partnership - TTPP)

Attachment 5: Infrastructure and Services (Glenn Haig and Partners)

The development application for the cut and fill of the site 309/2011 and the 309/2011B S.96 modifications have been approved by Council and this included a comprehensive Environmental Assessment. This Planning Proposal builds on those studies as previously submitted and approved by Council which dealt with flora and fauna, flooding and contamination.

Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. There are no other means feasible in achieving the planning objectives and outcomes.

The intended outcomes of maintaining and strengthening a broad range of employment opportunities is by way of an Enterprise Corridor zoning along a 100m strip on Newbridge Road – with no detached dwelling houses allowed as per the provisions of Schedule 1, Clause 3(2) of the Liverpool LEP 2008. The B6 Zoning (Enterprise Corridor) has to be restricted to achieve that aim. Amendments to the land use maps are the only means of achieving the desired proposed outcomes. As per Council guidance no residential land uses are proposed within the 50m strip along Newbridge Road.

The alternative zoning to the proposed R3 – medium Density Residential is for a R4 – High Density Residential. A R4 zoning does not reflect on the intended outcomes – not being of a high rise/density populated outcome – but appropriately set in a medium high amenity residential setting. Adding Residential Flat dwelling as a permitted use in the R3 Zone is the only and most appropriate mean of achieving the outcome (certainly amending the land use Table for that purpose is not appropriate).

7.4. RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

Is the Planning Proposal consistent with the objectives and outcomes of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

The table at **Appendix 1** provides a detailed analysis of the Planning Proposal and its intended outcomes in the context of state and regional/precinct planning strategies. Overall the proposals will facilitate the delivery of key aspects and components of those strategies.

Table 3 - Assessment Criteria

CRITERIA	EVAULATION	OUTCOME
Does the Proposal have strategic merit?	<ul style="list-style-type: none"> As per the detailed analysis at Appendix 1, the Planning Proposals intended outcome is consistent with state and Regional Strategies. Notably, the proposal: <ul style="list-style-type: none"> increases housing supply at an appropriate scale and location; will result is improved affordability and housing diversity. Provides employment close to housing and provides for an appropriate transition which supports adjoining centres. The proposal will support and complement surrounding development; activate the Georges River Foreshore; provide and protect employment; be of high amenity and design excellence; support council’s residential strategies in nearby centres. Appendix 1 responds to the strategic merit of the Planning Proposal in the context of council’s local strategies. 	<p>✓</p> <p>✓</p>
	<ul style="list-style-type: none"> The TTPP Report (Attachment 4) recommends that the intersection of Davy Robertson Drive and Newbridge Rd by signalised to allow for safe right turn movements out of Davy Robertson Drive and improve the operation of the intersection to accommodate the planning proposal. An alternative access and egress route will also be provided via the new, approved connection to Brickmakers Drive. The proponents will work with RMS and Council and are prepared to contribute to any plans for improvements to the operation of Newbridge Rd / Governor Macquarie Drive / Brickmakers Drive intersection. 	<p>✓</p>

Does the Proposal have site – specific merit?	<ul style="list-style-type: none"> The natural environment assets of the proposal are its fronting on the Georges River and the Public Recreation (RE1 Zoned) land dedicated to secure appropriate separation and recreation; there are no flora, fauna nor significant environmental features on the site; substantial active and passive recreation will be provided. 	✓
	<ul style="list-style-type: none"> The Proposal is consistent with (and will complement) existing and emerging adjacent and surrounding land uses. The proposed Marina and medium density apartments immediately adjacent to the site; the Mirvac medium density development. The B6 – Business Enterprise Corridor has been provided in a manner that is entirely consistent with its neighbouring emerging proposals. The provision of open space and recreational areas will complement its surrounds akin areas. The proposals represent an entirely appropriate fit with its surrounds. 	✓
Strategic and site-specific merit.	<ul style="list-style-type: none"> Both the strategic and site-specific merit related aspects of the proposal, respond to changing demographic trends and supply needs: over the period 2011 – 2031 the population of Moorebank and the Liverpool LGA would increase by 56% and 54% respectively. <ul style="list-style-type: none"> 3.2% of Moorebank dwelling stock was made of merits compared to 12.1% for the Liverpool LGA and 25.6% of Greater Sydney (Censuses 2011). 1.3% of Moorebank dwelling stock of all housing stocks had a single bedroom with a growing population of single, small households (The proposal’s more than 80% of units will be single and double bedroom. 	✓

Is the Proposal consistent with Council’s local strategies and plans?

Appendix 1 provides an analysis of the Planning Proposal’s intended outcomes in the context of applicable provision in the council’s local strategies, the Liverpool LEP and DCP. The proposal is consistent with the overall strategies relevant to this site and to the broader and surrounding precinct and region - particularly regarding the retention and strengthening of employment opportunities along Newbridge Road; the provision of more affordable medium density housing within a high amenity environment; the provision of recreational land, open space, the river-front activation and the facilitation of an effective transition from high density strategic centres to lower density developments.

Is the Planning Proposal consistent with applicable State Environmental Planning Policies (SEPPs)?

Table 4 – List of all SEPPs

SEPP	APPLICABILITY	CONSISTENCY
State Environmental Planning Policy (State and Regional Development) 2011	Not applicable	

SEPP	APPLICABILITY	CONSISTENCY
State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011	Not applicable	
State Environmental Planning Policy (Urban Renewal) 2010	Not applicable	
State Environmental Planning Policy (Affordable Rental Housing) 2009	Not applicable	
State Environmental Planning Policy (Western Sydney Parklands) 2009	Not applicable	
State Environmental Planning Policy (Exempt and Complying Codes) 2008	Not applicable	
State Environmental Planning Policy (Western Sydney Employment Area) 2009	Not applicable	
State Environmental Planning Policy (Rural Lands) 2008	Not applicable	
State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007	Not applicable	
State Environmental Planning Policy (Infrastructure) 2007	Not applicable	
State Environmental Planning Policy (Miscellaneous Consent Provisions (2007))	Not applicable	
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007	Not applicable	
State Environmental Planning Policy (Sydney Region Growth Centres) 2006	Not applicable	
State Environmental Planning Policy (State Significant Precincts) 2005	Not applicable	
State Environmental Planning Policy - Remediation of Land	Applicable	✓
State Environmental Planning Policy – Farms Dams and other works in Land and Water Management Plan areas	Not applicable	
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Applicable at Development Application stage	To be addressed at DA stage post-rezoning
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2007	Not applicable	

SEPP	APPLICABILITY	CONSISTENCY
State Environmental Planning Policy No. 71 – Coastal Protection	Not applicable	
State Environmental Planning Policy No. 65 -Design Quality of Residential Apartment Development	Applicable	✓
State Environmental Planning Policy No. 70 – Affordable Housing (Revised scheme)	Not applicable	Affordable Housing will be offered/provided as part of a Voluntary Planning Agreement
State Environmental Planning Policy No. 64 – Advertising and Signage	Not applicable	
State Environmental Planning Policy No. 62 – Sustainable Aquaculture	Not applicable	
State Environmental Planning Policy No. 50 – Canal Estate Development	Not applicable	
State Environmental Planning Policy No. 47 – Moore Park Showground	Not applicable	
State Environmental Planning Policy No. 44 Koala Habitat Protection	Not applicable	
State Environmental Planning Policy No. 36 – Manufactured Homes Estate	Not applicable	
State Environmental Planning Policy No. 21 – Caravan Parks	Not applicable	
State Environmental Planning Policy No. 33 – Hazardous and Offensive Development	Not applicable	
State Environmental Planning Policy – Intensive Agriculture	Not applicable	
State Environmental Planning Policy – Kurnell Peninsula	Not applicable	
State Environmental Planning Policy No. 26 – Littoral Rainforests	Not applicable	
State Environmental Planning Policy (Penrith Lakes Scheme)	Not applicable	
State Environmental Planning Policy No. 19 – Bushland in Urban Areas)	Not applicable	
State Environmental Planning Policy – Coastal Wetlands	Not applicable	
State Environmental Planning Policy – Development Standards	Not applicable	May need to be considered at Development application stage
State Environmental Planning Policy (Three Ports)	Not applicable	

Table 4 shows that two State Environmental Planning Policies that are directly applicable to the Planning Proposal at gateway stage are: State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development and; Environmental Planning Policy – Remediation of Land.

The Planning Proposals are consistent with the objectives and provisions of both Policies.

State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development – The policy provides for requirements that ensure design quality of apartment buildings and compliance with the NSW Residential Flat Design Code. The comprehensive Urban Design for the concept masterplan demonstrates that compliance with the Policy requirements can be achieved.

State Environmental Planning Policy No. 55 Remediation of Land requires that land must not be developed for the proposed purpose if it is contaminated, and set the process and requirements for appropriate remediation, auditing and approvals.

As indicated in Section 6.1 a contamination assessment report has been considered and a remediation action plan approved by council as part of an approved Development Application to the filling of the site and associated earthworks, currently being undertaken. Accordingly, the requirements of the Policy have been met.

Is the Planning Proposal consistent with applicable Ministerial Directions (S.117 Directions)?

The Planning Proposal consistency with applicable S.117 Directions is assessed in Table 5 overleaf.

Table 5 – S.117 Directions

S117 DIRECTION	CONSISTENCY
<p>1. Employment and Resources</p> <p>1.1. Business and Industrial Zones</p> <p>1.2. Rural Zones</p> <p>1.3. Mining, Petroleum Production and Extractive Industries</p> <p>1.4. Oyster Aquaculture</p> <p>1.5. Rural Lands</p>	<p>The Planning Proposal will protect and enhance employment opportunities on the site by expanding the B6 – Enterprise Corridor along 100m strip on Newbridge Road.</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>
<p>2. Environment and Heritage</p> <p>2.1. Environment Protection Zones</p> <p>2.2. Coastal Protection</p> <p>2.3. Heritage Conservation</p> <p>2.4. Recreation Vehicle Areas</p> <p>2.5. Application of E2 and E3 and Environmental overlays in Far North Coast LEPs</p>	<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>
<p>3. Housing, Infrastructure and Urban Development</p> <p>3.1. Residential Zones</p> <p>3.2. Caravan Parks and Manufactured Home Estates</p> <p>3.3. Home occupations</p> <p>3.4. Integrating Land Use and Transport</p> <p>3.5. Development near licenced Aerodromes</p> <p>3.6. Shooting ranges</p>	<p>The Planning Proposal addresses the objectives of this Direction by providing a variety of housing that respond to emerging demographic conditions and employment on the site; high environmental and amenity conditions are being provided through the provisions of public and semi-public active and passive recreational areas.</p> <p>Not applicable</p> <p>Not applicable</p> <p>The site is well located to public transport linkages. Managing traffic impact to facilitate and improve connectivity is being proposed.</p> <p>Not applicable</p> <p>Not applicable</p>
<p>4. Hazards and Risks</p> <p>4.1. Acid Sulphate soils</p> <p>4.2. Mine Subsidence and Unstable Land</p> <p>4.3. Flood Prone Land</p> <p>4.4. Planning for Bushfire Protection</p>	<p>The site is identified in the Liverpool LEP 2008 Acid Sulphate Soils Map as clauses 1, 2, 4 and 5. Acid Sulphate related issues were addressed and resolved as part of the council approved Development Application for earthworks and fill of the site.</p> <p>Not applicable</p> <p>Flooding issues and impacts have been comprehensively addressed and resolved as part of the council approved Development Application for fill and earthworks. The site is accordingly currently being flood proofed.</p> <p>Not applicable</p>

5. Regional Strategies	
5.1. Implementation of Regional Strategies	The Planning Proposal has been formulated accounting for the objectives and provisions of the relevant regional strategies (as indicated in sections of this report).
5.2. Sydney Drinking Water Catchments	Not applicable
5.3. Farmland of state and Regional Significance on the NSW Far North Coast	Not applicable
5.4. Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
5.5. Second Sydney Airport: Badgerys Creek	Not applicable
5.6. North West Rail Link Corridor Strategy	Not applicable
5.7. Implementation of Regional Plans	The Planning Proposal is consistent with the general and specific aims and objectives of the relevant Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment. The dedication of RE1 – Public Recreation land to Council will assist in achieving the environment protection, water quality and river flow objectives of the plan. Post rezoning Development Application will provide for a more detailed protection measures as applicable.
6. Local Plan Making	
6.1. Approvals and Referral Requirements	Not applicable at Gateway stage. May apply at Development Applications
6.2. Reserving Land for Public Purposes	Not applicable
6.3. Site Specific Requirements	The Planning Proposal intended outcomes will necessitate the insertion of an additional permitted uses in Schedule 1 of Liverpool LEP to permit residential flat buildings under the R3 – medium density residential classification
7. Metropolitan Planning	
7.1. Implementation of a Plan for Growing Sydney	The Planning Proposal was developed accounting for the provisions of the Plan for Growing Sydney as dealt with in the relevant part of the report.
7.2. Implementation of Greater Macarthur Land Release Investigation	Not applicable

7.5. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

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

No. Total Earth consultants undertook appropriate investigations as part of the council approved Development Application for the site earthwork and fill. On that basis, there are no impediments in terms of critical habitat or threatened communities for the Planning Proposal intended outcome to progress to gateway determination.

Are there any environmental effects as a result of the Planning Proposal and how are they proposed?

As highlighted in Section 6.1 of the report, relevant environmental issues associated with the Planning Proposal including contamination and flooding have been addressed and resolved as part of the approved Development Application for the site fill and associated earthworks.

Has the Planning Proposal adequately addressed any social and economic effects?

Yes. HillPDA was commissioned to undertake an Economic Impact Assessment (Attachment 2) and a preliminary Social Impact Assessment (Attachment 3). As summarised in Section 6.3 of the report and detailed in the Attachment 2, the Planning Proposal will have economic benefits particularly regarding increasing housing supply and diversity, affordability and employment opportunities. Some 867 direct jobs will be generated during construction and an increase in industry value added to GDP of \$8.6m.

The proponent will liaise with Council to proactively develop employment opportunities to take advantage of the relatively large commercial floor space being provided.

Based on available information and preliminary assessment, HillPDA concludes that the proposals will have a net community benefit with no major requirements for additional social infrastructure. The Proponent will liaise with council to ensure adequate contribution to any additional recreational facilities and in particular in managing traffic implications emanating or attributable to the proposals.

7.6. STATE AND COMMONWEALTH INTERESTS

Is there adequate public infrastructure for the Planning Proposal?

The proponents met with senior representatives of Liverpool City Council and then with Officers of Council and the RMS. All issue raised were taken into account in formulating this Planning Proposal.

The TTPP Traffic Analysis and Report concludes the intersection of Davy Robertson Drive and Newbridge Rd be signalised to allow for safe right turn movements out of Davy Robertson Drive and improve the operation of the intersection to accommodate the planning proposal. An alternative access and egress route will also be provided via the new, approved connection to Brickmakers Drive. The proponents will work with RMS and Council and are prepared to contribute to any plans for improvements to the operation of Newbridge Rd / Governor Macquarie Drive / Brickmakers Drive intersection.

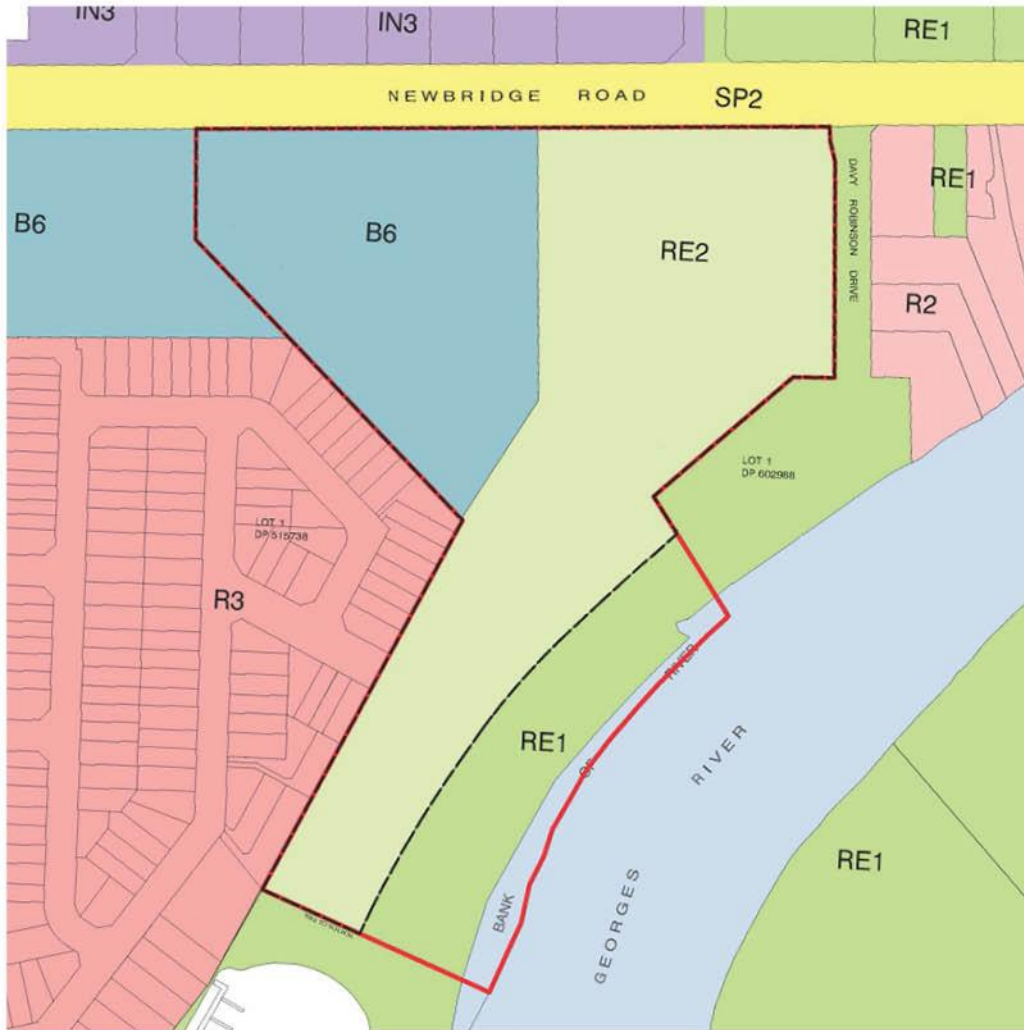
The site is serviced by the M90 bus route and Route 903 – both operated by Transdev. Bus services operate every 5-10 minutes during the peak period.

There are no Commonwealth interests associated with the Planning Proposals.

7.7. MAPPING

See Attachment 6 for statutory maps in A3

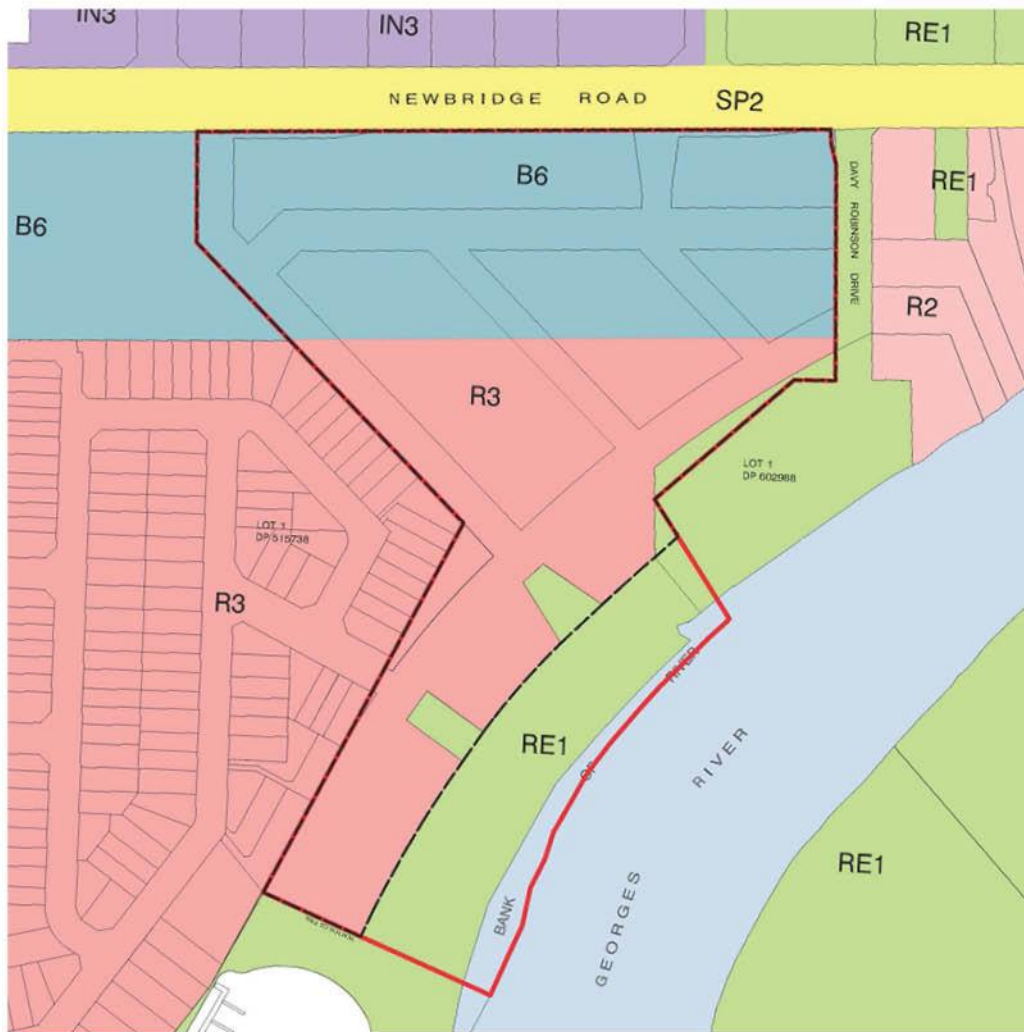
7.7.1. Existing Land Use Map



LEGEND

- Site Boundary
- - - - Site Boundary Excluding RE1 Zone Dedicated to Council
- B6 Enterprise Corridor Zone
- RE2 Private Recreation Zone
- RE1 Public Recreation Zone
- R3 Medium Density Residential Zone
- IN3 Industrial 3 Zone

7.7.2. Proposed Land Use



LEGEND



- Site Boundary
- - - - Site Boundary Excluding RE1 Zone Dedicated to Council
- B6 Enterprise Corridor Zone
- RE2 Private Recreation Zone
- RE1 Public Recreation Zone
- R3 Medium Density Residential Zone
- IN3 Industrial 3 Zone

7.7.3. Existing Height Map

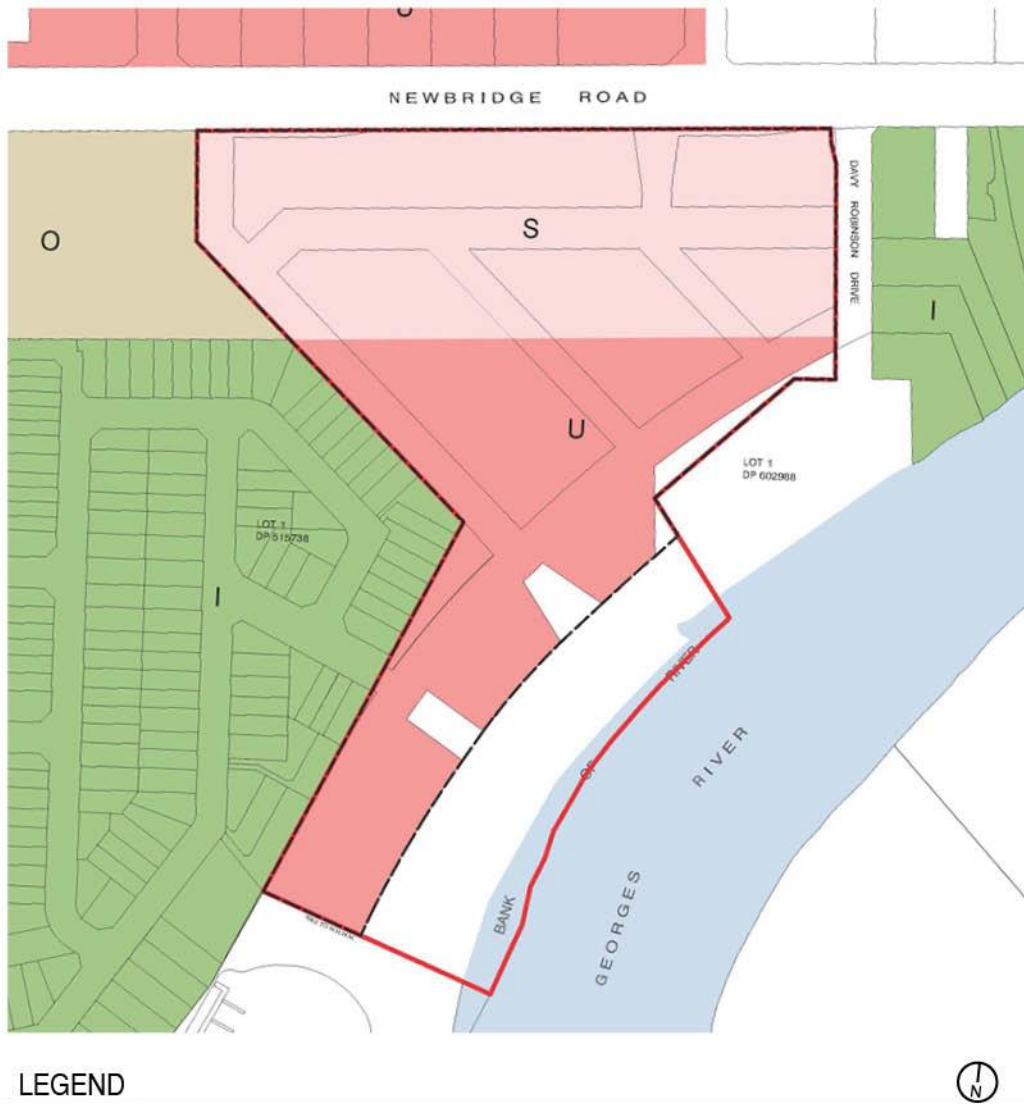


LEGEND

- Site Boundary
- - - - Site Boundary Excluding RE1 Zone Dedicated to Council
- I - 8.5m Height
- O - 15m Height
- U - 30m Height



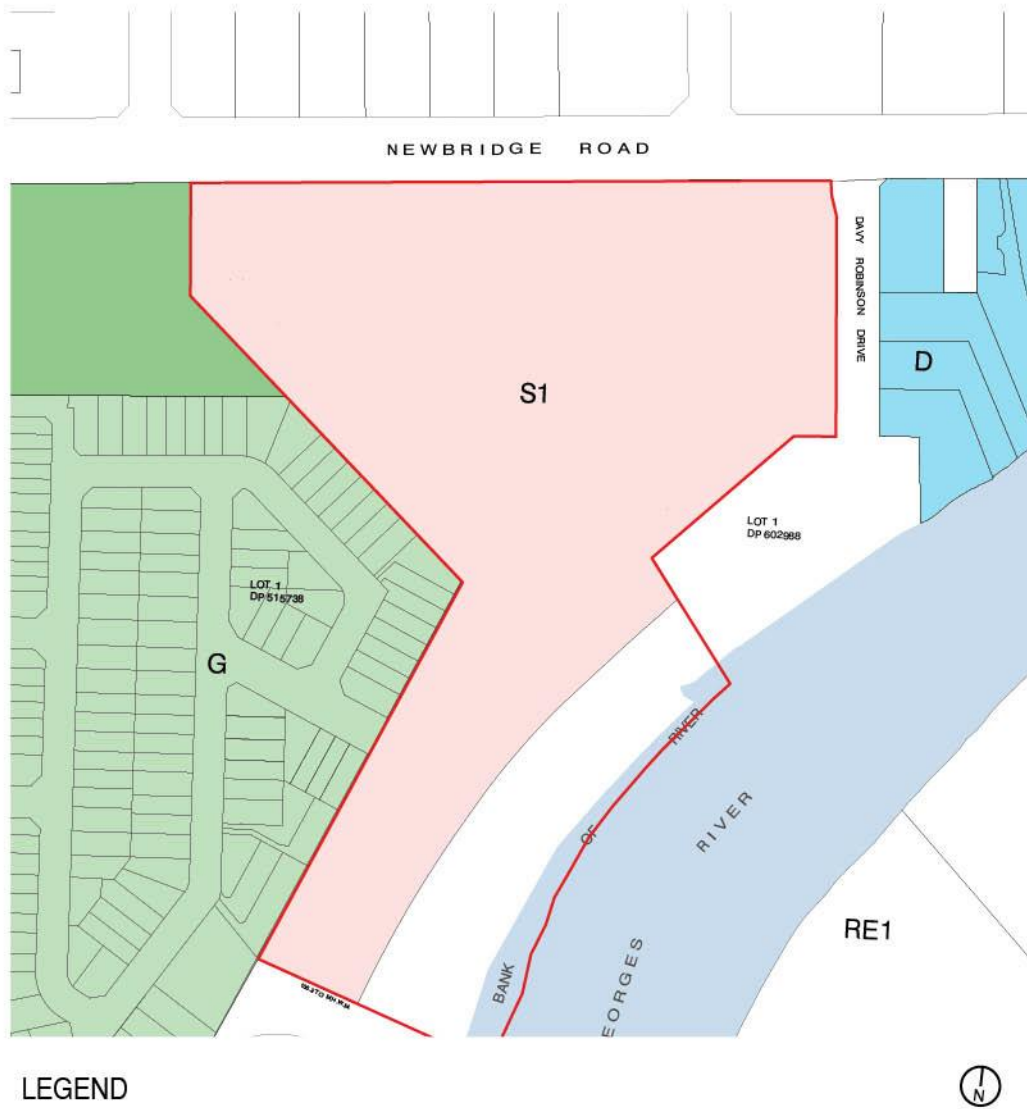
7.7.4. Proposed Heights



LEGEND

- Site Boundary
- - - - Site Boundary Excluding RE1 Zone Dedicated to Council
- I - 8.5m Height
- O - 15m Height
- S - 24m Height (Assuming 3.1m/storey)
- U - 30m Height (Maximum 8 storeys – assuming 3.1m/storey; lift over-run and rooftop plant (as per LEP))

7.7.5. Proposed FSR Map (for Total site)



LEGEND

- D - 0.5 FSR
- G - 0.65 FSR
- I - 0.75 FSR
- S1 - 1.5 FSR

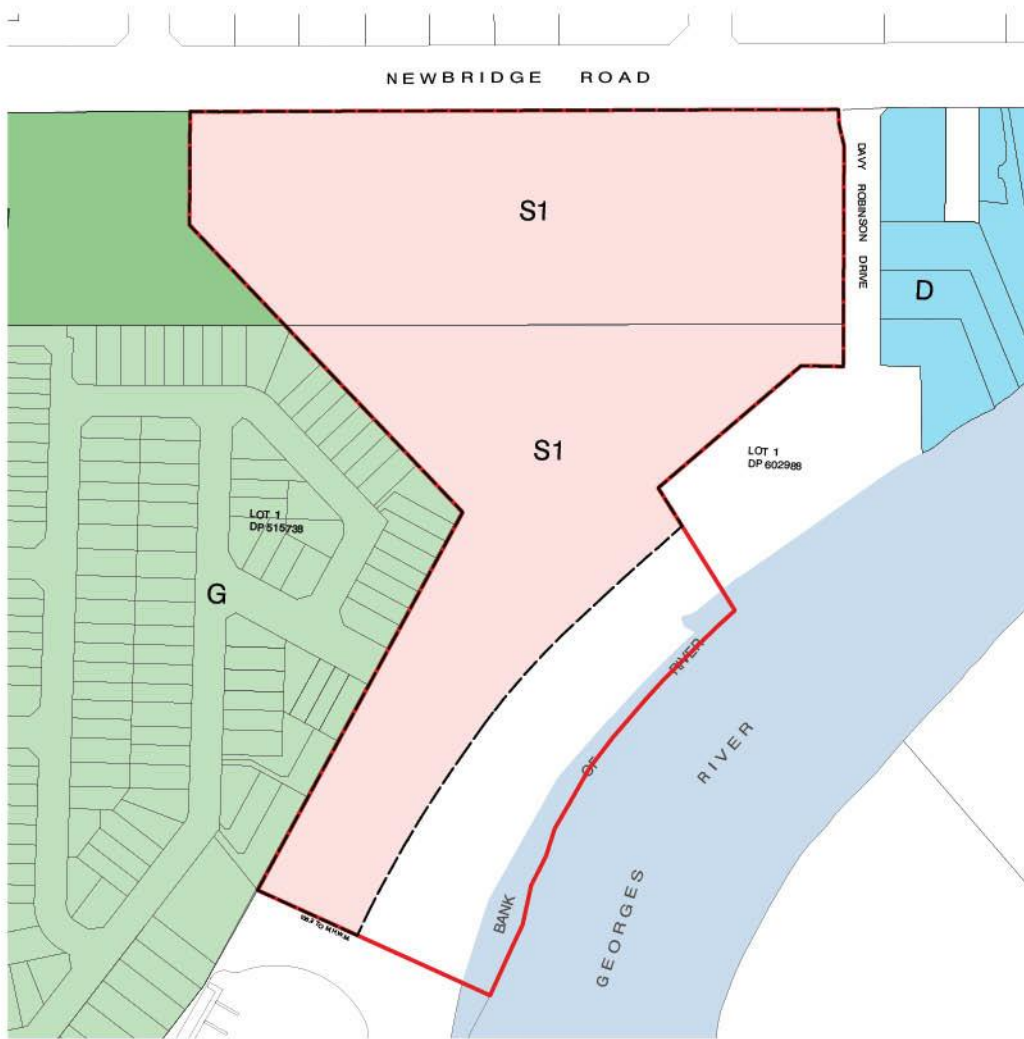
7.7.6. Existing zone-based FSR Map



LEGEND

- A4 - 0.25 FSR
- D - 0.5 FSR
- G - 0.65 FSR
- I - 0.75 FSR

7.7.7. Proposed zone-based FSR Map (Total GFA / site area within each zone)



LEGEND

- Site Boundary
- - - Site Boundary Excluding RE1 Zone Dedicated to Council
- D - 0.5 FSR
- G - 0.65 FSR
- I - 0.75 FSR
- S1 - 1.5 FSR



7.8. COMMUNITY CONSULTATION

Comprehensive community consultation and engagement will be undertaken past gateway determination and as part of the rezoning process. Community consultation will also be part of the comprehensive Social Impact Assessment to drive social benefit outcomes.

7.9. PROJECT TIMELINE

The following timeline represents a target pathway pending necessary statutory approvals.

MONTHS	
Gateway issued	0
Preparation of rezoning documentation and community engagement	5
Exhibition of plans for rezoning	6
Examination of submissions and preparation of statutory documentation	8
Gazettal	10

As a timeline envelope, a 12-month period is the target for rezoning to be gazetted.

APPENDIX: TABULATED REVIEW OF FINDINGS FOR STRATEGIC PLANNING CONTEXT

ATTACHMENTS:

1. URBAN DESIGN AND CONCEPT STRUCTURE PLAN – (AE DESIGN PARTNERSHIP)
2. ECONOMIC AND EMPLOYMENT ASSESSMENT (HILLPDA)
3. SOCIAL IMPACT ASSESSMENT (HILLPDA)
4. TRAFFIC ASSESSMENT (THE TRANSPORT PLANNING PARTNERSHIP - TTPP)
5. INFRASTRUCTURE AND SERVICES (GLENN HAIG AND PARTNERS)
6. STATUTORY MAPS

APPENDIX 1

REVIEW FINDINGS FOR STRATEGIC PLANNING CONTEXT

	RELEVANT ELEMENTS	CONSISTENCY
NSW 2021	<p><i>NSW 2021—A Plan to Make NSW Number One</i> released in September 2011, is the NSW Government’s 10-year strategic plan to:</p> <ul style="list-style-type: none"> • Rebuild the economy • Return quality services • Renovate infrastructure • Strengthen our local environment and communities • Restore accountability to Government 	<p>While the objectives of the 2011 State Plan have largely been replaced by the Premier’s ‘Key Priorities’, the Proposal is generally consistent with a number of key actions in the Plan including building liveable cities, protecting the natural environment, making more land available for housing, improving housing availability and helping to meet dwelling targets.</p>
A PLAN FOR GROWING SYDNEY, 2036	<p><i>A Plan for Growing Sydney (The Plan)</i> sets priorities and provides direction for metropolitan planning. Through the sub-regional, district and local planning processes, Councils preparing new planning proposals or updating planning controls are required to ensure consistency with the guiding principles of the Plan. The Plan has 4 key goals:</p> <ul style="list-style-type: none"> • A competitive economy with world-class services and transport; • A city of housing choice with homes that meet our needs and lifestyles; • A great place to live with communities that are strong, healthy and well connected; and • A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources. 	<p><i>A competitive economy</i></p> <p>Both Liverpool (a Strategic Centre with a growing employment hub) in proximity to the west of the site, and the Bankstown to Liverpool Enterprise Corridor, in proximity to the north of the site are identified in the Plan for economic investment to increase jobs close to where people live.</p> <p>The subject site is accessible to Liverpool Town Centre by car and by bus and even closer to the Bankstown Liverpool Enterprise Corridor supporting the Government’s fundamental objectives for jobs closer to homes and homes closer to jobs.</p> <p><i>Housing Choice</i></p> <p>The Plan identifies the need for approximately 664,000 new homes of different types and locations in Sydney over the next 20 Years. The Plan also identifies that there is a shortage of apartments in the middle and outer areas of the city.</p>

Key Direction

Direction 2.2. Accelerate urban renewal across Sydney – providing homes closer to jobs

The Government acknowledges that a significant proportion of Sydney’s additional housing supply needs to come from urban infill across Sydney. Will support council led urban infill and local efforts to increase production around local centres, transport corridors and public transport corridors and public transport access points.

The plan encourages Councils to investigate opportunities for medium density housing in transition areas between urban renewal precincts and existing suburbs, particularly around local centres, and within one to five kilometres of regional transport.

The proposal is consistent with these objectives as it:

- Would provide for homes closer to key identified investment areas;
- Would contribute to housing supply targets;
- Would contribute to a more diverse housing market in western Sydney including medium density residential in a transitional area;
- Would support existing transport services as the Site is supported by frequent metro bus services along Newbridge Rd linking Burwood and Liverpool. It is also located in the vicinity of the corridor identified for investigation for an extension of the Metro rail line connecting Bankstown to Liverpool.
- Would complement and support the ongoing environmental, social and economic rejuvenation of the Georges River Precinct.
- There is strong product demand within the precinct.
- Increase supply will improve affordability.

A great place to live and a city that protects the natural environment

The Plan recognises that as the population grows in existing suburbs, there is an opportunity to revitalise local communities by providing more social infrastructure thereby creating places whereby people want to

		<p>live. The Plan also aims to improve the quality of green spaces along the Georges River and create healthy communities.</p> <p>The Planning proposal would increase housing choice in close proximity to employment opportunities and existing community services. It would be consistent with Council’s vision for the Moorebank East Precinct for a high quality environmental, residential and recreational precinct. Redevelopment in the precinct would be supported by a range of strategies including a targeted Section 94 Contributions Plan and voluntary planning agreements which include housing for key workers, and first home buyers, landscaping and appropriate community infrastructure and traffic management.</p>
<p>(DRAFT) TOWARDS OUR GREATER SYDNEY 2056</p>	<p>Towards our Greater Sydney 2056 was released by the Greater Sydney Commission for public consultation as a strategic planning framework for Sydney. The amendment reconceptualises Greater Sydney as a metropolis of three cities (Western, Central and Eastern), and is presented with the draft District Plans to reflect the most up-to-date thinking about Greater Sydney’s future. The subject site is located within the Western City.</p> <p>Relevant Priorities of the Draft</p> <ul style="list-style-type: none"> • To grow and diversify Strategic Centres including the creation of a world-class super precinct in Liverpool generating business investment and jobs; • Councils to investigate opportunities for medium density housing in transition areas between urban renewal precincts and existing suburbs, particularly around local centres, and within one to five kilometres of regional transport. The plan 	<p>Priorities of the Draft</p> <p>The development of the site for medium density housing in close proximity to the expected growth of jobs in Liverpool would support the fundamental priorities of the draft including residing people closer to jobs. The development would utilise existing transport, and would utilise any extension of the Metro rail line connecting Bankstown to Liverpool, when available.</p> <p>The rezoning of the site would also be consistent with draft’s stated opportunity of enabling infill medium density housing in transition areas, particularly around local centres, and within one to five kilometres of regional transport (metro bus line). It would also be consistent with the priority to deliver a range of housing types.</p>

	<p>acknowledges that councils are in the best position to investigate opportunities for medium density in these areas (the missing middle); and</p> <ul style="list-style-type: none"> • Need for a range of housing choices at different price points, including affordable rental housing, social housing, increased supply and diversity, jobs closer to where people live, and in existing areas, prioritise new housing in places where daily needs can be met within walking distance or by public transport. 	<p>The development would complement adjoining residential development within the Moorebank East and Georges River Precincts, and contribute to a more diverse housing market in Western Sydney and at various entry price points.</p>
<p>(DRAFT) SOUTH WEST DISTRICT PLAN</p>	<p>The South West District is the fastest growing of the 6 districts in Greater Sydney. The District’s population is projected to grow by an estimated 373,000 people to around 1,088 million in 2036, while the population of the Liverpool LGA is expected to rise from around 200,000 to an estimated 330,000 by 2036.</p> <p>The Draft Plan (which replaces the previous commitment to prepare sub-regional plans) includes priorities and actions for a liveable South West District consistent with the aims of <i>A Plan for Growing Sydney</i>. It recognises that significant population growth must be accompanied by high quality urban design and diversity of homes, streetscapes and jobs.</p> <p>The Plan identifies the need for the District to:</p> <ul style="list-style-type: none"> • Deliver 30,450 dwellings over the next 5 years including 8,250 in Liverpool LGA; • Deliver a minimum of 143,000 dwellings over the next 20 years; and • Identify new areas for housing to achieve these targets. <p>While the plan identifies an increased need for all housing types in the District, it also notes that housing that supports smaller households is</p>	<p>The rezoning is consistent with these objectives as:</p> <ul style="list-style-type: none"> • It would help achieve the District Plan’s five-year housing supply target (30,450 dwellings) • It would help achieve the District’s 20-year strategic target (143,000 dwellings) provisions; • It would help provide a diversity of housing types including apartments in a variety of configurations (one and two bedrooms in particular) which are under-supplied; • There is strong product demand; • It would provide medium density housing development with good access to regional public transport and key employment areas; • The site is a transitional site suitable for medium density housing given its location to the Moorebank Town Centre and closer villages. • Contribution will be made for key workers and first home buyers to assist affordable housing. • It would continue the environmental, social and economic rejuvenation of the Georges River Precinct. • It would create opportunities for more recreation and community facilities through the dedication and incorporation

	<p>in greatest demand. This needs to include terrace, row and courtyard housing in addition to apartment buildings.</p> <p>The plan also notes that Councils are in the best position to investigate opportunities for medium density residential in areas which referred to as the missing middle. This includes transition areas around a local centre and within a one to five-kilometre catchment of regional transport where links for walking and cycling help promote a healthy lifestyle.</p> <p>The <i>(Draft) South West District Plan</i> identifies the need for a range of housing choices at different price points, including affordable rental housing and social housing.</p>	<p>of foreshore land as regional open space along the Georges River and the payment of Section 94 contributions.</p>
<p>NSW LONG TERM TRANSPORT MASTERPLAN</p>	<p>The NSW Long Term Transport Master Plan focuses on three themes:</p> <ul style="list-style-type: none"> • Putting customers first; • Integrating, modernising, growing and managing; and manage • Integrating planning across transport modes and across the transport network. <p>The Masterplan adopts an approach that aims to fully integrate transport planning with land use planning across all transport modes and the transport network by:</p> <ol style="list-style-type: none"> 1. Developing the transport system in a way that fully supports the development of strategic centres and precincts identified by the Department of Planning and Infrastructure; 2. Identifying corridors of demand created by the location and type of population and employment growth, and looking at broad patterns of movement between centres and precincts; 	<p>The proposal is generally consistent with the Masterplan given it would utilise public transport services and improve access to housing, jobs and services by walking, cycling and public transport.</p> <p>It would provide an opportunity to integrate land use and transport given its location to regional and local bus routes and would support any extension to the Bankstown to Liverpool Metro rail line, when it eventuates.</p>

	<ol style="list-style-type: none"> 3. Defining the performance required from the transport network Assessing the nature of demand along each of the corridors so that the right transport network service level meets the demand that we have forecasted 4. Moving towards a connected and integrated system rather than a radial network, to give customers new travel opportunities and choices. 	
<p>LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008</p>	<p>1.2 Aims of Plan</p> <p>(2) The particular aims of this Plan are as follows:</p> <ol style="list-style-type: none"> a) to encourage a range of housing, employment, recreation and services to meet the needs of existing and future residents of Liverpool, b) to foster economic, environmental and social well-being so that Liverpool continues to develop as a sustainable and prosperous place to live, work and visit, c) to provide community and recreation facilities, maintain suitable amenity and offer a variety of quality lifestyle opportunities to a diverse population, e) to concentrate intensive land uses and trip-generating activities in locations most accessible to transport and centres, h) to protect and enhance the natural environment in Liverpool, incorporating ecologically sustainable development, i) to minimise risk to the community in areas subject to environmental hazards, particularly flooding and bush fires, j) to promote a high standard of urban design that responds appropriately to the existing or desired future character of areas. 	<p>Aims of the Plan</p> <p>The proposals would provide high quality and diverse housing. It would improve the amenity of the precinct, consistent with adjoining residential developments.</p> <p>Objectives of the B6 Enterprise Corridor Zone</p> <p>The proposed B6 zoning along Newbridge Road (100m wide strip) would promote this business corridor. The proposed residential component would strengthen the viability of the corridor as one of the key entrances to Liverpool city centre.</p>

2.3 Zone objectives and Land Use Table

Zone B6 Enterprise Corridor

1 Objectives of zone

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting the retailing activity.
- To provide primarily for businesses along key corridors entering Liverpool city centre, major local centres or retail centres.
- To ensure residential development is limited to land where it does not undermine the viability or operation of businesses.
- To provide for residential uses, but only as part of a mixed-use development.

7.22 Development in Zone B6

- (1) The objectives of this clause are:
 - a) to maintain opportunities for business and retail types that are suited to high exposure locations while ensuring that centres remain the focus for business and retail activity, and
 - b) to protect residents who live near classified roads from the noise generated by those roads, and
 - c) to ensure active uses are provided at street level to encourage the presence and movement of people.
- (2) This clause applies to land in Zone B6 Enterprise Corridor.

Development in Zone B6

The subject site has the appropriate dimensions to meet these development controls.

Zone objectives

The proposal will provide opportunities for employment through the provisions of more than 8000m² of B6 permissible land uses.

- (3) Except as provided by subclause (4), development consent must not be granted to development for the purposes of a dwelling unless the dwelling is at least 50 metres from any boundary of the land that adjoins a classified road.
- (4) Development consent must not be granted to development for the purposes of a dwelling on land shown edged heavy green on the Key Sites Map and that adjoins the Hume Highway or Elizabeth Drive unless the dwelling is at least 8 metres from any boundary of the land that adjoins either of those roads.
- (5) Development consent must not be granted to development that would result in total gross floor area of all retail premises (other than timber and building supplies, landscape and garden supplies or vehicle sales or hire premises) in a single building being more than 8,000 square metres.
- (6) Development consent must not be granted for development for the purposes of a building on land to which this clause applies that is within 50 metres of a classified road unless the consent authority is satisfied that the ground floor of the building will have at least one entrance and at least one other door or window on the front of the building facing a street other than a service lane.

Schedule 1 Additional permitted uses

3 Use of certain land at Casula and Moorebank in Zone B6

- (1) This clause applies to the following land, being land in Zone B6 Enterprise Corridor:
 - (d) 124 Newbridge Road, Moorebank.
- (2) Development for the purpose of multi dwelling housing is permitted with consent but not on any part of the land that is within 100m of a boundary of the land that adjoins a classified road.

No residential dwellings are proposed within 50m of Newbridge Road.

No multi dwelling housing is proposed within 100m of Newbridge Road, in the dedicated B6 Zone.

1. General controls for all development

Future

2. Some existing localities, particularly Liverpool City Centre, will experience significant change through substantial redevelopment, although largely within the existing street pattern. There will be increased development that will result in a different but improved urban design outcome for the locality, which enhances the local amenity. It will also create opportunities for improved public spaces.
3. Other suburbs will experience more gradual redevelopment. New development will have an urban outcome that will be compatible with existing development.
4. Liverpool City Centre – N/A
5. High quality medium and high-density infill development will occur in a targeted manner along public transport routes near shops, which will provide greater choice for all people as to what type of housing that they want, and enable greater access to public transportation.
6. There will be a concentration of activities such as shops, community, health, high density housing around local centres in new and existing suburbs. Local centres will be enhanced with shop-top housing, which are apartments above these shops.
7. Local centres in new and existing suburbs will have active and attractive street frontages, including out of hours.
8. Centres in new suburbs will be designed to be public transport user friendly. Centres in existing suburbs will become more public transport user friendly as they redevelop.
9. New suburbs will have attractive landscaped streetscapes while existing areas will have improved streetscapes as development takes place.

General controls for development

The proposal is for high quality infill medium density residential development and businesses along a major transport route.

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

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

The proposal is consistent with the relevant provisions as demonstrated in the Urban Design study the proposed land use, distribution and controls.

10. New suburbs and redevelopment in existing suburbs will be compatible with adjoining creeks, parkland, and major transport corridors.
11. There will be less development that is subject to risks such as flooding, salinity etc.
12. Development in new and existing suburbs will assist in making creeks and rivers attractive and clean.
13. Development in new and existing suburbs will preserve attractive natural areas.
14. Development in new and existing suburbs will contribute to a clean and sustainable environment.
15. Development in new suburbs will provide attractive and easily accessible open space.
16. There will continue to be open space linked along creek networks.
17. New development near the Georges River will allow access to the foreshore.
18. Development in new suburbs will have attractive and efficient transport corridors. Redevelopment in existing suburbs will improve the attractiveness and efficiency of existing transport corridors.
19. Development in new and existing suburbs will allow for good safe access to cycle and pedestrian ways.
20. There will be a sense of community.
21. Conflict between land uses will be minimised.

Part 2.10 Moorebank East (Benedict Sands)

Objectives

Accessibility

To ensure a clear relationship between accessibility and land use by:

Part 2.10 Moorebank East (Benedict Sands)

Accessibility

- a) Promoting a movement system that gives appropriate priority to: walking, cycling, public transport, and private vehicles.
- b) Guaranteeing a movement system that relates accessibility demand to location of development type.
- c) Ensuring that servicing can be carried out appropriately.
- d) Ensuring movement priorities, traffic speeds and street and road designs are appropriate to the location and give priority to pedestrians and children.
- e) Guaranteeing adequate accessibility for emergency vehicles.
- f) Building upon existing movement patterns and infrastructure by utilising the existing street layout.
- g) Providing safe access during flooding events.

Social Benefits

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

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

Environmental Benefits

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

- a) Establishing appropriate drainage and floodplain management that contributes positively to the area.
- b) Developing solutions to manage environmental issues on-site.

The proposed development can establish an appropriate hierarchy of transport options and routes.

The additional residential population would improve the viability of public transport and cycling infrastructure.

Social Benefits

The proposal would diversify housing options in Moorebank – See Hill PDA SIA.

Environmental Benefits

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

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

Economic Benefits

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

- a) Ensuring appropriate accessibility to employment.
- b) Ensuring infrastructure is sufficient to meet current and predicted need.

Economic Benefits

The proposal would create homes near jobs in the Liverpool City Centre and the Chipping Norton industrial precinct. (See Economic Assessment by HiIPDA).

Part 6 Development in Business Zones

	<p>Part 6 Development in Business Zones (except Liverpool City Centre)</p> <p>Objectives</p> <ul style="list-style-type: none"> a) To have viable and vibrant local centres that provide a diversity of retail, commercial, residential, and other uses. b) To have viable neighbourhood centres that provide businesses and services to the local community. c) To revitalise and enhance the image and urban design of centres. d) To ensure the building bulk of a development is in keeping with the height and scale of neighbouring development, and/or the desired character of the commercial centre. e) To encourage viable retail and commercial activities. f) To provide a high-level of accessibility and amenity for workers, shoppers, residents, and visitors in the centres. g) To provide housing choice in centres. h) To protect the amenity of residential zoned land that adjoins centres. 	<p>The B6 component of the subject site is capable of meeting all of these design objectives.</p> <p>By developing a medium density residential component at the same time, the relationship between business and residential uses will be directly addressed.</p>
<p>SOUTH WEST DISTRICT: DEMOGRAPHIC AND ECONOMIC CHARACTERISTICS (DPE 2016)</p>	<ul style="list-style-type: none"> • Liverpool LGA projected annual population growth rate to 2031 is 2.2% (Sydney average is 1.6%). • Apartments make up 14% of Liverpool LGA housing (Sydney average is 30%). 	<p>The proposal would contribute to accommodating growth in Liverpool LGA.</p> <p>The proposal would contribute to housing diversity.</p>
<p>SOUTH WEST DISTRICT: LOCAL PLANNING SUMMARIES (SGS ECONOMICS & PLANNING 2016)</p>	<ul style="list-style-type: none"> • Affordable housing is a key issue for the Liverpool LGA. • 8% of homes are public housing residents (Sydney average is 5%). 	<p>The proposal would contribute to housing affordability by providing additional supply and diversity. The proponent will liaise with Council to establish a mechanism to deliver at least 5% (up to 10% in total) affordable housing for key-workers and/or a discount applicable to first home buyers.</p>

<p>GROWING LIVERPOOL 2023</p>	<p>Vibrant Prosperous City</p> <ul style="list-style-type: none"> • 10,000 additional jobs in Liverpool • Unemployment rate comparable to Sydney at 5% or less • An increased gross regional product <p>Liveable Safe City</p> <ul style="list-style-type: none"> • 85% of people in Liverpool report being satisfied or better with the cleanliness of public spaces • 85% of people in Liverpool report feeling safe in the community • An increase in housing diversity. <p>Natural Sustainable City</p> <ul style="list-style-type: none"> • Increased natural bushland corridors that are restored. • A yearly household water consumption rate comparable to Greater Sydney at 200 kL or better. <p>Accessible Connected City</p> <ul style="list-style-type: none"> • 25% of trips to work are made by mode other than car • 95% of homes have access to broadband. 	<p>The proposal is consistent with these broad objectives as it would provide modern, well-designed and diverse housing as well as the restoration of public access to the riverside land.</p>
<p>LIVERPOOL CITY COUNCIL BUSINESS CENTRES AND CORRIDORS STRATEGY REVIEW (LCC 2013)</p>	<ul style="list-style-type: none"> • Designates Moorebank as a Town Centre (1800m from subject site), Chipping Norton as a Small Village Centre (1800m) and the following as Neighbourhood Centres: • Newbridge Road (800m) • Chipping Norton Shopping Centre (900m) • Liverpool Day Surgery (1400m) 	<p>The proposal is within the Moorebank Town Centre trade area and would help to sustain these centres through additional residents, employment opportunities and spending.</p>

<p>LIVERPOOL RETAIL CENTRES HIERARCHY REVIEW (HILLPDA 2012)</p>	<ul style="list-style-type: none"> Moorebank Town Centre has the capacity for an additional 5000m² of retail floorspace in the medium term (2019-2026). 	<p>The proposal would support this timeline for expansion of the Moorebank Town Centre by providing additional residents within the Moorebank trade area.</p>
<p>LIVERPOOL RESIDENTIAL DEVELOPMENT STRATEGY (LCC 2008)</p>	<p>The existing urban area contains potential for redevelopment (or continued development) for housing up to 20,000 new dwellings, as well as business centres and corridors and employment lands.</p> <p>To achieve the target in the existing urban area:</p> <ul style="list-style-type: none"> provide different types of housing than are currently available within Liverpool; provide new housing options in different locations in Liverpool. <p>The desire of residents to remain within the area supports the case for a range of housing types and sizes to meet the changing needs of residents throughout stages of their life. There needs to be a shift in market supply away from predominantly large accommodation that is causing housing stress.</p> <p>Higher density housing must be concentrated around centres and transport interchanges to facilitate the viability of urban transport systems and reduce car usage and dependence.</p> <p>The main strategies recommended for Liverpool’s residential land over the next 25 years are as follows:</p> <ul style="list-style-type: none"> Consolidate medium density residential zones to areas around activity centres (200m-800m) and major transport nodes and down-zone fringe areas. Introduce new high density residential zone nodes adjacent to main town centres and major transport nodes. 	<p>The proposal would contribute to infill housing supply targets.</p> <p>The proposal is consistent with the strategy’s aim of providing different types of housing.</p> <p>The proposal would increase the supply of medium density residential development which is currently undersupplied in the Liverpool LGA.</p> <p>The proposal would not be located within the proposed medium density zones around centres, however it is within 800m of neighbourhood centres and 1800m of Moorebank Town Centre and Chipping Norton Small Village Centre. It is located on the M90 and Route 903 bus routes regularly servicing: Liverpool, Bankstown, Strathfield; and Burwood and Chipping Norton to Liverpool via Moorebank.</p> <p>The subject site has the locational attributes to support medium density development standards that respond to its location adjacent to major R3 redevelopment, frequent transport services and the rejuvenation of the Georges River.</p>

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

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

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

MOOREBANK EAST
PRECINCT PLANNING
REVIEW (LCC 2013)

The Moorebank East Precinct is bounded to the north by Newbridge Road, to the west by Nuwarra Road, by the Georges River to the east and the M5 Motorway in the south. The precinct is characterised by residential development which is progressing eastward as a result of the rezoning and subsequent residential development of the former

- The subject site is effectively the last major site within the precinct yet to have received council approval for residential rezoning. The proposal would support the redevelopment of the Precinct.

Boral Quarry Site. The western portion of the New Brighton Golf Course has recently been rezoned to facilitate residential development as well as a significant proportion of Lot 7, in DP1065574. Current and proposed private recreational land uses within the precinct will compliment this ongoing residential development.

The Review identified the following objectives for the Precinct:

- *Maximise public access to Georges River.*
- *Facilitate development of high quality housing to accommodate Liverpool's growing population.*

There is an acknowledged housing shortage within Sydney Metropolitan Area which must be addressed through proactive land use zoning.

Land within the Moorebank East Precinct is highly accessible and ideally located to facilitate residential development.

Ensuring adequate housing supply is needed to address housing affordability concerns and meet demand for various housing types. Residential development within the Moorebank East Precinct will be characterised by diversity of housing types and densities which will address demand.

- *Support retailing to meet the demands of the local community.*
B6 zoned land adjacent to Newbridge Road will meet the needs of residents in the Moorebank East Precinct and benefit from passing trade. Development of this nature will provide acoustic attenuation to mitigate the impacts of traffic noise on nearby residential development.
- *Protect environmental values.*

- Riverside land within the site has already been dedicated to Council.
 - Residential development on the subject site would contribute to housing diversity and affordability within the Precinct.
 - The B6 zoning will be retained and extended along the Newbridge Road frontage of the subject site.
-
- Flooding has already been resolved via development consent to landfill the site DA 309/2011 being implemented and riverside land has already been dedicated to Council.

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

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

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