

COUNCIL AGENDA ADDENDUM

ORDINARY COUNCIL MEETING

11 December 2019

ADDENDUM ITEMS

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EGROW 09**Planning proposal request to rezone land and amend development standards at 240 Governor Macquarie Drive, Warwick Farm**

Strategic Direction	Strengthening and Protecting our Environment Exercise planning controls to create high-quality, inclusive urban environments
File Ref	315222.2019
Report By	David Smith - Manager Planning & Transport Strategy
Approved By	Tim Moore - Director, City Economy and Growth / Deputy CEO

EXECUTIVE SUMMARY

At its meeting of 31 July 2019, Council considered a planning proposal request to rezone 240 Governor Macquarie Drive, Warwick Farm from B5 Business Development to part B4 Mixed Use and part R4 High Density Residential.

The report to Council recommended that Council endorse a modified version of the planning proposal request and for it to be submitted to the Department of Planning, Industry and Environment (DPIE) for a Gateway determination.

Following discussion on the matter, Council subsequently resolved:

That Council:

1. *Note the advice provided by the Liverpool Local Planning Panel.*
2. *Delegate to the CEO to provide a report back to Council by the December 2019 Council meeting that includes the possible number of dwellings that would be permitted in the remaining Warwick Farm precinct presuming the LEP is revised to rezone the Warwick Farm Racing precinct to B4 mixed business and presuming all Government Departments and Agencies agree to the change in zoning currently being considered by Council.*
3. ***Endorses in principle the planning proposal for 240 Governor Macquarie Drive, Warwick Farm, subject to the provision of the Council report to be provided at the December 2019 Council meeting and the possible need for the proponent to submit a modified proposal that takes into consideration the report from Council in which the number of dwellings permissible is proportionate to the area of the development site and the total number of dwellings that would be possible in the***

remaining Warwick Farm Racing Precinct area if the LEP is revised to include B4 in that remaining area and if the rezoning the remaining site was subsequently approved by Gateway.

4. *Notes the current VPA offer from the proponent and that a new VPA would need to be negotiated should the council report identify the need for a revised submission from the proponent.*

Following the above Council resolution, the applicant for the planning proposal request exercised their right to seek a rezoning review as Council had not made a decision on the planning proposal request within 90 days of lodgement of the proposal. The review was considered by the Sydney Western City Planning Panel (SWCPP) on 10 September 2019. The SWCPP published its determination on 13 September 2019 stating that the proposal should not be submitted for a Gateway determination as the proposal had not demonstrated strategic merit.

There has been diverging legal advice on the status of the planning proposal request following the review undertaken by the Sydney Western City Planning Panel. The comments provided in the Council report (EGROW02) in the main agenda of the December 2019 business papers stated that *"the proponent had provided legal advice that disputed the Panel's decision that the planning proposal cannot be reconsidered by Council and requested that Council still consider the planning proposal and submit it to DPIE for a Gateway determination. Council subsequently obtained legal advice from its solicitor which confirmed the Panel's advice above is correct. Given the Panel's decision that the planning proposal not proceed to the next stage of the plan making process, no further action can be taken by staff in relation to points 3 and 4 of the above Council resolution"*.

Given the difference in legal advice before Council, the CEO directed that further legal advice be obtained from Scott Nash, Barrister of Martin Place Chambers. That advice (provided separately to Councillors) confirms the applicant's position that the Council may lawfully resolve, if it chooses, to endorse the planning proposal request, and forward a planning proposal to the Department of Planning, Industry and Environment for a Gateway determination.

RECOMMENDATION

That Council:

1. Note the advice provided by the *Liverpool Local Planning Panel*;
2. Endorses in principle the planning proposal request for 240 Governor Macquarie Drive, Warwick Farm, subject to the applicant submitting a modified request with a maximum floor space ratio (FSR) of 2:1 equating to approximately 58,600m² GFA or 500 dwellings with access to the bonus FSR provisions contained within Clause

- 4.4 (2B) of the Liverpool Local Environmental Plan (LEP) (up to 3:1), a maximum height of buildings of 45m and the preparation of a site specific Development Control Plan;
3. Delegate to the CEO authority to negotiate a revised VPA offer with the proponent, agree the terms of the offer with the proponent and report back to Council the details of the VPA prior to exhibition of the planning proposal, consistent with Council's Planning Agreements Policy;
 4. Endorses in principle the potential public benefit contributions of the VPA, to be further negotiated, including:
 - Monetary contributions towards the cost of local road improvements;
 - Funding appropriate road works including a 2.5m wide shared path, public domain improvements including street trees and landscaping along Governor Macquarie Drive between Hume Highway and Munday Street in accordance with Council's design plan for the Hume Highway/Governor Macquarie Drive intersection upgrade and Warwick Street between the Hume Highway and Manning Street;
 - Improved pedestrian and bicycle access to and from the site and Warwick Farm railway station and north and south of the Hume Highway;
 - Provision of 5% of the dwelling yield as affordable housing (to be dedicated to Council) to be managed as affordable rental housing by a community housing provider; and
 - Providing a retail/commercial space in the development for a period of 5 years at a reduced commercial rent for a community organisation/s to be agreed between the proponent and Council; and
 5. Delegate authority to the CEO to finalise the above amendments to the planning proposal request and submit a planning proposal to the Department of Planning, Industry and Environment for a Gateway determination with a recommendation that detailed traffic modelling, an economic impact assessment, a noise mitigation strategy and a site specific DCP be included as Gateway conditions to be satisfied prior to public exhibition.

REPORT

On 10 July 2018, Council received a planning proposal request to rezone land at 240 Governor Macquarie Drive, Warwick Farm from B5 Business Development to part B4 Mixed Use and part R4 High Density Residential (**Attachment 1**). The planning proposal request also seeks to increase the floor space ratio (FSR) development standard from 0.75:1 to 3:1 (equating to

approximately 87,900m² GFA) and the height of buildings (HOB) development standard from 15m to 50m and to reduce the minimum lot size from 2000m² to 1000m².

The proponent requested a rezoning review on 29 October 2018 as the planning proposal request had been with Council for more than 90 days without a determination. On 15 April 2019, Council was informed by the Department of Planning, Industry and Environment (DPIE) that the proponent had withdrawn the request for a rezoning review, and that the Council should make the decision on how to proceed with the planning proposal request.

An assessment of the planning proposal request was completed on behalf of Council by town planning consultants City Plan (**Attachment 2**). The planning proposal request was referred to the Liverpool Local Planning Panel (LPP) for advice on 24 June 2019. The majority of the LPP agreed with the planning assessment report prepared by City Plan consultants that the proposal lacked strategic and site merit and provided their advice to Council that the planning proposal request should not be referred to the DPIE for a Gateway determination (**Attachment 3**).

At its Ordinary meeting of 26 June 2019, Council endorsed the draft Liverpool Local Strategic Planning Statement (LSPS) for exhibition, which designated the subject site as part of a precinct to be investigated for a “mix of uses”.

A report on this rezoning request was considered by Council at its meeting of 31 July 2019 (EGROW 04). That report recommended that Council:

1. Note the advice provided by the *Liverpool Local Planning Panel*;
2. Endorses in principle the planning proposal for 240 Governor Macquarie Drive, Warwick Farm, subject to the applicant submitting a modified proposal with a maximum floor space ratio (FSR) of 2:1 equating to approximately 58,600m² GFA or 500 dwellings with access to the bonus FSR provisions contained within Clause 4.4 (2B) of the Liverpool Local Environmental Plan (LEP) (up to 3:1), a maximum height of buildings of 45m and the preparation of a site specific Development Control Plan;
3. Delegate to the CEO authority to negotiate a revised VPA offer with the proponent, agree the terms of the offer with the proponent and report back to Council the details of the VPA prior to exhibition of the planning proposal, consistent with Council's Planning Agreements Policy;
4. Endorses in principle the potential public benefit contributions of the VPA, to be further negotiated, including:
 - Monetary contributions towards the cost of local road improvements;
 - Funding appropriate road works including a 2.5m wide shared path, public domain improvements including street trees and landscaping along Governor Macquarie Drive between Hume Highway and Munday Street in accordance

with Council's design plan for the Hume Highway/Governor Macquarie Drive intersection upgrade and Warwick Street between the Hume Highway and Manning Street;

- Improved pedestrian and bicycle access to and from the site and Warwick Farm railway station and north and south of the Hume Highway;
 - Provision of 5% of the dwelling yield as affordable housing (to be dedicated to Council) to be managed as affordable rental housing by a community housing provider; and
 - Providing a retail/commercial space in the development for a period of 5 years at a reduced commercial rent for a community organisation/s to be agreed between the proponent and Council; and
5. Delegate authority to the CEO to finalise the above amendments to the planning proposal and submit the planning proposal to the Department of Planning, Industry and Environment for a Gateway determination with a recommendation that detailed traffic modelling, an economic impact assessment, a noise mitigation strategy and a site specific DCP be included as Gateway conditions to be satisfied prior to public exhibition.

Following discussion on the item, Council ultimately resolved:

That Council:

1. Note the advice provided by the Liverpool Local Planning Panel;
2. Delegate to the CEO to provide a report back to Council by the December 2019 Council meeting that includes the possible number of dwellings that would be permitted in the remaining Warwick Farm precinct presuming the LEP is revised to rezone the Warwick Farm Racing precinct to B4 mixed business and presuming all Government Departments and Agencies agree to the change in zoning currently being considered by Council;
3. Endorses in principle the planning proposal for 240 Governor Macquarie Drive, Warwick Farm, subject to the provision of the Council report to be provided at the December 2019 Council meeting and the possible need for the proponent to submit a modified proposal that takes into consideration the report from Council in which the number of dwellings permissible is proportionate to the area of the development site and the total number of dwellings that would be possible in the remaining Warwick Farm Racing Precinct area if the LEP is revised to include B4 in that remaining area and if the rezoning the remaining site was subsequently approved by Gateway; and

4. Notes the current VPA offer from the proponent and that a new VPA would need to be negotiated should the council report identify the need for a revised submission from the proponent.

Following the above Council resolution, the applicant for the planning proposal exercised their right to seek a rezoning review as Council had not made a decision on the planning proposal request within 90 days of lodgement of the proposal.

The review was considered by the Sydney Western City Planning Panel (SWCPP) on 10 September 2019. The SWCPP published its determination on 13 September 2019 stating that the proposal **should not** be submitted for a Gateway determination as the proposal had not demonstrated strategic merit.

The advice provided to Council by the Panel stated that the decision of the Panel not to forward the planning proposal to the DPIE for a Gateway determination is final and that there are no opportunities for it to be reconsidered or challenged on its merits.

The proponent provided legal advice that disputed the Panel's decision that the planning proposal cannot be reconsidered by Council and requested that Council still consider the planning proposal and submit it to DPIE for a Gateway determination. Council subsequently obtained legal advice which confirmed the regional panel's advice. That position was therefore reflected in EGROW02 Council report included in the December 2019 business papers.

Given the difference in legal advice before Council, the CEO directed that further legal advice be obtained from Scott Nash, Barrister of Martin Place Chambers. That advice (provided separately to Councillors) confirms the applicant's position that the Council may lawfully resolve, if it chooses, to endorse the planning proposal request, and to forward a planning proposal to the Department of Planning, Industry and Environment for a Gateway determination.

The staff report on the planning proposal (EGROW 04) is included as **Attachment 4** and its recommendation remain current.

It is therefore recommended that Council endorse in principle the planning proposal request (including the recommended amendments) and to forward a planning proposal to the Department of Planning, Industry and Environment seeking a Gateway determination.

CONSIDERATIONS

Economic	Further develop a commercial centre that accommodates a variety of employment opportunities. Deliver a high quality local road system including provision and maintenance of infrastructure and management of traffic issues. Facilitate economic development.
Environment	There are no environmental and sustainability considerations.
Social	Regulate for a mix of housing types that responds to different population groups such as young families and older people.
Civic Leadership	Encourage the community to engage in Council initiatives and actions.
Legislative	Environmental Planning & Assessment Act 1979

ATTACHMENTS

1. Planning Proposal Request
2. Planning Assessment Report
3. Local Planning Panel Advice
4. EGROW04 31 July 2019 Council Report

SJB Planning



Lot 1, Governor Macquarie Drive, Warwick Farm

Planning Proposal

July 2018 | FINAL

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- Attachment 2: CRED Consulting Community Benefits Analysis
- Attachment 3: CBRK – Traffic Assessment
- Attachment 4: FloodMit – Preliminary Flood Assessment

Executive Summary

This Planning Proposal has been prepared for Warwick Farm Central, the owners of the land known as Lot 1 Governor Macquarie Drive, Warwick Farm ('the site'). The site has a legal description of Lot 1 in DP 1162276.

The holding has an area of approximately 2.93ha. The site is bordered by Governor Macquarie Drive, Munday Street, Manning Street, the Hume Highway and Warwick Street, and is located within the locality of Warwick Farm.

The site is currently unoccupied.

A Planning Proposal request (PGR_2017_LPOOL_001_00) was considered by the Sydney City Western Planning Panel (SWCPP) on 5 February 2018. That proposal sought to rezone the site from B5 Business Development to part R4 High Density Residential and part B4 Mixed Use.

That proposal sought a floor space ratio (FSR) of 3.5:1 and height of 45m and 100m. The concept anticipated achieving approximately 950 dwellings.

The SCWPP did not endorse the Planning Proposal request to proceed to Gateway Determination.

The panel determined that the proposal had strategic merit to pursue a part R4 High Density Residential and part B4 Mixed Use zone. The basis for not proceeding was that the proposal did not demonstrate adequate site specific merit due to the excessive scale of development that would arise from the 100m height proposed being towers of up to 28 storeys in height.

The site owner has engaged an urban design review, which forms the basis of this new Planning Proposal request.

The revised approach to the site planning has simplified the vehicle access to a single internal loop road off Munday Street. The entry and exit points correlate to Bull Street and Stroud Avenue to the south of Munday Street, creating four (4) way intersections. The approach allows for perimeter open space to the Warwick Street and Governor Macquarie Drive frontages.

The amended concept proposes providing the B4 Mixed Use and retail space to the west of the site fronting Manning Street and Munday Street. This location accommodates a potential retail offering at the closest point of the site to Warwick Farm Station, and activates the south-western corner of the site.

The concept provides for a podium treatment for a supermarket retail offering and supporting specialist retail space that could frame a public plaza area.

In response to the concern of excessive scale of the previous scheme, the proposal contemplates buildings to 15 storeys, which are consistent with the scale of development contemplated and being delivered to the west, along the Hume Highway.

The scale proposed ranges between four (4) and 15 storeys. These heights do not challenge the primacy of the Liverpool CBD, and the contemplated building heights of up to 100m.

This Planning Proposal seeks to amend the Liverpool Local Environmental Plan (LLEP) 2008, in the following manner:

- Rezone the land to part R4 High Density Residential and part B4 Mixed Use; and
- Amend the FSR from 0.75:1 to 3:1;
- Amend the Height of Building map applying to the land from 15m to 50m; and
- Amend the Lot Size Map to apply a minimum lot size of 1,000m².

This Planning Proposal provides an analysis of the physical and strategic planning constraints and the opportunities of the site, and considers the relevant environmental, social, and economic impacts of the proposal and its strategic merit.

Support for this Planning Proposal is based on the following merits:

- The proposal provides residential accommodation in a well served and suitable urban location
- The redevelopment of the site including retail and service space provides convenience amenity to the locality
- The mixed-use concept would create a neighbourhood focus including a variety of open space opportunities associated with the retail offering as well as casual publicly accessible open spaces
- The concepts demonstrate the ability for the building envelopes to achieve consistency with Apartment Design Guideline (ADG) requirements for residential flat development
- The concepts improve the urban interface for pedestrians traversing between the Warwick Farm rail station and Warwick Farm racecourse; and
- The proposal is supported by an offer to deliver 5% of the dwelling yield achieved as affordable rental housing

The proposal is consistent with the broad strategic planning goals for the West District as:

- Housing and employment opportunities are provided on the fringe of the Metropolitan cluster of Liverpool
- The site has excellent public transport and walkable connections to employment health and education opportunities
- The site is highly accessible to Greater Parramatta and the future western Sydney airport
- The proposal does not undermine the primacy of the Liverpool CBD or core employment areas; and
- The site in its vacant state is making no positive economic or social contribution to the locality

The Planning Proposal is supported by an offer to enter into a Voluntary Planning Agreement (VPA) with Council that would deliver 5% of the quantum of housing achieved as affordable rental housing.

It is requested that arising from the consideration of this Planning Proposal, Liverpool City Council resolve to support the changes to LLEP 2008 as detailed in this Planning Proposal, and forward the Planning Proposal for a Gateway Determination to undertake the following:

- Amend the land zoning map to zone the site part R4 High Density Residential and Part B4 Mixed Use
- Amend the Height of Buildings Map to apply a maximum height of buildings development standard of 50.0m to the site
- Amend the FSR map to apply an FSR of 3:1 across the site; and
- Amend the Lot Size Map to apply a minimum lot size of 1,000m².

1.0 Introduction

1.1 Overview

This Planning Proposal has been prepared for Warwick Farm Village, the owners of the site. The proposal seeks an amendment to the zoning and development applying to the site to facilitate a mixed-use redevelopment of the site, that could include approximately 830 dwellings, approximately 5,000m² of commercial floor space, and approximately 7000m² of open space. The amendments sought relate to:

- Amendment of the land zoning from B5 Business Development to part R4 High Density Residential and part B4 Mixed Use;
- Amendment of the FSR from 0.75:1 to 3:1; and
- Amendment of the height of buildings development standard from 15m to 50m.

This Planning Proposal applies to the land described as Lot 1 in DP1162276, shown at Figure 1 below.

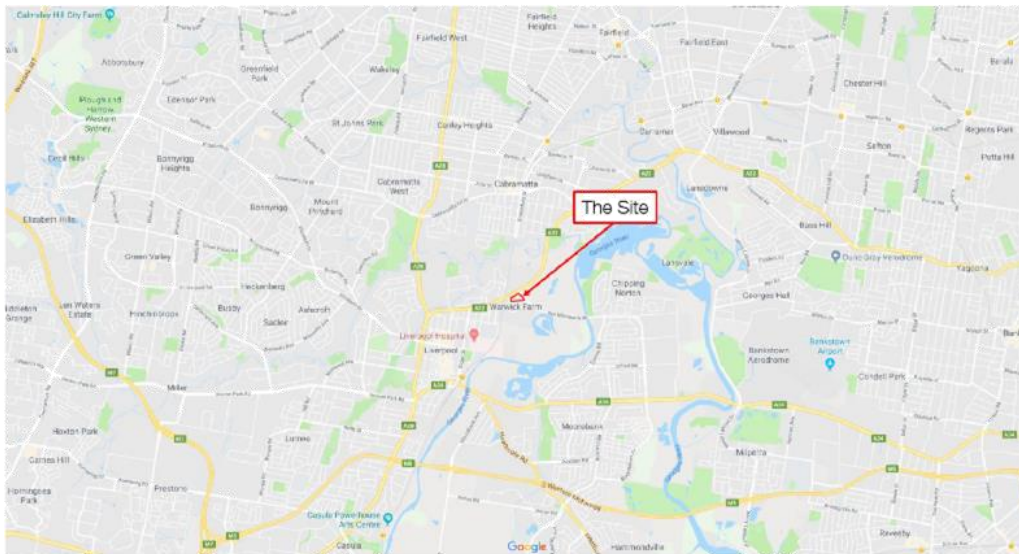


Figure 1: Site location regional context (Source: Google Maps)

The holding is an irregular shaped allotment with an area of approximately 2.93ha. The site has frontages to Governor Macquarie Drive to the north east, Warwick Street and the Hume Highway (A22) to the north west, Manning Street to the east, and Munday Street to the south.

The Planning Proposal is supported by detailed urban design analysis and architectural mass modelling plans that show development configuration outcomes for the site, including shadow impact testing and traffic analysis. A social needs assessment has been prepared that identifies the potential social contribution of the development to the needs of the locality. The inclusion of convenience retailing underpins the ability of the site to establish a local focal point for existing and future residential uses as

well as delivering positive economic impact through the provision of employment and business opportunities.

The Planning Proposal has been prepared in consistent with the Department of Planning and Environment's (DP&E) *Planning Proposals - A Guide to Preparing Planning Proposals*, dated August 2016.

1.2 Scope and Format of the Planning Proposal

The Planning Proposal details the merits of the proposed changes to RLEP 2014 and has been structured in the following manner:

- Section 1.0 provides an introduction to the Planning Proposal;
- Section 2.0 provides a description of the site, its context and existing development, including identification of the land to which the changes are proposed;
- Section 3.0 addresses the current Statutory Framework;
- Section 4.0 is the Planning Proposal and is provided consistent with the matters to be considered in the Department of Planning's *A Guide to Preparing Planning Proposals*; and
- Section 5.0 provides the conclusions and recommendations to proceed with the Planning Proposal to Gateway Determination to amend LLEP 2008.

1.3 Supporting Plans and Documentation

This Proposal has been prepared with input from a number of technical and design documents which have been prepared to accompany the application. These documents are included as Attachments to this report and are identified in Table 1.

Document name	Prepared by
Urban Design Report	SJB Urban
Community Benefits Analysis	CRED consulting
Traffic assessment	Colston Budd Rodgers and Kafes Pty Ltd
Preliminary Flood Assessment	FloodMit

Table 1: Plans and Documents Prepared to Accompany this Planning Proposal

2.0 Site Description and Context

2.1 Overview

This section describes the location of the site, existing development on the land, the current planning framework and State Government and Liverpool City Council plans applying to the location.

2.2 Site Context and Locality

The subject site is located in the suburb of Warwick Farm located approximately 1.5km to the east of the Liverpool City Centre, and 100m from Warwick Farm Station. The Liverpool City Centre plays a major commercial and cultural role in the local area and includes Liverpool Hospital, Westfield Liverpool, and Macquarie Street Mall.

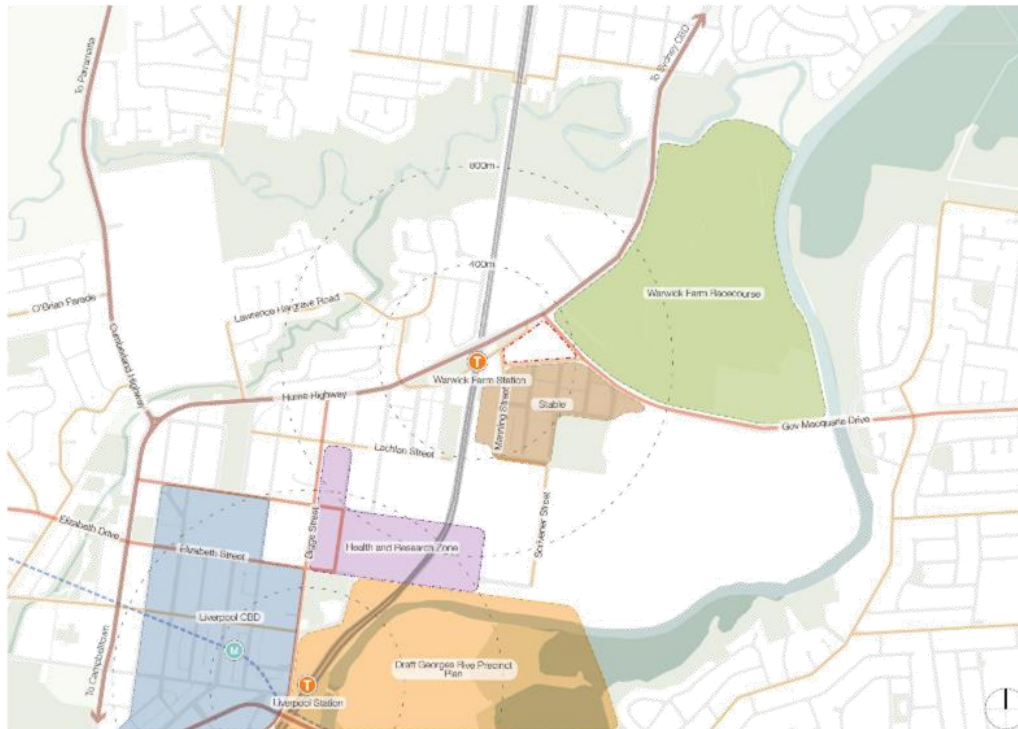


Figure 2: Strategic context diagram (Source: SJB Urban)

The site is well serviced by several bus routes which service the Hume Highway.

2.3 Site Description

The eastern two-thirds of the site is scattered with trees of varying type and density, but limited significance. The western third of the site was previously occupied by eight (8) residential properties erected by the

Australian Jockey Club in the late 1940s, however these buildings were recently demolished and this portion of the site is currently vacant with the exception of some scattered trees in the south western corner of the site. An aerial photo of the site is provided at Figure 3.



Figure 3: Aerial view of the site and surrounds (Source: Six Map)

The site has the following street frontages:

- Northern frontage to Warwick Street and the Hume Highway of approximately 195m;
- Eastern frontage to Governor Macquarie Drive of approximately 190m;
- Southern frontage to Munday Street of approximately 290m;
- Western frontage to Manning Street of approximately 55m;

The topography of the site generally slopes from north to south, with the highest point at the junction of the Hume Highway and Warwick Street, and the lowest point near the corner of Munday Street and Governor Macquarie Drive.

2.4 Surrounding Land Uses and Built Form

The site is located in a precinct supporting a range of uses including automotive, bulky goods retailing, and low and medium density residential uses, as well as the Warwick Farm Racecourse and ancillary horse stabling and training facilities. 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.

The Warwick Farm Rail Station on the T2, T3, and T5 suburban lines is located to the immediate west of the site.

2.4.1 North

- The Hume Highway is directly north of the site, and includes a T-intersection with Governor Macquarie Drive at the northern corner of the site, the intersection includes a dedicated right-turn lane and traffic signals;

- Land to the north of Hume Highway is commonly referred to as the Sappho Road Precinct and is primarily utilised for vehicle sales and related uses, and bulky good retailing. This area contains a large car sales centre, an exhibition home centre, a bulky goods retail centre and associated parking; and
- Further north of the Sappho Road precinct is a large recreational area including Stroud Park and Jacquie Osmond Reserve, which occupy the Cabramatta Creek floodplain.

2.4.2 South

- Munday Street is directly to the south of the site, and is a designated B-Double transport route servicing the mixed industrial area located further south of the site bound by the rail line, Priddle Street, and Scrivener Street;
- The properties immediately south of the site are zoned R2 Residential Low Density. These properties are occupied by horse stables and training facilities associated with the Warwick Farm Racecourse and are interspersed with some residential uses;
- Rosedale Oval is located to the south east, bound by Stroud Avenue and National Street;
- Land zoned IN1 General Industrial is located further to south, which abuts the Georges River, and includes the Liverpool Water Recycling Plant, and the eastern portion of Liverpool Hospital; and
- Liverpool Central City is located approximately 1.5km to the south west of the site.

2.4.3 East

- Governor Macquarie Drive is directly to the east of the site with Warwick Farm Racecourse occupying the eastern side of the road. The racecourse is bound by Governor Macquarie Drive, the Hume Highway, and the Georges River.

2.4.4 West

- Manning Street is directly to the west of the site and a two (2) storey townhouse style development is located on the western side of Manning Street;
- Warwick Farm Railway Station is located behind this residential development on Manning Street; and
- To the west of the rail line are areas zoned R4 High Density Residential. These areas include older style residential flat buildings of three (3) to four (4) storeys. Further to the west are newer residential flat buildings up to 15 storeys in height.

3.0 Statutory Framework

3.1 Liverpool Local Environmental Plan (LLEP) 2008

3.1.1 Zoning

The site is currently zoned B5 Business Development under LLEP 2008 (refer to Figure 4 below).

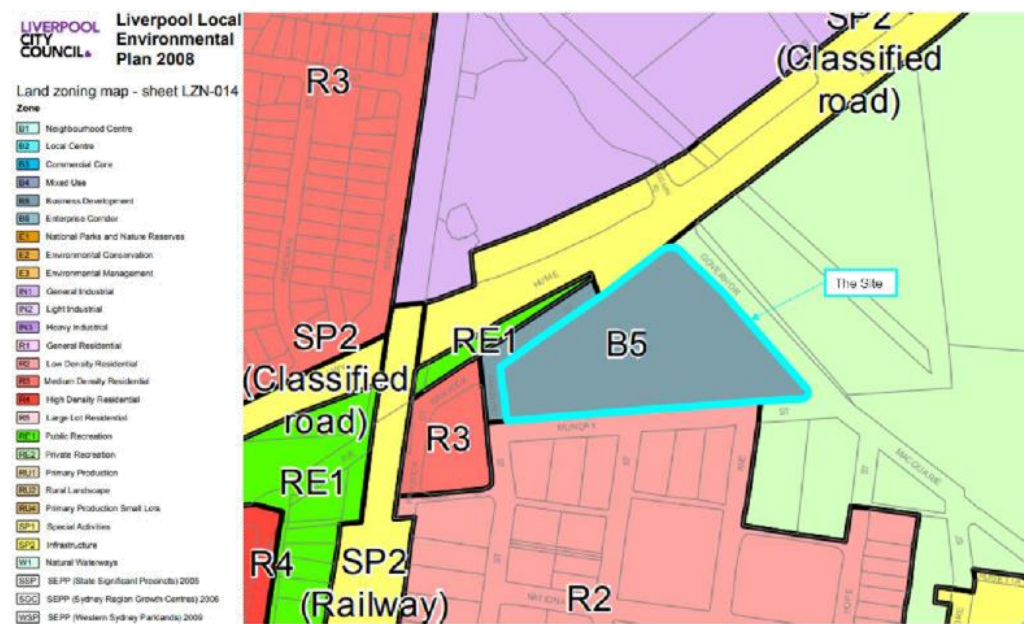


Figure 4: Extract from LLEP 2008 Land Zoning Map

3.1.2 Minimum Lot Size (Clause 4.1)

The site is currently subject to a minimum lot size of 2.0ha under LLEP 2008 (refer to Figure 5 below).

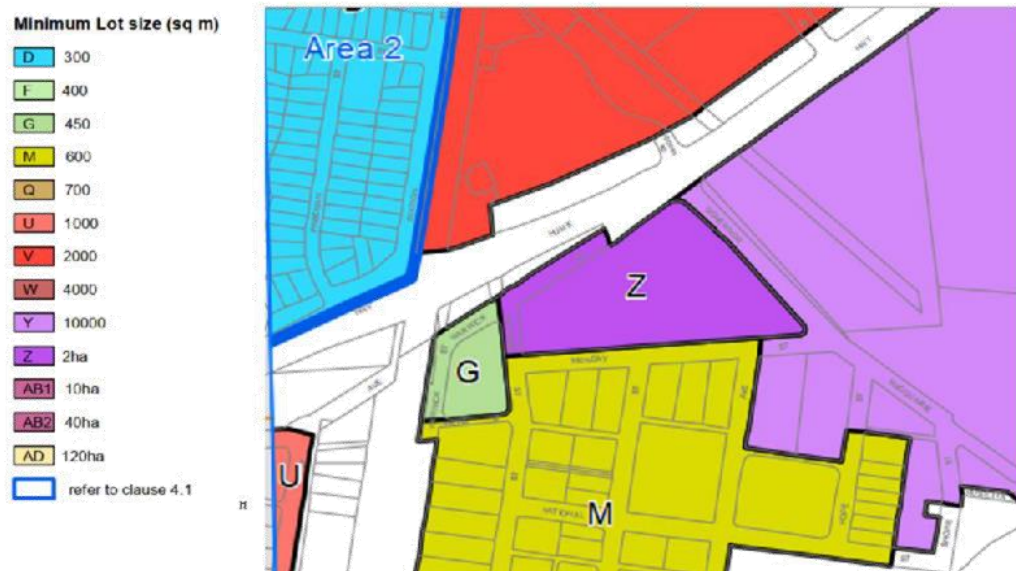


Figure 5: Extract from LLEP 2008 Minimum Lot Size Map

3.1.3 Height of Buildings (Clause 4.3)

The site is subject to a height of buildings development standard of 15m (refer to Figure 5).

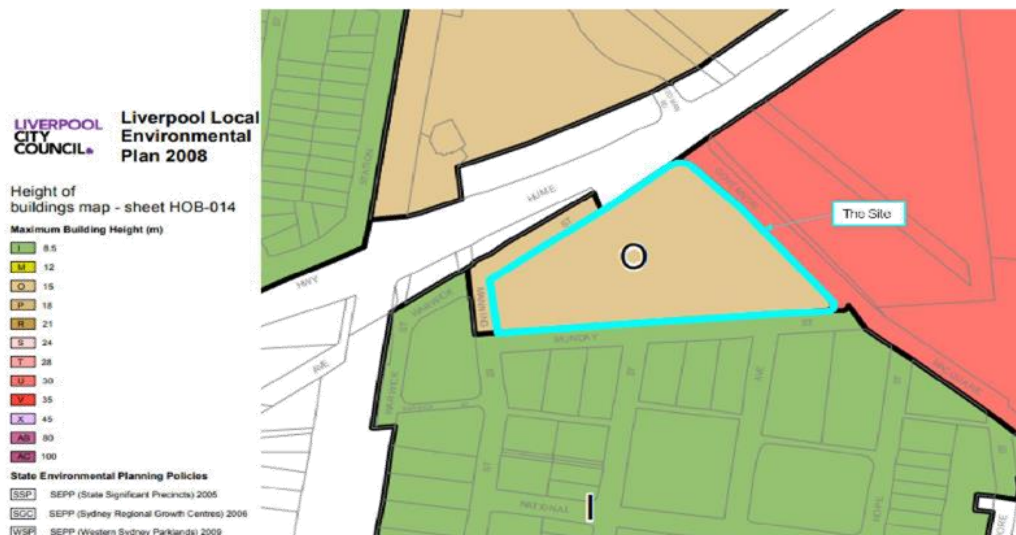


Figure 6: Extract from LLEP 2008 Height of Buildings Map

3.1.4 Floor Space Ratio (Clause 4.4)

The site is subject to a maximum FSR of 0.75:1 (refer to Figure 6 below).



Figure 7: Extract from LLEP 2008 Floor Space Ratio Map

3.1.5 Heritage Conservation (Clause 5.10)

The site is not identified as a heritage item, or as being located in a conservation area. Directly opposite the site, on the corner of the Hume Highway and Governor Macquarie Drive, is the Warwick Farm Racecourse, which is identified as a Local Heritage Item 66 under LLEP 2008.

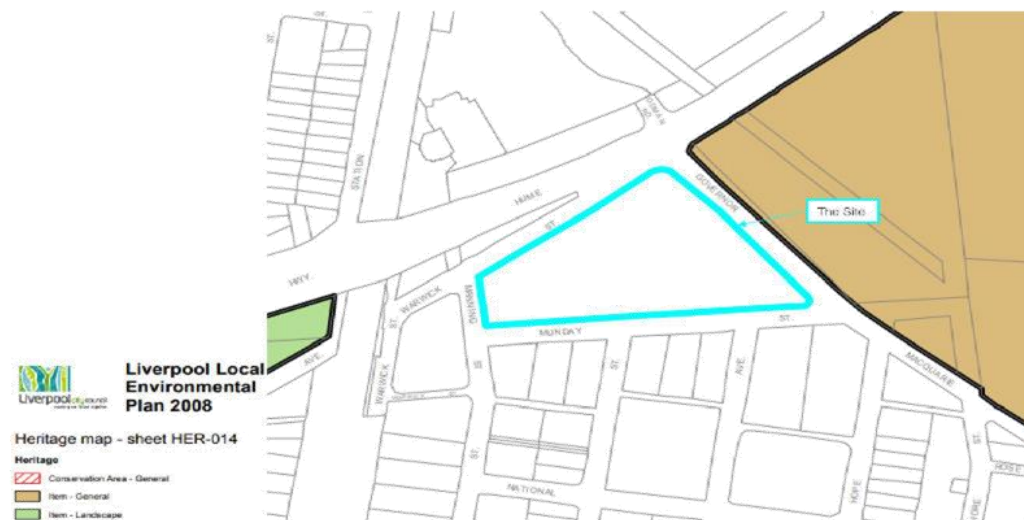


Figure 8: Extract from LLEP 2008 Heritage Map

While the site is not a heritage item, it is in the vicinity of a heritage item, Warwick Farm Racecourse. Clause 5.10(5) requires that development in the vicinity of a heritage item have consideration of the impact of the development on the heritage significance of the Warwick Farm Racecourse, being the heritage item.

This will be a matter for consideration with any Development Application (DA). It is unlikely that the development of the site consistent with the this PP request would impact upon the setting of the racecourse or its continued use for equine related uses.

3.1.6 Acid Sulfate Soils (Clause 7.7)

The site is identified as being potentially affected by Class 5 acid sulfate soils under LLEP 2008.



Figure 9: Extract from LLEP 2008 Acid Sulfate Soils Map

3.1.7 Flood Planning (Clause 7.8) and Floodplain Risk Management (Clause 7.8A)

The site is mapped as flood prone land, and as being within a flood planning area.



Figure 10: Extract from LLEP 2008 Flood Planning Area Map

As a consequence, Clauses 7.8 and 7.8A will be applicable to the assessment of future DAs.

The PP is supported by a Preliminary Flood Assessment (refer Attachment 4), which has identified the potential flood extent for the site, and broad strategies on how the flood impacts could be managed in a future development of the site. The flood report was prepared for a previous Planning Proposal; however, the principles remain valid and have been incorporated into the urban design concepts. The flood assessment could be revised and updated should Gateway Determination be received.

The report concludes:

It is proposed to fill the majority of the site to the 100-year flood level, and to develop a number of high rise residential apartments. It is considered that the development of the site can comply with the requirements of Liverpool DCP 2008, Chapter 9 – Flooding Risk, subject to the following recommendations:

- i) The feasibility of providing compensatory excavation, either within the site or off-site, is further evaluated;
- ii) The final development footprint and associated earthworks are included in the Warwick Farm TUFLOW model to verify that the proposal has no adverse impacts on flood behaviour. This would include verifying boundary conditions in the model using the new Georges River Flood Study, should these results be available at the time;
- iii) All building floor levels are a minimum of 0.5m above the 100 year flood level, and preferably higher;
- iv) All basement parking areas are protected from inundation up to a minimum of the 100 year flood level plus 0.1m freeboard, and preferably higher;
- v) Access to the site is amended to include access from the north of the site to Warwick Street and the Hume Highway, with minor modification of this intersection to raise it above the 100 year flood level. All internal roads to proposed buildings could then be filled to the 100 year flood level to provide flood free access (to Liverpool) in such an event.

The concepts prepared in support of the Planning Proposal request include the ability to provide accommodation above the nominated flood planning levels and emergency egress to the north towards Warwick Street. Various options are available to explore to ensure compensatory flood storage are possible including plenum storage areas in basements. These matters would be resolved in detail with future Development Applications or post Gateway determination once agreement on the strategic merit of the proposal has been determined.

3.1.8 Minimum building street frontage (Clause 7.14)

The application proposes to zone part of the land R4 High Density Residential. The provisions of this clause would be applicable to future development. The minimum frontage requirement of 24m would be readily justified.

3.1.9 Airspace operations (Clause 7.17)

The Warwick Farm site is located in an area impacted by the operational requirements for Bankstown Airport.

Two (2) assessment measures apply from the Bankstown Airport Masterplan and were addressed in previous planning proposals for the site. These are the conical obstacle limitation surface (Conical OLS), and the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surface height. The OLS across the site varies between RL55m and RL 75m Australian Height Datum (AHD). The PANS-OPS surface height is RL112.57m AHD.

The PP proposes building to 15 storeys in height, or approximately 60m AHD, which is substantially below the limitations previously identified for the site.

Regardless, consultation with the Civil Aviation Safety Authority (CASA) is anticipated as part of the consultation phase, should the PP proceed to gateway determination.

3.2 Liverpool Development Control Plan (LDCP) 2008

Development on the site will be subject to the provisions of LDCP 2008.

Should the Planning Proposal be finalised, and a part B4 Mixed Use and part R4 High Density Residential zone be applied, future development would be assessed against the provisions of the DCP.

Future development will be required to address and respond to:

- Part 1 – General Controls for All Development;
- Part 3.7: Residential Flat Buildings in the R4 Zone; and
- Part 6: Development in Business Zones (Except Liverpool City Centre).

These would be matter to be addressed in future DAs for the site.

4.0 The Planning Proposal

4.1 Overview

This section addresses the DP&E publication *Planning Proposals – A Guide to Preparing Planning Proposals* (August 2016). This section provides:

- Objectives and intended outcomes;
- Explanation of provisions;
- Justification;
- Mapping;
- Community consultation; and
- Project timeline.

4.2 Objectives and Intended Outcomes

The subject site is currently unoccupied by any buildings or active land uses.

The site has previously benefitted from land use consent for the development of a Masters Hardware Store. This approval was not completed due to the exit from the market of that operator.

This proposal seeks to rezone the land from the current B5 zone to part B4 Mixed Use and part R4 High Density residential.

The PP responds to a recent PP which sought to rezone the land to facilitate towers to 100m in height. The Sydney Planning Panel considered that the previous proposal had strategic merit for conversion to residential uses, but not site specific merit. A fundamental issue with the proposal not satisfying the site specific merit test was the excessive height and scale.

Arising from the determination of the panel, the site owner has engaged SJB Urban to undertake a review of the urban approach to the site. This has led to the preparation of a scheme for midrise buildings, and the inclusion of retail uses which provide convenient services to the locality, as well as employment opportunities.

The objectives and intended outcomes are to facilitate the development of the site for approximately 830 dwellings, and provision of approximately 5,000m² of retail commercial space.

The concept plan contemplates the provision of affordable rental housing as part of the future delivery of housing on the site, as well as publicly accessible open space areas.

The concept prepared by SJB Urban proposes the development of a mixed use community in buildings ranging between four (4) and 15 storeys.

The Concept Plan provides for a ground floor retail offering to the western portion of the site, including a supermarket. The concept provides for this retail offering, sleeved by smaller retail offerings, activating a north-south active plaza. The active plaza blends to be publicly accessible open space, and a passive open space offering suitable for a children's playground which is visible and accessible directly from Warwick Street.

Similar accessible open space opportunities are provided to Governor Macquarie Drive.

The concept includes internalised communal open spaces as internal courtyard areas.

The site planning proposes a simple loop road accessed off Munday Street. This loop road provides basement access to the residential dwellings as well as servicing for the commercial/retail space to the western portion of the site.

The revised approach has responded to the previous consideration by the Sydney Western City Planning Panel with a significantly reduced building scale, inclusion of employment and service opportunities, and improved pedestrian connectivity to the Warwick Farm Rail Station transport node.

4.3 Explanations of Provisions

This Planning Proposal seeks to amend LLEP 2008 in the following manner:

- Apply the B4 Mixed Use zone and R4 High Density Residential zone to the site;
- Apply an FSR of 3:1 across the site;
- Apply a height of buildings development standard of 50m across the site; and
- Apply a minimum lot size of 1,000m² to the site.

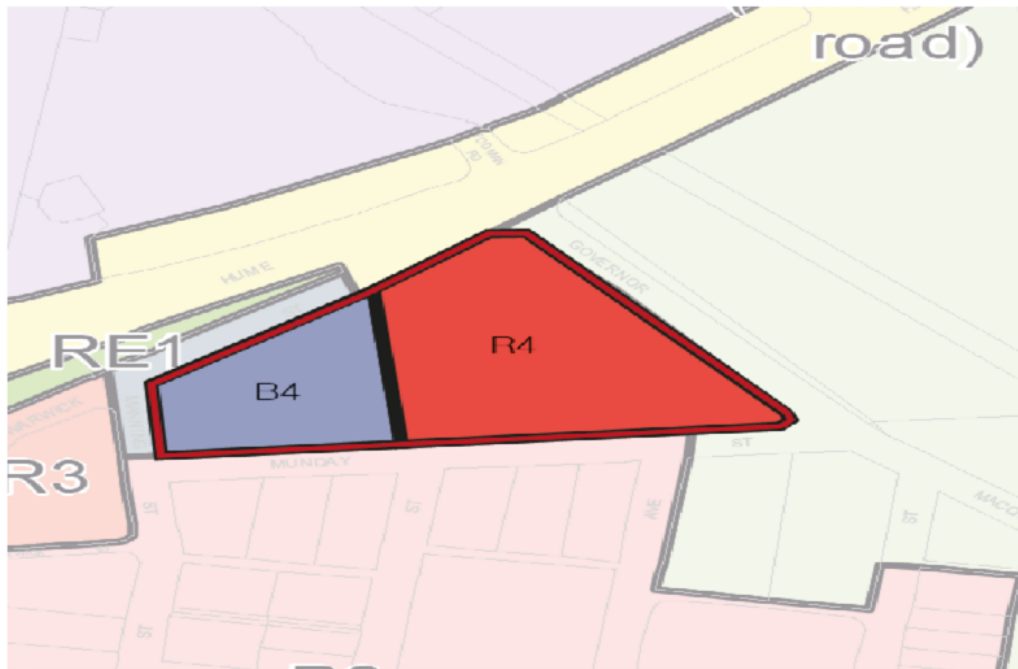


Figure 11: Extract from proposed amended LLEP 2008 Zoning Map

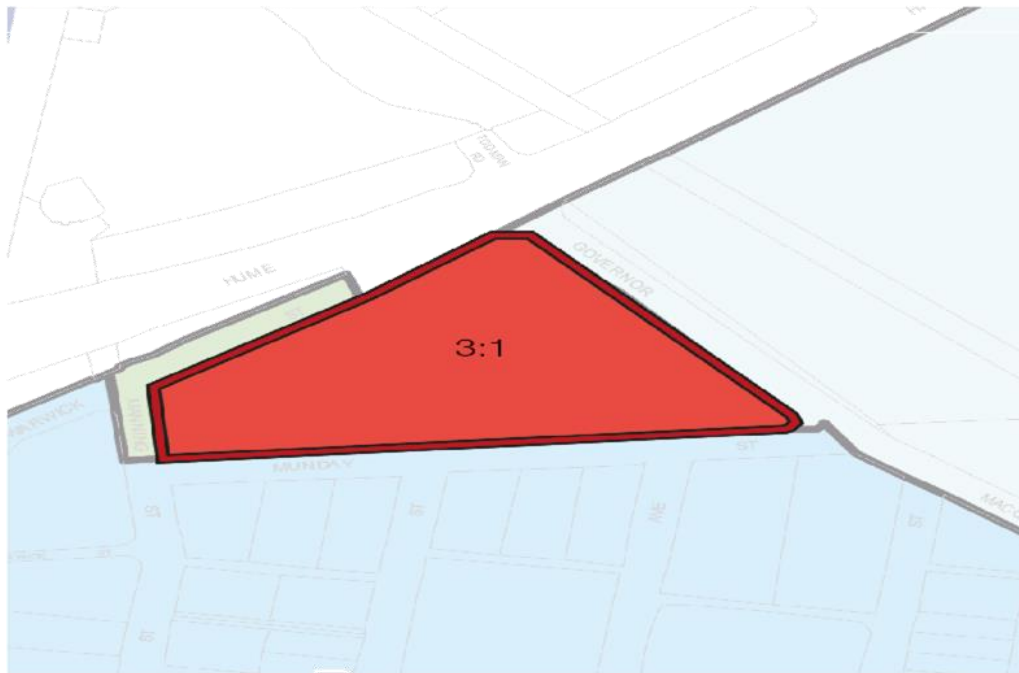


Figure 12: Extract from proposed amended LLEP 2008 Floor Space Ratio Map

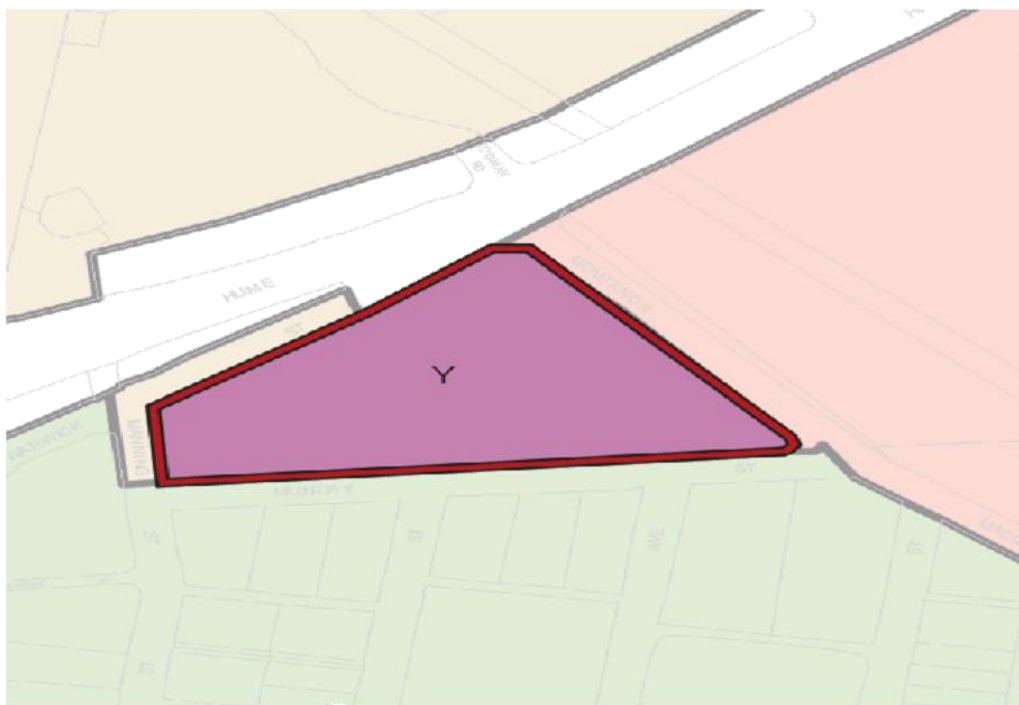


Figure 13: Extract from proposed amended LLEP 2008 Height of Buildings Map

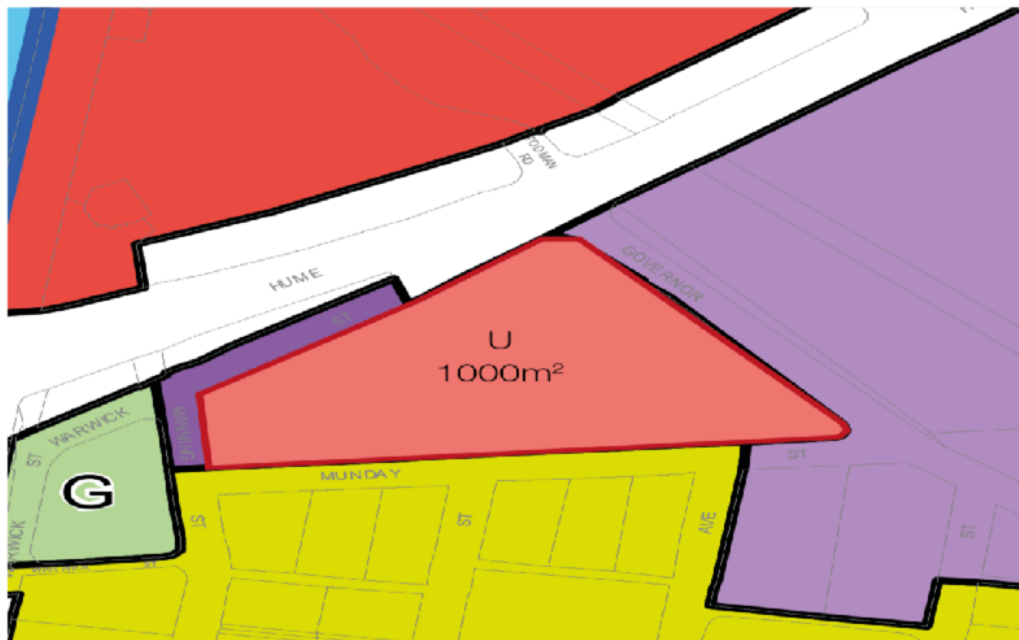


Figure 14: Extract from proposed amended LLEP 2008 Minimum Lot Size Map

4.4 Justification

This section addresses the need for the rezoning, identifies the background studies undertaken, why the Planning Proposal is the best approach, and what the community benefits will be.

4.4.1 Section A – Need for the Planning Proposal

Q1. Is the planning proposal a result of any strategic study or report?

The PP is supported by:

- An Urban Design Report;
- A Traffic Impact Assessment Report;
- A Community Benefits Assessment Report; and
- Preliminary Flood Assessment Report.

The proposal relies upon a previous Flood Impact Assessment Report which could, if required, be further augmented should the proposal proceed to Gateway Determination as a required assessment to be updated. The preparation of the concept has had regards to previous assessment regarding design, floor levels, emergency egress paths, and flood storage compensation.

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The PP is the only practical way to facilitate a redevelopment of the site to include residential accommodation as part of a redevelopment. The B5 Business development land use zone currently applying to the land does not permit residential accommodation.

The PP seeks to apply an appropriate B4 Mixed Use zone to part of the site to maintain employment and service land use options, and R4 High Density Residential to the balance of the site. The zones are supported by a FSR and height of buildings provision to accommodate development to a maximum of 15 storeys.

4.4.2 Section B – Relationship to Strategic Planning Framework

Q3. *Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional strategy, or district plan or strategy (including any exhibited draft plans or strategies)?*

Greater Sydney Region Plan – A Metropolis of Three Cities

The subject site is located within the Liverpool Metropolitan Cluster, identified in A Metropolis of Three Cities as a Strategic Centre and a Health and Education Precinct.

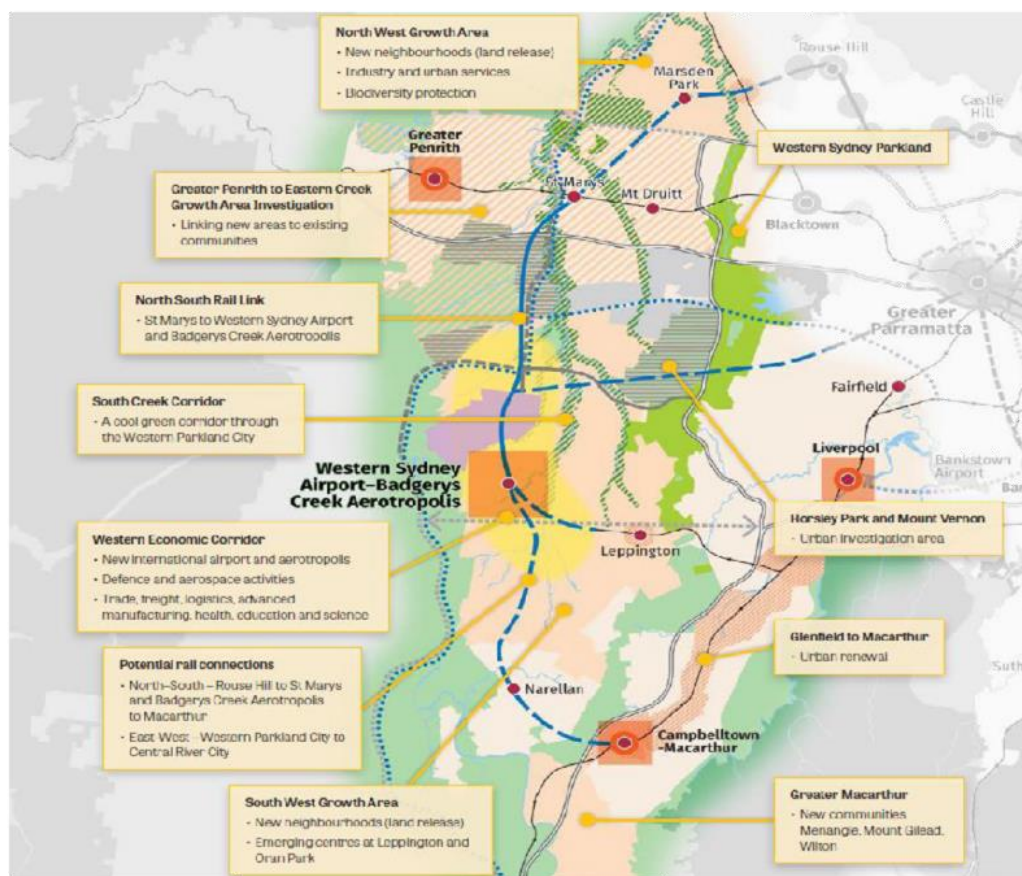


Figure 15: Extract from Western Parkland City Vision A Metropolis of Three Cities

The Liverpool Metropolitan Cluster is already a 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 Airport Aerotropolis.

Liverpool and Warwick Farm will be on the transport network linking the Western Sydney Airport and Greater Parramatta, providing an ideal location for employment to Liverpool, Greater Parramatta, and the future airport.

The 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;
- Facilitating development of a site which is highly accessible by public transport;
- Improving resident access to jobs, services and recreation opportunities;
- Accelerating housing supply, choice and affordability and building great places to live; and
- Supporting the role of Liverpool as an area to continue to provide services and employment opportunities for the Western Parkland City.

The pursuit of the alternate zone, height, and FSR at the site is consistent with the following Directions and Objectives of the plan:

Direction 1 – A city supported by Infrastructure
"Infrastructure supporting new developments"

Objective 4: Infrastructure use is optimised

Warwick Farm is served by heavy rail and Sydney Bus Services. The provision of residential accommodation is consistent with the form and scale of development to the west of Warwick Farm Rail Station. The inclusion of retail options provides convenience service retail potential for the existing population, as well as providing employment opportunities. The PP is consistent with this action and is entirely consistent with current FSR and height controls in the locality for sites fronting the Hume Highway.

Direction 2 – A collaborative city
"Working together to grow a Greater Sydney"

Objective 5: Benefits of growth realised by collaboration with governments, community and business

The PP is supported by an offer to enter into a VPA with Liverpool City Council. The VPA will deliver affordable housing and directly provides accessible open space on the site. The VPA also offers to embellish existing open space landscape buffers in the vicinity of the site. The proponent has previously delivered traffic infrastructure upgrades, with an expenditure in excess of \$800, 000 for development that has not proceeded.

Direction 3 – A city for people
"Celebrating diversity and putting people at the heart of planning"

Objective 7: Communities are healthy, resilient and socially connected

The site is located 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 means other than the private vehicle as well as ready access to Greater Parramatta and the future Western Sydney Airport.

Direction 4 – Housing the city
“Giving people housing choices”

Objective 10: Greater housing supply

The proposal has the potential to provide approximately 930 dwellings, in a well serviced location, close to jobs and support facilities. The proposal provides the additional housing opportunities outside of the retail and commercial core of the Liverpool CBD.

The residential opportunities are on the periphery of the Liverpool Metropolitan Cluster and will assist in creating diverse activity hubs and support of the transport investment in the area. It also provides additional open space and employment opportunities within the locality.

The additional housing capacity is within the established area of Warwick Farm, including the provision of affordable housing as part of the overall development. The site is vacant and ready to proceed to the development phase.

Objective 11 – Housing is more diverse and affordable

The proposal includes the provision of 5% of the total uplift as affordable housing, equating to approximately 46 dwellings in a well serviced location. It will also provide a large number of apartments in close proximity to transport, employment, education, health and retail facilities promoting active travel and reducing cost of living on future residents.

Direction 6 – A well-connected city
“Developing a more accessible and walkable city”

Objective 14 – A Metropolis of Three Cities – integrated land use & transport creates walkable & 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 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 located in an area suitable to encourage walking and cycling as alternate modes of transport. The site planning also proposes to accommodate a central open space link that improve connectivity for residential areas to the south.

Western City District Plan

Liverpool City Council is located within the Western City District identified under the District Plans prepared by the Greater Sydney Commission. The plans include 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 opportunity to increase the housing density is in a location well serviced public transport infrastructure which will be enhanced by future connections to the Western Sydney Airport. In addition to the transport

infrastructure, Warwick Farm is extremely well served with 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 PP includes an offer to enter into a VPA for the provision of affordable rental housing.

The proposal includes retail services to provide convenience for the existing and future residential population in an environment that with a range of open spaces foster varying levels of social interaction.

Planning Priority W4

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

The addition of residential housing supply 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 offering provides employment and convenience services as well as informal meeting and gathering opportunities.

Planning Priority W5

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

The proposal has the capacity to deliver high quality, high density living, in conjunction with the provision of affordable housing as part of the mix. The dwelling mix will be weighted towards two (2) and three (3) bedroom apartments to provide more family and mixed household stock in this well located site.

The concepts include the provision of through-site open space links and retail services on the site. This will complement the sites proximity to transport, education, health and employment services.

The proposal is supported by an offer to provide 5% of the dwelling yield as affordable rental housing. This provision is consistent with the underlying intent of the Priority to increase the level of affordable housing available within the Sydney Metropolitan area. The proposed provision of Affordable Rental Housing is consistent to the targets in the Western City District Plan.

The City of Liverpool has a minimum five (5) year housing target of 8,250 dwellings. The concept proposed in support of the proposal identifies a potential dwelling yield of approximately 930 dwellings, which could be delivered in the next two (2) to seven (7) years. The 930 potential additional dwellings represent a significant contribution 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.

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 site to support the services and facilities in the area, as well as accommodating the delivery of affordable housing as part of the ultimate development.

The proposal to maintain employment potential on the site respects the current zoning while adding residential potential for the site. The proposal does not detract from the health and education capacity and potential of the Liverpool CBD. The proposal aligns with the Planning Priority by providing accommodation in the vicinity of these employment and education opportunities.

Planning Priority W9

"Strengthening the Metropolitan Cluster"

The land is currently vacant, and delivering no economic contribution to the Liverpool Metropolitan Cluster. The PP seeks to rezone the land to include retail services which provide support services to the locality, as well as employment opportunities.

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 Airport.

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.

Q3(a). Does the proposal have strategic merit? Is it:

- Consistent with 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
- Consistent with a relevant local council strategy that has been endorsed by the Department; 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 planning controls?

In considering the strategic merit, the alignment of the proposal with the Regional Plan and District Plan supports the proposal. The proposal will assist in creating a neighbourhood focus the Warwick Farm area adjacent to transport options. The provision of retail and employment opportunities in conjunction with the delivery of open space and housing will be a positive outcome for the locality. These benefits are further supported by an offer for the provision of affordable housing as part of any future development.

The PP has addressed the concerns of the Sydney Western City Planning Panel with a substantially reduced scale of development proposed for the site. The maximum 15 storey building typology does not challenge the primacy of the Liverpool CBD, and is consistent with the urban form to the north of the site fronting the Hume Highway.

Q3(b). Does the proposal have site specific merit, having regard to the following:

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

Flooding

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.

Previous flood studies in support of larger development identified the ability of the site to be capable of managing flood risk. This conclusion is further supported by previous consents issued for the site that have demonstrated the ability for flood risk to be managed.

The concepts prepared are able to achieve flood planning design levels and protection of basement openings.

The concept layout includes an evacuation route to the north.

A further flood study and modelling could readily be a requirement to be undertaken post Gateway determination, should the strategic and site specific merit be supported.

Traffic

The proposal is supported by an assessment of the potential traffic impacts of a redevelopment of the site as contemplated.

The assessment concludes that there will be no further impact from this development from the previously approved development on the land.

The report also notes that all traffic upgrade works in association with the previous Masters Hardware development application have been completed at a cost of \$880,000 including GST to the proponent of this Planning Proposal.

Residential Amenity

The establishment of the building envelopes and layout has been prepared having regards to future assessment against the Apartment Design Guide (ADG). This includes the orientation for future solar access and building footprints that facilitate natural cross flow ventilation, avoiding adverse shadow impacts on surrounding land, and building separation for visual and acoustic privacy.

Future applications would be required to address the impacts of road and rail noise as required by the provisions of State Environmental Planning Policy (Infrastructure) (SEPP) 2007. Given the nature of the site and the separation of the noise and vibration sources, these are likely to be matters that are readily able to be addressed.

It can be concluded that the site does not present insurmountable obstacles to future development, and does not impact upon significant environmental value for the site. The flood risk is a hazard which will require detailed resolution which would be appropriate for a post Gateway study.

Community Benefits

The Community Benefits Analysis undertaken by CRED Consulting has identified a range of potential community benefits that could be delivered by a redevelopment of the site.

The concepts and basis of the potential benefits have been addressed as follows:

Potential Benefit	Response
Early and temporary social enterprise/site activation	This outcome could be achieved through the Development Application process and through standard development considerations from the proponent.
Ongoing opportunities for employment and skills development	The concepts includes employment generating floor space on the site which could be utilised and configured in a variety of ways for a variety of uses including social enterprises and could be refined at Development Application stage.
High quality child care centre	The direct delivery of a child care centre is not proposed, however child care is a potential use to

Potential Benefit	Response
	be included within the non-residential floor space contemplated for the site.
A medical centre on site	The first floor commercial space proposed would be readily able to accommodate or include a medical centre in a future Development Application for the site.
50m ² to 200m ² of indoor communal space per residential tower	The proposition of communal open space would be provided through the detailed design development phase for a Development Application. Future development Applications would also be required to address the provision of the Apartment Design Guide (ADG) for communal amenities.
Publicly accessible local park of at least 0.7ha	The concepts demonstrate the provision of 0.7ha of publicly accessible open space on the site including opportunities for children's play spaces and informal gathering areas.
5%-10 of dwellings as affordable housing	The proposal is supported by an offer to provide 5% of the dwelling yield as affordable housing for the life of the development.
Use by Council of contributions generated by future development towards the physical improvement of the Warwick Farm Community Hub	The potential redevelopment of the site will generate development contributions that could be directed by Council towards the improvement of local facilities such as the Community Hub.
Pedestrian and cycling connections	Previous proposals for the site have delivered upgrades in the vicinity of the site which have included intersection upgrades and improvements to pedestrian cycleways in the vicinity of the site.
A diverse mix of shops including affordable options	The retail mix would be a matter appropriately addressed at Development Application stage.
Open spaces that supports informal and unstructured recreation	The concepts for the site provide for a variety of open spaces suitable for a range of social interactions and recreation uses.

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

The site is currently vacant and undeveloped. The site presents no obstacles to redevelopment of the land.

Uses in the vicinity include lower density dwellings, medium density housing, and a major sports venue in Warwick Farm Racecourse.

To the north of the Hume Highway are automotive retailing and bulky good retailing uses.

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 for a future DA.

- 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?

The proponents have previously implemented via a VPA upgrade to road infrastructure in the vicinity to support the approved hardware/bulky goods retail development of the site. The use has not proceeded, but the network capacity has been improved. The proposed development seeks to utilise this improved capacity.

In addition, the proposal includes an offer to enter into a VPA for the provision of affordable housing payment of Section 7.11 Development Contributions, and provision of accessible open space areas.

Q4. Is the planning proposal consistent a local council's Local Strategy, or other local strategic plan?

A current or draft local strategy is not in place.

The previous Liverpool Residential Development Strategy 2008 is over 10 years old, and pre-dates the Regional Plan and District Plan. therefore, this previous plan has not been considered.

Q5. Is the planning proposal consistent with applicable state environmental planning policies?

The consideration of these State Environmental Planning Policies and deemed SEPPs has identified that the Planning Proposal does not conflict with any of these relevant policies:

SEPP Title	Consistency	Comment
19. Bushland in Urban Areas	Yes	The site is already zoned for urban purposes and subject to a previous consent authorising clearing of the site. The vegetation on the site is not representative of the structure and floristic characteristics of native vegetation. The PP does not conflict with this EPI.
55. Remediation of Land	Yes	The site has a history of residential use prior to the demolition of the dwellings. There are no known uses of the land that would indicate that the site could be contaminated and require further investigation.
64. Advertising and Signage	Yes	The provisions of SEPP 54 would continue to apply to any future development applications that include signage to which the SEPP applies.
65. Design Quality of Residential Flat Development	Yes	The provisions of SEPP 65 and the ADG will apply to development anticipated to be facilitated by the PP. The provision of the ADG relating to building separation, solar access, ventilation, and open space provision have been taken into account in the development of the concept plan for the site. The envelopes are readily capable of accommodating buildings able to satisfy the amenity requirements of the ADG.

SEPP (Building Sustainability Index: BASIX) 2004	Yes	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	Yes	The SEPP would apply to the land if rezoned and seniors housing would be a permissible land use. The PP as proposed does not conflict with the provisions of intent of the policy.
SEPP (Infrastructure) 2007	Yes	The Provisions of ISEPP 2007 will continue to apply to the site, The PP does not derogate from the continued application of this SEPP to the land.
Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment	Yes	<p>The Georges River REP is a deemed SEPP, and applies to the land. The provisions of the SEPP require that the general and specific planning principles of the EPI are to be taken into account in the preparation of an LEP.</p> <p>The LLEP 2008 is a standard template LEP, which was prepared having regard to the requirements of the SEPP. The existing LLEP 2008 provisions relating to flooding, acid sulfate soils, and environmentally sensitive land will remain unchanged, and continue to apply where relevant to any future DA.</p>

Table 2: Consistency of the Planning Proposal with SEPP titles

Q.6 Is the planning proposal consistent with applicable Ministerial Directions (S9.1 Directions)?

The PP would be consistent with all relevant Directions as detailed below:

S117 Direction Title	Consistency	Comment
1.0 Employment and Resources		
1.1 Business and Industrial Zones	Yes	<p>The site is currently zoned B5 Business Development, with and FSR of 0.75:1.</p> <p>The land is vacant and had never been developed for business purposes.</p> <p>The PP proposes to apply a B4 Mixed Use zone to the western portion of the site, and an R4 High Density Residential zone to the eastern portion of the site.</p> <p>The PP proposes to apply an FSR of 3:1 across the site.</p> <p>The proposed zoning regime includes the ability to develop a local scale retail offering, including a supermarket and support retail of approximately 6,500m².</p> <p>The proposal reduces the total land area zoned for business purposes. However, the proposal is considered appropriate as the land is not within an</p>

		existing identified centre, maintains the capacity for employment and service uses in the B4 mixed use zone, and would be of minor significance.
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	
2.0 Environment and Heritage		
2.1 Environment Protection Zones	Yes	The PP does not propose the introduction of an Environmental Protection zone.
2.2 Coastal Protection	N/A	
2.3 Heritage Conservation	Yes	There are no known matters of heritage significance required to be considered for the site and there are no heritage items located on the site.
2.4 Recreation Vehicle Areas	N/A	
3.0 Housing, Infrastructure and Urban Development		
3.1 Residential Zones	Yes	The proposal is considered to be 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. The range of housing includes 5% of the uplift as Affordable Rental Housing that would be dedicated to the Council.
3.2 Caravan Parks and Manufactured Home Estates	NA	
3.3 Home Occupations	Yes	Home occupations will continue to be permitted, to be carried out in dwelling houses without the need for development consent.
3.4 Integrating Land Use and Transport this Ministerial Direction	Yes	<p>The PP is considered to be consistent with this Direction as:</p> <ul style="list-style-type: none"> • The Proposal will provide housing in a location that will be well serviced by public transport and in a location able to support cycling and walking in close proximity to 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 site enjoys pedestrian and cycleway connections through the site; • The proposal will facilitate further pedestrian and cycleway connections through the site; • Providing an opportunity for residential development that improves opportunities for travel by means other than by car; and • Supports the efficient and viable operation of public transport services.

3.5 Development Near Licensed Aerodromes	Yes	The proposal has taken into account the Bankstown Airport. The building heights are well below the relevant OLS, and the site is not impacted by potential aircraft noise.
4.0 Hazard and Risk		
4.1 Acid Sulphate Soils	Yes	The site is within an existing Class 5 Acid Sulfate Soils area. The relevant provision of LLEP 2008 will continue to apply.
4.2 Mine Subsidence and Unstable Land	N/A	
4.3 Flood Prone Land	Yes	The PP will be consistent with this Ministerial Direction. The site is subject to flooding. The PP request is supported by a flood report confirming these impacts can be managed on the site.
4.4 Planning for Bushfire Protection	N/A	
5.0 Regional Planning		
5.2 Sydney Drinking Water Catchments	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 the Pacific Highway, North Coast	N/A	
5.8 Second Sydney Airport: Badgerys Creek	N/A	
5.9 North West Rail Link Corridor Strategy	N/A	
5.10 Implementation of Regional Plans	Yes	The PP is consistent with the Regional Plan – A Metropolis of Three Cities, and has been specifically addressed in the PP request.
6.0 Local Plan Making		
6.1 Approval and Referral Requirements	Yes	The PP is consistent with this Ministerial Direction.
6.2 Reserving Land for Public Purposes	Yes	The PP is consistent with this Ministerial Direction.
6.3 Site Specific Provisions	Yes	The PP includes a site specific provision to facilitate the delivery of high quality architectural development with the requirement for a design competition in certain circumstances.
7.0 Metropolitan Plan Making		
7.1 Implementation of the Metropolitan Strategy	N/A	No site specific provision is proposed.

Table 3: Consistency of the Planning Proposal with Ministerial Directions

4.4.3 Section C – Environmental, Social and Economic Impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The request for a Planning Proposal is for existing developed urban land and is not considered to have any adverse impacts upon threatened species, population or ecological communities.

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

The PP is supported by a Flood Impact Assessment confirming the ability for the flood impacts to be managed.

The proposal is also supported by a Transport Assessment which concludes that the transport network can accommodate the projected increase in housing provision that would be facilitated. The assessment has addressed the testing of the additional traffic generation. The assessment identifies that the testing of the small additional trip generation is not suitable to be tested under the AIMSUN Model. That is the scope of the AIMSUN model is large that the sensitivities of the model would not deduce reliable results for the additional 52 additional peak hour trips that would be generated by the additional development capacity. The traffic assessment identifies that the SIDRA modelling that was undertaken remains the most appropriate tool and assessment modelling for the analysis of the traffic impacts. This assessment has concluded that the additional development capacity would not have a detrimental impact upon the performance of the local road network.

The proposed built form has been tested for its impacts on surrounding land in relation to solar access. The sites location is such that the proposal does not result in unacceptable solar access impacts to residential properties or public open space areas.

Q9. How has the planning proposal adequately addressed any social and economic effects?

Social Effects

The site does not contain any items of known heritage significance and is disturbed from previous development which has been demolished.

The site proposes the provision housing on land outside the core employment lands of Liverpool CBD. The site has location attributes that make it highly desirable to pursue higher density residential housing. It is a large site within 100m of a Railway Station, and walking distance to educational and medical facilities. The Railway provides access to Greater Parramatta and the Sydney CBD, making it an appropriate location for maximising residential density.

The proposal includes the provision of 5% of dwellings as Affordable Rental Housing. The massing studies identify a potential dwelling yield of 930 dwellings. The provision of this potential quantum of Affordable Rental Housing dwellings in conjunction with the private dwellings in a location that is highly accessible to employment, services, education and transport is a highly desirable outcome, and consistent with all key strategic planning policies.

The site planning that is facilitated by the mid-rise approach to the site has afforded the opportunity to provide perimeter, publicly accessible open space and internalised private communal open space. This deep soil landscape opportunity provides a potential publicly accessible landscaped open space for the site.

The inclusion of a neighbourhood retail focus provides the opportunity to establish a community focus for Warwick Farm which does not currently exist augmented by a range of casual open space recreation opportunities.

The PP is not considered to present any adverse social impacts and facilitates positive outcomes of:

- Affordable Rental Housing dedicated to Council;
- Accessible open space;
- Employment opportunities on-site; and

- Service retail facilities for the existing community.

Economic Effects

The proposal has the potential to deliver a range of positive economic impacts with the provision of 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 with the consequent social benefits that can provide.

Q10 Is there adequate public infrastructure for the planning proposal?

The locality is a highly urbanised area that is accessed by the full range of urban services and utilities. The maximisation of the residential capacity, the planning amendment and potential future redevelopment supports sound principles for utilising existing community investment in infrastructure and services in the locality. Any augmentation of utility services will be undertaken as required.

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

This section will be completed following consultation with any State and Commonwealth Public Authorities identified in the Gateway Determination. However, the PP is consistent with the latest strategic planning policies and Government approach to increase housing supply in appropriate locations.

4.5 Part 4 – Mapping

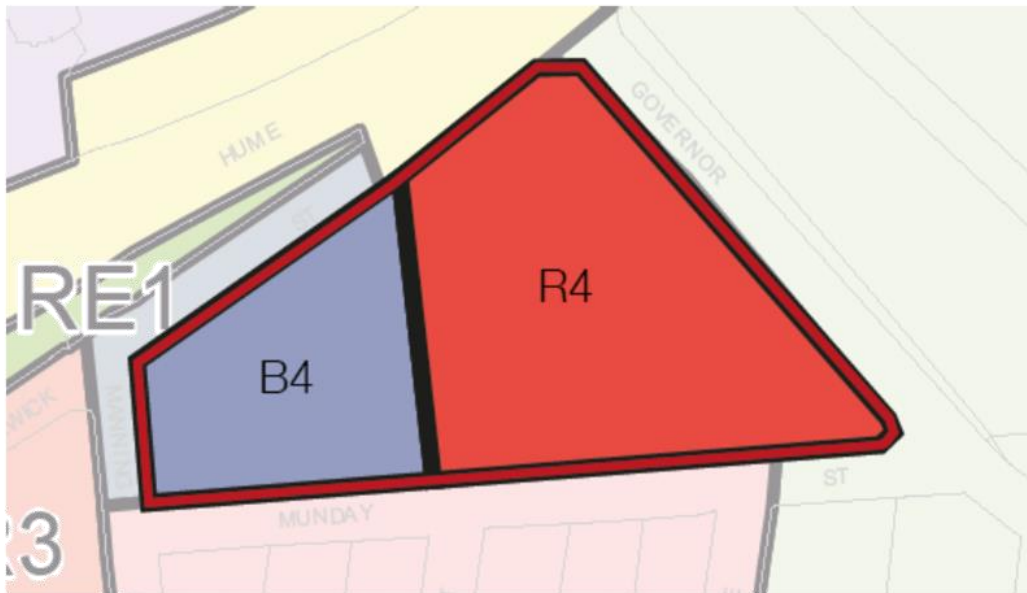


Figure 16: Extract from proposed amended LLEP 2008 Zoning Map

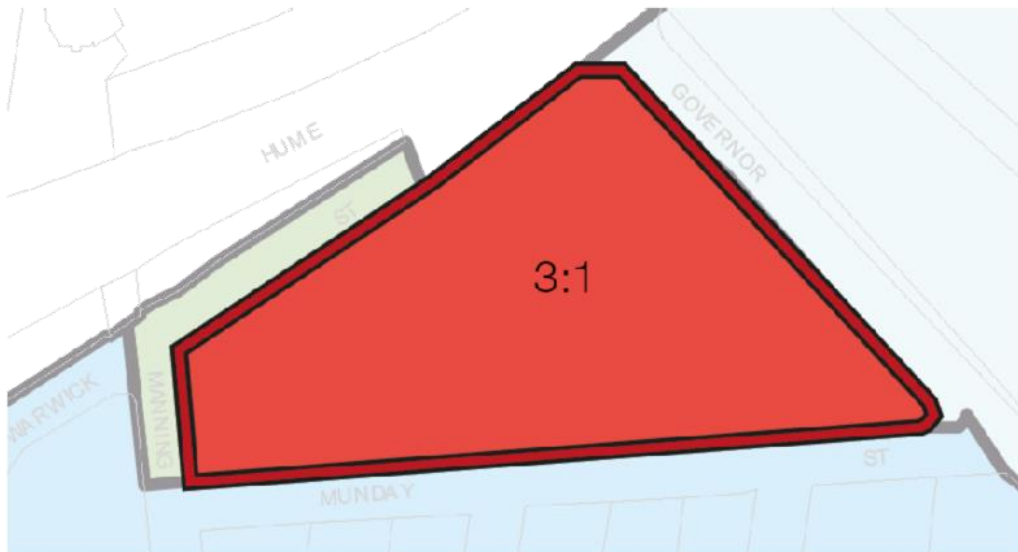


Figure 17: Extract from proposed amended LLEP 2008 Floor Space Ratio Map

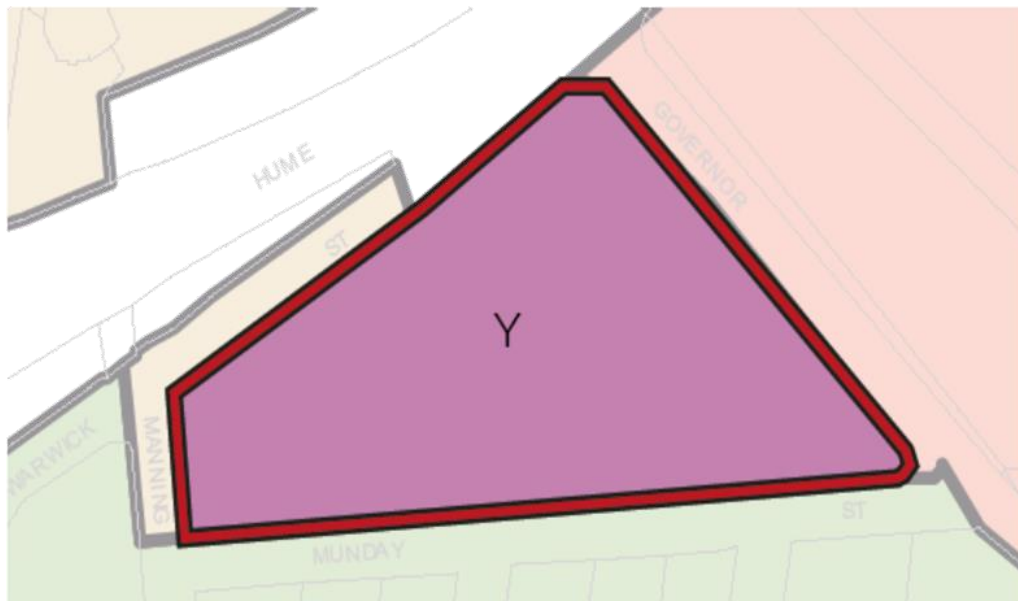


Figure 18: Extract from proposed amended LLEP 2008 Height of Buildings Map

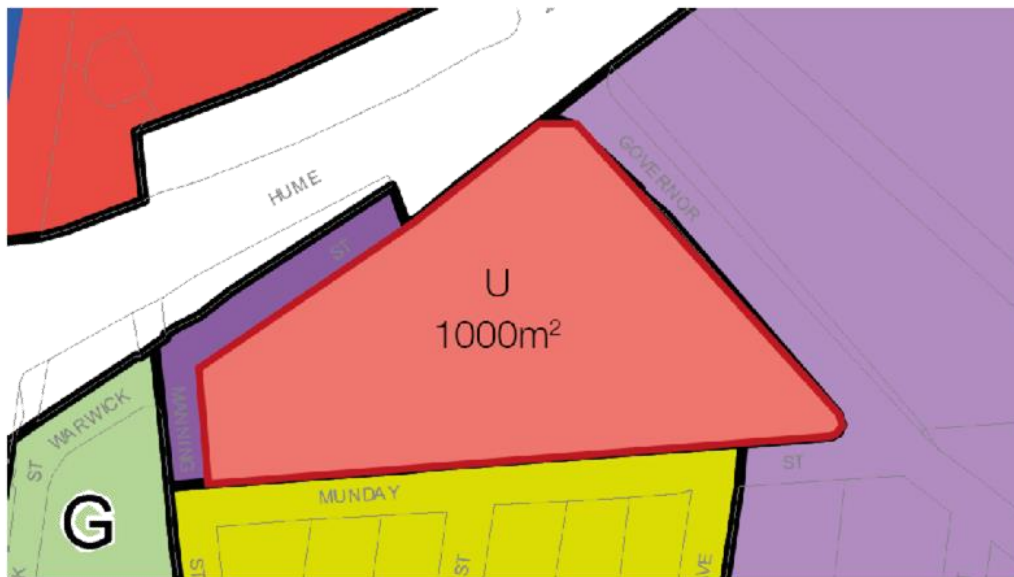


Figure 19: Extract from proposed amended LLEP 2008 Minimum Lot Size Map

The amended mapping proposes a new FSR of 3:1 across the site, and a height of 50.0m along with a minimum lot size of 1,000m². The zones applying to the site would be part B4 Mixed Use and part R4 High Density Residential.

4.6 Part 5 – Community Consultation

It is expected that community consultation will be pursued consistent with standard practice of:

- Notification of surrounding land owners;
- Public notification in local newspapers; and
- Notification on Council's website.

Should further consultation be required, this can be managed through the Gateway Process.

4.7 Part 6 – Project Timeline

The project timeline would be established by Council upon resolution to resolve to proceed to Gateway determination.

5.0 Conclusion and Recommendations

This PP for Lot 1 Governor Macquarie Drive, Warwick Farm, seeks to remove the B5 Business Development zone from applying to the land and impose a Part B4 Mixed Use and part R4 High Density Residential zone. To facilitate a mixed-use development consistent with the concepts prepared the height of Buildings map and the FSR maps would also be amended. These would be amended to impose an FSR of 3:1 across the site and a maximum height of buildings of 50.0m. This height facilitates the required floor to floor heights of the ADG as well as required internal clearances for ground floor retail land uses. Council could resolve to prepare a site specific DCP to provide future design guidance to deliver the concept plan that has been prepared in support of the Planning Proposal request. However as clearly demonstrated the height and FSR facilitate the delivery of development ranging between 4 and 15 storeys and low to mid-rise buildings with high amenity and positive urban design integration to the locality.

The PP will facilitate the redevelopment of this large vacant site to provide a mix of residential and employment land uses. In addition to these land uses the urban design concepts have identified a number of community benefits including:

- Affordable rental housing
- Publicly accessible open space
- Reinforcement of a sense of place for Warwick Farm in the vicinity of the rail station
- Creation of a central node and gathering spaces
- Publicly accessible open space area in landscape and urban plaza form; and
- Improved pedestrian connectivity and amenity through and across the site

The PP request ensures that the potential of the site is best realised to maximise the benefit of the sites proximity to public transport, employment, education, and urban services and announced investment in the Liverpool Hospital and medical precinct.

The pursuit of low to mid-rise buildings ensure a consistency and compatibility with higher density residential development to the west along the Hume Highway and ensure that the primacy of the Liverpool CBD remains unchallenged in the urban hierarchy of Liverpool and the Metropolitan Cluster.

The supporting studies identify that potential flood impacts on the site can be managed. The urban design study and Community Benefits report identify that arising from a redevelopment of the land numerous positive urban and social outcomes could be achieved and delivered to the benefit of Warwick Farm and the greater Liverpool locality.

The traffic consideration identifies that previous intersection upgrade works have been undertaken to support the rezoning and development of the site for a hardware bulky goods retailing development. The proposal utilises the network capacity that have been delivered by the site that have yet to be utilised.

In summary, the site is ideally located to provide the low to mid-rise mixed use development on the periphery of the Liverpool Metropolitan cluster. The site has excellent public transport access to Greater Parramatta and the Sydney CBD as well as the future Western Sydney Airport. The site enjoys excellent pedestrian and cycle connectivity to the Liverpool CBD and the Liverpool South Western health complex.

The proposal has been demonstrated to align with the objectives of A Metropolis of Three Cities and the Western City District Plan.

Importantly the PP has responded positively to the determination of the Sydney Western City Planning Panel on a previous proposal which was found to have strategic merit but not site specific merit.

The amendments to the planning proposal deliver a low to mid-rise built form that respects the primacy of the Liverpool CDB, better integrates with the surrounding land uses and building scales and provides a superior allocation of land uses with the retail hub to the west of the site providing a clear marker from the Warwick Farm rail station.

The proposal supports the existing public investment in infrastructure in the locality as well as intended infrastructure upgrades to support the future western Sydney airport. The proposal would support the creation of a diverse and vibrant community hub to reinforce the identity of Warwick Farm.



Attachments

Attachment 1: SJB Urban – Urban Design Report

Attachment 2: CRED Consulting Community Benefits Analysis

Attachment 3: CBRK – Traffic Assessment

Attachment 4: FloodMit – Preliminary Flood Assessment

LIVERPOOL CITY COUNCIL LOCAL PLANNING PANEL REPORT

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Is this development Item No:	(Leave Blank)
Application Number:	RZ-7/2018
Proposal:	Planning proposal to rezone site from B5 (Business Development) to B4 (Mixed-Use) And R4 (High Density Residential)
Property Address	240 Governor Macquarie Drive, Warwick Farm
Legal Description:	Lot 1 DP1162276
Applicant:	WFC Projects Pty Ltd
Land Owner:	Warwick Farm Central Pty Ltd
Recommendation:	Not Proceed To Gateway
Assessing Officer:	Stephen Kerr, City Plan Strategy and Development

1. EXECUTIVE SUMMARY

This report details the planning proposal submitted by Warwick Farm Central for Lot 1 Governor Macquarie Drive, Warwick Farm (Lot 1 DP 1162276).

The planning proposal as submitted seeks to amend the Liverpool Local Environmental Plan (LLEP) 2008 to rezone the site from B5 Business Development to part B4 Mixed Use and part R4 High Density Residential. The planning proposal seeks to amend the floor space ratio (FSR) development standard from 0.75:1 to 3:1 and the height of building (HOB) development standard from 15 metres to 50 metres. The planning proposal also seeks an amendment to the minimum subdivision lot size from 2 hectares to 1,000m².

The planning proposal would facilitate development of the subject site to accommodate approximately 830 residential units in residential flat buildings varying from 4 to 15 storeys in height. The development would include up to 5,000m² of commercial retail space and 7,000m² of open space.

This planning proposal presents an amended version of a planning proposal (PGR_2017_LPOOL_001_00) previously submitted by Warwick Farm Village Pty Ltd for the site. This planning proposal sought to similarly rezone the site to B4 Mixed Use and R4 High Density Residential with modifications to the FSR development standard from 0.75:1 to 3.5:1 and HOB development standard from 15 metres to part 45 metres and part 100 metres. The previous planning proposal was considered by the Sydney Western City Planning Panel on 5 February 2018 and was considered to demonstrate strategic merit, but not site specific merit.

Specifically, the panel determined,

"The proposal did not demonstrate adequate site specific merit because of the proposed excessive height and scale which is inappropriate in this location, and would be contradictory to the scale of residential development planned and emerging closer to the Liverpool CBD". The panel further agrees that issues arising from the current heavy vehicular traffic on Munday Road [sic] and the flood affectation of the area are significant issues that would need to be resolved before any future rezoning".

Section 3.8 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) requires that in preparing a planning proposal, the planning proposal authority is to give effect to any district

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strategic plan (District Plan) applying to the local government area (LGA).

Since the determination of that planning proposal, the *Greater Sydney Regional Plan 'A Metropolis of Three Cities'* (Regional Plan) and the *Western City District Plan* (District Plan) have been finalised and published. The *Liverpool Collaboration Area Place Strategy* (Place Strategy) has also been finalised. The Place Strategy establishes a vision for the Liverpool Collaboration Area (Collaboration Area), which is designated in the District Plan. It identifies impediments and opportunities, sets priorities and identifies actions to deliver the vision. The Place Strategy's objectives and actions will be included in a future update to the District Plan giving them a statutory basis.

Section 3.8(2) of the EP&A Act requires planning proposals give effect to district strategic plans (i.e. the District Plan). It is considered that the amended planning proposal does not give effect to the District Plan and does not demonstrate strategic merit. There is a strong focus within both the Regional Plan and District Plan for the protection of 'urban services' land, including land zoned for B5 Business Development. Both the Regional Plan and District Plan safeguard urban services land against land use conflicts with non-compatible uses, such as residential use.

The provision of services and jobs close to businesses and where people live are considered critical to greater Sydney's productivity according to the District Plan. While the site is currently vacant, the current zoning of the site would facilitate urban services land. Both plans reaffirm maintaining a sufficient supply of employment land, particularly in areas such as Liverpool, where the projected long-term population of the area and future wider employment activities will increase demand for local industrial and urban services land.

Actions 51, 52 and 53 of the District Plan require that industrial and urban service land is retained, reviewed, planned and managed by Liverpool City Council to ensure there is sufficient land to service the growing population. The change of land use zoning from B5 Business Development to B4 Mixed Use and R4 High Density Residential would result in a loss of urban services land. The rezoning would undermine the requirement to plan and manage urban services land in Liverpool and will not respond to the identified need to retain these lands in response to long-term projected population and development growth.

Further, the Place Strategy recommends the site is suitable for innovation/ research/ health and advanced manufacturing activities. The Place Strategy identifies the site within the Munday Street precinct which is suitable as a high-tech, transit-orientated, advanced manufacturing business park that leverages growth of the health, education and equine sectors. Importantly, the Place Strategy stipulates the precinct should exclude residential development.

The planning proposal is considered to be inconsistent with the objectives and actions of the Regional Plan, District Plan and Place Strategy, specifically in relation to the loss of urban services land.

With regard to site-specific merit, the reasons for the refusal of the previous planning proposal have not been addressed and remain unresolved. In the absence of a broader integrated transport strategy and comprehensive flood studies, it is considered the planning proposal cannot be supported.

Action 1 of the Place Strategy identifies the preparation of an integrated transport strategy to establish the capacity and viability of land and infrastructure to support future growth within the Collaboration Area. The Place Strategy states that existing transport constraints need to be addressed before further growth can occur. In this respect, the planning proposal is considered to be premature given the transport strategy, being led by Transport for NSW (TfNSW), is not due for completion until the end of 2019.

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With regards to flooding, the Place Strategy indicates that future development close to Georges River must address flooding challenges. The Place Strategy requires a review and update of existing plans affecting the entire Collaboration Area to deliver confidence that flood risk is appropriately addressed. This requirement is captured in Actions 23 and 24 of the Place Strategy, requiring Council, alongside NSW State Emergency Service (NSWSES) and the Office of Environment and Heritage (OEH) to work together to prepare comprehensive flood studies, floodplain risk management plans, a floodplain constraints categorisation study and a flood evacuation study. It is understood these studies will be finalised in 2019.

Given the significant flood constraints within the Collaboration Area, accurate flood mapping information and the production of the identified suite of flood reports is critical to make informed decisions about future development in the Collaboration Area. At this current time there is insufficient information with regards to flooding. Even if the planning proposal was deemed to have strategic merit, it would be considered to be premature given flooding investigations have not yet been undertaken and is not due for completion for at least 12 months.

On the basis that the planning proposal does not demonstrate strategic or site-specific merit, this report recommends the planning proposal does not proceed to Gateway Determination.

2. SITE DESCRIPTION AND LOCALITY

The Site

The site is a 2.93 hectare triangular shaped allotment located on Governor Macquarie Drive in Warwick Farm, approximately 1.5 kilometres north-east of the Liverpool city centre. The site is bound by Governor Macquarie Drive to the east, Munday Street to the south, Manning Street to the west and Warwick Street and the Hume Highway to the north. The site is located approximately 20 metres south of the Hume Highway and the entire site falls within 350 metres of Warwick Farm railway station, which is to the west.

The site is currently vacant but contains substantial tree cover. The western part of the site formerly contained eight residential properties, however these have been demolished and this part of the site is largely cleared.



Figure 1: aerial image of subject site

The subject site is surrounded by a variety of different land uses. The area immediately to the

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south of the site is zoned R2 Low Density Residential and contains horse stables and training facilities, interspersed with homes. Further to the south is an industrial area zoned IN1 General Industrial which contains the Sydney Water Sewerage Treatment Facility, Hannanprint NSW Printing Facility, Visy Warehouse and Distribution Centre and Liverpool Hospital's bulk distribution facilities. To the west of the site lies a small cluster of residential development, with Warwick Farm railway station beyond. The Hume Highway lies directly north of the site, with the Sappho Road sub precinct, an industrial area, beyond. Governor Macquarie Drive is located to the east of the site, with Warwick Farm racecourse beyond.



Figure 2: Location Plan

3. DETAILS OF THE PROPOSAL

Background

The subject site was previously part of the Australian Turf Club (ATC) Warwick Farm Racecourse landholding. To improve the racecourse facilities, the ATC underwent a rationalisation of their landholdings and disposed of residual land to assist in consolidating and financing upgrades to the racecourse and thoroughbred horse facilities.

Liverpool Local Environmental Plan (LLEP) 2008 (Amendment 18) was gazetted on 9 December 2011 and rezoned the subject site from part RE2 Private Recreation and part R2 Low Density Residential to B5 Business Development. A VPA applying to the site (between the ATC and Council) required upgrades to the intersection of Governor Macquarie Drive and Munday Street, including traffic lights to accommodate additional traffic volumes. The amendment was supported by Council on the grounds that there was a local and regional level demand for bulky goods retailing.

Following LLEP 2008 (Amendment 18), development consent was granted in February 2013 (DA-1321/2011) for a home improvement centre (a Masters home improvement outlet). However, the development consent has not been acted upon.

In November 2015, a planning proposal was lodged with Council by Warwick Farm Village Pty Ltd which sought a 4.5:1 FSR accommodating approximately 1400 residential units and 2,500m² of retail floor space with maximum building heights up to 100m or up to 30 storeys in height. Identified adverse impacts included the scale of the proposal, shadowing, traffic conflicts, existing land use conflicts and flooding constraints. The applicant subsequently revised the planning

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proposal and resubmitted to Council in October 2016.

The revised Planning Proposal sought the following amendments:

- Rezone the site from B5 Business Development to Part R4 High Density Residential and Part B4 Mixed Use.
- Amend the maximum HOB Control for the site from 15m to part 45m and part 100m;
- Increase the maximum FSR for the site from 0.75:1 to 3.5:1 (to facilitate approximately 950 residential units); and
- Insert an additional use clause, allowing for up to 5,000sqm of retail floor space.

On 22 February 2017, Council resolved to defer consideration of the planning proposal until Council adopted a broader precinct-wide strategy for the Warwick Farm Precinct. The Draft Warwick Farm Precinct strategy was prepared in July 2017 and recommended Council do not support the planning proposal. The draft strategy (which has not been adopted by Council) concludes the most appropriate land use for the subject site and the entire precinct is for employment purposes.

At its Ordinary Meeting of 26 July 2017, Council resolved to support a modified proposal having a maximum FSR of 2:1 equating to approximately 500 residential dwellings.

However, at the Ordinary Meeting of 30 August 2017, a rescission motion was successfully carried, withdrawing Council's previous decision to support a modified proposal. Later in the same meeting, Council resolved the following:

That Council endorses a vision for mixed use development comprising employment, housing and retail for the Warwick Farm Precinct.

Nevertheless, as a result of the success of the rescission motion, there was no resolution from Council as to how to proceed with the planning proposal. Consequently, the applicant submitted a Rezoning Review as Council did not indicate its support for the proposal within 90 days of the applicant submitting its initial request with Council.

On 5 February 2018 the Sydney Western City Planning Panel determined the planning proposal should not proceed for a Gateway Determination because it has demonstrated strategic merit (at the time) but not site specific merit. Specifically, the panel considered the proposed height and scale was excessive and inappropriate in this location and would be contradictory to the scale of residential development planned and emerging closer to the Liverpool CBD. The Panel further agreed that issues arising from the current heavy vehicular traffic on Munday Street and the flood affectation of the area would need to be resolved before any future rezoning.

The Proposal

This planning proposal seeks to amend the LLEP to facilitate a mixed-use development comprising residential development, commercial development and open space. It is envisaged that the development could support approximately 830 dwellings, 5000m² of retail commercial floor space and 7,000m² of open space.

The proposal is to be achieved by the following amendments to the LLEP:

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- An amendment to the Land Zoning Map to rezone the site from B5 Business Development to part B4 Mixed Use and part R4 High Density Residential (Shown in Figure 3);
- An amendment to the FSR Map from 0.75:1 to 3:1;
- An amendment to the HOB Map from 15 Metres to 50 Metres; and
- An amendment to the Lot Size Map from 2 Hectares to 1,000m²



Figure 3: P



Figure 4: Proposed Massing

4. CONSIDERATIONS FOR STRATEGIC MERIT

Section A – Need for the planning proposal

The Department's *A guide to preparing planning proposals* includes the following questions to justify the proposal (section A, q1 and q2).

1. Is the planning proposal a result of any strategic study or report?

The planning proposal is not the result of any strategic study.

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

The proposed range of uses and modifications to development standards would require amendment to LLEP 2008. The planning proposal would be required to achieve these objectives.

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Section B – Relationship to strategic planning framework

The Department's *A guide to preparing planning proposals* includes the following question to delineate consistency with the NSW Strategic Planning Framework (Section B, Q3).

3. ***Is the planning proposal consistent with the objectives and actions of the applicable regional, subregional or District Plan or strategy (including any exhibited draft plans or strategies)?***

Greater Sydney Regional Plan - A Metropolis of Three Cities

The *Greater Sydney Regional Plan - A Metropolis of Three Cities* (Regional Plan) was released in March 2018 and is the first Regional Plan prepared by the Greater Sydney Commission (GSC). The plan encompasses a global metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City. It is envisioned that people of greater Sydney will live within 30 minutes of their jobs, education and health facilities, services and great places. Liverpool is located within the Western Parkland City and is identified as a metropolitan cluster and health and education precinct.

Consistency with the relevant parts of the Regional Plan is assessed below.

Table 1: Consistency with The Regional Plan	
<i>Objective 7 – Communities are healthy, resilient and socially connected</i>	Warwick Farm has limited social infrastructure and does not contain any supporting shops or services required for a high density residential population. Whilst the proposal would provide 5,000m ² of commercial retail floorspace, there would remain an inadequate supply of social and physical infrastructure including education, healthcare and recreation facilities to sustain the level of density as proposed. The planning proposal would not support a well-planned neighbourhood which contains a variety of infrastructure and services for socially connected communities.
Housing the city	
<i>Objective 10 – Greater housing supply</i>	The planning proposal would lead to the provision of additional housing supply and choice within Liverpool, in a location within close proximity to a railway station.
<i>Objective 11 – Housing is more diverse and affordable</i>	The planning proposal includes 5% affordable housing equating to approximately 41 dwellings.
A city of great places	
<i>Objective 12 – Great places that bring people together</i>	The planning proposal proposes 7,000m ² of open space which equates to approximately 23.8% of the site area. Any future development on the site would require approximately 7,325m ² (25% of the site area) to be provided as communal open space in accordance with the Apartment Design Guide (ADG). However, this does not take into account open space which could be provided as additional public open space. In this respect, the amount of open space proposed is considered insufficient. Further, there is currently no social infrastructure within the vicinity of the site and there is poor accessibility to public open spaces from the subject site, particularly to the public open spaces which are located on the north side of Hume Highway and west of Warwick Farm railway station. The inadequate provision of open space and the proximity to social infrastructure is inconsistent with this objective.

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A well-connected city	
<i>Objective 14 - A Metropolis of Three Cities – Integrated Land Use and Transport creates walkable and 30-minute cities</i>	Within 30 minutes of the site, major employment destinations including Liverpool, Parramatta and Bankstown can be reached by train and bus connections. Equally, within a 30-minute catchment, a large residential population can access Warwick Farm and its employment uses.
Jobs and skills for the city	
<i>Objective 23 – Industrial and urban services land is planned, retained and managed</i>	<p>The Regional Plan identifies B5 Business Development zoned land as 'urban services' land. Urban services land is used to describe a wide range of industries that locate in cities and enable the city to develop and its businesses and residents to operate. The Regional Plan safeguards urban services land against land use conflicts with non-compatible uses, such as residential use. The provision of services and jobs close to businesses and where people live are considered critical to greater Sydney's productivity. While the site is currently vacant, the current B5 zoning of the site has the ability to facilitate urban services development. The Regional Plan reaffirms maintaining a sufficient supply of land, particularly in areas such as Liverpool, where the likely long-term population of the area and future wider employment activities will increase demand for local industrial and urban services land. The site with its current B5 Business Development zoning is capable of meeting future need for urban services land in Liverpool.</p> <p>Further, the site's location adjacent to Warwick Farm railway station and close proximity to the health and education precinct and the Liverpool CBD is important in fostering and enabling the development of the 30-minute city. The location of the site will provide a commensurate, integral role within the clustered metropolitan city structure envisaged for Liverpool.</p> <p>It is considered the change of zoning to B4 Mixed Use and R4 High Density Residential is inconsistent with Objective 23 of the Regional Plan.</p>

Western City District Plan

Section 3.8 of the EP&A Act requires that the planning proposal authority gives effect to any district strategic plan applying to the LGA to which the planning proposal relates. The Western City District Plan provides a series of priorities and actions to guide development and accommodate the expected growth across the district the planning priorities and corresponding actions that are relevant to the planning proposal are provided in the table below:

Table 2: Consistency with the Western District Plan	
A city supported by infrastructure	
<i>Planning Priority W1 – Planning for a city supported by infrastructure</i>	The subject site is well positioned in relation to public transport, with Warwick Farm railway station located within approximately 350 metres, which provides access to employment, education and health services in Liverpool and the wider region. The proposal is generally consistent with the objectives and actions for this priority.
<i>Planning Priority W2 – Working through collaboration</i>	The District Plan identifies the Liverpool Collaboration Area which includes Liverpool's CBD, the adjacent health and education precinct and nearby residential and industrial

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	<p>land areas. It considers the Warwick Farm Precinct, the Moorebank Intermodal Terminal, and the draft Georges River Masterplan.</p> <p>Collaboration Areas support land use and infrastructure planning and delivery in a place-based process led by the GSC. This place-based process includes:</p> <ul style="list-style-type: none"> • identification and resolution of impediments to deliver the Regional and District Plans; • strategy drivers: productivity, liveability and sustainability; • coordinated investment and infrastructure alignment; • whole-of-government considerations; and • issue-specific demonstration focus. <p>The Place Strategy has been collectively designed by the stakeholders involved in planning for the future of the Collaboration Area. The Place Strategy establishes a vision for the Collaboration Area and identifies impediments and opportunities, sets priorities and identifies actions to deliver the vision. The Place Strategy's objectives and actions will be included in future updates to the Western City District Plan giving them a statutory basis.</p> <p>An assessment of this planning proposal against the priorities, outcomes and actions of the Place Strategy is provided in Table 3.</p>
<p>A city for people</p> <p><i>Planning Priority W3 – Providing services and social infrastructure to meet people's changing needs</i></p>	<p>The site benefits from good accessibility to Warwick Farm railway station which provides onwards connections to key employment, education and services destinations.</p> <p>There is currently limited social infrastructure and no retail facilities for the community in Warwick Farm. The proposed future supermarket and smaller retail offerings would make a contribution in supporting the needs of future residents and the wider Warwick Farm community. However, the lack of wider social infrastructure and local services within the vicinity of the site would not support the needs of an additional 830 dwellings proposed as part of this planning proposal.</p>
<p><i>Planning Priority W4 – Fostering healthy, creative, culturally rich and socially connected communities</i></p>	<p>The planning proposal offers public open space as well as a through-site link from Warwick Farm railway station to Warwick Farm Racecourse with a shared pedestrian and cycle path.</p> <p>However, there is limited social infrastructure within the vicinity of the site and the existing street network does not provide direct, accessible and safe pedestrian and cycling connections from the site to schools, recreation facilities and shops and services.</p> <p>Due to the location of the site and the limited infrastructure within Warwick Farm, the planning proposal would be unable to foster a healthy, creative, culturally rich and socially connected community as envisaged by the District Plan.</p>

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Housing the city	
<i>Planning Priority W5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport</i>	<p>The planning proposal would support additional housing supply and housing choice, in a location which is close to existing transport, employment and education facilities.</p> <p>The planning proposal would deliver approximately 830 dwellings which would assist in meeting Liverpool City Council's five-year housing supply target identified as 8,250 additional dwellings. The delivery of 830 additional dwellings would represent a significant contribution to the dwelling target in a location which is appropriate for residential development.</p> <p>Building on Objectives 10 and 11 in the Regional Plan, the District Plan reaffirms the importance of providing a diversity of housing across the housing continuum. The proposal is supported by an offer to provide 5% of the dwelling yield as affordable rental housing. The provision is consistent with the intent of the Priority to provide housing for very low to low-income households.</p> <p>The Place Strategy identifies adequate opportunities to provide housing elsewhere in the Collaboration Area. High density residential development and mixed use development is considered suitable to the immediate north and south of the Liverpool CBD, with lower density residential development located to the north of Hume Highway. The Place Strategy identifies that the site is not suitable for residential development, but should be provided for employment use.</p>
Jobs and skills for the city	
<i>Planning Priority W9 – Growing and strengthening the metropolitan cluster</i>	<p>Liverpool forms part of the metropolitan cluster identified to provide concentrations of higher order jobs and a wide range of goods and services. The District Plan seeks to increase jobs within the Liverpool Collaboration Area and develop smart jobs around the health and education precinct. The Place Strategy aims to improve and coordinate transport and other infrastructure to support jobs growth. The proposal is inconsistent with the Place Strategy which envisages more intensive employment generating activity on the site and does not support residential development in this location.</p>
<i>Planning Priority W10 – Maximising freight and logistics opportunities and planning and managing industrial and urban services land</i>	<p>Building on Objective 23 of the Regional Plan, the District Plan reaffirms the importance of urban services land, such as the B5 zoning of the subject site, to serve local communities and businesses. The District Plan recognises that existing sites face pressure to rezone to residential uses, especially near Liverpool. However, the District Plan identifies that within the Liverpool LGA, industrial land should be planned and managed and additional industrial and urban services land should be provided in response to long-term projected population and development growth. The Place Strategy proposes this is achieved by Action 21 which protects employment land on the western side of Georges River (including the subject site) to support health-related advanced manufacturing, med-tech and educational facilities.</p>

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	<p>The planning proposal is inconsistent with this planning priority. The change of land use zoning from B5 Business Development to B4 Mixed Use and R4 High Density Residential will result in a loss of employment urban services land. The rezoning will undermine the requirement to plan and manage urban services land in Liverpool and will not respond to the identified need to retain these lands in response to long-term projected population and development growth.</p> <p>In addition, the site is suitably located for urban services land and benefits from good local access to services which will reduce the need for people to travel to other areas and minimise congestion on the transport system.</p> <p>The planning proposal is inconsistent with this planning priority.</p>
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Liverpool Collaboration Area Place Strategy

The Place Strategy addresses strategic as well as site-specific issues. It was prepared by the Greater Sydney Commission in collaboration with Liverpool City Council, the Department of Planning & Environment, Transport for NSW and 15 other government and institutional stakeholders. An assessment against the relevant priorities and actions is undertaken below.

Table 3: Consistency with the Place Strategy	
Connectivity	
Priority 1: Plan for movement and place functions in Liverpool city centre, improve accessibility and walkability, and reduce congestion in and around the centre.	
<i>Action 1: develop an integrated transport strategy that applies movement and place and addresses the transport challenges associated with delivering the vision, shared objectives and growth profile.</i>	<p>The Place Strategy identifies that a lack of sequencing and coordination associated with planning proposals is making it difficult for infrastructure to respond effectively for growth in the Collaboration Area. The Place Strategy identifies the rail and bus network requires higher frequency and speed of service to meet the needs of a metropolitan city and that the constrained road network is limiting amenity and future growth.</p> <p>Action 1 is noted as an immediate imperative which is to be completed prior to understanding the potential capacity and viability of different future land uses. The transport strategy is being led by TfNSW/ Roads and Maritime Services (RMS) and supported by Council and is expected to be completed in 2019.</p> <p>The integrated transport strategy will potentially resolve Munday Street conflicts or confirm that Munday Street will continue to be used as a main freight route.</p> <p>The outcome of the transport strategy is fundamental to establish the capacity and viability of land and infrastructure to support the future growth within the Collaboration Area. The Place Strategy states that existing transport constraints need to be addressed before further growth can occur.</p>
Liveability	
Priority 4: Create and renew great places for people	
<i>Action 8: deliver great places by prioritising a people-friendly public realm and open spaces;</i>	<p>The planning proposal would provide a mixed-use development incorporating approximately 7,000m² of open space. As discussed earlier in this report, the ADG requires</p>

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<p><i>providing fine grain and diverse urban form; a diverse land use and housing mix, high amenity and walkability; and recognizing and celebrating the character of the place and its people.</i></p>	<p>approximately 7,325m² (25% of the site area) to be provided as communal open space in addition to any proposed additional public open space. The insufficient lack of open space would undermine this priority.</p> <p>The introduction of commercial retail uses including a supermarket and smaller retail offerings would provide a social benefit for the community as currently there are no retail facilities for the local community.</p>
<p><i>Action 9: only support planning proposals that are consistent with sequencing of infrastructure delivery.</i></p>	<p>The sequencing of infrastructure delivery will be established following the completion of the integrated transport strategy and flooding strategies (Actions 23 and 24). Given these strategies are not due for completion until the end of 2019, the planning proposal will be inconsistent with the sequencing of infrastructure delivery. The planning proposal is inconsistent with this action.</p>
Productivity	
Priority 7: Support the role and function of employment and urban services land	
<p><i>Action 21: protect employment land on the western side of the Georges River (Scrivener Street and Munday Street) to support health related advanced manufacturing, medtech and educational facilities.</i></p>	<p>The site and wider precinct are identified as being suitable for innovation/ research/ health/ advanced manufacturing activities within the Place Strategy (refer Figure 5). The Place Strategy identifies the precinct is suitable as a high-tech, transit-orientated, advanced manufacturing business park that leverages growth of the health, education and equine sectors. Importantly, the Place Strategy stipulates the precinct should exclude residential development.</p>  <p>Figure 5: A Place Strategy for Liverpool, approximate location of site highlighted by red star (Source: Place Strategy)</p> <p>The site is currently zoned B5 Business Development and is therefore identified as employment land. The proposed change of land use zoning to B4 Mixed Use and R4 High Density Residential will result in a loss of employment land and will undermine the intended future use of the site for employment uses.</p>

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Sustainability	
Priority 8: Develop a network of high quality open space linked by the Greater Sydney Green Grid and invest in improvements to Georges River and its foreshores	
<p><i>Action 23: Update and complete the Georges River, Brickmakers Creek and Liverpool CBD overland flood studies and prepare floodplain risk management plans.</i></p> <p><i>Action 24: Prepare floodplain constraints categorisation study and a flood evacuation study</i></p>	<p>The Place Strategy identifies that future development close to Georges River must address flooding challenges. The current flood risk management plans in the Collaboration Area are based on information and assumptions that are 10 to 15 years old. The extent of flooding and feasible solutions that support new development are not yet fully understood. Any future design and planning works for the Collaboration Area's is to be underpinned by detailed, validated flooding investigations. In addition, the Place Strategy requires a review and update of existing plans affecting the entire Collaboration Area to deliver confidence that flood risk is appropriately addressed.</p> <p>Action 23 is to be completed by Council, with the OEH supporting stakeholder. Action 24 is to be completed by Council and NSWSES, with the OEH to be the supporting stakeholder. Based on discussions with Council, it is understood that the flood reports will not be finalised for at least 12 months.</p> <p>Given the significant flood constraints within the Collaboration Area, accurate flood mapping information and the production of the identified suite of flood reports is critical to make informed decisions about future development in the Collaboration Area. At this current time there is insufficient information with regards to flooding and as a result, the planning proposal is considered to be inconsistent with Actions 23 and 24.</p>

4. Is the planning proposal consistent with Council's Local Strategy or other local strategic plan?

A current or draft local strategy is not in place. Council is yet to consider the draft Local Strategic Planning Statement (LSPS) which remains in working draft at this time.

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

The following State Environmental Planning Policies (SEPPs) are of relevance to the site.

Table 4: Consistency with the applicable SEPPs	
State Environmental Planning Policy	Consistency
SEPP No 55 – Remediation of Land	<p>Clause 6(1) of the SEPP requires that in preparing an environmental planning instrument, a planning authority is not to include in a particular zone any land specified in subclause (4) (which includes development for residential purposes on land to which there is no knowledge or incomplete knowledge of whether the land is contaminated) if the inclusion of the land in that zone would permit a change of use of the land, unless:</p> <p><i>(a) the planning authority has considered whether the land is contaminated, and</i></p>

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	<p>(b) if the land is contaminated, the planning authority is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and</p> <p>(c) if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the planning authority is satisfied that the land will be so remediated before the land is used for that purpose.</p> <p>The planning proposal is not accompanied by a preliminary investigation of the land and therefore consideration of this SEPP cannot be undertaken.</p>
SEPP (Affordable Rental Housing) 2009	Yes – Future affordable housing may be proposed on the subject site. Any such potential future development will be required to comply with the provisions of the SEPP. However, the proposal itself does not present any inconsistency.
SEPP (State and Regional Development) 2011	The planning proposal will not affect the application of the SEPP.
SEPP (Vegetation in Non-Rural Areas) 2017	The planning proposal will not affect the application of the SEPP.
Greater Metropolitan Regional Environmental Plan No 2—Georges River Catchment	The planning proposal will not affect the application of the SEPP.

6. *Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)*

The Planning Proposal addresses the following Directions, pursuant to Section 9.1 of the EP&A Act 1979:

Table 5: Consistency with the relevant Ministerial Directions

Section	Comment	Compliance
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	<p>The objectives of this direction are to:</p> <p>(a) <i>encourage employment growth in suitable locations,</i></p> <p>(b) <i>protect employment land in business and industrial zones, and</i></p> <p>(c) <i>support the viability of identified centres.</i></p> <p>Direction 1.1 stipulates that a planning proposal must:</p> <p>(b) <i>retain the areas and locations of existing business and industrial zones,</i></p> <p>(c) <i>not reduce the total potential floor space area for employment uses and related public services in business zones</i></p> <p>The current B5 zoning of the site safeguards the land for urban services uses. Urban services lands are critical to the efficient function of the city, typically servicing nearby residential populations and having a stronger direct</p>	No

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Section	Comment	Compliance
	<p>relationship with local businesses. Urban services land support the growth, functioning and liveability of cities and include a diverse mix of uses such as building construction, warehouses, specialised retail premises, storage, garden centres, timber yards, environmental facilities, motor vehicle sales and hire premises and can also be new economy or creative uses.</p> <p>The planning proposal seeks to rezone the site from B5 Business Development Zone to a part B4 Mixed Use and part R4 High Density Zone. This proposed amendment, along with the proposed changes to the floor space and height controls will result in additional residential development and will reduce the potential floor space area for employment uses.</p> <p>Based on the site area of 2.93 hectares and the current planning controls applicable to the site, approximately 22,000m² of floor space could be created for employment uses. However, this planning proposal proposes approximately 5,000m² of commercial floorspace which represents a loss of approximately 17,000 m² of floor area for employment uses.</p> <p>The planning proposal will reduce the quantum of employment generating floor space and is inconsistent with Direction 1.1. The planning proposal is not supported by a study which gives consideration to the objective of this direction and concludes otherwise.</p>	
2. Environment and Heritage		
Direction 2.3 – Heritage Conservation	Not applicable. The planning proposal does not apply to land that contains a heritage item, located in the vicinity of a heritage item or located within a heritage conservation area.	N/A
3. Housing, Infrastructure and Urban Development		
Direction 3.1 – Residential Zones	<p>The objectives of this direction are:</p> <p><i>(a) to encourage a variety and choice of housing types to provide for existing and future housing needs,</i></p> <p><i>(b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</i></p> <p><i>(c) to minimise the impact of residential development on the environment and resource lands.</i></p> <p>Rezoning the land from B5 Business Development to B4 Mixed Use and R4 High Density Residential will, in part, facilitate the redevelopment of the site for the purpose of a mixed-use development containing approximately 830 residential dwellings above retail and commercial floorspace.</p> <p>Warwick Farm has limited social infrastructure and does not contain any supporting shops or services required for a high-density residential population. Whilst the proposal would provide 5,000m² of commercial retail floorspace, there would remain an inadequate supply of social and physical infrastructure including education, healthcare and</p>	Partial

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Section	Comment	Compliance
	<p>recreation facilities to sustain the level of density as proposed. Any new housing would not have appropriate access to infrastructure and services.</p> <p>The rezoning will facilitate the redevelopment of the site and will deliver new and additional housing and diversify the local housing type within Warwick Farm which is predominantly detached and semi-detached dwellings.</p> <p>As the planning proposal applies to land in an established urban area it will not consume land at the urban fringe.</p>	
Direction 3.4 Integrating Land Use and Transport	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <p><i>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</i></p> <p><i>(b) increasing the choice of available transport and reducing dependence on cars, and</i></p> <p><i>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i></p> <p><i>(d) supporting the efficient and viable operation of public transport services, and</i></p> <p><i>(e) providing for the efficient movement of freight.</i></p> <p>The subject site is well positioned in relation to public transport, with Warwick Farm railway station located within approximately 350 metres, which provides access to employment, education and health services in Liverpool and the wider region. The proximity to the railway station will encourage public transport use and discourage private transport use.</p>	Yes
4. Hazard and Risk		
Direction 4.1 – Acid Sulfate Soils	<p>The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</p> <p>The planning proposal applies to land identified as Class 5 on Council's Acid Sulfate Soils Planning Map. This is the lowest risk category. Existing acid sulfate soils provisions will not be altered by the planning proposal and will apply to any future development which might intensify the use of the land.</p>	Yes
Direction 4.3 – Flood Prone Land	<p>The site is located on the floodplain of Georges River and is wholly affected by flooding under the 1% Annual Exceedance Probability (AEP) event.</p> <p>As discussed above, future development close to Georges River must address flooding challenges. The current flood risk management plans in the Collaboration Area are based on information and assumptions that are 10 to 15 years old. The extent of flooding and feasible solutions that support new development are not yet fully understood. Any future design and planning works for the Collaboration Area's is to be underpinned by detailed, validated flooding investigations. In addition, the Place Strategy requires a review and update of existing plans affecting the entire</p>	No

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Section	Comment	Compliance
	Collaboration Area to deliver confidence that flood risk is appropriately addressed. Action 23 is to be completed by Council, with the OEH supporting stakeholder. Action 24 is to be completed by Council and NSWSES, with the OEH to be the supporting stakeholder. Based on discussions with Council, it is understood that the flood reports will not be finalised for at least 12 months. Given the significant flood constraints within the Collaboration Area, accurate flood mapping information and the production of the identified suite of flood reports is critical to make informed decisions about future development in the Collaboration Area. At this current time there is insufficient information with regards to flooding and as a result, the planning proposal is considered to be inconsistent with Actions 23 and 24. the Council and SES Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage. This will also include any design detail required to ensure compliance with Council's water management controls.	
6. Local Plan Making		
Direction 6.1 – Approval and referral requirements	The planning proposal does not include provisions that require development applications to be referred externally and is not related to designated development.	Yes
Direction 6.3 – Site specific provisions	The planning proposal does include provisions to allow a Site-specific development to be carried out on the site.	Yes

5. CONSIDERATIONS FOR SITE SPECIFIC MERIT

Section C – Environmental, social and economic impact

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 site is largely cleared but does include a number of trees and mature vegetation. It is highly unlikely that the site would contain any critical habitat for threatened species, populations or ecological communities, or their habitats and it is not expected that any threatened species, populations or ecological communities will be adversely affected as a result of the proposal.

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

Flooding

The site is located on the floodplain of Georges River and is wholly affected by flooding under the 1% Annual Exceedance Probability (AEP) event. The planning proposal is accompanied by a Flood Impact Assessment (FIA) by FloodMit which confirms the proposal seeks to fill the majority of the site to the 1% AEP level. The FIA confirms that the impact of the proposed filling is not significant and provides alternative mitigation options to mitigate against any adverse impacts of flooding. The applicant has considered filling part of the site and providing compensatory

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excavation on-site.

The Place Strategy requires that a Georges River flood study is prepared (Action 23 of the Place Strategy), alongside a floodplain constraints categorization study and a flood evacuation study (Action 24 of the Place Strategy). These reports will provide accurate flood mapping information to ensure informed decisions about future development in the Collaboration Area can be made and infrastructure required to provide flood management and evacuation is identified. Council has identified these studies will not be completed until 2020. Given this work has not yet commenced and the implications of this work are unknown, the planning proposal is not considered to be supportable on flooding grounds.

Traffic and Transport Impacts

Integrated Transport Strategy

Action 1 of the Place Strategy requires an integrated transport strategy to be prepared that applies movement and place and addresses the transport challenges associated with delivering the vision, shared objectives and growth profile. The outcome of the transport strategy is fundamental to establish the capacity and viability of land and infrastructure to support the future growth within the Collaboration Area. The transport strategy will be led by TfNSW / RMS and supported by Council. While the Place Strategy identifies the strategy will be completed by mid-2019, TfNSW has confirmed it is expected to take a year (i.e. mid-2020) to complete.

Specific to the site, Council has previously identified the need for a Munday Street bypass road to address the existing conflicting land uses arising from the horse stabling facilities and residential development to the north of the sub-precinct and the industrial development to the south. Currently Munday Street provides the only vehicular access road into the precinct and experiences heavy vehicle movements.

Council has prepared a strategic road design for the Munday Street bypass road which will permit heavy vehicles to access Governor Macquarie Drive without needing to travel through Manning Street or Munday Street. The total cost is identified as c\$14 million and is unfunded. Development and funding of the Munday Street bypass will be considered as part of the integrated transport strategy.

The proposed development would exacerbate vehicle, horse and pedestrian conflicts. Further, heavy vehicles along Munday Street will have an impact on future residential amenity.

Until the transport strategy has been completed and the outcomes have been identified, including the details for the Munday Street bypass road, it is considered this planning proposal would be premature.

Even if the planning proposal was able to demonstrate strategic merit, additional matters of detail have been identified by Council and RMS and are set out as follows:

Traffic Generation

The traffic generation potential of the planning proposal has been estimated using traffic generation rates of 0.15 and 0.21 per hour per apartment for high density during weekday morning and afternoon peak hours respectively. Based on the travel model splits data for Warwick Farm from TfNSW Journey to Work (JTW) datasets, a trip generation rate of 0.29 vehicles per hour per apartment is considered the appropriate rate. Based on this traffic generation rate, the

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development site will generate a much higher traffic volume.

Parking

Due to its proximity to Warwick Farm railway station, the streets in front of the development site experience significant on street parking utilised by commuters accessing Warwick Farm railway station and businesses in the precinct. The proposed development will result in additional road users, residents, visitors and on street car parking. The developer is to propose measures to manage on-street parking.

Proposed Access Arrangements

The access arrangement consists of a loop road off Munday Street, opposite the existing Bull and Stroud Streets. The proposed basement parking and access is via a new four-way intersection connected to the existing T-junction of Munday Street and Bull Street. This proposed access is to accommodate indented on-street parking spaces and service vehicles.

In regards to the proposed access driveways, the planning proposal should undertake a SIDRA Traffic Modelling Analysis addressing the post-development 'Level of Service' in terms of queue lengths, delays, storage bays and the traffic management in terms of turning movements at the proposed access(s) off Munday Street. Intersection treatments should be provided at the access(s).

Detailed intersection layouts, performance analysis and treatments including parking control should also be provided by the applicant at the proposed access(s) on Munday Street and Warwick Street. A second access via the intersection of Munday Street and Stroud Street should be verified.

Land dedication to intersection upgrade

Council and RMS have identified the need for the existing Hume Highway and Governor Macquarie drive intersection to be upgraded. The intersection upgrade is to facilitate future developments in the local area including the subject site. The upgrade requires a strip of land approximately 2.5 m wide.

The section of Governor Macquarie Drive fronting the development site does not currently have a paved footpath. The proposed mixed-use development will generate pedestrian movements.

As such, a 2.5 metre wide shared path along Governor Macquarie Drive between Hume Highway and Munday Street should be provided in accordance with Council's design plan for the Hume Highway/Governor Macquarie Drive Intersection upgrade.

Bicycle and Pedestrian Facilities

The following bicycle facilities are to be provided to meet the expected demand:

- A 2.5 metre wide shared path along the following road sections fronting the development site and land dedication:
 - Governor Macquarie Drive between Munday Street and the Hume Highway
 - Warwick Street to Warwick Farm railway station
- A bicycle phase in the traffic signals at the intersection of Munday Street and Governor Macquarie Drive.

RMS comments

The traffic report utilises traffic volumes from the planning proposal report prepared for the

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previous rezoning application on the site (October 2015) for Munday Street. RMS provided preliminary comment on that proposal. RMS had concerns with the traffic generation rates used in the Traffic Impact Assessment by Colston Budd Rogers & Kafes and consider the rates to be lower than what is likely to be the actual traffic generation rate.

Due to the additional traffic generation which will result from the planning proposal, RMS expressed concerns regarding the potential impacts on the traffic control signals at the intersection of Hume Highway and Governor Macquarie Drive due to queue spill back from the right turn bay on Governor Macquarie Drive and Munday Street intersection.

Any proposal would require updated corridor modelling incorporating all the proposed signalised intersections and the intersection of Hume Highway and Governor Macquarie Drive for review prior to finalising concept design for the proposed traffic control signals.

Proposed Voluntary Planning Agreement (VPA)

The applicant has submitted a public benefit offer to Council. The developer will enter into a VPA in association with the planning proposal and will also make required Section 7.11 development contributions in accordance with Council's *Liverpool Contributions Plan 2009* as part of future DA approvals.

Through the VPA, the applicant proposes 5% of the dwelling yield to be provided as affordable rental housing. This would represent approximately 41 dwellings based on the concepts that have been prepared in support of the planning proposal. The dwellings would remain in the ownership of the applicant but would be managed as affordable housing by a housing provider to be agreed with Council for the life of the development.

Considering the existing economic disadvantage in the locality and uplift intended to be achieved by the applicant, Council considers that a minimum of 10% affordable housing would help achieve the optimum benefit for the community. With regards to relevant affordable housing policy, it is understood that the GSC are developing Affordable Rental Housing Targets and that Council will establish affordable housing demand as part and local housing strategy which is due for exhibition in July 2019. Until the targets and demand have been established, it is considered a 5% provision is acceptable at this time.

The second element of the VPA is for landscape embellishment of the land between Warwick Street and the Hume Highway broadly between Manning Street to the west and Governor Macquarie Drive to the east.

The third element of the VPA offer is to provide a retail/commercial space for a period of 5-10 years at a reduced commercial rent for a community organisation/s.

Urban Design

The properties adjoining the site to the west and south are predominantly low-density one to two storey residential dwellings, with a substantial number supporting equine-related activities. The shadow diagrams submitted with the planning proposal will result in significant overshadowing of the properties to the south. Moreover, having regard to Part 3.7 of the Liverpool Development Control Plan 2008, it is unlikely that the adjoining residential properties to the south would receive a minimum of three hours of sunlight between 9am and 5pm on 21 June to at least one living,

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rumpus room or the like and 50% of the private open space.

In the absence of any plan or strategy to redevelop this adjoining area at a similar urban form and density, the proposed scale of the proposal is considered to be inappropriate.

Any future proposal will need to address SEPP 65 Design Quality of Residential Apartment Development. Detailed testing of the FSR relative to the proposed height and building efficiency should be provided.

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

Social Impacts

The planning proposal is accompanied by a Community Benefits Report prepared by Cred Consulting. The report identifies there is a need for community facilities to meet the needs of a growing population, including in key growth precincts and major transport nodes such as Warwick Farm.

The Community Benefits Report identifies there is a need for high quality multi-purpose recreation and open spaces that meet the needs and consider the barriers faced by the area's highly diverse population. The proposal provides 0.7 hectares of open space on the site and does not meet the communal open space requirements stipulated in the ADG. Further, there is currently no social infrastructure, including shops and services, within the vicinity of the site. There is poor accessibility to public open spaces from the subject site particularly to the public open spaces which are located on the north side of Hume Highway and west of Warwick Farm railway station.

Warwick Farm is not supported by an adequate level of social infrastructure to provide services and amenities required to sustain an additional 830 residential dwellings. On these grounds, the planning proposal is not supported.

Economic Impacts

The site is currently zoned B5 Business Development and a bulky goods development has been approved on the site. It is understood the owner has determined not to proceed with the proposed bulky goods hardware development on economic grounds. The planning proposal is not supported by any economic justification which addresses the proposed change to the B5 zoning of the site and the loss of employment land. The subject site could support approximately 21,980m² of employment floorspace under the 0.75:1 FSR currently applicable to the site. While it is acknowledged that the site is currently vacant, the site could be provided as employment land to meet future needs.

The site's current location is appropriate for employment lands, situated next to Warwick Farm railway station and is in close proximity to arterial roads including the Hume Highway and Governor Macquarie Drive. Further, the proximate location of the site to the industrial precinct and Liverpool Hospital to the south and the Sappho Road precinct to the north, provides important agglomeration benefits for future employment uses on the site.

The rezoning of the site from B5 Business Development to B4 Mixed Use Development and R4 High Density Residential will enable residential development to infiltrate land that would otherwise be zoned as employment land. The planning proposal will undermine the retention of employment uses and would undermine the affordability and development capacity of the site for business

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and, in turn, the productivity of the Collaboration Area.

Section D – State and Commonwealth Interests

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

No. There is inadequate public infrastructure for the planning proposal, specifically in relation to social infrastructure, transport infrastructure and flooding infrastructure. This is discussed below.

Social Infrastructure

Warwick Farm has limited social infrastructure and does not contain any supporting shops or services required for a high-density residential population. Whilst the proposal would provide 5,000m² of commercial retail floorspace, there would remain an inadequate supply of social and physical infrastructure including education, healthcare and recreation facilities to sustain the level of density as proposed. Any new housing would not have appropriate access to infrastructure and services.

Transport Infrastructure

As identified and required by the Place Strategy, a transport strategy is being prepared to establish the capacity and viability of land and infrastructure to support the future growth within the Collaboration Area. While the Place Strategy identifies the strategy will be completed by mid-2019, TfNSW has confirmed it is expected to take a year to complete.

Specific to the site, Council has previously identified the need for a Munday Street bypass road to address the existing conflicting land uses arising from the horse stabling facilities and residential development to the north of the sub-precinct and the industrial development to the south. Currently Munday Street provides the only vehicular access road into the precinct and experiences heavy vehicle movements. Council has prepared a strategic road design for the Munday Street bypass road which will permit heavy vehicles to access Governor Macquarie Drive without needing to travel through Manning Street or Munday Street. The total cost is identified as \$14 million and is unfunded. Development and funding of the Munday Street bypass will be considered as part of the integrated transport strategy.

Until the transport strategy has been prepared, there is no clear indication of what transport infrastructure is required within the Collaboration Area to support future growth, including the development of the subject site.

Flooding Infrastructure

As identified and required by the Place Strategy, a Georges River flood study, a floodplain constraints categorization study and a flood evacuation study are to be prepared. These reports will provide accurate flood mapping information to ensure informed decisions about future development in the Collaboration Area can be made and infrastructure required to provide flood management and evacuation is identified. Council has identified these studies will not be completed for at least 12 months. Given this work has not yet commenced and the implications of this work are unknown, the inadequate flooding infrastructure is considered to be in place to support the planning proposal.

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

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No consultation has been undertaken at this stage. The views of State and Commonwealth public authorities will be obtained after the planning proposal has been considered by the Department of Planning and Environment's Gateway Determination process. It is not expected that there will be any significant Commonwealth and State interests in the planning proposal other than providing a simplified planning framework and development outcome on the site. Relevant public authorities will be consulted during the post Gateway Determination process.

Next Steps

The usual process for planning proposal applications, following a review of the application, is for Council officers to finalise the proposal detailing the proposed changes to LLEP 2008 (this report). The planning proposal would then be reported to Council for endorsement and subsequently forwarded to the Department of Planning and Environment seeking Gateway. However, this assessment finds that the proposal has neither strategic nor site merit. It is therefore recommended that the proposal does not proceed to a Gateway Determination.

Should the planning proposal proceed to a Gateway Determination there would be public authority community consultation, a public exhibition period and a further report to Council prior to proceeding with the making of any amendment to LLEP 2008.

6. CONCLUSION

The planning proposal for Lot 1 Governor Macquarie Drive, Warwick Farm seeks to amend the LLEP 2008 to rezone the site from B5 Business Development to part B4 Mixed Use and R4 High Density Residential, with increases to the FSR from 0.75:1 to 3:1 and HOB from 15 metres to 50 metres. The planning proposal also seeks to decrease the lot size from 2 hectares to 1,000m². The planning proposal as submitted by the applicant would facilitate development of the subject site on a scale of approximately 830 residential units in apartment buildings varying from 9 to 15 storeys in height. The development would include up to 5,000m² of commercial retail space and 7,000m² of open space.

In relation to strategic merit, there is a strong focus within the Regional Plan, District Plan and Place Strategy for the protection of urban services land, including land zoned for B5 Business Development. Section 3.8(2) of the EP&A Act requires planning proposals give effect to district strategic plans (i.e. the District Plan). Both the Regional Plan and District Plan safeguard urban services land against land use conflicts with non-compatible uses, such as residential use. The planning proposal is therefore contrary to Section 3.8(2) of the EP&A Act. Further, the Place Strategy identifies the site as suitable for innovation/ research/ health/ advanced manufacturing activities and explicitly states the precinct should exclude residential development.

While the site is currently vacant, the current zoning of the site has the ability to facilitate urban services land. The Regional Plan and District Plan reaffirm maintaining a sufficient supply of land, particularly in areas such as Liverpool, where the likely long-term population of the area and future wider employment activities will increase demand for local industrial and urban services land. The change of land use zoning from B5 Business Development to B4 Mixed Use and R4 High Density Residential will result in a loss of urban services land. The rezoning will undermine the requirement to plan and manage urban services land in Liverpool and will not respond to the identified need to retain these lands in response to long-term projected population and development growth.

With regard to site-specific merit, the fundamental reasons for the refusal of the previous planning proposal have not been addressed and remain unresolved in this current planning proposal. In the absence of a broader integrated transport strategy and comprehensive flooding studies, it is

**LIVERPOOL CITY COUNCIL
LOCAL PLANNING PANEL REPORT**

24 June 2019

considered the planning proposal cannot be supported.

The Place Strategy requires that an integrated transport strategy is required to establish the capacity and viability of land and infrastructure to support future growth within the Collaboration Area. The Place Strategy states that existing transport constraints need to be addressed before further growth can occur. In this respect, the planning proposal is considered to be premature given the transport strategy being led by TfNSW is not due for completion until the end of 2019.

With regards to flooding, the Place Strategy identifies that future development close to Georges River must address flooding challenges. The Place Strategy requires a review and update of existing plans affecting the entire Collaboration Area to deliver confidence that flood risk is appropriately addressed.

Given the significant flood constraints within the Collaboration Area, accurate flood mapping information and the production of the identified suite of flood reports is critical to make informed decisions about future development in the Collaboration Area. At this current time there is insufficient information with regards to flooding. The planning proposal is considered to be premature given the flood work has not yet been undertaken and is not due for completion for at least 12 months.

This report concludes that the planning proposal cannot be supported as the planning proposal does not satisfy the strategic and site specific merit tests.

7. ATTACHMENTS

- 1. Applicants planning proposal**
- 2. Liverpool Collaboration Area Place Strategy**
- 3. Community Benefits Report**
- 4. Flood Assessment**
- 5. Traffic Report**
- 6. Urban Design Report**
- 7. VPA offer**



City Plan Strategy & Development P/L
 ABN 58 133 501 774

19 June 2019

Our Ref: 18-288

David Smith

Manager Planning & Transport Strategy
 Liverpool City Council
 33 Moore Street
 Liverpool NSW 2170
SmithD@liverpool.nsw.gov.au

Dear David,

RE: RZ-7/2018, 102807.2019 - LOT 1, GOVERNOR MACQUARIE DRIVE, WARWICK FARM

We write in response to your email dated Monday 17 June 2019 in relation to the concerns that have been raised by the Proponent of the subject planning proposal at Lot 1, Governor Macquarie Drive, Warwick Farm. We understand the Proponent's concerns relate to the consideration of the draft Warwick Farm Precinct Strategy and the Liverpool Collaboration Area Place Strategy (Place Strategy) in our planning assessment report.

This letter provides a response to the matters raised by the Proponent.

Draft Warwick Farm Precinct Strategy

We confirm that the draft Warwick Farm Precinct Strategy is not a relevant consideration for the planning proposal as it was not adopted by Council and has not been endorsed by the Department of Planning & Environment. Our assessment of this planning proposal does not consider this report or its findings for the site and wider precinct.

Liverpool Collaboration Area Place Strategy

Section 3.8(2) of the Environmental Planning & Assessment Act requires planning proposals to give effect to district strategic plans (i.e. the District Plan). Planning Priority 2 of the Western City District Plan requires that the Greater Sydney Commission (GSC) chairs a collaboration process for the Liverpool Collaboration Area and prepares a Place Strategy to "*identify the roles of agencies and local councils, governance arrangements and strategies and actions required to deliver the desired outcomes for the area*". The Place Strategy has been prepared by the GSC in collaboration with Liverpool City Council, the Department of Planning & Environment, Transport for NSW and 15 other government and institutional stakeholders in response to this Planning Priority. The Place Strategy is derived from the applicable strategic plan and the planning proposal has been assessed against the priorities and actions of this Strategy.

As further detailed within our assessment report, we do not consider that the planning proposal gives effect to the relevant priorities and actions of the Place Strategy. By way of summary, we firstly note that the

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City Plan Strategy & Development P/L
 ABN 58 133 501 774

subject land and wider precinct is identified as being suitable for innovation/ research/ health/ advanced manufacturing activities. The Place Strategy unequivocally states that the precinct should exclude residential development.

Secondly, the Place Strategy states that an integrated transport strategy is required to establish the capacity and viability of land and infrastructure to support future growth within the Collaboration Area. The Place Strategy states that existing transport constraints need to be addressed before further growth can occur. In this respect, the planning proposal is considered to be premature given the transport strategy being led by TfNSW is not due for completion until the end of 2019.

Thirdly, the Place Strategy identifies that future development close to Georges River must address flooding challenges. The Place Strategy requires a review and update of existing plans affecting the entire Collaboration Area to deliver confidence that flood risk is appropriately addressed.

Given the significant flood constraints within the Collaboration Area, accurate flood mapping information and the production of the identified suite of flood reports is critical to make informed decisions about future development in the Collaboration Area. At this current time there is insufficient information on flooding. The planning proposal is considered to be premature given the flood work has not yet been undertaken and is not due for completion for at least 12 months.

Consideration of RZ-18/2015

We have not considered any Council or Planning Panel reports for the previous rezoning at the site (RZ-18/2015). While we understand the Sydney Western City Planning Panel previously determined a similar proposal had strategic merit, this determination was made against the relevant strategic framework at that point in time. At that point in time the Western City District Plan was in draft format and the Place Strategy had not been prepared. Any consideration of these reports is superfluous to the assessment of this planning proposal having regard to the current and relevant strategic framework.

Draft Liverpool Local Strategic Planning Statement

An assessment of the proposal against the draft Liverpool Local Strategic Planning Statement (Liverpool LSPS) and any of its initial findings (such that Warwick Farm precinct being a "mixed use" precinct) has not been undertaken given the Liverpool LSPS has not been reported to Council and has not been placed on public exhibition. At this current time, consideration of the proposal against the Liverpool LSPS is considered to be premature.

Conclusion

We trust this letter is satisfactory to assist in the consideration and determination of this planning proposal. We maintain the findings and conclusions detailed in our assessment report and maintain that the planning proposal cannot be supported as it does not satisfy the strategic and site-specific merit tests.



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ABN 58 133 501 774

Should you have any further queries, please contact David Ryan given Stephen Kerr (Executive Director) and Lotti Wilkinson (Senior Project Planner) will be on annual leave until Monday 8 July 2019.

Yours Sincerely,

A handwritten signature in black ink, appearing to be 'D Ryan', with a long horizontal flourish extending to the right.

David Ryan
Executive Director



**ADVICE ON PLANNING PROPOSALS
LIVERPOOL LOCAL PLANNING PANEL**

24th June 2019

Held at the
'Gold Room, Liverpool Library'
170 George Street
LIVERPOOL

Panel: Michael Mantei Chair
 Michael Harrison Expert
 Fiona Gainsford Expert
 Daryl Hawker Community Rep

There were no conflicts of interest declared by any panel members in relation to any items on the agenda.

LIVERPOOL CITY COUNCIL

ADVICE OF LIVERPOOL LOCAL PLANNING PANEL

PAGE 2

24th June 2019

ITEM No:	Planning Proposal RZ-7/2018 240 Governor Macquarie Drive, Warwick Farm
APPLICATION NUMBER:	RZ-7/2018
SUBJECT:	Planning proposal to rezone site from B5 (Business Development) to B4 (Mixed-Use) And R4 (High Density Residential)
LOCATION:	Lot 1 DP 1162276 240 Governor Macquarie Drive, Warwick Farm
OWNER:	Warwick Farm Central Pty Ltd
APPLICANT:	WFC Projects Pty Ltd
AUTHOR:	Stephen Kerr, City Plan Strategy and Development

ADVICE OF THE PANEL

Council has referred this planning proposal to the Panel for advice. The Panel has inspected the site and read the report and supporting documentation from Council's independent planning consultant, City Plan Strategy and Development, and the documents submitted with the planning proposal. The Panel's advice is as follows.

The majority of the Panel agrees with the consultant's assessment of strategic and site specific merit of the proposal. While the strategic policy context of the site might be uncertain given the elected Council's decision not to endorse the Greater Sydney Commission Place Strategy, the planning proposal must be assessed against the place strategy and district plan as they presently stand. The planning proposal does not have strategic merit having regard to the place strategy.

One of the Panel members does not endorse the consultant's assessment and recommendation. The member considers that the highest and best use of the site given its proximity to Warwick Farm railway station is mixed use including high density residential. There is no evidence to support the demand for high density employment use on this site.

VOTING NUMBERS:

EGROW 04	Planning proposal to rezone land at 240 Governor Macquarie Drive, Warwick Farm
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Strategic Direction	Generating Opportunity Meet the challenges of Liverpool's growing population
File Ref	158005.2019
Report By	David Smith - Manager Planning & Transport Strategy
Approved By	Tim Moore - Director, City Economy and Growth / Deputy CEO

Property	240 Governor Macquarie Drive, Warwick Farm
Owner	Warwick Farm Central Pty Ltd
Applicant	WFC (Projects) Pty Ltd

EXECUTIVE SUMMARY

On 10 July 2018, Council received a planning proposal to rezone land at 240 Governor Macquarie Drive, Warwick Farm from B5 Business Development to part B4 Mixed Use and part R4 High Density Residential (**Attachment 1**). The planning proposal also seeks to increase the floor space ratio (FSR) development standard from 0.75:1 to 3:1 (equating to approximately 87,900m² GFA) and the height of buildings (HOB) development standard from 15m to 50m and to reduce the minimum lot size from 2000m² to 1000m².

In September 2018, the Greater Sydney Commission (GSC) released the Liverpool Collaboration Area Place Strategy (Place Strategy) which designated the subject site as part of a precinct to be developed for the purposes of an innovation, research, health, advanced manufacturing precinct, excluding residential uses.

The proponent requested a rezoning review on 29 October 2018 as the planning proposal had been with Council for more than 90 days without a determination. On 15 April 2019, Council was informed by the Department of Planning, Industry and Environment (DPIE) that the proponent had withdrawn the request for a rezoning review, and that the Council should make the decision on how to proceed with the planning proposal.

An assessment of the planning proposal was completed on behalf of Council by town planning consultants City Plan (**Attachment 2**). The planning proposal was referred to the Liverpool Local Planning Panel (LPP) for advice on 24 June 2019. The majority of the LPP agreed with the planning assessment report prepared by City Plan consultants that the proposal lacked

strategic and site merit and provided their advice to Council that the planning proposal should not be referred to the DPIE for a Gateway determination (**Attachment 3**).

At its Ordinary meeting of 26 June 2019, Council endorsed the draft Liverpool Local Strategic Planning Statement (LSPS) for exhibition, which designated the subject site as part of a precinct to be investigated for a "mix of uses".

While noting the planning assessment report and the advice of the LPP, this report concludes that the strategic merit of the planning proposal is less certain compared with that outlined in the planning report and the LPP advice as a result of conflicting designations of future use of the site between the Place Strategy and draft LSPS.

It is recommended that a modified planning proposal be supported in principle by Council and forwarded to DPIE for a Gateway determination. The modifications recommended include reducing the proposed FSR to 2:1 (equating to approximately 58,600m² GFA) and the maximum height of building to 45m to provide for approximately 500 dwellings, which is consistent with the previous planning assessment and Council report completed in 2017 and the existing R4 zone in Warwick Farm.

In addition, it is recommended that an updated planning agreement be negotiated with the proponent and a site specific Development Control Plan (DCP) be prepared containing site specific controls to address urban design, building massing and addressing potential environmental impacts including overshadowing. Once the planning proposal has been amended, it is recommended that the proposal be forwarded to DPIE for a Gateway determination.

RECOMMENDATION

That Council:

1. Note the advice provided by the *Liverpool Local Planning Panel*;
2. Endorses in principle the planning proposal for 240 Governor Macquarie Drive, Warwick Farm, subject to the applicant submitting a modified proposal with a maximum floor space ratio (FSR) of 2:1 equating to approximately 58,600m² GFA or 500 dwellings, apply the bonus FSR provisions contained within Clause 4.4 (2B) of the Liverpool Local Environmental Plan (LEP) to the site, a maximum height of buildings of 45m and the preparation of a site specific Development Control Plan ;
3. Delegate to the CEO authority to negotiate a revised VPA offer with the proponent, agree the terms of the offer with the proponent and report back to Council the details of the VPA prior to exhibition of the planning proposal, consistent with Council's Planning Agreements Policy;

4. Endorses in principle the potential public benefit contributions of the VPA, to be further negotiated, include:
 - Monetary contributions towards the cost of local road improvements;
 - Funding appropriate road works including a 2.5m wide shared path, public domain improvements including street trees and landscaping along Governor Macquarie Drive between Hume Highway and Munday Street in accordance with Council's design plan for the Hume Highway/Governor Macquarie Drive intersection upgrade and Warwick Street between the Hume Highway and Manning Street;
 - Improved pedestrian and bicycle access to and from the site and Warwick Farm railway station and north and south of the Hume Highway;
 - Provision of 5% of the dwelling yield as affordable housing (to be dedicated to Council) to be managed as affordable rental housing by a community housing provider; and
 - Providing a retail/commercial space in the development for a period of 5 years at a reduced commercial rent for a community organisation/s to be agreed between the proponent and Council; and
5. Delegate authority to the CEO to finalise the above amendments to the planning proposal and submit the planning proposal to the Department of Planning, Industry and Environment for a Gateway determination with a recommendation that detailed traffic modelling, an economic impact assessment, a noise mitigation strategy and a site specific DCP be included as Gateway conditions to be satisfied prior to public exhibition.

REPORT

The site

The subject site, 240 Governor Macquarie Drive, Warwick Farm (Lot 1 DP 1162276), is a 2.93 hectare triangular-shaped allotment bound by Governor Macquarie Drive, Munday Street, Manning Street, and Warwick Street (depicted in Figure 1 below). It is approximately 20m south of the Hume Highway and the entire site falls within 350m of Warwick Farm train station, which is to the west.



Figure 1: Site location



Figure 2: Aerial photograph of site

Locality

The subject site is located in Warwick Farm and is surrounded by a number of different land uses. As illustrated in Figure 1, the area immediately to the south is largely low density residential and predominantly occupied by horse stables and training facilities associated with the Warwick Farm Racecourse, located immediately to the east, across Governor Macquarie Drive. To the west, next to Warwick Farm train station, is a small clustering of two-storey townhouses. Also in proximity to the subject site is an industrial area, just south of the horse-training precinct, supporting operations such as Direct Freight, Visy and Liverpool Hospital's

bulk distribution facilities. Within the south-east section of this local area is Rosedale Park and Sydney Water's sewerage treatment facility.

Background

The subject site was previously part of the Australian Turf Club (ATC) Warwick Farm Racecourse landholding. To improve the racecourse facilities, the ATC undertook a rationalisation of their landholdings and disposed of residual land to assist in consolidating and financing upgrades to the racecourse and thoroughbred horse facilities.

Liverpool Local Environmental Plan (LLEP) 2008 (Amendment 18) was gazetted on 9 December 2011, which rezoned the subject site from part RE2 Private Recreation and part R2 Low Density Residential to B5 Business Development. The amendment was supported by Council on the grounds that there was a local and regional level demand for bulky goods retailing.

As part of Amendment 18, a VPA between the ATC and Council required upgrades to the intersection of Governor Macquarie Drive and Munday Street, including traffic lights to accommodate additional traffic volumes. This work has been completed.

Following the LEP amendment, development consent was granted in February 2013 (DA-1321/2011) for a home improvement centre (a Masters development). The Woolworths Group has not developed the site and instead entered into contractual arrangements with the current applicant who is seeking to rezone the site to high density residential and mixed use. As a result, the site remains vacant.

In November 2015, a planning proposal was lodged with Council seeking to rezone the site from B5 Business Development to R4 High Density Residential, as follows:

- Rezone the site from B5 Business Development to part R4 High Density Residential and part B4 Mixed Use;
- Increase Height of Building (HOB) from 15m to part 45m and part 100m;
- Increase Floor Space Ratio (FSR) from 0.75:1 to 3.5:1 (to facilitate approx. 950 residential units); and
- Permit an additional use provision allowing up to 5,000sqm of retail floor space.

A report was presented to Council at its Ordinary meeting of 22 February 2017, which recommended that Council support a revised version of the proposal that included a reduced residential density with a maximum floor space ratio (FSR) of 2:1 (equating to approximately 500 residential dwellings). The report also recommended a reduction in height of buildings to no more than 45m. Council resolved to defer consideration of the planning proposal until it had adopted a broader precinct-wide strategy for Warwick Farm and directed the report be brought back to Council in July 2017.

At its Ordinary Meeting of 26 July 2017, a report was presented to Council on the draft Warwick Farm Precinct Strategy. Council resolved:

That Council:

1. *Prepare a draft Warwick Farm Precinct Strategy which reflects a mixed use zoning (specifically for the horse racing precinct), with the input of Councillors and residents;*
2. *Endorse in principle the planning proposal for Lot 1 Governor Macquarie Drive, Warwick Farm, subject to the applicant submitting a modified proposal with a maximum floor space ratio (FSR) of 2.2:1 which equates to approximately 500 residential units of which 10% will be dedicated to retail;*
3. *Delegates to the CEO the authority to finalise the modified proposal and submit to DPE for Gateway approval with a recommendation that detailed traffic and flood modelling be included in Gateway conditions;*
4. *Notes that the CEO will finalise negotiations regarding the proposed VPA and public benefit offer and any other relevant conditions as required to support the proposal, with a report to be presented to a future Council meeting; and*
5. *Notes that funds will be sought in the Capital program in the 2017/18 budget to progress land acquisitions for the bypass road.*

At its Ordinary meeting of 30 August 2017 Council resolved:

That the resolution relating to DPG 07 Draft Warwick Farm Precinct Strategy from the Council meeting 26 July 2017 be rescinded.

At the same meeting Council also resolved:

*That Council endorses a **vision for mixed use development** comprising employment, housing and retail for the Warwick Farm Precinct.*

The proponent lodged a request for a rezoning review with DPIE on 10 October 2017. The proposal was considered by the Sydney Western City Planning Panel on 5 February 2018, which decided that the planning proposal should not be submitted for a Gateway determination, deciding that the proposal demonstrated strategic merit but not site-specific merit. The Panel determined:

The proposal did not demonstrate adequate site-specific merit because of the proposed excessive height and scale which is inappropriate in this location, and would be contradictory to the scale of residential development planned and emerging closer to the Liverpool CBD.

On 10 July 2018, Council received a revised planning proposal seeking to rezone the site from B5 Business Development to part B4 Mixed Use and part R4 High Density Residential, with increased development yield, as described in detail below.

In September 2018 the Greater Sydney Commission (GSC) released the Liverpool Collaboration Area Place Strategy (Place Strategy), which designated the subject site as part of an area to be developed for the purposes of an innovation, research, health, advanced manufacturing precinct, excluding residential uses.

The proponent requested a rezoning review on 29 October 2018 on the current planning proposal because the planning proposal request had been with Council for more than 90 days without a determination. On 15 April 2019, Council was informed by the Department that the proponent had withdrawn the request for a rezoning review.

An assessment of the proposal was completed on behalf of Council by town planning consultants City Plan. The planning proposal was referred to the Liverpool Local Planning Panel (LPP) for advice. The majority of the LPP agreed with the City Plan assessment that the proposal lacked strategic and site merit and advised that the proposal should not be referred to the Department for a Gateway determination.

At its Ordinary Meeting of 26 June 2019, Council endorsed the draft Liverpool Local Strategic Planning Statement for exhibition, which designated the subject site as part of a precinct to be investigated “**for a mix of uses**”.

The current proposal

This planning proposal seeks to amend the LEP to facilitate a mixed-use development comprising residential development, commercial development and open space. It is envisaged that the proposed development would support approximately 830 dwellings, 5,000m² of retail commercial floor space (including a supermarket) and 7,000m² of open space. The proposal would be achieved by the following amendments to the LEP:

- An amendment to the Land Zoning Map to rezone the site from B5 Business Development to part B4 Mixed Use and part R4 High Density Residential (shown in Figure 3);
- An amendment to the FSR Map from 0.75:1 to 3:1;
- An amendment to the HOB Map from 15 metres to 50 metres; and
- An amendment to the Lot Size Map from 2 Hectares to 1,000m²

The planning proposal does not seek to apply any statutory controls to ensure the indicated mix of commercial, residential and open space land uses.



Figure 3: Proposed land zoning map (looking north)



Figure 4: Proposed massing (view from the Hume Highway looking south)

4.5 Illustrative Masterplan



Figure 5: Illustrative Masterplan



Figure 6: Artist impression of plaza

Voluntary planning agreement offer

The proponent has provided a letter of offer regarding a voluntary planning agreement (VPA) which includes the following:

- Provision of 5% of dwelling yield realised as affordable housing (to be retained in the ownership of the developer but managed as affordable housing by a housing provider to be agreed with Council for the life of the development);
- Landscape embellishment of land between Warwick Street and the Hume Highway between Manning Street and Governor Macquarie Drive; and
- A retail/commercial space for a period of 5-10 years at a reduced commercial rent for a community organisation/s to be agreed between the proponent and the developer.

The VPA is offered in addition to the required Section 7.11 development contributions, payable as part of any future development applications, in accordance with Council's Liverpool Contributions Plan 2009.

City Plan consultants has provided the following advice relating to the offer:

Through the VPA, the applicant proposes 5% of the dwelling yield to be provided as affordable rental housing. This would represent approximately 41 dwellings based on the concepts that have been prepared in support of the planning proposal. The dwellings would remain in the ownership of the applicant but would be managed as affordable housing by a housing provider to be agreed with Council for the life of the development.

Considering the existing economic disadvantage in the locality and uplift intended to be achieved by the applicant, Council considers that a minimum of 10% affordable housing would help achieve the optimum benefit for the community. With regards to relevant affordable housing policy, it is understood that the GSC are developing Affordable Rental Housing Targets and that Council will establish affordable housing demand as part and local housing strategy which is due for exhibition in July 2019. Until the targets and demand have been established, it is considered a 5% provision is acceptable at this time.

It is considered that the VPA offer should be expanded to include at a minimum:

- A monetary contribution toward the cost of local road improvements. The Council report of February 2017 noted that the proponent had earlier offered a contribution of \$10,000 per unit for similar purposes, an amount relevant to VPA negotiations in relation to the current proposal. This contribution could be directed towards local road improvements such as:

- Traffic calming and new vehicle routes to address the current heavy vehicle traffic conflicts within the Warwick Farm horse training precinct; and
 - A potential new connection between Newbridge Road and GMD, via a new bridge over the Georges River and potential development sites within Moore Point, south of the river.
- Funding appropriate road widening and a 2.5m wide shared path, public domain improvements including street trees and landscaping along Governor Macquarie Drive between Hume Highway and Munday Street in accordance with Council's design plan for the Hume Highway/Governor Macquarie Drive intersection upgrade and Warwick Street between the Hume Highway and Manning Street
 - Improved pedestrian and bicycle access to and from the site and Warwick Farm railway station and north and south of the Hume Highway.
 - Provision of 5% of the dwelling yield as affordable housing (to be dedicated to Council) to be managed as affordable rental housing by a community housing provider.
 - Providing a retail/commercial space in the development for a period of 5 years at a reduced commercial rent for a community organisation/s to be agreed between the proponent and Council.

This report recommends that Council delegate to the CEO authority to negotiate a revised VPA offer with the proponent and report back to Council the details of the amended VPA prior to exhibition of the planning proposal.

Assessment of the current proposal

According to *A guide to preparing planning proposals* published by DPIE, a planning proposal must have strategic and site merit to warrant the issue of a Gateway determination. In order to have strategic merit, a planning proposal must be consistent with higher order planning strategies (regional and district planning strategies) and the LSPS. Strategic planning for this precinct is not yet finalised, but is characterised by the Western City District Plan, the Place Strategy and the draft LSPS.

Planning Priority W2 of the Western City District Plan (WCDP) states that Collaboration areas are a **"non-statutory initiative"**. The Place Strategy itself specifically states in Chapter 11 that *"implementing the Liverpool Collaboration Area Place Strategy requires collective action and joining of resources from all stakeholders, various levels of government and the private sector. The Strategy is a **decision support tool** that recognises that State agencies and Council will undertake their own review and prioritisation processes before committing to infrastructure investment"*.

Chapter 11 of the Place Strategy also states that the GSC will include the Place Strategy's objectives and actions in future updates to the WCDP giving them a statutory basis. The

WCDP has not been amended and therefore the Place Strategy, as a non-statutory initiative and decision support tool, may not be afforded the statutory weight of that plan.

The draft LSPS is currently on public exhibition and has not yet been finalised. Nevertheless, it has been endorsed by Council and therefore must also be afforded the weight of a draft local strategic planning statement for assessment purposes.

Strategic Merit

The Greater Sydney Regional Plan (*A metropolis of three cities*) and the WCDP were finalised by the Greater Sydney Commission in March 2018.

Section 3.8(2) of the *Environmental Planning and Assessment (EP&A) Act 1979* requires that:

In preparing a planning proposal under section 3.33, the planning proposal authority is to give effect:

(a) to any district strategic plan applying to the local government area to which the planning proposal relates (including any adjoining local government area)

The current planning proposal to rezone the site must therefore “give effect” to the Western City District Plan, which in turn must give effect to the objectives, strategies and actions specified in the regional strategic plan, *A Metropolis of Three Cities*.

Objective 5 of *A Metropolis of Three Cities*, “Benefits of growth realised by collaboration of governments, community and business”, describes the objective of the Collaboration Areas as being a place based process.

WCDP Planning Priority W2, Working through collaboration, identifies the Liverpool Collaboration Area as follows:

Liverpool’s Central Business District (CBD), the health and education precinct and nearby residential and industrial land areas. It considers the Warwick Farm Precinct; the Moorebank Intermodal Terminal, which is under-construction; and the draft Georges River Masterplan

The underpinning objective of the Place Strategy was to facilitate strong employment growth in the Liverpool Collaboration Area. Section 4.1 states, “*The collaborative process concluded that a profile providing strong employment growth in Liverpool is preferred, requiring retention of employment lands in strategic locations*”. In line with this preference, the Place Strategy designated the subject site as part of an innovation, research, health, advanced manufacturing precinct, described as “*a high-tech, transit-oriented, advanced manufacturing business park that leverages the growth of the health, education and equine sectors, excluding residential development*.” The designation is illustrated in Figure 7 below.



Figure 7: Liverpool Collaboration Area Place Strategy

Priority 7 of the Place Strategy, relates to the role and function of employment and urban services land and includes the following Action:

Action 21: Protect employment land on the western side of the Georges River (Scrivener Street and Munday Street) to support health related advanced manufacturing, med-tech and educational facilities.

Planning Priority W9 - Growing and strengthening the Metropolitan cluster - identifies the site as an, "Indicative location of existing jobs and services in centre", as illustrated in Figure 8 below.

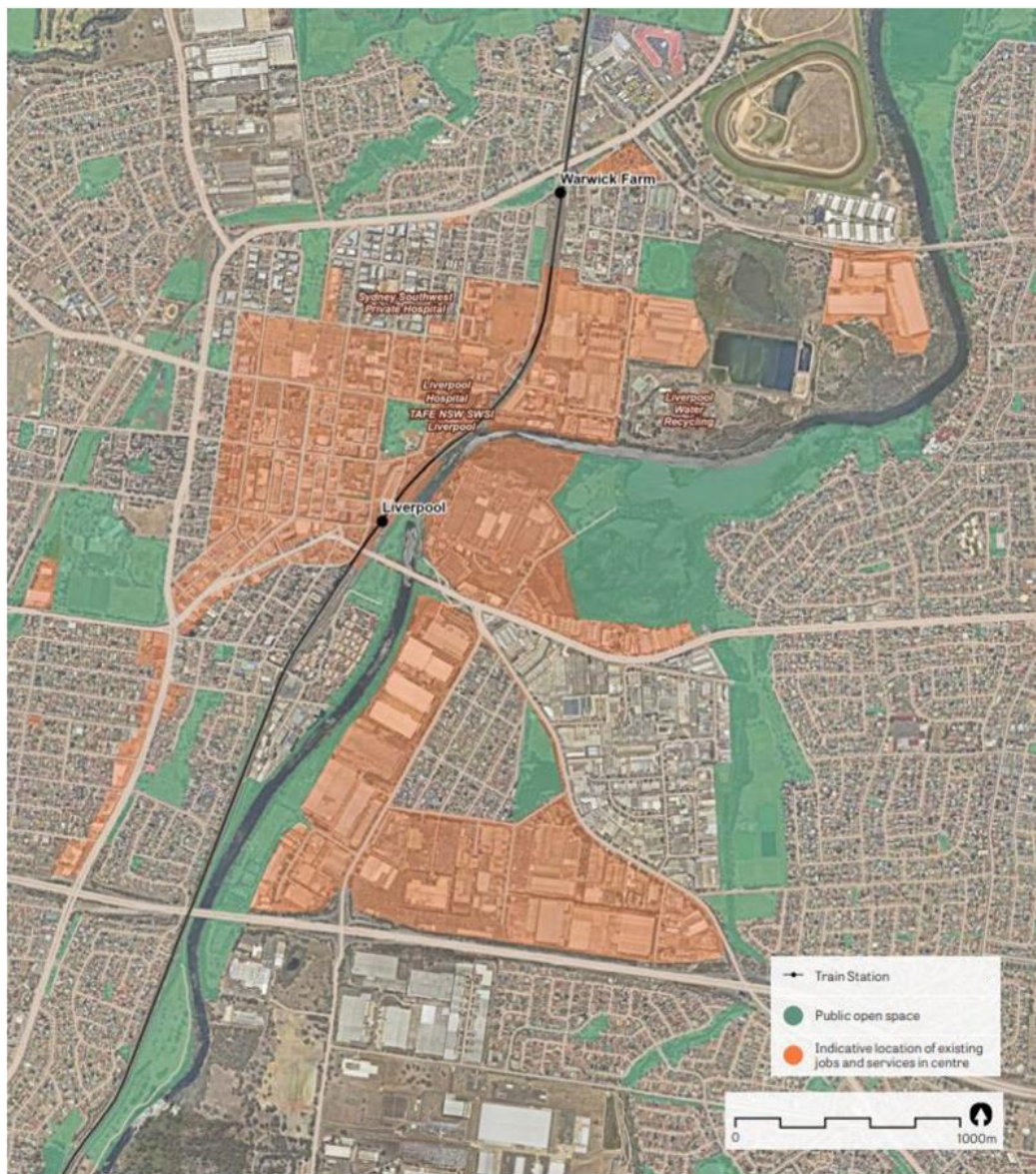


Figure 8: Extract form WCDP – Priority W9 - Location of existing jobs and services

WCDP Planning Priority W10 - Maximising freight and logistics opportunities and planning and managing industrial and urban services land - describes land currently zoned for employment uses (including subject site) within the Liverpool Collaboration Area as being "Review and Manage", indicating that:

The Greater Sydney Commission will review all industrial and urban services land under this approach to either confirm its retention (as described in the approach above) or manage uses to allow sites to transition to higher-order employment activities (such as business parks) and seek appropriate controls to maximise business and employment outcomes.

Draft Liverpool Local Strategic Planning Statement

At its Ordinary meeting of 26 June 2019, Council resolved to endorse the draft LSPS and placed it on public exhibition for a period of 6 weeks. The draft LSPS describes the subject site being part of an area to, "investigate a mix of uses", as depicted in Figure 9 below.

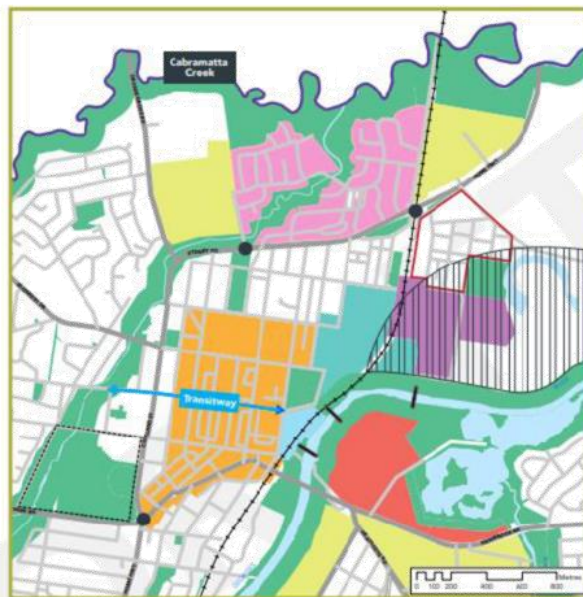


Figure 9: Liverpool City and Surrounds Structure Plan from draft LSPS

LSPS local planning priority 7, *Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport*, states that Council will “Concentrate residential development in ... existing centres with high amenity that are well serviced by public transport”. This planning proposal is generally consistent with the above local planning priority as the site is well serviced by public transport.

Section 3.9 of the *EP&A Act 1979*, Local strategic planning statement of councils, contains subsection (3A) which states,

The council for an area that is in the Greater Sydney Region must not make a local strategic planning statement unless the Greater Sydney Commission has advised the council in writing that the Commission supports the statement as being consistent with the applicable regional and district strategic plans...”

The draft LSPS is currently on exhibition and has been afforded the weight of a draft plan for the purposes of the assessment of this planning proposal.

Advice of the Liverpool Local Planning Panel (LPP)

Council engaged town planning consultancy City Plan to undertake an assessment of the merits of the proposal and prepare a planning assessment report. City Plan’s assessment of the proposal was completed prior to Council endorsing the draft LSPS and did not therefore consider this in its assessment of the proposal. City Plan’s assessment also afforded statutory weight to the Place Strategy.

City Plan’s assessment concluded that the proposal lacked strategic merit. The assessment was based primarily on the fact that the proposed rezoning contradicts the Place Strategy, but also on a perceived inconsistency with WCDP Planning Priority W10 and the imperative to retain urban services land (i.e. employment land).

Based on City Plan’s assessment, the majority of the LPP concluded that the proposal lacked strategic merit. A minority (1 of the 4) of the LPP considered that the Place Strategy did not hold strategic weight as it is not a statutory document and determined that the proposal did have strategic merit considering the proximity of the subject site to the Warwick Farm railway station.

The advice of the LPP is as follows:

The majority of the Panel agrees with the consultant’s assessment of strategic and site specific merit of the proposal. While the strategic policy context of the site might be uncertain given the elected Council’s decision not to endorse the Greater Sydney Commission Place Strategy, the planning proposal must be assessed against the place strategy and district plan as they presently stand. The planning proposal does not have strategic merit having regard to the place strategy.

One of the Panel members does not endorse the consultant's assessment and recommendation. The member considers that the highest and best use of the site given its proximity to Warwick Farm railway station is mixed use including high density residential. There is no evidence to support the demand for high density employment use on this site.

It is noted that LPP's advice was provided prior to Council endorsing the draft LSPS and they did not take the draft LSPS into account in their deliberations. It is clear that the proposal is not supported by the Place Strategy (which has not been endorsed by Council, but has been adopted by the GSC), which views the subject site for employment uses only. By contrast, the draft LSPS (which has been endorsed by Council) and is currently on exhibition, seeks to investigate the potential for a mix of uses at and around the subject site. Neither the place strategy nor the draft LSPS are to be afforded definitive/statutory planning weight for the reasons discussed above.

Site specific merit

The report prepared by City Plan concluded that the proposal lacked site-specific merit. In its advice to Council regarding the planning proposal, the majority of the LPP endorsed City Plan's assessment and concluded that the proposal lacked strategic and site merit.

As noted above, a report was considered by Council at its February 2017 meeting, which assessed the merits of a similar proposal at the subject site, which sought to rezone the subject site from B5 Business Development to R4 High Density Residential. The February 2017 report recommended that Council give in principle support to the proposed rezoning, but only on the basis of a more modest outcome of a floor space ratio of 2:1, a maximum height of buildings standard of 45m resulting in approximately 500 dwellings.

The consideration that informed the 2017 Council report to reduce the proposed density was:

The subject site adjoins a number of non-residential land uses. It is also separated from other high density residential areas by the Warwick Farm railway station. By way of comparison, the northern edge of the Liverpool CBD in existing R4 areas has an FSR of 1.5:1 - 2:1 and a HOB of 35m-45m. The planning proposal as submitted is seeking a density (FSR) and building heights that that would be twice that of the northern edges of the Liverpool City Centre. When considering the urban context of the Liverpool CBD and the spatial hierarchy of the city, the scale of the proposed development in proximity to the CBD would undermine the predominance, legibility and orderly planning of the Liverpool City Centre as a 'strategic centre'.

The proposed reduced density of an FSR of 2:1 will result in a built form outcome which is more compatible with surrounding development and more appropriate in this location.

It is further noted that the Western Sydney City Planning Panel, in its consideration of a rezoning review lodged for the subject site with respect to the previous proposal in February 2018, decided that the proposal lacked site merit. It determined that:

The proposal did not demonstrate adequate site-specific merit because of the proposed excessive height and scale which is inappropriate in this location, and would be contradictory to the scale of residential development planned and emerging closer to the Liverpool CBD.

While the current proposal seeks to rezone the subject site as part B4 Mixed Use and part R4 High Density Residential, the assessment of the site-specific merits of the proposal are consistent. A reduced density of 2:1 would result in a built form outcome more compatible with surrounding development and more appropriate in this location. The February 2017 Council report also recommended that a maximum height of building standard of 45m be permitted on-site, to minimise adverse impacts on surrounding lower density residential areas. It is therefore recommended that Council support an amended planning proposal by reducing the FSR to 2:1, equating to an approximately 500 dwellings and building height to no more than 45m and delegate authority to the CEO to revise the planning proposal prior to submission to DPIE for a Gateway determination.

Flooding

With respect to the natural environment, the assessment report notes that the subject site is flood prone, as follows:

The site is located on the floodplain of Georges River and is wholly affected by flooding under the 1% Annual Exceedance Probability (AEP) event. The planning proposal is accompanied by a Flood Impact Assessment (FIA) by FloodMit which confirms the proposal seeks to fill the majority of the site to the 1% AEP level. The FIA confirms that the impact of the proposed filling is not significant and provides alternative mitigation options to mitigate against any adverse impacts of flooding. The applicant has considered filling part of the site and providing compensatory excavation on-site.

The Place Strategy requires that a comprehensive flood study be prepared for the Georges River. The assessment report by City Plan states that as the flooding study has not yet been prepared, the proposal is premature. However, Council's Floodplain and Water Management team consider that the planning proposal can be supported on flooding grounds as long as it is carried out in compliance with the requirements of Council's Flood Policy and the NSW Floodplain Development Manual (2005).

The subject site is located on the floodplain of Georges River and it is affected by flooding under the 1% Annual Exceedance Probability (AEP) event. The flood impact assessment by FloodMit demonstrated that the impacts of filling of floodplain for the proposed development is not significant and assessed alternative mitigation options to mitigate adverse impacts of flooding. The consultant has proposed filling part of the site and providing compensatory excavation on-site. The proposed mitigation option is considered satisfactory.

The flood impact assessment by FloodMit demonstrated evacuation strategy of the site during design flood event for the proposed development. Council consider that flood evacuation strategy should be developed considering broader development context of the area of Warwick Farm and Liverpool and should be supported by the SES.

In view of manageable risks associated with flooding on future developments of the site, the subject rezoning proposal can be supported subject to development of the site be carried out in compliance with the requirements of Council's Flood Policy and the NSW Floodplain Development Manual (2005).

It is anticipated that were the proposal to receive a Gateway determination, the concurrence of the State Emergency Services (SES) would be required to enable the proposal to proceed.

Traffic and Transport

The assessment report prepared by City Plan noted that,

Action 1 of the Place Strategy requires an integrated transport strategy to be prepared that applies movement and place and addresses the transport challenges associated with delivering the vision, shared objectives and growth profile. The outcome of the transport strategy is fundamental to establish the capacity and viability of land and infrastructure to support the future growth within the Collaboration Area. The transport strategy will be led by TfNSW/RMS and supported by Council. While the Place Strategy identifies the strategy will be completed by mid-2019, TfNSW has confirmed it is expected to take a year (i.e. mid-2020) to complete.

Should Council support the proposal and it receives a Gateway determination, it is likely that DPIE will require the proposal be referred to TfNSW for comment. Considering the fact that the integrated transport strategy has not yet been prepared for the Collaboration Area, it is further possible that TfNSW may require the developer to make "satisfactory arrangements" via Clause 6.4A of LLEP 2008 to help fund improvements to regional transport infrastructure.

Council's traffic and transport team have identified the following issues pertaining to traffic impacts related to the proposed rezoning which the proponent will need to address in a revised planning proposal.

Traffic Generation

The planning proposal assesses a projected traffic generation of 286 vehicle trips per hour (vtph) (AM peak) and 290 vtph (PM peak) for the proposal, similar to the approved Masters development with 276 vtph (AM peak) and 385 vtph (PM peak). This is based on traffic generation rates of 0.15 and 0.21 vehicles per hour per apartment for high density dwellings during weekday morning and afternoon peak hours respectively.

These rates are based on surveyed sites within close proximity to public transport service and high percentage of public transport mode share such as Parramatta, Chatswood and Strathfield areas. ABS Census data (2016) indicates that approximately 55-60% of residents in the immediate surrounds of Warwick Farm station use a car to travel to work, whilst areas such as Strathfield and Parramatta are in the region of 20-30%.

Based on the travel model splits data for Warwick Farm from Transport for NSW (TfNSW) Journey to Work (JTW) datasets, a trip generation rate of 0.29 vehicles per hour per apartment is considered the appropriate rate (rather than 0.15 and 0.21 vehicles per hour). Based on this revised traffic generation rate, the development site would generate a much higher traffic volume which will need to be reflected in an updated traffic impact assessment prior to exhibition of the planning proposal.

Impacts on the transport network

Due to the additional traffic generation associated with residential and retail uses at the site (including a supermarket), the RMS has previously expressed concerns regarding the potential impacts of the development on the traffic control signals at the intersection of the Hume Highway and Governor Macquarie Drive due to queue spill back from the right turn bay on the Governor Macquarie Drive and Munday Street intersection. The right turn bay at the intersection of Governor Macquarie Drive and Munday Street was also designed to accommodate Masters (a bulky goods facility).

In order to fully assess and therefore mitigate the impacts of the proposal on the road network, intersection layouts will need to be reviewed based on the updated traffic generation potential of the site and will need to be reflected in an updated traffic impact assessment prior to exhibition of the planning proposal.

Proposed Access Arrangements

The access arrangement consists of a loop road off Munday Street, opposite Bull and Stroud Streets.

Regarding the proposed access ways, a Sidra Traffic Modelling Analysis is required to address the post-development 'Level of Service' in terms of queue lengths, delays, storage bays and traffic management in terms of turning movements at the proposed access off Munday Street. Proposed intersection treatments for the access ways with Munday Street also needs to be provided prior to exhibition of the planning proposal.

The proposed basement parking and access will be via a new four-way intersection, replacing the existing T-junction of Munday Street and Bull Street. It is recommended that the proposal be modified so that this access accommodates indented on-street parking spaces and service vehicles. This can be addressed in the preparation of a site specific DCP.

Bicycle and pedestrian facilities

A 2.5m wide shared path is required along the Governor Macquarie Drive frontage of the development site between Munday Street and the Hume Highway and along Warwick Street between the Hume Highway and Manning Street. Through the preparation of a site specific DCP, appropriate facilities for pedestrian and bicycle access to and from Warwick Farm railway station will be identified.

Noise

Should the proposal receive the support of Council, any Gateway determination subsequently issued should require the proponent to indicate how they will respond to noise from the Hume Highway and the rail line, and provide a noise mitigation strategy with measures in accordance with *EPA Development near rail corridors and busy roads – interim guideline* and the requirements of the SEPP Infrastructure (2007).

Economic impacts

Council's City Economy department has noted that there is no economic assessment provided for this planning proposal. The planning proposal indicates a potential 5,000m² of commercial/retail and community space within an overall site of over 20,000m². In summary, City Economy recommends that an independent economic impact study be provided by the proponent, before any further comment could be made as to the benefits or otherwise of the proposal.

Should Council resolve to support the proposal, and it subsequently receives a Gateway determination, it is recommended that the Gateway determination be conditioned to require the proponent to provide an independent economic impact assessment of the retail, social enterprise and commercial uses proposed and a detailed analysis of likely job creation resulting from this proposal (compared with the current zone) prior to public exhibition.

Urban design

The assessment report prepared by City Plan noted that:

The properties adjoining the site to the west and south are predominantly low-density one to two storey residential dwellings, with a substantial number supporting equine-related activities. The shadow diagrams submitted with the planning proposal will result in significant overshadowing of the properties to the south. Moreover, having regard to Part 3.7 of the Liverpool Development Control Plan 2008, it is unlikely that the adjoining residential properties to the south would receive a minimum of three hours of sunlight between 9am and 5pm on 21 June to at least one living, rumpus room or the like and 50% of the private open space.

In the absence of any plan or strategy to redevelop this adjoining area at a similar urban form and density, the proposed scale of the proposal is considered to be inappropriate.

Any future proposal will need to address SEPP 65 Design Quality of Residential Apartment Development. Detailed testing of the FSR relative to the proposed height and building efficiency should be provided.

It is recommended that a site specific Development Control Plan (DCP) be prepared containing site specific controls to address urban design, building massing and addressing potential environmental impacts including overshadowing prior to exhibition of the planning proposal.

Conclusion

In order to proceed to a Gateway determination a proposal must have both strategic merit and site specific merit. As noted in the report, the proposal in its current form lacks sufficient site merit to proceed. However, should the proposal be amended as recommended, site-specific merit would be established and the proposal could proceed.

It is therefore recommended that Council endorse a modified planning proposal that:

- Reduces the proposed floor space ratio to 2:1 (approximately 58,600m² GFA);
- Reduces the proposed height of buildings to 45m (to enable approximately 500 dwellings);
- Includes a site specific DCP containing controls to address urban design, building massing and addressing potential environmental impacts including overshadowing;
- Provides an Economic Impact Assessment demonstrating the number of jobs likely to be delivered following rezoning compared to the current B5 zone;
- Amends the traffic impact assessment report to increase vehicle generation rates to 0.29 vehicles per apartment per hour and provide detailed intersection layouts, performance analysis and treatments including parking controls based on this higher rate;
- Provides a noise mitigation strategy; and
- Provides an updated VPA offer.

CONSULTATION

Should the proposal receive a Gateway determination, it will detail the required consultation to be undertaken prior to finalisation of the amendment.

CONSIDERATIONS

Economic	Further develop a commercial centre that accommodates a variety of employment opportunities. Deliver a high quality local road system including provision and maintenance of infrastructure and management of traffic issues. Facilitate economic development.
Environment	There are no environmental and sustainability considerations.
Social	Regulate for a mix of housing types that responds to different population groups such as young families and older people.
Civic Leadership	Encourage the community to engage in Council initiatives and actions.
Legislative	Environmental Planning and Assessment Act 1979

ATTACHMENTS

1. Planning Proposal (Under separate cover)
2. Planning Assessment Report (Under separate cover)
3. Local Planning Panel Advice (Under separate cover)
4. Community Benefits Analysis (Under separate cover)
5. Preliminary Flooding Assessment (Under separate cover)
6. Traffic Report (Under separate cover)
7. Urban Design Report (Under separate cover)
8. VPA Offer (Under separate cover)

CORP 05

Investment Report November 2019

Strategic Direction	Leading through Collaboration Seek efficient and innovative methods to manage our resources
File Ref	299775.2019
Report By	John Singh - Accountant - Investments & Treasury Management
Approved By	Vishwa Nadan - Chief Financial Officer

EXECUTIVE SUMMARY

This report details Council's investment portfolio.

As at 30 November 2019, Council held investments with a market value of \$301 million.

The portfolio yield to the end of November 2019 is 119 basis points above the AusBond Bank Bill index.

	AusBond Bank Bill Index (BBI)
Benchmark	1.58%
Portfolio yield	2.77%
Performance above benchmarks	1.19%

Return on investment for November 2019 was \$441k lower than the budget.

Council's investments and reporting obligations fully comply with the requirements of section 625 of the *Local Government Act 1993* and clause 212 of the *Local Government (General) Regulation 2005*.

Council's portfolio also fully complies with limits set out in its Investment Policy.

NSW TCorp Credit Committee requires that Council commits to its balanced investment framework as a condition to any loan. This means that Council will have to progressively decrease its investment in lower-rated ADI's.

RECOMMENDATION

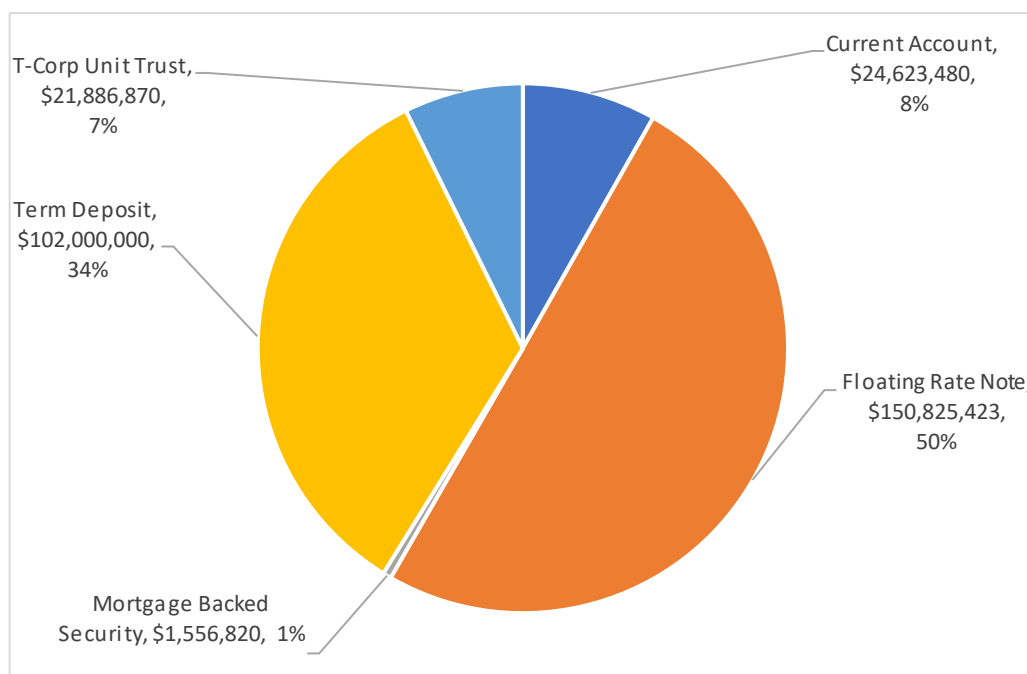
That Council receives and notes this report.

REPORT

Clause 212 of the *Local Government (General) Regulation 2005* requires that the Responsible Accounting Officer must provide Council with a written report setting out details of all money that Council has invested under section 625 of the *Local Government Act 1993*.

Council's Portfolio

At 30 November 2019, Council held investments with a market value of \$301 million. Council's investment register detailing all its investments is provided as an attachment to this report. In summary, Council's portfolio consisted of investments in:



The ratio of market value compared to face value of various debt securities is shown in the table below.

Asset Class	Nov-19	Jun-19
Senior Debts (FRN's ,TCD's & FRB)*	100.75%	100.76%
MBS (Reverse Mortgage Backed Securities)	59.33%	59.48%
T-Corp Unit Trusts	104.12%	103.65%

*Definition of terms

- *Transferrable Certificate of Deposit (TCD)* - security issued with the same characteristics as a Term Deposit however it can be sold back (transferred) in to the market prior to maturity. A floating TCD pays a coupon linked to a variable benchmark (90 days BBSW).
- *Fixed Rate Bond (FRB)* – returns Fixed Coupon (interest) Rate and is tradeable before maturity.

Council is fully compliant with the requirements of the Ministerial Investment Order including the grandfathering provisions. The grandfathering provisions state that Council may continue to hold to maturity, redeem or sell investments that comply with previous Ministerial Investment Orders. Any new investments must comply with the most recent Order. Council continues to closely monitor the investments in its portfolio to ensure continued compliance and minimal exposure to risk.

NSW TCorp Credit Committee requires that Council commits to its balanced investment framework as a condition to any loan. This means that Council will have to progressively decrease its investment in lower-rated ADI's. Council staff will monitor and work with investment advisors to meet this requirement.

Portfolio Maturity Profile

The table below shows the percentage of funds invested at different durations to maturity.

Term to Maturity	Total	% Holdings	Term to Maturity Policy Limit Minimum	Term to Maturity Policy Limit Maximum	Complies to Investment Policy' "Yes/No"
Current Account	24,623,480	8.18%			
Term Deposits < 1 Yr	77,000,000	25.59%			
T-Corp Unit Trust	21,886,870	7.27%			
Tradeable securities	150,825,423	50.13%			
Portfolio % < 1 Yr - (Short term liquidity)	\$274,335,773	91.17%	40%	100%	Yes
Term Deposit > 1 Yr < 3Yrs	25,000,000	8.31%	0%	60%	Yes
Grand Fathered Securities	1,556,820	0.52%	N/A	N/A	Yes
Portfolio % Medium term liquidity)	\$26,556,820	8.83%			Yes
Total Portfolio	\$300,892,593	100.00%			

Market Value by Issuer and Institution Policy limit as per Investment Policy

Issuer	Security Rating	Market Value	%Total Value	Maximum Institutional Policy Limit % holdings	Complies to Investment Policy' "Yes/No"
AMP Bank Ltd	BBB	13,674,876	4.54%	25%	Yes
ANZ Banking Group Ltd	AA-	15,128,340	5.03%	25%	Yes
Auswide Bank Ltd	BBB	12,006,500	3.99%	15%	Yes
Bank Australia Ltd	BBB	1,509,270	0.50%	15%	Yes
Bank of China/Sydney	A	2,009,280	0.67%	25%	Yes
Bank of Communications Co. Ltd/Sydney	A-	3,000,060	1.00%	25%	Yes
Bank of Nova Scotia	A+	5,540,745	1.84%	25%	Yes
Bank of Queensland Ltd	BBB+	9,519,945	3.16%	15%	Yes
Bendigo & Adelaide Bank Ltd	BBB+	503,080	0.17%	15%	Yes
Citibank Australia Ltd	A	1,001,040	0.33%	15%	Yes
Commonwealth Bank of Australia Ltd	AA-	44,275,939	14.71%	35%	Yes
Credit Union Australia Ltd	BBB	4,518,435	1.50%	15%	Yes
Emerald Reverse Mortgage Trust (Class A)	AA	831,820	0.28%	35%	Yes
Emerald Reverse Mortgage Trust (Class C)	Fitch A	725,000	0.24%	2%	Yes
G&C Mutual Bank Limited	BBB	1,000,000	0.33%	15%	Yes
Heritage Bank Ltd	BBB+	3,522,470	1.17%	15%	Yes
HSBC Sydney Branch	A+	8,008,580	2.66%	25%	Yes
Macquarie Bank	A	18,993,280	6.31%	25%	Yes
Members Banking Group Ltd t/a RACQ Bank	BBB+	2,503,270	0.83%	15%	Yes
Members Equity Bank Ltd	BBB	5,609,120	1.86%	15%	Yes
National Australia Bank Ltd	AA-	43,232,180	14.37%	35%	Yes
Newcastle Permanent Building Society Ltd	BBB	3,545,735	1.18%	15%	Yes
NSW Treasury Corporation	AA	21,886,870	7.27%	35%	Yes
P&N Bank Ltd	BBB	5,000,000	1.66%	15%	Yes
Police Credit Union	Not Rated	2,000,000	0.66%	2%	Yes
Qbank	BBB	2,525,510	0.84%	15%	Yes
Rabobank Australia Ltd	A+	2,000,000	0.66%	25%	Yes
Rabobank Nederland Australia Branch	A+	2,023,160	0.67%	25%	Yes
Suncorp Bank	A+	13,011,520	4.32%	25%	Yes
Teachers Mutual Bank Ltd	BBB	2,121,483	0.71%	15%	Yes
Westpac Banking Corporation Ltd	AA-	49,665,085	16.51%	35%	Yes
Portfolio Total		\$300,892,593	100.00%		

Overall Portfolio Credit Framework compliance to Investment Policy

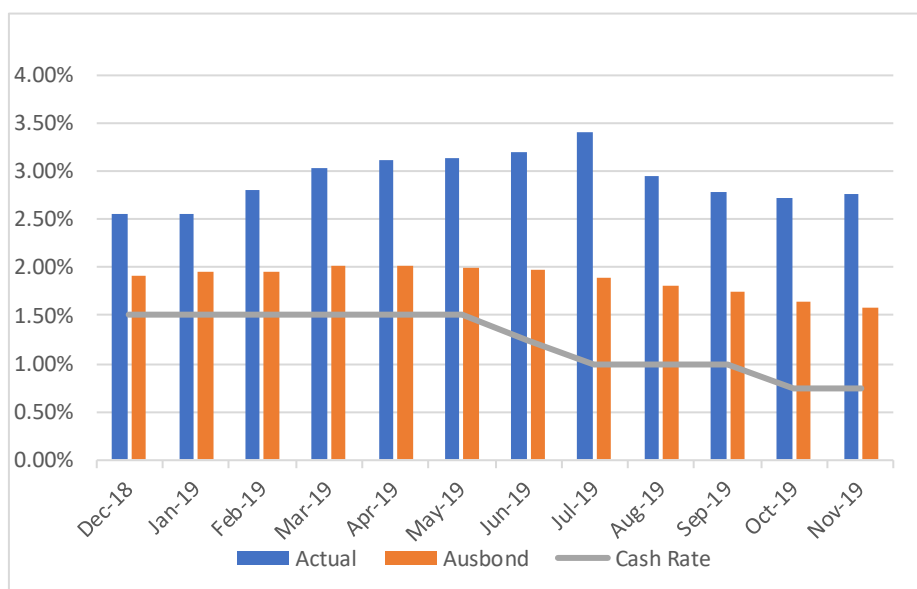
Credit Rating	Market Value	% Portfolio	Maximum Policy Limit	Complies to Investment Policy' "Yes/No"
AA Category -T Corp	21,886,870	7.27%	100%	Yes
AA Category	153,133,364	50.89%	100%	Yes
A Category or Below	56,312,665	18.72%	60%	Yes
BBB Category	67,559,694	22.45%	40% - 45%	Yes
Unrated	2,000,000	0.66%	5% - 10%	Yes
Total Portfolio	\$300,892,593	100.00%		

Portfolio performance against relevant market benchmark.

Council's Investment Policy prescribes the AusBond Bank Bill Index (ABBI) as a benchmark to measure return on cash and fixed interest securities. The ABBI represents the average daily yield of a parcel of bank bills. Historically there has been a positive correlation between changes in the cash rate and the resulting impact on the ABBI benchmark.

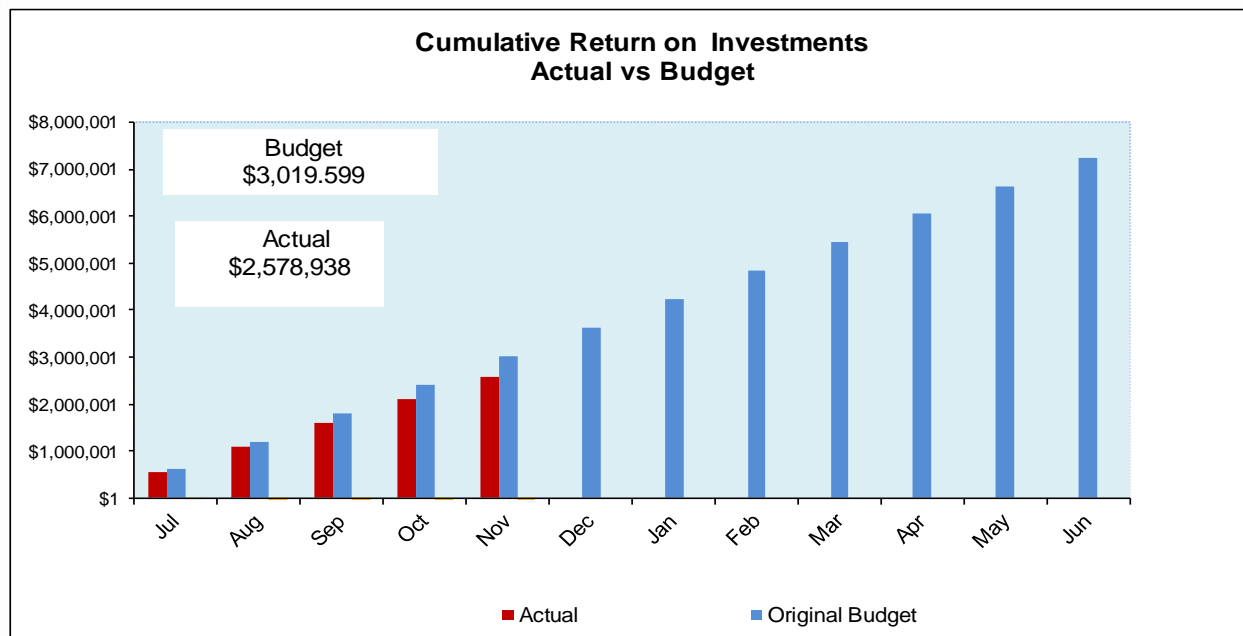
The portfolio yield to 30 November 2019 exceeded the AusBond Bank Bill index by 119 basis points (2.77% against 1.58 %).

Council portfolio continues to performance at above benchmark rates despite ongoing margin contraction and significantly lower market term deposit yields. Comparative yields for the previous months are charted below:



Performance of Portfolio Returns against Budget

Council's investment income for November 2019 is lower than the budget by \$441k and will be closely monitored.



Investment Portfolio at a Glance

Portfolio Performance	✓	The portfolio yield to 30 November 2019 exceeded the AusBond Bank Bill index by 119 basis points (2.77% against 1.58%).
Annual Income vs. Budget	✓	Council's investment interest income is lower than the budget by \$441k as at 30 November 2019 and will be closely monitored.

Investment Policy Compliance

Legislative Requirements	✓	Fully Compliant
Portfolio Credit Rating Limit	✓	Fully Compliant
Institutional Exposure Limits	✓	Fully Compliant
Overall Portfolio Credit Limits	✓	Fully Compliant
Term to Maturity Limits	✓	Fully Compliant

Economic Outlook – Reserve Bank of Australia

The Reserve Bank has left the official cash rate on hold at 0.75 per cent in its meeting on 3 December 2019. The current 0.75 per cent cash rate is at a historically low level and impacts returns on investment.

Certificate of Responsible Accounting Officer

The Chief Financial Officer, as Responsible Accounting Officer, certifies that the investments listed in the attached report have been made in accordance with section 625 of the *Local Government Act 1993*, clause 212 of the *Local Government (General) Regulation 2005* and Council's Investment Policy at the time of their placement. The previous investments are covered by the grandfathering clauses of the current investment guidelines issued by the Minister for Local Government.

Independent verification by Head of Audit, Risk and Improvement (HARI)

Council has requested an on-going independent review of its investment portfolio by the Audit Risk and Improvement Committee (ARIC) or its representative under delegated authority. The ARIC has agreed for its Chairperson to provide a certificate on a quarterly basis – the next certificate will be presented to Council on 26 February 2020.

CONSIDERATIONS

Economic	Council's investment interest income is lower than the budget by \$441k as at 30 November 2019 and will be closely monitored.
Environment	There are no environmental and sustainability considerations.
Social	There are no social and cultural considerations.
Civic Leadership	There are no civic leadership and governance considerations.
Legislative	Council is fully compliant with the requirements of the <i>Local Government Act 1993</i> – Investment Order (authorized investments) and with reporting requirements under clause 212 of the <i>Local Government (General) Regulation 2005</i> .

ATTACHMENTS

1. Investment Portfolio - November 2019



Portfolio Valuation As At 30 November 2019

Fixed Interest Security	Security Rating	Face Value Current	Market Value	% Total Value	Running Yield
AMP Notice Account	S&P ST A2	274,295.92	274,295.92	0.09%	1.55%
AMP Business Saver	S&P ST A2	321,579.81	321,579.81	0.11%	1.05%
CBA Business Saver	S&P ST A1+	16,992,849.70	16,992,849.70	5.65%	1.20%
CBA General Account	S&P ST A1+	7,034,754.53	7,034,754.53	2.34%	0.75%
		24,623,479.96	24,623,479.96	8.18%	
Fixed Rate Bond					
AMP 2.99 07 Dec 2020 Fixed	S&P BBB+	5,000,000.00	5,090,050.00	1.69%	2.99%
		5,000,000.00	5,090,050.00	1.69%	
Floating Rate Deposit					
Westpac 1.05 18 Aug 2022 1826DAY FRD	S&P AA-	6,000,000.00	6,000,000.00	1.99%	1.95%
		6,000,000.00	6,000,000.00	1.99%	
Floating Rate Note					
AMP 1.08 10 Sep 2021 FRN	S&P BBB+	5,000,000.00	4,988,950.00	1.66%	2.09%
ANZ 0.9 09 May 2023 FRN	S&P AA-	3,000,000.00	3,026,490.00	1.01%	1.83%
ANZ 1.03 06 Dec 2023 FRN	S&P AA-	7,000,000.00	7,092,750.00	2.36%	2.03%
ANZ 0.77 29 Aug 2024 FRN	S&P AA-	5,000,000.00	5,009,100.00	1.66%	1.66%
Auswide 1.15 13 Jul 2020 FRN	Moody's Baa2	2,000,000.00	2,003,400.00	0.67%	2.01%
Auswide 1.1 06 Nov 2020 FRN	Moody's Baa2	2,000,000.00	2,003,100.00	0.67%	2.04%
BAL 1.3 30 Aug 2021 FRN	S&P BBB	1,500,000.00	1,509,270.00	0.50%	2.19%
BOC 1.03 17 Apr 2021 FRN	S&P A	2,000,000.00	2,009,280.00	0.67%	1.89%
BNS 0.92 08 Sep 2022 FRN	S&P A+	3,000,000.00	3,020,520.00	1.00%	1.93%
BONA 0.98 07 Sep 2023 FRN	S&P A+	2,500,000.00	2,520,225.00	0.84%	1.99%
BOQ 1.17 26 Oct 2020 FRN	Fitch A-	1,500,000.00	1,508,295.00	0.50%	2.06%
BOQ 1.48 18 May 2021 FRN	Fitch A-	1,000,000.00	1,011,650.00	0.34%	2.38%
BENAU 1.05 25 Jan 2023 FRN	Moody's A3	500,000.00	503,080.00	0.17%	1.93%
Citibank 0.88 14 Nov 2024 FRN	S&P A+	1,000,000.00	1,001,040.00	0.33%	1.81%
CBA 0.8 25 Apr 2023 FRN	S&P AA-	3,000,000.00	3,014,970.00	1.00%	1.68%
CBA 0.93 16 Aug 2023 FRN	S&P AA-	7,500,000.00	7,570,725.00	2.52%	1.83%
CBA 1.13 11 Jan 2024 FRN	S&P AA-	9,500,000.00	9,662,640.00	3.21%	1.97%
CUA 1.25 06 Sep 2021 FRN	S&P BBB	2,000,000.00	2,016,060.00	0.67%	2.25%
CUA 1.12 24 Oct 2024 FRN	Moody's Baa1	2,500,000.00	2,502,375.00	0.83%	2.00%
HBS 1.23 29 Mar 2021 FRN	Moody's Baa1	3,500,000.00	3,522,470.00	1.17%	2.18%
HSBCSyd 0.8 07 Dec 2022 FRN	S&P AA-	3,000,000.00	3,008,130.00	1.00%	1.81%
HSBCSyd 0.83 27 Sep 2024 FRN	S&P AA-	5,000,000.00	5,000,450.00	1.66%	1.78%
MACQ 0.75 21 Jun 2022 FRN	S&P A	2,000,000.00	2,003,640.00	0.67%	1.67%
MACQ 0.8 07 Aug 2024 FRN	S&P A	4,000,000.00	3,989,640.00	1.33%	1.73%
RACB 1.1 11 May 2020 FRN	Moody's Baa1	1,000,000.00	1,001,440.00	0.33%	2.03%
RACB 1.05 23 May 2022 FRN	Moody's Baa1	1,500,000.00	1,501,830.00	0.50%	1.93%
ME Bank 1.27 16 Apr 2021 FRN	S&P BBB	1,600,000.00	1,609,120.00	0.53%	2.12%
NAB 0.9 16 May 2023 FRN	S&P AA-	2,000,000.00	2,016,960.00	0.67%	1.80%
NAB 0.93 26 Sep 2023 FRN	S&P AA-	12,000,000.00	12,112,320.00	4.03%	1.88%
NAB 1.04 26 Feb 2024 FRN	S&P AA-	5,000,000.00	5,067,500.00	1.68%	1.92%

Fixed Interest Security	Security Rating	Face Value Current	Market Value	% Total Value	Running Yield
NAB 0.92 19 Jun 2024 FRN	S&P AA-	4,000,000.00	4,035,400.00	1.34%	1.89%
NPBS 1.65 24 Jan 2022 FRN	S&P BBB	2,000,000.00	2,031,680.00	0.68%	2.53%
NPBS 1.4 06 Feb 2023 FRN	S&P BBB	1,500,000.00	1,514,055.00	0.50%	2.34%
Qld Police 1.5 14 Dec 2021 FRN	S&P BBB-	1,000,000.00	1,010,720.00	0.34%	2.54%
Qld Police 1.4 25 Mar 2022 FRN	S&P BBB-	1,500,000.00	1,514,790.00	0.50%	2.34%
RABOBK 1.08 03 Mar 2022 FRN	S&P A+	2,000,000.00	2,023,160.00	0.67%	2.04%
SunBank 1.38 12 Apr 2021 FRN	S&P A+	2,000,000.00	2,023,620.00	0.67%	2.24%
SunBank 0.97 16 Aug 2022 FRN	S&P A+	1,000,000.00	1,007,750.00	0.33%	1.87%
SunBank 0.78 30 Jul 2024 FRN	S&P A+	5,000,000.00	4,980,150.00	1.66%	1.69%
TMB 1.37 02 Jul 2021 FRN	S&P BBB	2,100,000.00	2,121,483.00	0.71%	2.23%
Westpac 0.83 06 Mar 2023 FRN	S&P AA-	5,000,000.00	5,025,650.00	1.67%	1.83%
Westpac 0.95 16 Nov 2023 FRN	S&P AA-	6,000,000.00	6,057,840.00	2.01%	1.85%
Westpac 1.14 24 Apr 2024 FRN	S&P AA-	4,000,000.00	4,067,920.00	1.35%	2.02%
Westpac 0.88 16 Aug 2024 FRN	S&P AA-	2,500,000.00	2,513,675.00	0.84%	1.78%
		141,700,000.00	142,735,313.00	47.44%	
Floating Rate TCD					
BCOM 0.89 28 Oct 2022 FloatTCD	S&P A-	3,000,000.00	3,000,060.00	1.00%	1.78%
		3,000,000.00	3,000,060.00	1.00%	
Mortgage Backed Security					
ERM 0.45 21 Aug 2051 2006-1 A MBS	S&P AAA	1,124,080.57	831,819.62	0.28%	1.34%
ERM 1.2 21 Aug 2056 2006-1 C MBS	S&P A	1,000,000.00	455,000.00	0.15%	2.09%
ERM 0.95 21 Jul 2057 2007-1 C MBS	Fitch A	500,000.00	270,000.00	0.09%	1.85%
		2,624,080.57	1,556,819.62	0.52%	
Term Deposit					
AMP 1.75 26 Apr 2020 180DAY TD	S&P ST A2	3,000,000.00	3,000,000.00	1.00%	1.75%
Auswide 1.95 24 Feb 2020 187DAY TD	Moody's ST P-2	5,000,000.00	5,000,000.00	1.66%	1.95%
Auswide 1.8 06 Sep 2021 732DAY TD	Moody's Baa2	3,000,000.00	3,000,000.00	1.00%	1.80%
BOQ 3.05 19 Aug 2020 1461DAY TD	Moody's ST P-2	1,000,000.00	1,000,000.00	0.33%	3.05%
BOQ 3 07 Sep 2020 1462DAY TD	Moody's ST P-2	1,000,000.00	1,000,000.00	0.33%	3.00%
BOQ 3 07 Sep 2020 1463DAY TD	Moody's ST P-2	1,000,000.00	1,000,000.00	0.33%	3.00%
BOQ 3.6 08 Feb 2021 1462DAY TD	Moody's A3	2,000,000.00	2,000,000.00	0.66%	3.60%
BOQ 3.75 07 Feb 2022 1826DAY TD	Moody's A3	2,000,000.00	2,000,000.00	0.66%	3.75%
G&C MB 3.6 30 Mar 2020 1827DAY TD	S&P ST A3	1,000,000.00	1,000,000.00	0.33%	3.60%
MACQ 1.8 02 Mar 2020 182DAY TD	S&P ST A1	5,000,000.00	5,000,000.00	1.66%	1.80%
MACQ 1.8 03 Mar 2020 195DAY TD	S&P ST A1	5,000,000.00	5,000,000.00	1.66%	1.80%
MACQ 1.6 21 May 2020 182DAY TD	S&P ST A1	3,000,000.00	3,000,000.00	1.00%	1.60%
ME Bank 1.76 17 Feb 2020 182DAY TD	S&P ST A2	4,000,000.00	4,000,000.00	1.33%	1.76%
NAB 1.7 02 Dec 2019 90DAY TD	S&P ST A1+	5,000,000.00	5,000,000.00	1.66%	1.70%
NAB 1.2 07 Jan 2020 42DAY TD	S&P ST A1+	5,000,000.00	5,000,000.00	1.66%	1.20%
NAB 1.8 18 Feb 2020 188DAY TD	S&P ST A1+	2,000,000.00	2,000,000.00	0.66%	1.80%
NAB 1.58 01 Jul 2020 273DAY TD	S&P ST A1+	5,000,000.00	5,000,000.00	1.66%	1.58%
NAB 1.6 30 Sep 2020 365DAY TD	S&P ST A1+	3,000,000.00	3,000,000.00	1.00%	1.60%
P&NB 3.7 12 Feb 2020 1827DAY TD	S&P ST A2	3,000,000.00	3,000,000.00	1.00%	3.70%
P&NB 3 14 Aug 2020 1460DAY TD	S&P ST A2	2,000,000.00	2,000,000.00	0.66%	3.00%
PCUSA 3.2 16 Aug 2021 1463DAY TD	Unrated UR	2,000,000.00	2,000,000.00	0.66%	3.20%
RABO 3.38 29 Aug 2022 1826DAY TD	Moody's Aa3	2,000,000.00	2,000,000.00	0.66%	3.38%
SunBank 1.6 02 Apr 2020 183DAY TD	S&P ST A1	5,000,000.00	5,000,000.00	1.66%	1.60%
Westpac 1.59 02 Sep 2020 369DAY TD	S&P ST A1+	5,000,000.00	5,000,000.00	1.66%	1.59%
Westpac 1.62 08 Sep 2020 369DAY TD	S&P ST A1+	5,000,000.00	5,000,000.00	1.66%	1.62%
Westpac 3.05 28 Sep 2020 1095DAY TD	S&P ST A1+	4,000,000.00	4,000,000.00	1.33%	3.05%

Fixed Interest Security	Security Rating	Face Value Current	Market Value	% Total Value	Running Yield
Westpac 3.05 28 Sep 2020 1096DAY TD	S&P ST A1+	4,000,000.00	4,000,000.00	1.33%	3.05%
Westpac 2.88 14 Dec 2020 1096DAY TD	S&P AA-	3,000,000.00	3,000,000.00	1.00%	2.88%
Westpac 3.21 Dec 2020 1097DAY TD	S&P AA-	3,000,000.00	3,000,000.00	1.00%	3.00%
Westpac 3.32 31 Aug 2022 1826DAY TD	S&P AA-	2,000,000.00	2,000,000.00	0.66%	3.32%
		96,000,000.00	96,000,000.00	31.90%	
F1 Total		278,947,560.53	279,005,722.58	92.73%	

Security Type	Face Value		
	Current	Market Value	
Unit Trust			
NSWTC IM Cash Fund UT	20,000,000.00	20,801,670.19	6.91%
NSWTC IM Short Term Income Fund UT	1,000,000.00	1,085,199.81	0.36%
Security Type Total	21,000,000.00	21,886,870.00	7.27%
F1 Total	278,947,560.53	279,005,722.58	92.73%
Portfolio Total	299,947,560.53	300,892,592.58	100.00%