



# Georges Cove Village

Modified Planning Proposal | 146 Newbridge Road, Moorebank

Prepared for Benedict Industries Pty Limited  
March 2020





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## PERTH

PO Box 8155  
Fremantle WA 6160

## CANBERRA

PO Box 9148  
Deakin ACT 2600

# Georges Cove Village

Modified Planning Proposal | 146 Newbridge Road, Moorebank

## Report Number

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J17103 RP2

## Client

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Benedict Industries Pty Limited

## Date

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10 March 2020

## Version

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v2 Final

## Prepared by

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### Susan May-Raynes

Associate Planner

10 March 2020

## Approved by

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### Allan Young

National Technical Leader - Urban & Regional Planning

10 March 2020

This report has been prepared in accordance with the brief provided by the client and has relied upon the information collected at the time and under the conditions specified in the report. All findings, conclusions or recommendations contained in the report are based on the aforementioned circumstances. The report is for the use of the client and no responsibility will be taken for its use by other parties. The client may, at its discretion, use the report to inform regulators and the public.

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# Executive Summary

This report has been prepared on behalf of Benedict Industries Pty Limited to propose an amendment to the *Liverpool Local Environmental Plan 2008* (LLEP). The amendment relates to the land situated at 146 Newbridge Road, Moorebank (the site) and would result in the following:

- inclusion of a *'health care facility'* (medical centre) as a Schedule 1 Additional Permitted use;
- a retail premises with a maximum gross floor area of 4,200 m<sup>2</sup>;
- an increase in the maximum allowable building height from 15 m to 25 m; and
- an increase in floor space ratio (FSR) from 0.75:1 to 1.88:1.

The proposed density for the site will facilitate additional residential accommodation, including studio, one, two and three-bedroom apartments in close proximity to public transport, infrastructure and services. The total GFA proposed for the site equates to 20,073 m<sup>2</sup>.

This report has been prepared to assist Liverpool City Council to prepare a planning proposal for the LEP amendment of the site in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Further, this report has been prepared in accordance with the NSW Department of Planning and Environment's *'A guide to preparing planning proposals'* (December 2018).

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# 1 Introduction

## 1.1 Overview

This planning proposal has been prepared by EMM Consulting Pty Limited (EMM) on behalf of Benedict Industries Pty Limited (the applicant) to amend the Liverpool Local Environmental Plan 2008 (LLEP 2008) Part 7, Division 2 and Schedule 1.

Specifically, an amendment is sought to Part 7, Division 2 and Schedule 1 of the LEP to permit a retail premises with a maximum gross floor area of 4,200 square metres (m<sup>2</sup>) and a health care facility (medical centre), which are prohibited uses within the B6 Enterprise Corridor zone. The amendment will be accompanied by an increase in the maximum allowable height from 15 metres (m) to 25 m and FSR to 1.88:1. The proposed development illustrated on the concept plans (Appendix A) has a floor space ratio of 1.16.

The land is a large landholding under a single ownership with an area of 10,700 m<sup>2</sup>. The large consolidated land holding makes it ideal for redevelopment for the purposes of a mixed-use development, including 126 residential apartments, neighbourhood retail and commercial facilities, including a medical centre, grocery shops and a gym.

Concept designs and Architectural Statement prepared by Rothelowman architects is provided at Appendix A.

## 1.2 Structure of the report

The planning proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Environment including *A guide to preparing planning proposals*. It includes the following:

- description of the site and its context;
- an overview of the strategic context of the site;
- a summary of the local planning controls;
- an overview of the key elements of the planning proposal;
- statement of the objectives and intended outcomes of the proposal;
- explanation of the provision of the proposal;
- justification of the proposal;
- mapping to accompany the proposal;
- description of the community consultation process expected to occur regarding the proposal; and
- an approximate project timeline.

The planning proposal is accompanied by a range of plans and reports to provide a comprehensive analysis of the site opportunities and constraints. These include:

- Preliminary Concept Design prepared by Rothelowman architects;
- Shadow Diagrams prepared by Rothelowman architects;

- Detailed Site Investigation prepared by Douglas Partners, March 2016;
- Remediation Action Plan prepared by Douglas Partners, May 2017;
- SEPP 65 Response, Rothelowman architects;
- Flood Study prepared by NPC Consultants, May 2017; and
- Economic Needs Assessment by LocationIQ, March 2019.



## 2 Site characteristics

### 2.1 The site and surrounds

The site is located at 146 Newbridge Road, Moorebank, within the northern portion of Lot 7 in DP 1065574 (to be legally administered as the future Lot 101, herein referred to as 'the site'), within the Liverpool Local Government Area (LGA) (Figure 2.1). It is located in eastern Moorebank, 27 kilometres (km) south-west of Sydney CBD. The site area is approximately 10,700 m<sup>2</sup>.

The site adjoins a classified road on its northern boundary, Newbridge Road. To the west of the site is Georges Fair residential estate. To the east is the former Flower Power site, which is the subject of a planning proposal currently being assessed by Liverpool City Council. Land to the immediate south is the subject of a current development application for bulk earthworks, residential subdivision and construction known as Georges Cove. Further south is the approved (but not yet constructed) Georges Cove Marina. A Gateway Determination was issued in March 2017 for a planning proposal seeking residential apartments within the Georges Cove Marina.

Land further north and across Newbridge Road is zoned as industrial land within the suburb of Chipping Norton, largely characterised by wholesale, warehousing, transportation hubs and limited manufacturing.

Vehicular access to the site will be from Newbridge Road and new local access road, which forms part of the Georges Cove residential subdivision as envisioned in Liverpool's Moorebank East Development Control Plan.

The site is owned by Tanlane Pty Ltd, a related entity of Benedict Industries Pty Ltd.

### 2.2 Existing land use

The site has been historically used as a recycling facility and contains some stockpiled soils and construction materials. Activities across the entirety of Lot 7 DP 1065574 have been undertaken since 1992 by entities controlled by Tanlane Pty Ltd in accordance with all relevant regulatory requirements including development consents, environmental protection licences and other permits.

The site has been modified by extractive operations which have occurred across all of the land contained within Lot 7 since development consent was granted in 1992. The site is substantially cleared of all vegetation, other than scattered patches of swamp oak and river flat eucalypt located within the central part of the site and along the northern peripheries.



Source: EMM (2020); Nearmap (2019); DFSI (2017); GA (2011)

KEY

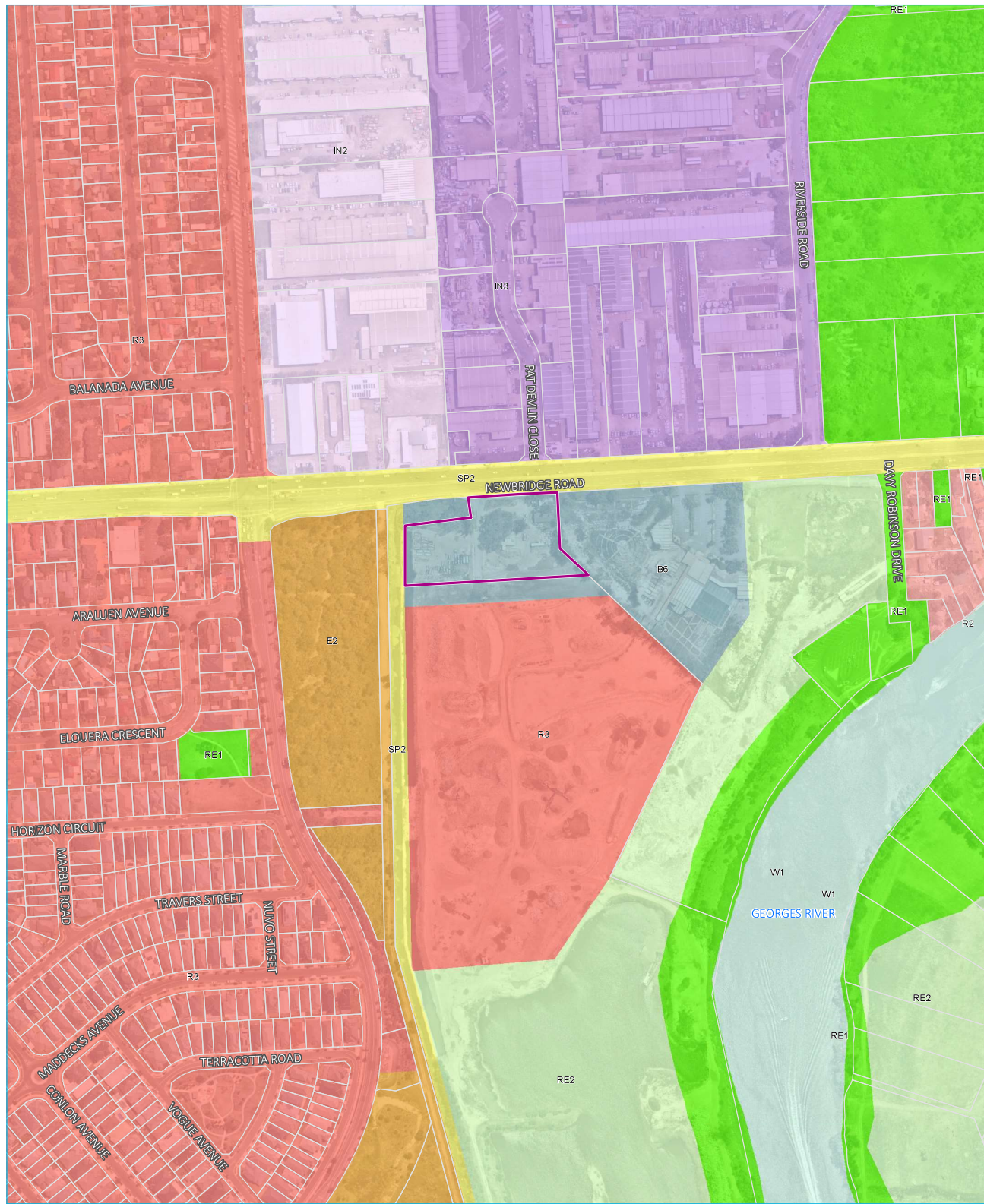
- Site location
- Cadastre

Project location

Georges Cove Village  
 146 Newbridge Road, Moorebank  
 Planning Proposal  
 Figure 2.1



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Source: EMM (2020); Nearmap (2019); DFSI (2017); DPE (2017)

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**KEY**

- |               |                               |                               |
|---------------|-------------------------------|-------------------------------|
| Site location | B6 Enterprise corridor        | R3 Medium density residential |
| Cadastre      | E2 Environmental conservation | RE1 Public recreation         |
|               | IN2 Light industrial          | RE2 Private recreation        |
|               | IN3 Heavy industrial          | SP2 Infrastructure            |
|               | W1 Natural waterways          | W1 Natural waterways          |
|               |                               | R2 Low density residential    |

**Land zoning**

Georges Cove Village  
 146 Newbridge Road, Moorebank  
 Planning Proposal  
 Figure 2.2



# 3 Part 1 – Objectives and intended outcomes

The objective of this planning proposal is to allow for increased residential density on the site, and to provide for a larger format grocery store and a medical centre.

The intended outcome of increased residential density and additional uses is to help support commercial uses already permitted on the site and to achieve the vision articulated in Liverpool City Council’s Moorebank East Development Control Plan. The intended outcome is illustrated in the Georges Cove Village Concept Design and Architectural Statement in Appendix A. When complete, the intended outcome would likely serve as a local centre for residents in the local catchment.

It is considered that the proposal will have substantial public benefits in addition to the uses prescribed in the land use table for the B6 Enterprise Corridor zone. The objectives of the mixed-use development are:

- to provide a greater housing variety and density in the locality;
- to reduce distances between residential development, retail and commercial facilities, and other amenities;
- to provide for essential services for residential areas, such as a medical centre and larger format supermarket; and
- to contribute to a stronger neighbourhood character within Moorebank East.

More specifically, the proposal will allow for the development of a high-quality mixed use precinct to enhance the future Georges Cove Marina, complementing the adjoining land uses, particularly the Moorebank East and Georges Fair residential precincts, which are transitioning towards urban residential renewal with high design and environmental standards.

# 4 Part 2 – Explanation of provisions that are to be included in the proposed LEP

The proposed outcome will be achieved by:

- amending the LLEP 2008 Schedule 1 Additional permitted uses for the site (as per Table 4.1 below);
- amending the LLEP 2008 Floor Space Ratio Map in accordance with the proposed floor space ratio map, included as Figure 4.1, which proposes a change to the maximum permissible floor space ratio of 0.75 to 1:88 on the site; and
- amending the LLEP 2008 Height of Buildings Map in accordance with the proposed height map, included as Figure 4.2, which proposes a change to the maximum permissible height of 15 m to 25 m on the site.

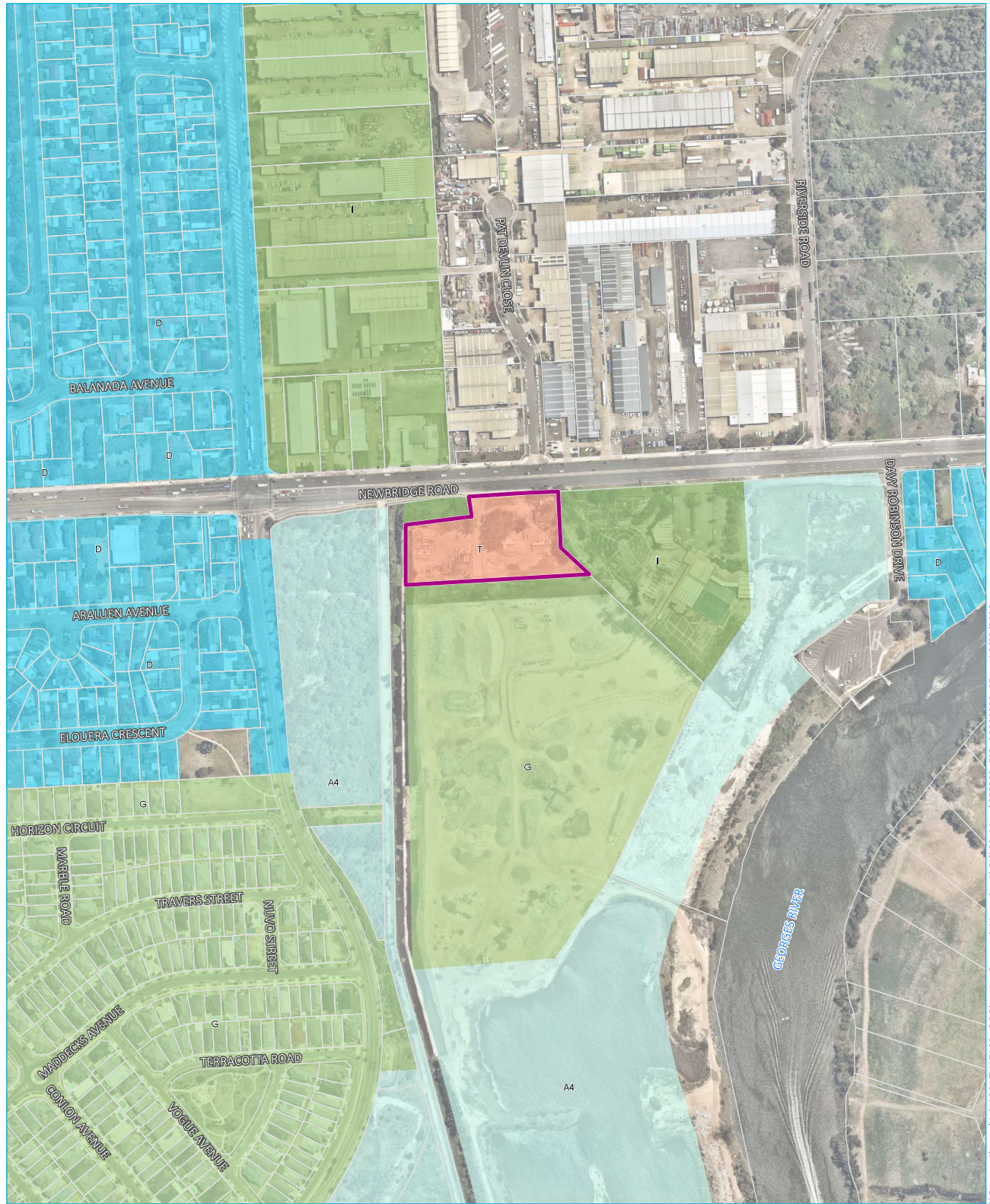
The amendments proposed are as follows:

**Table 4.1 Proposed amendments to Liverpool Local Environmental Plan 2008**

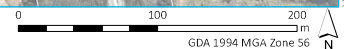
LLEP 2008	Proposed amendment
Part 7, Division 2	This clause applies to the future Lot 101 (as per the subdivision plan in Appendix K) and land shown hatched in red on the key sites map.
Schedule 1 Additional permitted uses	Add clause to allow the use 'health care facility' on the site. Add clause to allow a retail premises with a maximum gross floor area of 4,200 m <sup>2</sup>
Floor space ratio map – sheet FSR-014	Change the maximum floor space ratio from 0.75:1 to 1.88:1
Height of buildings map – sheet HOB-014	Change the maximum building height from 15 m to 25 m.

These changes are in keeping with the outcomes and guidelines of Council's Tract Consulting report, currently being finalised by Council.








It is noted that LLEP 2008 does not typically refer to additional permitted uses via mapping amendments, instead referring to the legal description of land. However, as the site is currently within a larger lot, pending a proposed subdivision, a mapping amendment may be required. It is proposed that this be resolved post-Gateway, if required.



Source: EMM (2020); Nearmap (2019); DFSI (2017); DPE (2017)



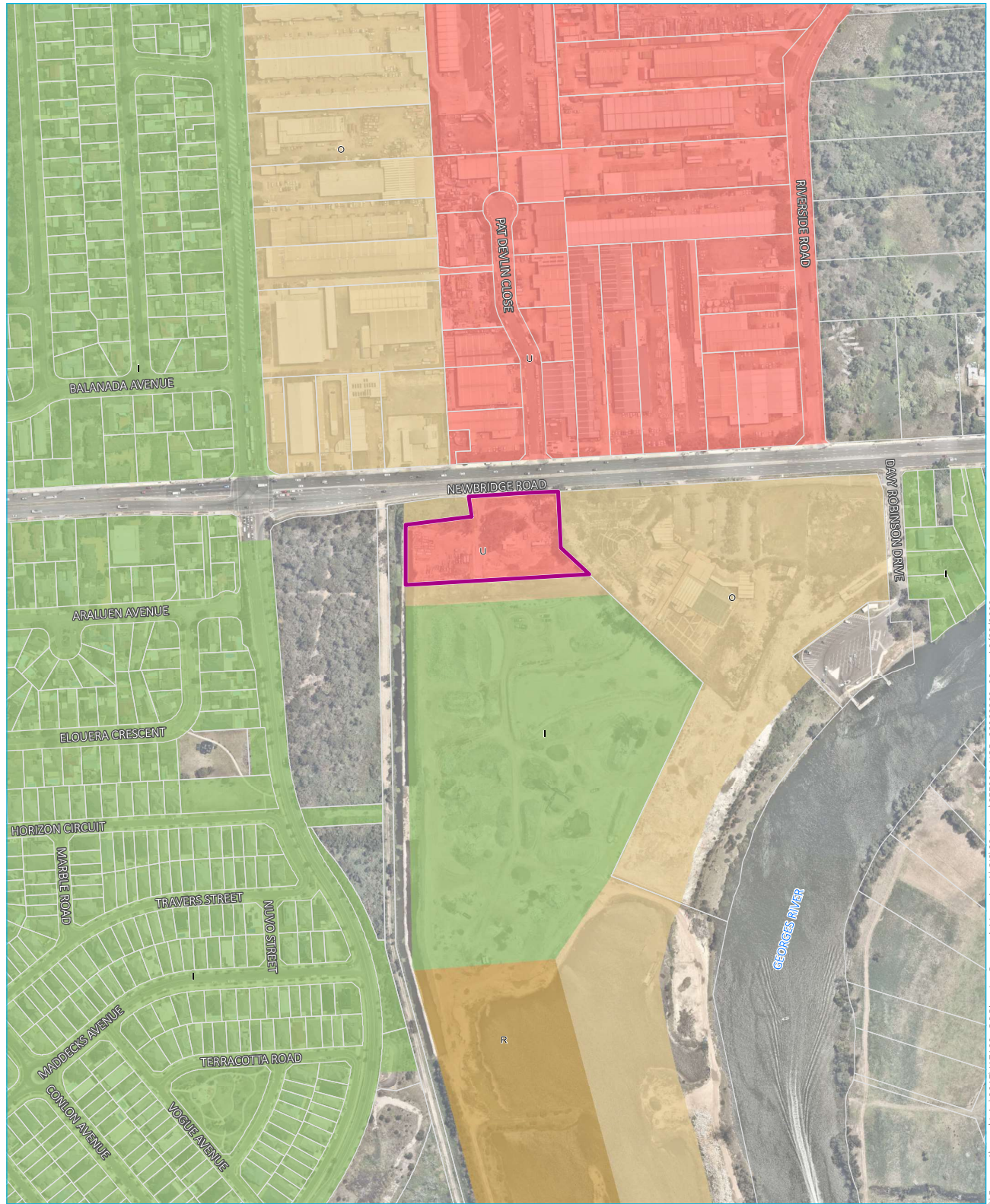
**KEY**

	Site location		
	Cadastral		
	A4	0.25	Maximum floor space ratio (n:1) - m
	D	0.50	
	G	0.65	
	I	0.75	
	T	1.88 (Site location)	

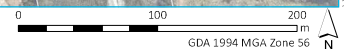
Proposed maximum floor space ratio

Georges Cove Village  
 146 Newbridge Road, Moorebank  
 Planning Proposal  
 Figure 4.1







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Source: EMM (2020); Nearmap (2019); DFSI (2017); DPE (2017)



**KEY**

	Site location		
	Cadastré		
		<b>Maximum building height (m)</b>	
			I 8.5
			O 15
			R 21
			U 25 (Including site location)

Proposed maximum building height

Georges Cove Village  
 146 Newbridge Road, Moorebank  
 Planning Proposal  
 Figure 4.2

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# 5 Part 3 – Justification

The planning proposal has been assessed against the questions below, as set forth by the Department of Planning and Environment's *A guide to preparing planning proposals*.

## 5.1 Questions to consider when demonstrating the justification

### Section A – Need for the planning proposal

#### Q1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

The planning proposal is not the direct result of a strategic study or report. However, it provides an improved alignment with the objectives of the following Council strategies for the local area:

##### i Our Home, Liverpool 2027 Community Strategic Plan

The Community Strategic Plan (CSP) is a ten-year plan that defines the vision and priorities of the Liverpool community. The CSP is the overarching plan that sets the direction not only for Council but for all stakeholders, including government, business, the not-for-profit sector and residents. The directions from the CSP provide a guide for stakeholders to work together and to capitalise on the opportunities which will keep Liverpool moving forward.

The four directions - (1) Creating Connection, (2) Leading through Collaboration, (3) Generating Opportunity and (4) Strengthening and Protecting our Environment - form the structure for the community's priorities.

##### a Direction 1 – Creating connection

The planning proposal will enable the development of a residential development with communal open space and encourage connection via a thru-site walkway to recreational zoned land to the south.

One measurement in the CSP is a percentage of affordable housing options in new development. The planning proposal is likely to help Council achieve this goal.

##### b Direction 2 - Strengthening and protecting our environment

This direction is about planning high-quality, sustainable urban environments to create a great place to live, work and play.

The proposal creates a village centre for the New Georges Cove Precinct. Located at the north end of the precinct, the development proposes a mixed-use retail development to provide the services and retail required for the new residential communities, along with a diversity of housing options.

The Georges Cove Village development comprises a ground floor retail centre, anchored by an Aldi supermarket.

Supporting the retail uses, will be a medical centre and gym. Over the retail stratum is located a high-quality residential development sitting amongst an elevated landscape podium. A pedestrian walkway provides access from Newbridge Road to Georges Cove, the proposed Georges Cove Marina, including the Georges River foreshore, to the south of the site.

The concept design demonstrates how the planning proposal will facilitate a well-designed, attractive and people friendly urban environment, as discussed in the SEPP 65 Design Statement (see Appendix C). It incorporates a significant building setback from Newbridge Road, as required by LLEP 2008. This will improve amenity for future residents by minimising noise and pollution.



The planning proposal will also help enable the development of the site and remediating land near the Georges River.

#### c Direction 3 – Generating opportunity

This direction underlines the need for Council to support economic growth, including employment and investment options.

The planning proposal will enable the development of floorspace for new businesses that will support residents on site and in the surrounding area. The development is adjacent to existing public transport options, creating opportunities for accessible employment in the area and supporting local economic growth.

#### d Direction 4 - Leading through collaboration

The planning proposal will be exhibited in accordance with Council’s community consultation guidelines.

The planning proposal is consistent with the CSP. The rezoning and amended planning controls would ultimately deliver (subject to further development assessment) a mixed-use development to contribute additional employment and housing within the area. The planning proposal provides additional supply of residential apartment dwellings in an area that has access to the nearby Georges River Foreshore and community facilities.

### Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

A planning proposal is the best means of meeting the objectives in Part 1 (Section of the planning proposal), as the objectives requiring amending LLEP 2008 to permit the required height, floor space ratios and additional permitted use.

## Section B - Relationship to strategic planning framework

### Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

The planning proposal has been assessed against the relevant adopted and draft regional and district plans for the Moorebank and Liverpool area, as discussed below.

#### ii A Metropolis of Three Cities

In March 2018, the NSW Government released ‘A Metropolis of Three Cities – The Greater Sydney Region Plan’ which effectively replaces the previous strategic plan for Sydney which was ‘A Plan for Growing Sydney’. The objective of A Metropolis of Three Cities is to balance growth and deliver the benefits of the Plan more equally and equitably to residents across Greater Sydney. The Greater Sydney Region Plan has been prepared concurrently with the Future Transport 2056 and the State Infrastructure Strategy, and aligns land use, transport and infrastructure planning to reshape Greater Sydney as three connected cities.

To meet the needs of a growing changing population, the vision seeks to transform Greater Sydney into a metropolis of three cities. These being:

- The Western Parkland City;
- The Central River City; and
- The Eastern Harbour.

Liverpool LGA and is located within the “Western Parkland City”. Liverpool is identified as a metropolitan cluster.

There are 10 key directions for Greater Sydney in the Plan. Each key direction includes objectives relevant to that direction. The following directions are relevant to this Planning Proposal:

- **A city supported by infrastructure**

This Planning Proposal is consistent with the objectives of this direction as residential housing is to be provided within 200-800 m of major transport.

Therefore, it is considered that the Planning Proposal is consistent with the objectives of this direction.

- **A collaborative city**

Development undertaken in accordance with Planning Proposal will result in the development of 126 residential dwellings on a site which is currently unoccupied.

Therefore, it is considered that the Planning Proposal is consistent with the objectives of this direction.

- **A city for people**

The proposal will allow for the development of a mixed-use centre that provides a convenient focus for daily activities, including retail, commercial and health care facilities, which will be required by existing and future residents in the surrounding area.

- **Housing the city**

The planning proposal is consistent with this direction, as it will facilitate the development of a mix of studio, one, two and three bedroom apartments which contributes to housing choice and affordability within Liverpool.

- **A city of great places**

A well-planned and well-designed development can improve the character of a place, its vitality and sense of community. It can make the local environment more attractive and improve services. The proposal will complement the desired future use of the immediate locality, including Georges Cove and the Georges Cove Marina to the south. Providing residential housing within this location is not only consistent with the relevant planning directions of the Metropolis of Three Cities in that it will accelerate housing supply and choice within the Moorebank East precinct but will provide a well-designed mixed use development that will be a great place to live and work.

- **A well-connected city**

The planning proposal is consistent with this direction, as increased residential capacity will be located adjacent to an existing regional bus route on Newbridge Road, the M90. The M90 provides direct access to the Liverpool city centre, a strategic centre, and the regional rail network. Further, the site is within walking distance of the Chipping Norton Industrial area, providing access to both jobs and services, in addition to jobs and services that will be provided within the site.

- **Jobs and skills for the city**

Liverpool is identified as one of Sydney's Strategic Centres. Liverpool is to service communities in the South West Growth Centre. In accordance with this Direction the Government will recognise Liverpool as an important strategic centre and regional city centre for additional housing, and additional employment and services benefitting local areas and the North West and South West growth Centres.

The planning proposal is consistent with this direction, as it will allow for development of a mixed commercial development that will increase job opportunities in the area. Further, the additional permitted use will allow for an increased job mix targeting the health and retail sectors.

As demonstrated above, the planning proposal is consistent with the relevant directions of the A Metropolis of Three Cities.

### iii Western City District Plan

The Western City District covers the Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly local government areas.

The Western City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan at a district level and is a bridge between regional and local planning.

This District Plan has been prepared to give effect to A Metropolis of Three Cities, the Region Plan that applies to the five districts that make up the Greater Sydney Region. It is the role of the Greater Sydney Commission to prepare and finalise the district plans.

The *Environmental Planning and Assessment Act 1979* (EP&A Act) requires district plans to:

- provide the basis for strategic planning in the District, having regard to economic, social and environmental matters;
- establish planning priorities that are consistent with the objectives, strategies and actions of *A plan for growing Sydney*; and
- identify actions required to achieve those planning priorities.

The District Plan meets these requirements by:

- progressing the directions of *A plan for growing Sydney*; and
- identifying planning priorities for the District and the actions to achieve them.

District Plan Part 3 'Liveability' is about people's quality of life. Maintaining and improving liveability means housing, infrastructure and services that meet people's needs, and the provision of a range of housing types in the right locations with measures to improve affordability. This enables people to stay in their neighbourhoods and communities as they transition through life.

A place-based and collaborative approach is required to maintain and enhance the liveability of the Western City District. The Plan states that this can be achieved by adopting several Planning Priorities. Those relevant to this proposal include:

#### *W3. Providing services and social infrastructure to meet people's changing needs*

The planning proposal will enable development of a mixed-use development incorporating a mix of residential dwelling types, a medical centre and gym in the B6 Business Enterprise Zone.

#### *W5. Providing housing supply, choice and affordability, with access to jobs, services and public transport*

As shown in the concept plans, the planning proposal will enable development of a mix of studio, one, two and three bedroom apartments. According to profile.id, nearly 75% of dwellings in Moorebank are separate houses. As such, the planning proposal will meet the criteria for future development as it will:

- increase housing diversity in the area;
- provide housing with access to jobs, services and public transport;

- provide a health facility to support the increasing number of surrounding residential communities; and
- increase the job mix and growth within Liverpool.

*W6. Creating and renewing great places and local centres and respecting the District's heritage.*

The close proximity of the site to existing and future neighbouring residential developments, including Georges Cove and Georges Cove Marina, will reduce the need for trips from those developments to shops and services by car. The site will also take advantage of the recreation facilities along the Georges River Foreshore that will be provided as part of those developments, also reducing the need for trips by car.

*W9 Growing and strengthening the metropolitan cluster*

The urban structure to support the Metropolis of Three Cities needs to ensure people have access to a large number and range of jobs and services delivering a well-connected city – a 30-minute city. Liverpool is identified as one of the four centres in a cluster that is required to deliver the metropolitan functions of providing concentrations of higher order jobs and a wide range of goods and services. The District Plan highlights that local health and education facilities such as TAFEs and schools, local hospitals and health services play an important role in the community as places where people work, learn and access services.

The proposal provides access to a health facility in a highly populated community, which will continue to expand with the development of the Western Sydney Airport and the Badgerys Creek Airport. The additional residential, retail and commercial uses will further strengthen the metropolitan cluster in this locality.

**5.1.1 The planning proposal is considered to have strategic merit as it consistent with the relevant directions of the Western City District Plan. Does the proposal have site-specific merit, having regard to the following**

- i the natural environment (including known significant environmental values, resources or hazards)**

EMM has conducted an ecological assessment in relation to the entirety of Lot 7 DP 1065574 for Mirvac Homes (NSW) Pty Ltd as part of an Environmental Impact Statement (EIS) for works proposed on that lot. Relevant excerpts from the EIS and associated Response to Submissions (RTS) are provided at Appendix C.

The ecological assessment included surveys aimed to identify the potential for threatened species, populations and/or communities listed under the (then) NSW *Threatened Species Conservation Act 1995* and/or the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) to occur within the project area. The study area for the ecology assessment included the northern portion of Lot 7 DP 1065574, including the site (see Appendix C).

The ecological assessment identified Plant Community Type (PCT) 1232 Swamp Oak floodplain swamp forest, Sydney Basin Bioregion and South East Corner Bioregion within the vegetated portion of the site, west of the road currently bisecting the site (see Appendix C). The dominant Swamp Oak canopy and landscape position of this vegetation community were found to meet the scientific determination for the Swamp oak floodplain forest of the NSW North Coast, Sydney Basin and South East Corner bioregions Endangered Ecological Community (EEC) (Swamp Oak Floodplain forest) listing. However, exotic species were found to have dominated the ground strata.

A second vegetation type, PCT 836 Forest Red Gum - Rough-barked Apple open forest on poorly drained lowlands of the Central Coast, Sydney Basin Bioregion, was found on the eastern portion of the site (see Appendix C). This community was considered to meet the scientific determination for the River-Flat Eucalypt Forest on Coastal Floodplains of the New South Wales North Coast, Sydney Basin and South East Corner Bioregions EEC (River Flat Eucalypt forest), given the presence of characteristic Eucalypt and Angophora canopy.

No threatened species or threatened ecological communities listed under the EPBC Act were recorded, nor were any anticipated to occur across the whole of Lot 7 DP 1065574, including the site. No hollow bearing trees were recorded as part of the assessment, with high levels of weed invasion noted across the study area, lowering the likelihood of arboreal mammals and nesting sites for hollow dependant birds.

SEPP No - 44 Koala Habitat Protection was also considered; no Koala population was detected or was predicted to occur on the site.

The ecological assessment considered the remnant vegetation areas to be highly isolated and disturbed with minimal potential for habitat for threatened fauna or flora species. As such, the previous ecological assessment provides a satisfactory level of detail to understand the likely natural environmental values on the site. However, it is recommended that a post-Gateway ecological assessment, informed by field surveys, and to the satisfaction of Council, is undertaken for the site to:

- verify the vegetation types and their extent within the site;
- consider the fauna habitat, including any hollow bearing trees; and
- survey threatened flora and their habitat.

ii [the existing uses, approved uses and likely future uses of land in the vicinity of the proposal](#)

Existing, approved and likely future uses of the site and surrounding land is described in Table 5.1 below.

**Table 5.1 Existing approved and likely future uses**

Area	Existing use	Approved use	Likely future uses
The site	The site currently serves as site access and amenity buffer for a prior and now non-operational resource management facility to the south of the site.	The site is zoned as B6 Enterprise Corridor under LLEP 2008. This zone allows for commercial facilities, light industries, shop top housing, multi dwelling units.	The B6 land use zone is not proposed to change. The planning proposal would allow for complimentary additional permitted uses, with the concept design demonstrating provision of the currently permitted commercial and residential uses.
North of site	Immediately to the north of the site is Newbridge Road, a road that provides a regional connection to the Liverpool CBD, and Canterbury Bankstown Council, Sydney Airport and the Sydney CBD.  Beyond Newbridge Road is the Chipping Norton industrial precinct, which includes a variety of industrial uses and services, including warehousing, transport services and auto services. It does not appear that heavy industry (ie hazardous or offensive industry) exists in proximity to the site.	The Chipping Norton industrial precinct is zoned IN2 Light Industrial and IN3 Heavy Industrial.	Given the close proximity of the Chipping Norton industrial precinct to existing receivers (eg the Georges River and bushland to the east and low density residential immediately to the west), it is likely that the current light industry and low impact general industry uses will continue into the future.  While it is possible that a new heavy industry use could be established within the IN3 Heavy Industrial area, this would already be precluded from being in close proximity to the site due to existing receivers.

**Table 5.1 Existing approved and likely future uses**

Area	Existing use	Approved use	Likely future uses
West of site	<p>Immediately to the west of the site is a vegetation buffer of approximately 75 m.</p> <p>Beyond the vegetated area is a residential subdivision consisting primarily of low-density residential dwellings (eg separated dwellings).</p>	<p>The vegetated area west of the site is zoned E2 Environmental Conservation. This zone prohibits most development that is not for environmental protection or educational purposes.</p> <p>The residential area further to the west of the site is primarily zoned R3 Medium Density Residential, with a maximum height of building of 8.5 m. As such, low-rise medium density residential uses (eg townhouses/attached dwellings) and related uses are permitted, as per LLEP 2008.</p>	<p>It is likely that the vegetated area west of the site will remain vegetated and undeveloped, with the exception of environmental protection or flood mitigation works. It is possible that an educational trail/signage could be developed, though unlikely.</p> <p>It is likely that the residential area further to the west will remain low density residential in the near term, with slow densification associated with a transition to townhouse type development.</p>
South of site	<p>The south of the site is currently a cleared land (previously a landfill) and is located in the E2 Environmental Conservation zone.</p>	<p>The south of the site is zoned R3 Medium Density Residential, with a maximum height of building of 8.5 m. As such, low-rise medium density residential uses (eg townhouses) and related uses are permitted, as per LLEP 2008.</p>	<p>An EIS for residential development has been prepared and submitted to Council for review. It is likely that some form of medium density townhouse subdivision on this site will be developed in the future.</p> <p>It is noted that the EIS also provides for recreation space and access to the foreshore of the Georges River, which would benefit and be accessible from the site via a pedestrian thru-site link.</p>
East of site	<p>The east of the site is formerly a nursery (Flower Power), with the Georges River and a limited amount of low density residential beyond.</p>	<p>The nursery to the east of the site is zoned as B6 Enterprise Corridor, with a mix of RE1 Public Recreation, RE2 Private Recreation, R2 Low Density Residential and W1 Natural Waterways further to the east.</p> <p>The neighbouring nursery's B6 Enterprise Corridor zoned neighbouring the site has the same approved uses as the site.</p>	<p>It is understood that a planning proposal has been lodged for the neighbouring Flower Power nursery to the east. This planning proposal would allow for residential development, similar to that being proposed to the south of the site.</p> <p>Given the flood prone nature of the lands further to the east, it is likely that the current uses will continue in the short term, with medium to long term transitions to foreshore or other environmental or recreational uses.</p>

As noted above, the planning proposal seeks to allow for a mix of residential, commercial, retail and health care uses and is consistent with the existing, approved and likely future uses of land in the vicinity.

iii [the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision](#)

As noted above, the current zoning of the site allows for residential and commercial uses that are similar to the additional permitted uses requested in the planning proposal. The additional permitted uses will not require types of services or infrastructure that would not otherwise be required by a ground floor commercial development with shop top housing, a development type that is permitted with consent under current controls. Further, the site is in a developed area with similar uses in close proximity.

An analysis of social infrastructure is provided in Section 5.1.4. The analysis has determined that there is an acceptable provision of social and open space infrastructure close to the site, with the concept design demonstrating how services and communal open space will be provided within the site.

As such, the planning proposal will not require provision of additional types of infrastructure. However, consultation is recommended with service and infrastructure providers as part of post-Gateway consultation.

[Q4. Will the planning proposal give effect to a Council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?](#)

Having regard for the above, the planning proposal is consistent with A Metropolis of Three Cities, the Western City District Plan and Council strategic documents. The planning proposal also demonstrates site specific merit, as it is compatible with the natural environment, current and potential uses and the available infrastructure in the area.

### [5.1.2 Liverpool Local Environmental Plan 2008](#)

While not a local strategy, consideration of the objectives within LLEP 2008 for the B6 Enterprise Corridor zone is appropriate, given that the planning proposal seeks to add additional permitted uses to the site, within the zone.

The objectives of the B6 Enterprise Corridor zone are as follows:

- 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; and
- to provide for residential uses, but only as part of a mixed-use development.

The additional permitted uses, including a health care facility and larger format supermarket is consistent with the objectives of the B6 Enterprise Corridor zone for the following reasons:

- the proposal will provide a significant improvement in the range of retail facilities that would be available to residents, particularly in terms of convenient supermarket retailing;
- will support businesses within the site and in the surrounding area; and
- the medical centre and supermarket will create a range of employment opportunities not currently permitted within the zone and help limit the reliance on retail for site viability.

## i Liverpool Residential Development Strategy

*Liverpool Residential Development Strategy* (2008) (residential strategy) established the direction for housing Liverpool's population until 2033. The residential strategy identifies the need for providing 20,000 additional dwellings in the existing urban area (e.g. 'brownfield' development). Relevant to the planning proposal, it seeks to do this by:

- providing different types of housing than are currently available within Liverpool; and
- providing new housing options in different locations in Liverpool.

The residential strategy identifies that by 2026, Liverpool will have the highest number of people aged over 65 years in South West Sydney, with the implications of the ageing population being significant for housing and service provision. The lack of housing choice is also seen to be an issue, given the high reliance on detached and semi-detached dwellings across Liverpool.

The residential strategy identifies the need to provide higher density housing around centres and public transport, easing access to services and employment. Medium density residential is to be provided within 200-800 m of major transport. The planning proposal aligns with the strategy, as it will enable the development of residential housing that will:

- increase housing choice for the residents of Liverpool; and
- be close to public transport and on-site services.

### 5.1.3 'Moorebank Planning Proposals Peer Review', Tract Consultants

The Client's design team has engaged with both Liverpool Council, and their consultant team Tract Consultants. Similarly, the team has engaged with the consultants preparing the concept designs for the Mirvac estate to coordinate and integrate each scheme.

The design proposal for Georges Cove Village, otherwise known as the Benedict B6 land, was developed through an analytical and rigorous process that engaged with the landowners of the adjacent Mirvac Marina and Mirvac residential projects. The owners of the Flower Power site were unable to comment/discuss their project's ambitions.

The proposed design was the result of exploring the access and connectivity of the subject site to determine capacity for a variety of uses on the site, followed by testing and proposing alternative built form scenarios to arrive at an outcome that we believe balances the impacts on the adjacent developments.

In addition, close consultation with Council, adjacent developers Mirvac and external authorities such as the RMS lead us to this balanced Planning Proposal lodged with Council. It is noted that two pre-lodgement meetings were held with Council on the proposal (25 May 2017 with Bruce Macnee and 13 October 2017 with David Smith). In these pre-lodgement meetings Council expressed their overall support of the proposed mix of uses, height and FSR.

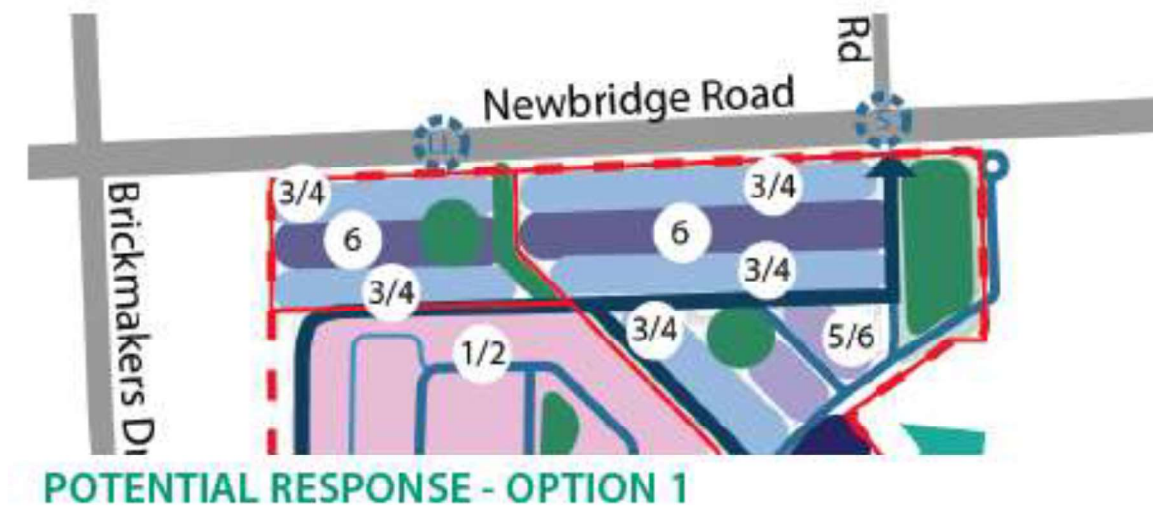
Post lodgement, Council has undertaken a strategic review of the applications made in the precinct and commissioned Tract consultants to review the overall strategic masterplan. Following the release of this draft document by Tract, the applicant met with Council and Tract on 19 December 2018 in order to formulate a mutually agreeable form on the subject site.

As a result of this workshop a final version of the Tract proposed masterplan, "Tract Further Review – Option 1" was supplied to which this proposal aligns (see Plate 5.1 below). Namely:

- 3-4 Storey built form to Newbridge Road;



- 3-4 Storey built form to the DCP Road; and
- 6 storey setback upper form to DCP road.



**Plate 5.1** Excerpt from Tract Consultants – Moorebank Proposals Urban Design Review

Following discussions with Council staff, the previously proposed Childcare and Seniors Living uses for this site are no longer included as part of the proposed development.

**Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?**

The planning proposal is consistent with applicable State Environmental Planning Policies (SEPPs) as shown in the Table 5.2 below.

**Table 5.2** List of SEPPs and relevant deemed SEPPs

SEPP	Relevant matters	Consistency
State Environmental Planning Policy (State and Regional Development) 2011	Nil.	
State Environmental Planning Policy (Affordable Rental Housing) 2009	Nil.	
State Environmental Planning Policy (Infrastructure) 2007	Nil.	
State Environmental Planning Policy No 55 – Remediation of Land	The SEPP aims to promote the remediation of contaminated land and sets out matters for a planning authority to consider when rezoning land that is or is potentially contaminated.	The site is within Lot 7 DP 1065574, which has been identified to be contaminated by previous uses. (see detailed site investigation (Douglas Partners,2016)) (Appendix D).  Remediation of the site will be undertaken in accordance with the

**Table 5.2 List of SEPPs and relevant deemed SEPPs**

SEPP	Relevant matters	Consistency
		Remediation Action Plan (Douglas Partners 2017) (Appendix E). As such, it has been demonstrated that the land will be suitable for the proposed uses after remediation. Development will not be permitted until that time.
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	While the SEPP is not applicable to the planning proposal, future development will need to comply with its provisions.	Yes
State Environmental Planning Policy (Coastal Management) 2018	Nil.	
State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development	The SEPP aims to encourage development of apartment buildings with high quality design as defined by the Apartment Design Guide.	The planning proposal is accompanied by a concept design that demonstrates a likely development outcome that will be enabled by the planning proposal.  The concept design demonstrates how development can meet the amenity criteria set out by in Schedule 1 of the SEPP, as detailed in the Design Statement at Appendix C.
State Environmental Planning Policy No. 70 – Affordable Housing (Revised Schemes)	The SEPP is not currently applicable. However, it is understood that the final district plan will require a percentage of new development to be set aside for affordable housing. This will be addressed post-Gateway, after the final district plan is released.	Yes.
State Environmental Planning Policy No. 44 – Koala Habitat Protection	Nil.	No koala population has been detected on the site. Refer 5.2.1(ii)(a) of this report.
Greater Metropolitan Regional Environmental Plan No. 2 – Georges River	GMREP aims to maintain and improve the water quality and water flows of the Georges River and protect and enhance water quality of the catchment in an ecologically sustainable manner.	The planning proposal will allow the well-ordered development of the site and will not preclude the establishment of appropriate stormwater/run off control measures for future development given that the land is largely cleared. This will likely result in an improved outcome for the Georges River catchment as required by this SEPP. Refer Table 5.6 of this report which recommends additional studies be done which will further demonstrate this compliance.

**Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?**

The planning proposal has been assessed against each relevant Ministerial direction. Note that the reference to ‘Section 117’ is now a reference to section 9.1 in Part 9 of the EP&A Act. Consistency with relevant directions is discussed in the table below.

**Table 5.3 Relevant Ministerial directions**

Direction	Relevant provisions	Response
<b>3.1 Residential zones</b>	<ul style="list-style-type: none"> <li>(a) to encourage a variety and choice of housing types to provide for existing and future housing needs.</li> <li>(b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services.</li> <li>(c) to minimise the impact of residential development on the environment and resource lands.</li> </ul>	<p>The site is in a zone that currently permits residential uses, including shop top housing. The planning proposal will allow for additional dwellings via amended height and FSR controls and permit additional residential floor space. This will allow for an increase in a dwelling types.</p> <p>The site is well served by public infrastructure, including community infrastructure and public transport, refer Section 5 (Part 3) of this report for further detail.</p>
<b>3.4 Integrating Land Use and Transport</b>	<p>To ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> <li>(a) improving access to housing, jobs and services by walking, cycling and public transport; and</li> <li>(d) supporting the efficient and viable operation of public transport services.</li> </ul>	<p>The planning proposal will enable the development of dwellings and services adjacent to public transport, as discussed in Section 5 (Part 3) of this report.</p>
<b>4.1 Acid Sulfate Soils</b>	<p>To avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</p>	<p>The site is largely mapped on Council’s Acid Sulfate Soils Map as Class 4 and Class 5. However, a portion of the site is mapped as Class 2.</p> <p>While the planning proposal does not seek to introduce uses that are more intense than those currently permitted, the planning proposal is seeking to increase height and FSR controls on the site. This may lead to increased excavation for uses such as plant or underground parking than would otherwise be required.</p> <p>The RAP submitted for DA-24/2017 (refer Appendix E), included a review of previous acid sulfate assessment reports, which indicated that there are potential acid sulfate soils across Lot 7 DP 1065574 that may be exposed during excavation. The RAP recommends that excavation work include procedures for manage disturbances. Given that the site is within Lot 7 DP 1065574, the report and recommendations are appropriate for understanding potential risks within the site.</p> <p>A more detailed and site-specific acid sulfate study will be undertaken post-Gateway, prior to community consultation, in compliance with the direction.</p>

**Table 5.3 Relevant Ministerial directions**

Direction	Relevant provisions	Response
4.3 Flood prone land	<p>(a) to ensure that development of flood prone land is consistent with the NSW Government’s Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and</p> <p>(b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.</p>	<p>A flood impact assessment (FIA) has been provided at Appendix F (NPC, 2017). The FIA assesses the flood risk of the site and the performance concept design against this direction</p> <p>The FIA has concluded that the concept design would comply with the NSW government policy and the Council’s LEP and DCP in terms of development of flood prone land.</p> <p>For the Ministerial Direction 15 (Section 117), it would comply in terms of development of flood prone land because it would represent an inconsistency of minor significance in terms of flood planning and flood risk management which is allowable under the direction.</p> <p>A Flood Emergency Response Plan was prepared by Tooker + Associates on 27 February 2020 which demonstrate the combined development will have an acceptable flood emergency response plan based on SES recommendations for evacuation and the proposed elevated pedestrian bridge. It is attached to Appendix F.</p>

**Table 5.3 Relevant Ministerial directions**

Direction	Relevant provisions	Response
<b>4.4 Planning for bushfire protection</b>	<p>(a) to protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and</p> <p>(b) to encourage sound management of bush fire prone areas.</p>	<p>The site is within the buffer area of the bush fire prone land map, and as such, is classified as bushfire prone land.</p> <p>An assessment of the site and concept design (bushfire constraints assessment) has been included at Appendix G.</p> <p>The bushfire constraints assessment concludes that with the implementation of the recommended fire protection measures, the planning proposal and subsequent development of land is suitable in terms of its intended retail/commercial/residential land use.</p> <p>The existing drainage channel, maintenance track and wall that separates the developable area from the vegetation to the west of the site by at least 18 m and serves as an appropriate asset protection zone between the site and the bushfire prone land to the west, which is currently accessible for maintenance by access tracks.</p> <p>Further, the concept design demonstrates how future development can feasibly access Newbridge Road and the future DCP Road, providing multiple access points for emergency egress and emergency vehicle access.</p> <p>As such, the planning proposal has taken the matters detailed in the direction into consideration. As stated in the direction, the relevant planning authority must consult with the RFS, following receipt of a gateway determination (e.g. post-gateway).</p>
<b>6.3 Site specific provisions</b>	<p>4. A planning proposal that will amend another environmental planning instrument in order to allow a particular development proposal to be carried out must either:</p> <p>(c) allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.</p>	<p>The planning proposal seeks additional permitted uses on the site, which are consistent with the objectives of the zone and similar to other uses already permitted.</p> <p>The concept designs included at Appendix A reflect the likely maximum development potential for the site in order to aid in the assessment of the proposal.</p> <p>The planning proposal does not propose additional development standards, and as such, is consistent with this direction.</p>
<b>7.1 Implementation of ‘A plan for growing Sydney’</b>	<p>4. Planning proposals shall be consistent with:</p> <p>(a) the NSW Government’s A plan for growing Sydney published in December 2014.</p>	<p>As noted in Section 5.1 Section B, Q3 of this report, the planning proposal is consistent with A Metropolis of Three Cities, and as such, is consistent with this direction.</p>

## Section C - Environmental, social and economic impact

### Q7. 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?

Natural environment impacts are discussed in Section 5.1.2(i) of this report. As noted in that section, a previous investigation has identified potential EECs within the site, but that the EECs are heavily disturbed and are likely to have minimal environmental value.

The planning proposal relates to FSR and height controls, as well as additional permitted uses that are similar to uses already allowed on the site. The planning proposal does not seek to rezone the site from an environmental protection or management type zone, nor set aside any environmental protections or increase the potential development footprint on the site.

### Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

#### i Traffic

The planning proposal is likely to result in a higher commercial and residential density that currently possible on the site. As such, it is likely that the planning proposal will also result in higher traffic generation. A Traffic Impact Assessment has been prepared by Asongroup that discusses the potential impacts associated with the concept plan (Appendix H). It describes the existing local traffic context and assesses the potential traffic implications of the concept design (refer Appendix A). Page 28 of the traffic impact assessment outlines the key findings, as follows:

- the site is of sufficient area that all access driveway and internal design requirements (including parking and servicing) can be satisfactorily accommodated on-site and in accordance with relevant AS2890 and requirements of RMS and LDCP;
- application of the adopted traffic generation rates results in a nominal peak hourly traffic generation of approximately 340 veh/hr in the AM peak (196 in, 144 out) and 433 veh/hr in the PM peak (231 in, 202 out);
- the surrounding road network during the morning and evening peak periods has been assessed under an existing, future baseline (incorporating future surrounding developments) and a future baseline plus development;
- currently, the network generally operates within capacity with some intersections nearing capacity. The intersection of Newbridge Road/Davy Robinson Drive is failing during both peak periods, with excessive delays to both right turn movements. These delays are experienced by only a small number of vehicles under existing conditions;
- the analysis results demonstrate that the Newbridge Road/Brickmakers Drive/Gov Macquarie Drive intersection will fail in both peak periods (Option 1) without signalisation of the Newbridge Road/Davy Robinson Drive intersection and the proposed LDCP network changes, whilst the other intersections have spare capacity to accommodate future growth in traffic volumes; and
- analysis further demonstrates that a future scenario (Option 2) incorporating signals at the Newbridge Road/Davy Robinson Drive intersection and the proposed LDCP east-west road through the precinct improves the Level of Service at the Newbridge Road/Brickmakers Drive/Gov Macquarie Drive intersection.

#### 5.1.4 Overshadowing

Shadow diagrams have been prepared to assess the proposed impact on solar access to future neighbouring properties between 9 am and 4 pm for the Winter Solstice (June 22). The site is bound by Newbridge Road to the north, a vegetated reserve to the west, the future Georges Cove residential subdivision to the south and a proposed mixed-use development to the east.

The shadow diagrams have been provided as part of Appendix A, taking into account preliminary lot and dwelling layouts for the future residential subdivision to the south. The design of these dwellings has been modelled into the accompanying shadow study in order to accurately assess any impact on solar access to the dwellings primary private open space.

The built form of the proposal has been arranged such that all the housing sites to the south can comply with the minimum solar access requirements as set out in the DCP. As such the building height in stories reduces at the western edge of the site from 6 stories to 5 stories. A detail analysis is included in the architectural design statement (refer Appendix A).

#### Q9. Has the planning proposal adequately addressed any social and economic effects?

##### i Social impacts

A Social Impact Assessment (SIA) (Cred Consulting Pty Limited, October 2017) has been prepared for the proposal and is attached as Appendix I. Cred Consulting has undertaken social impact assessments for multiple medium-to-large scale developments in the Moorebank area and is well informed on the needs for services and infrastructure in the area.

The SIA has identified the following services and social infrastructure within a kilometre of the site:

- a public primary school;
- a public high school;
- a medical centre;
- a shopping centre;
- a library;
- a community room;
- two open space areas (within 800 m); and
- planned access to 2 ha of foreshore open space, including pedestrian and cycle paths.

The SIA also noted that the concept design includes 2,800 m<sup>2</sup> of communal rooftop open space for residents, in addition to a gym and medical centre services that will provide for resident needs.

The SIA measured the social impacts of the development and found them generally to be neutral-to-positive. Positive impacts include:

- increased housing stock and diversity, in particular three bedroom apartments;
- provision of communal rooftop open space with close access to 2 ha of open space at Georges river; and

- provision of key services, including large format supermarket, pharmacy and a medical centre in an area where they are needed.

The SIA noted one negative social impact: possibility of increasing prices of housing in an area of increasing housing unaffordability. It is noted that the District Plan provides guidance for an affordable housing provision for planning proposals and will be considered at the post-Gateway stage.

## ii Economic impacts

Location IQ prepared an Economic Needs Assessment (March 2019), which presents an independent assessment of the need and demand for the proposed larger footprint retail facility (refer Appendix J). The report also considers the likely economic impacts that would result from the proposed development. It is noted that there are currently no major full-line supermarkets within the main trade area (over 3,200 m<sup>2</sup>).

It is the conclusion of this report that a substantial net community benefit would result from the proposed Georges Cove Village development. Offsetting the trading impacts on some existing retailers, there are very substantial positive impacts including the following:

- significant improvement in the range of retail facilities that would be available to residents, particularly in terms of convenient supermarket retailing;
- the proposed Moorebank supermarket would improve choice of location and allow for price competition. The inclusion of a full-line supermarket would represent the only such offer within the defined main trade area;
- the addition of a supermarket at the subject site would also result in the retention of spending currently being directed to other large supermarket facilities at major shopping centres situated beyond the trade area, thereby reducing the need for local residents to travel further afield for their supermarket and convenience-based shopping needs;
- the retail offer will enable the development to serve the growing population and the associated demand for additional retail floorspace; and
- the creation of additional employment which would result from the project, both during the construction period, and more importantly, on an ongoing basis once the development is complete and operational. In total, some 857 jobs are likely to be created both directly and indirectly as a result of the retail component of the proposed Georges Cove Village development. This includes a number of youth employment opportunities with retail developments generally employing a large number of younger staff.

The report concludes that the combination of the substantial positive economic impacts serve to more than offset the trading impacts that could be anticipated for a small number of existing retail stores, particularly supermarkets, in the region. Further, the impacts would not threaten the viability of any retail facilities.

The planning proposal has addressed the social and economic effects of the planning proposal by demonstrating that:

- there is no additional unplanned community or open space infrastructure required by the changes proposed;
- the site is well placed to take advantage of capacity in current and planned community and open space infrastructure; and
- the proposed retail uses will result in many substantial positive economic impacts for the locality.



## Section D - State and Commonwealth interests

### Q10. Is there adequate public infrastructure for the planning proposal?

The site is well served by public infrastructure, as it is within an established urban area with access to shops within the site, public transportation, open space and community facilities.

As noted in the TIA, the site is adjacent to Newbridge Road, with the M90 Liverpool to Burwood bus service providing peak hour services every 10 minutes, and services outside of peak hour generally every 15-20 minutes. The bus service generally operates between 5:30 am and 9.30 pm, Monday to Friday and generally 7 am to 9 pm Saturdays, Sundays and public holidays.

The bus service will allow residents access to retail and services in the Liverpool CBD, including the Liverpool Railway Station, generally within 10-15 minutes without reliance on private vehicles. The M90 route also includes multiple interchanges with other regional and local bus routes, minimising transfer requirements.

### Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

The applicant has engaged in early consultation with LCC and the Council has indicated in-principal support for this planning proposal to be prepared. Further consultation with LCC will be undertaken as the planning proposal progresses.

Initial consultation was commenced with Roads and Maritime Services (RMS) regarding ingress and egress arrangements, and plans were amended in response to RMS suggestions.

It is expected that further consultation will be undertaken with the following public authorities:

- RMS, due to the adjacent classified road;
- NSW Fire and Rescue, due to the adjacent bush fire prone land;
- Transport for New South Wales, due to the adjacent public transportation access; and
- Department of Primary Industries, due to the proximity of the Georges River.

## 6 Part 4 - Mapping

The planning proposal seeks to amend the Height of Building and Floor Space Ratio Map and Additional Permitted Uses Map of the Liverpool Local Environmental Plan 2008 as it applies to the subject site – refer to the maps in support of the planning proposal. Amended LEP maps have been provided for in Section 4 of this report.

## 7 Part 5 – Community consultation

Public consultation will be undertaken in accordance with the requirements of the Gateway Determination and the Department of Planning and Environments *A guide to preparing local environmental plans*.

It is expected that the planning proposal will be exhibited for a period not less than 28 days and that this will include notification of the public exhibition:

- in relevant local newspapers; and
- in writing to the owners and occupiers of adjoining and nearby properties.

## 8 Part 6 – Project timeline

**Table 8.1** Project timeline

<b>Step</b>	<b>Proposed date</b>
Planning Proposal submitted to Department of Planning and Environment (DPE) seeking Gateway determination	August 2019
Anticipated commencement date (date of gateway Determination)	October 2019
Anticipated timeframe for the completion of required technical information and peer review by Council	Nov/Dec 2019
Public exhibition and public authority consultation	Jan/Feb 2020
Timeframe for consideration of submissions	March/April 2020
Timeframe for the consideration of a proposal post exhibition (including reporting to Council)	April 2020
Drafting of instrument and finalisation of mapping	May 2020
Date of submission to the DPE to finalise the LEP	June 2020
Anticipated date Relevant Planning Authority (RPA) will make the plan	June 2020
Anticipated date RPA will forward to DPE for notification	June 2020

## 9 Closing

This planning proposal seeks to amend Liverpool Local Environmental Plan 2008 to enable the development of a mixed-use development, including residential, commercial and a retail centre at 146 Newbridge Road, Moorebank. It has been prepared in accordance with Section 3.33 (previously Section 55) of the EP&A Act and relevant guidelines from DPE, aligns with State and Council strategies and appropriately addresses the strategic merit and site-specific merit tests set out in *A guide to preparing planning proposals*.

The planning proposal demonstrates that the amendment is justified and will contribute to the provision of a high-quality development that will contribute to housing diversity, employment opportunities and essential services for current and future residents in the area.

The planning proposal is therefore suitable for Council consideration and forwarding to DPE for Gateway determination.