

Planning Proposal

Warwick Farm Precinct

Amendment to the Liverpool Local Environmental Plan 2008:

- *Amend the Land Zoning Map to rezone land within the Warwick Farm Precinct from part R3 Medium Density Residential, part R2 Low Density Residential and part RE2 Private Recreation to B4 Mixed Use, R4 High-density Residential and RE1 Public Recreation*
- *Amend the Maximum Height of Buildings Map from 15m to introduce a range of building height from a maximum of 49m ranging down to 14m*
- *Amend the Floor Space Ratio Map from 0.75:1 to introduce a range of floor space ratios from 3.6:1 down to 1.3:1*
- *Amend the Key Sites Map to introduce 'Warwick Farm Precinct' and a site specific clause that requires that development occur in street blocks indicated on the map only if the development:*
 - *provides compensatory storage within the Precinct to ensure that any filling works do not impact on flood levels on land within or outside the Precinct and*
 - *the development block including adjoining streets are raised to ensure all development is capable of accessing a continuous flood evacuation route to the intersection of Warwick Street and the Hume Highway.*

5 August 2020

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Glossary

Term	Definition
ADG	Apartment Design Guide
ARI	Average Recurrence Interval
CASA	Civil Aviation Safety Authority
DA	Development Application
DCP	Development Control Plan
DPIE	Department of Planning, Industry and Environment
EP&A Act	Environmental Planning and Assessment Act 1979
FSR	Floor Space Ratio
GFA	Gross Floor Area
GSC	Greater Sydney Commission
ISEPP 2007	State Environmental Planning Policy (infrastructure) 2007
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
LLEP 2008	Liverpool Local Environmental Plan 2008
OLS	Obstacle Limitation Surface
Regulations	Environmental Planning and Assessment Regulation 2000

Foreword

On 11 December 2019, Council resolved to prepare a Structure Plan and Planning Proposal for the area bounded by Scrivener Street, Main South Railway Line, Hume Highway, Sydney Water sewerage treatment plant land and Governor Macquarie Drive (but excluding 240 Governor Macquarie Drive) at Warwick Farm.

The Structure Plan investigates the area for mixed uses including resident development in line with Council's Local Strategic Planning Statement, identifies the preferred built form outcomes, the provision of, and local contributions framework to fund new open space, community facilities and road infrastructure necessary to support the redevelopment, and address other amenity and flooding considerations. The resulting Planning Proposal seeks to rezone the land from R2 Low Density Residential, R3 Medium Density Residential and RE2 Private Recreation to B4 Mixed Use, R4 High Density Residential and RE1 Public Recreation under Liverpool Local Environmental Plan (LEP) 2008.

The work presented in this Planning Proposal has been prepared by the following consultant team:

- An Urban Design Report and Structure Plan - CM+, Urban Designers
- A Traffic Impact Assessment Report - SCT, Traffic Engineers
- A Flood Impact Assessment - WBT, Flood Engineers
- A Community Benefits Assessment Report - CRED, Social Planners
- Local Infrastructure Contributions Plan - GLN Planning
- Quantity Surveying - Mitchell Brandtman NSW
- Land Valuations - Atlas Urban Economics

The Planning Proposal recommends that Council supports the Planning Proposal and Structure Plan for referral to the Local Planning Panel as the first step toward gateway approval.

Introduction

This Planning Proposal and supporting Structure Plan informs proposed amendments to Liverpool Local Environmental Plan (LEP) 2008 for the area bounded by the Hume Highway, Shore Street, Warwick Farm Sewerage Treatment Works land, Priddle Street, the Main South Railway line and Governor Macquarie Drive (but excluding 240 Governor Macquarie Drive) within Warwick Farm. The Planning Proposal seeks to amend the existing zonings to apply a B4 Mixed Use, R4 High Density Residential and RE1 Public Recreation Zoning to the land to enable the Structure Plan to be delivered.

The determination of the final land use zoning for this precinct is more complex than most areas. It is an area that has superior public transport access being within 400m walking distance of Warwick Farm Station, but the land has some constraints including flooding, odour and ecological buffers, height obstacle limitations for aircraft using Bankstown Airport, and noise and amenity considerations from industrial interfaces to the south and from traffic. It remains a relatively small pocket of predominantly aged residential dwellings interspersed with a number of horse boarding and training facilities, and a single premier sporting oval. Despite its location near to Warwick Farm Station, the existing area is poorly service by convenient shops and community facilities.

There have been many studies and strategies that have looked to influence land use change in this area. More recent State Government led planning strategies have earmarked the area for employment purposes, which include land uses typically regarded as being more compatible with a range of constraints that apply to the area. However, Council's recent resolutions highlight the need to look at the area for mixed uses including residential uses. Consistent with Council's resolution, the Local Strategic Planning Statement prepared by Council and endorsed by Greater Sydney Commission commits Council to preparing a Structure Plan and Planning Proposal to, among other things, inform appropriate land use zones.

The Structure Plan and supporting studies investigate specific planning, engineering and staging solutions that are required to address the constraints in the area to enable viable mixed uses, including residential development. These solutions will need to be preconditions to any development occurring in the area.

The preparation of a Planning Proposal is the first step in the NSW Department of Planning, Industry and Environment's (DPIE) Gateway process for amending Liverpool LEP 2008. The Gateway Process sets out a series of steps for making or amending local environmental plans as outlined in **Table 1**.

Table 1 Steps for making and amending a local environmental Plan

No.	Step	Explanation
1	Planning Proposal	Council prepares a document explaining the effect of and justification for the making or amending of a local environmental plan and submits the Planning Proposal to the NSW Minister for Planning for consideration.
2	Gateway	The Department of Planning and Environment, as a delegate of the Minister for Planning, determines whether a Planning Proposal should proceed.
3	Community Consultation	The Planning Proposal is publicly exhibited.
4	Assessment	Council considers the submissions received in response to the public exhibition, varying the Planning Proposal if necessary.
5	Drafting	Parliamentary Counsel prepares a draft local environmental plan.
6	Decision	The relevant planning authority approves the local environmental plan, making it law.

Report Structure

This Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning & Assessment Act 1979 (EP&A Act) with consideration of DPIE's A guide to preparing Planning Proposals (December 2018). Consistent with these documents and to give context to the investigations, this Planning Proposal is structured into the following parts:

- Project Background
- Precinct Description including key planning considerations
- Statutory Planning Framework
- Preferred Structure Plan and Infrastructure Requirements
- Part 1 - A Statement of the Objectives and Intended Outcome
- Part 2 - Explanation of Provisions
- Part 3 - Justification
- Part 4 - Mapping
- Part 5 - Community Consultation
- Part 6 - Project timeline

Project Background

On 11 December 2019, Council resolved to direct the CEO to engage consultants to prepare a Structure Plan for the rezoning of the Warwick Farm precinct for a mix of uses. Council appointed a multi-disciplinary team led by Conybeare Morrison to prepare the supporting investigations required to address the strategic, social, economic and physical considerations necessary to inform a Structure Plan together with a contributions framework for the provision of new infrastructure to support the redevelopment.

The Planning Proposal is consistent with the Local Strategic Planning Statement for Warwick Farm endorsed by Council at its meeting of 25 March 2020 (EGROW11) to

“prepare structure plan and planning proposal to rezone the Warwick Farm racing precinct to a mix of uses, including B4.” The LSPS was subsequently been endorsed by Greater Sydney Commission as follows:

Note: Action 10.2 of the LSPS commits to developing a structure plan and planning proposal for the Warwick Farm racing precinct. In this context Council should support:

- *the precinct’s role as part of the larger Strategic Centre and proximity to the adjoining institutions in the Innovation Precinct and the Warwick Farm Racecourse;*
- *prepare the structure plan to inform the appropriate land use zones; and*
- *consult with the Commission, DPIE, TfNSW and other relevant State agencies on the preparation of a structure plan.*

Council's resolution of 11 December 2019 and its endorsed LSPS requires a range of investigations that seek to align the strategic considerations for this area and provide a road map as to how the land could be redeveloped.

Warwick Farm Precinct description

The Planning Proposal comprises an areas or approximately 25ha (including roads) and is bounded by the Hume Highway, Shore Street, Warwick Farm Sewage Treatment Plant land, Priddle Street, the Main South Railway line and Governor Macquarie Drive (but excluding 240 Governor Macquarie Drive) within Warwick Farm. It is located approximately 1 to 1.5 kilometres north east of Liverpool Central Business District and 13.5 kilometres south west of Parramatta.

Figure 1 below shows the location of the Study Area.

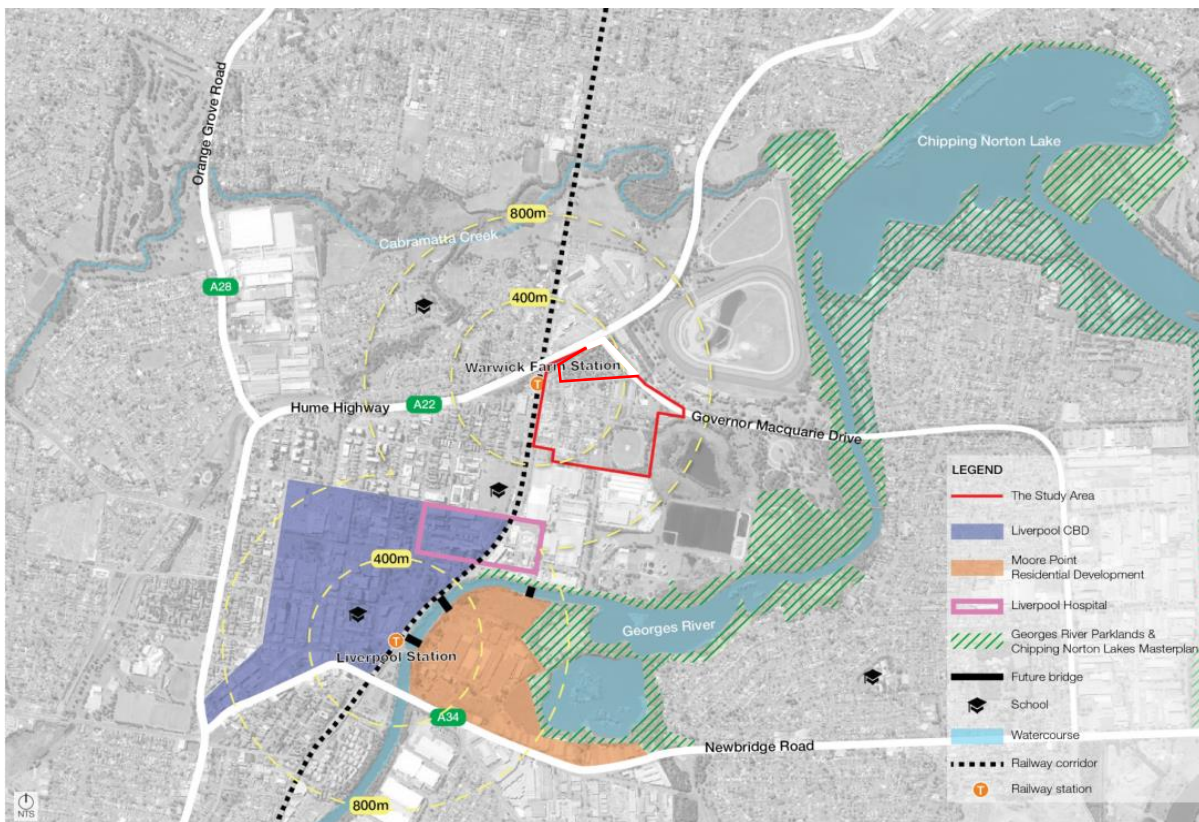


Figure 1: Regional Context (Source: CM+)

The Study Area excludes 240 Governor Macquarie Drive to the north as Council has previously supporting a Planning Proposal to rezone this land from B5 Business Development, to B4 Mixed Use and R4 High Density Residential including amending the maximum height from 15m to 50m and floor space ratio from 0.75:1 to 2:1. This Planning Proposal permitted an amended reference scheme submitted by the applicant yielding approximately 500 dwellings and an anticipated 125 jobs. Whilst this Planning Proposal has been excluded from the Structure Plan investigation area, the built form, likely traffic generation and the potential facilities provided under its proposed Voluntary Planning Agreement have been considered as part of the investigations.

The boundaries of the Precinct excluding the land known as 240 Governor Macquarie Drive to the north are shown in red on the aerial photograph in **Figure 2** below.



Figure 2: Precinct Boundaries shown in red (Source: CM+)

The Warwick Farm Precinct (also referred to as the Munday Street Sub Precinct) is a relatively small, discrete primarily residential pocket of land comprising predominantly aged residential dwellings and a small number of town houses, many of which are in only fair to moderate condition, as well as a number of horse boarding and training facilities, and a premier sporting oval with playground, amenities building and AFL and turf wicket cricket pitch. The Precinct is relatively flat and nearly all of the existing dwellings are within a 400m radius and easy walking distance to Warwick Farm Railway Station. However, the Precinct contains no existing retail or community facilities.

Warwick Farm is also located within the Liverpool Collaboration Area and immediately east of the northern part of Liverpool Innovation Precinct and north of the Liverpool Health and Academic Precinct. The Collaboration Area hopes to target opportunities for growth in certain sectors including health and education to create smart jobs and foster linkages in the area making Warwick Farm well connected to future employment and facilities.

The land within the Warwick Farm Precinct is in relatively fragmented ownership as shown in **Figure 3**. A list of the properties that comprise the Precinct is at **Appendix A**.



Figure 3: Land Ownership (Source: CM+)

Excluding the Planning Proposal land at 240 Governor Macquarie Drive, adjoining land uses are all non-residential and comprise industrial land to the south; Sydney Water sewerage treatment works land and coastal wetland to the east; the Hume Highway, Governor Macquarie Drive (beyond which is Warwick Farm Race Course) to the north; and the Main Southern Rail Line to the west.

The Hume Highway adjoining the northern boundary of the site is the main east-west vehicle access route through Warwick Farm and a main transport route through the Liverpool local government area (LGA), which supports several major regional bus routes. Governor Macquarie Drive is a distributor road which serves as a bypass around the CBD connecting the Hume Highway to the north of the site to Newbridge Road to the south. The Warwick Farm train station on the T2, T3, and T5 suburban lines is located to the immediate west of the site.

The road network through the Precinct is grid like with the only access points at Governor Macquarie Drive in the north and Scrivener Street in the south, and a minor left turn only at Warwick Street connecting to the lower elevated part of the Hume Highway overbridge of the rail line in the west. This means that the Precinct carries a high volume of heavy vehicle traffic via Manning and Priddle Streets (a designated B double transport route) from the industrial precinct immediately to the south. As part of the Structure Plan process, Council has resolved to construct a road around Rosedale Oval to create a bypass for industrial traffic around the Precinct.

Under Liverpool LEP 2008, the Precinct contains a variety of existing zonings including:

- R2 Low Density Residential – this zone applies to majority of the residential land within the Precinct and permits dwellings houses which make up most development in this zone. Clause 16 of Schedule 1 of the LEP also permits animal boarding or training establishments, farm buildings and veterinary hospitals in the R2 Zone which reflect a number of horse boarding and training establishments located in this area. Heights in this zone are limited to 8.5m with an FSR of 0.5:1.

- R3 Medium Density Residential – this zone applies to a small pocket of land located opposite the station and developed with a 2 storey townhouse style development. Heights in this zone are limited to 8.5m with an FSR of 0.5:1.
- RE1 Public Recreation – this zone applies to Rosedale Oval and the embankment supporting the Hume Highway overpass.
- SP2 Sewerage Systems – this zone applies to land immediately east of the Rosedale Oval playing surface and corresponds with the location of Horse Shoe Pond and a small section of Shore Street within the Precinct.
- RE2 Private Recreation – this zone applies to land fronting Governor Macquarie Drive and Shore Street in the north east of the Precinct. It primarily accommodates horse boarding and training premises.

The property known as 240 Governor Macquarie Drive is currently zoned B5 Business Development, a zone which permits business and warehouse uses, and specialised retail premises that require a large floor area. Council has resolved to rezone this land B4 Mixed Uses and R4 High Density Residential including amending the maximum height from 15m to 50m and floor space ratio from 0.75:1 to 2:1.

Figure 4 is an extract of the existing land use zones applying in the Precinct.

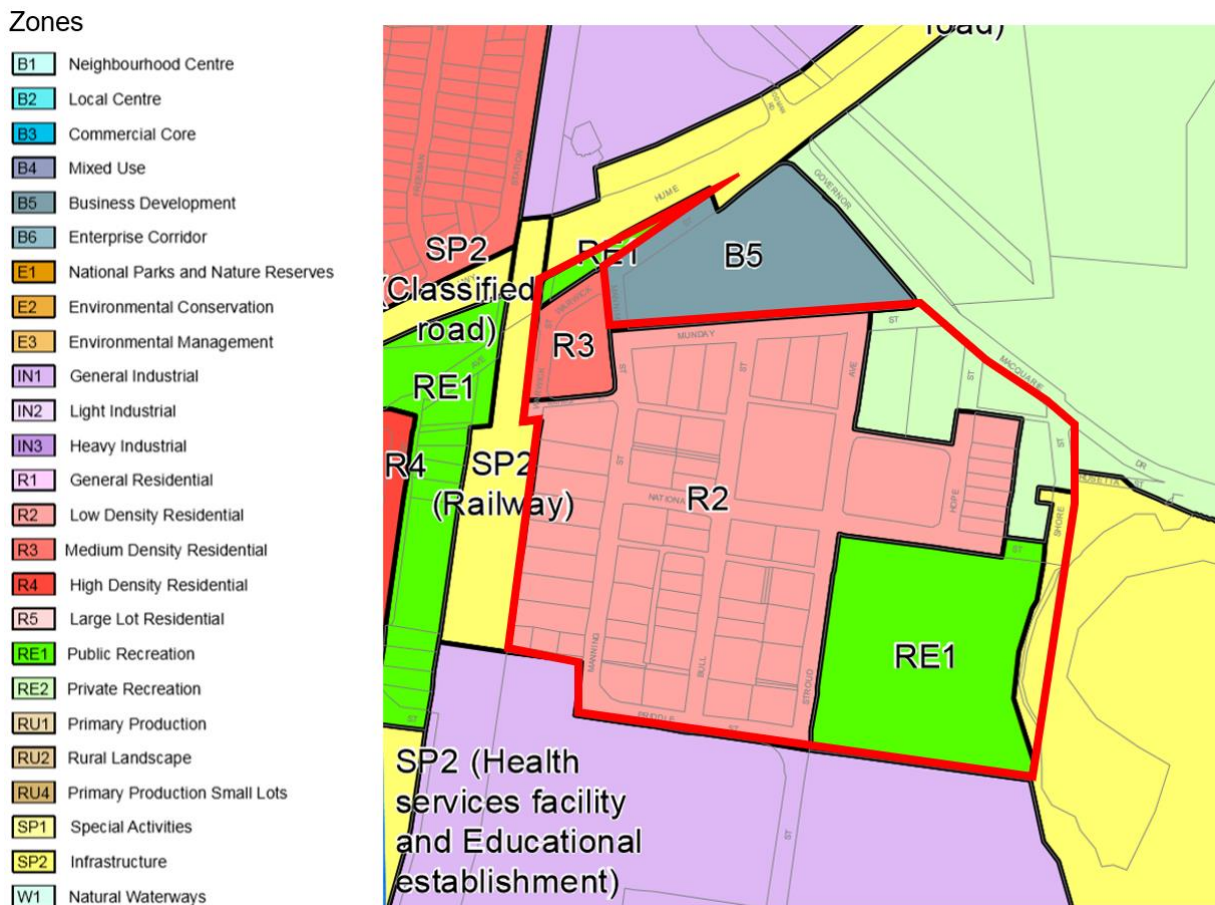
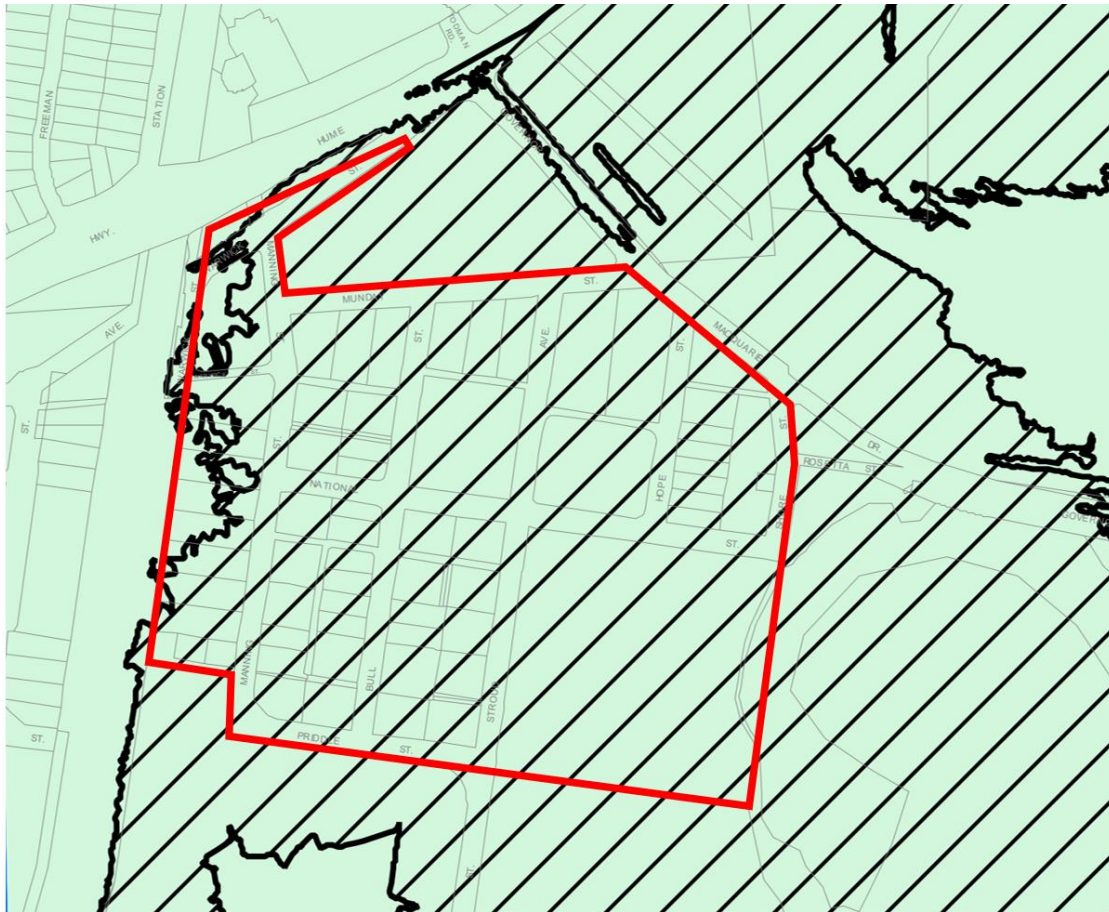


Figure 4: Extracts of Existing Zone Map with the Precinct outlined in Red (Source: Liverpool LEP 2008)

The Liverpool LEP 2008 and other environmental planning instruments that are applicable to the land include provisions that flag a range of planning issues which the Structure Plan will need to address as discussed below:

Flooding

The entire site is mapped as flood prone land and is within a flood planning area to which Clauses 7.8 and 7.8A apply under Liverpool LEP 2008 (refer to **Figure 5**).



Flood planning area map - sheet FLD-014



-  Flood planning area
-  Flood prone land

Figure 5: Extract of Flood Planning Area Map - LLEP 2008

The flood planning information for this site indicates that the flood risk is Medium Flood Risk categorisation as provided in the Draft January 2020 Georges River Flood Study. Where an area is designated high risk, residential development is not permitted. However, where an area is a medium risk, the proposal requires a merits based assessment to be undertaken which balances the social, economic, environmental and flood risk parameters to determine the appropriateness and sustainability of the proposed development.

Importantly, where higher density residential development is proposed the evacuation of residents during a flood must be accommodated. Shelter in place is not appropriate and therefore there must be

appropriate access from every building in a 100 year event. In addition, an appropriate Flood Emergency Plan must be developed that does not rely upon external bodies (SES, Police etc.). This Plan must be reviewed by the SES.

This means that the land on which mixed use development occurs must be filled to provide a trafficable evacuation route into and out of the Precinct in the 100 year flood event. The evacuation route will need to link to the elevated intersection of Warwick St and the Hume Highway adjacent to 240 Governor Macquarie Drive, as all other road entries to and from the Precinct are flood affected. This will mean that development within the Precinct will need to occur in line with a staging plan that ensures that street blocks are redeveloped in an order that builds upon the evacuation route to this intersection as a pre-condition for development. Further the filling of land to raise roads to form an evacuation route can only occur if compensatory storage elsewhere in the Precinct is achieved. This can be reducing the levels within proposed open space as part of their development for sportsfields.

Clause 6 of the Ministerial Direction 4.3 issued under Section 9.1 of the *Environmental Planning and Assessment Act 1979* for Flood Prone Land specifies that a planning proposal must not contain provisions that apply to flood planning areas which permit a significant increase in the development of that land or are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services.

The Department exhibited a revised Flood Prone Land Package between 30 April to 25 June 2020. The proposed changes included a revised draft planning direction for flood prone land, a revised planning circular, revised LEP clauses and a new guideline.

The revised direction would require a consent authority to not pursue LEP provisions that permit residential development in high hazard areas, or that permit a significant increase in the dwelling density of land in a Flood Planning Area, unless the draft LEP is consistent with Council's Floodplain Risk Management Policy, which is in accordance with the principles and guidelines of the Floodplain Development Manual 2005.

The Warwick Farm racing precinct is not located in a "high hazard" flood area. The planning proposal has been prepared in accordance with the requirements of Council's Floodplain Risk Management Policy.

The proposed guideline is not yet NSW government policy. However, it may need to be addressed in more detailed flood studies, conducted after the issue of a Gateway determination, should it be adopted in the near future.

The direction also excludes sensitive land uses that cannot effectively self-evacuate from being developed in a Flood Planning Area. These uses include centre based child care facilities, group homes, seniors housing etc. Specific uses developed in the precinct, would be determined during the development application process.

The Local Contributions Framework that will be required to support the proposed redevelopment will include a funding mechanism requiring developers to contribute for the filling of land including raising the level of sections of roads for a viable evacuation route as well as the locations for reducing the existing level of land, which can occur from within the new areas of open space required for the development. This approach will also provide the required compensatory storage that will ensure no impact on flood levels elsewhere within the catchment.

Acid Sulfate Soils

The site is identified as being potentially affected by Class 5 acid sulfate soils under Liverpool LEP 2008 (refer to **Figure 6**). Part of Rosedale Oval is also identified as being partially affected by Class 3 acid sulfate soils.

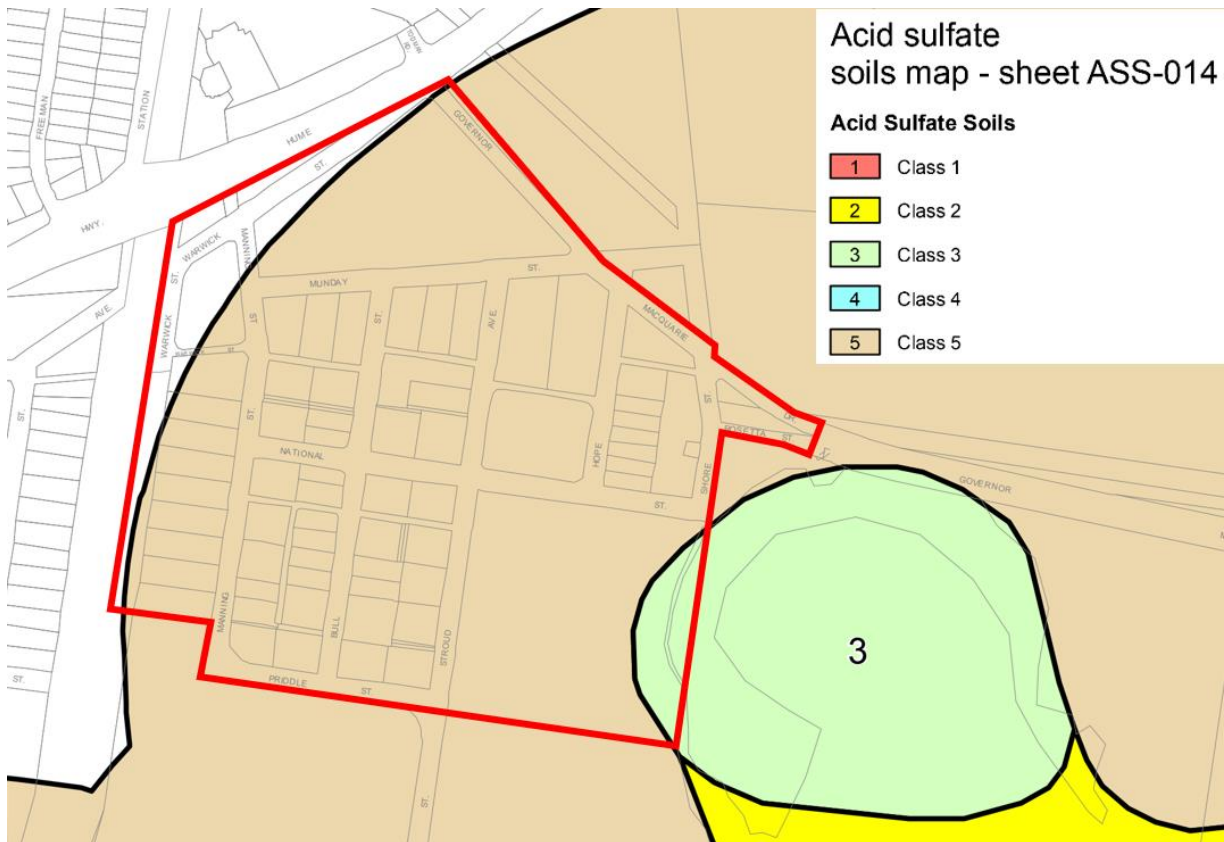


Figure 6: Extract from LLEP 2008 of Acid Sulfate Soils Mapping

Clause 7.7 of Liverpool LEP 2008 states that development consent is required for Class 5 land where proposed works are within 500 metres of adjacent Class 1, 2, 3 or 4 land (which the Precinct is) that is below 5 metres Australian Height Datum by which the water table is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

The proposed development will require excavation for basements and cut to provide filling for the raised development sites and evacuation route. Subject to detailed geotechnical investigations at the development application stage, there is nothing to suggest the strategy to achieve compensation storage from balanced cut and fill or basement excavation cannot be achieved.

Airspace operations

The site is in an area impacted by the operational requirements for Bankstown Airport (refer to **Figure 7**). The maximum obstacle limitation surface (OLS) for the site is 70m and the lowest is 51m. As the site has an AHD of approximately 8m, this limits the height of future buildings to 62m (approximately 20 storeys) in the west down to 43m (approximately 12 storeys) in the east.

By comparison, future development at 240 Governor Macquarie Drive ranges between 6 to 15 storeys (commensurate with a 50m height limit). This is likely to be the tallest buildings in the Precinct because of its location at the gateway to the Precinct.

The future planning can ensure that the heights of buildings will not exceed the OLS for the site.

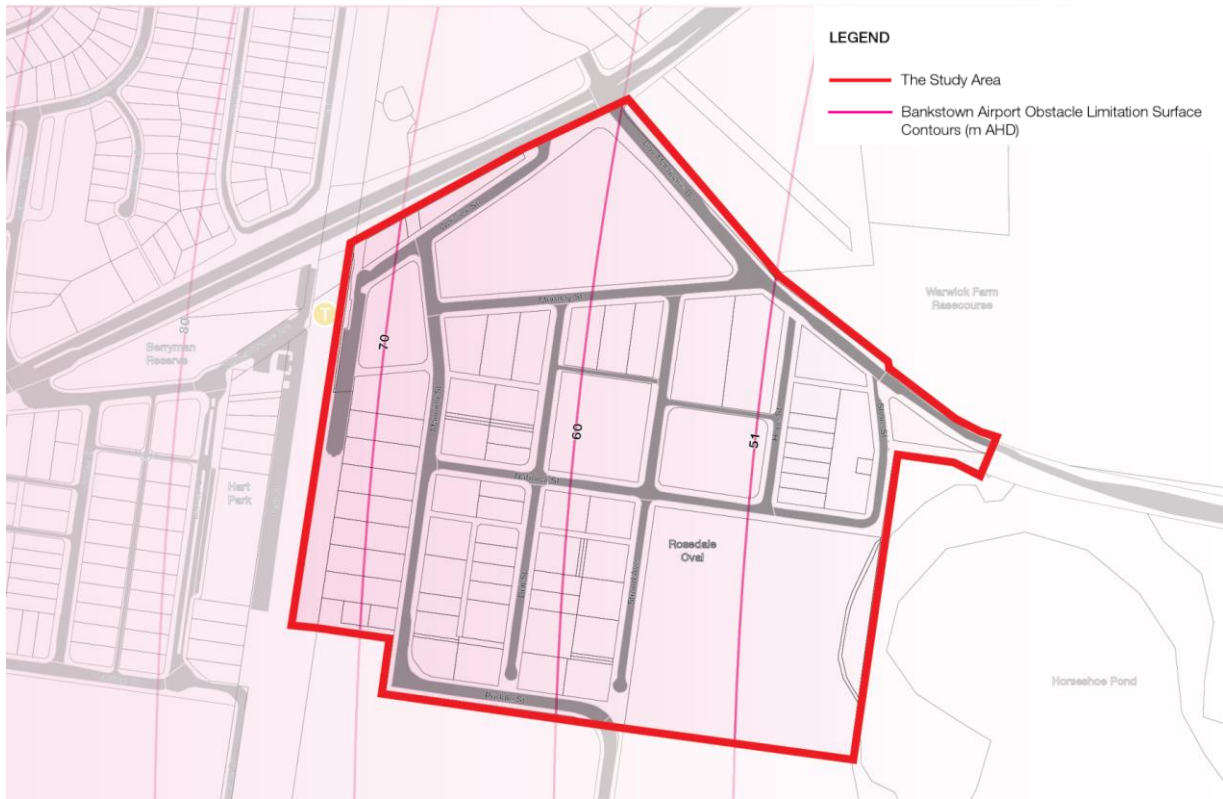


Figure 7: Bankstown Airport OLS Contours (Source: CM+)

Residential Amenity

The SEPP (Infrastructure) 2007 contain provisions to ensure residential amenity is achieved when proposed adjacent to road and rail corridors. The Precinct backs onto a rail corridor and is adjacent to Governor Macquarie Drive, which are both infrastructure which require special consideration to ensure adjacent developments achieve acceptable noise goals. Council has also resolved to progress a bypass road to take industrial traffic around, rather than through this future mixed use including residential precinct and therefore improve the residential amenity by reducing safety, noise and air quality impacts. The route of this road follows open space zoned land, with the preliminary designs diverting the bypass road around the eastern side of Rosedale Oval. The route is discussed in more detail in the following section.

The Structure Plan can also investigate other initiatives to improve residential amenity including measures to address the visual interface between future residential development and the industrial land to the south.

Finally, achieving an appropriate residential amenity will mean ensuring access to a package of facilities and services required to support a new population. The existing Precinct is a relatively isolated residential pocket poorly served with access to local shops and community facilities. The Structure Plan provides the opportunity to provide the required community and open spaces to satisfy the needs of the future population and the proposed development to provide a commercial framework for provision of convenience shopping.

Environmentally Significant Land

Whilst Liverpool LEP 2008 does not map any land within the Precinct as being environmentally significant land, it is noted that the existing Sewerage Works and Horseshoe Pond have an odour buffer and an ecological buffer that extend into the Precinct.

The odour buffer is identified around the Warwick Farm sewerage treatment works to reflect areas that may be subject to odour from the plant based on distance, meteorological and topographic conditions. Since at least the mid 1990’s Department of Urban Affairs and Planning (now DPIE) has released policy documents which seek to prevent residential and other sensitive uses from establishing in the odour buffers around sewerage treatment.

Figure 8 shows the odour buffer associated with the sewerage treatment works. It is noted that land uses within the buffer are generally non residential land uses.

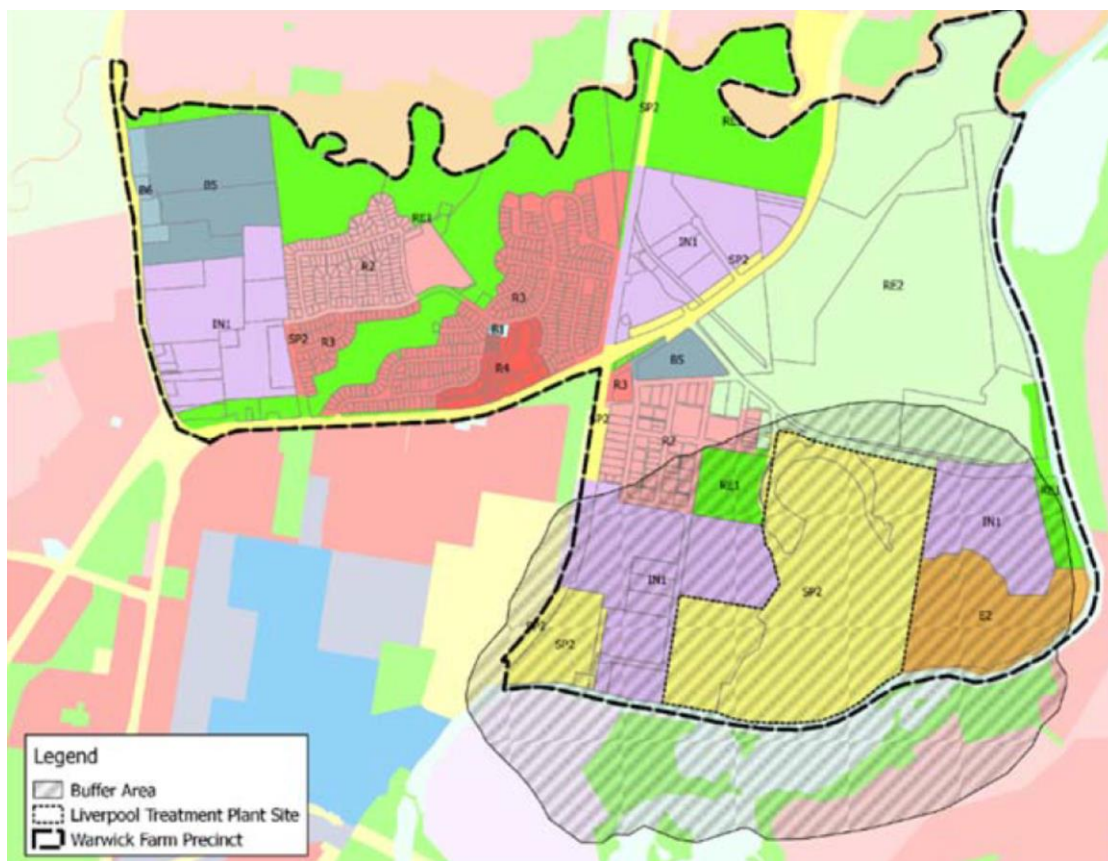


Figure 8: Odour Buffer associated with sewerage treatment works

Horseshoe Pond is identified as a coastal wetland and has an associated buffer area referred to as a ‘proximity area’ to Horseshoe Pond is established under the State Environmental Planning Policy (Coastal Management) 2018 (Coastal Management SEPP) and requires a higher level of assessment to ensure ecological outcomes and achieved.

Figure 9 shows the location of Horseshoe Pond and its ecological buffer mapped under the Coastal Management SEPP.



Figure 9: Coastal wetland (blue) and ecological Buffer (hatched) under SEPP (Coastal Management) 2008

As noted in the previous section, Council has resolved to progress a bypass road which will provide an alternative to industrial traffic, including B-Double truck movements, from traversing through the residential precinct.

The Council resolution proposes that this road will traverse around the existing Rosedale Oval playing surface to link the end of Scrivenor Street at Priddle Street in the south and to connect into Shore Street in the north. The bypass route around Rosedale Oval is on land that is zoned RE1 Public Recreation and SP2 Sewerage System and is owned by Crown Lands for which Council has been granted care, control and management and Sydney Water. Roads are already permissible in both these zones. The resolution specifies that the bypass route should be zoned SP2 Local Road, which in turn would set up a mechanism for the acquisition of this land by Council under Clause 5.1 of Liverpool LEP 2008.

The proposed bypass route to the east of the Rosedale Oval playing surface traverses across land mapped in the Coastal Management SEPP as a Coastal Wetland and in 'proximity area to coastal wetland' which is referred to in this Planning Proposal as a buffer area. It appears from the preliminary road design that a small section of road may be located within the mapped wetland boundary, with the remainder traversing through the buffer area.

Clauses 10 of the Coastal Management SEPP requires the preparation of an Environmental Impact Statement for any works within the coastal wetland. Clause 11 of the Coastal Management SEPP requires that the consent authority is satisfied that the proposed development will not significantly impact on—

- (a) the biophysical, hydrological or ecological integrity of the adjacent coastal wetland or littoral rainforest, or
- (b) the quantity and quality of surface and ground water flows to and from the adjacent coastal wetland or littoral rainforest.

The proposed route of the road currently traverses through land zoned RE1 Public Recreation, RE2 Private Recreation and SP2 Sewerage System. As noted above, all these zones permit “roads” as a land use which is permissible with the consent of Council. The bypass road does therefore not require rezoning and can be delivered if further ecological investigations confirm it could be approved under the Coastal Management SEPP.

The rezoning of the bypass route into the Planning Proposal requires justification for the change from the existing zoning. It is recommended that ecological advice be sought to confirm the road could be approved meeting the specific requirements of the Coastal Management SEPP and that discussions occur with Crown Lands and if required Sydney Water to ensure owners consent will be forthcoming and any additional acquisition requirements. This will avoid delays with adopting an SP2 Local Road in this report that requires further investigations. The draft Local Contributions Plan has included an amount for this land to be acquired subject to the above occurring.

Should the investigations above result in uncertainty for an approval pathway for the bypass road in its current location, it is noted that the Structure Plan is flexible and has already incorporated an alternative route which is considered to meet Council’s objectives of providing a route for industrial traffic which substantively avoids impacting on the amenity of future residential properties.

Heritage

The site is not identified as a heritage item, or as being in a conservation area. However, the Warwick Farm Racecourse located to the north east, directly opposite part of the Precinct, on the corner of the Hume Highway and Governor Macquarie Drive is listed as Local Heritage Item 66 under the Liverpool LEP 2008 (refer to Error! Reference source not found.).

While the Precinct itself is not a heritage item, Clause 5.10(5) of Liverpool LEP 2008 requires that development in the vicinity of a heritage item to consider the impact of the development on that item. This will be a matter for consideration with future Development Application (DA).

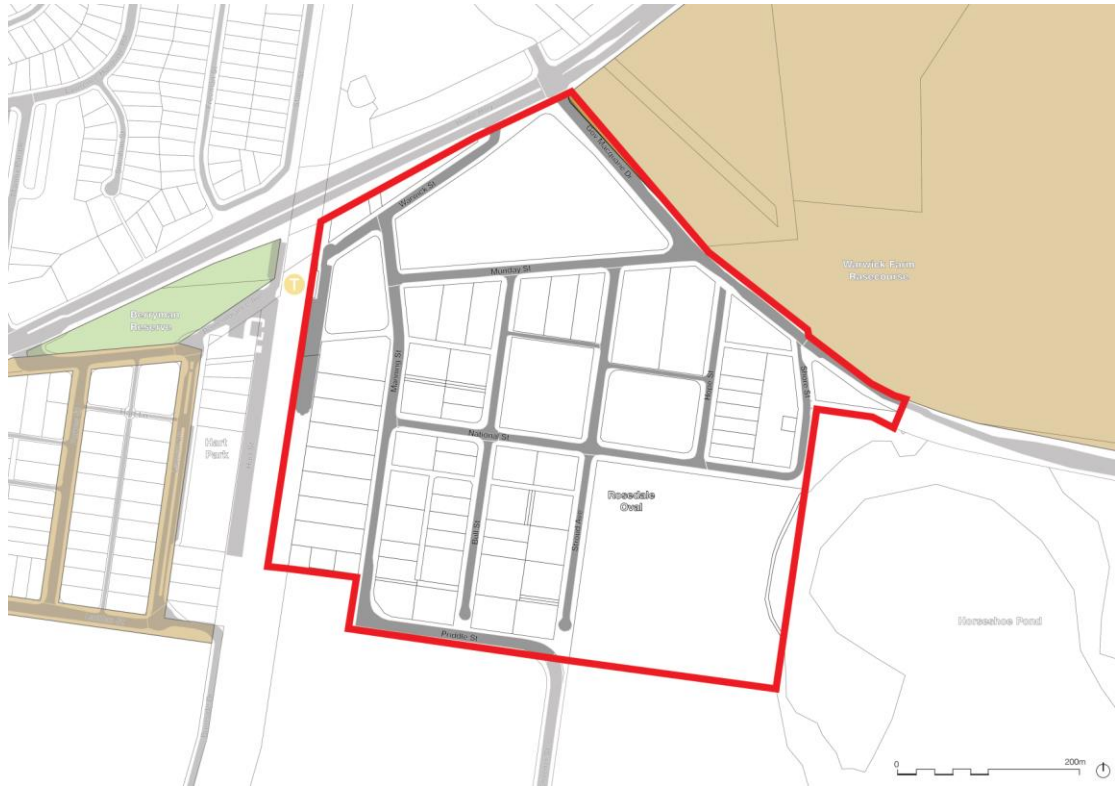


Figure 10: Location of nearby heritage items (Source: CM+)

Preferred Structure Plan and Infrastructure Requirements

The previous section identifies a number of planning issues that the Structure Plan must resolve to deliver a responsible redevelopment of the Precinct consistent with Council’s endorsed Local Strategic Planning Statement (LSPS) that provides for mixed use outcomes to maximise employment and residential opportunities.

The Structure Plan and Local Contributions Framework has sought to be efficient by organising and considering the delivery of land uses that address both the planning requirements for the incoming population and other important but separate planning issues. For example, the location of the required open space to meet the recreation needs of the new community also provides:

- the opportunity for compensatory flood storage to offset the filling required to deliver the flood evacuation routes by reducing the level on the open space lands as part of the delivery of new sports fields
- an appropriate interface separating the residential from the industrial interfaces to the south
- an appropriate land use for those parts of the Precinct otherwise sterilised by the odour buffer from the sewerage works.
- an opportunity for an alternative bypass route between Rosedale Oval and new open space areas should it be required that largely separates the heavy industrial traffic from residential land uses.

The preferred Structure Plan excludes the land known as 240 Governor Macquarie Drive which is the subject of a separate Planning Proposal that has already been supported by Council. Whilst this land is excluded from this Planning Proposal, it has been recognised as a development that will both contribute to infrastructure in the Precinct through a Voluntary Planning Agreement and provide the potential for additional flood evacuation routes through this parcel.

The Preferred Structure Plan provides an outline of the structure of the Precinct focussed on the distribution of land uses. The Local Contribution Framework outlines the additional infrastructure that is required to support the outcomes in the Structure Plan including opportunities to link the future population to adjoining areas presenting recreation and other opportunities. The Structure Plan and Local Contributions Framework are interrelated and provide a road map as to how the area can be developed. These two documents are discussed below:

Preferred Structure Plan

The Preferred Structure Plan proposes a mixed use precinct including a Proposed B4 Mixed Use Zone and a R4 High Density Residential Zone as well as additional areas in a RE1 Public Recreation Zone to meet the demand of the incoming population. The Preferred Structure Plan (with the 240 Governor Macquarie Drive faded) is shown in **Figure 11** below.



Figure 11: Preferred Structure Plan (Source CM+)

Consistent with the Council’s resolution, the Structure Plan depicts the redevelopment of the Precinct for mixed use development including residential development. Key features of the Structure Plan include:

- A total of 144,544m² of GFA consisting of

- 124,535m² of residential GFA
- 20,009m² of commercial GFA
- Capacity for 1,465 new residential dwellings and a population of approximately 3,355 excluding 240 Governor Macquarie Drive.
- An overall FSR of 0.56:1
- The tallest development near the station at 15 storeys stepping down to 8, 5 and 4 storeys moving to the east of the site
- Approximately 45,350m² of additional open space areas to the north and west of Rosedale Oval consisting of:
 - 4,948m² for a linear park along Mundy Street
 - 13,507m² to the north of Rosedale Oval
 - 26,887m² to the west of Rosedale Oval
- An indicative alignment of a bypass road connecting Governor Macquarie Drive to Scrivener/Priddle Street, known as the Manning Street bypass road. The Structure Plan incorporates an alternative route should this be required along Stroud Ave which has existing and proposed open space either side, largely avoiding proposed residential interfaces.

Figure 12 below shows a cross section through the site of the proposed development with the future built form for the separate Planning Proposal for 240 Governor Macquarie Drive shown in grey.

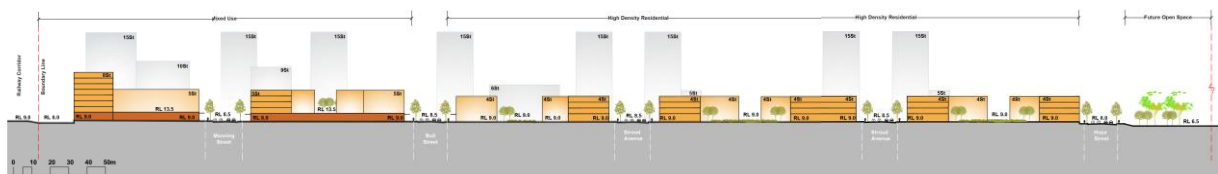


Figure 12: Structure Plan Section (Source: CM+)

Local Infrastructure Requirements

The Preferred Structure Plan can only be delivered in conjunction with the upgrade of infrastructure to cater for the increase in population in the Precinct. The infrastructure upgrades will be funded by a new Local Contributions Plan. The open space and community facility requirements for the Precinct are outlined in the CRED Community Needs Assessment for the Warwick Farm Structure Plan. The roads and traffic requirements for the Precinct are outlined in the SCT Transport Impact Assessment. The flood evacuation route is discussed in the WMT Flood Impact Report.

Figure 13 shows the key infrastructure requirements:



Figure 13: Infrastructure Requirements (Source: CM+)

The following discusses the items of infrastructure required for the Precinct:

Raising of Roads

In order to provide a flood evacuation route in a major flood events it will be necessary to raise key roads. The fill required for the raising of roads can come from reducing the levels of new open space areas to provide compensatory storage mitigating any impact on existing flood events. The proposed earthworks strategy would require approximately 43,500m² of fill and a total of approximately 44,300m² of cut in the open space areas to the north and west of Rosedale Oval.

The raising of the roads are included in the Local Contributions Plan as each development site will need to complete full road construction of adjoining street frontages and hence can claim a contribution credit for the additional half width construction. This will likely need to be undertaken in a staged manner in a sequence from north to south in order to provide a continuous evacuation route using the raised roads rising to the Warwick Street and Hume Highway intersection. There will need to be coordination between street block owners to ensure interface issues are addressed as development progresses in the Precinct and temporary transitions and perhaps driveway access in areas which are not yet in a position to redevelop.

Open Space Provision and Embellishment

The Structure Plan provides for an increase of approximately 45,350m² of open space to meet the needs of the future population. Within this quantum of open space, minor lowering of levels by excavation can occur to deliver the sportsfields. The excavation will offset the filling of land elsewhere within the Precinct

providing the required compensatory storage to ensure no impact on flooding. Items to be provided into new and existing open space areas include:

- 1 new playground
- 3 outdoor multi-purpose sportsfields
- Natural based and discovery play spaces (including water features)
- BBQ and covered picnic shelters
- Stormwater treatment facilities
- Lighting and crime prevention infrastructure in all open spaces
- Vegetation and tree planting in all open spaces
- Providing for potential pedestrian bridge over the rail line
- Providing a potential pedestrian habitat walkway to the existing habitat surrounding Horseshoe Pond

Community Facilities

The investigations informing the Structure plan have identified the need for additional community facilities in the Precinct. These include:

- Up to 60-90 additional child care spaces
- Up to 50m² to 200m² of indoor communal open space for each residential tower (this is not a Contribution Plan requirement).
- One multi-purpose court with good passive surveillance
- A new community facility of 1,000m² located near the rail station.

Roads and Traffic

The investigations informing the Structure Plan have identified the following road and intersection works for the Precinct:

- Delivery of a bypass for the industrial area between Governor Macquarie Drive and Scrivener Street, via Shore Street and a new road around the Rosedale Oval;
- Conversion of the Governor Macquarie Drive / Shore Street intersection to a signalised intersection, to connect with the bypass;
- Conversion of the Governor Macquarie Drive / Munday Street intersection back to a priority intersection, due to the proximity to Shore Street;
- Dualling of Governor Macquarie Drive between Hume Highway and the Inglis Hotel access road; and
- Implementation of a dual-lane right-turn bay from Hume Highway eastbound into Governor Macquarie Drive southbound

Part 1 – Objectives and Intended Outcome

The objectives for this Planning Proposal are to:

- enable mixed use and residential land uses providing both employment and residential housing options close to public transport
- encourage a built form that enables the greatest employment and housing nearest the railway station reducing in density toward the east
- implement controls that facilitate flood evacuation routes in a planned manner as redevelopment occurs
- provide public recreation and community facilities for the passive and active recreation and community needs of the new community
- arrange land uses to increase the residential amenity of the area by separating industrial interfaces and traffic from mixed use use and residential development.

To implement the objectives identified above, the Planning Proposal for the Warwick Farm Precinct includes the following package of changes to the Liverpool LEP 2008:

- Amend the Land Zoning Map to rezone land within the Warwick Farm Precinct from part R3 Medium Density Residential, part R2 Low Density Residential and part RE2 Private Recreation to B4 Mixed Use, R4 High-density Residential and RE1 Public Recreation
- Amend the Maximum Height of Buildings Map from 15m to introduce a range of building height from a maximum of 50m ranging down to 14m
- Amend the Floor Space Ratio Map from 0.75:1 to introduce a range of floor space ratios from 3.6:1 down to 1.3:1
- Amend the Key Sites Map to introduce '*Warwick Farm Precinct*' and a site specific clause that requires that development occur in street blocks indicated on the map only if the development:
 - undertakes compensatory storage to ensure that filling works do not impact on flood levels on land within or outside the Precinct and
 - the development block including adjoining streets are raised to ensure all development is capable of accessing a continuous flood evacuation route.

Part 2 – Explanation of provisions

The objectives and intended outcomes of the Planning Proposal are summarised in the following Statement of Intended Effects and will be achieved by amending Liverpool LEP 2008 as set out in the sections below.

STATEMENT OF INTENDED EFFECTS

The Planning Proposal seeks amendment of Liverpool LEP 2008 and related maps as it applies to land comprising the Warwick Farm Precinct that is bordered by the Hume Highway, Shore Street, Warwick Farm Sewage Treatment Plant land, Priddle Street, the Main South Railway line and Governor Macquarie Drive (but excluding 240 Governor Macquarie Drive) within Warwick Farm.

The purpose of the amendment is to introduce appropriate zonings and built form controls to the Warwick Farm Precinct to provide mixed use and residential development consistent the Council's endorsed Local Strategic Planning Statement having regard to its location near Warwick Farm Station and to mirror the land uses for 240 Governor Macquarie Drive, the subject of a separate Planning Proposal supported by Council.

Liverpool LEP 2008 will be amended to establish land use zones by amendment of the Land Use Zone Map, the Maximum Height of Building Map, Lot Size Map and Key Sites Map. A new clause will be inserted into the LEP to identify land on the Key Sites Map to ensure that development of street blocks can only occur if all street frontages of the block can access a flood evacuation route which must rise to the intersection of Warwick Street and Hume Highway.

General Objectives/Intended Outcomes

There have been many studies and strategies that have looked to influence land use change in the Warwick Farm Precinct. More recent State Government led planning strategies have earmarked the area for employment purposes. However, Council's recent resolutions highlight the need to look at the area for mixed use including residential uses. Consistent with Council's resolution, the Local Strategic Planning Statement prepared by Council and endorsed by Greater Sydney Commission commits Council to preparing a Structure Plan and Planning Proposal to, among other things, inform appropriate land use zones.

The Planning Proposal for Warwick Farm Precinct will provide both employment and residential uses, which are necessary to encourage the redevelopment of this area. Importantly the Structure Plan required by Council ensures that the planning recognises the proposed planning outcomes on 240 Governor Macquarie Drive and addresses the constraints within and adjoining the Precinct to enable a dwelling yield of around 1,465 dwellings and just over 20,000m² of commercial floor space.

The greatest density is proposed to be centred around the station at 15 storeys then stepping down to 4 storeys in the eastern parts of the Precinct.

The Structure Plan and this Planning Proposal have identified and addressed a range of constraints, which together with the Local Contributions Plan will achieve Council's vision for a viable mixed use and residential precinct that will revitalise this Precinct. Issues specifically addressed by the proposed Structure Plan include proposals to reduce the impact from industrial interfaces including showing one bypass road to the west of Rosedale Oval, with an alternative option along Stroud Street and then into National Street to reconnect with Shore Street. Both have been designed to and explore two options for including showing one bypass road to the west of Rosedale Oval, with an alternative option along Stroud Street and then into National Street to reconnect with Shore Street. Both have been designed to bypassing industrial traffic around future residential areas. Most importantly, the Structure Plan has sought to address the future development on land which is subject to flooding in major events. This has required the identification of a flood evacuation route which exits the Precinct at the intersection of Warwick Street and the Hume Highway at an incline to the rail overpass which is well above flood levels. The delivery of the evacuation route will be achieved by raising the level of certain roads and its extension to each street block from north to south will be a pre-condition before development can occur.

Amendments to Maps

Amendments to the Land Zoning Map

A mix of land uses is proposed for *the Warwick Farm Precinct* which would allow the following to occur:

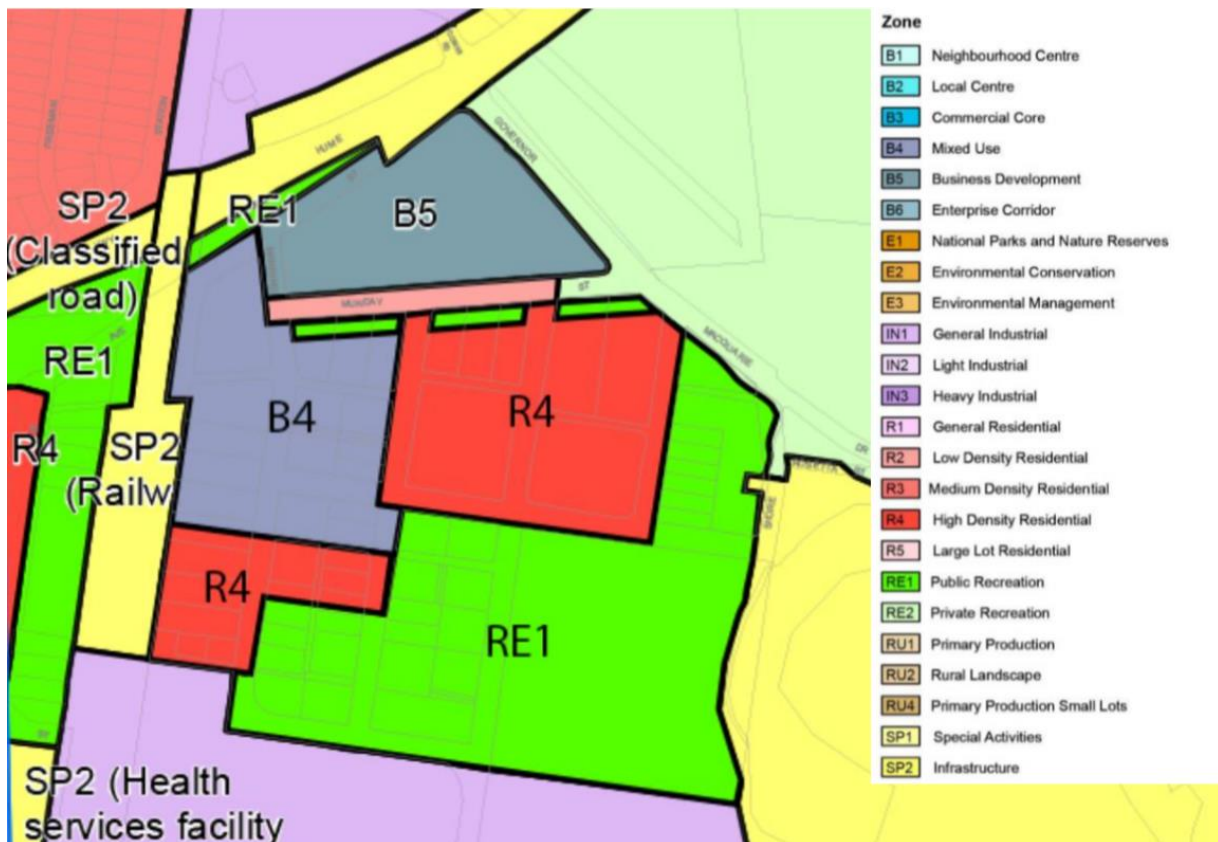
- enable mixed use and residential land uses providing both employment and residential housing options close to public transport and mirroring the proposed zoning of 240 Governor Macquarie Drive
- provision of new open space areas largely within the odour buffer zones not suited for residential use to provide both active and passive recreation opportunities for the increase population identified in the Structure Plan. The delivery of these areas will require earthworks that include compensatory storage for filling elsewhere in the Precinct.

The following land use zones are proposed for *Warwick Farm Precinct*:

- B4 Mixed Use
- R4 High Density Residential
- RE1 Public Recreation

No recommendation has been made for the bypass route that extends around the eastern side of the Rosedale Park and through lands identified in the Coastal Management SEPP. This will need further ecological review before a new zoning can be justified and applied to this area. This review can happen before or after Gateway and if the road cannot be supported the Structure Plan will need to consider an alternative route.

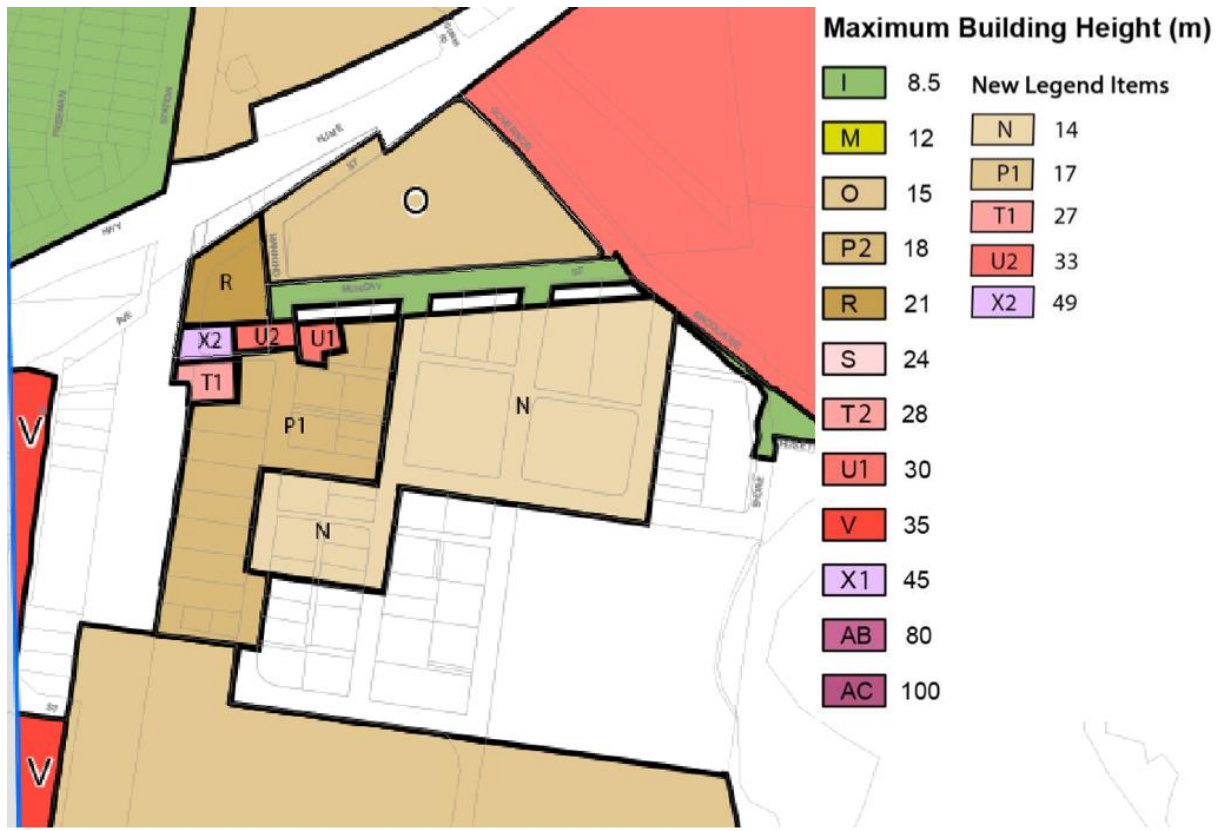
See proposed extract of Land Zoning Map Sheet LZN_014 below:



Amendments to the Height of Buildings Map

Amendment of the map to apply maximum heights of building to create an appropriate built form that place marks the station with the tallest heights and steps down as distance increases from the station.

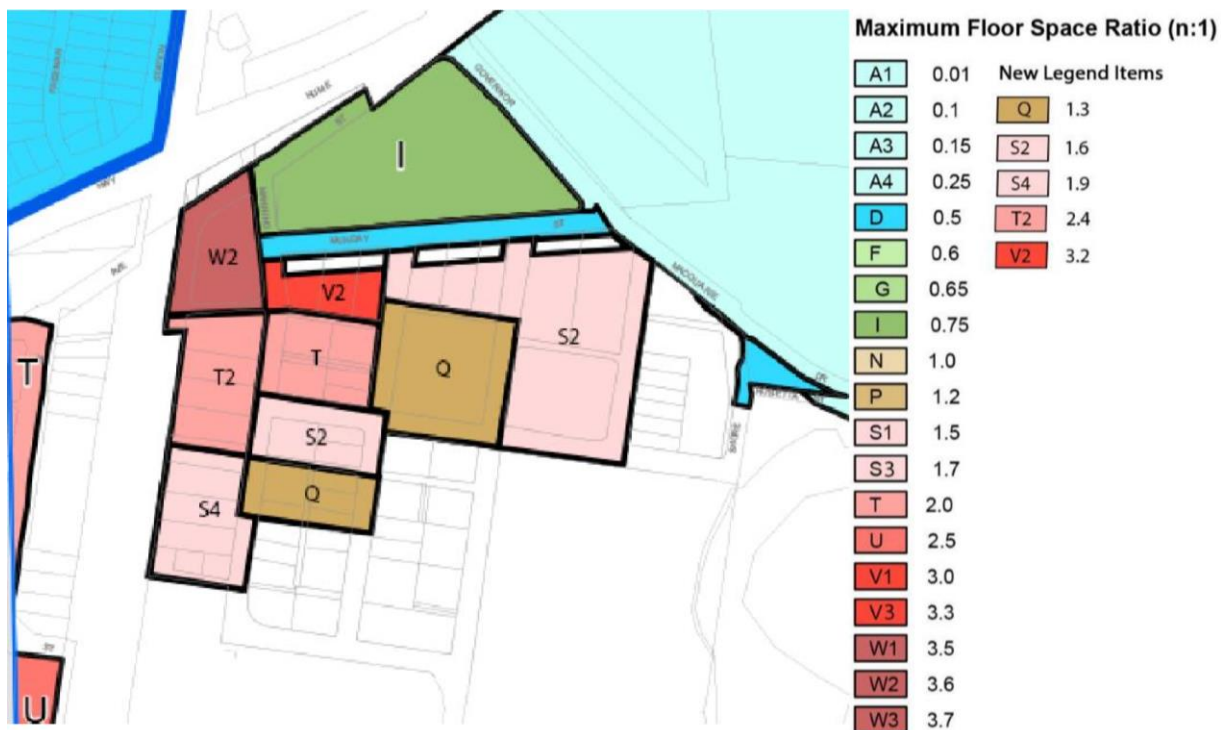
See extract of Height of Buildings Map Sheet HOB_014 below.



Amendments to the Floor Space Ratio Map

Amendment of the map to apply new floor space ratios to each street block consistent with the anticipated future heights.

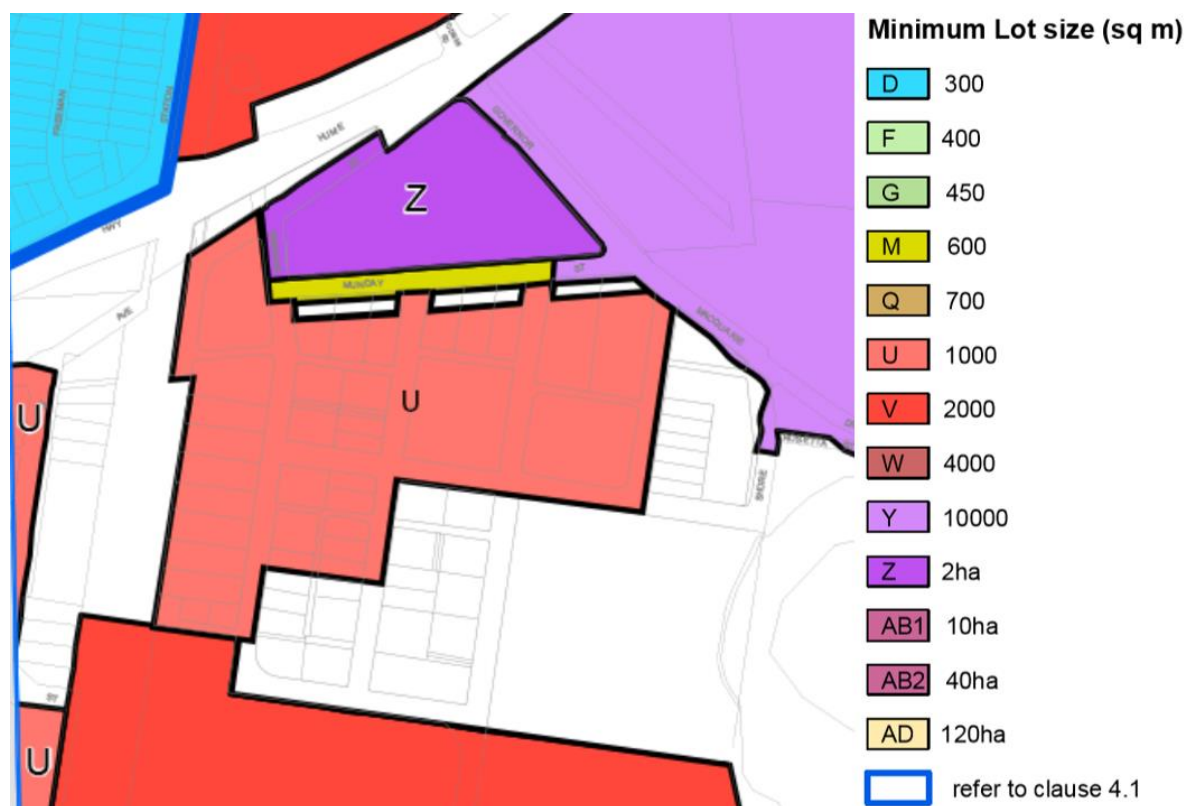
See extract of Floor Space Ratio Map Sheet FSR_014 below.



Amendments to the Lot Size Map

Amendment of the map to set a minimum size for subdivision of 1,000m² consistent with the minimum lot size for 240 Governor Macquarie Drive.

See extract of Lot Size Map Sheet LSZ_014



- a) *relates to the whole of the block and*
- b) *it includes the filling of land on all street frontages to provide a contiguous flood evacuation route capable of exiting the Precinct at Warwick Street and the Hume Highway intersection at the 1:100 year flood event and*
- c) *the filling required is at least offset by the reducing of levels in land within the RE1 Zone by an offset volume.*

Part 3 – Justification

Section A – Need for the planning proposal

This part of the Planning Proposal discusses the need for the proposed amendments to Liverpool LEP 2008, the relationship with the strategic planning framework, the impacts of the proposed changes, and State and Commonwealth interests.

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

The planning proposal flows from Action 10.2 of the LSPS prepared by Liverpool Council and endorsed by the Greater Sydney Commission assurance process on 20 March 2020.

The planning proposal is also supported by:

- An Urban Design Report and Structure Plan;
- A Traffic Impact Assessment Report;
- A Quantity Surveyors report for the purpose of infrastructure costs;
- A Community Benefits Assessment Report; and
- Preliminary Flood Assessment Report.

The Preliminary Flood Assessment Report has been informed by a previous Flood Impact Assessment prepared for the broader Warwick Farm Precinct which included design floor levels, emergency egress paths, and flood storage compensation.

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

The amendments to the planning controls as outlined in this Planning Proposal are the most appropriate and best means of achieving the objectives and intended outcomes. The proposed amendments include allocating land uses and principal development standards that will facilitate urban development of the site.

The Planning Proposal also recommends a specific clause which is in effect a pre-condition for development to occur requiring that a continuous flood evacuation route can be extended to the site and to all street frontages and compensatory storage to offset the filling.

Section B – Relationship to strategic planning framework

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

The Precinct is located within the Liverpool Metropolitan Cluster, identified in *A Metropolis of Three Cities* as a Strategic Centre and a Health and Education Precinct. The sites location within the Western City District of the Greater Regional Plan is provided in Figure 14.

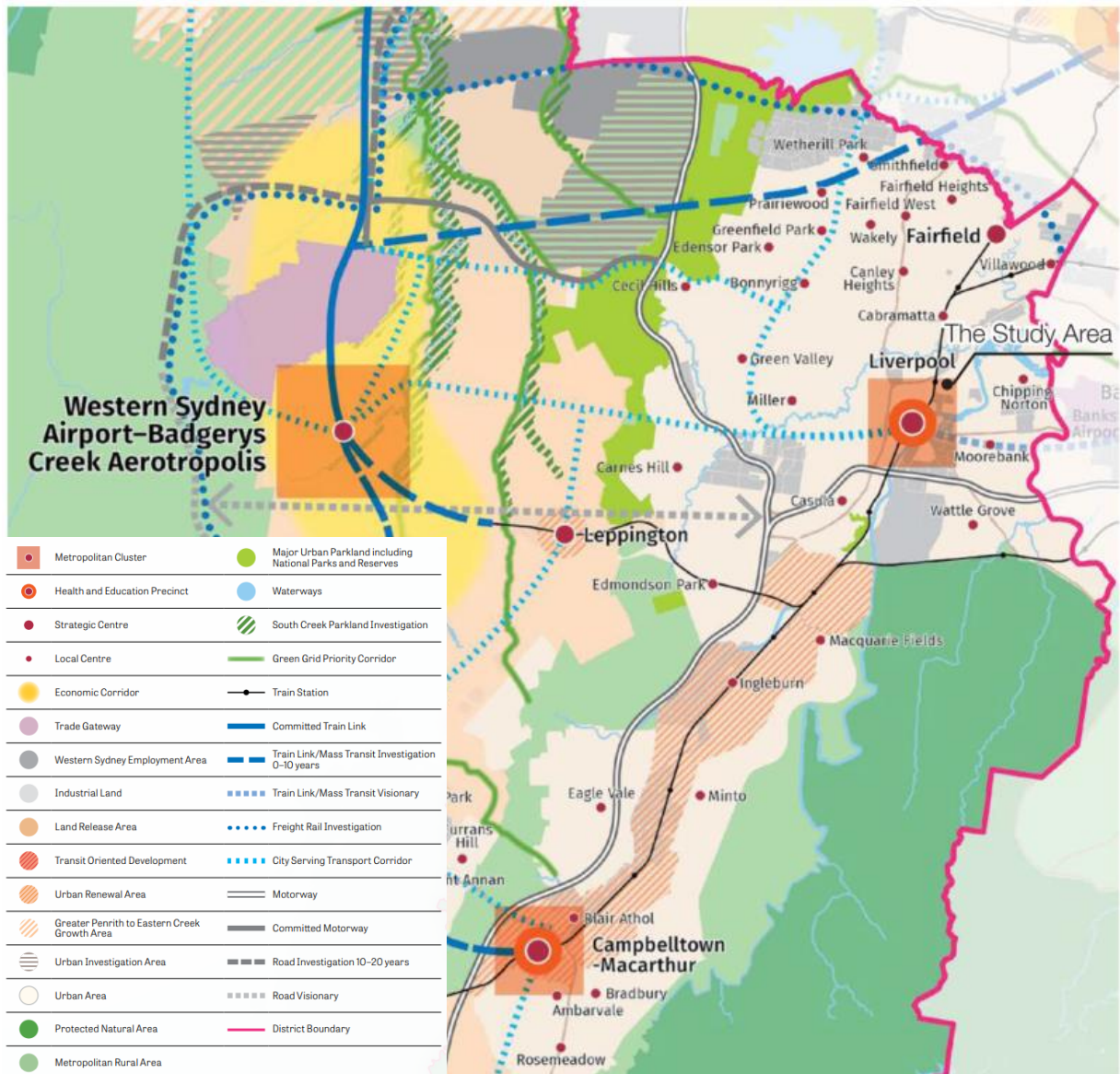


Figure 14: Extract from Western Parkland City Vision, A Metropolis of Three Cities (Amended by CM+)

The Liverpool Metropolitan Cluster is an existing significant health provider to South Western Sydney, and an emerging education centre. The Metropolitan Cluster seeks to build upon these existing service and employment strengths, which will also support the Western Sydney Aerotropolis.

The planning proposal is consistent with the broad directions of A Metropolis of Three Cities through:

- The provision of additional residential floor space within the Liverpool Metropolitan Cluster outside any identified core employment areas
- Assisting the state government in achieving its target of an additional 725,000 new dwellings for the metropolitan region by 2036, in an area well connected to employment and transport by delivering additional residential floor space

- Facilitating high-density and mixed use development in a precinct with existing strong connections to public transport
- Improving resident access to jobs, services and recreation opportunities
- Accelerating housing supply, choice and affordability and building great places to live through the proposed structure plan and urban design outcomes
- Supporting the role of Liverpool as an area to continue to provide services and employment opportunities for the Western Parkland City.

Table 2 below details the consistency of the planning proposal against the:

- Directions and objectives of the Greater Sydney Region Plan
- Planning Priorities of the Western City District Plan.

Table 2: Strategic Merit Test

Criteria	Planning Proposal Response
<p>Regional / District Plan</p>	<p>The proposal will respond to the key priorities and directions which underpin the following strategic planning documents:</p> <ul style="list-style-type: none"> • Greater Sydney Region Plan (GSRP) • Western City District Plan <p>The key Priorities of relevance to the planning proposal are outlined below:</p> <p>Greater Sydney Region Plan (2018) <i>Direction 1 - A city supported by Infrastructure</i> "Infrastructure supporting new developments" Objective 4: Infrastructure use is optimised Warwick Farm is served by heavy rail and Sydney Bus Services. Additional residential accommodation is consistent with the form and scale of development to the west of Warwick Farm Rail Station but with more contemporary built form.</p> <p>Providing land use zones to facilitate retail and commercial uses alongside residential use provides local convenience for existing and future residents in addition to employment opportunities. The proposal is consistent with this action and is consistent with current FSR and height controls in the locality for sites fronting the Hume Highway.</p> <p><i>Direction 2 - A collaborative city</i> "Working together to grow a Greater Sydney" Objective 5: Benefits of growth realised by collaboration with governments, community and business This planning proposal is a result of a Council resolution to establish a structure plan and supporting controls under the LLEP 2008 that has seen extensive consultation with other government agencies. Further consultation will take place as detailed designs of supporting infrastructure and built form under future DAs are progressed.</p> <p><i>Direction 3 - A city for people</i> "Celebrating diversity and putting people at the heart of planning" Objective 7: Communities are healthy, resilient and socially connected" The site is in a highly accessible area with easy walkable access to a wide range of employment, education, health, entertainment and service facilities. The location fosters ready access to these services and facilities by methods other than private car use (e.g. by foot, bus or train) as well as ready access to Greater Parramatta and the future Western Sydney International (Nancy-Bird Walton) Airport. The</p>

Structure Plan incorporates potential future pedestrian links to foreshore habitat along Horseshoe Pond and a pedestrian footbridge across the rail line to Hart Park to the west.

Direction 4 - Housing the city

"Giving people housing choices"

Objective 10: Greater housing supply

The Planning Proposal has the potential to provide 1,465 dwellings within the existing Warwick Farm area that is serviced by heavy rail and bus services located outside of the Liverpool CBD commercial core.

Objective 11 -- Housing is more diverse and affordable

The proposal includes both shoptop housing and residential flat building in area near transport, employment, education, health and retail facilities promoting active travel and reducing cost of living on future residents. Council will also explore an delivery framework for the provision of 5% of the total uplift as affordable housing.

Direction 6 - A well-connected city

"Developing a more accessible and walkable city"

Objective 14-A Metropolis of Three Cities -- integrated land use and transport creates walkable and 30-min cities

The site is highly accessible to a range of public transport options including rail and bus future connections to the Western Sydney International (Nancy Bird Walton) Airport. This transport accessibility in conjunction with ready walkable access to a diverse range of education, health and employment services supports ready accessibility to many facilities well under 30 minutes. The transport access provides ready connectivity to Greater Parramatta, and Liverpool CBD.

The site is in an area suitable to encourage walking and cycling as alternate modes of transport for future residents and workers. The site planning also proposes to accommodate a linear open space link from the rail station that improves connectivity for residential areas to the east.

The structure plan accompanying this planning proposal leverages off the existing road network and also considers the future bypass road to provide extensive active street frontages, open space links and footpaths for improved connectivity.

Western City District Plan

Liverpool City Council is located within the Western City District identified under the Western City District Plan prepared by the Greater Sydney Commission. The plan includes a number of Planning Priorities that are to be considered by planning authorities in making strategic planning decisions.

Warwick Farm is identified in the District Plan as part of the Liverpool Metropolitan Cluster.

The relevant Planning Priorities to the proposal are addressed below.

Planning Priority W1

"Planning for a city supported by infrastructure"

The proposed mixed use and high-density residential zones are supported by existing heavy rail and bus services. These connections will be enhanced over time via future connections to the Western Sydney International (Nancy-Bird Walton) Airport. Warwick Farm is also extremely well served with social infrastructure including tertiary education and health services in Liverpool, affording employment and support facilities.

Planning Priority W3

"Providing services and social infrastructure to meet people's changing needs"

The Planning Proposal is supported by a new Contributions Plan detailing the infrastructure items and associated costs of those items to support the new development envisaged under the Structure Plan.

The proposal includes retail services to provide convenience for the existing and future residential population.

Planning Priority W4

"Fostering healthy, creative, culturally rich and socially connected communities"

The addition of residential housing supply and commercial floor space in Warwick Farm will assist in diversifying land uses in the area, as well as expanding upon the provision and utilisation of services and facilities that support a more diverse population in a well-connected, readily walkable area. The retail and mixed use floor space proposed near the station and rail line provides employment and convenience services as well as informal meeting and gathering opportunities along key new thoroughfares.

Planning Priority W5

"Providing housing supply, choice and affordability with access to jobs, services and public transport"

The planning proposal would facilitate the future delivery of high quality, high-density residential and, mixed development that would ensure housing diversity is provided.

The Structure Plan also provides up to 45,350m² of new public open space areas in the form of a new through site link aligned to retail areas and new parks that complement the existing Rosedale Oval. The layout and orientation of these open spaces integrates with existing transport services and provides increased local amenity. A new community facility is proposed along Manning Street close to the rail station.

Liverpool has a minimum five (5) year housing target of 8,250 dwellings. This Planning Proposal would support the progress towards this target by providing residential development capacity for up to 1,422 new dwellings which would be delivered over the long-term.

The rezoning contributes to the dwelling target in an ideal urban location. Given the transport, employment, education and urban support facilities that are readily accessible from the site, it is prudent urban management to ensure that the best use of the available capacity is utilised for the mixed-use development proposed. The delivery of new residential dwellings together with mixed use development would ensure local services and amenities are progressed alongside new dwellings.

Planning Priority W6

"Creating and renewing great places and local centres, and respecting the District's heritage"

The Liverpool Metropolitan Cluster is a strategic centre and identified as a health and education precinct. The proposal seeks to maximise the residential potential of the precinct to while also expanding and diversifying employment opportunities in a way that synergises with local open space, access to transport and existing local and regional services.

The proposal to expand employment and retail uses in the precinct will transform the site to a significant area of mixed use and high-density residential development.

The proposal does not detract from the health and education capacity and potential of the Liverpool CBD or the heritage values of Warwick Farm Racecourse which is an identified heritage item. The proposal aligns with the Planning Priority by

	<p>providing accommodation in the vicinity of these employment and education opportunities alongside significant new areas of public open space.</p> <p>Planning Priority W9 "Strengthening the Metropolitan Cluster" The site contains a range of detached residential dwellings and buildings associated with the horseracing industry and supporting equine facilities. Negotiations to relocate some stables and training facilities from the site to Warwick Farm Racecourse are ongoing. The planning proposal seeks to rezone the land to include retail services which provide support services to the locality, as well as employment opportunities.</p> <p>The proposal is located to take advantage of the employment and transport advantages of the cluster, as well as linkages to areas such as Greater Parramatta and the future Western Sydney International (Nancy-Bird Walton) Airport.</p> <p>Planning Priority W15 "Increasing urban tree canopy cover and delivering green grid connections" The concepts propose the delivery of deep soil zones and landscaping opportunities that could augment the urban tree canopy.</p>
Location Plan	The planning proposal will give effect to the relevant local plans as discussed in Section 3.4 of this report.
Change circumstance	in N/A

Does the proposal have strategic merit?

Will it:

- Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or
- Give effect to a relevant local strategic planning statement or strategy that has been endorsed by the Department or required as part of a regional or district plan or local strategic planning statement; or
- Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing strategic plans?

Table 2 above confirms the strategic merit of the proposal by its alignment includes its alignment with the Regional Plan and District Plan.

More importantly the Structure Plan and Planning Proposal is consistent with Council's endorsed Local Strategic Planning Statement. The Structure Plan has reviewed the existing opportunities and constraints of the Precinct and provides solutions to deliver on Council's vision for a mixed use development within walking distance of Warwick Farm Train Station. The area is degraded and requires planning controls that provide an incentive for redevelopment while addressing key constraints including flooding, odour, and amenity issues. The Structure Plan documents solutions to these issues underpinned with a new Local Contributions Plan to fund the solutions including flood evacuation route with flood free development as well as provision of new recreation and community facilities and traffic improvements that meet the needs of the new community and address existing issues.

- The natural environment (including known significant environmental values, resources or hazards)

The natural environment was outlined in detail in Warwick Farm Precinct description section earlier in the Planning Proposal. This section reviewed flooding, coastal wetlands, potential acid sulfate soils and odour as hazards.

The Structure Plan has allocated land uses so that all development is outside of the odour buffer. Further, the Class 5 acid sulfate soils are unlikely to present a constraint to development.

The site is identified as being liable to flooding from the Georges River. The site is not affected by the 20-year flood but would be inundated by the 100-year flood. Previous flood studies for the site suggest the site would be classified as being a "medium flood risk" with inundation depth between 0.2m and 0.6m.

This constraint can be addressed through the raising of roads and development sites to create a flood evacuation route for the 100 year event and development above flood level, respectively. The proposed earthworks strategy to facilitate the filling requires approximately 43,500m² of fill and a total of approximately 44,300m² of cut, which can occur to help form the new sportsfields in the east of the precinct.

The coastal wetland and its associated buffer is located to the eastern edge of the Precinct. The bypass road is proposed in this area but will require ecological review to ensure that its construction can meet the provisions of the Coastal Wetland SEPP. An alternative route that takes traffic largely around the future residential areas has been built into the Structure Plan.

Future DAs along the western and northern edges of the precinct will be required to address the impacts of road and rail noise as required by the provisions of State Environmental Planning Policy (Infrastructure) (ISEPP) 2007.

- The existing uses, approved uses, and likely future uses of land in the vicinity of the proposal; and

The Precinct is a discrete residential pocket with fair to moderate housing and interspersed horse training and boarding facilities. Despite having superior public transport access, it is poorly serviced by convenient shops and community facilities.

The area has been identified for change in Council's endorsed LSPS. Council has already supported a Planning Proposal to change the zoning and increase the built form on 240 Governor Macquarie Drive, being a large vacant parcel to the north of the precinct. The Structure Plan and Planning Proposal provides the appropriate land use and built form to renew this precinct for mixed use development and provide upgraded facilities including new areas of open space areas located to address specific issues.

The Structure Plan seeks to encourage development enabling the consolidation of various fragmented landholdings for development and the acquisition of land for open space and compensatory storage.

The proposed residential mixed-use redevelopment would not be adversely impacted upon by surrounding land uses. Any potential impacts to surrounding lands would be matters that could be readily considered under an assessment required by Section 4.15 of the Act for a future Development Application. Council has resolved that a DCP be prepared for 240 Governor Macquarie Drive.

- 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?

This Planning Proposal is supported by a contributions plan detailing the infrastructure items and cost of works required to support the increased development capacity of the site. The Contributions Plan is provided under separate cover.

Applicants will be required to contribute to the items contained in the contributions plan as part of future DAs. Applicants would also be able to enter into a VPA and/or Works in Kind agreements with Council to ensure adequate services and infrastructure are delivered in the stages required to mitigate environmental and amenity impacts.

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

Connected Liverpool 2040 is Liverpool Council's local strategic planning statement (LSPS). The LSPS was endorsed by Council on 11 December 2019 at Council's ordinary meeting. The Greater Sydney Commission provided its endorsement of the assurance review on 30 March 2020, which confirmed the LSPS is consistent with the Greater Sydney Region Plan and the Western City District Plan under section 3.9(3A) of the EP&A Act.

The subject planning proposal gives effect to the LSPS, which states:

- Local Planning Priority 7 - Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport
 - Council will - Ensure housing typologies are diverse and appropriately located to cater for the entire community

The planning proposal will facilitate the development of additional housing types within proximity of Warwick Farm train station.

- Local Planning Priority 10 A world-class health, education, research and innovation precinct
 - Action 10.2 -- Prepare a structure plan and planning proposal to rezone the Warwick Farm racing precinct to a mix of uses, including B4 (short term)

This planning proposal is the mechanism that seeks to implement Action 10.2 to rezone the Warwick Farm racing precinct to a mix of uses, including B4. The Planning Proposal is accompanied by a supporting structure plan to detail the proposed future layout of development and open space.

3.5 Is the planning proposal consistent with applicable State Environmental Planning Policies?

Table 3 below addresses the consistency of the planning proposal against the relevant State Environmental Planning Policies.

Table 3: Consistency with State Environmental Planning Policies

State Environmental Planning Policy	Comment/Consistency
SEPP (Educational and Child Care Facilities) 2017	N/A
SEPP (State and Regional Development) 2011	N/A
SEPP (Sydney Drinking Water Catchment) 2011	N/A

SEPP (Urban Renewal)	N/A
SEPP (Affordable Rental Housing) 2009	N/A
SEPP (Exempt and Complying Development Codes 2008) (Codes SEPP)	The Codes SEPP would continue to apply to the site. The planning proposal would not impact the application of this SEPP for future exempt or complying development.
SEPP (Western Sydney Employment Area)	N/A
SEPP (Rural Lands) 2008	N/A
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	N/A
SEPP (Infrastructure) 2007	The provisions of the ISEPP will continue to apply to the site. The planning proposal does not adversely impact the application of this SEPP to the land.
SEPP (Miscellaneous Consent Provisions) 2007	N/A
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N/A
SEPP (Sydney Region Growth Centres) 2006	N/A
SEPP (State Significant Precincts) 2005	N/A
SEPP (Building Sustainability Index: BASIX) 2004	The provisions of SEPP (BASIX) will apply to any future residential development and would be demonstrated in any DA.
SEPP (Housing for Seniors or People with a Disability) 2004	The SEPP would continue to apply and would permit seniors housing as a land use. The planning proposal as proposed does not conflict with the provisions of intent of the policy.
SEPP (Penrith Lakes Scheme) 1989	N/A
SEPP (Kurnell Peninsula) 1989	N/A
SEPP No. 1 Development Standards	N/A
SEPP No. 14 Coastal Wetlands	N/A
SEPP No. 19 Bushland in Urban Areas	N/A
SEPP No. 21 Caravan Parks	N/A
SEPP No. 26 Littoral Rainforest	N/A
SEPP No. 30 Intensive Agriculture	N/A
SEPP No. 33 Hazardous and Offensive Development	N/A
SEPP No. 36 Manufactured Home Estates	N/A

SEPP No. 44 Koala Habitat Protection	N/A
SEPP No. 47 Moore Park Showgrounds	N/A
SEPP No. 50 Canal Estate Development	N/A
SEPP No 52 Farm Dams and Other Works in Land and Other Water Management Plan Areas	N/A
SEPP No. 55 Remediation of Land	The requirement to consider this at the Planning Proposal Stage is now reflected in a new Ministerial Direction under Section 9.1 of the Act. However, it is worth noting that the site has a history of residential use and there are no known uses of the land that would indicate that the site could be contaminated and require further investigation.
SEPP No. 62 Sustainable Aquaculture	N/A
SEPP No. 64 Advertising and Signage	The provisions of SEPP 64 would continue to apply to the site for signage that form part of future development applications.
SEPP No. 65 Design Quality of Residential Apartment Development.	The provisions of SEPP 65 and the Apartment Design Guide will continue to apply to development facilitated by the planning proposal. The provisions of the ADG regarding solar access, building design, ventilation and open space provision have been considered in establishing the proposed zonings and built form outcomes outlined in the Structure Plan. The proposed development sites would be capable of supporting future development that delivers on the requirements of the ADG.
SEPP No. 70 Affordable Rental Housing (Revised Schemes)	N/A
SEPP No. 71 Coastal Protection	N/A
State Environmental Planning Policy (Coastal Management) 2018	Horseshoe Pond and its buffer area to the east of the playing surface is mapped as Coastal Wetland under the Coastal Management SEPP. Any works proposed on this land including the proposed bypass road will require assessment under the SEPP. An ecological review should be carried out to confirm the feasibility of this route. The Structure Plan provides an alternative route outside of the ecological buffer.

Table 4 addresses the consistency of the planning proposal against the applicable Regional Environmental Plans (deemed SEPPs).

Table 4: Consistency with Regional Environmental Plans

Regional Environmental Plan	Comment/Consistency
Sydney REP No. 8- Central Coast Plateau Areas	N/A
Sydney REP No. 9- Extractive Industry	N/A

SREP No. 16-- Walsh Bay	N/A
SREP No. 20 -- Hawkesbury-Nepean River	N/A
SREP No. 24 -- Homebush Bay Area	N/A
SREP No. 26 - City West	N/A
SREP No. 30- St Marys	N/A
SREP No. 33 - Cooks Cove	N/A
SREP (Sydney Harbour Catchment)	N/A
Greater Metropolitan REP No. 2- Georges River	<p>The Georges River REP is a deemed SEPP Catchment and applies to the land. The provisions of the SEPP require that the general and specific planning principles of the EPI are to be considered in the preparation of an LEP.</p> <p>The Liverpool LEP 2008 is a standard template LEP, which was prepared having regard to the requirements of the SEPP. The existing Liverpool LEP 2008 provisions relating to flooding and acid sulfate soils, will remain unchanged, and continue to apply where relevant to any future DA.</p>
Willandra Lakes REP No. 1 - World Heritage Property	N/A
Murray REP No. 2-- Riverine Land	N/A

3.6 *Is the planning proposal consistent with applicable Ministerial Directions (Section 9.1 directions)?*

Table 5: Ministerial Directions Compliance Table

Ministerial Direction	Justification
1. Employment and Resources	
1.1 Business and Industrial Zones	<p>The planning proposal seeks to apply the B4 Mixed Use zone to street blocks totalling approximately 29,000m² focussed around Warwick Farm Train Station.</p> <p>The proposed Mixed Use Zone is consistent with Council's endorsed LSPS and will help maintain the quantum of business land deleted from the separate Planning Proposal for 240 Governor Macquarie Drive.</p>
1.2 Rural Zones	N/A
1.3 Mining, Petroleum Production and Extractive Industries	N/A
1.4 Oyster Aquaculture	N/A

1.5 Rural Lands	N/A
2. Environmental Heritage	
2.1 Environment Protection Zones	The planning proposal does not propose the introduction of an Environmental Protection zone.
2.2 Coastal Protection	N/A
2.3 Heritage Conservation	There are no known matters of heritage significance required to be considered and there are no heritage items located within the Precinct.
2.4 Recreation Vehicle Areas	N/A
2.5 Application of E2 and E3Zones and Environmental Overlays in Far North Coast LEPs	N/A
2.6 Remediation of Contaminated Land	The land retains is residential zoning although parts will be permit higher densities. The site has a history of residential use and there are no known uses of the land that would indicate that the site could be contaminated. Future applications will be subject to SEPP No 55 Remediation of Land.
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	The proposal is consistent with the direction, including the potential to broaden housing choice and provision in a location able to make efficient use of existing infrastructure and services.
3.2 Caravan Parks and Manufactured Home Estates	N/A
3.3 Home Occupations	Home occupations would continue to be permissible without development consent in the B4 and R4 land use zones.
3.4 Integrating Land Use and Transport	<p>The planning proposal is consistent with this direction as:</p> <ul style="list-style-type: none"> • The proposal will provide housing in a location that is well serviced by public transport and in a location able to support cycling and walking near employment lands, on the periphery of a Metropolitan Cluster • The provision of housing in a location that is adjacent to a rail node and readily accessible to the Liverpool CBD which contains retail, commercial, education, and community facilities • The proposal will facilitate further pedestrian and cycleway connections through the site and provides an opportunity for residential development that improves opportunities for travel by means other than by car • Supports the efficient and viable operation of public transport services
3.5 Development Near Licensed Aerodromes	The proposal has considered the flight paths to Bankstown Airport. The building heights and proposed height of buildings control are well below the relevant

	OLS. The site is not impacted by potential aircraft noise.
3.6 Shooting Ranges	N/A
4. Hazard and Risk	
4.1 Acid Sulfate Soils	The Precinct contains Class 5 Acid Sulfate Soils and the relevant provisions of LLEP 2008 would continue to apply.
4.2 Mine Subsidence and Unstable Land	N/A
4.3 Flood Prone Land	<p>The planning proposal is consistent with the Ministerial Direction. The site is flood affected and is supported by a flood impact assessment that concludes flooding impacts can be managed across the precinct. The structure plan incorporates a flood evacuation route and requirement for offsetting fill by reducing levels in proposed open space areas for delivery of sportsfields.</p> <p>The planning proposal is also consistent with the draft flood prone land Ministerial Direction exhibited between March and June 2020. While the proposal would increase the residential density in Warwick Farm, appropriate mitigation measures in the form of a flood evacuation route, raised road levels and controls requiring finished floor levels of future development above the flood planning level would ensure flooding risks are managed, subject to future assessment as part of future development applications.</p>
4.4 Planning for Bushfire Protection	N/A
5. Regional Planning	
5.1 Implementation of Regional Strategies	N/A
5.2 Sydney Drinking Water Catchment	N/A
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	N/A
5.4 Commercial and Retail Development Along Pacific Highway, North Coast	N/A
5.9 North West Rail Link Corridor Strategy	N/A
5.10 Implementation of Regional Plans	The planning proposal is consistent with the Regional Plan - Metropolis of Three Cities and has been specifically addressed in the planning proposal.
6. Local Plan Making	
6.1 Approval and Referral Requirements	The planning proposal is consistent with this Ministerial Direction will be subject to the necessary referrals, carried out by Council staff.
6.2 Reserving Land for Public Dedication	The planning proposal is consistent with this Ministerial Direction. An additional 45,350m ² land would be

	allocated for additional RE1 Public Recreation Use and funded through a Local Contribution Plan.
6.3 Site Specific Provisions	No site specific provision is proposed.
7. Metropolitan Planning	
7.1 Implementing a Plan for Growing Sydney	N/A as this strategy has been replaced by A Metropolis of Three Cities.
7.2 Implementation of Greater Macarthur Land Release Investigation Area	N/A

Section C – Environmental, social, and economic impact

3.7 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?

The Precinct has been historically development and used for residential and horse training and boarding facilities.

There is a mapped Coastal Wetland and buffer to the east of the Precinct. No land use change is proposed in this area. However, it is recommended that Council carry out an ecological review before committing to a bypass road which would traverse through the buffer area. This work would include examining critical habitat or threatened species, populations or ecological communities, and their habitats.

The precinct has been highly modified by urban development and does not contain any mapped native vegetation, ecological communities, threatened species or populations.

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

The planning proposal is supported by a Flood Impact Assessment prepared by WMA Water. The assessment confirms that flood impacts to be managed for future development.

The proposal is also supported by a Transport Assessment which concludes that the transport, including the proposed bypass road, can accommodate the projected increase in housing and employment uses that would be facilitated. (expand when received)

The proposed structure plan, building forms and heights have been tested to ensure compliance between buildings in relation to solar access. The site's location is such that the proposal does not result in unacceptable solar access impacts to residential properties or public open space areas.

3.9 Has the planning proposal adequately addressed any social and economic effects?

Social Benefits

The Community Benefits Analysis undertaken by CRED Consulting has identified a range of potential community benefits that could be delivered by the redevelopment and renewal of the Precinct. The concepts and basis of the potential benefits have been addressed in **Table 6**.

Table 6: Assessment of Community Benefits

Potential Benefit	Response
Early and temporary social enterprise and site activation	
Ongoing opportunities for employment and skills development	<p>The structure plan includes employment generating floor space as part of future development in the proposed blocks. These areas can be configured in several ways depending on the scope of future DAs or complying development applications.</p> <p>The proposed R4 high-density residential land uses zones would permit neighbourhood shops with development consent. A range of ground level shops can be realized through the detailed design under future DAs.</p>
Provision of a childcare centre	<p>The delivery of a childcare centre is not specifically envisioned as part of the planning proposal, however the proposed B4, R3 and R4 zonings are 'prescribed zones' under the Education SEPP and can be included as non-residential floor space under a future DA.</p>
A medical centre on-site	<p>Medical centres are permitted with development consent in the B4 zone. The first-floor commercial space proposed would be able to accommodate or include a medical centre in a future Development Application for the site.</p>
Expanded and enhanced public open space and connections that supports informal and unstructured recreation	<p>The proposed structure plan would allow a new playground to be delivered either by Council or as part of a future DA. It also provides for a flexible range of open space areas, suitable for social interaction.</p> <p>Possible off-site connections consisting of pedestrian bridges over the rail line either from the street or a potential upper floor link from residential development to the station.</p> <p>The structure plan would allow 47,832m² of new open space to be provided.</p>
A diverse range of shops	<p>A wide range of retail shops would be delivered as part of the DA stage for individual applications.</p>
Provision of indoor communal space for future residential tower	<p>Communal open space would be delivered through the detailed design of future DAs and applying the requirements of the Apartment Design Guide (ADG) for communal facilities and areas.</p>

Development contributions	The renewal of the precinct will generate future development contributions under the proposed contributions plan to be directed towards the improvement of local facilities.
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Economic Effects

The proposal has the potential to deliver a range of positive economic impacts with the provision of additional retail and commercial space for service retail uses. These uses provide a range of employment opportunities in the vicinity of the existing and future residential population. These employment opportunities as well as the provision of Affordable Rental Housing that is well located to suit a range of potential key worker groups, are considered to have positive economic outcomes. The potential to provide affordable rental accommodation closer to employment opportunities and transport improves the prospect of reducing commute times, therefore resulting in consequential social benefits.

The structure plan would result in the loss of R2 Low Density Residential and RE2 Private Recreation land associated with stabling activities. The relocation of these operations to the ATC site on the northern side of Governor Macquarie Drive would result in short term economic impacts. However, the potential to relocate these operations rather than their cessation would allow them to continue to deliver economic benefits in the long term.

Section D – State and Commonwealth interests

3.10 Is there adequate public infrastructure for the planning proposal?

The Warwick Farm Precinct is an existing urbanised area with superior access to public transport and the full range of utility, health and infrastructure services. The draft Local Contributions Plan prepared as part of the Structure Plan exercise proposes to provide additional infrastructure including traffic improvements to allow improvement to the road network including connections to the Hume Highway as well as a range of other community facilities.

The Structure Plan and Planning Proposal has also considered the OLS for Bankstown Airport and Sydney Water odour buffer, ensuring the building are set well below the maximum heights and future dwelling located outside these areas.

3.11 What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The views of specific state and Commonwealth public authorities would be confirmed as part of the Gateway Determination. However, this planning proposal and the vision for the Warwick Farm Precinct is consistent with the latest strategic planning policies as they relate to the site. The intent of the planning proposal is consistent with the state governments aim to increase housing supply.

Council will consult the following State Agencies as part of the assessment of the Planning Proposal:

- Sydney Water
- State Emergency Services – Infrastructure NSW
- Transport for NSW
- Office of Environment and Heritage

- Endeavour Energy
- Department of Education

Part 4 – Mapping

The following map tiles are proposed to be amended as part of the Planning Proposal.

Map	Tile Number
Land Zoning	Sheet LZN_014
Height of Buildings	Sheet HOB_014
Floor Space Ratio	Sheet FSR_014
Lot Size Map	Sheet LSZ_014
Key Sites Map	Sheet KSM_014

The existing and proposed Liverpool LEP 2008 map tiles are provided at **Appendix B**.

Part 5 – Community Consultation

Schedule 1, Clause 4 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the Gateway determination.

The Gateway Determination will outline the community consultation to be undertaken.

Part 6 – Project Timeline

An anticipated project timeline is shown in Table 7 **Table 6**.

Table 7: Anticipated Planning Proposal Timeframe

Timeframe	Action
July 2020	Presented at the Local Planning Panel meeting
August 2020	Presented to Liverpool City Council
November 2020	Gateway Review
November 2020	State Agency Consultation
December 2020 – February 2021	Community Consultation
February 2021	Consideration of submissions and proposal post-exhibition
February 2021	Post-exhibition report to Council
June 2021	Legal drafting and making of the plan

Conclusion and Recommendations

This Planning Proposal for the Warwick Farm Precinct bounded by Hume Highway, Shore Street, Warwick Farm Sewage Treatment Plant land, Priddle Street, the Main South Railway line and Governor Macquarie Drive (but excluding 240 Governor Macquarie Drive) within Warwick Farm seeks to:

- Amend the Land Zoning Map to rezone land within the Warwick Farm Precinct from part R3 Medium Density Residential, part R2 Low Density Residential and part RE2 Private Recreation to B4 Mixed Use, R4 High-density Residential and RE1 Public Recreation
- Amend the Maximum Height of Buildings Map from 15m to introduce a range of building height from a maximum of 50m ranging down to 14m
- Amend the Floor Space Ratio Map from 0.75:1 to introduce a range of floor space ratios from 3.6:1 down to 1.3:1
- Amend the Key Sites Map to introduce ‘*Warwick Farm Precinct*’ and a site specific clause that requires that development occur in street blocks indicated on the map only if the development:
 - undertakes compensatory storage to ensure that filling works do not impact on flood levels on land within or outside the Precinct and
 - the development block including adjoining streets are raised to ensure all development is capable of accessing a continuous flood evacuation route.

The Planning Proposal will facilitate the redevelopment of the Warwick Farm Precinct to provide a range of mixed use, employment, residential and recreational land uses. In addition to these land uses, the Structure Plan and supporting studies promote a number of community benefits including:

- Affordable rental housing
- Reinforcement of a sense of place for Warwick Farm in the vicinity of the rail station
- Community facilities
- New pedestrian linkages and connections to infrastructure outside the Precinct

The supporting studies identify that potential flood impacts over the precinct on the site can be managed by filling the development blocks and adjoining roads to ensure flood free development and a continuously rising evacuation route from the Precinct to the Hume Highway via Warwick Street. The filling required will require compensatory storage within the Precinct by reducing the level of proposed open space land to deliver future playing surfaces.

The existing residential precinct is ripe for change. With superior access to public transport, the Community Benefits report identifies a number of positive urban and social outcomes that can be achieved and delivered to the benefit of Warwick Farm and the greater Liverpool locality. The proposal has been demonstrated to align with the objectives of A Metropolis of Three Cities, the Western City District Plan and Council's endorsed LSPS.

The planning proposal delivers a structure plan with appropriate and diverse built form that respects the primacy of the Liverpool City Centre, sets a robust open space network with scope to deliver new or improved community facilities to support urban renewal and respond to flooding concerns. The planning proposal also integrates and leverages off traffic and transport upgrades that will improve local amenity and local road safety. The proposal is supported by a development contributions plan that directly aligns to the infrastructure upgrades required to realise the urban renewal of the site.

The proposal would support the creation of a diverse and vibrant community hub to reinforce and renew the identity of Warwick Farm.

Appendix A – Land Ownership, Descriptions and Zonings

Ownership	Property Description	Existing Land Zoning
Sydney Water – 2,926m ²	Lot 1 DP529681	SP2
Transport for NSW – 1,025m ²	Lot 10 DP839419	RE1
Crown Land (Rosedale Oval) – 48,922m ²	Lot 1 DP112444	RE1
	Lot 9 DP 250138	RE1
	Lot 7001 DP1027994	RE1
Other Owners – approximately 12ha	SP39256	R3
	Lot 101 DP1005527	R2
	Lot 2 Section 6 DP758620	R2
	Lot 3 Section 6 DP758620	R2
	Lot 4 Section 6 DP758620	R2
	Lot 5 Section 6 DP758620	R2
	Lot 6 Section 6 DP758620	R2
	Lot 7 Section 6 DP758620	R2
	Lot 8 Section 6 DP758620	R2
	Lot 1 DP1153884	R2
	Lot 2 DP1153884	R2
	Lot 3 DP1153884	R2
	Lot 1 Section 8 DP758620	R2
	Lot 2 Section 8 DP758620	R2
	Lot 3 Section 8 DP758620	R2
	Lot 4 Section 8 DP758620	R2
	Lot 5 Section 8 DP758620	R2
	Lot 6 Section 8 DP758620	R2
	Lot 1 DP45706	R2
	Lot 2 DP45706	R2
	Lot 3 DP45706	R2
	Lot 4 DP45706	R2
	Lot 1 DP512081	R2
	Lot 2 DP512081	R2
	Lot 1 Section 9 DP758620	R2
	Lot 2 Section 9 DP758620	R2
	Lot 3 Section 9 DP758620	R2
Lot 1 DP862531	R2	
Lot 2 DP862531	R2	
Lot 1 DP704614	R2	
Lot 5 Section 9 DP768620	R2	
Lot 6A DP402626	R2	
Lot 6B DP402626	R2	
Lot 1 DP569482	R2	
Lot 2 DP569482	R2	
Lot 100 DP739094	R2	

	Lot 101 DP739094	R2
	Lot 9 Section 9 DP758620	R2
	Lot 1 DP704613	R2
	Lot 10 Section 9 DP758620	R2
	Lot 1 Section 10 DP758620	R2
	Lot 2 Section 10 DP758620	R2
	Lot 3 Section 10 DP758620	R2
	Lot 1 DP1159785	R2
	Lot 1 Section 11 DP758620	R2
	Lot 2 Section 11 DP758620	R2
	Lot 32 DP1019404	R2
	Lot 31 DP1019404	R2
	Lot 40 DP10235561	R2
	Lot 5 Section 11 DP758620	R2
	Lot 6 Section 11 DP758620	R2
	Lot 7 Section 11 DP758620	R2
	Lot 4 DP41566	R2
	Lot 8 Section 11 DP758620	R2
	Lot 9 Section 11 DP758620	R2
	Lot 1 DP869630	R2
	Lot 2 DP869630	R2
	Lot 10 Section 11 DP758620	R2
	Lot 1 Section 12 DP758620	RE2
	Lot 2 Section 12 DP758620	RE2
	Lot 100 DP749717	R2
	Lot 2 DP1172051	RE2
	Lot 100 DP786075	R2
	Lot 3 DP13330	R2
	Lot 4 DP13330	R2
	Lot 5 DP13330	R2
	Lot 6 DP13330	R2
	Lot 7 DP13330	R2
	Lot 8 DP13330	R2
	Lot 21 DP1088639	RE2
	Lot 22 DP1088639	SP2

Appendix B – Existing and Updated LEP Maps