

COUNCIL AGENDA ADDENDUM

ORDINARY COUNCIL MEETING

26 August 2020

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CEO 03

Nominations for Public Space Legacy Program

Strategic Direction	Creating Connection Provide community facilities which are accessible to all
File Ref	220014.2020
Report By	Edward Steane - Project Lead, Fast Corridor
Approved By	Dr Eddie Jackson - Acting Chief Executive Officer

EXECUTIVE SUMMARY

On 5 August 2020, the NSW Government announced a \$250 million funding program for Councils in NSW to “deliver new and improved public spaces for their local communities” as part of the state’s Covid-19 recovery. This program is known as the NSW Public Space Legacy Program (the Funding Program).

The Funding Program specifies that \$4.75 million is available to Liverpool City Council (Council) for eligible projects, subject to Council agreeing to certain criteria regarding statutory planning processes.

Council can satisfy the proposed criteria and, accordingly, it is recommended that Council nominates three projects for consideration for funding under the funding program.

RECOMMENDATION

That Council:

1. Notes the NSW Government’s new Public Space Legacy Program and that \$4.75 million of open space funding is available to Liverpool City Council; subject to meeting the eligibility criteria;
2. Endorse the selected projects, as set out in the Council report, for submission to the Department of Planning, Industry and Environment under the Public Space Legacy Program; and
3. Direct the Acting CEO to lodge an application under the Public Space Legacy Program consistent with the recommendations of this report.

REPORT

On 5 August 2020 the NSW Government announced a \$250 million funding program for Councils in NSW to “deliver new and improved public spaces for their local communities” as part of the state’s Covid-19 recovery.

The Funding Program specifies that \$4.75 million is available to Council for eligible projects, subject to Council agreeing to certain criteria regarding statutory planning processes.

Capacity to meet statutory planning requirements

The commitments to be made by Council regarding the statutory planning process are referred to in the Funding Program (in relevant part) as follows:

Councils are encouraged to submit an application that demonstrates how it will meet four key requirements:

- 1. Substantially accelerate planning assessments between 1 September 2020 and 30 June 2021;*
- 2. Commit to completing regionally significant development applications that have been under assessment for more than 180 days by 31 December 2020;*
- 3. Further commit to delivering on housing and jobs growth by exhibiting updated local environmental plans to incorporate housing or employment supply for at least 6-10 years, by 30 June 2021; and*
- 4. Commit to delivering rezonings that have been under assessment for more than 4 years, by 30 June 2021.*

The Department of Planning, Industry and Environment (DPIE) have advised that the performance measures required to be met will be agreed on an individual council basis. Council officers will engage further with DPIE on the particular commitments that will be made by Council in relation to the above-listed statutory planning processes.

Recommended projects for nomination

The Funding Program sets out an extensive list of criteria and considerations governing which projects Council is able to spend the \$4.75 million on. Amongst other things, projects must be capable of delivery by December 2022 and must involve physical works (i.e.. not just planning).

The types of open space projects that the Funding Program materials seek nominations for include:

- Urban amenity improvements including civic plazas, town squares and main street precincts that improve connections between public space, promoting walkability and greater accessibility.

- New or upgraded open and public space including regional and district public and open spaces and linear parklands, trails and strategic public and open space linkages, foreshore and riverfront precincts
- Improvements for water-based recreation such as launching small watercraft, access for swimming, trails and picnic areas.

Following consideration of the appropriate criteria, Council set about identifying appropriate projects for nomination. All directorates of Council were involved in this process with particular consideration given to projects previously nominated in Council's Covid-19 Fast-track Infrastructure Opportunities document.

Key considerations included:

- Consistency with Funding Program criteria
- Consistency with endorsed Council policies and plans
- Capacity to be delivered by December 2022
- Capable of being delivered within available funding envelope
- Additional to existing committed Council capital works investment
- Collectively, providing benefit to a wide-range of community stakeholders

As a result of this review process, the following three projects have been identified as being appropriate for funding under this program:

1. **Pye Hill Reserve, Cecil Hills (\$1.45m)** - Pye Hill Reserve is a relatively undeveloped open space, with large areas of open grassland and high ground areas of native tree planting. The reserve is c.13.2Ha, providing an important district open-space to the Cecil Hills community (and surround communities). Funding will support Stage 1 of works including detailed design and delivery of pathways, children's playground, picnic facilities and tree planting. (**Endorsed Council Policy: Pye Hill Plan of Management and Master Plan, 2012**)
2. **Wylde Park BMX Track (\$1.2m)** - This project is to develop a national standard facility to support local Liverpool BMX participation and facilitate events within the southern Western Sydney Parklands precinct. This project will be developed in partnership with the Western Sydney Parklands Trust (WSPT). Proposed works delivered with LCC funding would be track construction (including start hill). WSPT to provide remainder of facilities including access ways etc. (**Endorsed Council Policy: Liverpool Bike Plan; Covid-19 Fast-track Infrastructure Opportunities; Council Resolution May 2020**)
3. **Macquarie Street Upgrade – Stage 1 (\$2.1m)** – This project would facilitate an updated concept design for Macquarie Street from Elizabeth Street to Memorial Avenue, along with detailed design and physical works for Macquarie Street from

CHIEF EXECUTIVE OFFICER REPORT

Moore Street to Memorial Avenue. Physical works would include: tree planting and groundcover enhancements; new seating, bins and drink fountains; new powder-coat to multi-function poles; upgrade to c.65% of footpaths. **(Endorsed Council Policy: City Centre Public Domain Masterplan)**

Subject to Council endorsement, the three projects listed above will be nominated to DPIE under the Funding Program. All three projects will be delivered by December 2022.

CONSIDERATIONS

Economic	<p>Further develop a commercial centre that accommodates a variety of employment opportunities.</p> <p>Facilitate economic development.</p> <p>Facilitate the development of new tourism based on local attractions, culture and creative industries.</p>
Environment	<p>There are no environmental and sustainability considerations.</p>
Social	<p>Deliver high quality services for children and their families.</p>
Civic Leadership	<p>There are no civic leadership and governance considerations.</p>
Legislative	<p>There are no legislative considerations relating to this report.</p>
Risk	<p>The risk is deemed to be Medium.</p> <p>Council will need to ensure that sufficient funds are available and formally committed from the NSW Government before Council is able to enter into final contracts for delivery of legacy projects.</p> <p>The risk is considered within Council's risk appetite subject to appropriate management of this risk.</p>

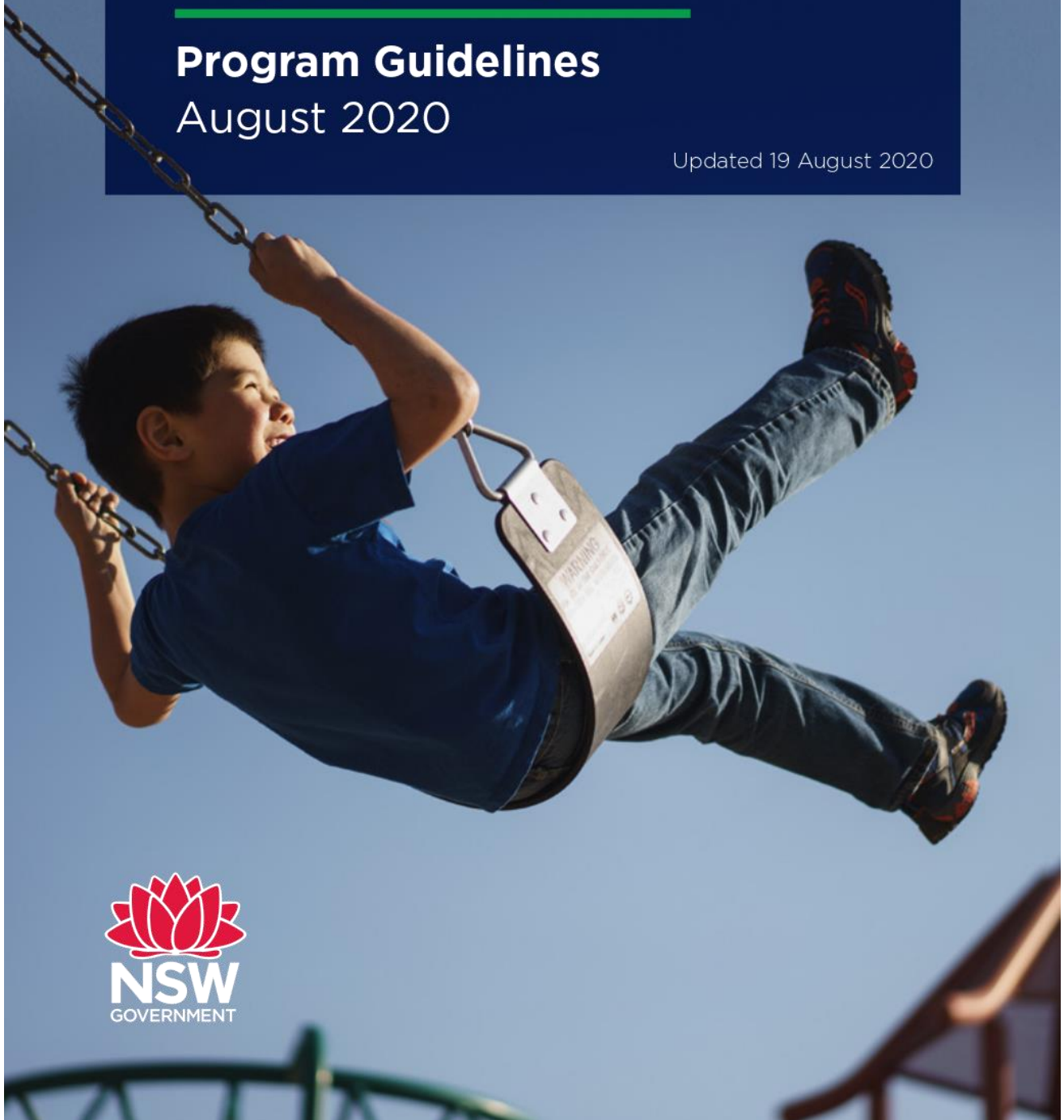
ATTACHMENTS

1. Public Spaces Legacy Program

The NSW Public Spaces Legacy Program

Program Guidelines
August 2020

Updated 19 August 2020



Acknowledgement

NSW Department of Planning, Industry and Environment acknowledges the traditional custodians of the land and pays respect to all Elders past, present and future.

Published by NSW Department of Planning, Industry and Environment

dpie.nsw.gov.au

Title: NSW Public Spaces Legacy Program

Subtitle: Program Guidelines

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Introduction

Councils across NSW have achieved significant improvements in their planning assessment processes over recent years. This has been complemented by ongoing work in strategic planning such as the preparation of local strategic planning statements and the review of councils' Local Environmental Plans.

The economic impact of the COVID-19 pandemic creates an imperative to seek even greater speed in assessment, to ensure that good planning decisions can be made as quickly as possible. This will aid economic recovery by helping to unlock construction jobs, economic activity and broader public benefits. It will also provide confidence in the planning system by giving a definitive response on proposals as early as possible.

Further process improvements will require an allocation of resources to achieve faster assessment decisions.

The NSW Public Spaces Legacy Program recognises this resource impact by offering a financial incentive for councils that are responding to the COVID-19 pandemic by setting and achieving higher assessment performance targets in the short to medium term.

COVID-19 has shown the extent to which people value their public spaces, with half of people surveyed spending more time outdoors during the pandemic. This fund is about seizing the opportunity to build on that momentum and to create a positive public space legacy for our future.

As the COVID-19 period has demonstrated, access to quality open and public space is central to community and individual health and can be a driver of economic performance.

The NSW Public Spaces Legacy Program will provide long-term value by funding new and/or improved high-quality public and open spaces ensuring a legacy well beyond the COVID-19 economic recovery period.

Planning Reform Action Plan

The Government has recently announced a broad Planning Reform Action Plan to create a more timely, certain and transparent planning system. The Action Plan includes measures to reduce assessment times for planning proposals, regionally significant development applications and major projects, implement the next stage of ePlanning, provide new resources for the NSW Land and Environment Court, reduce concurrence and referral cases between agencies, and review application fees with a link to speed of assessment.

This includes the Faster Assessments Program which will combine new resources with system improvements to slash assessment times. This involves a commitment by the NSW Government to reduce timeframes for:

- Rezoning decisions by 33 per cent;
- Decisions on development applications for larger, regionally significant projects by 25 per cent time; and
- Decisions on major projects of significance to the State by 17 per cent.

This measure will help to stimulate the economy by reducing developer holding costs, administrative costs around preparation of development applications and minimizing the time spent navigating the planning system.

Objectives of the NSW Public Spaces Legacy Program

The NSW Public Spaces Legacy Program will support the Planning Reform Action Plan by providing incentives and guidance to councils seeking to match the objectives of the Faster Assessments Program through their own local assessment acceleration program. The objectives of the NSW Public Spaces Legacy Program are to:

- improve development assessment speeds and planning proposals (rezoning);
- bring forward construction and the opportunity for jobs and economic activity in the short to medium term;
- support investment in the creation of high-quality public and open spaces to create a lasting community benefit; and
- address critical open space shortfalls and improve the quality of existing public and open spaces.

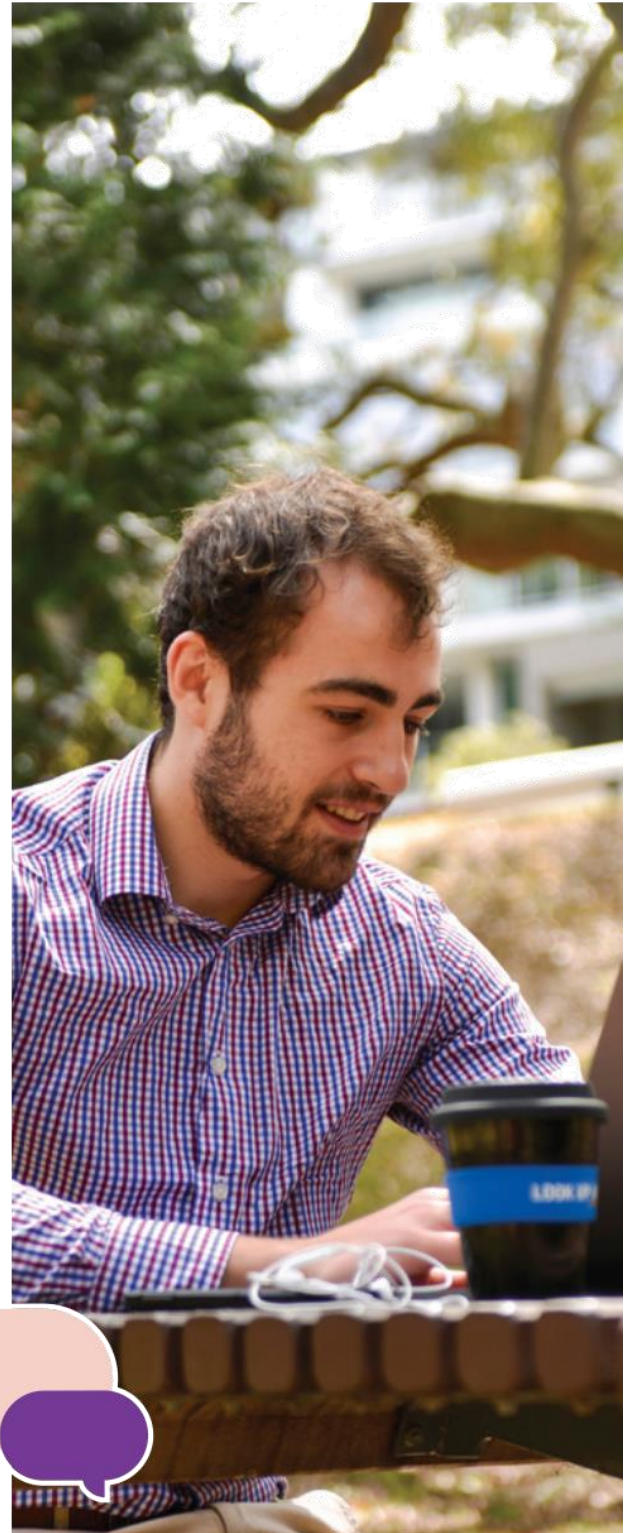
Why high-quality public and open space?

New South Wales has many well-loved public spaces, streets, parks, bushland areas, beaches, and waterways. These places contribute to making our communities attractive, healthy and liveable. The COVID-19 pandemic has made us realise how valuable these places are.

Public and open space contributes to the growth of healthy and sustainable communities by promoting access to nature, culture, sport and recreation. It improves a place's appeal to visitors and enhances quality of life. As our communities grow and change, it is essential that public spaces are accessible and that the open space network is planned, designed and delivered to ensure future community needs are met.

Public and open space is land that has been set aside from development to accommodate recreation or relief from the built environment. It can be used for purposes such as personal and social recreation, sport and physical activity, active transport corridors, waterway and riparian corridors, biodiversity and fauna conservation, and visual and landscape amenity. It includes natural areas and linkages, foreshore areas, parklands, sports grounds and courts, children's play spaces, public streets and linear walking, cycling, and equestrian tracks. These are integral to the character and life of urban areas. Open space can be categorised as local, district or regional open space and can be parklands, natural areas and foreshore areas.

High-quality public and open spaces are recognised through excellence in planning, design, community engagement and ensuring the community is able to get there, stay, and participate.



Structure of Program & Eligibility

Funding is available to councils that can demonstrate a significant acceleration of their planning decision process between 1 September 2020 and 30 June 2021.

Councils can apply for an upper limit of funding as outlined in Table 1 – Funding Allocations, below. Councils have been categorised according to Australian Bureau of Statistics Classification of Local Government and Office of Local Government groupings, which is based on broad demographic variables including population, location, size and economy.

The funding for each council reflects the potential positive impact on local economies and job creation arising from their assessment program and—to a lesser extent—the likely cost of delivering public and open space upgrades. Additional funding is available to some councils that have been identified as having a significant shortfall in open space as determined in detailed analysis of open space provision by Department of Planning, Industry and Environment.

In order to maintain integrity in the reporting process, the program is available to the 68 councils across NSW that either are currently using or are mandated to use the ePlanning system.

To be eligible for funding, councils must:

1. Identify benchmark performance and opportunities to improve that performance; and
2. Commit to a local assessment acceleration program, including measurable targets, that achieve significant performance improvement; and
3. Be operating on the ePlanning platform – or mandated to adopt the ePlanning platform – at the commencement of the program.



Table 1 – Funding Allocations

OLG Category	Councils	Upper limit per council
Metropolitan developed councils (with open space shortfall)	Bayside Council, Burwood Council, Camden Council, Canterbury-Bankstown Council, Cumberland Council	\$5.5M
Metropolitan developed council	Blacktown City Council, Willoughby City Council, Council Of The City Of Sydney, The Hills Shire Council, Woollahra Municipal Council, Northern Beaches Council, Mosman Municipal Council, The Council Of The Municipality Of Hunters Hill, Waverley Council, Lane Cove Municipal Council, North Sydney Council, Inner West Council, Sutherland Shire Council, Ryde City Council, City Of Parramatta Council, Randwick City Council, Liverpool City Council, Strathfield Municipal Council, Fairfield City Council, Ku-Ring-Gai Council, City Of Canada Bay Council, Georges River Council	\$4.75M
Metropolitan fringe council	Wollondilly Shire Council, Central Coast Council, Blue Mountains City Council, Penrith City Council, Hawkesbury City Council, The Council Of The Shire Of Hornsby, Campbelltown City Council	\$4.0M
Regional city council	Coffs Harbour City Council, Cessnock City Council, Dubbo Regional Council, Maitland City Council, Clarence Valley Council, Shoalhaven City Council, Port Stephens Council, Tweed Shire Council, Byron Shire Council, Albury City Council, Port Macquarie-Hastings Council, Mid-Coast Council, Lake Macquarie City Council, Wingecarribee Shire Council, The Council Of The Municipality Of Kiama, Shellharbour City Council, Wollongong City Council, Armidale Regional Council, Newcastle City Council	\$3.0M
Large rural and Rural council	Cootamundra-Gundagai Regional Council, Snowy Valleys Council, Tenterfield Shire Council, Cowra Shire Council, Uralla Shire Council, Leeton Shire Council, Forbes Shire Council, Gunnedah Shire Council, Hilltops Council Kyogle Council, Upper Hunter Shire Council, Yass Valley Council, Glen Innes Severn Shire Council, Moree Plains Shire Council, Murrumbidgee Council	\$2M

Categories are based on the Australian Bureau of Statistics Australian Classification of Local Government Office of Local Government Groupings.

<https://yourcouncil.nsw.gov.au/wp-content/uploads/2018/05/Australian-Classification-of-Local-Government-and-LOG-group-numbers.pdf>

How to apply

1. Visit the website:



dpie.nsw.gov.au/publicspaceslegacy



2. Submit your completed application to:

publicspaceslegacy@planning.nsw.gov.au

Your application

Councils are encouraged to submit an application that demonstrates how it will meet four key requirements:

1. Substantially accelerate planning assessments between 1 September 2020 and 30 June 2021; and
2. Commit to completing regionally significant development applications that have been under assessment for more than 180 days by 31 December 2020; and
3. Further commit to delivering on housing and jobs growth, by:
 - for metropolitan councils, exhibiting updated local environmental plans to incorporate housing or employment supply for at least 6-10 years, by 30 June 2021; or
 - for regional councils, finalising local strategic planning statements by 30 September 2020; and
4. Commit to delivering rezonings that have been under assessment for more than 4 years, by 30 June 2021.

Nominations should include a brief description of a public or open space project or projects that can be delivered by 31 December 2022 and that will meet the assessment criteria – public and open space as outlined below.

Assessment criteria – accelerated planning

To be eligible for funding the council must make a commitment to accelerate its median assessment timeframe for development applications by 20% between 1 September 2020 and 30 June 2021. The improvement target is to be benchmarked against evidence of councils' assessment performance over the past 2-3 years.

Councils will be expected to identify in their submission, regionally significant development applications (to be determined by a regional panel), that have been in the planning system for more than 180 days and commit to their determination by 31 December 2020.

Councils will also be required to provide a project outline plan for accelerating rezoning decisions. The outline plan should show how the council will complete rezoning proposals that have been under assessment since July 2016 to help deliver the 33% reduction in rezoning timeframes. In metropolitan Sydney councils should show how they will update their local

environmental plans to ensure there is 6-10 years of housing or employment supply capacity, by 30 June 2021. For regional councils the application should identify how they will ensure the early delivery of their Local Strategic Planning Statement.

The Department of Planning, Industry and Environment will consider the strategic capacity of the council, the volume of DAs it considers and median assessment timeframes when reviewing the proposed targets. Councils can make representations to set performance targets lower than 20% or propose longer deadlines for decisions, where they can demonstrate that they have successfully undertaken an assessment acceleration program in recent years or can provide substantial justification for the proposed timeframes. Councils can provide evidence such as data of annual volume of DAs, annual median assessment timeframes and housing supply capacity.



Assessment criteria – public and open space

Funding will be provided for projects that deliver new or upgraded public and open spaces. The program will support the design and delivery of:

- Open spaces and parklands including regional and district open spaces and linear parklands; or
- Trails and strategic open space linkages including recreational improvements of riparian corridors and easements that contribute to the delivery of important corridors identified in Regional Plans or endorsed Local Strategic Planning Statements (for example, in Greater Sydney, the Green Grid); or
- Foreshore and riverfront precincts, including improvements for water-based recreation such as launching small watercraft, access to waterways for swimming, trails and picnic areas; or
- Civic plazas, town squares and main street precincts that improve connections between public space, promote walkability and greater accessibility; or
- Heritage works associated with any of the above

Project nominations should have strategic alignment to Government strategies such as:

- Council strategies, such as Local Strategic Planning Statements or other strategic documents such as open space and recreation strategies, urban design plans, town centres or economic strategies, active travel and transport plans.
- Long term open space network outcomes, such as the Sydney Green Grid, Council open space and recreation strategies etc that demonstrate a long-term change and benefit for the community.
- Inclusive play spaces aligned with the Everyone Can Play Guidelines.

Projects should support the delivery of the Premier's Priority of increasing access to quality green, open and public space and align with the principles of Greener Places.

Councils are encouraged to put forward projects that, ideally:

- increase social cohesion and recreational deficiencies in vulnerable communities;
- are in areas of known open space or recreational deficiencies;
- are of district or regional importance and deliver a significant open space legacy;
- create a broad range of community benefit including environmental and liveability outcomes;
- improve the quality of public and open space and enable safe and flexible use through embellishment works;
- fills in gaps in the open space network; and
- enable increased community access to public and open space.

Projects can include land acquisition for the purpose of creating new open space in areas where council has documented and published evidence of an existing deficiency in open space.

Councils are encouraged to submit projects that demonstrate innovative approaches to public or open spaces which increase community access, inclusivity and flexible use. Projects that will increase the diversity of recreational experiences and opportunities for communities will be well considered.

Design services will only be funded as part of the delivery of a project. Master planning or design services will not be funded in isolation.

Where projects are for the upgrade, extension or replacement of existing infrastructure applications will need to demonstrate how the project provides significant increase in benefit than is currently existing (i.e. improved economic, environmental or social benefits).

Projects must be undertaken on land that is freely and openly accessible to the public, and is Community Land and/or Crown Lands that are under the care, control and management of the council.

The following projects will not be eligible for funding under the NSW Public Spaces Legacy Program

- Projects outside of NSW
- Purchase of land for purposes other than open space creation
- Funding of personnel or staff positions
- Events, marketing, branding, advertising or product promotion
- Projects requiring ongoing funding from the NSW Government
- Retrospective funding to cover any project component that is already complete/underway
- Maintenance works
- Projects which are considered to be part of council's usual ongoing maintenance and management of a site (including ongoing reserve management, asset maintenance or replacement of existing infrastructure).
- Construction and planning of organised sporting facilities, including club houses and synthetic sports fields.
- Commercial operations and buildings, including club rooms.
- Road works including routine upgrading of footpaths, kerbs and car parks, with the exception of carparks that support the use and access to open space areas.
- Public art pieces as a singular project. Note public art that is integrated in to a wider public and open space project will be considered.
- Projects that require the public to pay a fee to access the site.



Process

Applications will be assessed by an interagency assessment panel of NSW Government representatives, overseen by a probity advisor.

The panel will assess the proposed council acceleration programs against the mandatory criteria outlined above. If the performance targets meet the requirements, the council will be eligible for funding and will – subject to entering a funding agreement with the Department of Planning, Industry and Environment – be able to access the funding as outlined in Table 2 below.

Note that public and open space projects will be confirmed for funding eligibility against the assessment criteria – public and open space, prior to funding being transferred.

Council will report their performance against targets, in the prescribed form, monthly from 30 September 2020 to 30 July 2021. Performance will be monitored to the end of the performance monitoring period to confirm commitments have been reached. If targets are not reached at the end of either monitoring period, the funding agreement will expire.

Councils will be responsible for delivering the project within the budget set out in the funding agreement.

Prior to receiving the first round of funding under the program, the council will submit a detailed project proposal that details the project's alignment with the assessment criteria above and the council's capability to deliver the project including:

- evidence that the project will provide value for money and that the budget is realistic for the scale and impact of the project.
- clear strategies for engagement of the community, participants and stakeholders.
- a statement of technical ability and resources to effectively deliver the project, (including a project budget and risk assessment); and
- a schedule showing that the project will be complete by 31 December 2022.

Table 2 – Funding and Monitoring Milestones

Stage	% of allocation	Milestone
Planning & design	10%	After end of monitoring period 1 (1 September 2020 to 31 December 2020)
Construction & acquisition	50%	After end of monitoring period 2 (1 January 2021 to 30 June 2021)
Completion	40%	End of construction (prior to 31 December 2022)

Timeframes – Nomination & Selection Process

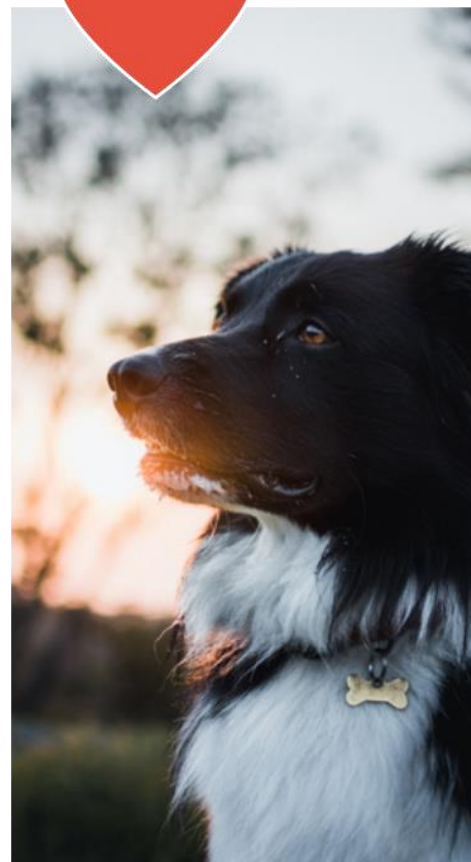
Table 3 - Program Schedule

Action	Date
Applications open	5 August 2020
Applications due	28 August 2020
Assessment acceleration monitoring period commences	1 September 2020
Participation agreements offered to shortlisted councils	14 September 2020
Participation agreements returned to DPIE	25 September 2020
Successful councils invited to submit detailed public and open space project proposals	1 February 2021
Funding agreements issued to participating councils. Detailed planning & design period for open space project(s) commences	1 March 2021
Construction commences (after)	1 August 2021
Construction complete	31 December 2022

Submission of applications

Applications are due by 28 August 2020.

Acknowledgement of receipt of application will be via return email.



Advice and guidance

The Department of Planning, Industry and Environment will provide an online briefing to councils in the week commencing 10 August.

The Department is also available to provide information to potential applicants on interpretation of these guidelines, including types of projects eligible for funding.

For inquiries or more information email:
publicspaceslegacy@planning.nsw.gov.au

Program management

Councils are asked to nominate a project manager for each project and to notify the Department of any changes to the role. Councils are responsible for project management and budgetary control.

Payment of grants

Payment of grants will be subject to review of costs and the achievement of milestones as set out in the funding agreement and generally in accordance with Table 3 above.

Reporting and monitoring

As part of the Funding Agreement, the successful applicants will be required to submit project progress reports. Progress reports may include photographs and evidence of progress. The Department will also expect Councils to use ePlanning processes to track the delivery of development applications.

Project launch and promotion

A communication pack will be provided to grant recipients to provide approved key messages, branding, logos and multimedia to help you promote the project and Program and acknowledge the funding contribution.

It is a condition of grant funding that the Minister for Planning and Public Spaces, NSW Government and the Secretary, Department of Planning, Industry and Environment be:

- invited to attend any formal launch event (including commencement and completion ceremonies);
- advised four weeks prior to any formal event; and
- acknowledged for their contribution on all communications and media for the project.

Project completion

A final report is required at the completion of projects and is to be included with the submission of final payment claims.

This report should be accompanied by photographs and any other evidence of project completion. Councils will be required to collect data to help evaluate the fund, individual funded projects and community satisfaction.

Data requirements will be detailed in funding agreements and a reporting template provided.

Insurance requirements

Organisations applying for funding through this program must have a minimum public liability insurance cover of \$20 million.

We recommend, though it is not a condition of funding, that applicant organisations have personal accident and professional indemnity insurance. Organisations that employ staff must comply with the NSW *Workplace Injury Management and Workers Compensation Act 1998*.





BIANNUAL PERFORMANCE REPORT.



LIVERPOOL
CITY
COUNCIL.



Introduction

Section 404(5) of the *Local Government Act 1993* requires every council to report on progress with respect to the principal activities detailed in its Delivery Program. This report outlines Council's progress for the period of 1 January to 30 June 2020.

A Snapshot of Integrated Planning and Reporting Documents

Liverpool City Council has prepared a suite of Integrated Planning and Reporting documents in accordance with Sections 402-405 of the *Local Government Act 1993*. These documents include the 10-year Community Strategic Plan *Our Home Liverpool 2027*, the Delivery Program, annual Operational Plans, the Workforce Management Plan, Asset Management Plan and the Long-Term Financial Plan.

The Delivery Program activates the Community Strategic Plan, which has been developed in consultation with the Liverpool community. *Our Home Liverpool 2027* outlines the long-term vision for Liverpool by identifying four key directions that relate to the quadruple bottom line. The combined Delivery Program and Operational Plan details Council's Principal Activities including key performance indicators (KPIs) and milestones that have been developed to measure the overall progress in achieving the vision outlined in the Community Strategic Plan.




Summary of the Biannual Report January to June 2020

The Delivery Program 2017-2022 and Operational Plan 2019-2020 includes 107 Principal Activities that measure Council's progress in achieving the vision outlined in the Community Strategic Plan.

During this period, Council experienced unexpected natural disasters, including bushfires, floods and the current COVID-19 pandemic. This uncertainty has brought about continuous and rapid change in Council's daily operations including the cancellation of major events and the closure of several Council facilities. This has impacted the local community, economy and Council's operations and financial performance.

Council's priority during this period was the safety of residents and staff. Council followed federal and state government advice and developed local initiatives tailored to meet the needs of the community. This included a comprehensive package to support local businesses affected by the COVID-19 pandemic and a range of capital works.

By the end of June 2020, 69 per cent of the 107 Principal Activities in the Delivery Program were on track or completed and 31 per cent were affected by the COVID-19 pandemic.

	Action on track Measures are being met and work is delivered to schedule
	Action needs attention Not all measures are being met or reaching satisfactory levels; work is ongoing and under review
	COVID-19 affected Measures affected due to COVID-19 pandemic

Highlights



Australia Day celebration

Council, in collaboration with Channel 10, hosted Australia Day 2020 at Woodward Park, Liverpool. More than 7000 people attended the event which featured live entertainment, international cuisine, rides and games.

On the day of celebrations, Council partnered with the Rotary Club of Liverpool to raise funds for the NSW Rural Fire Service.



Celebration of local achievers and new citizens on Australia Day

Council's annual Australia Day awards and Citizenship Ceremony was held at Casula Powerhouse Arts Centre to celebrate the city's local achievers and welcome its newest citizens.

The event was hosted by Liverpool Mayor, Councillor Wendy Waller and Liverpool's 2020 Australia Day Ambassador, Nicholas Gleeson.



Support for the Rural Fire Service

Council donated \$20,000 to the local fire service during the extreme bushfire season in early 2020. This donation was in addition to approximately \$2900 collected from attendees at Council's New Year's Eve celebration, *Light Up the Lake* and more than \$2800 from attendees at Australia Day celebrations.

Council also supported the Rural Fire Service by distributing flyers with information on how to maintain personal safety and protect property to bushfire-prone areas in Liverpool.



Infrastructure works

Council delivered road improvements, park and facility upgrades and an online community consultation program.

Works included the \$1.7 million upgrade of Apex Park in Liverpool, a new recreation space at Cirillo Reserve, Middleton Grange, new tennis courts at McGirr Park, Miller and repairs to flood-damaged fencing at the Casula Parklands off-leash dog areas.

The first stage of road improvements at the intersection of Qantas Boulevard and Sixteenth Avenue in Middleton Grange have also been completed and further road-widening works are underway.



Liverpool City Centre Public Domain Master Plan

Council endorsed the Liverpool City Centre Public Domain Master Plan in June 2020.

The Plan is Council's 10-year vision to guide the development of public space and pave the way to a greener, more vibrant and active city centre while fostering an 18-hour economy.



New car park delivers 125 spaces in the city centre

A total of 125 new parking spaces were created at Woodward Park, Liverpool. The new car park provides 10 hours free parking. It can be accessed via Memorial Avenue and a free shuttle bus service is available.

Council is currently building another new car park at Speed Street that will provide a further 74 spaces.

Connected Liverpool 2040

Council's Local Strategic Planning Statement (LSPS) vision was approved by the Greater Sydney Commission. *Connected Liverpool 2040* will guide development in Liverpool for the next 20 years, balancing the need for housing, jobs and services as well as parks and community facilities to ensure the city remains liveable for generations to come.



Fifteenth Avenue Smart Transit

Transport for NSW has committed to greater collaboration with the community to deliver a quality public transport link between the Liverpool CBD, Western Sydney Aerotropolis and Western Sydney International Airport.



The commitment is the result of Council's advocacy when it became aware of plans to upgrade Hoxton Park Road and potentially affect the Fifteenth Avenue Smart Transit (FAST) Corridor project.

#LoveLivo Live digital music event

COVID-19 put Council's events schedule on hold, including the *Live and Loud* youth event that was scheduled to be held in the Liverpool City Library forecourt. Council sought alternate methods to engage the community during this critical period by introducing a digital music event *#LoveLivo Live*, streaming on Council's Facebook page on the last Thursday of the month.



Eat Local/Shop Local/Share the Love

A campaign was developed to encourage people to shop locally and show their support by sharing images of their purchases on social media using the #LoveLivo #SupportLocal #ShopLocal/hashtags.

The campaign was coupled with a directory on Council's website that provided a list of businesses that were open during the pandemic.

Support for small businesses due to COVID-19

Council distributed \$172,000 to 50 small businesses through the *Business Resilience Grant* program.

A business assistance document was also available online to help local businesses understand the support available from Council and other levels of government. Business owners could also subscribe to Council's Liverpool Business Connect e-newsletter for regular updates and opportunities.

In addition, Council offered rent abatements to many Council tenants and helped businesses to strengthen their online presence.

Digital Casula Powerhouse Arts Center (CPAC) programs

CPAC hosted a variety of virtual entertainment workshops and exhibitions including backstage curatorial tours, interviews with artists, podcast recordings, an online market, cooking classes and gardening tips. Weekly activity packs were also distributed to local seniors who were living alone.

Children's activities such as comic creations, stop-motion, drawing, science and art classes were made available online for free. A series of worksheets were available to download as part of the online workshops program.



Digital library programs

The library delivered a range of programs online to keep the community entertained and connected during the COVID-19 restriction period.

Children's online entertainment included *Storytime* sessions which were delivered in various languages, *Mini Makes* craft projects and a lego challenge via the Library Facebook page. Programs for adults included the *Book Chat Online* and *Conversation Café* where participants could practice their English-speaking skills or join *Munch*, *Mend & Make Online*, a free social craft group.

Support for disadvantaged groups due to COVID-19

Council facilities in Liverpool were opened to ensure essential products were provided to homeless and vulnerable groups during the coronavirus crisis.

Council distributed wipes, hand sanitiser and swags along with a printed timetable of free food services and essential phone numbers. Residents were also encouraged to donate grocery items.

Council opened its community centres to charities and government agencies to deliver critical and essential services, including food sorting, distribution and shelter.

Headbands for hospital staff

The community came together to make hundreds of headbands for Liverpool Hospital staff.

The COVID-19 pandemic requires clinical staff to wear masks for protection and the headbands provided relief from the pressure on their ears.

The effort was mobilised with volunteers from local service clubs including Liverpool Greenway Rotary, Legacy and Quota.





Snapshot January-June 2020

Council delivered a range of initiatives aimed at creating connection and supporting programs which celebrate diversity and inclusion in Liverpool.

Council continued to deliver high-quality early education services with Holsworthy and Cecil Hills Early Education and Care Centres receiving notification of Exceeding National Quality Standards in all Quality Areas in January 2020.

The Casula Powerhouse Arts Centre delivered digital programs during COVID-19 pandemic to keep connected with the community. The Centre transformed its theatre space into a television studio and introduced an ongoing series of free online programs and activities.



The Liverpool Genealogy Society's exhibition *Beyond the Tree* marking their 30th Anniversary and 10 years in residence at Liverpool Regional Museum successfully concluded.



During COVID-19, weekly library programs including *Storytime*, *School's Out*, *Conversation Café*, *Book Chat and Munch*, *Mend & Make* were adapted to online programs and customer communications increased via social media channels.

Council implemented emergency response initiatives in partnership with key community stakeholders during COVID-19. This provided support to the most vulnerable members of society during the crisis.





Of the 22 Principal Activities for this Direction, eight were on track or completed and 14 were affected by the COVID-19 pandemic.


Celebrate diversity, promote inclusion and recognise heritage

Action	Description	Comment	Status
C.1.01	Promote and manage heritage	<ul style="list-style-type: none"> Council's Heritage Management Program continued with improvements including the conservation and maintenance of heritage buildings, such as the old Liverpool Courthouse and Collingwood House. The program has delivered a final draft of conservation management plans, maintenances and schedule of conservation works for each property. Work is progressing on a further conservation management plan for Casula Powerhouse Arts Centre. In addition, Council has broadened the Heritage Management Program to have a greater focus on local Indigenous heritage, working with the University of NSW to develop a detailed cultural heritage project which aims to conserve, promote and protect the indigenous heritage of the area. The program has been progressing well, however there have been delays due to COVID-19. Project plans have been refined with the respective consultants to ensure projects are delivered as soon as possible and to budget. 	 On track
C.1.02	Manage Liverpool Regional Museum to attract visitors	<ul style="list-style-type: none"> The Liverpool Genealogy Society's exhibition <i>Beyond the Tree</i> marking its 30th Anniversary and 10 years in residence at Liverpool Regional Museum successfully concluded. The museum's membership and community profile increased due to the exhibition and extensive local media coverage. Public Health Orders required the closure of the museum from March to June 2020, however work continued during this period on the preparation of a substantial new exhibition. The Museum re-opened for Family History Services in June and will fully reopen on 4 August 2020 with the new exhibition <i>Ray Hely: An Engineers Eye, Liverpool 1971-1993</i>. 	 COVID-19 affected

Action	Description	Comment	Status
C.1.03	Deliver citizenship ceremonies	<ul style="list-style-type: none"> Liverpool welcomed 41 new citizens at a Citizenship Ceremony on the 26 January 2020 at the Casula Powerhouse Arts Centre. Two citizenship ceremonies were cancelled in March 2020 due to COVID-19. 	 COVID-19 affected
C.1.04	Implement actions from the Reconciliation Action Plan	<ul style="list-style-type: none"> Council's Reconciliation Action Plan guides the delivery of services and initiatives to the local Aboriginal community. Council's Aboriginal Consultative Committee continued to provide input and feedback on Council's programs and services. During the COVID-19 crisis, Council facilitated the delivery of essential care packs to Aboriginal community members who were self-isolating at home. Although the pandemic, bushfires and floods led to the cancellation of several significant events, Council has continued to engage with the local Aboriginal community on employment and training, Liverpool's new tourism guide, land title and public art works policy. This ongoing relationship with key community members and organisations ensures that Council projects are carried out in consideration of Liverpool's rich Aboriginal heritage. 	 On track


Deliver a range of community events and activities



Action	Description	Comment	Status
C.2.01	Deliver events schedule	<ul style="list-style-type: none"> Australia Day celebrations at Woodward Park were delivered with 7000 people in attendance. The event featured carnival rides, food trucks, free entertainment, activities, garden games, a main stage program and family fireworks. Council's March Seniors Concert was cancelled due to the COVID-19 pandemic. Liverpool On A Roll was cancelled due to COVID-19 restrictions. 	 COVID-19 affected
C.2.02	Manage civic events calendar	<ul style="list-style-type: none"> The civic events calendar was affected during this reporting period due to the COVID-19 pandemic. The Quota Public Speaking Quest and South West Sydney Academy of Sport Civic Reception were cancelled. The Toda Sister City information sessions have been placed on hold until 2021. 	 COVID-19 affected
C.2.03	Manage Anzac Day Dawn Service ceremony	<ul style="list-style-type: none"> The ANZAC Day Dawn Service ceremony was cancelled nationally due to the COVID-19 pandemic. 	 COVID-19 affected
C.2.04	Deliver engaging library programs	<ul style="list-style-type: none"> Council has continued to deliver engaging and tailored library programs to the community. Council delivered regular library programs before the COVID-19 closure and, after this, consistently sought outreach to engage with the community. 	 COVID-19 affected



Action	Description	Comment	Status
		<ul style="list-style-type: none"> Council also delivered external library services including: <ul style="list-style-type: none"> - Storytime to local childcare centers. - Introducing new students from the University of Wollongong to the library's services. - A display at Liverpool Hospital. Library tours were conducted for new residents through the NAVITAS school in multiple languages and for school aged students of The Australian Foundation for Disability. A partnership with TAFE NSW offered a Fee-Free Dual qualification in February 2020. Online talks were delivered during Law Week in partnership with the South West Sydney Legal Centre. Public Health Orders impacted regular library services through March-June 2020. To remain connected with the community during this time, the library introduced online programs including <i>Storytime</i>, <i>School's Out</i>, <i>Conversation Café</i>, <i>Book Chat</i> and <i>Munch, Mend & Make</i>. The digital format was well received and increased customer communications via social media channels. Council maintained its partnership with agencies for the 2020 <i>Living Library Program</i>, including NSW Treatment and Rehabilitation of Torture and Trauma Survivors, Settlement Services International, South West Sydney Local Health District mental health workers. Ongoing planning has ensured this valuable event will continue in 2020. 	
C.2.05	Deliver Casula Powerhouse Arts Centre (CPAC) programs	<ul style="list-style-type: none"> The delivery of Casula Powerhouse Arts Centre (CPAC) programs was affected by the COVID-19 pandemic. In order to remain connected with the community, innovative and new ways of delivering programming were implemented. The Centre transformed its theatre space into a television studio and introduced an ongoing series of free online programs and activities. This included backstage curatorial tours, interviews with artists, podcast recordings, an online market, cooking classes with 	 COVID-19 affected

Action	Description	Comment	Status
		<p>CPAC's resident Head and Sous Chefs, as well as edible gardening tips with the in-house gardener.</p> <ul style="list-style-type: none"> Children's activities were also an important focus during this period, especially during school holidays. Programs such as comic creations, stop-motion animation, drawing, science and art classes were made available online for free. Families were able to join in and be a part of the program with a series of downloadable worksheets being made available to use as part of the online workshops program. These popular new approaches will become a permanent and ongoing feature of all CPAC programming in the future. Weekly activity packs were distributed to local seniors who were living alone without access to the internet. 	


Implement access and equity for all members of the community

Action	Description	Comment	Status
C.3.01	Deliver high-quality childcare services	<ul style="list-style-type: none"> Liverpool City Council's Early Childhood Services provide high quality education and care. All services are currently rated as exceeding national quality standards with Holsworthy and Cecil Hills Early Education and Care Centres achieving this in January 2020. Council's Early Childhood Programs continue to be a benchmark for quality service provision within Liverpool and the surrounding area. Council's Early Childhood Services make up 27 per cent of education and care centres in the LGA which have received a rating of Exceeding National Quality Standards. Early Childhood Education and Care Centres have sustained collaborative partnerships with both internal and external stakeholders enhancing the quality of education and care offered to children and their families. Children's services are currently working in partnership with Liverpool City Library to deliver outreach libraries within centres that are not located in close proximity to the City or Branch Libraries. Partnerships with Casula Powerhouse Arts Centre continue to ensure that children are actively engaging within their community. Council engages with various non-government organisations and service providers to enhance the social capacity of community members. Due to COVID-19 limitations, several outreach programs including Transition to School Programs and Supported Playgroups, have been postponed and plans are in place to recommence once restrictions are lifted. Digital programs and engagement sessions have been introduced to provide continued support to families that accessed these playgroups. Children's Services are currently working alongside internal and external stakeholders in order to ensure that the business unit can meet the challenges of Liverpool's growing population. Plans are in place for commencement of an Out of School Hours service for 5-12-year olds at Carnes Hill Community Facility. 	 On track



Action	Description	Comment	Status
C.3.02	Provide appropriate resources at Liverpool libraries that are well used	<ul style="list-style-type: none"> Significant improvements and increased usage of library e-collections are a highlight for the period with demand increasing during the COVID-19 closure period. During that time a library App was developed to make access to e-collections and other library services accessible on mobile devices. 	 On track
C.3.03	Strengthen social inclusion in new developments	<ul style="list-style-type: none"> Council continues to focus on community engagement and participation to assist with social planning of new developments in the LGA. Council met most of its commitments this period except for instances where community engagement and participation were postponed or cancelled due to the COVID-19 pandemic. This included planned programs at the Cames Hill Community Precinct which were cancelled due to both the bushfire smoke haze and COVID-19. Several of these projects have been scheduled to be delivered in 2020-2021 financial year. Social planning is an important part of the Community Planning team's work. This work includes advice on Pre-Development Application, submissions to and comments on State Significant Developments, Development Applications and applications to Liquor and Gaming NSW. 	 COVID-19 affected




Action	Description	Comment	Status
C.3.04	Implement actions from the Disability Inclusion Action Plan (DIAP)	<ul style="list-style-type: none"> Council continues to implement Principal Activities from the DIAP which are aimed at improving access and inclusion and providing better services to people with a disability and their supporters. The COVID-19 pandemic led to a number of planned community initiatives being postponed or cancelled. Council has continued to work with both internal and external stakeholders to improve access and inclusion in Liverpool for seniors, people with disability and their carers/families. Council is developing an extensive community consultation plan to engage with local seniors and develop a Positive Ageing Plan to create a more welcoming and age-friendly city. The Liverpool Access Committee continues to meet regularly to provide advice and guidance to Council on access and inclusion in Liverpool. 	 On track
C.3.05	Deliver Council-led programs that strengthen social inclusion and build community capacity	<ul style="list-style-type: none"> The COVID-19 pandemic had a significant impact on several programs with most programs and activities postponed or cancelled due to social distancing restrictions. The Community Development team led Council's response to vulnerable community groups during the COVID-19 crisis by implementing emergency response initiatives in partnership with key community stakeholders. This included: <ul style="list-style-type: none"> - Working closely with the Department of Communities and Justice Assertive Outreach Team to support rough sleepers in Liverpool to self-isolate in temporary accommodation; - Supported Exodus Foundation and Turbans 4 Australia to commence free food provision from Liverpool; - Developed and distributed a free food services timetable to assist community members with access to meals and essential 	 COVID-19 affected


Action	Description	Comment	Status
		<p>grocery items. More than 650 meals were distributed weekly to vulnerable community members.</p> <ul style="list-style-type: none"> - Hampers of essential grocery items distributed to Aboriginal community members who were unable to access basic groceries; - Facilitated the distribution of 300 bottles of hand sanitiser to local charities and community organisations donated by Amazon Australia; - Partnering with St Vincent de Paul Men's Shelter to operate showers twice a week from the Francis Greenway Centre for Liverpool's rough sleepers; - Arranging for several of Liverpool's public amenities to be open 24/7 to provide community members with a safe and hygienic place to wash their hands throughout the pandemic; - Provision of hand sanitiser and Personal Protective Equipment (gloves, masks and aprons) to community organisations to support safe and hygienic delivery of food services; - Working as a conduit between Liverpool Hospital and community organisations and charities to support community members who have been directed to self-isolate at home due to a COVID-19 diagnosis to access essential items such as hygiene products, groceries and meals; - Supported the Liverpool Hospital with a headband making drive to support clinical staff when wearing masks for long periods; and - Social distancing and safety messaging distributed to the community in key community languages. <ul style="list-style-type: none"> • In addition, Council facilitated partnerships with government, non-government agencies and community groups on planning and delivery of local initiatives including a Refugee Youth Participation Project, Youth Week activities, Box with Cop, Warwick Farm Community Engagement Project, Discovery Tours, National Community Hubs Program and International Women's Day. 	

Action	Description	Comment	Status
C.3.06	Deliver the 2168 Children's Parliament in partnership with Department of Social Services and Mission Australia	<ul style="list-style-type: none"> The 2168 Children's Parliament aims to build children's capacity to actively engage in civic life by giving voice to their ideas and aspirations. The 2168 Children's Parliament scheduled programs between March-June 2020 were impacted by COVID-19. Key outcomes for this period included: <ul style="list-style-type: none"> - Development of online communication platforms to maintain engagement and consultation with children and their families. - Establishment of a partnership with UNICEF Australia and South West Local Area Health. - Feature of the Children's Parliament in a book as best practice in engaging children in democratic processes and decision making. The book was published in June 2020 in North America and projects the Children's Parliament to an international audience. - Delivery of consultation workshops with the Children's Parliament representatives from 11 schools to discuss issues important to children, COVID-19 and its impact on children and their families. The Community 2168 Project funding partnership ceased in June 2019. However, Council has continued to work closely with the community services sector in the 2168 postcode to deliver on local needs and priorities. This has included community events and consultations, provision of community facilities for use by community groups, sector support during the COVID-19 period, and provision of grants and donations toward programs and activities. 	 COVID-19 affected


Provide community facilities which are accessible to all

Action	Description	Comment	Status
C.4.01	Meet demands for community-connected spaces	<ul style="list-style-type: none"> Utilisation targets for all community facilities were on track until the implementation of COVID restrictions. During the closure period, only essential services were permitted to use the venues. In response to the disruption of services available to vulnerable sections of the community during the COVID-19 restrictions, Council provided emergency access to a number of community buildings to support food provision and shower services. Council continued its program of community centre upgrades during the closure period completing upgrades at various community facilities. 	 COVID-19 affected
C.4.02	Deliver Council's adopted upgrade and renewals program for Council's building assets	<ul style="list-style-type: none"> During 2019/20 Council spent \$5.5 million on renewing, refurbishing and improving many of its existing properties. Achievements for the year include: <ul style="list-style-type: none"> - A new amenity building at Bigge Park; - Heritage conservation works at the Chipping Norton Homestead; - Floor replacements at Casula and Hinchinbrook Childcare Centres; - Ground stabilisation for the amenities building at Helles Park; - Installation of acoustic panels at the Australis Park Community Centre; - Refurbishment of the accessible toilet at Heckenberg Community Centre; - Delivery of new lifts at the library, Casula Powerhouse and Warren Serviceway carpark. - A new accessibility ramp and timber floor replacement at Liverpool Brass and Pipe Band; - Replacement of the air conditioning system in the indoor pool at the Michael Wenden Leisure Centre. 	 On track

Action	Description	Comment	Status
C.4.03	Facilitate usage of Council sporting venues and leisure centres	<ul style="list-style-type: none"> Council continued to facilitate access to sporting venues and leisure centres over the past six months. Usage rates were continuing to increase despite the impact of bushfires until the COVID-19 pandemic which resulted in the temporary suspension of sport and recreation activity in March 2020. Council supported the community's need for continued access to fitness and exercise opportunities by assisting registered fitness providers to transfer their activities to outdoor spaces and providing evening floodlighting at playing fields for recreational use. Visitation for Council's leisure centres was 200,909 for the six-month reporting period. Both swimming programs and health and fitness activities were performing well until the point of closure. 	 COVID-19 affected
C.4.04	Enhance access to facilities and resources through place-based planning initiatives	<ul style="list-style-type: none"> Community and stakeholder engagement for the Miller Social Infrastructure Masterplan, Carnes Hill Recreation Precinct and Lighthorse Park Functional Brief were facilitated. Council provided information and updates to the community on social infrastructure developments at district forums, committees and local networks. Significant progress has been made in the planning for social infrastructure in Austral. Many of the programs and initiatives at the Carnes Hill Recreation Precinct were impacted by the smoke haze from the bushfires and the COVID-19 pandemic, resulting in the cessation of operations, events and programs. These included the Live Life, Get Active program, outdoor movies and school holiday programs. 	 COVID-19 affected
C.4.05	Manage Library spaces to attract and inspire visitors	<ul style="list-style-type: none"> Visitation to Council's Liverpool and Carnes Hill libraries has been impacted by the COVID-19 pandemic. All libraries were closed from mid-March until June 2020. Liverpool and Carnes Hill Library reopened with restricted services and numbers in June 2020. During the reporting period, there were 173,086 visits to Liverpool's libraries, compared to 278,166 visitors for the same period last year. The COVID-19 pandemic also affected library membership. During 2019-2020 there were 8839 new members, compared to 10,899 for 2018-2019. 	 COVID-19 affected

Action	Description	Comment	Status
		<ul style="list-style-type: none"> The COVID-19 closure period provided the opportunity to carry out major renovations. Carpet was replaced at Casula Library, and Moorebank library received new carpet, shelving and customer seating. 	
C.4.06	Manage the Liverpool Animal Shelter	<ul style="list-style-type: none"> The Liverpool Animal Shelter has been very successful in rehoming impounded animals with 94 per cent of dogs and 78 per cent of cats rehomed. Preparations were made for the closure of the Bringelly Rd Shelter and the transfer of operations to Rossmore Vet. 	 On track

Create a dynamic, inclusive environment, including programs to support healthy living

Action	Description	Comment	Status
C.5.01	Deliver Council's adopted upgrade, renewal and conservation program for recreation and green assets	<ul style="list-style-type: none"> This year Council spent more than \$7.4 million on renewing and improving its existing passive open spaces and sporting ovals. Major projects included: <ul style="list-style-type: none"> Completion of detailed designs for Stante Reserve Water Park, in Middleton Grange and the Livvi's Place Inclusive Playground at Lieutenant Cantello Reserve, Hammondville. Delivering a new four court tennis facility, parking and landscaping at McGirr Park, Miller. Stage 1 works at Schoeffel Park in Horningsea Park. A full landscape upgrade of Apex Park in the Liverpool CBD costing more than \$3 million. Approximately \$570,000 was spent on upgrading fourteen playgrounds in line with Council's city-wide play equipment asset management plan. Works included: <ul style="list-style-type: none"> Gard Park, Ashcroft – new playground and rubber soft fall Briggs Park, Cecil Hills – new playground and rubber soft fall Judy Pack Park, Cecil Hills – new equipment Fassifern Park, Cartwright – new rubber soft fall Tall Gums Park, Casula – new rubber soft fall Voyager Park, Voyager Point – new rubber soft fall Syme Park, Moorebank – new rubber soft fall Whitlam Oval No. 2, Heckenberg – new rubber soft fall Beswick Park, Liverpool – new rubber soft fall Fortunato Foti Park, Preston – new rubber soft fall Fintray Park, Prestons - new rubber soft fall Clinches Pond Reserve, Moorebank – new hyper-shade sail Ida Kennedy Reserve, Hinchinbrook – new hyper-shade sail Mihajlovic Reserve, Green Valley – new hyper-shade sail More than \$385,000 was spent on the construction of three new outdoor gyms at: <ul style="list-style-type: none"> Brownes Farm Reserve, Hoxton Park Ernie Smith Reserve, Moorebank Mihajlovic Reserve, Green Valley 	 On track

Action	Description	Comment	Status
		<ul style="list-style-type: none"> • Council's program of improving local parks continued with the design of Croatia Ave Park, Edmonson Park and refurbishment and enhancement works completed at Judy Pack Park, Cecil Hills and Langhof Park, Chipping Norton (approximately \$315,000). • More than \$170,000 was spent on sports fields with works completed at: <ul style="list-style-type: none"> - Harvard Park, Prestons – resurfacing of Basketball court - Australis Oval, Wattle Grove - upgrade of floodlighting to basketball court • A total of \$56,000 was spent on improving lighting at key suburb parks and installing solar lighting at: <ul style="list-style-type: none"> - Clinches Pond Reserve playground, Moorebank - Ida Kennedy Reserve playground, Hinchinbrook - Mihajlovic Park playground and gym, Green Valley - Rosedale Park playground, Warwick Farm - Edwin Wheeler Reserve playground, Sadleir - Grand Flaneur Beach gym, Chipping Norton - Haigh Park playground, Moorebank 	



Snapshot January-June 2020

Council implemented a range of initiatives which were aimed at strengthening and protecting Liverpool's environment and planning a high quality, sustainable urban city.

During the COVID-19 pandemic Council made a conscious effort to prioritise regionally significant development applications in an effort to stimulate the economy and reduce the backlog of long outstanding development applications. This resulted in approximately \$200 million worth of regionally significant development applications approved between March-June 2020.



The Liverpool City Centre Public Domain Master Plan was adopted on 25 June 2020 and is being used to inform development in the city centre, guide future public domain upgrades and source grant funding to implement the strategies outlined in the plan.


The Local Strategic Planning Statement (LSPS) was finalised. Phase 1 of the planning proposal for the Local Environmental Plan (LEP) review (along with Draft Land Use Planning Strategies) are on public exhibition and will be finalised in August 2020.

During the period, Council also experienced an increase in kerbside waste collection and recycling due to COVID-19 with the Community Recycling Centre experiencing a 25 per cent increase in visits despite being closed for part of the time.



Of the 25 Principal Activities for this Direction, 21 were on track or completed and 4 were affected by the COVID-19 pandemic.





Manage the community's disposal of rubbish

Action	Description	Comment	Status
S.1.01	Provide waste disposal services to the community to maximise recovery of materials	<ul style="list-style-type: none"> • Council, in collaboration with Camden, Campbelltown City, Wingecarribee Shire and Wollondilly Shire Councils is working towards a joint procurement project (Project 24) to manage domestic waste and resource recovery requirements for the residents of South-Western Sydney for the next 15-20 years. • The Project 24 industry consultation (Part 1) has been completed. Council is in the process of finalising the tender documents for Part 2 of the project. These are expected to be released in early 2021. • Council diverted 37 per cent of kerbside bin waste from landfill for January to June 2020. Additionally, an average of 39 per cent of kerbside bulk waste was diverted from landfill across the reporting period. There was an increase in waste tonnages collected from households as a result of COVID-19. • Completion of the 10-year Waste Management Strategy for the Liverpool LGA has been placed on hold to ensure it aligns with the new 20-year waste strategy for NSW that is being released in late 2020. 	 On track
S.1.02	Manage the Community Recycling Centre and household problem waste	<ul style="list-style-type: none"> • The Community Recycling Centre has had a 25 per cent increase in vehicles compared with the same period last year despite being closed between 23 March - 25 April 2020 due to the COVID-19 pandemic. 	 On track




Action	Description	Comment	Status
S.1.03	Maintain the cleanliness of public spaces	<ul style="list-style-type: none"> There has been a 5.9 per cent increase in the number of illegal dumping requests this period compared to this time last year. Approximately 82 per cent of the street-sweeping program, and 98 per cent of public bin servicing and the CBD cleaning program was completed within schedule. Council was unable to complete all scheduled street sweeping activities due to a considerable downtime with machinery. Plans are in place to purchase an additional machine using the recent \$1.5 million allocated by Council. 	 COVID-19 affected



Protect and enhance bushland, rivers and the visual landscape

Action	Description	Comment	Status
S.2.01	Manage Council's park maintenance program	<ul style="list-style-type: none"> Council received more than 5500 customer requests for various maintenance works. These have been inspected and necessary actions taken. Council has realigned its park maintenance workforce to allocate specific teams for designated areas. Works for each area have been defined to address a three-week cycle over summer, however due to COVID-19 restrictions there were slight delays in the timeframe to complete maintenance work. A program for tree planting was developed for implementation in autumn, however this was delayed due to the lack of rain, heat, water restrictions and COVID-19 restrictions. Council has completed the scheduled beautification of roundabouts and medium strips in line with the maintenance program. The detailed design of seven bush regeneration sites covering 74 hectares has been undertaken and tenders have been sought for the works. 	 COVID-19 affected
S.2.02	Develop and implement improvement strategies, policies and programs for the management of stormwater	<ul style="list-style-type: none"> Council has made significant progress on the implementation of its stormwater management program. The Water Quality Monitoring Program continues to inform longer term planning for catchments across the local government area. Publication of the Water Quality Report Card provides information to residents on the status of water quality within the Georges River and Wianamatta South Creek catchment. Significant progress has been made on developing the Georges River Activation Action Plan and the vegetation condition assessment of the riparian zones. 	 On track




Action	Description	Comment	Status
S.2.03	Make informed environmental decisions through the development of strategy, education and engagement	<ul style="list-style-type: none"> Council continued to provide ecological related advice for various matters including Development Application referrals, major projects and planning instruments. 	 On track
S.2.04	Assess applications to prune or remove trees	<ul style="list-style-type: none"> All applications to prune or remove trees on private property were completed within the required timeframe. 	 On track
S.2.05	Manage contaminated lands under Council control	<ul style="list-style-type: none"> Council continues to investigate and undertake remediation of contaminated sites to manage contaminated soil related risks. 	 On track
S.2.06	Engage the community in the protection of natural areas	<ul style="list-style-type: none"> COVID-19 restrictions have caused significant disruption, preventing community events from occurring. 	 COVID-19 affected





Encourage sustainability, energy efficiency and the use of renewable energy

Action	Description	Comment	Status
S.3.01	Develop and implement environmental education for the community	<ul style="list-style-type: none"> Workshops were unable to be held in person due to the COVID-19 pandemic. The April 2020 workshop was cancelled. The following workshops were delivered successfully via online platforms: <ul style="list-style-type: none"> May 2020 - Composting & Worm Farming June 2020 - No Dig Gardening June 2020 - Living with Less In addition, the winter edition of Sustaining Liverpool was produced for digital distribution via email, social media and Council's website. 	 On track
S.3.02	Educate the community in waste disposal	<ul style="list-style-type: none"> Council is committed to educating the community on waste disposal through interactive events and programs. Many initiatives and projects were placed on hold due to the COVID-19 pandemic, including the preschool education program, primary school program and public stalls. The number of participants at events and educational programs during the reporting period was 1174. Council featured a worm farming and composting workshop on its website and maintained a social media presence. A pop-up display with one of Council's garbage trucks was held during the Children's Festival at Carnes Hill Library in January 2020. 	 On track
S.3.03	Develop and implement energy efficiency program	<ul style="list-style-type: none"> Council is actively promoting state government energy initiatives. 	 On track



Action	Description	Comment	Status
S.3.04	Promote local and sustainable food sources	<ul style="list-style-type: none"> This initiative is delivered through the Bellbird Café at Casula Powerhouse Arts Centre. As a result of COVID-19 restrictions CPAC's resident Head Chef and Sous Chef filmed interactive cooking and CPAC's in-house gardener also provided virtual edible gardening tips and gardening tours. Since then Bellbird Bar and Dining has reopened. Prior to reopening, the entire venue required reconfiguring to ensure adherence to new Health Department guidelines, including layout and capacity, enhanced hygiene protocols and contact tracing processes. 	 On track
S.3.05	Upgrade Council properties to increase sustainability	<ul style="list-style-type: none"> The annual National Australian Built Environment Rating System (NABERS) rating assessment has been completed for Council's administration Centre located at 33 Moore Street, Liverpool. On-street parking machines have been upgraded to <i>Pay by Plate</i>, saving the cost of providing paper tickets and providing more convenience to visitors in the city centre. 	 On track



Exercise planning controls to create high-quality, inclusive, urban environments

Action	Description	Comment	Status
S.4.01	Provide development assessment services	<ul style="list-style-type: none"> Council aims to provide efficient and transparent development services through various services and online tools. To stimulate the economy during the COVID-19 pandemic, Council reduced the backlog of long-standing development applications by prioritising regionally significant applications before Council. This resulted in approximately \$200 million in regionally significant development approved between March-June 2020. Development Applications that offer affordable housing products and generate employment are amongst the development types which are being prioritised to assist in boosting the economy during this period. 	 COVID-19 affected
S.4.02	Facilitate floodplain management strategies, policies, systems and programs for the controlled occupation of flood-prone land	<ul style="list-style-type: none"> Council assisted the development community and other stakeholders in the controlled occupation of flood-prone land by providing timely advice and assessment of referred development applications. Significant progress has been made in the overland flow path study of rural catchments and the design of flood detention basins in the growth areas. The planned review of the Nepean River flood study for Wallacia has been withdrawn as the study is being undertaken by Infrastructure NSW (INSW). 	 On track
S.4.03	Manage and maintain public health and safety compliance	<ul style="list-style-type: none"> Council continued to manage and maintain public health and safety The outcomes for Health and Safety compliance substantially exceed the targets in most areas. 	 On track

Action	Description	Comment	Status
S.4.04	Develop planning strategies	<ul style="list-style-type: none"> Council's Local Strategic Planning Statement (LSPS), 'Connected Liverpool 2040', is a long-term plan to shape Liverpool's future which will help guide the development of suburbs and balance the need for housing, jobs and services as well as parks, open spaces and the natural environment. The first planning proposal (Phase 1) of the Local Environmental Plan (LEP) review (along with associated Draft Land Use Planning Strategies) are on exhibition and will be finalised in August 2020. Council continued to provide engineering advice and process Construction Certificates and Subdivision Certificates with a focus to expedite the backlog of Development Assessment referrals. 	 On track
S.4.05	Manage land development engineering	<ul style="list-style-type: none"> Council is committed to ensuring safety and compliance of its building portfolio. During the period, 85 per cent of buildings were certified. Council's remaining buildings have been tested and repairs are currently being undertaken in preparation for final certification. 	 On track
S.4.06	Manage building maintenance including fire safety	<ul style="list-style-type: none"> Council is committed to ensuring safety and compliance of its building portfolio. During the period, 85 per cent of buildings were certified. Council's remaining buildings have been tested and repairs are currently being undertaken in preparation for final certification. 	 On track
S.4.07	Manage the design of public spaces	<ul style="list-style-type: none"> The Liverpool City Centre Public Domain Master Plan was adopted on 25 June 2020 and is being used to inform development application referral reviews in the city centre, guide future public domain upgrades and support Council to secure additional grant funding for strategy implementation. 	 On track

Develop and advocate for, plans that support safe and friendly communities

Action	Description	Comment	Status
S.5.01	Undertake a program of upgrades and renewals for drainage infrastructure	<ul style="list-style-type: none"> • Council spent more than \$5 million in preserving, restoring and enhancing drainage infrastructure with the following achievements during the year: <ul style="list-style-type: none"> - Culvert extension and safety rail at Cubit Drive, Denham Court to improve road safety; - Installation of a Gross Pollution Trap at Ernie Smith Reserve and Pearce Park to remove debris from waterways; - Completion of the detailed design of a 48ML flood detention basin in Edmondson Park to manage the impact of increased stormwater arising from new development; and - Renewal and rehabilitation of more than 3 kilometers of Council's piped drainage system covering a drainage network of more than 10 kilometers to ensure its ongoing satisfactory performance. 	 On track
S.5.02	Investigate, survey, design and estimate cost of Council's infrastructure delivery projects	<ul style="list-style-type: none"> • While significant progress has been made on the design of major projects, there has been some impact on the timing of their completion due to external factors beyond Council's control. These significant projects are planned to be delivered over several financial years and will continue in 2020/2021. • Council is still negotiating with various stakeholders to finalise the complex Fifteenth Avenue strategic design. • The Bathurst Street Extension project has been withdrawn due to changes in Council's priorities for the site. 	 On track

Action	Description	Comment	Status
S.5.03	Provide assistance and support to the Rural Fire Service and State Emergency Service	<ul style="list-style-type: none"> Council continues to collaborate and support the NSW Rural Fire Service (RFS), NSW State Emergency Service (SES) and Fire and Rescue NSW (F&RNSW). Funding was provided quarterly to the NSW Rural Fire Service (RFS), NSW State Emergency Service (SES) and Fire and Rescue NSW (F&RNSW) as per budget allocation and Local Government agreement. The NSW Rural Fire Service (RFS), NSW State Emergency Service (SES) and Fire and Rescue NSW (F&RNSW) are engaged in local emergency management committee meetings in collaboration with Council. 	 On track
S.5.04	Develop plans to support community wellbeing	<ul style="list-style-type: none"> The NSW Health Pathology has carried out mosquito monitoring in line with the NSW Arbovirus Surveillance and Mosquito Monitoring Program (the collection and arbovirus testing of adult mosquitoes) at Lieutenant Cantello Reserve in Hammondville. Two scheduled mosquito treatments were carried out for the 2019/2020 season. The NSW Health Pathology has confirmed that the mosquito control undertaken at Lieutenant Cantello Reserve was integral to suppressing mosquito numbers. 	 On track



Snapshot January-June 2020

Council continued to deliver a range of initiatives aimed to generate opportunity and maximise economic development in Liverpool.

Council recognised that many local businesses were facing challenging conditions as they adapted during the COVID-19 pandemic and as part of its Business Resilience Grant program, distributed \$172,000 to 50 small businesses. This was in addition to a range of interventions to stem the loss of jobs in Liverpool due to the COVID-19 pandemic.

Council secured \$10.2m in federal government funding through the Western Sydney Infrastructure Program for the following three projects:

- Upgrades to Governor Macquarie Drive, Newbridge Road to Alfred Road.
- Intersection upgrades to Heathcote Road/Bardia Parade/Walder Road.
- Intersection upgrades at the Hume Highway and Governor Macquarie Drive.

Strategies to mitigate the impact of COVID-19 were put in place including the provision of free parking to essential services workers and rent abatements to Council's retail and small tenants.



A total of 388 free permits and pass cards were issued to NSW Health, NSW Police, Centrelink, COVID-19 testing clinic, Joint Child Protection Response Program, NSW Civil and Administrative Tribunal, health service providers and businesses/employees in the city centre.



Parking upgrades were delivered with the installation of new lifts at the Warren Serviceway Car Park and 30-minute free parking made available from all on-street ticket machines.

Council continued to deliver a range of road and footpath upgrades as well as maintenance of all Gross Pollutant Traps in Liverpool.



Of the 19 Principal Activities for this Direction, 15 were on track or completed and four were affected by the COVID-19 pandemic.




Meet the challenges of Liverpool's growing population


Action	Description	Comment	Status
G.1.01	Demonstrate financial sustainability	<ul style="list-style-type: none"> On a three-year average, Council achieved its key financial performance targets, however, COVID-19 had a significant financial impact in 2019-2020 which will affect forward years. 	 On track
G.1.02	Manage Council childcare centres' sustainability	<ul style="list-style-type: none"> Liverpool City Council's Early Education and Care Services and Preschool report a high level of utilisation with current data depicting that services are utilised at an average rate of 95 per cent. This percentage has been heavily influenced by the economic and health impacts surrounding COVID-19. Recent data shows a steady increase in utilisation across all services with restrictions starting to ease. Virtual curriculums were introduced at all Education and Care Centres to ensure that families and children remained connected with the service and educators if they were unable to attend. Current wait list figures highlight the significant demand of childcare services within the community with more than 1200 children waiting to gain a place at Liverpool's services. COVID-19 has had a significant impact on the 2019-2020 financial budget with the Government's Fee Relief package introduced to support families through this pandemic. State funding was secured to ensure that Council's services remain financially viable. Work has commenced on the plans for a 90 place Early Education and Care Centre in Civic Place in Liverpool's CBD. 	 COVID-19 affected

Action	Description	Comment	Status
G.1.03	Deliver strategic property projects	<ul style="list-style-type: none"> • Works on Liverpool Civic Place are expected to commence on site in September 2020. • The Moorebank master planning process is being broadened to accommodate additional stakeholders, including Moorebank Sports Club. • The Woodward Place Masterplan is in progress with stakeholder engagement currently underway. 	 On track
G.1.04	Build effective relationships with State and Federal departments and governments	<ul style="list-style-type: none"> • Council continues to build relationships with State and Federal departments to discuss topics including the Western Sydney International Airport, planning proposals, road upgrades and public transport. During this period several meetings were cancelled due to the COVID-19 pandemic. 	 COVID-19 affected



Attract businesses for economic growth and employment opportunities


Action	Description	Comment	Status
G.2.01	Attract new jobs within Liverpool's industry focus areas	<ul style="list-style-type: none"> Business in the LGA has been severely impacted by the COVID-19 crisis and thousands of local jobs have been lost. At the start of the pandemic shutdown, Council contacted more than 200 businesses in a range of sectors and learnt first-hand the adverse effect on the local economy. Council made decisive action, followed by incremental progress towards longer term recovery over the next 12-18 months, to support businesses and mitigate the loss of local jobs. Working with Council's key allies in the public and private sectors, it is anticipated that these interventions will stem the loss, restore and potentially grow thousands of jobs in the LGA. 	 On track
G.2.02	Market Liverpool as a business destination	<ul style="list-style-type: none"> The Rebuilding Liverpool's Economy package was developed to include a grants program targeting CBD businesses affected by the COVID-19 crisis to facilitate the development of an online and digital marketing presence. Initial plans for a Trade Delegation to New Zealand had to be changed due to the pandemic. A small business entourage completed parts of the mission and Council is anticipating a follow-up visit to New Zealand in 2021. Western Sydney International Airport and Liverpool Innovation Precinct are both key selling points for Liverpool. Council continues to work with the NSW Government to identify and pursue inward investment opportunities, trade and export business development and client servicing of the Foundation Partners of the Western Sydney Aerotropolis. Council continues to work closely with the Liverpool Innovation Precinct (LIP) to develop global industry partnerships and build its profile within the private and public sectors. Investment attraction interest has been steady during COVID-19, particularly with the Foundation Partners of the Western Sydney Aerotropolis seeking connections in Liverpool and the Western Parkland Councils. 	 On track

Action	Description	Comment	Status
G.2.03	Develop the economic capacity of local businesses and residents	<ul style="list-style-type: none"> Council launched a range of new initiatives in the last six months that were designed to build the capacity of the local economy to adapt to changing conditions. Many local businesses engaged with international trade have focused on domestic trade during the COVID-19 lockdown due to challenging freight and logistic disruptions. Support for funding transitions to online marketplaces and connecting with consumers has been a large focus for Council. Council continued to maintain relationships with AusIndustry, Austrade, Western Sydney Investment Attraction Office WSIAO and Regional Development Australia (RDA) during this period. 	 On track
G.2.04	Develop Liverpool as an Innovation City	<ul style="list-style-type: none"> Innovation initiatives triggered by the City Deal have developed and are continuing. Four new leads were generated for the Liverpool Innovation Precinct Investment Framework during the period. A Memorandum of Understanding between the Ingham Institute of Medical Research, South West Sydney Local Health District and General Electric Health was signed on the 11th March 2020. Council is developing its own open data portal and has trailed innovative technology for fault detection in pipes. 	 On track
G.2.05	Monitor and advise Council on matters relating to the development of Western Sydney International Airport	<ul style="list-style-type: none"> Council continues to work with Western Sydney Airport and the Western City and Aerotropolis Authority, with aerotropolis planning currently on track and on budget. 	 On track


Action	Description	Comment	Status
G.2.06	Promote Liverpool as a visitor destination	<ul style="list-style-type: none"> Initiatives to promote Liverpool as a visitor destination are on track. There has been a delay due to the major impacts that COVID-19 has had on the tourism industry. This has caused some core initiatives to be reshaped or postponed due to the economic impacts on global tourism that are hindering opportunities to work with operators to expand to Liverpool. Council's Visitor Guide is now utilised as a tool to promote Liverpool as a visitor destination in the recovery process of the local economy. As restrictions eased, Council ran a social media competition in partnership with Taste Cultural Food Tours to highlight the many things to see, taste and do in Liverpool. 	 On track


Create an attractive environment for investment



Action	Description	Comment	Status
G.3.01	Activate and develop vibrant places that attract residents, visitors and workers to Liverpool	<ul style="list-style-type: none"> Council delivered more than 17 activations in the city centre. City activations have been temporarily paused due to COVID-19 restrictions, including regular activations such as <i>Live and Loud</i>, <i>Love Live Nights</i> and <i>Easter in the Mall</i>. Banner campaigns have been paused due to COVID-19. 	 COVID-19 affected
G.3.02	Manage maintenance and repair program	<ul style="list-style-type: none"> Council repaired and resurfaced approximately 17,700 sqm of road pavement at various locations. Approximately 20km of road shoulder areas have been regraded and maintained. Approximately 3,400 linear metres of concrete footpath, 675 linear metres of kerb and guttering and 125sqm of paved footpath has been reconstructed at several locations. Faded and missing line markings were reinstated on various streets including replacements and new installations of traffic signs and street furniture costing approximately \$245,000. All 110 gross pollutants traps within the LGA were maintained. Works include cleaning, repairs to damaged drainage structures, and weed removal. In addition, several street drainage pits were checked and cleaned. Council received an influx of requests for restoration works due to the NBN rollout and electrical, water and gas supply upgrades to cater for the new developments. As a result, there was a slight delay in completing permanent restoration works. In addition, 1550 customer requests were received for various maintenance works and necessary actions were undertaken within set time frames. 	 On track


Action	Description	Comment	Status
G.3.03	Deliver Property Services	<ul style="list-style-type: none"> With the impact of COVID-19 and social distancing requirements the delivery of Property Services has been focused on meeting Council's assistance packages in terms of the provision of free parking to essential services workers and rent abatements to Council's retail and small tenants in accordance with Council resolutions. Businesses were issued with partial refunds of their annual outdoor dining permit fees in response to hardship suffered due to COVID-19. A total of 388 free permits and pass cards were issued to NSW Health, NSW Police, Centrelink, COVID-19 testing clinic, Joint Child Protection Response Program, NSW Civil and Administrative Tribunal, health service providers and businesses/employees in the city centre. Installation of new lifts at the Warren Serviceway Car Park commenced with one lift commissioned and the other lift to be completed by the end of August 2020. Thirty-minute free parking was introduced and available from all on-street ticket machines. 	 On track


Advocate for, and develop, transport networks to create an accessible city

Action	Description	Comment	Status
G.4.01	Deliver Council's adopted upgrade and renewals program for roads and transport-related assets	<ul style="list-style-type: none"> Council spent more than \$26.5 million on preserving, restoring and enhancing the reconstruction and rehabilitation of roads and associated transport infrastructure assets during 2019-2020. Key achievements include: <ul style="list-style-type: none"> Qantas Boulevard and Sixteenth Ave, Middleton Grange – intersection works to significantly improve traffic capacity and safety; Construction of a new car park at Woodward Park with 120 car spaces, which has increased car parking spaces for long term parking commuters; Construction of a new car park at 68 Speed Street, Liverpool, providing an additional 74 car spaces within the city centre; Construction of an additional 49 car spaces at Casula Parkland, Casula; Bird Walton Avenue, Middleton Grange – half road construction, shared path and kerb and gutter construction; Flynn Avenue, Middleton Grange – road reconstruction and resurfacing; Newbridge Road, Moorebank – shared path construction; and Eleventh Avenue, Austral – road reconstruction and resurfacing, drainage improvements. Council completed road pavement renewal and rehabilitation works covering 52 streets with a combined length of 34km (includes 15km of rural roads) at a cost of \$16 million during this financial year. These works will extend pavement service life and improve riding conditions. 	 On track

Action	Description	Comment	Status
G.4.02	Manage traffic and transport for Liverpool	<ul style="list-style-type: none"> • Council hosted Liverpool Pedestrian, Active Transport and Traffic Committee meetings to provide expert advice and enable Council to exercise its delegation from the Roads and Maritime Services (RMS) in regard to traffic facilities as defined in the <i>Transport Administration Act 1988</i>. Meetings were held in January, March and May 2020. • All traffic facilities from the January 2020 meeting and several projects from the March and May meetings were completed. • Road renewal and rehabilitation works undertaken include: <ul style="list-style-type: none"> - St Johns Road, Busby; - Nuwarra Road, Moorebank; - Ingham Drive, Casula; - Western Road, Kemps Creek; - Hill Road, Lurnea; - Bigge Street, Liverpool; - Alfred Road, Chipping Norton; - Acacia Avenue, Prestons; - Jindabyne Street, Heckenberg - Lancaster Avenue, Cecil Hills - Whitford Road, Hinchinbrook. • A total of 84,500m² of the following rural roads received resurfacing treatment to improve their level of service: <ul style="list-style-type: none"> - Lee and Clarke Road, Kemps Creek; - Thirteenth Avenue, Austral; - Willowdene Avenue, Luddenham; - Rossmore Avenue, Austral; - Fifteenth Avenue, Rossmore; - Mersey Road, Bringelly; - Fox Valley Road, Denham Court; - Zouch Road, Denham Court; and - Fifth Avenue, Austral. • Council also continued its program of shared paths and footpaths construction to improve accessibility and mobility across the city. More than \$3.2 million was spent to construct about 12 kilometres 	 On track

Action	Description	Comment	Status
		<p>of new paved pathways and shared paths across 31 locations across Liverpool.</p> <ul style="list-style-type: none"> New and upgraded traffic facilities (raised thresholds and roundabouts), with total expenditure of \$2 million, were provided during the year at the following locations for improved pedestrian and traffic safety: <ul style="list-style-type: none"> Roundabout construction at the intersection of George and Lachlan Street, Liverpool; Raised threshold at Flynn Avenue, Middleton Grange; Raised threshold at Cartwright Ave, Miller Central Shopping Centre; Raised threshold and intersection treatment at Whitford Road, Partridge Avenue and Dotterel Street, Hinchinbrook; Raised threshold and intersection treatment at North Liverpool Rd and Montgomery Rd, Green Valley; Raised threshold and intersection treatment at Maxwells Avenue and Cartwright Avenue, Sadleir. 	
G.4.03	Manage traffic and road safety on the local road network	<ul style="list-style-type: none"> The Learner Driver Program for the period was not held due to COVID-19. The required child restraint checking (Buckle Up) sessions for the period were held in February, April and June 2020. Council enforced safety measures to ensure that the program continued during COVID-19. New streetlight designs were reviewed and approved in new release areas including Edmondson Park, Middleton Grange, Austral, Leppington North, and along major road upgrade projects including Bringelly Road, Heathcote Road and The Northern Road, in consultation with Endeavour Energy. 	 COVID-19 affected
G.4.04	Assess impact of traffic and transport conditions and services	<ul style="list-style-type: none"> Council continues to provide advice and input on the traffic impacts of the Moorebank Intermodal. In addition, Council provided comments and feedback to the proponents on the draft designs for road upgrades. To minimise impacts of the Moorebank Intermodal Terminals, Council continued representations with Transport for NSW 	

Action	Description	Comment	Status
		(TfNSW) which agreed to upgrade the M5 Heathcote Road to Hume Highway westbound traffic arrangement. Council's input on the strategic concept design was provided to be incorporated in the design.	On track
G.4.05	Advise on regional traffic and transport planning	<ul style="list-style-type: none"> Council made representations to TfNSW to improve regional traffic and transport infrastructure and services including upgrades of classified road sections and public transport services in Liverpool. In response to these representations, TfNSW has agreed to the following road upgrades and projects: <ul style="list-style-type: none"> Construction of 2000 additional commuter carparking spaces at the Edmondson Park Station in two stages of 1000 parking spaces each. Construction of stage 1 is scheduled to commence in October 2020 with completion by mid next year. The westbound section of M5 Motorway between Heathcote Road and the Hume Highway to address the existing weaving problem and associated road safety, and to accommodate the expected additional traffic from the Moorebank Intermodal Terminal developments. The proposed M12 Motorway now includes a provision for an interchange with Elizabeth Drive. The M12 and M7 Motorways ramps have also been modified to minimise impact on the Cecil Hills residential area. Hoxton Park Road/Whitford Road intersection, Elizabeth Drive/Marsden Street intersection, Hume Highway/Hoxton Park Road/Terminus Street intersection upgrades were completed. Work is continuing on the Hoxton Park Road and Joadja Road intersection upgrade. The Bike Plan strategy is being implemented in stages. Funding has been sought from TfNSW to install paved footpaths along 	 On track

Action	Description	Comment	Status
		<p>road sections including Newbridge Road and the Hume Highway. The following cycleways have been completed:</p> <ul style="list-style-type: none"> - Newbridge Road, Chipping Norton from Nuwarra Road to Holly Avenue - Hume Highway, Casula from De Meyrick Avenue to M5 motorway ramp - Hume Highway, Warwick Farm between Remembrance Avenue and Goulburn Street and along Remembrance Avenue between Hume Highway and Warwick Farm train station. 	
G.4.06	Inspect driveway constructions and manage road opening applications	<ul style="list-style-type: none"> • Council inspected and approved 260 driveways for construction in the reporting period. • Council received and processed 630 road opening applications during the reporting period. 	 On track



Snapshot January - June 2020

Council continued to deliver a range of initiatives aimed at leading through collaboration and positioning Council as an industry leader. This includes fast tracking its IT infrastructure projects during the COVID-19 pandemic to ensure business continuity.





Key deployments and implementations during the period include the implementation of a range of applications to support staff to work and communicate from home, with improvements to Council's firewall being undertaken to increase Council's security and data integrity, Secure Socket Layer Virtual Private Network (SSL-VPN) being implemented to allow remote access to staff from any device and the introduction of Microsoft Teams video conferencing for all staff.



Although Council's Customer Service counter closed during the COVID-19 restriction period, the Call Centre remained active with an average of 600 calls per day. During this period, Council actively guided the community through COVID-19 regulations.




To mitigate risk and maintain the health and wellbeing of its staff, Council's developed COVID-19 safety plans which included the implementation of social distancing of 1.5 metres, the installation of barriers at the Customer Service counter to minimise potential infection, additional Personal Protective Equipment (PPE) and flexible work arrangements to reduce the number of staff in the office. In addition, hand sanitiser was made available and regular cleaning of high touch surfaces is being conducted to maintain a safe workplace.


Of the 41 Principal Activities for this Direction, 30 were on track or completed and 11 were affected by the COVID-19 pandemic.





Seek efficient and innovative methods to manage our resources

Action	Description	Comment	Status
L.1.01	Provide support to Councillors and Executive Team	<ul style="list-style-type: none"> There were 480 Councillor requests received and actioned in the reporting period, with 74 per cent responded to within the two-day timeframe. Councillor Briefing Sessions transitioned to an online format and there was only one Councillor Mobile Office as a result of the COVID-19 restrictions. 	 On track
L.1.02	Deliver Council meeting Secretariat	<ul style="list-style-type: none"> Eight Council Agendas were prepared in the reporting period and posted on Council's website within the required timeframes. Minutes of Council meetings were completed and posted on Council's website within the required timeframes. All resolutions from Council meetings were assigned to the relevant officers within 48 hours of the meeting with 202 resolutions assigned in the third and fourth quarter. Approximately 86 per cent of resolutions were completed within timeframes. Council meetings transitioned to an online format from March 2020 following the COVID-19 restrictions. 	 On track
L.1.03	Monitor and improve Council's processes for Enterprise Risk Management	<ul style="list-style-type: none"> Council has an established Enterprise Risk Management Framework with an annual improvement plan to improve risk maturity across the organisation. 	 On track
L.1.04	Deliver professional, timely and authoritative governance services for Council	<ul style="list-style-type: none"> Council delivered all required governance services during the reporting period. There has been a marked increase in probity and ethics queries, which reflects an increasing awareness and proactive approach to prevention measures. 	 On track





Action	Description	Comment	Status
L.1.05	Manage recruitment framework to attract and engage diversity in our new employees	<ul style="list-style-type: none"> Recruitment activities were placed on hold in March 2020 due to the COVID-19 pandemic. During this period Council continued to identify ways to better engage applicants. Council will implement new mechanisms in the first quarter of the 2020-2021 financial year to capture more information about the diversity of applicants. Similarly, Council will implement additional measures to capture diversity-based information within the engagement and onboarding phase of recruitment. In all cases, the provision of information will be voluntary from the applicant point of view. 	 COVID-19 affected
L.1.06	Manage IT Business Strategy	<ul style="list-style-type: none"> Council continues to enhance its systems and day-to-day operations. The adoption of best practice and procedures were implemented with Council's infrastructure and security. As technology matures in the organisation, Council continues to provide improved services to the staff and community. Council is working with internal business units to develop a digital strategy that will assist in delivering improved services through technology. 	 On track


Action	Description	Comment	Status
L.1.07	Manage computer/infrastructure hardware administration program	<ul style="list-style-type: none"> During the period, all access and core level network switches were refreshed to ensure connectivity and uptime. During the COVID-19 pandemic, Council fast tracked several projects to ensure business continuity. Some of the key deployments and implementations included: <ul style="list-style-type: none"> - Next Generation Firewall implementation to further improve Council's security and data integrity; - Secure Socket Layer Virtual Private Network (SSL-VPN) to allow remote access to staff from any device anywhere; - Secured Client Virtual Private Network (VPN) to allow remote access for Corporate devices; - Microsoft Teams video conferencing for all staff from any device. This increased collaboration and productivity and allowed for communications with staff and business; - Council meetings being delivered remotely and; - Internet Protocol (IP) Telephony access for staff from home for effective communication and functionality. 	 On track
L.1.08	Conduct, review and improve Council's internal audit activities	<ul style="list-style-type: none"> The 2019-2020 Internal Audit Plan's delivery has been impacted by the business disruption caused by the COVID-19 global pandemic and the delivery of a complex large unplanned audit. 	 COVID-19 affected
L.1.09	Manage Council properties	<ul style="list-style-type: none"> Work on procuring and implementing an asset system has been incorporated into a review of Council's software requirements. 	 On Track

Action	Description	Comment	Status
L.1.10	Coordinate the development of Council award submissions and industry recognition for Council	<ul style="list-style-type: none"> Council submitted entries for eight award programs and 20 categories in the reporting period, these included: <ul style="list-style-type: none"> 2020 National Awards for Local Government - Multicultural Australia - Cohesive Communities, Boosting Productivity through Infrastructure, Contributing to Regional Growth, The Susan Grace Benny Award, The Minister Coulton Award - Progressive Community Leadership Ministers' Award for Women in Local Government - Champion of Change Award, Young Achievers Award (two entries) Local Government Professionals NSW Local Government Excellence Awards - Special Project Initiative, Local Economic Contribution, Community Partnership and Collaboration (three entries) 2020 Nintex Solution Innovation Awards AILA NSW Landscape Architecture Awards - Urban Design Time-In Awards - Favourite Digital Arts Platform, Favourite Kids Arts Content Local Government NSW RH Dougherty Awards – Innovation in Special Events (two entries) Parks and Leisure Australia Awards of Excellence 2020 - Strategic Planning Award Council was successful in the following award categories that were announced in the period: <ul style="list-style-type: none"> Winner - Ministers' Award for Women in Local Government - Young Achievers Award Highly Commended - Local Government Professionals NSW Local Government Excellence Awards- Community Partnership and Collaboration Finalist - 2020 Nintex Solution Innovation Awards Finalist - Local Government Professionals NSW Local Government Excellence Awards - Community Partnership and Collaboration 	 On track

Action	Description	Comment	Status
L.1.11	Provide support to various Council committees	<ul style="list-style-type: none"> • Council provided support to 33 Committee meetings in the reporting period. • Council committee meetings transitioned to an online format from March 2020 following the COVID-19 restrictions. 	 On track
L.1.12	Manage the delivery of high-quality, cost-effective legal services	<ul style="list-style-type: none"> • Council continued to provide high quality, cost-effective legal services despite the COVID-19 pandemic. • Court appearances such as hearings and interlocutory proceedings have all been conducted via audio-visual link, and commercial transactions are conducted electronically. • Lawyers are in constant communication with business units via e-mail, telephone or audio-visual conferencing 	 On track
L.1.13	Engage employees to manage performance achievement and development planning	<ul style="list-style-type: none"> • People Achieving has been rolled out across Council (excluding the City Presentation directorate). • Approximately 80 per cent of employees have a People Achieving Plan in place. 	 On track
L.1.14	Prepare asset-related statutory reports in a timely manner to meet regulatory requirements	<ul style="list-style-type: none"> • The condition of Public Infrastructure Report, Grants Commission Annual Return for Local Roads and Bridges and Local Roads Data System Survey report were completed on time. 	 On track


Increase community engagement

Action	Description	Comment	Status
L.2.01	Promote Liverpool through marketing and communications	<ul style="list-style-type: none"> The Communications team continues to produce lively marketing and communications products that engage with members of the community. 	 On track
L.2.02	Increase attendance at Council events through marketing	<ul style="list-style-type: none"> Communications supported a range of public events earlier in the year through media releases and social media posts. Severe weather impacted attendance numbers at New Year's Eve and COVID-19 affected Council's regular events calendar. 	 COVID-19 affected
L.2.03	Manage community events to increase community engagement	<ul style="list-style-type: none"> Australia Day attendance remained strong with an audience of 7000 despite the weather conditions. Engagement was recorded through people counters at the entrance to the event, and event-goer experience was recorded through surveys on the day and post-event. Council received feedback that the main stage entertainment and food offerings were highlights of the event. 	 COVID-19 affected
L.2.04	Assist with the promotion, coordination and growth of sporting codes	<ul style="list-style-type: none"> Council continues to support local athletes as they achieve regional, state and national team selection in their chosen sport. Council provided \$1100 in sporting donations to five regional and three NSW representative athletes. The impact of COVID-19 on the ability of local athletes to compete at a representative level in their chosen sport has resulted in a deferment of Sporting Donations for quarter four 2020. The Liverpool City Sports Committee met in February and May 2020. 	 On track




Action	Description	Comment	Status
L.2.05	Partner with organisations to increase Casula Powerhouse Arts Centre's (CPAC) audience reach	<ul style="list-style-type: none"> Council established new partnerships, including with the Irish Consulate to host the St. Brigid's Day concert event while the rest of its program can only be delivered via valuable partnerships with community organisations such as the Street Uni, Southern Tablelands Arts, Diversity Arts Australia and Afford Lurnea. Other integral partners include Western Sydney Parklands Trust, Liverpool Library, Art Gallery NSW, Museum of Applied Arts and Sciences, Museum of Contemporary Arts and not-for-profit stakeholders. New key multi-year partnership events include ABC Radio Chaffest, Seeds of our City with Arup and the Australian Research Council Linkage Projects Collaborative Research Agreement between Casula Powerhouse Arts Centre (CPAC), University of NSW (UNSW), University of Technology Sydney (UTS), SquidSoup, Bitscope Designs and Artworks R Active entitled Artistically Rethinking Creative Coding for Digital Media. CPAC's 25+ exhibitions per year include partnerships with Mil-Pra Aboriginal Education Consultative Group (AECG), Liverpool Art Society Western Sydney Migrant Resource Centre, Navitas, Settlement Services International, Australian Design Centre, Australian Museum, Museums and Galleries New South Wales, Diversity Arts Australia and UNSW. Most of Casula Powerhouse's public-facing partnerships came to an abrupt halt due to NSW Health Department restrictions which closed the centre from 23 March until 1 June 2020. However, one significant new partnership successfully transitioned to the online environment to great acclaim: "Seeds of our City" was an exhibition held offsite at the Arup Headquarters in Central Sydney. As with other exhibitions, it was captured using 3D camera technology and put online as a Virtual Exhibition that visitors can "walk through" with a click of their mouse. 	 On track





Action	Description	Comment	Status
		<ul style="list-style-type: none"> These Virtual Exhibitions and other aspects of the new Digital Program have proved to be very popular with audiences and will now become a regular feature of CPAC's Exhibition Program. The combined efforts around the new digital program have meant that physical attendance has been effectively replaced by virtual attendance. 	
L.2.06	Promote Casula Powerhouse Arts Centre (CPAC) through marketing and communications	<ul style="list-style-type: none"> The promotion of Casula Powerhouse Arts Centre (CPAC) through marketing and communications included the quarterly What's On Guide, postcards to promote exhibitions, regular electronic direct mail marketing and the commencement of a segmentation plan to enhance targeted marketing through an internal and ticketing database. The Centre was advertised in local and arts publications including Google, Facebook and Instagram. The Centre reached in excess of 150,000 viewers/readers. COVID-19 required marketing strategies to be delivered in a different manner. All print publications and collateral ceased and shifted to a newly devised digital program. CPAC focused on producing, editing and promoting 'in-house created' unique content and a fully integrated digital marketing campaign. Most of the marketing spend was ceased to focus on gaining organic reach through social media channels and leveraging local and broader community engagement. Community engagement was enhanced through an online competition, local musician performances, artist interviews and backstage tours. The Centre focused marketing on its YouTube channel and successfully increased video views by 43 per cent and Instagram followers by 22 per cent. The digital program proved to be successful and engaged an audience of 42,963, this includes completed video views, substantial website views and virtual tour views. 	 On track





Encourage community participation in decision-making





Action	Description	Comment	Status
L.3.01	Encourage community participation in programs and decision-making processes	<ul style="list-style-type: none"> The Liverpool District Forums were attended by a diverse and large number of residents in this period. COVID-19 social distancing measures presented a unique challenge to continue to engage with community and deliver these forums. Forums held in May and June 2020 were delivered online with community members able to receive updates from Council and provide feedback on matters of concern. Council's Liverpool Youth Council Committee, Aboriginal Consultative Committee, Access Committee and Community Safety and Crime Prevention Advisory Committee met in the period January - June 2020. Meetings scheduled for April 2020 were cancelled due to COVID-19 social distancing restrictions however meetings were held online in May and June 2020. 	 COVID-19 affected


Strive for best practice in all Council processes



Action	Description	Comment	Status
L.4.01	Manage Council's customer service operations	<ul style="list-style-type: none"> Council continues to improve and refine the way it connects with the community, through online, face to face or phone communication. For the period, Council registered more than 56,000-customer requests. COVID-19 impacted daily operations and to effectively manage this, Council explored alternative strategies and implemented measures to maintain its focus on delivering customer services. Despite the closure of the Customer Service counter, the Call Centre remained active with an average of 600 phone calls per day. Council actively guided the community through COVID-19 regulations and provided up to date information and awareness. As of 30 June 2020, a total of 104 hardship claims were processed in line with Council's resolution to provide hardship provisions due to the COVID-19 pandemic. 	 On track
L.4.02	Manage and expand ePlanning Portal	<ul style="list-style-type: none"> Council's ePlanning Portal allows residents to track Development Applications, planning rules, fees and charges and technical specifications. Council continues to invest resources into developing and implementing online systems to support improved customer engagement/transitions and streamlined internal processes. These initiatives result in broader benefits to customers and Council. 	 On track
L.4.03	Manage and complete Integrated Planning and Reporting requirements	<ul style="list-style-type: none"> Council met all its Integrated Planning and Reporting requirements. The Delivery Program 2017-2022 and Operational Plan and Biannual Report for January to June 2020 will be tabled at the August 2020 Council meeting. 	 On track

Action	Description	Comment	Status
L.4.04	Comply with financial legislative requirements	<ul style="list-style-type: none"> Council's Business Activity Statements for the past 12 months were lodged by the due dates. Council's auditors, Audit Office of New South Wales, issued an unqualified opinion on the financial statements on 28 October 2019. Council's Fringe Benefits Tax Return was lodged on 26 May 2020. 	 On track
L.4.05	Manage the delivery of monitored, transparent and accountable procurement services	<ul style="list-style-type: none"> All procurement related requests were met during the reporting period in a timely and efficient manner whilst simultaneously maintaining the highest level of integrity promoted by Council's Procurement Governance Framework. Procurement sourcing and decision-making processes were subject to detailed risk assessments and ranking. Controls were introduced to mitigate risk where possible. 	 On track
L.4.06	Identify and report hazards to promote a safe workplace	<ul style="list-style-type: none"> COVID-19 restrictions and changes to workplace arrangements for staff affected the delivery of several site and workplace inspections. During this period, Council facilitated social distancing and return to work procedures in accordance with NSW Health directions to minimise the risk of COVID-19 to staff and others in the workplace. COVID-19 safety plans were developed which included; the implementation of social distancing of 1.5 metres, the installation of barriers at the Customer Service counter to minimise potential infection, additional Personal Protective Equipment (PPE), flexible work arrangements to reduce the number of staff in the office. In addition, hand sanitiser was made available and regular cleaning of high touch surfaces is being conducted to maintain a safe workplace. 	 COVID-19 affected
L.4.07	Manage and report on workplace Work Health and Safety (WHS) risks through injury management and proactive engagement with staff and stakeholders	<ul style="list-style-type: none"> Council continued to report on hazards and incidents via toolbox meetings online and work from home arrangements were implemented. Staff were regularly updated on the changing situation through digital forums including weekly live CEO updates. 	 COVID-19 affected

Action	Description	Comment	Status
L.4.08	Manage staff Health and Wellbeing Program (HWB)	<ul style="list-style-type: none"> The closure of gyms and sports due to COVID-19 restrictions has reduced the utilisation of the Health and Wellbeing Program. Staff immunisation was conducted externally due to COVID-19. Staff were issued with vouchers that were promoted internally via CEO updates, emails, and The Loop. 	 COVID-19 affected
L.4.09	Manage and deliver strategic initiatives	<ul style="list-style-type: none"> The Pathway Customer Request Process Project was placed on hold due to COVID-19 and staff working from home. This project is being reviewed with a range of recommendations being provided to Council's Audit and Risk Improvement Committee. 	 On track
L.4.10	Manage Council's process mapping system	<ul style="list-style-type: none"> Critical services and processes are continuously prioritised through the internal quality management system for improvement. 	 On track
L.4.11	Utilise an effective resolutions model to promote a bullying and harassment-free workplace	<ul style="list-style-type: none"> Council continues to deliver its Dignity and Respect in the Workplace training which has had a positive influence on workplace culture along with the integration of Council's new values. COVID-19 restricted the delivery of in-house training. These modules will now be delivered via an interactive eLearning module. 	 COVID-19 affected

Action	Description	Comment	Status
L.4.12	Manage fleet and outdoor machinery and equipment	<ul style="list-style-type: none"> Council continues to carry out repairs and maintenance on all plant and equipment. Operators are being inducted on new plant and fleet equipment through the workshop system. Due to Council's ageing fleet and necessary growth, Council has had to procure a higher volume of equipment than previous years. 	 On track
L.4.13	Engage employees through internal communication	<ul style="list-style-type: none"> Staff continue to benefit through internal communications content and delivery, helping to improve engagement and in turn staff morale and productivity. Council's usual internal communications methods were impacted by COVID-19, with several items not delivered as planned. New methods to connect and engage with staff were implemented including weekly live CEO addresses to the organisation that offered staff members the opportunity to ask the CEO questions in real time. 	 On track
L.4.14	Coordinate code of conduct and privacy complaints and public interest disclosures	<ul style="list-style-type: none"> The Internal Ombudsman assessed and finalised 160 complaints received from members of the public. The Internal Ombudsman has also managed and finalised 161 code of conduct complaints, privacy complaints and public interest disclosures during the period. 	 On track
L.4.15	Develop, review and update asset management plans for Council's infrastructure and building assets	<ul style="list-style-type: none"> The review and update of asset management plans including necessary condition assessments for Council's infrastructure assets are progressing. Council is currently obtaining stakeholder feedback on its draft asset management plans. Substantial works on the road network data verification and pavement management system calibration were completed. 	 On track

Action	Description	Comment	Status
L.4.16	Manage Council's insurance-related matters	<ul style="list-style-type: none"> The majority of insurance related matters have been completed on time, however due to COVID-19 there were slight delays with workers compensation notifications into and out of Council. Management of 58 Motor Vehicle, 27 Workers Compensation, 105 Public Liability and 2 Industrial Special Risk (ISR)/Property Claims were actioned during the period. The majority of the ISR and Public Liability claims relate to damage sustained due to natural weather events, particularly the February 2020 storms. The Insurance and Claims Team have an essential role in Council's Critical Incident Response Team which continues to provide responses focusing on the safety of Council staff and the community in relation to COVID-19. 	 COVID-19 affected
L.4.17	Manage Council's equipment Stores	<ul style="list-style-type: none"> Council continues to enforce Personal Protective Equipment (PPE) for staff. During the COVID-19 pandemic additional supplies were provided to ensure staff safety and minimal disruption to business operations. During this period, cycle counts were not conducted in line with the NSW Health COVID-19 guidelines. 	 COVID-19 affected
L.4.18	Manage the review of developer contributions systems and policies	<ul style="list-style-type: none"> Council is currently reviewing contributions plans in the following three key urban growth areas, East Leppington, Austral/North Leppington and Edmondson Park. These reviews will update costs and administrative components of the plans. All of Council's contributions plans were updated to include changes driven by COVID-19, providing payment flexibility for contributions. Council also focused on a submission to NSW Department of Planning, Infrastructure and Environment on proposed changes to the contributions framework. An online contributions calculator is under development, following a successful pilot in December 2019. It is anticipated that the calculator will be released to the public prior to December 2020. 	 On track

Action	Description	Comment	Status
L.4.19	Manage Council projects effectively	<ul style="list-style-type: none"> Council has undertaken various initiatives to further improve internal project management practices. Significant progress has been made in making all the business areas across Council aware of the importance of good governance, and a consistent and systematic approach in project management. 	 On track
L.4.20	Maintain Council's Asset Management System	<ul style="list-style-type: none"> Council has progressively improved the performance of its asset management system by implementing the latest cloud technology. Satisfactory progress has been made on the use of predictive modelling technique and implementation of strategic maintenance planning (SMP) for better asset management performance. 	 On track

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EGROW 06	Post Exhibition Report - LEP Review Phase 1 Planning Proposal (Amendment 82) and Draft Land Use Planning Strategies
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Strategic Direction	Generating Opportunity Meet the challenges of Liverpool's growing population
File Ref	210487.2020
Report By	Michael Midson - Executive Planner
Approved By	David Smith - Acting Director City Economy and Growth

EXECUTIVE SUMMARY

On 25 September 2019, Council considered a report on the Phase 1 LEP Review Planning Proposal (Amendment 82). At this meeting, Council resolved to forward the Planning Proposal to the Department of Planning, Industry and Environment (DPIE) seeking a Gateway Determination and (subject to Gateway determination) undertake public exhibition.

The Planning Proposal was forwarded to DPIE on 27 September 2019 and a Gateway determination was received on 17 April 2020.

On 29 April 2020, Council considered a report on three draft planning strategies including:

- Draft Liverpool Local Housing Strategy;
- Draft Liverpool Centres and Corridors Strategy; and
- Draft Industrial and Employment Lands Strategy.

The purpose of these strategies is to guide strategic land use planning in Liverpool and to support the development of a new Local Environmental Plan and Development Control Plan. The draft strategies respond to key trends and opportunities to ensure that growth in Liverpool is appropriately managed and provides guidance for the assessment of future planning proposals.

Council resolved to place the draft Local Housing Strategy; draft Centres and Corridors Strategy and draft Industrial and Employment Lands Strategy on public exhibition for 42 days.

The purpose of this report is to inform Council of the outcome of the public exhibition of the planning proposal and draft land use planning strategies which occurred between 10 June 2020 – 21 July 2020.

CITY ECONOMY AND GROWTH REPORT

Council received a total of 61 submissions. A summary of each submission and an officer recommendation is provided in Attachment 1. A copy of each submission is included in the Confidential Attachment Booklet as Attachment 8.

Most submissions (42 submissions) were received in relation to the proposed rezoning of certain land around the Moorebank Town Centre from R4 High Density Residential to R3 Medium Density Residential. Most of these submissions were from residents who supported the proposal and/or have concerns about the existing R4 zone. 13 submissions were received from landowners objecting to (or concerned about) the proposal to rezone land from R4 to R3 in Moorebank.

Submissions were also received from:

- Landowners seeking spot rezoning which is outside the scope of this planning proposal;
- Landowners commenting on the draft Centres and Corridors Strategy; and
- Public authorities and key interest groups.

In response to submissions received, changes to the exhibited documents are proposed. A complete list of recommended changes is noted in Attachment 1 and reflected in the post exhibition version of the Planning Proposal and draft Strategies (Attachments 4-7).

As part of Council's funding agreement under the Western Sydney City Deal, Council is required to forward the Planning Proposal to DPIE for finalisation by 31 August 2020. Council is also required to finalise the Local Housing Strategy by 30 September 2020.

RECOMMENDATION

That Council:

1. Notes the Gateway determination for Liverpool Local Environmental Plan 2008 Amendment 82 and the submissions received on the planning proposal and draft strategies;
2. Proceeds with Amendment 82, subject to the amendments proposed in the post exhibition version of the planning proposal included in Attachment 4;
3. Delegates authority to the A/CEO to make any other minor typographical or editing amendments to the planning proposal and to forward the amended planning proposal to the Department of Planning, Industry and Environment for finalisation;
4. Adopts the amended Local Housing Strategy; Centres and Corridors Strategy and Industrial and Employment Lands Strategy;
5. Delegates authority to the A/CEO to make any other minor typographical or editing amendments to the strategies and to forward the amended strategies to the Department of Planning, Industry and Environment for endorsement; and

6. Notify submitters of Council's decision.

REPORT

Background

The existing Liverpool Local Environmental Plan 2008 (LLEP 2008) has been in force since its gazettal on 29 August 2008. This instrument was prepared to comply with the State Government requirement for a Standard Instrument Local Environmental Plan, thereby replacing the Liverpool Local Environmental Plan 1997. Since its gazettal, the LLEP 2008 has been continuously reviewed and updated through various planning proposals, with over 80 amendments being sent to DPIE for a Gateway determination.

LEP Review Process & Funding

Council has received funding under the Western Sydney City Deal, to conduct an accelerated review of the Liverpool Local Environmental Plan 2008 (LLEP 2008). This review included the preparation of the Local Strategic Planning Statement (LSPS) (now completed); Phase 1 Planning Proposal; and associated technical studies and strategies. The Liverpool LEP review is being undertaken in two stages as described in Table 1 below.

Table 1 – LEP Review Phases

Phase	Scope	Timeframe
Phase 1	The Phase 1 Planning Proposal aligns the LEP with the Western City District Plan, begins to implement the short-term actions of the LSPS, as well as strengthening the LEP and correcting anomalies.	Required to be forwarded to DPIE for finalisation by 31 August 2020
Phase 2	The Phase 2 Planning Proposal will implement the remaining relevant short term LSPS actions and relevant short-term actions in the draft Strategies.	This Planning Proposal is scheduled to be prepared and considered by Council in mid-2021.

The timeframe for Council to utilise the LEP Review funding has been extended until 31 December 2020. The funding will assist Council to finalise the work needed to inform Phase 2 of the LEP Review. This funding extension is subject to Council forwarding the Phase 1 planning proposal to DPIE for finalisation by 31 August 2020; and the Local Housing Strategy to DPIE for finalisation by 30 September 2020.

Phase 1 LEP Review (Amendment No.82)

On 25 September 2019, Council considered a report on the Phase 1 LEP Review Planning Proposal which included approximately 60 proposed amendments including:

- Various amendments to update and strengthen the operation of the plan, in preparation for future phases of amendments;
- Rezoning of certain R4 High Density Residential land in Moorebank to R3 Medium Density Residential;
- Rezoning of Casula Crossroads Industrial Precinct from IN3 Heavy Industrial to IN1 General Industrial; and
- Rezoning of numerous sites owned and operated by Sydney Water to SP2 Infrastructure

At this meeting, Council resolved to forward the planning proposal to DPIE seeking a Gateway determination and (subject to Gateway determination) undertake public exhibition.

The planning proposal was forwarded to DPIE on 27 September 2019 and a Gateway determination was received on 17 April 2020. The Gateway determination required consultation with the NSW Rural Fire Service (RFS) prior to public exhibition and for Council to make several amendments to the planning proposal.

The notable amendments required by DPIE to be made to the planning proposal include:

- Removal of Council's intention to repeal the Liverpool LEP 2008 and establishing the Liverpool Local Environmental Plan 2020;
 - Note - this will be part of Phase 2 of the LEP Review
- Removal of the proposed amendment to prohibit cemeteries in industrial zones;
- Removal of the proposed amendment to include 'car parks' as a permitted use in the B3 Commercial Core zone;
- Removal of the proposed amendment to relocate the environmentally significant land maps from the legislation website to Council's website;
- Removal of the inclusion of Clause 7.8A Floodplain risk management.
- Inclusion of intention to introduce a new savings and transitional clause in the LEP to ensure that proposed amendments do not affect any development applications or appeal processes.

A copy of the Gateway determination is provided as **Attachment 3** and contains the full list of conditions and required amendments.

A post exhibition version of the planning proposal (including proposed amendments resulting from submissions) is provided as **Attachment 4**.

Draft Land Use Planning Strategies

On 29 April 2020, Council considered a report on three draft planning strategies including:

- Draft Liverpool Local Housing Strategy;
- Draft Liverpool Centres and Corridors Strategy; and
- Draft Industrial and Employment Lands Strategy.

The purpose of these strategies is to guide strategic land use planning in Liverpool and to support the development of the new Local Environmental Plan and Development Control Plan. The draft strategies respond to key trends and opportunities to ensure that growth in Liverpool is appropriately managed and provides guidance for the assessment of future planning proposals.

At its meeting on 29 April 2020, Council resolved to place the draft Local Housing Strategy; draft Centres and Corridors Strategy and draft Industrial and Employment Lands Strategy on public exhibition for 42 days, subject to the following changes:

1. Remove the key action in the draft Housing Strategy “Develop an Affordable Housing Contributions Scheme in line with the Greater Sydney Commission’s requirement for 5-10% affordable housing on up-zoned land”; and
2. To classify Middleton Grange as a town centre.

The post exhibition versions of the draft Strategies are provided as **Attachments 5 – 7** of this report.

The Strategies will supersede the Residential Development Strategy 2008, the Liverpool Retail Hierarchy Review 2012, the Liverpool Business Centres and Corridors Strategy 2013, and the Liverpool Industrial Lands Strategy 2007.

Public Exhibition Summary

In accordance with Council’s resolutions, the Phase 1 Planning Proposal and draft Planning Strategies were placed on exhibition for 42 days (10 June 2020 – 21 July 2020).

During the exhibition period:

- A notice was placed on Council’s website (On exhibition page & Liverpool Listens);
- A notice was placed in the Liverpool City Champion newspaper;
- The exhibition was promoted on Council’s Facebook page;
- Letters were sent to relevant stakeholders and state agencies;
- Letters (along with an FAQ sheet and map) were sent to all landowners currently zoned R4 in Moorebank – approx.359 letters;
- A presentation was provided to the Eastern District Forum (online); and

- An email was sent to the participants (who left an email address) of the 2019 Moorebank Survey to notify them of the exhibition – approx. 312 emails.

Submissions overview

Council received 61 submissions. 42 submissions were received in relation to the proposed rezoning of certain land around the Moorebank Town Centre from R4 High Density Residential to R3 Medium Density Residential. Most of these submissions were from residents who supported the proposal and/or have concerns about the existing R4 zone. 13 submissions were received from landowners objecting to (or concerned about) the proposal to downzone land.

Other key themes within the submissions include:

- Landowner submissions on the draft Centres and Corridors Strategy;
- Requests for spot rezoning; and
- Submissions from public authorities and key interest groups.

A summary and consideration of the key issues raised in the submissions, including recommended changes to the Planning Proposal, is provided below. A more detailed list and consideration of key issues is provided in **Attachment 1**. A copy of each submission has been provided to Council in the Confidential Attachment Book.

Moorebank Zoning Changes

There are a diverse range of views in the community about the current R4 High Density Residential zone in Moorebank and the proposal to rezone land from R4 to R3.

Generally, the wider community in Moorebank have concerns about the current R4 zone and its impact on amenity, traffic, parking, and neighbourhood character. There are concerns that the existing infrastructure and transport network cannot accommodate the additional population in the area.

Council has also received 13 submissions from landowners who are concerned about the proposal to rezone their land to R3 Medium Density Residential. Most of these submissions are from landowners located along Nuwarra Road (South of the Moorebank Shopping Centre) and landowners located in the Harvey Avenue / Dredge Avenue area.

The key points noted in objections include:

- Landowners have made financial decisions and arrangements since the land was rezoned in 2008;
- Concern about financial hardship / impacts on property values;
- Concern there is no compensation scheme;

- Concern that lowering of development standards (Height / FSR) will impact on the feasibility to develop the land for medium density housing;
- Notes that the current zoning and development standards provide for a transition to medium density dwellings;
- Notes that Moorebank is well located with adequate supporting infrastructure.

Officer Comment

The exhibited planning proposal includes a proposed change in zoning from R4 High Density Residential to R3 Medium Density Residential. The Liverpool Housing Study and SGS Moorebank Rezoning Advice commissioned by Council supports the proposed amendments, concluding that:

- There is adequate capacity in the LGA to accommodate housing demand to 2036;
- While there is dwelling capacity, not all land is currently feasible to be developed for residential flat buildings (RFB) within the R4 zones outside of the Liverpool CBD;
- Under the existing controls, Moorebank Town Centre has capacity for additional housing, however, residential flat buildings are less likely to occur because it is less feasible;
- Whilst serviced by retail and community facilities, the R3 zone is considered more appropriate in the areas specified. The R3 zone will:
 - Likely generate additional housing capacity within the town centre due to its feasibility,
 - Be potentially easier to develop,
 - Allow land uses and built form that are more consistent with the surrounding residential character, and
 - Have less land use conflict with the adjoining lower density residential areas, i.e. bulk and scale, overshadowing and loss of visual and acoustic privacy.
- Moorebank Town Centre does not have good public transport connections with other centres;
- There are other areas within Moorebank that may be better suited to high density residential uses, such as the Moorebank East Precinct which is being investigated by Council.

The proposed development standards for the R3 zone are consistent with the development standards for existing R3 land. A proposed LGA-wide review of development controls in the R3 zone is likely to improve feasibility of medium density housing and encourage the provision of smaller, more affordable dwellings in this zone to meet the changing needs of the Liverpool community. A review of development controls in the Moorebank area following the current planning proposal, will be considered as part of a broader R3 zone review and incorporated into the phase 2 planning proposal.

Council is required to include a savings and transitional clause in its Local Environmental Plan to ensure that proposed amendments do not affect any current development applications under assessment by Council or appeal processes. Should further development occur in areas proposed to be rezoned, it may be necessary to undertake a further review to address any amenity impacts.

It is noted that properties currently zoned R4 on Stockton Avenue and properties south of the Moorebank Town Centre along Nuwarra Road and Maddecks Ave generally have interface issues with surrounding properties. No changes to the planning proposal are proposed following the public exhibition in these areas.

There is some merit in retaining the current R4 zone around Harvey Avenue and Dredge Avenue (see Figure 1) as the zoning and development standards do provide for a transition from high density to medium density housing. Importantly, there are less interface issues as the block is surrounded by a road. It is proposed to amend the planning proposal to retain the current R4 zone and development standards in this area.



Figure 1 – Proposed change to Phase 1 Planning Proposal

Landowner submissions on draft Liverpool Centres and Corridors Strategy

The draft Liverpool Centres and Corridors Strategy (draft LCCS) re-defines and re-categorises Liverpool's centres and corridors and provides direction for future planning.

Council has received several submissions from significant retail landowners on the draft LCCS. SGS Economics and Planning have reviewed and provided recommendations in relation to the submissions. This advice is provided as **Attachment 2** of this report. A summary of the key issues with the SGS and Council officer responses is provided in Table 2 below.

Table 2 – Summary of landowner submissions on the draft Centres and Corridors Strategy (LCCS).

Submitter	Summary of key issues	SGS Response Summary	Council officer response
PPM Consulting (dated 29 April 2020) on behalf of Manta Group, the proponent for the development of the proposed Middleton Grange Centre	The submission argues for the Middleton Grange Town Centre to be regarded as a Town Centre (rather than a local centre) in the retail hierarchy.	<u>SGS Advice:</u> SGS continue to recommend to Council that Middleton Grange should be considered as a Local Centre. Such a classification would still provide sufficient scope for the provision of a moderately sized retail centre providing a range of retail premises to serve the needs of the local population. See Attachment 2 for the full advice and recommendation from SGS.	The draft LCCS as exhibited identifies Middleton Grange as a Town Centre as resolved by Council on 29 April 2020. SGS recommends that Council amend the exhibited LCCS to identify Middleton Grange as a local centre in the retail hierarchy as originally recommended. Under the current Business Centres and Corridors Strategy 2013, Middleton Grange is classified as a Village Centre. This category was replaced in the 2020 draft strategy to consolidate those centres and categorise them as a Local Centre. This is a matter for Council to determine, considering the submissions received
Design + Planning (dated 21 July 2020) on behalf of Charter Hall, the owners of the Carnes Hill Centre .	The submission argues that the Middleton Grange Town Centre should be regarded as a Local Centre in the retail hierarchy.		

Submitter	Summary of key issues	SGS Response Summary	Council officer response
			and the expert advice from SGS.
Ethos Urban (dated 20 July 2020) on behalf of Ashe Morgan, the owners of the Crossroads Homemaker Centre .	The submission proposes changes to planning controls to increase the range of uses which could locate at the Crossroads Homemaker Centre.	<p>SGS advises that inclusion of some shops or business premises at Crossroads could be consistent with SGS's recommendations in the Liverpool Centres and Corridors Study, one of which was to:</p> <p><i>"Allow additional retail uses to locate in centres in the B5 zone if proposed as part of a redevelopment, but only if it is demonstrated that they could not reasonably locate in another centre and they constitute a small proportion of the total retail floorspace".</i></p>	<p>The proposed amendment to the Phase 1 Planning Proposal is out of scope of this planning proposal. and cannot be facilitated in the requirement timeframes.</p> <p>The amendment would require more detailed assessment and DPIE have advised that a gateway review / alteration and additional public exhibition would ordinarily be required, but that given the 31 August 2020 timeframe to submit the final planning proposal to DPIE, an amendment to the planning proposal to facilitate the outcome sought would not be agreed to.</p> <p>It is recommended that the matter be considered as part of Phase 2 of the LEP Review. Alternatively, the proponent can lodge a separate planning proposal with Council.</p>

Submitter	Summary of key issues	SGS Response Summary	Council officer response
			<p>It is proposed to amend the draft LCCS to include the following guiding criteria for Planning Proposals:</p> <p>“Allow additional retail uses in the B5 zone if it can be demonstrated they could not reasonably locate in another centre and they constitute a small proportion of the total retail floorspace”.</p>
<p>Gazcorp (dated 21 July 2020), the owners of The Grove.</p>	<p>The submission proposes an increased range of uses and amount of permissible retail floorspace at The Grove</p>	<p>SGS agree that business premises can be permitted at The Grove. SGS suggests a floorspace cap on business premises.</p>	<p>The proposed amendment to the Phase 1 Planning Proposal is out of scope of this planning proposal. and cannot be facilitated in the requirement timeframes.</p> <p>The amendment would require more detailed assessment and DPIE have advised that a gateway review / alteration and additional public exhibition would ordinarily be required, but that given the 31 August 2020 timeframe to submit the final planning proposal to DPIE, an amendment to the planning</p>

Submitter	Summary of key issues	SGS Response Summary	Council officer response
			<p>proposal to facilitate the outcome sought would not be agreed to.</p> <p>The proponent has agreed to lodge a separate Planning Proposal with Council.</p>
Ingham Property (dated 21 July 2020), the owners of Casula Mall .	The submission supports the retention of the Town Centre classification for Casula and notes that Ingham Property is currently considering the future development options for its 4ha landholding at 2 Old Kurrajong Road, Casula.	No advice was sought on this submission.	<p>Support for draft Centres & Corridors Strategy noted.</p> <p>The draft Centres and Corridors Strategy does not provide any specific strategic direction for the site at 2 Old Kurrajong Road, Casula.</p>

Requests for spot rezonings

Council has received 6 submissions requesting spot rezoning's including:

1. Illaroo Road and Yarrowa Street, Prestons – Request (by TransGrid) that the portion of the site currently zoned IN3 Heavy Industrial be rezoned to SP2 Infrastructure.
2. 66, 68 & 70 Orange Grove Rd, Warwick Farm – Request to rezone the land from IN1 General Industrial to B6 Enterprise Corridor
3. 168 Green Valley Road, Green Valley - Request to rezone the land from R3 Medium Density Residential to B1 Neighbourhood Centre.
4. 368-370 Cowpasture Road, Middleton Grange - Request to rezone the land from R1 General Residential to B6 Enterprise Corridor.
5. 62 – 66 Flowerdale Road, Liverpool – Request to rezone land from R2 Low Density Residential to R3 Medium Density Residential.
6. Request to rezone several properties in Holsworthy from R3 Medium Density Residential to R4 High Density Residential

Item 1 has been incorporated into the Phase 1 LEP Review as it is a minor administrative amendment to reflect the existing use of the site for electricity purposes.

Items 2 – 6 are outside the scope of the Phase 1 LEP Review and cannot be facilitated in the requirement timeframes. The amendments would require more detailed assessment and DPIE have advised that a gateway review / alteration and additional public exhibition would ordinarily be required, but that given the 31 August 2020 timeframe to submit the final planning proposal to DPIE, an amendment to the planning proposal to facilitate the outcomes sought would not be agreed to.

The requests for rezoning can be lodged as separate planning proposal requests by proponents.

Public Agency & interest group submissions

Submissions have been received from the NSW RFS, TransGrid, WaterNSW and DPIE's Environment, Energy and Science Group (EES). Western Sydney Airport (WSA), The Property Council of Australia, and Evolve Housing have also lodged submissions.

A summary and response to these submissions is provided in **Attachment 1**.

Next Steps

Subject to Council endorsement, the amended planning proposal will be forwarded to DPIE for finalisation and gazettal.

If endorsed, the strategies will also be sent to DPIE for endorsement. Council strategies require endorsement from DPIE so they can be formally used to determine the strategic merit of planning proposals.

Conclusion

The Phase 1 Planning Proposal and draft Strategies were publicly exhibited for 42 days from 10 June to 21 July 2020. 61 submissions were received.

In response to submissions received, changes to the exhibited documents are proposed. The major changes are noted in this report, a complete list of recommended changes is provided in **Attachment 1**. Minor changes have also been made to improve the implementation of the draft Strategies. All changes are reflected in the post exhibition version of the Planning Proposal and draft Strategies in **Attachments 4-7**.

As part of Council's funding agreement under the Western Sydney City Deal, Council is required to forward the final planning proposal to DPIE for finalisation by 31 August 2020. Council is also required to finalise the Local Housing Strategy by 30 September 2020.

CONSIDERATIONS

Economic	<p>Utilise the Western Sydney City Deal Agreement to create Jobs for the Future.</p> <p>Further develop a commercial centre that accommodates a variety of employment opportunities.</p> <p>Encourage and promote businesses to develop in the hospital health and medical precinct (of the City Centre).</p>
Environment	<p>Utilise the Western Sydney City Deal agreement to enhance liveability and environment of the LGA.</p> <p>Utilise the Western Sydney City Deal agreement to facilitate Planning and Housing in the LGA.</p> <p>Enhance the environmental performance of buildings and homes.</p>
Social	<p>Preserve and maintain heritage, both landscape and cultural as urban development takes place.</p> <p>Regulate for a mix of housing types that responds to different population groups such as young families and older people.</p>
Civic Leadership	<p>Implementation and Governance of the Western Sydney City Deal agreement.</p> <p>Encourage the community to engage in Council initiatives and actions.</p> <p>Actively advocate for federal and state government support, funding and services.</p>
Legislative	<p>Liverpool Local Environmental Plan 2008</p> <p>Environmental Planning and Assessment Act 1979</p>
Risk	<p>The risk is considered low</p> <p>The risk is within Council's risk appetite.</p>

ATTACHMENTS

1. Submissions Evaluation Table (Redacted copy)
2. SGS Economics and Planning - Review of Submissions - Liverpool Centres and Corridors Strategy
3. Gateway Determination & Gateway Alteration - Phase 1 Planning Proposal
4. Phase 1 Planning Proposal (Post Exhibition version)

5. Liverpool Local Housing Strategy (Post Exhibition Version)
6. Liverpool Centres and Corridors Strategy (Post Exhibition Version)
7. Liverpool Industrial and Employment Lands Strategy (Post Exhibition Version)
8. Copy of all Submissions (Under separate cover) - **Confidential**
9. Submissions Evaluation Table - **Confidential**
10. Map - Objections to Moorebank Rezoning - **Confidential**

LEP Review Exhibition Submission Summary & Evaluation

Note: A copy of each submission has been provided to Council in a confidential book.

Table 1 - Public Authority Submissions

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
NSW RFS	102822.2020-002	Phase 1 Planning Proposal	No objection to the proposal. Future stages of the LEP Review and any future development applications shall be required to address the NSW RFS document Planning for Bush Fire Protection 2019.	Noted	No change.
TransGrid	191167.2020	Request for rezoning	Request to rezone a site at Illaroo Road and Yarrowa Street, Prestons (Lot 22 DP 2359 and Lot 3 DP 1045029) TransGrid requests that the portion of the site currently zoned IN3 Heavy Industrial be rezoned to SP2 Infrastructure.	Agree. This is considered a minor amendment.	Amend the Phase 1 Planning Proposal to include the rezoning to SP2 Infrastructure.
WaterNSW	193117.2020	Upper Canal zoning controls	WaterNSW supports the 'SP2 (Water Supply System)' zoning of the Upper Canal where the LEP provisions apply.	Noted. The Upper Canal does not fall under the Liverpool LEP 2008. Its zoned under the Growth Centres SEPP and the Western Sydney	No change.

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
				Parklands SEPP. No changes to the zoning of the Upper Canal System under the Growth Centres SEPP are proposed.	
		Aim of Plans	Add an Aim of Plan to support the sustainability and water-related provisions of the LSPs, by promoting 'energy conservation, water cycle management (incorporating water conservation, water reuse, catchment management, stormwater pollution control and flood risk management) and water sensitive urban design'.	This would be better supported through objectives and controls within a DCP and not within the aims of the LEP.	No change. Investigate as part of DCP Review.
		Schedule 5: Environmental Heritage	Upper Canal: Request to rename heritage item from: 'Sydney Water Supply Upper Canal' to 'Upper Nepean Scheme – Upper Canal'. Amend Lot and DP info to accurately identify the item.	Heritage Officer advice: This item should not be located under the LLEP 2008. It is currently listed in SEPP (Sydney Region Growth Centres) and SEPP (Western Sydney Parklands). Recommend removal from LEP and follow up with DPIE to correctly identify item under State legislation.	Amend the Phase 1 Planning Proposal to remove item from LLEP 2008. Follow up anomaly with DPIE to correct State Government legislation.
			Brown Memorial & Water Trough: The memorial was moved	Heritage Officer advice: The proposed	No change.

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
			to the new stated address, however WaterNSW believe that the water trough was left in place.	amendment is correct as the trough was relocated with the memorial to WV Scott Memorial Park.	
			Row of Bunya Pines: Note the lots listed are incorrect, and listing is not required as the trees lie within the curtilage of the Upper Canal listing on the State heritage register.	Heritage Officer advice: This Item should not be located under the LLEP 2008. It is currently listed in SEPP (Sydney Region Growth Centres). Recommend removal from LEP and follow up with DPIE to correctly identify Item under State legislation.	Remove item from LLEP 2008 as part of Phase 1 Planning Proposal. Follow up anomaly with DPIE to correct State Government legislation.
		Stormwater Management	Recommends adding a stormwater management clause to the LEP to support LSPS Planning Priority 15 'A green, sustainable, resilient and water-sensitive city'.	Noted, however out of scope for the Phase 1 LEP Review. This recommendation will be considered as part of the Phase 2 LEP review.	No change. To be considered as part of the Phase 2 LEP review.
		Phase 1 Planning Proposal	Request that the Planning Proposal shows the relationship with the proposed Aerotropolis SEPP, and where this SEPP applies.	The Aerotropolis SEPP is currently being drafted by the Western Sydney Planning Partnership (WSPP). The WSPP released draft plans in December 2019 showing how it applies to the	No change.

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
				LGA. It is not applicable to this planning proposal.	
		Phase 1 Planning Proposal	Numbering error between <i>Table 5: Summary of Proposed Amendments</i> and <i>Appendix A: Proposed LEP Amendments</i>	Noted.	Correct numbering error.
		Phase 1 Planning Proposal	Request that planning proposal notes when LSPS Action 14.2 will occur: <i>'Review LEP and DCP to ensure protection of biodiversity and waterway quality, and implement the Green Grid'</i> .	LSPS contains timeframes for implementation. This action is a short – medium term action (2019 - 2025)	No change.
		Phase 1 Planning Proposal	WaterNSW would like to be consulted regarding any changes to the Upper Canal corridor.	Noted. Council will continue to engage with WaterNSW as necessary.	No change.
		Draft Local Housing Strategy	The coverage of sustainability in the Executive Summary could be expanded to include the 'environment' and issues such as environmental values and constraints, green and blue grid, green infrastructure and open space.	The Executive Summary discussion of Sustainability refers to key actions from the Strategy and thus could not be updated without a restructure of the Strategy. Environmental issues mentioned in this comment are referred to in the Vision and Part 1.3.6.	No change.
			The Strategy may benefit by referring to the Premier's Priorities for Greener Public Spaces and Greening Our City along with those summarised in Table 2 (p.5).	Agree. Table to be updated to refer to specific Premier's Priorities.	Update Table 2 in line with suggestion.

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
			Supports the Draft Strategy's consideration and emphasis on incorporating WSUD.	Noted.	No change.
			To align with other Statements in the Strategy and Action 15.3 of the LSPS, Action 20 should be extended to review the LEP as well as the DCP in responding to urban heat, sustainable waste and WSUD.	Perhaps referring to Action 21. Controls considered more appropriate for DCP than LEP.	No change.
			The Strategy could elaborate on key principles of WSUD such as fostering water re-use including retention in the landscape, thereby improving water conservation, water quality, and reducing the impacts of stormwater on downstream properties and environments.	Details on specific WSUD principles is not considered necessary for the Strategy.	No change.
			The rationale for Action 20 could be expanded to better outline the problems that Action 20 is addressing (i.e. it is needed to reduce urban impacts on water quantity and quality, reduce pollution risks, and better respond to the urban heat island effect).	Considered to be referring to Action 21. There is detail in section 1.3.6 however, Part 3.4 could be updated to outline some of the issues faced in relation to urban heat and water quality.	Update Section 3.4 to provide more information on rationale for improving environmental outcomes.

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
		Draft Industrial & Employment Lands Strategy	Currently, the Strategy gives little attention to stormwater management and opportunities for incorporating WSUD principles into new industrial and employment land development. That said, based on current zoning and the map on page 7, it appears that industrial-related development is focused away from the open waters of the Upper Canal.	Currently no industrial zoned land has proximity to the Upper Canal. Furthermore, no areas are anticipated to transition to an employment use within proximity to the Upper Canal.	No change.
			The Map on page 7 of the Strategy depicts various industry urban and urban services areas. Greater clarity is required regarding whether this map is depicting the current industry and business areas and where pressures and opportunities are arising, or whether this is the long-term vision for the Strategy.	The map identifies existing industrial zoned lands only. However, it does provide a vision for this existing land in terms of the strategic vision for each precinct.	Insert a title for the map to improve clarity: "Strategic Vision for Liverpool's Employment Lands"
			The Strategy includes Guiding Criteria for Planning Proposals (page 33). This includes that Proposals must be designed to avoid land use conflict. The rationale here discusses industrial, commercial, retail, recreational and residential uses. WaterNSW asks that consideration be given to expanding the rationale to include reference to special uses such as critical infrastructure. This would help reduce any potential land-use	The rationale for guiding Principle 3 can be amended to include critical infrastructure.	Alter the rationale of Principle 3 as follows: "This applies to industrial, commercial, retail, recreational, critical infrastructure , and residential uses. Measures must be employed to avoid detrimentally impacting these existing uses by creating amenity impacts. Similarly, development with

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
			conflict with the Upper Canal should industrial and business development be proposed near the Canal.		<i>proximity to existing employment areas must not create land use conflicts to the detriment of existing lawfully established uses.</i>
			The implementation of Action 1 is associated with Phase 2 of the LEP and DCP Review. WaterNSW is supportive of this action, noting that the review involves both objectives and standards. In undertaking this review, WaterNSW asks that particular consideration be given to stormwater management, the potential incorporation of WSUD principles, and adopting the principle that post-development off-site flows should equate with pre-development flows.	Noted.	To be considered as part of the DCP Review & Phase 2 of the LEP Review.
			WaterNSW notes and is supportive of Action 6 'Prioritise public domain improvements and vegetation within industrial precincts'. However, to ensure that stormwater management is addressed, we request that the Implementation section be expanded to state: <i>'Update DCP controls to deliver improved public domain, landscaping and stormwater</i>	The need to address stormwater management in Action 6 is noted.	Update the implementation section of Action 6 as follows: <i>"Update DCP controls to deliver improved public domain, and landscaping and stormwater management outcomes."</i>

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
DPIE – Environment, Energy and Science Group (EES)	192843.2020		<i>management outcomes’ (or ‘water management outcomes’).</i>		
			In the DCP review consideration could be given to incorporating WSUD principles including water re-use and water retention	Noted.	Consider incorporating WSUD principles as part of the DCP Review.
		LEP Review – Environmentally Significant Land	EES would like to assist Council in identifying areas of high conservation value as part of Council's review of Environmentally Significant Land (LSPS Action 14.2)	Noted.	No change. To be considered as part of Phase 2 of the LEP Review.
		LEP Review – E2 land	EES preference is that remnant vegetation, bushland and riparian land in the LGA be zoned E2 - Environmental Conservation to ensure it is protected, managed and maintained.	Noted. This is not within scope of this planning proposal.	No change. To be considered as part of Phase 2 LEP Review.
		LEP Review – Aims	The planning proposal is amending Aim (h), and EES recommended further amendments to read: (h) to protect, enhance, connect and enhance and maintain the natural environment in Liverpool and promote ecologically sustainable development	Agree with submission.	Change Aim (h) to read: (h) to protect, connect, maintain and enhance the natural environment in Liverpool and promote ecologically sustainable development.

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
			EES recommends amendments to the Aims of the Plan to promote building design elements which reduce the urban heat island effect (green roofs/walls, cool roofs).	Not supported. This recommendation is not appropriate for the Aims of the Plan, however these ideas are suited to controls within a Development Control Plan.	No change. Consider the recommended controls to address urban heat island effect as part of the DCP Review.
			The planning proposal is adding an aim to improve public access along waterways. EES recommends additional wording to ensure public access to waterways and green corridors doesn't impact environmental values. (k) to improve public access along waterways and green corridors while protecting and ensuring the natural environmental values of riparian and bushland corridors and the habitat they provide are protected and enhanced.	Supported.	Amend the Planning Proposal with the following revised wording for this Aim: (k) to improve public access along waterways and green corridors while protecting and ensuring the natural environmental values of riparian and bushland corridors and the habitat they provide are protected and enhanced.
			The LSPS states Council will work to increase green space, canopy cover and connectivity as part of implementing the State Government's Green Grid. EES recommends a specific Aim is included in the LEP as follows: (p) to increase green space, canopy cover, and vegetated connectivity across the LGA.	To be considered as part of Phase 2 of the LEP Review and DCP Review.	No change. Consider as part of Phase 2 of the LEP Review and DCP Review.

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
			<p>EES recommends the Aims of the Plan are amended to:</p> <ul style="list-style-type: none"> • Protect and improve biodiversity/remnant native vegetation in the LGA • Protect and conserve waterways, riparian land and groundwater dependent ecosystems • Maintain and improve water quality • Facilitate adaptation to climate change. 	<p>In addition to Aim amendments above, add consideration of regard to environmental constraints.</p>	<p>Amend the Phase 1 Planning Proposal (aims of the Plan) as follows:</p> <p>(h) ... promote ecologically sustainable development, which considers environmental constraints.</p>
		Phase 1 Planning Proposal	<p>The planning proposal seeks to include a Standard Instrument LEP clause which ensures land use conflict is considered when subdividing land and/or building dwellings. EES seeks clarification on why this clause is proposed to apply to E2 – Environmental Conservation zoned land.</p>	<p>This is a standardised clause under the Standard Instrument LEP, which may be adopted by NSW Councils. The wording of the clause (including its applicability to E2 land) can't be changed by Council. The clause seeks to minimise potential conflict between land uses, and does not promote development of E2 land.</p>	<p>No change.</p>
		Phase 1 Planning Proposal – Sydney Water sites	<p>Sydney Water Rezoning Site A: Lot 6 DP 17316 155 Epsom Rd Chipping Norton</p> <p>The planning proposal intends to rezone the site from R3 Medium</p>	<p>The vegetation to the west primarily falls within the W1 Natural Waterways zone. The vegetation is also within</p>	<p>No change.</p>

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
			<p>Density Residential to SP2 Infrastructure.</p> <p>Aerial photography shows the western end of Site A located within the Georges River riparian corridor. Ideally riparian land along the Georges River should be zoned E2 Environmental Conservation, however it is recommended the existing vegetation remains as R3 Medium Density Residential.</p>	<p>the Foreshore Building Line.</p> <p>It is unlikely that the proposed SP2 Infrastructure zone will have an impact on vegetation.</p> <p>Development under the Infrastructure SEPP does not allow for exempt or complying development where it involves removal and pruning of trees/vegetation in areas where consent is required (ie Foreshore Building Line).</p>	<p>Remove this site from planning proposal and investigate as part of the Phase 2 LEP Review.</p>
		Phase 1 Planning Proposal – Sydney Water sites	<p>Sydney Water Rezoning Site D: Lot 201 DP 1117280 Newbridge Road Moorebank</p> <p>Planning proposal intends to rezone Site D to SP2 Infrastructure. The site is currently zoned E2 Environmental Conservation and R3 Medium Density Residential.</p> <p>EES does not agree the rezoning from E2 is of minor significance as the SP2 zone would provide for infrastructure and not protect the existing vegetation.</p>	<p>Given the timeframes of the planning proposal, it is recommended that this site be removed from the planning proposal and incorporated into Phase 2 of the LEP Review.</p> <p>This will allow time to liaise with Sydney Water and also investigate the rezoning of Council land directly above the site to E2 Environmental Conservation.</p>	

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
			Additionally, recommend that a strip of land directly north (Council owned) be rezoned from R3 Medium Density Residential to E2 Environmental Conservation.		
		Phase 1 Planning Proposal – Sydney Water sites	<p>Sydney Water Rezoning Site L: Lot 10 DP 1171820 Kurrajong Road Prestons</p> <p>Planning proposal intends to rezone Site L to SP2 Infrastructure. The site is currently zoned IN1 General Industrial.</p> <p>EES noted concerns with rezoning of this site, however no additional information was provided.</p>	<p>Development under the Infrastructure SEPP does not allow for exempt or complying development where it involves removal and pruning of trees/vegetation in areas where consent is required.</p> <p>Development for Water Supply Systems under the ISEPP also lists IN1 General Industrial as a prescribed zone, so the ISEPP is already applicable to this site.</p>	No change.
		Phase 1 Planning Proposal	<p>Rezoning of Dalmeny Reserve</p> <p>The planning proposal intends to rezone the Council owned reserve from R2 Low Density Residential to RE1 Public Recreation.</p> <p>EES supports rezoning, however recommends the use of E2 Environmental Conservation, as there is a patch of bushland on</p>	<p>The site is in Council's ownership, and RE1 Public Recreation already covers a portion of the site. Note that EES supports the rezoning to RE1 Public Recreation, which is the intent of the land.</p>	No change.

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
			Dalmeny Reserve and the adjoining site is mapped as the critically endangered ecological community Shale Plains Woodland, and there are a number of threatened fauna records from the site.		
		Phase 1 Planning Proposal – Flooding	EES recommends Council considers flood management through its LEP and DCP to ensure new development is located in consideration of the: <ul style="list-style-type: none"> • flood function and hazard of the land • flood planning constraints categories of the land including emergency response limitations potential impact of new development on existing flood behaviour and community flood emergency response to the detriment of the existing community.	The initial planning proposal sent to Gateway included the addition of "Residential accommodation" to the list of land uses requiring consideration of flood evacuation under Clause 7.8A Floodplain risk management. This amendment was removed as a condition of the Gateway determination.	No change.
Transport for NSW / RMS	194350.2020	Property and Transport Reservations	All existing TfNSW corridors and reservations need to be maintained and appropriately reflected in the Land Zoning and Land Reservation Acquisition maps as SP2 Infrastructure. No new reservations or SP2 zones relating to TfNSW are to be added without prior written approval.	Noted.	No change

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
		Underutilised and Surplus TfNSW Land	As part of any future master planning and LEP amendment, TfNSW would like to work in collaboration with Council to identify potential uses for underutilised and surplus land to assist Council in achieving the Housing and Employment Strategies.	Noted.	No change
		Public and Active Transport and Travel Demand Management	Council to consider expanding the existing objective for the R4 zone to be replaced with the following wording: <i>'to permit increased residential density in accessible locations so as to maximise public transport patronage and to encourage walking and cycling'</i> .	Consider objective as part of Phase 2 of the LEP Review.	No change. To be considered as part of Phase 2 of the LEP Review.
		Draft Local Housing Strategy – Transport Studies	Comprehensive transport studies for the precincts targeted for significant population uplift would be required in order to investigate the multi-modal impacts of the additional person trips and vehicle trips on transport networks resulting from the planned growth. An infrastructure schedule and implementation plan that identifies transport interventions, costings, timing, land components and proposed funding mechanism(s) should be developed in consultation with TfNSW.	Council is currently engaged in transport modelling for the entire Liverpool Collaboration Area, which will inform necessary infrastructure needed to support increased populations. For other areas it is understood that transport studies would need to be conducted.	No change

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
		Draft Local Housing Strategy – Potential Investigation Areas	TfNSW supports Council's proposed approach of completing studies and strategies for these opportunity areas prior to rezoning. TfNSW would appreciate the opportunity to continue to work collaboratively with Council on this master planning process and associated transport studies to deliver place based outcomes and identification of practicable transport infrastructure.	Noted	No change
		Draft Local Housing Strategy – Liverpool Collaboration Area	TfNSW will continue to work collaboratively with Council in the master planning for the Liverpool Collaboration Area via the existing Steering Group to deliver the land use and transport infrastructure schedule including high level costings and agreed funding mechanisms.	Noted	No change.
		Draft Local Housing Strategy - Airport, Aerotropolis and South-West Growth Area	TfNSW will continue to work collaboratively with Council and Western Sydney Planning Partnership on the planned precincts within Liverpool LGA, such as Badgery's Creek Airport, Aerotropolis and any future reviews of the South-West Growth Area to identify the transport task and deliver place-based outcomes to enable and support transit-	Noted	No change.

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
			oriented developments that can leverage off State Government's investment in transport infrastructure.		
		Draft Local Housing Strategy – Public and Active Transport and Travel Demand Management	Council may wish to give consideration to investigating a range of travel demand management measures, including appropriate maximum parking rates for new developments in accessible locations, as part of any future master plan and future LEP amendments, particularly for precincts that can leverage from public transport infrastructure investment.	Parking rates in accessible locations are set out in the Guide to Traffic Generating Developments. Any changes to current Council parking policy would require significant upgrades and commitments to public transport provision before maximum parking rates could be entertained.	No change.
		Draft Liverpool Industrial and Employment Strategy	<p>Multi Modal Travel</p> <p>TfNSW would like to work collaboratively with Council and developers to identify practicable measures for employees of new employment areas to have multi modal travel choices.</p> <p>Road Freight</p> <p>Council should consider how to protect freight corridors and industrial land from encroachment by sensitive land uses and managing the interfaces of industrial areas, trade gateways and intermodal facilities (such as</p>	Noted	No change
				Noted, Consider as part of Phase 2 of the LEP Review.	No change

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
			<p>Moorebank intermodal) in this and/or future LEP updates.</p> <p>The aims of the LEP should include protecting people from unreasonable noise impacts and protecting major freight corridors and facilities from urban encroachment.</p> <p>The LEP should also balance the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries (e.g. 24/7 operations).</p>		
			<p>Rail Freight</p> <p>Freight rail forms an essential and invaluable component of NSW's freight and logistics network. The Southern Sydney Freight Line and Main South rail line are important rail freight corridors in the Liverpool LGA. Council's land use plans and development controls will need to support freight rail</p>	Noted. Consider as part of Phase 2 of the LEP Review and DCP review (including controls for noise and vibration).	No change.
Sydney Water	Not received				
Heritage, Department of Premier and Cabinet	Not received				

Agency	Record No.	Theme	Submission Summary	Officer Comment	Recommended Action
Greater Sydney Commission	No received				

Table 2 – Community and Stakeholder Submissions

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
1	187488.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	The submitter's street is not proposed to be downzoned. Requests that all R4 land in Moorebank be rezoned to R3.	A portion of the R4 zone is proposed to remain for a range of reasons including its location to the Moorebank shopping centre and where residential flat buildings have already been built or approved.	No change
2	185130.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	There should be no rezoning for any high-density housing.	The Planning Proposal seeks to downzone land from R4 High Density Residential to R3 Medium Density Residential. It is not proposed to rezone any land to R4.	No change.
3	183324.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	Objects to the proposed downzoning. Concern about the impact on property values.	A portion of the R4 zone is proposed to remain. Concerns are noted, however, properties south of the Moorebank Town Centre along Nuwarra Road have interface issues with surrounding dwellings.	No change

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
4	182589.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	<p>Compensation should be provided if the proposal proceeds.</p> <p>The proposal is against the Section 9.1 Directions.</p>	<p>The Liverpool Housing Study and SGS Moorebank Rezoning Advice commissioned by Council supports the proposed amendments.</p> <p>The Housing Study & SGS Moorebank Advice provides the necessary justification for the inconsistency with the Section 9.1 Direction.</p>	No change

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
5	181496.2020			Moorebank Downzoning	Asks if Council will reverse the R4 zoning in Moorebank. Concerned about the lack of community consultation when land was upzoned in 2008.	The Planning Proposal seeks to downzone land from R4 High Density Residential to R3 Medium Density Residential. It is not proposed to rezone any land to R4. A portion of the R4 zone around the Moorebank Town Centre is proposed to remain.	No change
6	181470.2020			Moorebank Downzoning	The introduction of high density and medium density living to Moorebank has had a significant impact on the infrastructure of the area. It has also had impacts on amenity, the environment and surrounding property values.	Noted. The Planning Proposal seeks to downzone land from R4 High Density Residential to R3 Medium Density Residential. It is not proposed to rezone any land to R4.	No change
7	179402.2020			Moorebank Downzoning	Supports the proposal.	Noted.	No change
8	176194.2020			Moorebank Downzoning	Supports the proposal.	Noted.	No change

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
9	173822.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	Concerned about what has happened to Moorebank since the land was rezoned to R4.	Noted. This proposal seeks to downzone land from R4 High Density Residential to R3 Medium Density Residential. It is not proposed to rezone any land to R4.	No change
10.	173769.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	Against high rise apartments in Moorebank. Concerns about lack of supporting infrastructure.	Notes the concerns about the lack of supporting infrastructure. This proposal seeks to downzone land from R4 High Density Residential to R3 Medium Density Residential. It is not proposed to rezone any land to R4.	No change
11	173527.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	Concern about traffic and parking in the area. Council should consider rezoning the greater Moorebank area to R2 Low Density.	Notes the concerns about traffic and parking. Rezoning Moorebank from R4 High Density Residential to R2 Low Density Residential is not appropriate as the majority of the land	No change

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
12	173189.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	Supports the proposal.	around the town centre is R3 Medium Density Residential. Noted.	No change.
13	172397.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	Concern about the impact on future property prices and restrictions.	The property is located in the Georges Fair estate containing newly constructed detached dwellings. The rezoning of this area from R4 to R3 better reflects the existing character of this area. It should be noted that given the above, development for residential flat buildings is unlikely.	No change.
14	172050.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	The submitter's property is currently zoned R3. It is a corner block adjacent to recently built RFBs. Concern about existing land use conflict and amenity issues. Concern that the adjacent RFB developments have devalued surrounding R3 zoned properties.	The Planning Proposal seeks to ensure that (where possible) there is an appropriate transition between high and medium density housing. It is noted that there has been limited uptake of medium density housing in much of the R3-zoned land in the Liverpool LGA.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
15	171995.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	Requests that Council consider rezoning land to R4 to address land use conflict issues.	The draft Local Housing includes a short-term action to review controls for the R3 zone to improve feasibility, having consideration to appropriate built form outcomes.	No change.
16	189755.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	<p>Objects to the proposal.</p> <p>Concern that the proposal is not based on planning outcomes.</p> <p>Concern the proposal will set a precedent and remove certainty.</p> <p>Concern about impact to property values and would like a compensation scheme set up.</p> <p>Concern that the proposed development standards for the R3</p>	<p>This Proposal seeks to downzone land from R4 High Density Residential to R3 Medium Density Resident. It is not proposed to rezone any land to R4.</p> <p>The exhibited Planning Proposal supports a proposed change in zoning from R4 to R3 on the basis that the R3 zone is more aligned with the local character and will likely generate additional housing capacity around the town centre due to its feasibility.</p> <p>However, there is some merit to retaining the current R4 zone around Harvey Avenue and Dredge Avenue as the zoning and</p>	<p>It is recommended that the Planning Proposal be amended to retain the R4 land and development standards around Harvey Avenue, Dredge Avenue and Astor Street.</p>

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
17	171700.2020				<p>zone will not be feasible as detailed in the SGS report.</p> <p>Concern there will be no transition between R4 (18m height) and R3 (8.5m height).</p> <p>Concerns about loss of privacy and amenity.</p>	development standards do provide for a transition from high density to medium density housing. There is also less interface issues as the block is surrounded by a road.	
17	171700.2020			Moorebank Downzoning	There should be no increase for apartment buildings, there is already too many high density housing.	The Planning Proposal seeks to downzone land from R4 High Density Residential to R3 Medium Density Residential. It is not proposed to rezone any land to R4.	No change.
18	171572.2020			Moorebank Downzoning	<p>Concern about impact on property values.</p> <p>Concern that the Planning Proposal does not have Strategic merit and has not considered the environmental, social, economic and other site-specific considerations.</p> <p>The area has all the transport, shopping centre, infrastructure, industries and schools to</p>	<p>Concerns are noted, however, this property and other properties south of the Moorebank Town Centre along Nuwarra Road have interface issues.</p> <p>The Liverpool Housing Study and SGS Moorebank Rezoning Advice commissioned by Council supports the proposed amendments.</p> <p>Please refer to Part 2 and Part 3 of the</p>	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
19	190056.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	support the current zoning. The current R4 zoning has had a significant impact on the infrastructure of the Moorebank area.	Planning Proposal regarding strategic merit. The proposal has received a gateway determination from DPIE. The Planning Proposal seeks to downzone land from R4 High Density Residential to R3 Medium Density Residential. It is not proposed to rezone any land to R4.	No change
20	190915.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	Supports the rezoning. Concern that R4 will take away for the village character. Concerns about traffic, safety and lack of infrastructure.	Noted.	No change.
21	190880.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	Council should reverse the current R4 zone.	Noted. The Planning Proposal seeks to downzone land from R4 High Density Residential to R3 Medium Density Residential. It is not proposed to rezone any land to R4.	No change

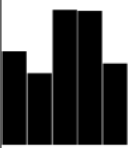

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
22	190867.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	<p>Objects to the downzoning. There is a lack of strategic or planning merit.</p> <p>Concerns about financial impacts.</p> <p>Council should leave the land R4 or increase the HOB and FSR of the proposed R3 zoned land to controls more applicable to medium density residential.</p>	<p>Concerns are noted, however, this property and other properties south of the Moorebank Town Centre along Nuwarra Road have interface issues.</p> <p>The Liverpool Housing Study and SGS Moorebank Rezoning Advice commissioned by Council supports the proposed amendments.</p> <p>Please refer to Part 2 and Part 3 of the Planning Proposal regarding strategic merit. The proposal has received a gateway determination from DPIE.</p>	No change.
23	190056.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	<p>Concern about the existing R4 zone and the impact on local infrastructure.</p>	<p>The Planning Proposal seeks to downzone land from R4 High Density Residential to R3 Medium Density Residential. It is not proposed to rezone any land to R4.</p>	No change



No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
24	192159.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	<p>Objects to the proposed rezoning.</p> <p>Concern about impact on property values.</p> <p>If Council further reduces the development standards, land values will drop further as developers of town houses become less interested.</p>	<p>The exhibited Planning Proposal supports a proposed change in zoning from R4 to R3 on the basis that the R3 zone is more aligned with the local character and will likely generate additional housing capacity around the town centre due to its feasibility.</p> <p>However, there is some merit to retaining the current R4 zone around Harvey Avenue and Dredge Avenue as the zoning and development standards do provide for a transition from high density to medium density housing. There is also less interface issues as the block is surrounded by a road.</p>	<p>It is recommended that the Planning Proposal be amended to retain the R4 land around Harvey Avenue, Dredge Avenue. And Astor Street.</p>
25	192277.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	<p>Objects to the proposed rezoning.</p> <p>Concern about impact on property values and lack of compensation scheme.</p>	<p>The exhibited Planning Proposal supports a proposed change in zoning from R4 to R3 on the basis that the R3 zone is more aligned with the local character and will likely generate additional housing</p>	<p>It is recommended that the Planning Proposal be amended to retain the R4 land around Harvey Avenue, Dredge Avenue. And Astor Street.</p>





No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					Concern about single storey homes opposite 6 storey apartments. Questions why downzoning is only occurring in Moorebank and not the rest of Liverpool.	capacity around the town centre due to its feasibility. However, there is some merit to retaining the current R4 zone around Harvey Avenue and Dredge Avenue as the zoning and development standards do provide for a transition from high density to medium density housing. There is also less interface issues as the block is surrounded by a road. It should be noted that a review of R4 zoned land around local centres to address interface issues has been identified in Council's Local Strategic Planning Statement (Action 8.2)	
26	192314.2020			Moorebank Downzoning	Objects to the proposed rezoning. Concerns about financial hardship. Residents have come to terms with R4 and have planned accordingly.	The exhibited Planning Proposal supports a proposed change in zoning from R4 to R3 on the basis that the R3 zone is more aligned with the local character and will likely generate additional housing	It is recommended that the Planning Proposal be amended to retain the R4 land around Harvey Avenue, Dredge Avenue. And Astor Street.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
27	193122.2020	Melanie Gibbons MP (Member for Holsworthy)	60 Walder Road, Hammondville NSW 2170	Moorebank Downzoning	Numerous sites have already been sold with the intention to develop them.	<p>capacity around the town centre due to its feasibility.</p> <p>However, there is some merit to retaining the current R4 zone around Harvey Avenue and Dredge Avenue as the zoning and development standards do provide for a transition from high density to medium density housing. There is also less interface issues as the block is surrounded by a road.</p>	<p>No change.</p> <p>A portion of the R4 zone is proposed to remain for a range of reasons including its location to the Moorebank shopping centre and areas where residential flat buildings have already been built or approved.</p> <p>The majority of the land around the town centre is zoned R3. It is not proposed to rezone this land to R2.</p>

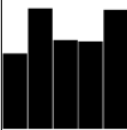

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
				Moorebank Downzoning	Not all residents in the Moorebank area have been notified of the proposed changes. Suggests another opportunity be provided for locals to have their say.	Letters were sent to all landowners currently zoned R4 in Moorebank. An email was sent to participants of the 2019 Moorebank survey to notify them of the public exhibition. A notice was placed in the local newspaper, on Council's website and on Council's Facebook page. Over the last two years, there has been significant consultation on this matter including through the LSPS. Council is aware of the diverse community views on this matter.	Further consultation is not recommended.
				Draft Centres and Corridors Strategy	The Draft Liverpool Centres and Corridors Strategy identifies the Moorebank Shopping Village as a Town Centre. One of the criteria for Town Centres includes "Good public transport and pedestrian accessibility".	Moorebank is identified as a Town Centre in the existing retail hierarchy for the Liverpool LGA. The Liverpool Centres and Corridors Study (SGS Economics and Planning, 2020) notes that Moorebank is the town centre with the	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					This is contradictory to the LEP Planning Proposal when discussing the Moorebank Town Centre's connection to public transport. Council should investigate this discrepancy further, as clarity around the provision of infrastructure and services is essential to managing future zoning.	fewest retail anchors and the worst co-location with social infrastructure, but its status as the only town centre in the Eastern District means that its position in the hierarchy should be retained (p.71).	
				Crossroads Submission	Supports the Crossroads submission for greater flexibility in the B5 zone, allowing a greater range of businesses to operate from the centre.	Support Noted.	N/A
28	193881.2020			Moorebank Downzoning	There is an existing development application for the site at 113-115 Nuwarra Road, Moorebank which seeks the demolition of existing structures, removal of trees and the construction of a residential flat building with basement car parking and associated landscaping.	Council is required to include a savings and transitional clause in its Local Environmental Plan to ensure that proposed amendments do not affect any current development applications under assessment by Council or appeal processes.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					<p>Being a corner site, in a gateway location, it is appropriate for the subject site to have the benefits of the R4 zoning, particularly with regard to the floorspace ratio and height attributable to such zoning.</p> <p>Leaving the zoning of the subject site will not affect the strategic planning sought by the planning proposal.</p> <p>The subject site can be developed in a sensitive and environmentally sustainable manner while maintaining its R4 Zoning.</p> <p>Request that the council leave the zoning of the subject site and support the applicant's development application.</p>		
29	193406.2020			Moorebank downzoning	<p>Objects to the proposal to downzone land.</p> <p>Concern about property values.</p>	The exhibited Planning Proposal supports a proposed change in zoning from R4 to R3 on the basis that the R3 zone is more aligned	It is recommended that the Planning Proposal be amended to retain the R4 land around Harvey Avenue, Dredge

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
30	194065.2020			Moorebank downzoning	Concern that the lowering of development standards will impact on the feasibility to develop the land for medium density housing.	with the local character and will likely generate additional housing capacity around the town centre due to its feasibility. However, there is some merit to retaining the current R4 zone around Harvey Avenue and Dredge Avenue as the zoning and development standards do provide for a transition from high density to medium density housing. There is also less interface issues as the block is surrounded by a road.	Avenue and Astor Street.
					Objects to the proposed zoning changes. Owners have discussed developing the site with a neighbouring site and concerned about the implications on property values. The site has access to Newbridge Road, easy access to Liverpool by car or bus and is close	Concerns are noted, however, the R4 zoning on this property (and others on Stockton Avenue) will likely result in interface issues with surrounding properties. The Liverpool Housing Study and SGS Moorebank Rezoning Advice commissioned by Council supports the proposed amendments.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					<p>to Moorebank shopping centre.</p> <p>Stockton Avenue is the main access road to the Moorebank Shopping village.</p> <p>Retaining the R4 zoning would be most appropriate and would aesthetically fit in with an Avenue leading to a shopping village.</p> <p>Stockton Avenue does not have any traffic congestion problems and would be most appropriate to remain R4 zoned and developed.</p> <p>Concern about the lack of a compensation scheme.</p>		

31	193187.2020	 	Moorebank Downzoning	<p>Concern about the lack of early action, with the review subject to preliminary consultation as part of wider LEP Review.</p> <p>Moorebank zoning change should be its own Planning Proposal.</p> <p>All R4 zoned lands in East Liverpool should be downzoned, and there should be a blanket high-density zoning ban for East Liverpool.</p> <p>There is an inadequate local road system and there will be traffic conflict to come with the Moorebank Intermodal.</p> <p>In any of the transitional developments, no development should occur where the high-rise residential building blocks winter sun light from the north.</p>	<p>The proposed changes were incorporated into the LEP Review process as it was the fastest option to address the issue.</p> <p>The LEP Review project provided the opportunity to undertake the required technical reports (e.g. local housing study) needed to justify the proposal. It also provided an opportunity to carefully consult with the community.</p> <p>The majority of East Liverpool is zoned R3 Medium Density Residential.</p> <p>Solar access is a consideration during the DA assessment process.</p>	
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No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
32	194459.2020			Draft Liverpool Industrial and Employment Lands Strategy	Concerned about the zoning of lands on the eastern side of the Georges River in Moorebank for industrial operations (Moorebank Intermodal).	This land is already zoned for industrial use (IN1). Land is already subject for state significant development	No change.
				Moorebank Downzoning	Objects to the removal of 4 storey R4 zoning in Moorebank. Council should remove 6 storey apartments, instead of low impact 4 storey apartments. The proposal does nothing for the area expect devalue homes. Concern about financial impacts.	Concerns are noted, however, properties along Maddecks Avenue have interface issues. The Liverpool Housing Study and SGS Moorebank Rezoning Advice commissioned by Council supports the proposed amendments.	No change
33	194459.2020			Moorebank Downzoning	Supports the downzoning. There is not enough public transportation available, shopping, car spaces, playgrounds and schools. Our sewerage systems will not cope with the high demand if all of the R4 zone goes ahead.	Noted.	No change

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
34	194459.2020	[REDACTED]	[REDACTED] [REDACTED] [REDACTED]	Moorebank Downzoning	The suburbs of Moorebank, Hammondville, Holsworthy and Wattle Grove are quiet suburbs that do not deserve medium or high density housing. Concerns about the impacts on roads, parking, health services, schools, and increased crime rates.	Concerns are noted. The Planning Proposal seeks to downzone land from R4 High Density Residential to R3 Medium Density Residential. It is not proposed to rezone any land to R4.	No change.
35	194459.2020	[REDACTED] [REDACTED]	[REDACTED] [REDACTED] [REDACTED]	Moorebank Downzoning	There is a need for more parking spots at railway stations and shopping centres before anymore high or medium buildings. Streets are narrow and there is a need for improved infrastructure in Moorebank.	Noted.	No change.
36	194459.2020 196589.2020 196213.2020	[REDACTED] [REDACTED]	17 Sabre Cr Holsworthy 19 Sabre Crescent, Holsworthy 21 Sabre Crescent Holsworthy.	Request for upzoning (Holsworthy)	Requests that several properties in Holsworthy are rezoned from R3 to R4.	Outside of scope of the Phase 1 LEP Review. This site is located to the north of the existing residential community zoned R4. The request to rezone these 3 sites should not be considered in isolation.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
37	194459.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	<p>Opposed to the high and medium density housing in Moorebank.</p> <p>In particular, within the Georges Fair Estate area. These existing houses are less than 10 years old. Currently, it allows for the neighbourhood to be quiet and safe for its residents and children who play in the streets and surrounding parks.</p> <p>A possible solution for the Moorebank area would be to develop the Industrial areas, located in Chipping Norton and Moorebank, for these medium to high density housing plans. Then relocate the Industrial buildings further west, outside of the Liverpool City Council boundaries.</p>	<p>The request is not supported by any documentation needed for a rezoning proposal.</p> <p>Noted.</p> <p>The R4 zoning anomaly in Georges Fair is being rectified as part of this proposal.</p>	No change.
38	194459.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	<p>Congratulates Council for listening to the people of Moorebank</p>	Noted.	No change

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
39	194459.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	<p>with regard to the rezoning from R4 to R3 in areas of Moorebank.</p> <p>The proposal is much more in line with the area and will help to maintain some of the areas appeal to new residents.</p> <p>It will assist with the already heavy traffic currently being experienced on the major roads in the area.</p> <p>Supports the amendment from R4 to R3.</p> <p>Requests that Council considers changing all the current zoning in Moorebank Town Centre to R3 medium density or to R2 low density residential.</p> <p>Has concerns with medium to high density residential at Moorebank Town Centre and surrounds including lack of street parking provisions in developments.</p>	<p>Concerns about parking, character and lack of infrastructure are noted.</p> <p>The majority of the land around the town centre is zoned R3. It is not proposed to rezone this land to R2.</p>	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
40	192881.2020	[REDACTED]	[REDACTED]	Moorebank downzoning	Residents are currently using parking spaces at the library and neighbourhood shops on Nuwarra Rd. Concerned about the lack of infrastructure and the need to protect local character.	The Planning Proposal seeks to downzone land from R4 High Density Residential to R3 Medium Density Residential. It is not proposed to rezone any land to R4. A portion of the R4 zone is proposed to remain.	No change.
41	192901.2020	[REDACTED]	[REDACTED]	Moorebank downzoning	Supports proposed downzoning, including the land around Dredge Ave and Harvey Avenue. Concern about privacy and amenity impacts from existing apartment buildings. Requests Council pay for a large	Support noted. This request is not a town planning consideration.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
42	193106.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	canopy to protect privacy. Against any R4 development in the Moorebank area. Concern about traffic congestion, impact on local character and that infrastructure cannot cater for more people.	Concerns are noted.	No change.
43	192805.2020	[REDACTED]	[REDACTED]	Moorebank Downzoning	Supportive of proposed changes, but they could have gone further. Concerned about infrastructure and community safety.	Noted.	No change.
44	183207.2020	Emily Elliott (Premise)	62 – 66 Flowerdale Road, Liverpool	Request for Rezoning	Request to rezone 62-66 Flowerdale Road, Liverpool (Lot 7 in DP22473) from R2 Low Density Residential to R3 Medium Density Residential.	Outside the scope of this planning proposal The proponent is able to lodge a separate application.	No change.
45	179398.2020	Josh Owen (APP)	368-370 Cowpasture Road, Middleton Grange	Request for Rezoning	Request to rezone 368-370 Cowpasture Road, Middleton Grange (Lot 4 in DP 1052704) from R1 General	Outside the scope of this planning proposal The proponent is able to lodge a separate application.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
46	170936.2020	Christopher Weston (Consultant Planner)	No.168 Green Valley Road, Green Valley	Request for Rezoning	residential to B6 Enterprise Corridor Request to rezone 168 Green Valley Road, Green Valley from R3 Medium Density Residential to B1 Neighbourhood Centre.	Outside the scope of this planning proposal The proponent is able to lodge a separate application.	No change.
47	190900.2020	Ethos Urban	Crossroads Casula	Request to amend the draft Centres and Corridors Strategy Request for additional permitted uses.	Council should amend the Draft Centres and Corridors Strategy so that it recommends an expansion of permissible uses on the site to include business premises and shops (with certain exceptions relating to supermarkets and neighbourhood shops), subject to a cap on floorspace of 10% of the Gross Floor Area (GFA). Request to amend the draft LEP to permit these uses under Schedule 1 (Additional Permitted Uses). The provision of a floorspace cap in the suggested threshold would support the centre's viability and	Refer to SGS Response to submission contained in Attachment 2 .	The proposed amendment to the Phase 1 Planning Proposal is out of scope. The amendment would require more detailed assessment and DPIE have advised that a gateway review and additional public exhibition would be required. It is recommended that the matter be considered as part of Phase 2 of the LEP Review. Alternatively, the proponent can lodge a separate planning proposal with Council. It is proposed to amend the draft LCCS to include the following

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
48	193126.2020	Gazcorp	The Grove Centre, Warwick Farm	Phase 1 LEP Review	allow for flexibility in uses delivered onsite, while providing ongoing support for jobs and increased employment intensity.		guiding criteria for Planning Proposals: "Allow additional retail uses in the B5 zone if it can be demonstrated they could not reasonably locate in another centre and they constitute a small proportion of the total retail floorspace".
				Phase 1 LEP Review	The submission proposes an increased range of uses and amount of permissible retail floorspace at The Grove	Refer to Attachment 2 for SGS Summary and Review The proposed amendment to the Phase 1 Planning Proposal is out of scope.	The proponent has agreed to lodge a separate Planning Proposal with Council.
				Draft Liverpool Centres and Corridors Strategy	Requests amendments to the 'Large Format and Business Premises' section on pages 13-15 of the Draft Strategy in order to accurately recognise The Grove Liverpool as a stand-alone centre which has approval for a broad and diverse range of retail	Council has continued to classify The Grove as a stand-alone centre and this is reflected in the draft retail hierarchy. SGS advise that while the site is intended to house a range of retail premises in the future, its location is consistent	No change

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					uses which is within a walkable catchment and is an appropriate site for business premises uses.	with an 'out-of-centre designation'. Bulky goods retailing is one of its primary retail functions.	
				Draft Liverpool Centres and Corridors Strategy	It is requested that instead of permitting neighbourhood shops in the B6 Zone as proposed by SGS and the LCCS, shops are permitted up to a maximum of 500sqm in tenancy size. This request has been justified by stating that neighbourhood shop premises would not be easily leased and so restricting the B6 Zone to neighbourhood shops would result in a corridor of vacant premises.	SGS Response: Permitting shops up to a maximum tenant size of 500sqm as proposed would be similar to the current provisions in the B6 Zone, which permit shops up to a maximum floor area per property of 1,600 sqm per development. It would have similar risks in that it could allow the creation of multiple small stand-alone retail centres with low amenity along the Hume Highway and Camden Valley Way. This is the problem which led SGS to recommend restricting the permissibility of shops in the B6 Zone.	No change
49	167116.2020	City Plan	78-82 Riverside Road, Chipping Norton	Phase 1 LEP Review -	Supportive of the planning proposal and its proposed land use table	Noted	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
50	193870.2020	Evolve Housing	9-13 Argyle Street, Parramatta	Draft Liverpool Local Housing Strategy	amendments, permitting vehicle sales or hire premises' in the IN3 zone. Council should include key and essential workers housing targets for low to moderate-income groups into its Housing vision so they can directly contribute to the local community and economy. The strategy should consider the most appropriate mechanisms for delivering on their needs to ensure that affordable housing remain financially viable, appropriately targeted and retained in perpetuity.	Noted. Setting targets for key and essential worker housing is not supported, as key and essential workers have a variety of housing needs, Council is reviewing its development standards to ensure there is a variety of housing available for different needs, in the right areas.	No change.
					Encourages Council to find appropriate forms of medium density infill housing to provide diversity of housing choice while maintaining local character.	Noted. Council is reviewing its development standards to encourage a greater variety of housing typologies.	No change.
					Evolve Housing is already working in the Liverpool Area in	Noted.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					managing social and affordable housing and would be happy to work with Council in achieving their Housing Priorities.		
					Welcomes Council's support of secondary dwellings to improve housing diversity.	Noted.	No change.
					Affordable Housing rent is calculated as a discount applied to Market Rent - not median rent as suggested in the 2nd paragraph on page 37 – Affordable Housing description includes the following text. Market rents are referred to elsewhere in the document. Suggests amending the text to replace median rent/s with market rent/s.	Noted.	Update the draft Local Housing Strategy to refer to market rent.
					Encourages Council to collaborate with one or more community housing providers to ensure appropriate management (according to regulatory guidelines) of dwellings and ensuring eligible	Noted. This feedback has been provided to Council's Community Planning team.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					tenants/residents are accommodated at affordable rent. Encourages Council to identify sites near Liverpool or other centres to collaborate with state or federal government to deliver Affordable New Age Boarding Houses in order to provide suitable and principal place of residence to people living in-group household. Happy to work with Council to explore options such as requiring boarding houses to be developed in partnership with a CHP and for the CHP to manage boarding houses to ensure they are targeted to low income earners as a means of providing low cost accommodation in the community.	As part of the Housing Strategy, Council has indicated it will advocate for changes to the SEPP to ensure it is targeted towards those with genuine affordable housing needs.	No change. This feedback has been forwarded to Council's Community Planning teams for review & action.
					Support Council's intention of encouraging a greater range of apartments in the Liverpool CBD through reconfiguration of minimum and maximum	Noted.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					apartment mix controls, and extending to other areas. Support Council's vision on Housing diversity (3.2) and commend Council on expanding housing diversity to include Manor homes, Group home, Secondary dwellings and Senior housing in the conventional mix of housing typology. Should include new generation boarding homes in this definition, as it is suitable for a number of client cohorts, such as women escaping domestic violence and young people studying and working.	The Housing Strategy refers to boarding houses generally, and notes that these can include shared facilities or private facilities (new generation boarding houses). Providing further distinction is not considered necessary.	No change.
					Encourages Council to allow for dual occupancies within R2 Low Density Residential zone and R3 Medium Density Residential zones of Liverpool LEP. Similarly, it would be good to allow Manor Homes in R3 Medium Density Residential zone of Liverpool LEP to	Council is reviewing development standards in its R2 and R3 zones as part of its Phase 2 LEP Review program. The suitability of including dual occupancies in the R2 and R3 zones, and interactions with the Low-Medium Rise	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					further improve Housing diversity.	Housing Code, will be considered.	
					Commend short-term investigation areas, particularly those regarding precinct plans for State social housing assets. Evolve works on programs to provide employment and training support for youth living in social and affordable housing and would be happy to work together with Council on similar projects to help support residents find employment in the LGA, which may reduce displacement of very low and low-income workers.	Noted.	No change.
					Commends Councils intention to Partner with State Government to investigate the potential for master planned precincts to renew and increase social and affordable housing.	Noted.	No change.
					Encourages Council to clearly identify sites or precincts that are well	Council resolved to remove an Affordable Housing Contribution	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					serviced by public transport and services, where it may be appropriate to deliver affordable housing through an Affordable Housing Contributions Plan on Council or other government owned sites.	Scheme from the draft Housing Strategy, and, as such, will not at present be pursued.	
					Encourage Council to advocate to State and Federal governments for more investment in social and affordable housing, and partner with other Councils and relevant not-for-profit organisations to develop a strategy for improving and increasing social and affordable housing.	An action in the Strategy is to advocate to State and Federal governments for increased provision of social and affordable housing.	No change.
					Supports Council's intention to advocate for changes to the ARHSEPP to improve its effectiveness. One measure to do this would be to require developers to not be able to receive an occupancy agreement until there is written confirmation from a community housing provider (CHP) that a	Noted.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					contract or management agreement is in place (not just an intention to enter into one) for the affordable housing to be managed by a CHP. This would ensure the housing provided is appropriate to income eligible households at an affordable rent.		
					Encourages Council, following development of affordable housing strategy, to establish an affordable housing target to help benchmark and drive Council's commitment to the provision of future affordable housing.	Council resolved to remove an Affordable Housing Contribution Scheme from the draft Housing Strategy, and, as such, will not at present be pursued.	No change.
					Notes Council's identification of ageing community infrastructure in residential zones that may need to be redeveloped to meet contemporary needs, including an increased demand for seniors' housing. Evolve would be happy to explore options to redevelop sites with incorporation of neighbourhood facilities.	Noted These comments have been provided to Council's Community Planning team for review and action.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					Given the aging population as predicted, recommends Council develop more Senior Living and Specialist Disability Accommodation (SDA) properties under the NDIS program. Evolve Housing would be happy to assist identifying opportunities.	Noted. There appears to be adequate existing and few new suppliers in the private developments of Senior Living and SDA space already. Significant development proposals are currently at assessment phase in suburbs like Austral and Casula. Council staff welcomes the opportunity to work with experienced CHPs to advise on basic metrics and zonings of lots that could render a site feasible/ suitable. Subject to Council's Procurement processes, this may assist Council to identify opportunities should underutilised surplus land become available for review on a case by case basis.	No change.
					Encourages the use of SEPP 70 to provide for affordable housing.	Council resolved to remove an Affordable Housing Contribution Scheme from the draft Housing Strategy, and, as such, will not at present be pursued.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
51	195267.2020	Property Council of Australia	Level 1, 11 Barrack Street Sydney NSW 2000	LEP Review – Phase 1 Planning Proposal - Moorebank Downzoning	Generally support the proposed changes. The change to R3 Medium Density Residential (supported by appropriate development standards) is more likely to bring about greater development activity and urban renewal that is consistent with the predominant built form within surrounding areas.	Support noted.	No change.
					Fully support the inclusion of a savings clause in the Planning Proposal to avoid affecting current development applications and appeal processes.	Noted.	No change.
				LEP Review Phase 1 Planning Proposal – Casula Industrial Precinct	Generally support this rezoning from IN3 to IN1 and maintaining the site's development standards.	Noted.	No change
				LEP Review Phase 1 Planning	Supports the change.	Noted.	No change

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
				Proposal – Sydney Water sites			
				Draft Liverpool Local Housing Strategy	Concerning that Council claims to have more than sufficient supply of zoned land when this supply is in many cases theoretical and not economically viable.	While Council understands this concern, the draft Local Housing Strategy does apply a feasibility lens to its zoned land and still finds there is currently enough zoned land to provide for future growth. Notwithstanding this, and understanding that feasibility can change due to market conditions, Council has also identified a number of short-term investigation areas that could support additional growth, and is currently progressing a number of proposals to rezone land and add additional housing capacity.	No change.
					Supportive of actions to increase housing diversity.	Noted.	No change.
					Support housing growth being focused on town centres and strategic centres close to services	Noted. Council's housing demand is broken down into detached, medium	No change

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					and public transport. The draft Strategy must identify the quantity and type of housing growth needed, and embed this into statutory planning controls.	density and high density. Council has committed to reviewing planning controls to further encourage housing diversity.	
					Acknowledge Council's position regarding low-scale character of suburban areas and note that in many cases these locations will only be suitable for low-rise detached housing.	Noted.	No change. Consider advice as part of DCP Review.
					Note that BASIX is a good tool for energy and water efficiency, and understand this will be updated in 2021 to be included in the new Design and Place SEPP. Planning for resilience from flooding and bushfire is also important and support Council working with RFS and SES to develop appropriate policy responses.	Noted.	No change.
					Council needs to ensure it can meet local infrastructure needs without heavy reliance on development	Council is cognisant of the interaction of local development contributions and feasibility. Council will apply appropriate	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					contributions and planning agreements.	charges and enter into planning agreements in order to meet the needs of the local community while also encouraging development.	
					Supportive of draft Strategy recommendations around housing location and growth.	Noted.	No change.
					Supportive of strategies to achieve housing diversity. Council's LEP and DCP planning controls should be designed to encourage development of well-designed and located medium density housing. Council should look at providing examples of good design in its DCP using case studies or a pattern book that can be replicated to improve design outcomes.	Noted. This will be considered as part of Council's DCP Review.	Consider as part of DCP review.
					Support actions to address housing affordability.	Noted.	No change
					Support actions to address built form and sustainability in principle and look forward to	Noted	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					working with Council and industry partners to develop specific details.		
				Draft Liverpool Centres and Corridors Strategy	<p>Draft Guiding Criteria No.1 (p.3) "Proposals must not have a significant negative impact on the retail operation of the Liverpool City Centre, town centres and local centres (including planned future centres)".</p> <p>This is supported. Proponents should be made aware of the requirements Council expects when they are intending to submit a planning proposal that involves commercial and retail development.</p> <p>Draft guiding criteria for planning proposals No.4 (P.24) "Proposals for redevelopment or expansion of town centres and local centres must demonstrate improved integration with the public domain and with nearby open space, social infrastructure and other services".</p>	<p>Noted.</p> <p>In the rationale, it is noted that an Economic Impact Assessment will be required to accompany a planning proposal.</p>	<p>No change.</p>
						Noted, however in most instances this forms part of negotiated through a Planning Proposal and/or VPA.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					<p>It is appropriate that Council detail what requirements apply in the DCP and associated guidelines so that proponents can determine their obligations well in advance of developing a proposal.</p> <p>Draft Guiding Criteria for planning proposals No.2 (p.24): "The creation of new out of centre retail developments are not encouraged".</p> <p>There are several retail formats that are appropriate and permissible in out of centre locations including hardware and bulky goods retail. Other formats may have merit and should be considered on a case by case basis.</p>	<p>Noted.</p>	<p>Amend the wording in the rationale in guiding criteria 2 (p.24) as follows:</p> <p>"While there are several retail formats that are appropriate and permissible in out of centre locations (including bulky goods retail), out of centre developments can generally not take a broader place-based role in addition to their retail functions".</p>
					<p>Responses were provided for each of the nine actions within the draft Strategy.</p> <p>Actions 1, 2, 4, 6 & 7 are generally supported.</p>	<p>Noted.</p> <p>Action 5 was recommended by the SGS Centres and Corridors Study.</p>	<p>No change.</p>

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					<p>Action 5 'Amend LEP to replace permissibility of 'shops' in the B6 Enterprise Corridor zone with 'neighbourhood shops' is not supported.</p> <p>Although retail floor space in centres should be prioritised, there are many instances in which out of centre supermarkets is necessary and appropriate. Population growth is driving scarcity of land in centres, excess or unanticipated out of centre demand, the emergence of new, out of centre hubs and a need to disperse traffic movements.</p>	<p>Whilst there is a current cap of 1,600sqm of retail premises in the B6 zone, there is a need for additional measures to prevent out of centre developments.</p> <p>Allowing 'neighbourhood shops' instead of 'shops' in the B6 zone is the most straightforward way to prevent out of centre development while continuing to allow highway corridors to house some convenience-based retail premises.</p>	
					<p>Council's controls should provide guidance to landowners and proponents regarding the Council's design requirements. This should include examples of good design features that can be replicated by similar development projects.</p>	Noted.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
				Draft Industrial and Employment Lands Strategy	Responses were provided for each of the nine actions within the draft Strategy. Action 1: Support	Noted.	No change.
					Action 2: Supports. Encourages Council to retain an open mind to future review of employment land in the eastern portion of the LGA. They note the important role these lands play in providing urban services, logistics, manufacturing and future employment.	Noted.	No change.
					Action 3: Support.	Noted.	No change.
					Action 4: Support. Would like future engagement in this area.	Noted.	No change.
					Action 5: Support. Encourages Council to consider the option of removing maximum heights on areas where this may be warranted and present minimal conflict. They also encourage wide-ranging industry engagement.	Noted. Will be considered as part of Phase 2 of the LEP review process	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					Action 6: Support. Encourages a targeted approach in selecting precincts, being mindful of the need for functionality and affordability in other areas.	Noted.	No change
					Action 7: Support, as long as this consideration doesn't inhibit the creation of local jobs.	Noted.	No Change
					Action 8: Support and would like future engagement	Noted.	No change
					Action 9: Reservations are had regarding the potential for a loss of flexibility which runs counter to recent planning directions such as the creation of broader zoning terminology in the Western Sydney Aerropolis Plan. A more detailed submission will be made as part of Phase 2 of the LEP review.	Noted, no change required at this point. This will be considered as part of LEP Phase 2 review.	No change

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
52	193026.2020	Ingham Property	PO Box 35 Casula	Draft Liverpool Centres and Corridors Strategy	<p>Action 10: Support. However the action being achieved through the "Moorebank Intermodal Committee" is questioned as the functions of this committee do not relate to economic development and employment outcomes. It is recommended that instead implementation be amended to be through industry peak bodies in addition to resident committees.</p> <p>Excited to see Casula retain its classification as a Town Centre and looks forward to using its landholdings within the Town Centre to ensure Casula becomes a better integrated community gathering space.</p> <p>Currently considering the future development options for its 4ha landholding. As an R4-zoned site within Casula Town Centre, the</p>	<p>Noted. However, the Moorebank Intermodal Committee also look at achieving positive community outcomes.</p> <p>The strategy can be amended to include recognising industry peak bodies as contributing to advocacy in relation to the Moorebank Intermodal.</p> <p>Noted.</p> <p>Support for draft Centres & Corridors Strategy noted.</p> <p>It should be noted that the draft Centres and</p>	<p>Amend implementation under Action 10 as follows:</p> <p>"Advocate for local jobs and positive community outcomes through Council's Intermodal Precinct Committee, and the Community Consultation Committee and through input from industry peak bodies."</p> <p>No change.</p> <p>No change.</p>

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
53	192878.2020	Peter Naidovski On behalf of Charter Hall	PO Box 1778 SYDNEY NSW 2001	Draft Liverpool Centres and Corridors Strategy	<p>subject site presents a key opportunity to evolve the Town Centre and deliver the various objectives for Town Centres set out in the Draft Strategy</p> <p>It is important that the Draft Strategy supports the evolution of Liverpool's centres, especially acknowledging the unrealised potential within and around the Casula Town Centre</p>	<p>Corridors Strategy does not provide any specific strategic direction for the site.</p> <p>Noted.</p>	<p>No change</p>

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					and recreational hub for the community.		
					Extremely concerned with the re-classification of the Middleton Grange Village Centre as a 'Town Centre'. The Middleton Grange Village Centre is subject to an active Planning Proposal, which is seeking to, significantly and unjustifiably, increase its retail, commercial and residential capacity, above the vision for the centre. More concerning is that the draft Strategy applies a centre classification that is inconsistent with the recommendation of the SGS Study which recommends that Middleton Grange be reclassified to a 'Local Centre'.	The draft LCCS as exhibited identifies Middleton Grange as a Town Centre as per Council's resolution on 29 April 2020 <u>SGS Advice:</u> SGS continues to recommend that Middleton Grange should be considered as a Local Centre instead of Town Centre. Such a classification would still provide sufficient scope for the provision of a moderately sized retail centre providing a range of retail premises to serve the needs of the local population.	SGS recommends that Council amend the exhibited draft LCCS to identify Middleton Grange as a local centre in the retail hierarchy.
					No rationale or justification is provided by the LCCS for applying a higher order		

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					<p>classification in the centre's hierarchy for Middleton Grange, which differs to the economic analysis undertaken in the SGS Study</p> <p>The market demand is insufficient to support a centre of the scale proposed for Middleton Grange.</p> <p>The draft Strategy must be amended to be consistent with the recommendation of the SGS Study to categorise Middleton Grange as a 'Local Centre' in the Liverpool Centres Hierarchy.</p> <p>The Planning Proposal for Middleton Grange must be refused in its current form, in light of the SGS Study's recommendation to categorise as it as a Local Centre in the Liverpool Centres Hierarchy.</p>		
54	326057.2019	Chris Western	66,68 & 70 Orange Grove	Rezoning of the subject	Request (as part of phase 2) to amend the	Out of scope for the Phase 1 LEP Review.	No change.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
			Rd, Warwick Farm	property from IN1 to B6 Enterprise Corridor.	<p>LLEP 2008 by extending the B6 Enterprise Corridor zone from Viscount Place to the Hume Highway.</p> <p>The extension of the B6 Enterprise Corridor zone will provide for a variety of permissible land uses including business premises, commercial premises and light industries to service the local residents, business and passing traffic. The rezoning of these properties would stimulate and encourage land owners to amalgamate properties to achieve increased floor area, improved vehicle access and provide a buffer to the industrial land at the rear.</p>	The proponent is able to lodge a separate planning proposal with Council if preferred.	
55	199454.2020	PPM Consulting (Middleton Grange)	PO Box 1398, North Sydney NSW 2059	Draft Centres and Corridors Study	<p>The Liverpool Centres and Corridors Study is extremely flawed and should not be placed on exhibition with the downgrading of the Middleton Grange Town Centre to that of a "Local Centre".</p>	<p>This submission was received prior to exhibition.</p> <p>The revised draft LCCS (provided as Attachment 5) identifies Middleton Grange as a Town Centre as per Council's</p>	SGS recommend that Middleton Grange should be considered as a Local Centre.

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
56	203596.2020	Western Sydney Airport	PO Box 397, Liverpool NSW 1871	Fifteenth Avenue Smart Transit (FAST) corridor	WSA acknowledges the proposed Fifteenth Avenue Smart Transit (FAST) corridor and is supportive of any opportunity to improve transit orientated development connections from Liverpool to the airport and Aerotropolis.	resolution on 29 April 2020. <u>SGS Advice</u> SGS continues to recommend that Middleton Grange should be considered as a Local Centre instead of Town Centre. Such a classification would still provide sufficient scope for the provision of a moderately sized retail centre providing a range of retail premises to serve the needs of the local population.	No change.
				Improved road connections	WSA is supportive of improved road connections, notably the development of an Eastern Ring Road to	Noted	No change

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					replace the southern section of Badgerys Creek Road (as detailed in the Western Sydney Aerotropolis Plan).		
				Draft Local Housing Strategy	WSA supports the Local Housing Strategy direction for diversity and affordability in housing as the Liverpool LGA continues to grow and in anticipation that a significant proportion of workers at WSI are expected to be Liverpool LGA residents.	Support is noted.	No change
				Draft Industrial and Employment Lands Strategy	Industries and employment generating land uses complementary to the airport should be located in areas closer to the airport, enabling industries to develop around an expanding 24-hour airport, i.e. the Aerotropolis, and thereby fostering regional growth.	Noted.	No change
				Minimising Land Use Conflicts	Consistent with the Local Strategic Planning Statement and planning Priority 13 – 'A viable	Noted.	No change

No.	Record No.	Name	Address	Theme/s	Comment Summary	Officer Comment	Recommended Action
					24-hour Western Sydney International Airport growing to reach its potential' - WSA supports a precautionary approach to the location of future residential and other noise-sensitive development to minimise the potential for land use conflicts, while maximising opportunities for new jobs and industry.		
				Draft Industrial & Employment lands Strategy	WSA supports the Strategy's proposed Action 4, to 'Facilitate industrial development to support the operation of the Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis' and will work with collaboratively with Council and the Western Sydney Planning Partnership to achieve this.	Noted.	No change



REVIEW OF SUBMISSIONS – LIVERPOOL CENTRES AND CORRIDORS STRATEGY

AUGUST 2020

Prepared for
Liverpool City CouncilIndependent
insight.



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1. INTRODUCTION

SGS Economics and Planning (SGS) has been engaged by Liverpool City Council to review four submissions on the draft Liverpool Centres and Corridors Strategy (LCCS). This strategy sets the strategic framework for planning for retail centres and corridors in the Liverpool LGA and is underpinned by the Liverpool Centres and Corridors Study prepared by SGS in 2019-2020.

The four submissions considered in this engagement are:

- A submission by PPM Consulting (dated 29 April 2020) on behalf of Manta Group, the proponent for the development of the proposed Middleton Grange Town Centre. The submission argues for the Middleton Grange Town Centre to be regarded as a Town Centre in the retail hierarchy.
- A submission by Design + Planning (dated 21 July 2020) on behalf of Chester Hall, the owners of the Carnes Hill Centre. The submission argues that the Middleton Grange Town Centre should be regarded as a Local Centre in the retail hierarchy.
- A submission by Ethos Urban (dated 20 July 2020) on behalf of Ashe Morgan, the owners of the Crossroads Homemaker Centre. The submission proposes changes to planning controls to increase the range of premises which could locate at the Crossroads Homemaker Centre.
- A submission by Gazcorp (dated 21 July 2020), the owners The Grove. The submission proposes an increased range of uses and amount of permissible retail floorspace at The Grove, and for other changes relating to the amount of retail floorspace permitted in the B6 zone and the recognition of The Grove in the LCCS.

In the following chapters this report summarises the main arguments of each submission and provides a response considering SGS's research and analysis in the Liverpool Centres and Corridors Study.

2. MIDDLETON GRANGE

2.1 Manta Group submission

PPM Consulting's submission on behalf of Manta Group occurred in advance of the 29 April 2020 council meeting at which the LCCS was adopted for public exhibition.

At its 29th April 2020 meeting, Council resolved to exhibit the LCCS with Middleton Grange Town Centre to be considered as a Town Centre instead of a Local Centre (SGS recommended in the Liverpool Centres and Corridors Study that Middleton Grange be regarded as a Local Centre).

SGS has also considered PPM Consulting's economic impact analysis (EIA) of the proposed Middleton Grange Town Centre dated 10 July 2020. SGS has not conducted an in-depth review of the assumptions or modelling in this EIA but has considered its findings and additional detail on the proposed development while reviewing the submission by PPM Consulting.

The submission is summarised below followed by SGS's responses.

Retail demand

PPM Consulting state that broad studies such as the Liverpool Centres and Corridors Study are apt to miss specific local conditions. As a result, while SGS concluded that there was insufficient likely future retail demand to merit Middleton Grange being a Town Centre, PPM Consulting conclude that expenditure growth in the primary trade area and main trade area would support the development of a "moderate sized town centre at Middleton Grange, even with the addition of new supermarkets within the main trade area". What a moderate sized town centre would be expected to contain in terms of retail floorspace or premises is not elaborated upon.

In defence of their argument, PPM Consulting provide primary and main trade areas for Middleton Grange and state that:

- The population of the primary trade area is projected to grow at 5.96 per cent per annum from 2,036 in 2019 to 3,660 in 2031, with retail expenditure growing from \$23.5 million in 2020 to \$49.3 million in 2031.
- There are currently no shops in the area, requiring people to travel elsewhere.
- The population of the main trade area is projected to grow by 2.2 per cent per annum to 2031, with associated retail expenditure growing from \$654 million in 2020 to \$926 million in 2031

PPM Consulting's EIA provides more detail regarding modelling retail demand in the Middleton Grange Town Centre. It concludes that the main trade area of Middleton Grange could support around 11,594sqm of additional retail floorspace by 2031 (SGS has not reviewed this modelling in detail, but note the gap is larger than SGS's calculated results in the New Release District).

SGS Response

PPM Consulting's submission have not provided enough information to justify any change in the designation of Middleton Grange to a Town Centre, nor have they provided any indication of how much floorspace is expected to be required. This information is provided in the EIA for supermarkets, but not for other retail floorspace types.

Estimating floorspace demand requires an estimation of what proportion of the retail expenditure is expected to be captured by the retail centre in question from each part of the

trade area (this will give the retail turnover). An expected retail turnover density is then used to convert turnover to demand. Inflation over time means that some increase in turnover would be expected to maintain the same retail floorspace demand.

The Middleton Grange Town Centre would be expected to capture only a portion of retail expenditure within its trade area. This proportion would be relatively low in some of the places identified by PPM consulting as within the main trade area, which are closer to competitor centres which will have retail offerings similar to or larger than Middleton Grange is expected to be. For example:

- Horningsea Park will be closer to both the Carnes Hill and Edmondson Park Town Centres than to Middleton Grange, and Green Valley.
- Green Valley, from which people will be much closer to the Green Valley Town Centre and the Bonnyrigg Town Centre than to Middleton Grange.

Spatial variation in the proportion of retail expenditure from each area is expected to be captured by the Middleton Grange Town Centre is reflected in SGS's retail gravity model (RGM), which forms the basis of the retail demand analysis in the SGS Retail Centres and Corridors Strategy. The SGS RGM assigns expenditure from each area automatically, removing the need for subjecting assumptions about where people are likely to shop.

While the SGS RGM is high-level and may not reflect potential shifts in the relative attractiveness of different retail centres over time, it provides an estimate of retail floorspace demand in each centre in the future as well as in broad areas. SGS stand by the use of the RGM as an appropriate tool to model likely retail expenditure, turnover and demand at a sub-catchment level for the purpose of strategic planning.

SGS Modelling Results

As highlighted in the EIR, SGS's result show that a retail centre with around 7,000sqm of retail floorspace in Middleton Grange could capture up to 11,306 sqm of retail demand in 2036 if floorspace in other centres is not expanded and the relative attractiveness of centres remains the same (Table 13 in the Liverpool Centres and Corridors Study).

However, RGM results should not be interpreted as a prescription on how much floorspace should be developed in each centre. Centres compete with each other, and additional demand at one centre could be accommodated at a nearby centre. For this reason, SGS provide results showing floorspace demand aggregated by district (Table 12, Table 17 and Table 18) and by centre classification (Table 13). This allows demand to be considered within sub-markets, from which strategic planning considerations inform the most appropriate centres in which to prioritise growth.

SGS's results showed a decline in floorspace demand of existing town centres by 2026 and a modest increase to 2036. The New Release District, containing Middleton Grange, was found to have a relatively modest expected under-provision of retail floorspace in some commodity types in 2036 which could be accommodated by modest increases in size in a range of centres (many of which are yet to be developed and could be larger than anticipated in SGS's model). Overall floorspace demand would be lower if the market share of online retail was higher than assumed, with the COVID pandemic and associated changes in consumer behaviour having the potential to increase the take-up rate of online retail for a variety of retail commodities.

On this basis of the modelling results in combination, SGS considered there to be insufficient floorspace demand to require Middleton Grange to be developed as a Town Centre. Delivery of a larger centre at Middleton Grange than anticipated would likely lead to an increased amount of expenditure in Middleton Grange and a reduction in other nearby centres. Given the number of current and proposed moderate-large retail centres nearby, SGS continue to recommend that Middleton Grange be regarded as a Local Centre. This recommendation is discussed in more detail in Section 2.3 below.

Local strategic planning statement

PPM Consulting note an inconsistency between Figure 3 of the draft Liverpool Local Strategic Planning Statement (LSPS), which records Middleton Grange as a Town Centre, and the LCCS. They state that inconsistency is likely to hinder investment in the Liverpool LGA.

SGS Response

SGS did not write the LSPS or LCCS and the timing of planning studies and strategies and their consistency is a matter for Council. However, it is noted that the LSPS contained an action to “develop a Centres and Corridors Strategy, and review LEP and DCP to ensure alignment” (action 11.1), and that Council would “establish a hierarchy of centres and determine anticipated retail supply and demand to guide future planning”. This detailed planning work had not been completed by the time the LSPS was written and would naturally be expected to supersede any preliminary classification contained in the LSPS.

It is also noted that the LSPS does not contain Council’s only adopted statement of strategic intent for Middleton Grange. Planning controls including the Local Environmental Plan and Development Control Plan as well as the previous strategic studies regarding centres planning all provided Council-adopted strategic directions for Middleton Grange.

Viability

PPM Consulting state that development of the Middleton Grange Town Centre is likely to be unviable based on its designation as a Local Centre.

SGS Response

No evidence is provided that development of a smaller retail centre or a retail centre of a size permitted by the current planning controls would be unviable. Indeed it is likely that it would be viable to develop a retail centre under the current planning controls as there is no retail centre in Middleton Grange currently and there is likely to be market demand for at least a supermarket-based centre. Centres anchored by a single supermarket and with less than 10,000sqm of retail floorspace have recently been built in multiple places in Greater Sydney, for example in nearby land release developments in the Camden LGA.

Effective downzoning

PPM Consulting state that the LCCS effectively downzones the Middleton Grange Town Centre, which can currently develop around 11,729 sqm of retail floorspace, more than would be expected in a Village Centre or Local Centre.

SGS Response

Classification of Middleton Grange as a Local Centre is consistent with the previous retail hierarchy and does not constitute a downzoning of the proposed centre. Middleton Grange was previously classified as a Village Centre in the Liverpool Retail Centres Hierarchy Review (2012). The Village Centre and Small Village Centre categories were combined to form the Local Centre category in SGS’s recommended hierarchy, which was adopted in the LCCS.

While the total permissible commercial floorspace at the Middleton Grange Town Centre may be greater than 10,000sqm, it would be likely that a portion of this floorspace would be for business premises, entertainment venues and other commercial floorspace rather than shops and restaurants. For this reason, delivery of the Middleton Grange Town Centre under current planning controls would likely result in less retail floorspace being built than exists at current town centres (all of which have around 10,000sqm or more of retail floorspace).

2.2 Charter Hall submission

Design+Planning (representing Charter Hall) supports the classification of Carnes Hill as a Town Centre with multiple roles serving the local community. However, they do not support the re-classification of Middleton Grange from a Village Centre to a Town Centre because:

- The Liverpool Centres and Corridors Study classified Middleton Grange as a Local Centre and the LCCS does not have any rationale for departing from this recommendation
- There is insufficient market demand to support a centre of the scale proposed for Middleton Grange. In support of this point Design+Planning refer to submissions previously made on the Middleton Grange planning proposal, but do not provide additional details.

SGS Response

SGS has not reviewed the longer and more comprehensive submissions on the Middleton Grange planning proposal made on behalf of Charter Hall and so cannot comment on them. However, Design+Planning's statement that there is insufficient market demand to support a large centre at Middleton Grange (for example of a similar size to Carnes Hill) given other nearby current and proposed centres is in line with SGS's retail analysis.

2.3 Conclusion

SGS stands by the retail modelling conducted for the Liverpool Retail Centres and Corridors Study. SGS quantifies retail floorspace demand (which Manta Group do not in their submission, and do only for supermarkets in the EIA). Manta Group have not identified any local nuances which SGS have not accounted for and which would render SGS's findings inaccurate. Rather PPM Consulting use a different retail modelling methodology.

According to SGS's retail hierarchy, different centre classifications would likely lead to the following approximate sizes of retail centre:

- Local Centre: Contains a supermarket (which may be full line) or large grocery store and other retail facilities (for example specialty retail stores, restaurants and cafes etc). A full line supermarket and range of specialty retailers and other retail premises could be expected to occupy up to around 8,000sqm retail GFA in total, although many local centres are somewhat smaller than this.
- Town Centre: Contains one or more full line supermarkets, a broad range of specialty retail and in many cases at least one discount department store or other major retailer. If two large supermarkets are provided, retail floorspace would be expected to be well in excess of 10,000sqm and if a discount department store is provided retail floorspace of at least 15,000sqm retail GFA would be expected. In line with SGS's recommended retail hierarchy, significant co-location with social infrastructure would also be expected (every other town centre currently hosts a library and a range of other social infrastructure).

The EIA outlines plans for around 10,000sqm GFA of retail floorspace at Middleton Grange, including a major supermarket, several mini-majors, food and drink and specialty retail floorspace. It is unclear if floorspace likely to be occupied by retail services and population serving offices have been included in this 10,000sqm, in which case the retail GFA would be slightly lower (SGS does not count retail services or offices in its retail floorspace results). The development of 10,000sqm of retail floorspace would make Middleton Grange:

- Larger than current local centres,
- A similar size in floorspace quantum to the smaller town centres in the Liverpool LGA, but with only one supermarket, while the Town Centres of Green Valley and Miller contain at least two.
- Smaller than the larger town centres of Carnes Hill and Casula which each contain a DDS.

On this basis, based on floorspace quantum alone the development of 10,000sqm of retail floorspace at Middleton Grange could be consistent with classification as a small town centre

or large local centre. However, SGS have considered a broader range of factors in the recommended centre hierarchy.

PPM Consulting contend from modelling in the EIA that the proposed development would have acceptable impacts on other centres (SGS has not performed a detailed review of this modelling). While economic impact on other centres is an important consideration in whether a proposed development is appropriate, Council should also consider other factors when determining its strategic visions for Middleton Grange and other centres.

Without prescribing a reduction in the allowable floorspace at Middletown Grange, SGS continue to recommend that Middleton Grange should be considered as a Local Centre instead of a Town Centre given its:

- Location near other current and proposed town centres,
- Likely tenant mix (a single supermarket based centre),
- Accessibility, which is worse than Carnes Hill and other nearby current and proposed town centres, and
- Co-location with social infrastructure, with less services nearby than at Green Valley or Carnes Hill.

Classification as a local centre would reflect the centre's broader strategic role and function, and would still provide sufficient scope for the development of a moderately sized retail centre which provides a range of retail premises to cater to the needs of the local population. By contrast, classification as a town centre could be interpreted as advocating a larger retail and centre role for Middleton Grange in the future than has been suggested by the proponent at this stage, including potentially a discount department store, multiple supermarkets and a greater amount of specialty floorspace and potentially commercial employment.

3. THE GROVE

GAZCORP SUBMISSION

The submission by Gazcorp requests changes to the LCCS and to the Liverpool LEP as it applies to The Grove, which includes a homemaker centre, the Fashion Spree discount clothing outlet and a proposed retail centre with up to 21,000 sqm GFA which the Liverpool LEP has been amended to facilitate.

The submission predominately addresses four issues:

- Amendments to the Liverpool LEP as they apply to Fashion Spree, including amending the description of the land, allowing shops instead of retail premises on the site and increasing the allowable retail floorspace from 19,000sqm to 21,000sqm.
- Allowing business premises with consent on the sites of both Fashion Spree and the future retail centre.
- Not replacing the permissibility of 'shops' in the B6 Enterprise Corridor Zone with 'neighbourhood shops' as recommended by SGS but instead capping the floorspace of shops at 500 sqm.
- Amendments to the Liverpool Centres and Corridors Study and to the LCCS to recognise the status of The Grove, including the current and proposed development.

The submission's comments on these issues will be summarised and responded to below.

3.1 Proposed changes to Fashion Spree

Gazcorp propose the addition of 2,000sqm to the floorspace restriction on the Fashion Spree site to permit reconfiguration of the building and with the argument that retail impact would likely be minimal.

Gazcorp also propose changing the wording in the LEP from a cap of floorspace for 'retail premises' to a cap on floorspace for 'shops' (effectively removing a cap on specialised retail premises floorspace). Gazcorp argue that the original intention of the clause was to restrict shops floorspace rather than specialised retail floorspace.

SGS Response

Specialised retail premises are a permitted land use in the B5 Zone with no restriction on overall floorspace besides floor space ratio controls. As such, it would be unusual to prescribe a cap on the amount of specialised retail floorspace in this location.

SGS have not performed retail impact modelling on the addition of 2,000sqm of retail floorspace on the Fashion Spree site. However, this is not a large enough amount of floorspace to make a significant change to the overall structure of the centre and the impact on other centres of this particular addition is likely to be minimal providing that the outlet clothing retail focus is retained.

3.2 Inclusion of Business Premises

Gazcorp propose amendments to the Liverpool LEP to permit business premises with consent on both the Fashion Spree site and the Homemaker Centre site (which is proposed to be developed as an additional retail centre). Gazcorp justify this change with the following arguments, some of which are also made by Deep End Services in Attachment C of the submission (which was commissioned by Gazcorp):

- The stand-alone centre designation under the LCCS places The Grove in the same category as other centres like Chipping Norton, Hoxton Park Road and Woolworths Prestons which permit business premises.
- The Grove serves a different retail role to other sites under the B5 or B6 zones given the retail offer on the site and its designation as a stand-alone centre
- The introduction of business premises would provide everyday services for the convenience of the visitor and worker population of the site, which would be an ancillary and complementary function to the site's retail offer.
- Business premises are likely to form only a small proportion of the total floorspace on the site, in line with the floorspace profiles of other similar centres. This limited role is illustrated by the usual exclusion of business premises from economic impact assessments, which shows their minor nature in the overall function of a retail centre.

SGS Response

SGS agree with Gazcorp and Deep End Services that some business premises are a usual inclusion in centres and that there is some degree of substitutability between small retail tenancies like clothing stores and business premises like hairdressers, optometrists and real estate agencies. Given that a retail centre of around 21,000 sqm is proposed on the site and has been facilitated through a site-specific amendments to the LEP, it would be unusual and restrictive on the operation of a general retail centre operation not to allow it to contain any services such as hair-dressers, dry-cleaners etc. SGS agree that allowing population services would also be consistent with the classification of The Grove as a stand-alone centre under the retail hierarchy.

SGS would not support the addition of offices at The Grove, even those (for example solicitors or accountants) that have a small-scale population-serving function. While office premises is permissible in the B5 Zone in the Liverpool LEP 2008, the provision of offices in this location could detract from the development of the Liverpool City Centre (and to a lesser degree other centres) as a primary office location. While Council cannot separate small scale office businesses from other business premises, not including small offices in any development could form the basis of constructive discussions with the development proponent.

Deep End Services is correct that business premises are not normally considered in retail modelling. In line with the arguments of Gazcorp and Deep End Services, business premises form a significant part of the total floorspace in some local centres, but generally only a small proportion of floorspace in enclosed and stand-alone shopping centres.

Despite the general compatibility of some business premises with the retail role of a stand-alone shopping centre, there is a risk if business premises are allowed without any cap that the size of the proposed retail centre will be expanded significantly beyond what was previously approved by Council. This would make The Grove more competitive with centres like the Liverpool City Centre and other nearby town centres. Given this, some cap on the amount of floorspace permitted may be appropriate. While SGS have not conducted retail modelling with the specific intent of testing the quantum of the retail floorspace cap applying to The Grove, the most straightforward way to implement a cap on the amount of business premises floorspace would be to replace the proposed floorspace cap on shops with a cap on both shops *and* business premises. For example:

Schedule 1, Clause 24 – Use of certain land at 10 Viscount Place, Warwick Farm

(1) This clause applies to part of Lot 101, DP1043160, 10 Viscount Place, Warwick Farm, as shown coloured green on the Key Sites Map.

(2) Development for the purpose of shops *or business premises* is permitted with consent if the total gross floor area of shops *and business premises* on the site does not exceed 21,000m².

Other mechanisms for capping the size of the centre may also be appropriate (for example capping business premises GFA to a proportion of total GFA benchmarked to other centres), subject to discussion between Council and the proponent.

3.3 Permissible land uses in the B6 Zone

Gazcorp request that instead of permitting neighbourhood shops in the B6 Zone as proposed by SGS and the LCCS, shops are permitted up to a maximum of 500sqm in tenancy size. Gazcorp justify this request by stating that neighbourhood shop premises would not be easily leased and so restricting the B6 Zone to neighbourhood shops would result in a corridor of vacant premises.

SGS Response

Permitting shops up to a maximum tenant size of 500sqm as proposed by Gazcorp would be similar to the current provisions in the B6 Zone, which permit shops up to a maximum floor area per property of 1,600 sqm per development. It would have similar risks in that it could allow the creation of multiple small stand-alone retail centres with low amenity along the Hume Highway and Camden Valley Way. This is the problem which led SGS to recommend restricting the permissibility of shops in the B6 Zone.

The B6 Zone has a wide variety of permissible uses apart from shops in the Liverpool LEP 2008 including:

- Business premises
- Educational establishments
- Entertainment facilities
- Function centres
- Garden centres and hardware and building supplies
- Hotel and motel accommodation
- Light industries
- Registered clubs
- Service stations
- Storage premises
- Vehicle repair stations
- Commercial premises including:
 - Bulky goods premises
 - Take away food and drink premises
 - Vehicle sales or hire premises

These permissible uses provide a wide range of potential development and tenant types which would be appropriate for the B6 Zone and which would not allow the creation of small stand-alone retail centres in out of centre locations. SGS recommend that a review of the permissibility in the B6 zone as proposed in the LCCS to permit shops instead of neighbourhood shops would continue to permit a wide range of uses including the uses listed above (not including the umbrella term of commercial premises which includes retail premises and the subcategory of shops).

3.4 Proposed changes to the Draft Centres and Corridors Strategy

Gazcorp requests several amendments to the Liverpool Centres and Corridors Study and the LCCS, including inconsistencies and ambiguities highlighted by Deep End Services in Attachment C to the submission. These are listed below (quoted from Gazcorp's submission):

- To recognise that The Grove is a 'stand-alone centre' which has previously been recognised as having future expansion potential for supermarkets and is not a 'out of centre' or 'bulky goods centre' development
- Recognise that while the Grove is within the B5 and B6 zone, additional retail uses are already permissible on the site and numerous assessments have addressed potential impacts in relation to those uses
- Recognise that The Grove is a diverse retail destination in comparison to other B5 and B6 zoned land as it is a 'stand-alone centre' and therefore like other defined 'stand-alone

centres' is a suitable location for a number of business premises uses such as optometrists, shoe repairs and dry cleaners

- Include more detail in regard to what is currently proposed at The Grove Liverpool to enable Council and other readers to have a better understanding of the future role and operation of the site. For example, Amendment 61 assessed the proportion of a DDS, large supermarket, another small supermarket and a range of mini majors and smaller retail specialties.
- Amend the inaccurate classification of the aggregation of floorspace at The Grove Liverpool as a 'bulky goods centre' in the examination of existing and future supply of retail floorspace across Liverpool, particularly when it has been classified as a 'stand-alone centre' since 2012.

Deep End Services also raise several questions regarding the modelling methodology in the SGS report, including querying whether the proposed development at The Grove is included in the retail gravity model.

SGS Response

Any inconsistencies in the text of the Liverpool Centres and Corridors Study (for example The Grove is referred to with slightly different names including Orange Grove Homemaker Centre and The Grove Homemaker Centre) are minor and immaterial to the overall findings of the study and to the analysis carried out. They do not impact on SGS's recommendations in any way.

Both The Grove and the future addition to it of a retail centre were included in SGS's retail gravity model. It has been assumed in all analysis and findings that the retail centre will be built in the future. Both bulky goods and other retail floorspace are included in the modelling. SGS's recommendations that future retail expansion should be focussed in local and town centres instead of stand-alone centres applies only to *additional* retail development beyond that already progressed in the development pipeline.

SGS recommended (and Council adopted this recommendation in the LCCS) that the Grove be classified as a stand-alone Centre, reflecting its expanded retail role which is larger than that of other bulky-goods or specialised retail centres. However, The Grove is isolated from nearby dwellings and services and is difficult to walk or catch public transport to (while it is serviced by a bus stop, bus services are infrequent and irregular). It is co-located with little social infrastructure and does not have good design infrastructure with the adjacent open space. In combination, these factors mean that The Grove is not an ideal place for a local or town centre containing a wide range of services and uses. This has been recognised in Council's previous agendas, as quoted by Gazcorp, and is reflected in the stand-alone centre designation.

Detailed responses to Gazcorp's requests for amendments to the Liverpool Centres and Corridors Study are provided below. It is noted that SGS's work formed a recommendation only to Council and that Council has authored the LCCS with regard to a wide range of factors including SGS's recommendations.

TABLE 1: DETAILED RESPONSES TO GAZCORP COMMENTS ON THE LIVERPOOL CENTRES AND CORRIDORS STUDY

Gazcorp request	SGS Response
To recognise that The Grove is a 'stand-alone centre' which has previously been recognised as having future expansion potential for supermarkets and is not a 'out of centre' or 'bulky goods centre' development	<p>SGS and Council have continued to classify The Grove as a stand-alone centre. The previous designation has formed one of the considerations in formulating SGS's recommendations.</p> <p>While The Grove is intended to house a range of retail premises in the future, its location is consistent with an 'out-of-centre designation'. Bulky goods retailing is one of its primary retail functions.</p>
Recognise that while the Grove is within the B5 and B6 zone, additional retail uses are already permissible on the site and numerous assessments have addressed potential impacts in relation to those uses	SGS did not comment on the suitability of permitted uses on the site which have been subject to economic impact assessments, only on the strategic framework with regards to whether further expansion would be appropriate.
Recognise that The Grove is a diverse retail destination in comparison to other B5 and B6 zoned land as it is a 'stand-alone centre' and therefore like other defined 'stand-alone centres' is a suitable location for a number of business premises uses such as optometrists, shoe repairs and dry cleaners	SGS agree that the additional permitted uses at The Grove separate it from other locations in the B5 and B6 zone. As noted above, SGS agree that business premises should be permitted at The Grove.
Include more detail in regard to what is currently proposed at The Grove Liverpool to enable Council and other readers to have a better understanding of the future role and operation of the site. For example, Amendment 61 assessed the proportion of a DDS, large supermarket, another small supermarket and a range of mini majors and smaller retail specialties.	The intended future contents of retail development at The Grove as provided in previous planning proposal documentation was considered by SGS when conducting retail modelling and when formulating recommendations.
Amend the inaccurate classification of the aggregation of floorspace at The Grove Liverpool as a 'bulky goods centre' in the examination of existing and future supply of retail floorspace across Liverpool, particularly when it has been classified as a 'stand-alone centre' since 2012.	The classification of The Grove with Crossroads and the Sappho Road Homemaker Centre as a 'Bulky goods centre' in SGS's results tables is for the purpose of reporting results in a more meaningful way and reflects the current substantial amount of bulky goods and specialised retail space at The Grove. It is not intended to dictate the Centre's current or future use.

4. CROSSROADS

ASHE MORGAN SUBMISSION

Ashe Morgan's submission was prepared by Ethos Urban. It requests greater flexibility in the B5 Business Development Zone to permit a broader range of uses to support large format retailing at the Crossroads Homemaker Centre. They cite examples premises including:

- Small-scale business premises,
- Small shops,
- Large format clothing stores such as TK Maxx (a big-box discount clothing and homeware store), and
- Large format fresh produce wholesales/retailers which are typically attracted to out-of-centre locations and industrial areas where rents are more affordable than in shopping centres.

The submission states that it is Ashe Morgan's intention to retain Crossroads predominant role as a specialised retailing centre which provides direct vehicular access for customers to load purchased goods into their cars. The submission states that their intention is not to transition the site towards becoming a traditional shopping centre.

The submission suggests the following amendments to planning controls:

- Permitting business premises and shops within the B5 zone up to 10% of existing GFA (around 5,000 sqm at Crossroads)
- Excluding supermarkets, neighbourhood supermarkets and neighbourhood shops from the types of shops permitted
- Requiring clothing and fresh produce retailers to have a minimum floorspace of 500 sqm to be permitted in the B5 zone.

4.1 Predominant use

The submission states that permitting up to 10% of GFA to be developed as shops or business premises would not change the predominant character of the Crossroads Centre. They provide expected turnover figures to show that if this were to occur, only a small part of the centre's overall turnover (15%) would not be in specialised retail premises, and that this additional turnover would be only 0.4% of SGS's estimate of retail turnover in the Liverpool LGA in 2019.

SGS Response

Inclusion of some shops or business premises at Crossroads would be consistent with SGS's recommendations in the Liverpool Centres and Corridors Study, one of which was to:

"Allow additional retail uses to locate in centres in the B5 zone if proposed as part of a redevelopment, but only if it is demonstrated that they could not reasonably locate in another centre and they constitute a small proportion of the total retail floorspace"

It could be appropriate for retail premises with larger floorplates to locate in Crossroads, as they could have difficulty locating in traditional centres. SGS agree that 10% of total floorspace would be a small enough proportion of floorspace so as not to constitute a significant change to the predominant use of Crossroads, providing that the tenants in question do not replicate businesses in other centres.

The modelling showing that only 15% of turnover would be for non-specialised retailing is credible given the floorspace mix proposed.

Retail tenancies which could compete with centres include:

- Supermarkets would likely be the kind of tenant with the greatest potential to compete with other centres.
- It may be possible with around 5,000sqm of retail floorspace or more for a discount department store to be built at Crossroads, which would compete with the Liverpool City Centre or with town centres.
- Delivery of a large number of smaller retail tenancies could form a small stand-alone retail centre which competes with nearby smaller centres.
- Large numbers of food and drink premises could replicate the hospitality function of the Liverpool City Centre or other centres.
- Significant entertainment uses such as cinemas or bars and night-clubs could draw night-time activity away from the Liverpool City Centre.

The suggestion in the submission for a minimum of 500sqm to be required would be appropriate to ensure that a large number of smaller tenancies is not delivered. A restriction on food and drink premises may be appropriate (for example to allow only take away food and drink premises). A maximum floorspace size could also be provided (for example 2,500 sqm) to limit the potential for a discount department store or full-line supermarket to be built, although the quantum of any maximum should be refined in discussion with Ashe Morgan.

The Standard Instrument does not have the capacity to change permissibility for particular retail trade types (for example supermarkets, food and drink retailing etc), and so it would be difficult for Council to tailor planning controls to restrict supermarkets or provide a minimum floorspace size for clothing and fresh produce retailers. Sizes and floorspace profiles, as well as the strategic intent for Crossroads, could be encoded in the development control plan, but this would have less statutory weight than the local environmental plan and cannot change permissibility.

4.2 Retail impacts

The submission states that the trading impact on other centres of allowing some shops and business premises at Crossroads would be limited. This is a result of the expected sales being only a small fraction of total sales in the Liverpool LGA, and of Crossroads' large regional-scale sales catchment, which would spread retail impacts out over many centres.

The submission also states that the tenant profile associated with the proposed allowance for shop floorspace would not compete directly with traditional centres where access to supermarkets is typically the main purpose of visits.

SGS Response

While the expected non-specialised retail turnover is only a small proportion of the LGA's total turnover, there may be larger retail impacts on some centres depending on the ultimate tenant mix.

SGS agree that it is likely that the large retail catchment of Crossroads makes its likely impacts on any given centre to be minor, but only if the tenants which locate in Crossroads also have a large catchment. For example, this would not be true of a supermarket.

4.3 Consistency with controls applied elsewhere

The submission provides several examples of planning controls with a similar intent elsewhere which allow some shops or other non-specialised retail uses in large format retail centres.

These examples are intended to illustrate precedents for the proposed amendments.

Examples include:

- The Primewest Megamall (B6 Enterprise Corridor Zone), allowing up to 4,600sqm GFA for retail uses
- The Belrose Super Centre (B7 Business Park Zone), allowing up business premises, function centres, hotel and motel accommodation, pubs and shops (not exceeding 2,500sqm GFA)
- The Moore Park Supa Centre (B5 Business Development Zone), allowing shops up to 1,000sqm GFA
- The Alexandria Homemaker Centre (B6 Business Development Zone), allowing shops and business premises up to 1,000sqm GFA,
- The Bankstown Home Shopping Centre, allowing business premises with no size cap and neighbourhood shops not exceeding 80sqm,
- The Victorian Commercial 2 Zone, which allows supermarkets up to 1,800sqm and up to 500sqm of adjoining specialty shops.

SGS Response

It is noted that these examples contain a broad range of different permissible uses and sizes of retail premises. While there is evidence that permitting some non-specialty retail premises in a specialty retail centre does occur elsewhere, approaches to this problem vary.

4.4 Consistency with broader policy

The submission contends that the proposed amendments would be consistent with the broader policy context surrounding specialised and large format retailing premises and centres. In particular, it discusses the *Planning for the Future of Retail: Discussion Paper* which was summarised in the SGS Liverpool Centres and Corridors Study. It also states that NSW is regarded to have the most prescriptive approach to retail centres planning in Australia.

On the basis of the need for flexibility in tenant profiles identified in this document, the relatively restrictive set of permissible use sin the B5 zone in the Liverpool LGA compared to other LGAs and stakeholder views, the submission suggests that the LCCS should encourage flexibility in the B5 zone.

The submission states that increased flexibility in the B5 zone would support the operation of Crossroads in continuing to attract customers in competition with online retail and in the face of reduced consumer expenditure in economic downturns (including as a result of COVID-19).

SGS Response

As noted in the Liverpool Centres and Corridors Study, flexibility in land use zones to permit some diversification of uses is supported by broader policy documents and would support the continued competitiveness of retailers in a challenging trading environment in which the market share of online retailing is increasing. The need for flexibility should be balanced with the need to preserve the trading performance of well-located centres which are also great places co-located with social infrastructure. This balance informed SGS's recommendations regarding the retail hierarchy, including the recommendation listed in the Predominant Use section above.

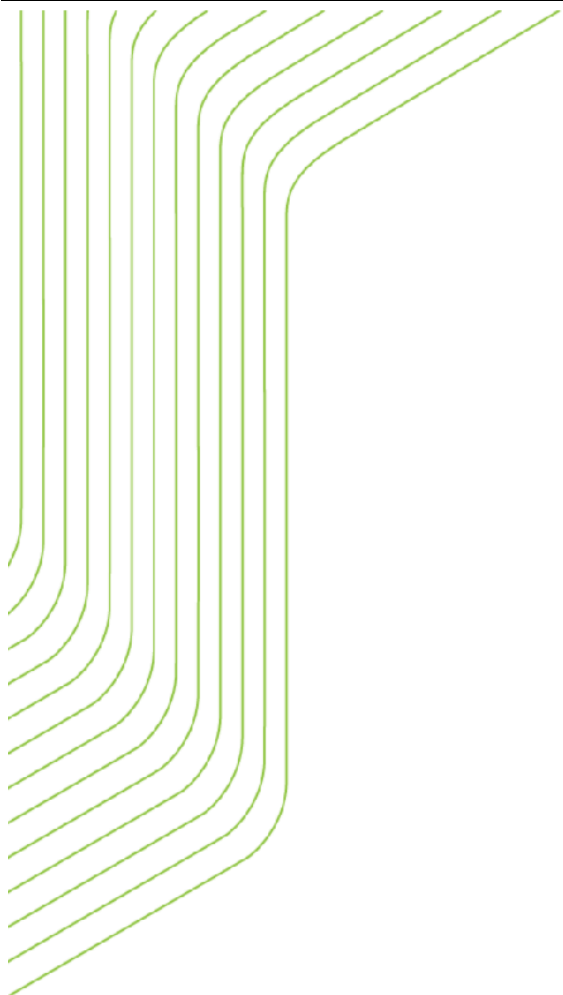
4.5 Increased employment

The submission outlines increased employment that could be possible at additional retail premises at Crossroads, with around 170 direct FTE jobs potentially created through 5,000 sqm of additional business and shop uses.

SGS Response

While the conversion of specialised retailing floorspace to other kinds of retailing would be expected to be associated with an increase in employment, it would be lower than that associated creation of an *additional* 5,000sqm of floorspace (the statistic provided in the submission).

The creation of additional jobs should not be a major consideration when planning for an appropriate retail hierarchy. There is no guarantee that additional employment would not come at the expense of additional retailing employment created elsewhere or that it would be filled by people from the Liverpool LGA.



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**Planning,
Industry &
Environment**

Gateway Determination

Planning proposal (Department Ref: PP_2019_LPOOL_007_00): A comprehensive review of Liverpool LEP 2008 that aligns with the actions in the Liverpool Local Strategic Planning Statement and the planning priorities in the Western City District Plan

I, the Executive Director, Central River City and Western Parkland City at the Department of Planning, Industry and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to Liverpool Local Environmental Plan (LEP) 2008 should proceed subject to the following conditions:

1. Prior to public exhibition, the planning proposal is to be amended as follows:
 - (a) while retaining Council's intention to undertake a further review of Liverpool LEP 2008 and subsequently repeal the instrument, amend the planning proposal (where appearing) to indicate that this review phase will not repeal the Liverpool LEP 2008;
 - (b) remove the following proposed amendments and associated references, or maps, from the planning proposal:
 - i. all references to Liverpool city centre as Sydney's third CBD;
 - ii. prohibition of cemeteries in the industrial zones;
 - iii. inclusion of car parks as a permitted use in the B3 zone;
 - iv. references to relocating the environmentally significant land maps from the legislative website to Council's website; and
 - v. inclusion of Clause 7.8A Floodplain risk management;
 - (c) reconsider the relocation of existing additional permitted uses from Schedule 1 into Part 7 Local Provisions for: Liverpool Hospital; RE1 in Liverpool City Centre; and land adjoining Moorebank Town Centre;
 - (d) for the proposed amendment to the rezoning of land adjoining Moorebank Town Centre, Council is to strengthen the commentary in the planning proposal under Part 2 Explanation of Provisions by summarising the quantitative impacts on housing diversity and supply, as examined within the Liverpool Housing Study and Moorebank Rezoning Advice; including the number of unconstrained lots which can be redeveloped for residential flat building developments; the number of reduced potential dwellings from the rezoning; and, the number of residential flat building developments approved in the R3 Low Density Residential zone in the past five years;

- (e) in the explanation for item 34 in the proposal's Attachment A (7.22 Development in zone B6, p.119), amend, where appropriate, 'building supplies' to 'hardware and building supplies';
 - (f) include the intention to introduce a new savings and transitional clause to ensure that proposed amendments do not affect any development applications or appeal processes;
 - (g) include a note that the draft proposed clauses will be subject to legal drafting and may alter under this process.
2. Public exhibition is required under section 3.34(2)(c) and Schedule 1 clause 4 of the Act as follows:
 - (a) the planning proposal must be made publicly available for a minimum of 28 days;
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 6.5.2 of *A guide to preparing local environmental plans* (Department of Planning, Industry and Environment, 2018).
 3. Council is to inform all landowners affected by amendments to reduce permissibility on the land and rezoning from R4 High Density Residential to R3 Medium Density Residential in writing about the exhibition of the proposal, outlining the effect of the proposed changes.
 4. Council is to consult with the NSW Rural Fire Service prior to public exhibition in accordance with section 9.1 Direction 4.4 Planning for Bushfire Protection and address any comments from this agency
 5. Consultation is required with the following public authorities/organisations under section 3.34(2)(d) of the Act and/or to comply with the requirements of relevant section 9.1 Directions:
 - Greater Sydney Commission;
 - Sydney Water;
 - Roads and Maritime Services;
 - Transport for NSW;
 - Environment, Energy and Science Group; and
 - Heritage, Department of Premier and Cabinet.
 6. Council is required to submit the planning proposal to the Department for finalisation prior to 30 June 2020.

7. Given the nature of the planning proposal, Council should not be authorised to be the local plan-making authority to make this plan.

Dated 17th day of April 2020.



Catherine Van Laeren
Executive Director, Central River City
and Western Parkland City
Greater Sydney, Infrastructure and
Place
Department of Planning, Industry and
Environment

Delegate of the Minister for Planning
and Public Spaces



**Planning,
Industry &
Environment**

Alteration of Gateway Determination

Planning proposal (Department Ref: PP_2019_LPOOL_007_01)

I, the Acting Director, Western at the Department of Planning, Industry and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(7) of the *Environmental Planning and Assessment Act 1979* to alter the Gateway determination dated 17 April 2020 for the proposed amendment to the Liverpool Local Environmental Plan 2008, as follows:

1. Delete:

condition "1(d)"

and replace with a new condition 1(d):

"for the proposed amendment to the rezoning of land adjoining Moorebank Town Centre, Council is to strengthen the commentary in the planning proposal under Part 2 Explanation of Provisions by summarising the quantitative impacts on housing diversity and supply, as examined within the Liverpool Housing Study and Moorebank Rezoning Advice; including the number of unconstrained lots which can be redeveloped for residential flat building developments; the number of reduced potential dwellings from the rezoning; and, the number of residential flat building developments approved in the proposed R3 Medium Density Residential zone in the past five years;"

Dated 15th day of May 2020.

**Eleanor Robertson
Acting Director Western
Central River City and Western
Parkland City
Department of Planning, Industry and
Environment**

**Delegate of the Minister for Planning
and Public Spaces**

Planning Proposal

Liverpool Local Environmental Plan (LEP) Review – Phase 1

(Amendment 82 to Liverpool Local Environmental Plan 2008)

VERSION 3 – POST EXHIBITION
AUGUST 2020

Note: Post exhibition changes are in red.

LIVERPOOL
CITY
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Executive Summary

This planning proposal explains the intended effect of, and justification for proposed amendments to the Liverpool Local Environmental Plan 2008 (LLEP 2008) to give effect to the Greater Sydney Region Plan, the Western City District Plan and particular objectives and actions in the Liverpool Local Strategic Planning Statement (LSPS) – *Connected Liverpool 2040*.

This planning proposal begins to implement the actions of the LSPS, as well as strengthen the LEP and correct anomalies. It has been prepared in accordance with Section 3.33 of the Act and the Department of Planning, Industry and Environment's *A Guide to Preparing Planning Proposals*.

Implement actions of the LSPS

The planning proposal:

- Rezones and updates development standards for certain R4 High Density Residential zoned land in Moorebank;
- Rezones land within the Casula Crossroads Industrial Precinct;
- Updates Schedule 5 Environmental Heritage inventory;
- Expands existing health and research uses in Liverpool CBD;
- Inserts an exempt development provision for the use of Council land for community events; and
- Inserts a waste management provision as part of design excellence considerations for development within the Liverpool CBD.

Strengthen the LLEP 2008

The planning proposal:

- Updates the overarching aims of the LEP;
- Rezones and amends development standards for land owned and operated by Sydney Water;
- Amends permissible uses in various zones and Schedule 1 Additional Permissible Uses;
- Removes additional Floor Space Ratio (FSR) provisions for dwelling houses in the R3 Medium Density Residential zone;
- Removes minimum street frontage requirements in the B6 Enterprise Corridor zone;
- Removes minimum lot width requirements for residential subdivision;
- Includes a clause to ensure residential subdivision and development considers the existing locality and any sensitive land uses;
- Updates the objectives of the B1 Neighbourhood Centre zone; and
- Amends additional local provisions requiring specific uses within business zones to ensure the outcome for these zones are achieved.

Correct anomalies within the written instrument and rectify mapping inconsistencies

The planning proposal:

- Updates terminology and references to legislation and Australian Standards;
- Corrects anomalies and errors in mapping and provisions;
- Removes provisions and mapping relating to completed urban release areas and land identified as having deferred zoning;
- Removes void references to height based FSR controls in certain zones;
- Re-categorises and re-orders provisions in the LEP; and

- Removes duplication between LEP clauses, the *State Environmental Planning Policy (Exempt and Complying Codes) 2008* and the *Liverpool Development Control Plan (DCP) 2008*.

It is also intended to introduce a new savings and transitional clause to ensure that proposed amendments do not affect any development applications or appeal processes.

The draft proposed clauses included in this planning proposal will be subject to legal drafting and may alter under this process.

Background and Context

The Liverpool Local Environmental Plan 2008 (LLEP 2008) was gazetted on 29 August 2008 and is applicable to all land within the Liverpool Local Government Area (LGA), with the exception of certain land specified under *State Environmental Planning Policy (Sydney Region Growth Centres) 2005*, *State Environmental Planning Policy (Western Sydney Parklands) 2009* and *State Environmental Planning Policy (State Significant Precincts) 2005*.

The LLEP 2008 was prepared to comply with the State Government requirement for a Standard Instrument Local Environmental Plan, thereby replacing the *Liverpool Local Environmental Plan 1997*. Since its gazettal, over 80 amendments to the LEP have been proposed by Council and submitted for a Gateway determination. Notably, Amendment No. 52 which was gazetted on 5 September 2018 and rezoned land in the Liverpool City Centre from B3 Commercial Core to B4 Mixed Use. This amendment was the result of a comprehensive review of the Liverpool City Centre and occurred to facilitate the development of the Liverpool City Centre, by encouraging the establishment and growth of new businesses and residential populations within the city centre. These amendments have ensured the LEP is current and in alignment with the District Plan, therefore a substantial overhaul of the LLEP 2008 is not required to ensure the LEP is fit for purpose.

Legislative Changes to the *Environmental Planning and Assessment Act 1979*

In March 2018, amendments to the *Environmental Planning and Assessment Act 1979* (the Act) came into effect. These amendments require all Councils to review and update their Local Environmental Plans (LEPs) to give effect to the Greater Sydney Region Plan – *A Metropolis of Three Cities* (the Region Plan) and actions set out in the relevant district plan, being the Western City District Plan (the District Plan), for the Liverpool LGA.

Section 3.8 of the Act requires local environmental plans to give effect to the objectives and priorities identified in the Region Plan and District Plan. This involves councils:

- reviewing their strategic planning framework, including a review of the existing LEPs against the relevant District Plan; and
- undertaking necessary studies and strategies and preparing a Local Strategic Planning Statement (LSPS) which will guide the update of LEPs.

Section 3.9 of the Act requires Councils to prepare and make a LSPS and review the statement at least every 7 years. The role of the LSPS is to provide an alignment between regional and district plans and local strategic planning and delivery. The guiding principles for all LSPS documents are to set out:

- the 20-year vision for land use in the local area;
- the special characteristics which contribute to local identity;
- shared community values to be maintained and enhanced; and

- how growth and change will be managed into the future.

Liverpool Local Strategic Planning Statement

Liverpool's LSPS, *Connected Liverpool 2040* (refer to **Attachment C**), was finalised in March 2020 and identifies four themes, 16 planning priorities and 80 actions which encompass Council's strategic planning priorities for the next 20 years and how they are to be achieved.

The four themes of the LSPS are as follows:

- **Connectivity:** The Liverpool of 2040 is a fast, efficient and productive city connected by rapid frequent transport, high speed digital networks and strong collaboration between community, business and government.
- **Liveability:** Liverpool will become one of Australia's most liveable cities, capitalising on its youth, culturally diverse and harmonious population, proximity to Western Sydney International Airport, and a City Centre close to transport and the amenity of the Georges River.
- **Productivity:** Liverpool in 2040 will be the premier edge city to Western Sydney International Airport – a jobs-rich, attractive destination drawing in jobs, business, tourism and investment, supporting the operation of a successful 24-hour international airport.
- **Sustainability:** Liverpool is rich in nature and this will be protected into the future. Bordered by the Georges and Nepean Rivers, it has significant and unique bushland, biodiversity, and green and blue networks.

Given the timeframes committed to as part of the Western Sydney City Deal, the LEP review process is being separated into distinct phases. This will ensure that LEP amendments are well informed by the various studies that are underway, some of which are yet to be completed. This planning proposal is the first phase of implementation of the LSPS into the LEP, and primarily involves housekeeping amendments, along with amendments which have been well justified. There are various short, medium and long term LSPS actions that will be implemented into the LEP by future planning proposals. These amendments will respond to the recommendations and actions of studies and updated strategies that require endorsement from Council.

Review of Liverpool Local Environmental Plan 2008

In accordance with Section 3.21 of the Act, Council initiated a review of its Liverpool LEP 2008. Council initiated a number of studies to inform the comprehensive LEP review, including:

- SGS Moorebank Rezoning Advice (SGS 2019; refer to **Attachment D**)
- Liverpool Housing Study (SGS 2019; refer to **Attachment E**); and
- A suite of industrial lands studies including:
 - Industrial Employment Lands Study (Knight Frank 2016; refer to **Attachment F**);
 - Supplement to Liverpool Industrial Employment Lands Study (2016; refer to **Attachment G**);
 - Industrial Lands Snapshot (Mecone & JLL 2018; refer to **Attachment H**);
 - Liverpool Industrial Development Lands Study (APP 2019; refer to **Attachment I**); and
- Correspondence with Sydney Water (refer to **Attachment J**).

The Western Sydney City Deal has provided 18 Councils, including Liverpool City Council, with funding to conduct an accelerated LEP review over a two-year period. The following work has been undertaken as part of the LEP Review and development of the LSPS:

- An LEP Health Check to test alignment of the current LEP and Council's broader strategic planning framework with the Western City District Plan;

- Councillor workshops on 24-26 November 2018 and 7 June 2019 to understand Councillors' broad strategic vision for the LGA;
- Review of Council's Community Strategic Plan (CSP), *Our Home, Liverpool 2027*;
- Review of other local strategies, including the Economic Development Strategy and Community Facilities Strategy to ensure alignment with current strategic direction and to set priorities;
- Input from relevant staff on a working draft to refine priorities and actions;
- Findings from current studies being conducted through the LEP Review process, including the draft Liverpool Housing Study 2019;
- Advice from external agencies, including the Department of Planning, Industry and Environment (DPIE), Greater Sydney Commission (GSC), South West Sydney Local Health District, the NSW Department of Primary Industries and Sydney Water; and
- Community feedback.

Site Identification

This planning proposal applies to all land within the Liverpool Local Government Area (LGA), with the exception of land specified under *State Environmental Planning Policy (Sydney Region Growth Centres) 2005*, *State Environmental Planning Policy (Western Sydney Parklands) 2009* and *State Environmental Planning Policy (State Significant Precincts) 2005*, (as indicated in Figure 1). Therefore, the proposed amendments will have implications upon land across the LGA.

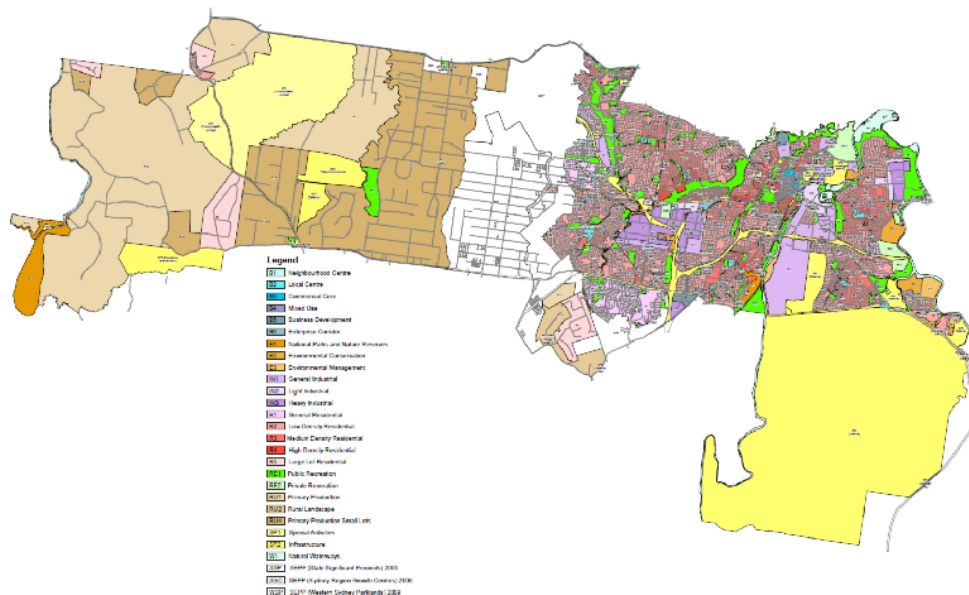


Figure 1: Liverpool LGA land application map

Site specific changes are also proposed, including amendments to certain land in Moorebank, Crossroads Casula and twelve sites (comprising of thirteen lots), under the ownership of Sydney Water. These are described further below:

Moorebank

The Moorebank town centre is located approximately 2.5 kilometres to the east of Liverpool City Centre, south of Newbridge Road (refer to Figure 2). The town centre is zoned B2 Local Centre, and contains Moorebank Shopping Centre, Nuwarra Public School, a hotel and service station. Land surrounding the town centre is currently zoned R4 High Density Residential under LLEP 2008. A number of dwelling houses on the western side of Stockton Avenue have been converted to office or medical uses. This planning proposal is applicable to certain R4 High Density Residential zoned land around the town centre.

Crossroads Casula

The Crossroads Industrial Precinct at Casula is a small (21 ha) industrial precinct positioned to the south of the Casula Bulky Goods Centre (refer to Figure 3). It adjoins the Hume Highway and Campbelltown Road and benefits from internal road access from Beech Road. It is currently zoned IN3 Heavy Industrial with a maximum height of 18 and 30 metres and a minimum lot size of 2,000m². The precinct is part of a new subdivision and is home to the AMP Crossroads Logistic Centre. It provides 79,000m² net leasable purpose-built and modern warehouse buildings housing a range of specialised manufacturing uses and logistics including Cosentino, Electrolux and WesTrac.

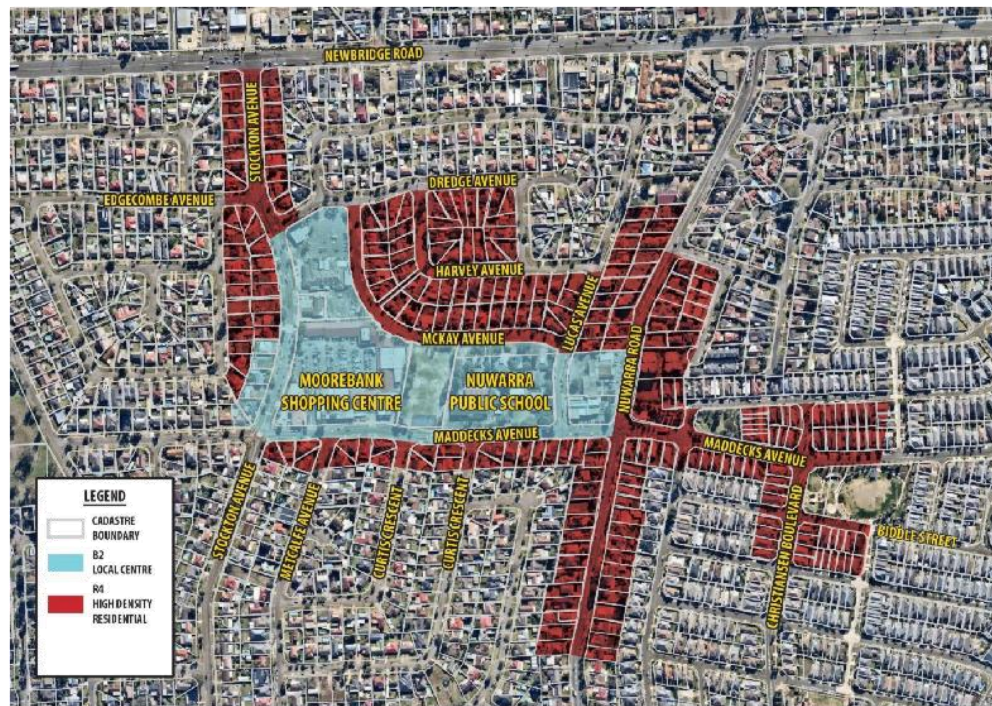


Figure 2: Moorebank Town Centre



Figure 3: Crossroads Casula Industrial Precinct

Sydney Water Sites

Twelve (12) sites, comprising of thirteen (13) lots, under the ownership of Sydney Water, are amended as part of this planning proposal. The sites are of varying sizes and provide for sewage and water infrastructure. The location of the sites is outlined in Table 1 and shown in Figures 4-7 below.

Table 1: Sydney Water rezoning sites

SITE:	LOT:	DEPOSITED PLAN (DP):	ADDRESS:
A:	6	17316	155 Epsom Road, Chipping Norton
B:	1	1056116	179 Epsom Road, Chipping Norton
	1	584173	
C:	1	582009	Newbridge Road, Chipping Norton
D:	201	1117280	Newbridge Road, Moorebank
E:	1	564380	Bridges Road, Moorebank
F:	8	237845	Shepherd Street, Liverpool
G:	982	246753	3 Woodbrook Road, Casula
H:	354	840726	Bundarra Court, Wattle Grove
I:	1	606363	Fitzgerald Avenue, Hammondville
J:	1	606718	Stewart Avenue, Hammondville
K:	106	1033932	Parkers Farm Place Casula
L:	10	1171820	Kurrajong Road, Prestons

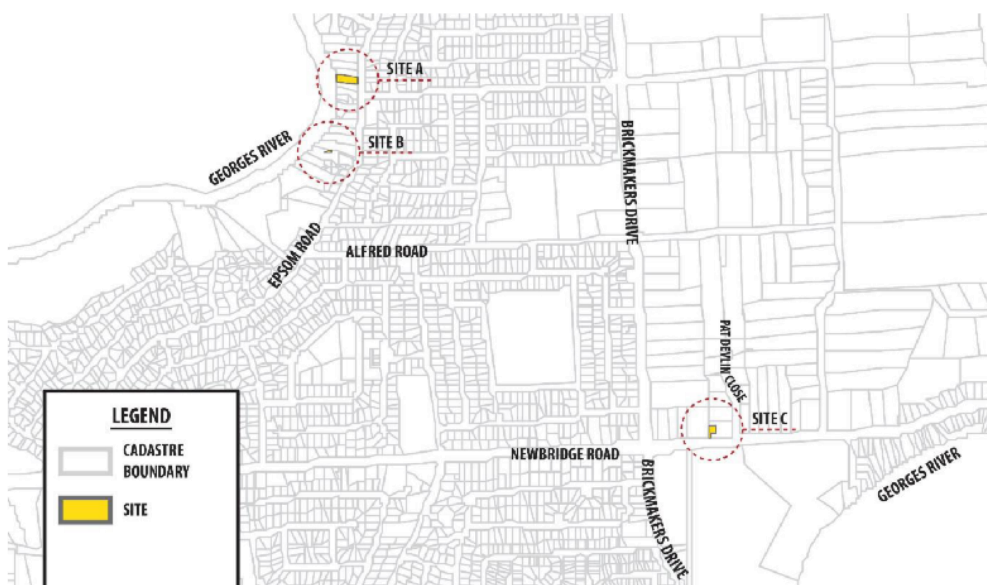


Figure 4: Chipping Norton Sydney Water sites

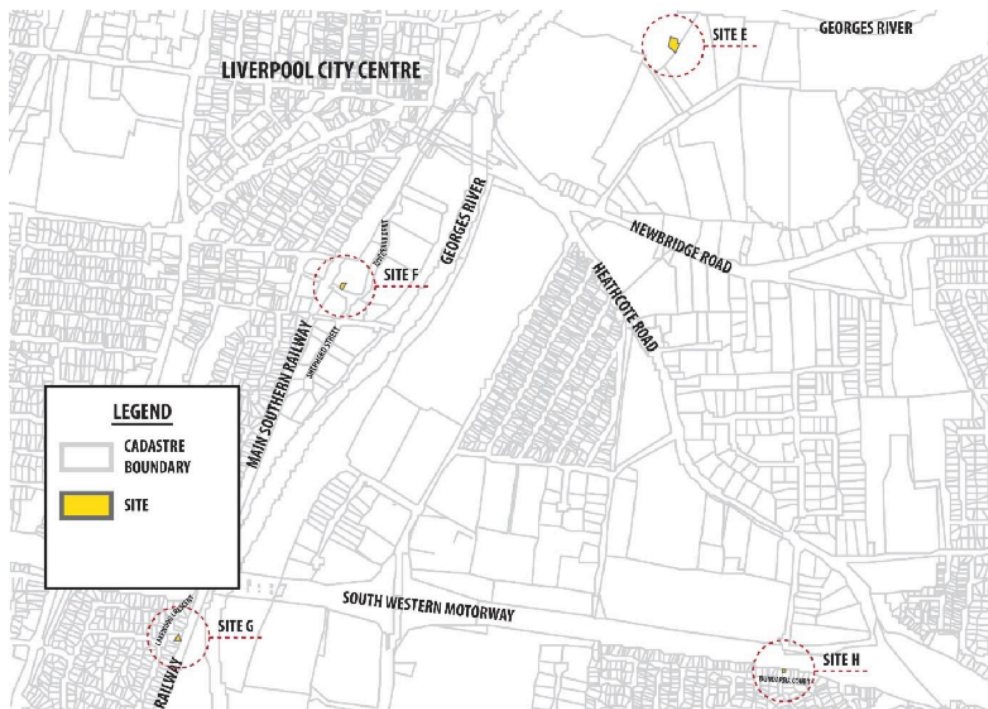


Figure 5: Moorebank Sydney Water sites

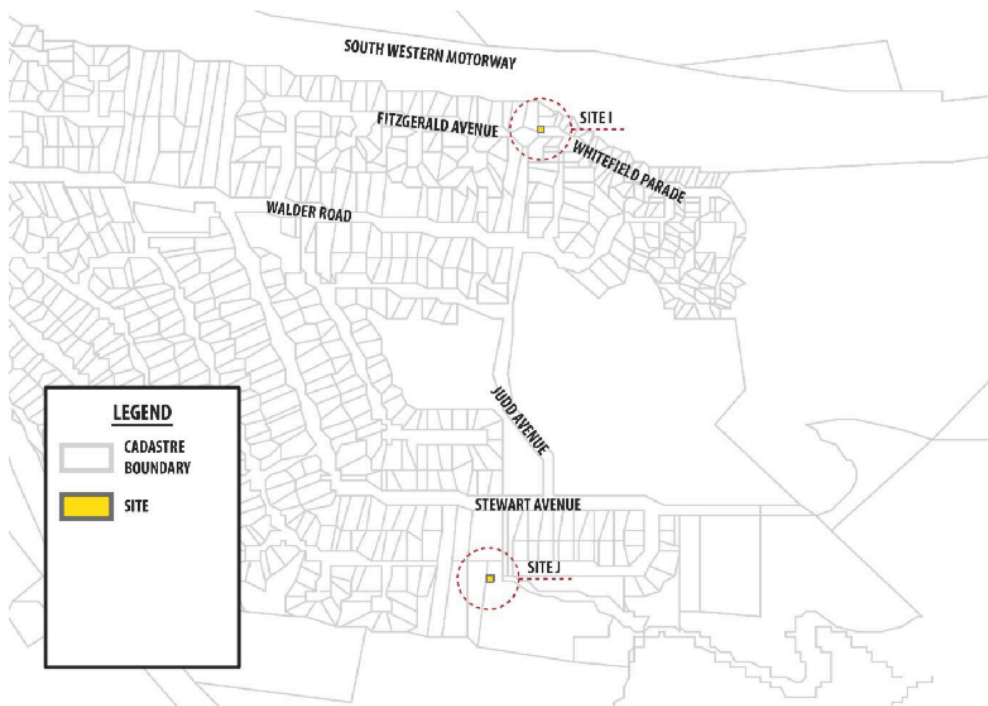


Figure 6: Hammondville Sydney Water sites

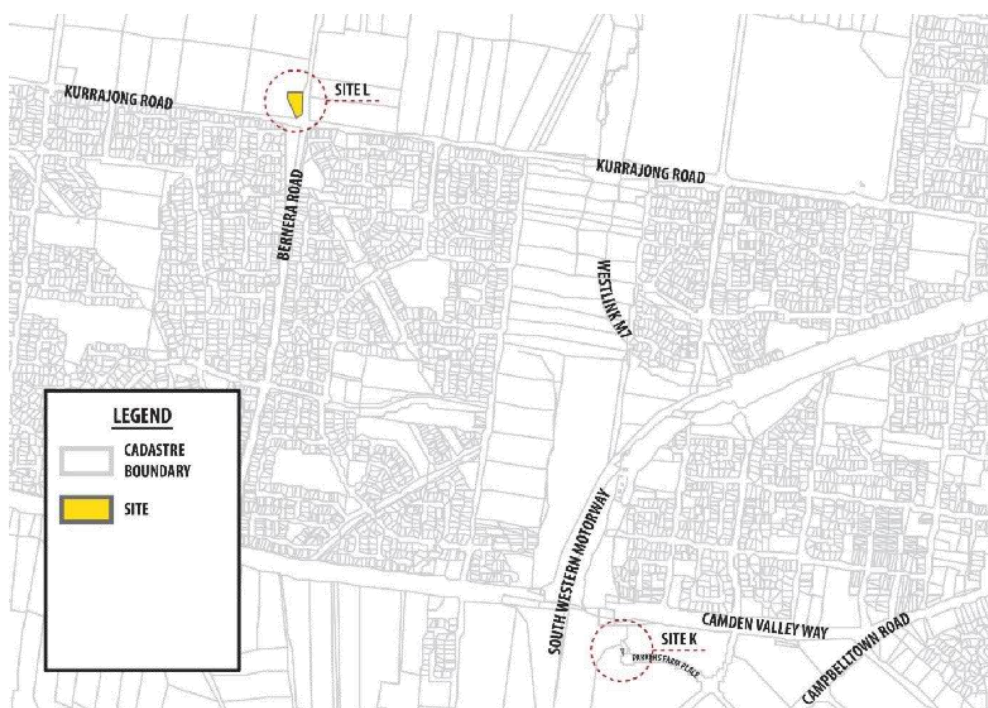


Figure 7: Prestons Sydney Water sites

Part 1 – Objectives or intended outcomes

The aim of this planning proposal is to amend the *Liverpool Local Environmental Plan 2008*, by:

1. Implementing the following relevant actions of the LSPS:
 - a. Action 8.1: Amend LEP to implement findings of review of dwelling typologies and density around Moorebank Shopping Centre.
 - b. Action 8.3: Review and update heritage provision in LEP, and address anomalies.
 - c. Action 11.3: Expand existing health and research precinct in Liverpool CBD.
 - d. Action 11.5: Amend LEP to increase land-use flexibility for festival uses.
 - e. Action 12.2: Review LEP and DCP for employment lands to address to address a future transition to 'new industries' in appropriate locations.
 - f. Action 15.2: Review LEP and DCP to address sustainable waste outcomes.
2. Implement various amendments to:
 - a. Strengthen the operation, function and currency of LLEP 2008; and
 - b. Address anomalies within the written instrument and rectify mapping errors.

This planning proposal is the first phase of implementation of the LSPS. The above LSPS actions, and other short, medium and long term actions within the LSPS will continue to be further implemented into the LEP via additional planning proposals in the future.

Part 2 – Explanation of provisions

Site specific amendments pertaining to certain land in Moorebank, the Crossroads Casula Industrial Precinct and various sites owned by Sydney Water are proposed as part of this planning proposal, in addition to various amendments to the written instrument.

A summary of the proposed amendments is provided below and within Table 5. The comprehensive list of detailed LEP amendments is provided in **Attachment A**.

Liverpool LGA

The following amendments will apply generally across the LGA:

1. Updating the list of items within Schedule 5 Environmental Heritage of the LEP, by removing items that have been demolished, rectifying address and description errors and, where appropriate, re-categorising certain items as archaeological rather than built heritage items. Corresponding mapping changes are also proposed;
2. Adding an exempt development clause for the use of Council land for community activities, events or functions (provided it takes place on land owned or under the control of Council, with Council's prior written consent and has also obtained other necessary approvals);
3. Adding waste and recycling infrastructure as a matter for consideration under design excellence for all development within the Liverpool City Centre, to encourage innovative waste management solutions;
4. Amendments to land use tables in various zones, including industrial zones in accordance with recommendations from the suite of industrial studies attached to this planning proposal, as well as changes to rural and business land use zones;
5. Other minor amendments to the written instrument which are:
 - a. Administrative in nature, such as updates to references to now outdated terminology and legislation, the deletion of clauses and alteration of maps where they are no longer relevant

- (e.g. urban release areas that are now complete), or removal of duplicate clauses within the LEP, or between the LEP, DCP and SEPPs;
- b. Strengthen the LEP, including new overarching Aims of Plan, updated objectives, introduction of miscellaneous permissible uses, addition of a standard instrument clause, and removal of additional FSR provisions for dwellings in the R3 Medium Density Residential zone.
 6. Minor amendments to mapping, in particular zoning, floor space ratio, height, lot size, heritage, key sites, land acquisition, and urban release area maps, as well as the removal of delayed rezoning maps from the LEP.

Moorebank

Certain land within Moorebank is proposed to be rezoned from R4 High Density Residential to R3 Medium Density Residential (refer to **Figure 8**). The proposed rezoning is accompanied by commensurate amendments to minimum lot size and maximum height and FSR standards, as detailed in Table 2 below. A schedule of the lots to which the proposed changes apply is provided in **Attachment K**.



Figure 8: Moorebank Town Centre

Table 2: Proposed changes to planning controls in the Moorebank Town Centre

	CURRENT	PROPOSED
Land Use Zone	R4 High Density Residential	R3 Medium Density Residential
Minimum Lot Size	U – 1,000m ² D – 300m ² (Area 1)* *Clause 4.1: allows 180m ² to 225m ² in certain circumstances	D – 300m ² (Area 2)** G – 450m ² **Clause 4.1: allows 200m ² to 250m ² in certain circumstances
Height of Building	M – 12m O – 15m	I – 8.5m
Floor Space Ratio	I – 0.75:1 N – 1.0:1	D – 0.5:1 and D – 0.5:1 (Area 2) [^] G – 0.65:1 and G – 0.65:1 (Area 2) [^]

^Clause 4.4: allows additional 0.05:1 to 0.1:1 in certain circumstances

Liverpool Housing Study and SGS Advice

The Liverpool Housing Study and SGS Moorebank Rezoning Advice commissioned by Council supports the proposed amendments, concluding that:

- There is adequate capacity in the LGA to accommodate housing demand to 2036;
- While there is dwelling capacity, not all land is currently feasible to be developed for residential flat buildings (RFB) within the R4 zones outside of the Liverpool CBD;
- Under the existing controls, Moorebank Town Centre has capacity for additional housing, however, residential flat buildings are less likely to occur because it is less feasible (i.e. smaller land sizes and land values and higher development expectations), particularly on those 131 individual land parcels of R4 zoned land, which are proposed to be rezoned to R3;
- Whilst serviced by retail and community facilities, the R3 zone is considered more appropriate in the areas specified. The R3 zone will:
 - Likely generate additional housing capacity within the town centre due to its feasibility,
 - Be potentially easier to develop,
 - Allow land uses and built form that are more consistent with the surrounding residential character, and
 - Have less land use conflict with the adjoining lower density residential areas, i.e. bulk and scale, overshadowing and loss of visual and acoustic privacy.
- Moorebank Town Centre does not have good public transport connections with other centres;
- There are other areas with Moorebank that may be better suited to high density residential uses, such as the Moorebank East Precinct which is being investigated by Council.

Potential impacts on housing capacity (based on exhibited Planning Proposal)

The SGS Moorebank Rezoning Advice provides a summary on the potential impacts of the proposed amendments on housing capacity.

All sites that are proposed to be rezoned (and sites to be retained as R4) can currently be developed for Residential Flat Buildings. All sites could also be developed as multi dwelling housing or attached dwellings in an R3 Medium Density Residential zone and R4 High Density Residential zone.

The SGS advice indicates:

- Under the current controls, the R4 area proposed to be rezoned (based on exhibited Planning Proposal) has a hypothetical capacity of 712 dwellings.
- Under proposed controls, the dwelling capacity numbers in the R4 area proposed to be rezoned (exhibited proposal) would likely drop to 313 dwellings (with site amalgamation).
- Under exhibited proposed controls (without site amalgamation), dwellings numbers would likely be reduced to 177 dwellings.

The SGS advice indicates that the proposed rezoning would have minimal overall impact on housing capacity in the Liverpool LGA and will only reduce the overall capacity in the Eastern District by around 6%.

This revised Planning Proposal will have a lower impact on housing capacity as it seeks to retain the current R4 zone around Harvey Avenue and Dredge Avenue.

Recent development applications for RFBs in Moorebank

In the last 5 years, seven (7) development applications (DAs) have been approved for Residential Flat Buildings in the R4 zone around the Moorebank Town Centre. There are currently six (6) DAs that are currently under assessment (or awaiting information) and one (1) DA under appeal. The pending and

approved developments for residential flat buildings are located within the R4 High Density Residential area that is to be retained except for one land parcel, which is within the area proposed to be rezoned to R3.

Savings and Transitional Clause

Council intends to introduce a new savings and transitional clause to ensure that proposed amendments do not affect any current development applications or appeal processes.

Crossroads Casula Industrial Precinct

Land within the Crossroads Casula Industrial Precinct is proposed to be rezoned from IN3 Heavy Industrial to IN1 General Industrial (refer to Figure 9) as detailed in Table 3 below.

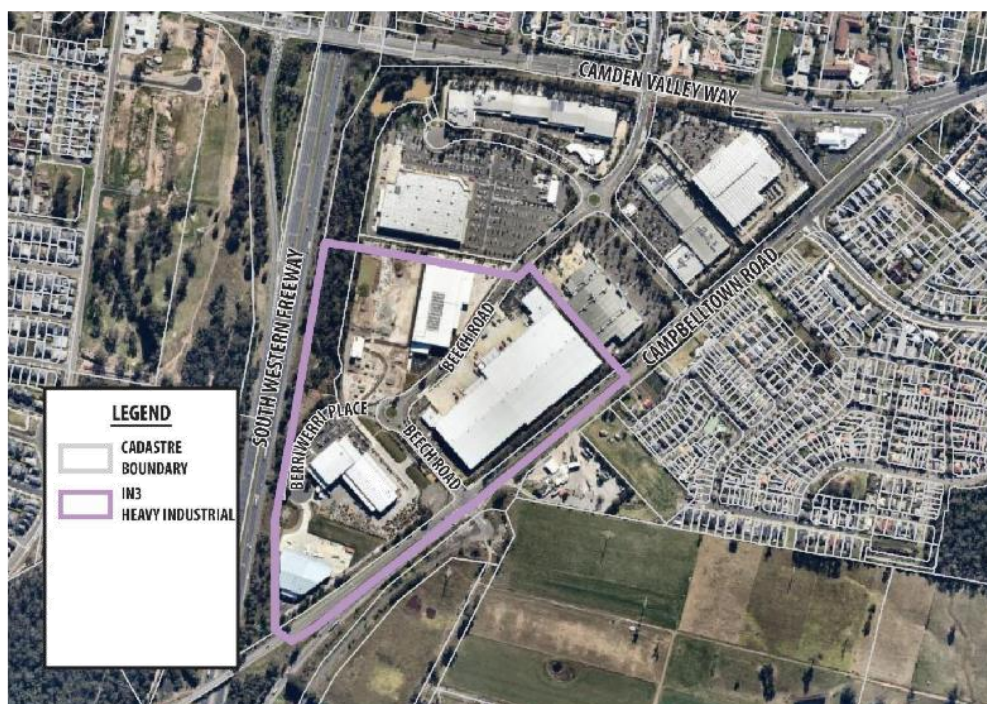


Figure 9: Casula Crossroads Industrial Precinct

Table 3: Proposed changes to planning controls in the Crossroads Casula Industrial Precinct

	CURRENT	PROPOSED
Land Use Zone	IN3 Heavy Industrial	IN1 General Industrial
Minimum Lot Size	V – 2,000m ²	No change
Height of Building	Part P – 18m Part U – 30m	No change
Floor Space Ratio	Nil	No change

Sydney Water Sites

The twelve Sydney Water sites (comprising of thirteen lots), across the Liverpool LGA are proposed to be rezoned from their current zoning to SP2 (Sewerage System) and SP2 (Water Supply System), as detailed in Table 4. Development standards (floor space ratio and height) for these sites are to be removed accordingly. This approach aligns with correspondence from Sydney Water (refer to **Attachment J**).

Table 4: Schedule of Sydney Water rezoning sites

SITE	LOT	DP	ADDRESS	CURRENT	PROPOSED
A	6	17316	155 Epsom Road, Chipping Norton	R3 Medium Density Residential	SP2 (Sewerage System)
B	1	1056116	179 Epsom Road, Chipping Norton	R3 Medium Density Residential	SP2 (Sewerage System)
C	1	582009	Newbridge Road, Chipping Norton	IN3 Heavy Industrial	SP2 (Sewerage System)
D	201	1117280	Newbridge Road, Moorebank	R3 Medium Density Residential / E2 Environmental Conservation	SP2 (Sewerage System)
E	1	564380	Bridges Road, Moorebank	IN2 Light Industrial	SP2 (Sewerage System)
F	8	237845	Shepherd Street, Liverpool	R4 High Density Residential	SP2 (Sewerage System)
G	982	246753	3 Woodbrook Road, Casula	R2 Low Density Residential	SP2 (Sewerage System)
H	354	840726	Bundarra Court, Wattle Grove	R2 Low Density Residential	SP2 (Sewerage System)
I	1	606363	Fitzgerald Avenue, Hammondville	R2 Low Density Residential	SP2 (Sewerage System)
J	1	606718	Stewart Avenue, Hammondville	R2 Low Density Residential	SP2 (Sewerage System)
K	106	1033932	Parkers Farm Place Casula	B5 Business Development	SP2 (Sewerage System)
L	10	1171820	Kurrajong Road, Prestons	IN1 General Industrial	SP2 (Water Supply System)

Table 5: Summary of proposed changes

ITEM	CLAUSE	NATURE OF CHANGE
Part 1 Preliminary		
1.	1.2 Aims of Plan	Update aims in accordance with Liverpool's LSPS
2.	1.9A Suspension of covenants, agreements and instruments	Update references and hyperlinks to relevant legislation
Part 2 Permitted or prohibited development - Land Use Table		
3.	RU1 Primary Production	Update reference to Western Sydney International Airport, and amend Land Use Table to specify 'Environmental protection works' as permitted with consent
4.	B1 Neighbourhood Centre	Add an objective to facilitate sense of place, and amend Land Use Table to add 'Car parks' as permitted with consent
5.	B2 Local Centre	Amend Land Use Table to add 'Car parks' as permitted with consent

ITEM	CLAUSE	NATURE OF CHANGE
6.	B3 Commercial Core	Amend Land Use Table to add 'Amusement centres' as permitted with consent
7.	B4 Mixed Use	Amend Land Use Table to add 'Amusement centres', 'Artisan food and drinks industries' and 'High technology industries' as permitted with consent
8.	B5 Business Development	Amend Land Use Table to add 'Kiosks' as permitted with consent
9.	B6 Enterprise Corridor	Amend Land Use Table to remove 'Multi dwelling housing' as permitted with consent
10.	IN1 General Industrial	Amend Land Use Table to add 'Vehicle sales or hire premises' as permitted with consent
11.	IN2 Light Industrial	Amend Land Use Table to remove 'Recreation facilities (major)' as permitted with consent
12.	IN3 Heavy Industrial	Amend Land Use Table to add 'Liquid fuel depots' and 'Vehicle sales or hire premises' and remove 'Light industries', 'Recreation facilities (outdoor)', 'Sex services premises' and 'Storage premises' from permitted with consent
Part 4 Principal development standards		
13.	4.4 Floor space ratio	Remove references to development standards that are no longer used in particular zones
Part 5 Miscellaneous Provisions		
14.	5.4 Controls relating to miscellaneous permissible uses	Implement clauses which limit 'Depots', 'Transport Depots' and 'Warehouse or distribution centres', to a maximum area of 2,000m ² in the IN2 Light Industrial zone, and introduce a size limit for 'Vehicle sales or hire premises' to 500m ² within industrial zones
15.	<i>New clause:</i> 5.16 Subdivision of, or dwellings on, land in certain rural, residential or environment protection zones	Addition of standard instrument clause to minimise potential conflict between residential, rural and environmental uses
Part 6 Urban Release Areas		
16.	6.3 Application of this Part	Remove references to 'intensive urban development areas' within Part 6. These provisions apply to land identified within FSR maps as Areas 7-11, and are located within the Liverpool city centre
17.	6.4A Arrangements for designated State public infrastructure in intensive urban development areas	As above
18.	6.6 Development control plan	As above
Part 7 Additional Local Provisions - Division 1 Liverpool city centre provisions		

ITEM	CLAUSE	NATURE OF CHANGE
19.	<i>New clause:</i> 7.1A Arrangements for designated State public infrastructure in intensive urban development areas	Create new clause to include provisions for 'intensive urban development areas' within this Division, as they have been removed from Part 6 Urban Release Areas
20.	7.5 Design Excellence in Liverpool City Centre	Amend sub-clause (3)(f)(vii) to include reference to the provision of waste and recycling infrastructure on site
21.	7.5A(2) Additional provisions relating to certain land at Liverpool city centre	Amend clause to use master term 'Commercial premises' rather than listing 'retail premises' and 'business premises', and include 'hotel or motel accommodation'
22.	7.5A(4) Additional provisions relating to certain land at Liverpool city centre	Amend clause to refer to sub-clause 7.5(3)(f) <i>Design excellence within Liverpool city centre</i> to reduce repetition between these two clauses
23.	7.7 Acid sulfate soils	Remove reference to SEPP No. 4, as it no longer exists
Part 7 Additional Local Provisions - Division 2 Other provisions		
24.	7.13 Minimum lot width in Zones R1, R2, R3 and R4	Remove clause as this can be effectively managed by the DCP
25.	7.15 Minimum building street frontage in B6	Remove clause as RMS approval is required at the DA stage
26.	7.16 Ground floor development in Zones B1, B2 and B4	Amend clause to specify that retail and business premises are to be provided at ground floor level in B4 zones
27.	7.17 Airspace operations	Correct hyperlink to the <i>Airports Act 1996</i>
28.	7.18 Development in areas subject to potential airport noise	Update reference to Western Sydney International Airport and update reference to Australian Standards
29.	7.21 Delayed rezoning of certain land	Remove clause as land is no longer deferred
30.	7.22 Development in Zone B6	Amend clause to reference correct land use terms
31.	7.26A Residential development at former New Brighton Golf Course	Update reference to <i>Strata Schemes Development Act 2015</i>
32.	7.28 Minimum rear setbacks at Georges Fair Moorebank	Remove clause as development has occurred
33.	7.33 Dwelling houses in Zone R3 and Zone R4 - height and floor space ratio controls	Amend clause to remove reference to the R3 Medium Density Residential zone, so this clause only relates to land within the R4 High Density Residential zone
34.	7.34 Dwelling houses at Church and Campbelltown Roads, Denham Court and Greendale Road, Wallacia—amalgamation of lots	Update clause as amalgamation of certain lots has occurred
35.	7.37 Floor space ratio of buildings on certain land at Bigge, Elizabeth and George Streets	Update property address descriptions

ITEM	CLAUSE	NATURE OF CHANGE	
36.	<i>New clause:</i> Entertainment facilities, restaurants or cafes for certain land in Zones R3 and R4 at Moorebank	Amend clause to include reference to R3 zoned land in accordance with proposed Moorebank rezoning	
37.	<i>New clause:</i> Medical research and development for certain land in Zone R4 in the Liverpool city centre	Amend clause to extend precinct south to Elizabeth Street	
Schedule 1 Additional Permitted Uses			
38.	Various	Amend schedule to remove clauses that are no longer required and alter clauses to achieve desired local outcomes	
Schedule 2 Exempt Development			
39.	<i>New clause:</i> Community events and temporary use of Council land	Addition of <i>Community events and temporary use of Council land</i> clause within this Schedule	
40.	Various	Remove overlap between SEPP and LEP Exempt Development controls	
Schedule 5 Environmental heritage			
41.	Various	Amend schedule to remove items which are to be demolished, are listed in another EPI , correctly identify archaeological heritage items and correct item name, address and property descriptions. Amend heritage maps accordingly	
Schedule 6 Exempt Trees			
42.	Schedule 6	Change to Schedule 7 to correct numbering error	
LLEP 2008 Maps			
43.	Moorebank	Amend zoning and development standards for certain land zoned R4 High Density Residential in proximity to Moorebank Town Centre	
44.	Crossroads Precinct	Casula Industrial	Amend zoning for land at Crossroads Casula Industrial Precinct, from IN3 Heavy Industrial to IN1 General Industrial
45.	Various sites owned by Sydney Water	Amend zoning and development standards of sites owned and used by Sydney Water to SP2 Infrastructure	
46.	Urban Release Area Map	Amend map to remove areas which have already been developed	
47.	Delayed Rezoning Map	Remove maps from LEP, as they are no longer required	
48.	Heritage and Key Sites Maps	Amend maps in accordance with written instrument changes	
49.	Various mapping anomalies	Correct mapping anomalies to reflect the intended use and/or completed acquisition of land	
Miscellaneous Amendments			
50.	EP&A Act Numbering	Update numbering throughout the LEP to reflect the new EP&A Act numbering	

ITEM	CLAUSE	NATURE OF CHANGE
51	General wording	Correct other minor anomalies: - 'Director-General' to 'Secretary' - 'Department of Environment and Climate Change' to 'Department of Planning, Industry and Environment'

Part 3 – Justification

Section A – Need for the planning proposal

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

Yes. The proposed amendments are either the result of actions within the LSPS, Connected Liverpool 2040 or are administrative in nature, either to strengthen the operation and function of the LEP or correct errors.

The LSPS is consistent with the objectives of the Greater Sydney Region Plan – *A Metropolis of Three Cities* (the Region Plan) and the planning priorities of the Western City District Plan (the District Plan). Studies which have been undertaken as part of the LSPS process have informed this planning proposal. This includes the Liverpool Housing Study prepared by SGS (Attachment E), advice received from SGS regarding the rezoning of Moorebank (Attachment D), and various industrial studies. These studies will be implemented into strategies during 2020, and will inform further amendments to the LEP via future planning proposals.

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

Yes. The planning proposal is the best means of achieving the intended outcome.

All the matters covered by the planning proposal relate to statutory issues under Part 3 of the Act. In this regard, the planning proposal is the only mechanism for achieving the objectives or intended outcomes relating to the lands, provisions and maps covered by the planning proposal.

Section B – Relationship to strategic planning framework

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

a. Strategic Merit

A proposal is determined as having strategic merit if it:

- gives effect to the relevant regional plan outside of the Greater Sydney Region, district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site; or
- gives effect to a relevant local strategic planning statement or strategy; or
- responds to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing strategic plans.

This planning proposal responds to these first two points, as it aligns with the objectives and actions of the Greater Sydney Region Plan and the Western City District Plan as discussed in the following sections. The written instrument and mapping amendments proposed are consistent with these plans and will improve the operation of the LEP.

Greater Sydney Region Plan – A Metropolis of Three Cities and the Western City District Plan

The Greater Sydney Region Plan – *A Metropolis of Three Cities* (the Region Plan) establishes a vision for Greater Sydney as Australia's global city. The Region Plan is built on a vision of three cities, where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The three cities are the Eastern Harbour City, the River City and the Western Parkland City, where the Liverpool LGA is located.

The Western Parkland City is established on the strength of the new international Western Sydney (Nancy-Bird Walton) Airport and Aerotropolis, it will be a polycentric city capitalising on the established centres of

Liverpool, Greater Penrith and Campbelltown-Macarthur. The airport and new city-shaping transport such as the North-South Rail Link will make the Western Parkland City the most connected place in Australia. A potential new east-west mass transit corridor will connect the Western Parkland City to the Central River City. In the long term, a potential Outer Sydney Orbital will provide the city with direct connections to Greater Newcastle, Wollongong and Canberra. The city will include housing diversity around centres and transit nodes. The Greater Sydney Green Grid will be a core element of the amenity of the Western Parkland City.

The implementation of the Region Plan is to be achieved in accordance with forty objectives, set out across ten directions, all of which are set out within the four themes of Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Similarly, the Western City District Plan (the District Plan) in which the Liverpool LGA is located, sets out twenty-two planning priorities under the same ten directions and four themes. An assessment against both the Region Plan and the District Plan is provided in Table 6 below. The objectives of the Region Plan and the planning priorities of the District Plan are either achieved in this planning proposal or are capable of being achieved through future amendments to the LEP.

Table 6: Assessment of the planning proposal against the objectives of the Greater Sydney Region Plan and Western City District Plan

GREATER SYDNEY REGION PLAN – A METROPOLIS OF THREE CITIES	WESTERN CITY DISTRICT PLAN	CONSISTENCY / RESPONSE:
INFRASTRUCTURE AND COLLABORATION		
A city supported by infrastructure: <ul style="list-style-type: none"> Objective 1: Infrastructure support the three cities Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact Objective 3: Infrastructure adapts to meet future needs Objective 4: Infrastructure use is optimised 	A city supported by infrastructure: <ul style="list-style-type: none"> Planning Priority W1: Planning for a city supported by infrastructure A collaborative city: <ul style="list-style-type: none"> Planning Priority W2: Working through collaboration 	<p>The proposed rezoning of the Crossroads Casula Industrial Precinct from IN3 Heavy Industrial to IN1 General Industrial and portions of Moorebank from R4 High Density Residential to R3 Medium Density Residential will not place any additional demands on infrastructure in terms of utilities, transport or the like. Any future DAs enabled by these rezoning's, or the additional land uses proposed across Liverpool's employment zones, are required to demonstrate that there are adequate services to support the development.</p>
A collaborative city: <ul style="list-style-type: none"> Objective 5: Benefits of growth realised by collaboration of governments, community and business 		<p>The proposed rezoning of portions of Moorebank from R4 High Density Residential to R3 Medium Density Residential will not require any additional infrastructure beyond that which was previously considered acceptable to support the high-density zone. The rezoning of Sydney Water sites to SP2 (Sewerage System) or (Water Supply System) will ensure that these sites are retained in perpetuity for the existing infrastructure purpose.</p> <p>The removal of certain land from the urban release area maps will have no implications regarding infrastructure, as these areas have already been developed and have adequate infrastructure in place. It is noted that the Edmondson Park urban release area has been retained on the Urban Release Area maps, as not all required infrastructure has been delivered in this precinct in accordance with Part 6 of the LEP.</p> <p>The removal of clause 7.15 regarding minimum building street frontage in B6 Enterprise Corridor zoned land will not have implications on road infrastructure as the site constraints are adequately assessed during the DA stage through consultation with RMS.</p>

GREATER SYDNEY REGION PLAN – A METROPOLIS OF THREE CITIES LIVEABILITY	WESTERN CITY DISTRICT PLAN	CONSISTENCY / RESPONSE:
<p>A city for people:</p> <ul style="list-style-type: none"> Objective 6: Services and infrastructure meet communities' changing needs Objective 7: Communities are healthy, resilient and socially connected Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation <p>Housing the city:</p> <ul style="list-style-type: none"> Objective 10: Greater housing supply Objective 11: Housing is more diverse and affordable <p>A city of great places</p> <ul style="list-style-type: none"> Objective 12: Great places that bring people together Objective 13: Environmental heritage is identified, conserved and enhanced 	<p>A city for people:</p> <ul style="list-style-type: none"> Planning Priority W3: Providing services and social infrastructure to meet people's changing needs Planning Priority W4: Fostering healthy, creative, culturally rich and socially connected communities <p>Housing the city:</p> <ul style="list-style-type: none"> Planning Priority W5: Providing housing supply, choice and affordability with access to jobs, services and public transport <p>A city of great places:</p> <ul style="list-style-type: none"> Planning Priority W6: Creating and renewing great places and local centres, and respecting the District's heritage 	<p>This LEP amendment does not result in any additional residential densities. Accordingly, no additional services or social infrastructure is required. This planning proposal forms the first phase of the implementation of the LSPS. Further amendments to the LLEP 2008 are anticipated to implement further LSPS actions on completion of various studies, this will include the provision of social services and infrastructure.</p> <p>The portions of the R4 High Density Residential zone to be rezoned to R3 Medium Density Residential in Moorebank has been determined to be economically or physically constrained and therefore unlikely to be redeveloped under the SGS <i>Moorebank Rezoning Advice</i> (SGS 2019; Attachment D) and the <i>Liverpool Housing Study</i> (SGS 2019; Attachment E). The Housing Study finds that there is sufficient capacity until 2036 without the need for rezoning to increase supply (p.166). The SGS <i>Moorebank Rezoning Advice</i> notes that there will be minimal overall impact to housing capacity within the LGA as a result of this proposal (p.9). This advice also states that redevelopment is more likely to occur within the proposed R3 zone, in comparison to the existing R4 zone, resulting in increased housing supply and choice within Moorebank (p.12). It is also noted that the rezoning to R3 will enable the use of the Medium Density Complying Development Code once introduced by the State Government. Those areas of the R4 High Density Residential zone which have experienced uplift and been the subject of redevelopments will retain their current zoning.</p> <p>Certain amendments to land use tables as part of this planning proposal will improve liveability, as recreational uses are proposed to be excluded from industrial zoned land, and amusement centres, artisan food and drinks industries and kiosks are added as permissible with consent in certain business zones.</p>

GREATER SYDNEY REGION PLAN – A METROPOLIS OF THREE CITIES	WESTERN CITY DISTRICT PLAN	CONSISTENCY / RESPONSE:
		<p>The planning proposal removes 'Multi dwelling housing' from permitted with consent within the B6 Enterprise Corridor zone, and is to become a prohibited use. Multi-dwelling housing is entirely residential in nature and is therefore inconsistent with the B6 zone objective to 'provide for residential uses, but only as part of a mixed use development', and is undesirable in terms of liveability given the zone's location along classified roads.</p>
		<p>The planning proposal includes the addition of Standard Instrument Clause 5.16. This enables potential interface impacts between the proposed residential development and surrounding rural and agricultural uses to be considered during the DA process, which ensures existing surrounding uses will not negatively impact amenity of future residential development.</p>
		<p>Community events are made exempt development, provided certain conditions are met, minimising obstacles for festivals which celebrate the diversity of the Liverpool LGA and contribute to its liveability.</p>
		<p>The review of Schedule 5 Environmental Heritage ensures this inventory is correct and will effectively conserve and respect the Districts heritage.</p>
		<p>The amendment to Clause 7.33 to remove additional FSR standards for houses within the R3 Medium Density Residential zone does not negatively affect housing supply. Dwelling houses are still permitted within this zone, and can be developed under their existing development standards. This will ensure an appropriate footprint of dwellings built within the R3 zone.</p>

GREATER SYDNEY REGION PLAN – A METROPOLIS OF THREE CITIES	WESTERN CITY DISTRICT PLAN	CONSISTENCY / RESPONSE:
PRODUCTIVITY A well-connected city: <ul style="list-style-type: none"> Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities Objective 15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive Objective 16: Freight and logistics network is competitive and efficient Objective 17: Regional connectivity is enhanced Jobs and skills for the city: <ul style="list-style-type: none"> Objective 18: Harbour CBD is stronger and more competitive Objective 19: Greater Parramatta is stronger and better connected Objective 20: Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City Objective 21: Internationally competitive health, education, research and innovation precincts Objective 22: Investment and business activity in centres Objective 23: Industrial and urban services land is planned, retained and managed Objective 24: Economic sectors are targeted for success 	A well-connected city: <ul style="list-style-type: none"> Planning Priority W7: Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City Jobs and skills for the city: <ul style="list-style-type: none"> Planning Priority W8: Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis Planning Priority W9: Growing and strengthening the metropolitan cluster Planning Priority W10: Maximising freight and logistics opportunities and planning and managing industrial and urban services land Planning Priority W11: Growing investment, business opportunities and jobs in strategic centres 	<p>The proposed rezoning of the Casula Crossroads Industrial Precinct is in accordance with the suite of industrial studies informing this planning proposal. This amendment will ensure that the current and future uses within the precinct are aligned with the land use zone that applies.</p> <p>The planning proposal introduces additional permissible land uses within various zones, which will expand business opportunities within the LGA. The amendment to Clause 7.5A uses the broad commercial use rather than listing individual terms and also includes hotel and motel accommodation. This expands opportunities to apply this clause allowing for increased FSR. The amendment to Clause 7.16 to specify retail and business premises uses at B4 ground level will promote active frontages and establish a liveable and productive city centre.</p> <p>The addition of four items to Clause 5.4 Miscellaneous permissible uses are to control the development of industrial zoned land in a preferred manner. These amendments will ensure industrial and urban services are planned and managed.</p> <p>The removal of certain permissible uses from land use zones will not impact upon the productivity of the LGA as the intent of each zone is achieved through other permissible uses.</p> <p>The medical research and development precinct currently pertains to certain R4 land within the city centre. This planning proposal extends the area further south, so the precinct will encompass R4 and B4 land bound by Elizabeth Street, Bigge Street, Lachlan Street and Goulburn Street. The extended area already contains a womens medical centre, radiology centre, breast screening centre, and Sydney South West 'Park House for Child and Adolescent Mental Health Service'. Therefore, the extension of this precinct to formally cover this area will incorporate existing medical uses and also allow for</p>

GREATER SYDNEY REGION PLAN – A METROPOLIS OF THREE CITIES	WESTERN CITY DISTRICT PLAN	CONSISTENCY / RESPONSE:
		<p>additional uses within the B4 zone, by permitting Light Industrial, as long as it is for medical research and development.</p> <p>The amendment to Schedule 1 Clause 7 proposes a reduction to the area to where entertainment facilities, restaurants and cafes are permitted with consent within residential areas at Moorebank. This amendment limits these additional uses to land surrounding the B2 Local Centre, which will concentrate commercial uses within the town centre, rather than encouraging peripheral developments.</p>
<div style="background-color: #008000; color: white; padding: 2px; text-align: center;">SUSTAINABILITY</div> <div style="background-color: #008000; color: white; padding: 2px; text-align: center;">A city in its landscape:</div> <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>Objective 25: The coast and waterways are protected and healthier</p> <p>Objective 26: A cool and green parkland city in the South Creek corridor</p> <p>Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p>Objective 28: Scenic and cultural landscapes are protected</p> <p>Objective 29: Environmental, social and economic values in rural areas are protected and enhanced</p> <p>Objective 30: Urban tree canopy cover is increased</p> <p>Objective 31: Public open space is accessible, protected and enhanced</p> <p>Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths</p> </div> <div style="width: 30%;"> <p>Planning Priority W12: Protecting and improving the health and enjoyment of the District's waterways</p> <p>Planning Priority W13: Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element</p> <p>Planning Priority W14: Protecting and enhancing bushland and biodiversity</p> <p>Planning Priority W15: Increasing urban tree canopy cover and delivering Green Grid connections</p> <p>Planning Priority W16: Protecting and enhancing scenic and cultural landscapes</p> <p>Planning Priority W17: Better managing rural areas</p> <p>Planning Priority W18: Delivering high quality open space</p> </div> <div style="width: 30%;"> <p>An efficient city:</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 30%;"> <p>The LEP amendments include the rezoning of Dalmeny Reserve from R2 Low Density Residential to RE1 Public Recreation, ensures the current and future use of land is retained as public open space which is consistent with the planning priorities.</p> <p>To address sustainable waste outcomes, an amendment to Clause 7.5 is proposed to introduce waste and recycling infrastructure as a component of design excellence. It is anticipated that this will encourage proponents for development within the Liverpool City Centre to seek out innovative and sustainable waste management solutions.</p> </div> <div style="width: 30%;"></div> <div style="width: 30%;"></div> </div>		

GREATER SYDNEY REGION PLAN – A METROPOLIS OF THREE CITIES	WESTERN CITY DISTRICT PLAN	CONSISTENCY / RESPONSE:
<p>An efficient city:</p> <ul style="list-style-type: none"> • Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change • Objective 34: Energy and water flows are captured, used and re-used • Objective 35: More waste is re-used and recycled to support the development of a circular economy 	<ul style="list-style-type: none"> • Planning Priority W19: Reducing carbon emissions and managing energy, water and waste efficiently <p>A resilient city:</p> <p>Planning Priority W20: Adapting to the impacts of urban and natural hazards and climate change</p>	
<p>A resilient city:</p> <ul style="list-style-type: none"> • Objective 36: People and places adapt to climate change and future shocks and stresses • Objective 37: Exposure to natural and urban hazards is reduced • Objective 38: Heatwaves and extreme heat are managed 		
IMPLEMENTATION		
<ul style="list-style-type: none"> • Objective 39: A collaborative approach to city planning • Objective 40: Plans refined by monitoring and reporting 	<ul style="list-style-type: none"> • Planning Priority W21: Preparing local strategic planning statements informed by local strategic planning • Planning Priority W22: Monitoring and reporting on the delivery of the plan 	<p>Council will use the existing Integrated Planning and Reporting framework under the <i>Local Government Act 1993</i> for the purpose of monitoring implementation of the LSPS.</p> <p>Council will conduct a review of the LSPS in 2021 and again every four years to align the review period with Council's overarching Community Strategic Plan and existing Integrated Planning and Reporting framework under the Local Government Act. Regular reviews will ensure that the LSPS continues to reflect the community's vision.</p>

b. Site Specific Merit

The following considerations form the basis for site-specific merit:

- the natural environment (including known significant environmental values, resources or hazards);
- the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal; and
- 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.

Each of the above items is considered in the following sections.

Natural Environment

All lands to be rezoned as part this planning proposal are within established urban areas. Impacts to the natural environment arising from development enabled by this planning proposal are unlikely. If any development enabled by this proposal does have the potential to impact the natural environment, adequate protections are in place, including but not limited to:

- SEPP No 19 – Bushland in Urban Areas;
- SEPP No 33 – Hazardous and Offensive Development;
- SEPP No 44 – Koala Habitat Protection;
- SEPP No 55 – Remediation of Land;
- SEPP (Coastal Management) 2018;
- SEPP (Vegetation in Non-Rural Areas) 2017; and
- Environmentally significant land mapping

Existing, Approved and Likely Future Uses

It is proposed to rezone portions of R4 High Density Residential zoned land in Moorebank to R3 Medium Density Residential. The *Liverpool Housing Study* (SGS 2019; refer to **Attachment E**) identified that the delivery of high-density housing in the centre was not likely to be feasible. Conversely, medium density development is more economically feasible and therefore more likely to generate additional housing capacity within Moorebank.

The rezoning of the Crossroads Casula Precinct is in accordance with the *Liverpool Industrial Development Lands Study* (APP 2019; refer to **Attachment I**). The current and anticipated future development within the precinct better reflects the objectives and intended outcomes of the IN1 General Industrial zoning as opposed to the IN3 Heavy Industrial zoning which supports hazardous or offensive industries and requires greater separation from other uses.

The rezoning of sites under the control of Sydney Water to SP2 (Sewerage System) and SP2 (Water Supply System) ensures that the essential services provided by this infrastructure is protected in perpetuity.

Services and Infrastructure availability

The proposed rezoning of the Crossroads Casula Industrial Precinct from IN3 Heavy Industrial to IN1 General Industrial and portions of Moorebank from R4 High Density Residential to R3 Medium Density Residential will not place any additional demands on infrastructure in terms of utilities, transport or the like. Any future development applications enabled by the rezoning of these precincts or the additional land uses proposed across Liverpool's employment zones are required to demonstrate that there are adequate services.

The proposed rezoning of land at Moorebank will not require any additional infrastructure beyond that previously considered sufficient to support high density residential development. The rezoning of Sydney Water sites to SP2 (Sewerage System) and SP2 (Water Supply System) will ensure that these sites are retained for their current infrastructure purpose.

It is expected that any additional infrastructure required by development enabled by the proposed rezoning of the Casula Crossroads Precinct or addition of land uses as permitted with consent in Liverpool's employment zones can be provided as part of the DA process.

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

Liverpool LSPS, Connected Liverpool 2040

Liverpool's LSPS, *Connected Liverpool 2040* (refer to **Attachment C**) identifies four themes, 16 planning priorities and 80 actions that encompass Council's local planning priorities for the next 20 years and how they are to be achieved. A summary of how each of the actions of the LSPS is addressed as part of this planning proposal is provided in Table 7 below.

This planning proposal is the first stage of implementation of the LSPS into the LEP. There are numerous short, medium and long term LSPS actions that have not been addressed by this planning proposal. These will be implemented through future amendments to the LEP, following the completion of additional targeted studies.

Table 7: Assessment of the planning proposal against the actions of the Draft Liverpool LSPS

CONNECTED LIVERPOOL 2040:		CONSISTENCY / RESPONSE:
LIVABILITY		
Planning Priority 8. Community-focused low-scale suburbs where our unique local character and heritage are respected.	Action 8.1 Amend LEP to implement findings of review of dwelling typologies and density around Moorebank Shopping Centre	<p>It is proposed to rezone portions of Moorebank from R4 High Density Residential to R3 Medium Density Residential, as supported by the <i>Liverpool Housing Study</i> (SGS 2019; refer to Attachment E) on the following grounds:</p> <ul style="list-style-type: none"> • There is adequate capacity in the broader LGA to accommodate housing demand to 2036; • Whilst serviced by a retail centre and community facilities which contribute to suitability for additional housing capacity, Moorebank has limited public transport accessibility to justify additional housing density; • Despite the construction of some high density residential developments in Moorebank, the Housing Study indicates that apartment development outside of the Liverpool City Centre is mostly unfeasible. Conversely, medium density development is more economically feasible and therefore may be more likely to generate additional housing capacity within the Moorebank; • The uses enabled by the R3 Medium Density Residential zone are more compatible with the predominant low density residential character and are less likely to result in interface issues such as visual bulk and scale, overshadowing and loss of visual and acoustic privacy; • The Housing Study (p.166) and SGS Moorebank Rezoning Advice (p.12) notes that land prices for properties zoned R4 are likely to be inflated by expectations of apartment development. The study notes that the R4 zone may be constraining rather than encouraging development. • A transition to R3 may open up a potentially easier complying development pathway through the low rise medium density housing code (when implemented). This could make development more feasible in the area, as noted in the Liverpool Housing Study (p166). • R4 High Density Residential zone has been retained in portions of the Moorebank town centre precinct where high density residential development has occurred; and • There may be other areas within Moorebank may be better suited to high density residential uses, such as Moorebank East which is currently under preliminary investigation and subject to several planning proposals.
	Action 8.3 Review and update heritage provision in LEP, and address anomalies	<p>It is proposed to update the heritage provisions in Schedule 5. The updates are primarily administrative. Heritage items which are proposed to be removed from the schedule are proposed to be demolished as part of the Western Sydney Airport development (Item Nos 2, 3 & 51). No new heritage items are proposed. A detailed list of the proposed amendments is provided in Attachment B.</p>

PRODUCTIVITY

Planning Priority 11.
An attractive environment for local jobs, business, tourism and investment.

Action 11.3 Pursue LEP changes to support innovation/research/health/advanced manufacturing in the Liverpool Innovation precinct

The medical research and development precinct applying to certain R4 land within the city centre has been extended further south as part of this planning proposal to now encompass land bounded by Elizabeth Street, Bigge Street, Lachlan Street and Goulburn Street. This will extend the precinct closer to the hospital.

The extension of this boundary south will incorporate existing medical uses in this area, as well as allow for additional uses within the B4 Mixed Use zone, by permitting light industrial uses, provided they are for medical research and development purposes.

Action 11.5 Amend LEP to increase land-use flexibility for festival uses

The LEP will enable greater land-use flexibility for festivals and community events by adding an exempt development clause for temporary use of Council land under Schedule 2 (Exempt Development). The following conditions will apply for community events and temporary use of council land as exempt development:

1. *Must be a community activity, event or function;*
2. *Must take place with Council's written consent on public land owned or controlled by Council;*
and
3. *Must have the necessary approvals to stage the event.*

Liverpool City Council currently operates an ongoing DA (DA-620/2015) to hold community events on seven sites across the LGA. This DA consent lapses and is renewed every 5 years, and the addition of this clause will remove the need for this ongoing DA. Despite the removal of the need for a DA, all events will still be assessed by Council officers in accordance with Councils *Public Events Manual 2019*.

Planning Priority 12.
Industrial and employment lands meet Liverpool's future needs.

Action 12.2 Review LEP and DCP for employment lands to address a future transition to 'new industries' in appropriate locations.

It is proposed to rezone the Crossroads Casula Industrial Precinct from IN3 Heavy Industrial to IN1 General Industrial in accordance with the recommendations of the suite of industrial studies attached to this planning proposal. These findings that the current and anticipated future development within the precinct better reflects the IN1 General Industrial zoning, as opposed to the IN3 Heavy Industrial zoning.

Additionally, it is proposed to update the employment zone land use tables within the LEP in accordance with the recommendations of these reports to better align zoning objectives with intended land use outcomes.

SUSTAINABILITY

Planning Priority 15.
A green, sustainable,
resilient and water-
sensitive city.

Action 15.2 Review LEP
and DCP to address
sustainable waste
outcomes

Clause 7.5 of the LLEP 2008 currently requires Council to consider whether a development proposed within the Liverpool City Centre exhibits design excellence. In doing so, Council must have regard to a number of urban design matters such as the suitability of the site for development, land use mix, heritage and streetscape, tower location, bulk, massing and modulation, street frontage heights, environmental impacts (sustainable design, overshadowing, wind and reflectivity), achievement of ecologically sustainable development principles, access and circulation and impacts on the public domain.

The LEP will address sustainable waste outcomes through the amendment of Clause 7.5 by introducing waste and recycling infrastructure as a component of design excellence. It is anticipated that this will encourage proponents for development within the Liverpool City Centre to seek out innovative and sustainable waste management solutions.

Liverpool Council Community Strategic Plan, Our Home, Liverpool 2027

The Liverpool Council Community Strategic Plan (CSP), *Our Home, Liverpool 2027*, establishes a vision for Liverpool which is *Rich in nature, Rich in opportunity, Creating community; our place to share and grow*. The CSP is a ten-year plan that sets the overarching directions for Council and stakeholders including government, business, the not-for-profit sector and residents. The directions from the CSP provide a guide for stakeholders to work together and to capitalise on the opportunities which will keep Liverpool moving forward. This means Council has a custodial role in initiating, preparing and maintaining the plan on behalf of the community, and the delivery of the CSP is dependent upon contributions from all stakeholders.

The four directions, Creating Connection, Leading through Collaboration, Generating Opportunity and Strengthening and Protecting our Environment, form the structure for the community's priorities. The planning proposal is consistent with each of the directions, as outlined in Table 8 below.

Table 8: Assessment of the planning proposal against the directions of the Liverpool CSP

DIRECTION:		CONSISTENCY / RESPONSE:
1. Creating connection:	<i>Celebrate diversity, promote inclusion and recognise heritage</i>	<p>The update of Schedule 5 Environmental Heritage correctly recognises heritage within the LGA.</p> <p>Community events are a critical component of celebrating diversity and creating a dynamic, inclusive environment. The proposed amendment to include an exempt development clause for community events will allow for community events to take place without the need for development approval where:</p> <ol style="list-style-type: none"> 1. It is a community event or function; 2. It takes place with Council's prior written consent, on public land owned by or under the control of Council; and 3. All necessary approvals have been obtained.
	<i>Deliver a range of community events and activities</i>	
	<i>Implement access and equity for all members of the community</i>	
2. Strengthening and protecting our environment:	<i>Provide community facilities which are accessible to all</i>	<p>This LEP amendment includes the rezoning of Dalmeny Reserve from R2 Low Density Residential to RE1 Public Recreation, ensuring the current and future use of the land as public open space.</p> <p>The LEP will address sustainable waste outcomes through the amendment of Clause 7.5 to introduce waste and recycling infrastructure as a component of design excellence. It is anticipated that this will encourage proponents for development within the Liverpool City Centre to seek out innovative and sustainable waste management solutions.</p> <p>Various amendments to planning controls within the LEP as part of this proposal, including the removal and alterations of clauses does not undermine the intent of this direction. Rather, the amendments will strengthen the operation of the LEP.</p>
	<i>Create a dynamic, inclusive environment, including programs to support healthy living</i>	
	<i>Manage the community's disposal of rubbish</i>	
3. Generating opportunity:	<i>Protect and enhance bushland, rivers and the visual landscape</i>	<p>This planning proposal seeks to rezone the Casula Crossroads Industrial Precinct from IN3 Heavy Industrial to IN1 General industrial, as well as enable various land uses across various employment zones. The amendments are made in accordance with the suite of industrial land use studies informing this planning proposal, reflecting the current and desired future operations of the various precincts. It is anticipated that the amendments will attract businesses, create employment opportunities and generate economic growth within Liverpool's existing employment centres.</p>
	<i>Encourage sustainability, energy efficiency and the use of renewable energy</i>	
	<i>Exercise planning controls to create high-quality, inclusive, urban environments</i>	
3. Generating opportunity:	<i>Develop, and advocate for, plans that support safe and friendly communities</i>	<p>This planning proposal seeks to rezone the Casula Crossroads Industrial Precinct from IN3 Heavy Industrial to IN1 General industrial, as well as enable various land uses across various employment zones. The amendments are made in accordance with the suite of industrial land use studies informing this planning proposal, reflecting the current and desired future operations of the various precincts. It is anticipated that the amendments will attract businesses, create employment opportunities and generate economic growth within Liverpool's existing employment centres.</p>
	<i>Meet the challenges of Liverpool's growing population</i>	
	<i>Attract businesses for economic growth and employment opportunities</i>	
3. Generating opportunity:	<i>Create an attractive environment for investment</i>	<p>This planning proposal seeks to rezone the Casula Crossroads Industrial Precinct from IN3 Heavy Industrial to IN1 General industrial, as well as enable various land uses across various employment zones. The amendments are made in accordance with the suite of industrial land use studies informing this planning proposal, reflecting the current and desired future operations of the various precincts. It is anticipated that the amendments will attract businesses, create employment opportunities and generate economic growth within Liverpool's existing employment centres.</p>
	<i>Advocate for, and develop, transport networks to create an accessible city</i>	
	<i>Attract businesses for economic growth and employment opportunities</i>	

4. Leading through collaboration:

- *Seek efficient and innovative methods to manage our resources*
- *Increase community engagement*
- *Encourage community participation in decision-making*
- *Strive for best practice in all Council processes*

This planning proposal is to undergo public exhibition in accordance with the community engagement plan outlined in Part 5 of this report

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

The planning proposal is consistent with all applicable State Environmental Planning Policies (SEPPs). An assessment of the consistency of the planning proposal with each SEPP is provided at Table 9.

Table 9: Assessment against relevant state environmental planning policies

SEPP	Consistent:	Comment:
No 19 – Bushland in Urban Areas	Yes	<p>SEPP 19 provides that development consent is required where a development disturbs bushland zoned or reserved for public open space purposes. This planning proposal seeks to rezone bushland in Dalmeny Reserve, Prestons from R2 General Residential to RE1 Public Recreation, ensuring the protection of the land.</p> <p>If development in other areas enabled by this planning proposal has the potential to impact bushland zoned or reserved for public open space purposes, it is to be assessed as part of the development application process.</p>
No 33 – Hazardous and Offensive Development	Yes	<p>SEPP 33 requires the applicant for a development application seeking consent for a potentially hazard or offensive industry to prepare a preliminary hazard analysis. This planning proposal seeks to include liquid fuel depots as permitted uses with consent in the IN3 Heavy Industrial land use zone. Liquid fuel depots may be categorised as hazardous or offensive development, depending on the scale or operations and possible impacts. Accordingly, any future development application seeking consent for a liquid fuel depot in the IN3 Heavy Industrial zone may require a preliminary hazard analysis. However, it should be noted that liquid fuel depots are already permitted with consent in the IN1 General Industrial and IN2 Light Industrial zones. Given the objectives of the IN3 zone to provide for more intensive industrial uses, liquid fuel depots are considered more appropriate in the IN3 zone as opposed to the IN1 and IN2 zones.</p>
No 44 – Koala Habitat Protection	Yes	<p>The Koala SEPP encourages the protection of koala habitat. Impacts to Koala habitat will require assessment as part of the development application process in accordance with the provisions of the SEPP and LLEP 2008.</p>
No 55 – Remediation of Land	Yes	<p>SEPP 55 provides that, in preparing an environmental planning instrument, a planning authority is not to apply a zone to contaminated land if that zone would permit a change of use on that land, unless:</p> <ol style="list-style-type: none"> 1. The planning authority has considered whether the land is contaminated; 2. If the land is contaminated, the planning authority is satisfied that the land is suitable in its contaminated state (or will be suitable following remediation) for all of the permitted uses in that zone; and 3. If the land requires remediation to be suitable for a particular purpose, the remediation will be conducted before the land is used for that purpose. <p>This planning proposal will enable additional uses on land that are not already permitted under current planning controls. Nevertheless, any development enabled by this planning proposal will be required to demonstrate that the land is not</p>

		contaminated or, if it is contaminated, that it can be adequately remediated to be suitable for the proposed use.
No 70 – Affordable Housing (Revised Schemes)	Yes	The Affordable Housing SEPP provides that there is a need for affordable housing in all areas of the State, including Liverpool. This planning proposal has no implications to the application of this SEPP within the LGA.
Affordable Rental Housing 2009	Yes	The Affordable Rental Housing SEPP sets development standards for new affordable rental housing. Additionally, it sets the requirements for complying development for secondary dwellings and group homes. Notwithstanding that this LEP amendment will rezone portions of the Moorebank Town Centre zoned R4 High Density Residential to R3 Medium Density Residential, those uses which are currently permitted under the SEPP will remain under the new zoning.
Building Sustainability Index: BASIX 2004	Yes	All residential development will continue to require achievement of BASIX standards in accordance with the SEPP.
Coastal Management 2018	Yes	<p>The Coastal Management SEPP manages development in the coastal zone and protects the environmental assets of the coast and establishes a framework for land use planning to guide decision-making in the coastal zone. The application of the SEPP extends into the Liverpool LGA via the Georges River.</p> <p>The sites to be rezoned as part of this planning proposal are not located within the land to which the Coastal Management SEPP applies, with the exception of some of the sites under the control of Sydney Water which are to be rezoned to SP2 Infrastructure. The rezoning of these sites under the control of Sydney Water to SP2 (Sewerage System) and (Water supply system) will not have any impact on the Georges River and associated biodiversity as the aim of the rezoning is to preserve the current use.</p> <p>If any of the land uses made permissible with consent in the employment zones under this planning proposal are proposed within the area in which the Coastal Management SEPP applies, these will be assessed as part of the DA assessment process.</p>
Educational Establishments and Child Care Facilities 2017	Yes	<p>The Education SEPP sets development standards for exempt and complying development for educational establishments and child care centres. The proposed amendments will not reduce the quantity of prescribed zones in which educational establishments or child care facilities can be developed.</p> <p>The rezoning of the Casula Crossroads Industrial Precinct from IN3 Heavy Industrial to IN1 General Industrial makes development for the purposes of centre-based child care facilities permitted with consent. Clause 24 of the SEPP requires that the consent authority consider the following matters before determining a development application for a child care facility on land zoned IN1 General Industrial or IN2 Light Industrial:</p> <ol style="list-style-type: none"> 1. whether the proposed development is compatible with neighbouring land uses, including its proximity to restricted premises, sex services premises or hazardous land uses,

		<ol style="list-style-type: none"> whether the proposed development has the potential to restrict the operation of existing industrial land uses, whether the location of the proposed development will pose a health or safety risk to children, visitors or staff.
Exempt and Complying Development Codes 2008	Yes	<p>The planning proposal seeks to introduce community events and temporary use of Council land as exempt development (with certain conditions) under LLEP 2008. Additionally, it seeks to remove certain exempt and complying uses where these are a duplication of the Exempt and Complying SEPP. The amendment will not impose any additional restrictions on the carrying out of exempt or complying development under the SEPP.</p> <p>Schedule 2 Exempt development has been reviewed and duplications between this SEPP and the LEP are to be removed. There will be no implications for the provisions within this SEPP.</p>
Housing for Seniors or People with a Disability 2004	Yes	<p>The Seniors SEPP enables development for the purposes of seniors housing on or adjoining land zoned primarily for urban purposes, but only if development for the purposes of a dwelling house, residential flat building, hospital, special use (church, convent, educational establishment, school, seminary, etc.) is permitted with consent or land is being used for the purposes of an existing registered club. As dwelling houses are permitted with consent in both the R4 High Density Residential and R3 Medium Density Residential zones, the proposed rezoning of portions of Moorebank will not reduce the quantity of land available for the purposes of development for seniors housing in Liverpool.</p>
Infrastructure 2007	Yes	<p>The Infrastructure SEPP sets provisions for development permitted with consent, exempt development and complying development for the purposes of a broad range of infrastructure uses. Any uses which are permitted with consent, exempt or complying under the current zoning will remain under the proposed rezonings.</p> <p>The rezoning of sites under the control of Sydney Water to SP2 (Sewerage System) and SP2 (Water Supply) will enable the carrying out of certain sewer and water infrastructure works as exempt, complying and development without consent, which will better enable the future provision of essential infrastructure.</p>
State and Regional Development 2011	Yes	<p>The State and Regional Development SEPP provides:</p> <ol style="list-style-type: none"> General requirements for state significant development (Schedule 1); Identified sites for state significant development (Schedule 2); General requirements for state significant infrastructure (Schedule 3); Specified development on specified land for state significant infrastructure (Schedule 4); Critical state significant infrastructure (Schedule 5); and Regionally significant development (Schedule 7). <p>None of the identified or specified sites are located within the Liverpool LGA. Any state significant development or infrastructure which can be pursued in the Liverpool LGA under the general requirements will be preserved.</p>

State Significant Precincts 2005	Yes	LLEP 2008 does not include the portion of the Liverpool LGA to which the State Significant Precincts SEPP applies.
Sydney Region Growth Centres 2006	Yes	LLEP 2008 does not include the portion of the Liverpool LGA to which the Sydney Region Growth Centres SEPP applies.
Vegetation in Non-Rural Areas 2017	Yes	The Vegetation in Non-Rural Areas SEPP makes permits necessary for the clearing of vegetation in non-rural areas. There is not to be any change in the application of this SEPP following the gazettal this amendment to the LLEP 2008.
Western Sydney Employment Area 2009	Yes	The LEP does not include the portion of the Liverpool LGA to which the Western Sydney Employment Area SEPP applies.
Western Sydney Parklands 2009	Yes	The LEP does not include the portion of the Liverpool LGA to which the Western Sydney Parklands SEPP applies.

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

The planning proposal is consistent with the applicable ministerial directions as discussed in Table 10 below.
 Note: any direction which does not apply to the planning proposal is not listed.

Table 10: Compliance with s.9.1 Directions

S. 9.1 DIRECTIONS		CONSISTENCY	COMMENT
Employment and Resources			
1.1 Business and Industrial Zones			
(4) A planning proposal must:		Consistent	<p>This planning proposal does not seek to eliminate existing industrial or business zones or reduce the total potential floor space for employment uses in business or industrial zones. The proposal seeks to:</p> <ul style="list-style-type: none"> Rezoning the Casula Crossroads Industrial Precincts from IN3 Heavy Industrial to IN1 General Industrial; Apply a maximum floor area for the following land uses as follows: <ul style="list-style-type: none"> Depots in the IN2 Light Industrial zone: 2,000m² Transport depots in the IN2 Light Industrial zone: 2,000m² Warehouse or distribution premises in the IN2 Light Industrial zone: 2,000m² Vehicle sales or hire premises in any industrial zone: 500m² Amend permissible uses within business and industrial zones; Specify that only retail and business premises are to be provided at ground floor in B4 Mixed Use developments; Remove minimum building street frontage provision for development in B6 zone; Rezoning sites owned by Sydney Water, three of which are currently zoned for industrial uses. Rezoning a site at Illaroo Road and Yarrawa Street, Prestons (Lot 22 DP 2359 and Lot 3 DP 1045029) from IN3 Heavy Industrial to SP2 Infrastructure (Electricity Transmission).
			<p>The rezoning of the Crossroads Casula Precinct is in accordance with the SWOT analysis within the <i>Liverpool Industrial Development Lands Study</i> (APP 2019, refer to Attachment I). The anticipated future development within the precinct better reflects the IN1 General Industrial zoning objectives and intended land use outcomes as opposed to the IN3 Heavy Industrial zone which supports hazardous and offensive industries which require greater separation from other uses.</p>

S. 9.1 DIRECTIONS	CONSISTENCY	COMMENT
		<p>The introduction of maximum floor area controls for depots, transport depots and warehouse or distribution premises in the IN2 Light Industrial zone accords with the recommendations of the <i>Liverpool Industrial Development Lands Study</i> (APP 2019, refer to Attachment I). This aims to ensure that IN2 zoned land is used in accordance with its true purpose, and that larger industrial uses will be located in both IN1 and IN3 zoned precincts accordingly. The floor area restriction applying to vehicle sales or hire premises will provide additional flexibility within industrial precincts while ensuring that these particular uses remain ancillary to protect the sustainable growth and operation of industries in the IN1, IN2 and IN3 zone.</p> <p>The addition and removal of certain permissible uses from land use tables, and the specification of ground floor uses for development within the B4 Mixed Use zone, is consistent with this direction. These amendments do not change the location or floor space area of business or industrial zones, rather, specifies what can be developed within these zones. Likewise the amendment of Clause 7.5A to use the broad commercial term and include hotel and motel accommodation, does not reduce the area of business zoned land to which this clause applies.</p> <p>The proposed amendment to Schedule 1 Clause 7 to reduce the area to which additional uses for entertainment facilities, restaurants or cafes applies does not change the zoning of land, but will reduce additional permitted uses for certain land in Moorebank. The intent is to allow these additional uses on lots that surround the Moorebank town centre only, so the centre is compact.</p> <p>The removal of Clause 7.15 regarding minimum building street frontage within the B6 Enterprise Corridor zone, is consistent with this zone. It allows site constraints to be assessed by the RMS at the DA stage and does not change the location, or limit the floor space of business zoned land.</p> <p>Sydney Water sites Lot 10 DP 1171820, Lot 1 DP 564380 and Lot 1 DP 582009 are zoned IN1 General Industrial, IN2 Light Industrial and IN3 Heavy Industrial respectively. This amendment does not reduce</p>

S. 9.1 DIRECTIONS	CONSISTENCY	COMMENT
		potential industrial floor space, as the rezoning is to reflect the current use and future intended use of these sites as sewerage infrastructure.
		The rezoning of land at Illaroo Road and Yarrowa Street, Prestons (Lot 22 DP 2359 and Lot 3 DP 1045029) from IN3 Heavy Industrial to SP2 Infrastructure (Electricity Transmission) was a request from Transgrid. Transgrid advise that the site is solely used as an electrical substation and contains permanent operational infrastructure that is required to provide electricity to the Liverpool LGA. This use is proposed for the foreseeable future. Changing the Site to a predominantly SP2 Infrastructure zoning will better reflect the ongoing use of the Site for electricity supply purposes, and will also provide surrounding land owners with greater certainty regarding the future use of the Site.
1.2 Rural Zones	Consistent	<p>This planning proposal does not seek to rezone rural land or increase the permissible density of land within a rural zone. However, this planning proposal will effect rural zones in the following respects:</p> <ul style="list-style-type: none"> Environmental protection works made permitted with consent (as opposed to without consent under current controls) in the RU1 Primary Production zone; and Addition of optional standard instrument Clause 5.16 is applied under this planning proposal to minimise land use conflicts between residential development and rural and agricultural uses.
1.5 Rural Lands	Consistent	<p>This direction only applies if a planning proposal:</p> <ul style="list-style-type: none"> (a) will affect land within an existing or proposed rural or environment protection zone (including the alteration of any existing rural or environment protection zone boundary) or (b) changes the existing minimum lot size on land within a rural or environment protection zone. <p>This planning proposal is consistent with this direction, as it seeks to reduce conflict between rural/environmental and residential land uses by introducing the standard instrument Clause 5.16.</p>

S. 9.1 DIRECTIONS	CONSISTENCY	COMMENT
<p>protection of native vegetation, cultural heritage, and the importance of water resources</p> <p>(d) consider the natural and physical constraints of the land, including but not limited to, topography, size, location, water availability and ground and soil conditions</p> <p>(e) promote opportunities for investment in productive, diversified, innovative and sustainable rural economic activities</p> <p>(f) support farmers in exercising their right to farm</p> <p>(g) prioritise efforts and consider measures to minimise the fragmentation of rural land and reduce the risk of land use conflict, particularly between residential land uses and other rural land uses</p> <p>(h) consider State significant agricultural land identified in State Environmental Planning Policy (Primary Production and Rural Development) 2019 for the purpose of ensuring the ongoing viability of this land</p> <p>(i) consider the social, economic and environmental interests of the community.</p>		<p>Sydney Water site Lot 201 DP 1117280 is currently zoned E2 Environmental Conservation and is to be rezoned to SP2 Infrastructure. This amendment is to reflect the current and intended future use of this site as sewerage infrastructure, and therefore is not inconsistent with the intent of this direction.</p>
<p>Environment and Heritage</p> <p>2.1 Environment Protection Zones</p> <p>(4) A planning proposal must include provisions that facilitate the protection and conservation of environmentally sensitive areas.</p> <p>(5) A planning proposal that applies to land within an environment protection zone or land otherwise identified for environment protection purposes in a LEP must not reduce the environmental protection standards that apply to the land (including by modifying development standards that apply to the land). This requirement does not apply to a change to a development standard for minimum lot size for a dwelling in accordance with clause (5) of Direction 1.5 "Rural Lands".</p>	Justifiably Consistent	<p>As discussed above, Lot 201 DP 1117280 is zoned E2 Environmental Conservation and is to be rezoned to SP2 Infrastructure (Sewerage System). The site is approximately 1,750m² and forms a minor part of the Wurrungwuri Reserve in Moorebank. This change is of minor significance as the rezoning will reflect the current use of the site and will not have additional impacts on the site.</p>

S. 9.1 DIRECTIONS		CONSISTENCY	COMMENT
2.3 Heritage Conservation			
(4) A planning proposal must contain provisions that facilitate the conservation of:		Consistent	The proposed amendments to Schedule 5 are primarily administrative. Heritage items which are proposed to be deleted are either:
<ul style="list-style-type: none"> (a) items, places, buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area, in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item, area, object or place, identified in a study of the environmental heritage of the area, (b) Aboriginal objects or Aboriginal places that are protected under the National Parks and Wildlife Act 1974, and (c) Aboriginal areas, Aboriginal objects, Aboriginal places or landscapes identified by an Aboriginal heritage survey prepared by or on behalf of an Aboriginal Land Council, Aboriginal body or public authority and provided to the relevant planning authority, which identifies the area, object, place or landscape as being of heritage significance to Aboriginal culture and people. 			<ol style="list-style-type: none"> 1. proposed to be demolished to develop the Western Sydney International Airport; or 2. The item is currently listed in another EPI including SEPP (Sydney Region Growth Centres) and SEPP (Western Sydney Parklands).
			No new heritage items are proposed.
Housing, Infrastructure and Urban Development			
3.1 Residential Zones			
(1) The objectives of this direction are:		Justifiably Consistent	It is proposed to rezone portions of R4 High Density Residential land in Moorebank to R3 Medium Density Residential. This proposal is justifiably consistent with this direction.
<ul style="list-style-type: none"> (a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and (c) to minimise the impact of residential development on the environment and resource lands. 			The proposed amendments are consistent with the objectives and intended outcomes of this direction, as detailed within the SGS Moorebank Rezoning Advice (SGS 2019; refer to Attachment D) and Liverpool Housing Study (SGS 2019; refer to Attachment E), which have been prepared in support of the planning proposal.
<ul style="list-style-type: none"> (2) This direction applies to all relevant planning authorities. (3) This direction applies when a relevant planning authority prepares a planning proposal that will affect land within: <ul style="list-style-type: none"> (a) an existing or proposed residential zone (including the alteration of any existing residential zone boundary), 			The SGS Moorebank Rezoning Advice notes that under the current development standards, RFB development is unlikely to be feasible on those lots currently zoned R4 High Density Residential which are proposed to be rezoned to R3 Medium Density Residential. On the other hand, the redevelopment of these lots under an R3 zoning is more likely to be feasible.

S. 9.1 DIRECTIONS	CONSISTENCY	COMMENT
<p>(b) any other zone in which significant residential development is permitted or proposed to be permitted.</p> <p>(4) A planning proposal must include provisions that encourage the provision of housing that will:</p> <ul style="list-style-type: none"> (a) broaden the choice of building types and locations available in the housing market, and (b) make more efficient use of existing infrastructure and services, and (c) reduce the consumption of land for housing and associated urban development on the urban fringe, and (d) be of good design. <p>(5) A planning proposal must, in relation to land to which this direction applies:</p> <ul style="list-style-type: none"> (a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and (b) not contain provisions which will reduce the permissible residential density of land. 		<p>The planning proposed is therefore consistent with this direction as this redevelopment would contribute to the supply of attached dwellings within the LGA. In addition to housing supply, the redevelopment would also increase housing choice as attached dwellings are currently not a common building typology within the eastern part of the LGA.</p> <p>The Liverpool Housing study finds that the LGA is capable of meeting dwelling targets under the Western City District Plan and there is no requirement to rezone land to increase housing supply until 2036. In regards to this, the SGS Moorebank Rezoning Advice states that the "overall impact of the proposed rezoning on housing capacity in the Liverpool LGA is minimal" (p9).</p> <p>Additionally, the Housing Study notes that whilst dwelling capacity exists, not all land is currently feasible to develop, particularly in relation to the development of residential flat buildings within the R4 zone outside of the city centre (p166). As the SGS Moorebank Rezoning Advice finds that redevelopment for these lots is unlikely to occur, the proposal will essentially have no impact on the feasible housing capacity within the LGA (p13).</p> <p>Furthermore:</p> <ul style="list-style-type: none"> • Whilst serviced by a retail centre and community facilities which could support additional housing capacity, the Moorebank town centre precinct has limited public transport accessibility to justify additional housing density; • Medium density development is more compatible with the predominant low density residential character and is less likely to result in interface issues including visual bulk and scale, overshadowing and loss of visual and acoustic privacy; • R4 High Density Residential zoning has been retained in portions of Moorebank where such development has already occurred; • There are other areas within Moorebank which may be better suited to high density residential uses, such as Moorebank

S. 9.1 DIRECTIONS	CONSISTENCY	COMMENT
		<p>East which is currently under preliminary investigation and subject to several planning proposals.</p> <ul style="list-style-type: none"> • Transitioning to R3 Medium Density Residential may decrease development expectations and land values, making other forms of multi-dwelling and attached housing feasible, improving housing diversity and adding supply; and • A transition to R3 Medium Density Residential may open up a potentially easier complying development pathway through the low rise medium density housing code (when implemented). This could make development more feasible in the area, as noted in the <i>Liverpool Housing Study</i> (p166).
3.4 Integrating Land-Use and Transport (4) A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of: (a) <i>Improving Transport Choice – Guidelines for planning and development</i> (DUAP 2001), and (b) <i>The Right Place for Business and Services – Planning Policy</i> (DUAP 2001).	Consistent	<p>Rezoning of portions of R4 High Density Residential land in Moorebank to R3 Medium Density Residential is commensurate with the level of public transport accessibility, as supported by the <i>Liverpool Housing Study</i> (SGS 2019; refer to Attachment E). R4 High Density Residential land use zoning has been retained areas where high density residential development has occurred.</p>
(4)		
Regional Planning		
5.10 Implementation of Regional Plans (4) Planning proposals must be consistent with a Regional Plan released by the Minister for Planning.	Consistent	<p>The planning proposal is consistent with the Regional and District Plans (refer to assessment in Table 6).</p>
Local Plan Making		
6.1 Local Plan Making (4) A planning proposal must: (a) minimise the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority, and (b) not contain provisions requiring concurrence, consultation or referral of a Minister or public		<p>This planning proposal is consistent with the objective of this direction, as it updates the current LLEP 2008 through various housekeeping amendments to ensure LEP provisions are appropriate.</p>

S. 9.1 DIRECTIONS	CONSISTENCY	COMMENT
<p>authority unless the relevant planning authority has obtained the approval of:</p> <ul style="list-style-type: none"> (i) the appropriate Minister or public authority, and (ii) the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General), prior to undertaking community consultation in satisfaction of section 57 of the Act, and (c) not identify development as designated development unless the relevant planning authority: <ul style="list-style-type: none"> (i) can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that the class of development is likely to have a significant impact on the environment, and (ii) has obtained the approval of the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) prior to undertaking community consultation in satisfaction of section 57 of the Act. 		
<p>6.2 Reserving Land for Public Purposes</p> <ul style="list-style-type: none"> (4) A planning proposal must not create, alter or reduce existing zonings or reservations of land for public purposes without the approval of the relevant public authority and the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General). (5) When a Minister or public authority requests a relevant planning authority to reserve land for a public purpose in a planning proposal and the land would be required to be acquired under Division 3 of Part 2 of the Land Acquisition (Just Terms Compensation) Act 1991, the relevant planning authority must: 	<p>Consistent</p>	<p>The following amendments are consistent with this direction as they are minor in nature.</p> <p>The planning proposal removes land acquisition requirements from land at Dalmeny Reserve, Prestons because acquisition by Council has been completed.</p> <p>Acquisition requirements along the western boundary of Bigge Park, Liverpool have also been removed, as they are no longer required.</p> <p>Land reservation acquisition requirements have been added to Lot 2 DP 1074727, to correct a mapping anomaly on this lot at Fifteenth Avenue. The alignment of the land acquisition is proposed to be</p>

S. 9.1 DIRECTIONS	CONSISTENCY	COMMENT
<p>(a) reserve the land in accordance with the request, and</p> <p>(b) include the land in a zone appropriate to its intended future use or a zone advised by the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General), and</p> <p>(c) identify the relevant acquiring authority for the land.</p> <p>(6) When a Minister or public authority requests a relevant planning authority to include provisions in a planning proposal relating to the use of any land reserved for a public purpose before that land is acquired, the relevant planning authority must:</p> <p>(a) include the requested provisions, or</p> <p>(b) take such other action as advised by the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) with respect to the use of the land before it is acquired.</p> <p>(7) When a Minister or public authority requests a relevant planning authority to include provisions in a planning proposal to rezone and/or remove a reservation of any land that is reserved for public purposes because the land is no longer designated by that public authority for acquisition, the relevant planning authority must rezone and/or remove the relevant reservation in accordance with the request.</p>		<p>consistent with the SP2 (Classified Road) land use zoning. RMS will be consulted once a Gateway determination is issued.</p>
<p>6.3 Site Specific Provisions</p> <p>(4) A planning proposal that will amend another environmental planning instrument in order to allow a particular development proposal to be carried out must either:</p> <p>(a) allow that land use to be carried out in the zone the land is situated on, or</p> <p>(b) rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or</p>		<p>This planning proposal seeks to:</p> <ul style="list-style-type: none">• Rezone portions of Moorebank from R4 High Density Residential to R3 Medium Density Residential: uses permitted with consent in the R3 Medium Density Residential zone are already permitted with consent under the current R4 High Density Residential zone.• Rezone the Crossroads Casula Industrial Precincts from IN3 Heavy Industrial to IN1 General Industrial: the rezoning is made to reflect development which has occurred and is expected to continue to occur within the precinct.

S. 9.1 DIRECTIONS	CONSISTENCY	COMMENT
<p>(c) allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.</p> <p>(5) A planning proposal must not contain or refer to drawings that show details of the development proposal.</p>		<ul style="list-style-type: none"> Rezoning sites under the control of Sydney Water to SP2 (Sewerage System) and SP2 (Water Supply): the rezoning will restrict development to that which is ancillary to the critical infrastructure contained within these sites. Enable a number of land uses across the employment zones: the amendment is not site-specific.
Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney		
<p>(4) Planning proposals shall be consistent with:</p> <p>(a) the NSW Government's A Plan for Growing Sydney published in December 2014.</p>	Consistent	<p>A Plan for Growing Sydney (DPE 2014) sets four goals for Sydney as follows:</p> <ul style="list-style-type: none"> Goal 1: A competitive economy with world-class services and transport. Goal 2: A city of housing choice, with homes that meet our needs and lifestyles. Goal 3: A great place to live with communities that are strong, healthy and well connected. Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land resources.
		<p>The goals of A Plan for Growing Sydney are further developed in the Greater Sydney Region Plan – A Metropolis of Three Cities (GSC 2018) and Western City District Plan (GSC 2018). The planning proposal is consistent with the Region and District Plan (refer to Table 6) and is consistent with the Goals of A Plan for Growing Sydney.</p>
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan		
<p>(4) A planning proposal is to be consistent with the Stage 1 Land Use and Infrastructure Implementation Plan approved by the Minister for Planning and as published on 20 August 2018 on the website of the Department of Planning and Environment (Implementation Plan).</p>	Consistent	<p>The planning proposal is not inconsistent with the implementation plan.</p>

Section C – Environmental, social, and economic impact

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

All sites to be rezoned as part of this planning proposal are within established urban areas. Impacts to the natural environment arising from development enabled by this planning proposal is unlikely. Where development may impact critical habitat or threatened species, populations or ecological communities or their habitats, provisions within the following legislation remain in place as part of the DA assessment process:

- SEPP No 19 – Bushland in Urban Areas;
- SEPP No 33 – Hazardous and Offensive Development;
- SEPP No 44 – Koala Habitat Protection;
- SEPP No 55 – Remediation of Land;
- SEPP (Coastal Management) 2018;
- SEPP (Vegetation in Non-Rural Areas) 2017; and
- Environmentally significant land mapping..

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

There are no other likely environmental effects as a result of this planning proposal. As discussed below, the proposed amendments to the LEP will have positive social and economic impacts.

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

Rezoning of portions of Moorebank from R4 High Density Residential to R3 Medium Density Residential will likely have positive social and economic effects, as supported by the *SGS Moorebank Rezoning Advice* (SGS 2019; refer to **Attachment D**) and the *Liverpool Housing Study* (SGS 2019; refer to **Attachment E**) on the following grounds:

- There is adequate capacity in the broader LGA to accommodate for housing demand to 2036;
- Redevelopment is likely to be more feasible for these lots under an R3 Medium Density Residential zone compared to the existing R4 High Density Residential zone. Whilst some high density development has occurred in Moorebank, development feasibility is reliant on site amalgamation costs that are not consistent throughout the suburb;
- As redevelopment of these lots is likely to be more feasible, the rezoning is likely to contribute to increased housing supply and choice within Moorebank;
- Medium density residential development is more compatible with the predominant low density residential character and less likely to result in interface issues such as visual bulk and scale, overshadowing and loss of visual and acoustic privacy;
- R4 High Density Residential zoning has been retained in areas where such development has already occurred;
- Whilst serviced by a retail centre and community facilities which supports additional housing capacity, Moorebank has limited public transport accessibility to justify additional high density housing in the form of apartments; and
- There may be other areas within Moorebank which are better suited to high density residential uses, such as Moorebank East which is currently under preliminary investigation and subject to several planning proposals.

The Housing Study notes that decreases in land values associated with this rezoning could disadvantage local land owners (p.166). The *SGS Moorebank Rezoning Advice* recognises that land owners and purchasers have high expectations for land prices for these sites, given their R4 zoning. These higher expectations are reducing the feasibility of the land for development, as the willingness to develop the land with dwelling types other than residential flat buildings is reduced under the R4 zoning.

Importantly, the SGS Moorebank Rezoning Advice states that “*Development feasibility is only one of the considerations should form inform land use planning. Other important considerations include local character, community needs and preferences, sustainability and alignment of development with local infrastructure availability. Even if development is unlikely to be feasible under current market conditions, development feasibility may change in the future in response to changes in the housing market*” (p13).

Rezoning of the Crossroads Casula Industrial Precinct from IN3 Heavy Industrial to IN1 General Industrial will not have any adverse economic or social effects. The rezoning is in accordance with the *Liverpool Industrial Development Lands Study* (APP 2019; refer to **Attachment I**) which provides that the current and anticipated future development within the precinct better aligns with an industrial zoning other than the current IN3 Heavy Industrial zoning.

Other amendments proposed as part of this planning proposal are likely to have a positive social and economic impacts.

- The rezoning of sites under the control of Sydney Water to SP2 (Sewerage System) and SP2 (Water Supply System) will ensure that these sites are retained in perpetuity for the existing infrastructure purpose.
- Additional permissible uses within various land use tables will allow for increased opportunities on sites across the LGA. The removal of certain uses as permissible with consent is also justified as these are deemed to be incompatible with the intent and objectives of their zone.
- The introduction of miscellaneous permissible use clauses for specific uses within industrial zones, will still permit the viable development of these uses, yet the development will be limited to the preferred size.
- The addition of Standard Instrument LEP Clause 5.16 will address potential land use conflict when planning for residential development in rural areas. This clause will not limit development, so long as potential conflict is effectively managed.
- The addition of waste and recycling management as a design excellence provision will result in positive social and environmental implications, whilst not having unreasonable economic implications.
- The removal of Clauses 7.13 and 7.15 relating to minimum lot widths for residential development, and minimum street frontage within the B6 Enterprise Corridor zone respectively, will have positive economic implications, as applicants will not have to submit costly variations as part of their Development Application. Rather, these standards can be addressed effectively by the DCP, or with consultation with RMS.
- The amendment of Clause 7.5A to use the broad commercial premises term, rather than listing individual uses, and the addition of hotel and motel accommodation, will broaden the application of this clause, which allows for increased FSR provisions. This amendment is in accordance with the intent of Amendment 52 to the LLEP 2008, which originally introduced this clause.
- The requirement for ground floor development in the B4 Mixed Use zone to have retail or business premises only will result in both positive social and economic effects. This clause will create active frontages within this zone, rather than allow the broad commercial use to apply at the ground floor level, which may result in street frontages with no interface.
- The alteration of Clause 7.33 to remove additional controls for dwelling houses in R3 Medium Density will have positive implications, as future development will have to abide by the general R3 Medium Density Residential standards instead of the increased FSR allowed by this provision. The dwellings will be proportionate to the surrounding medium density housing, and not have adverse environmental impacts by having an unnecessarily large footprint for a dwelling house.
- The amendment of Schedule 1 Clause 7 to reduce the area to which additional permitted uses for entertainment facilities, restaurants or cafes in residential areas in Moorebank applies, will not have adverse social and economic impacts. This is an additional permitted use and does not restrict or limit permissible development under the existing or proposed land use zone.

- The addition of community events and temporary uses of Council land as exempt development (subject to conditions) will have a significant positive social impact, encouraging community festivals for the benefit of the residents of the Liverpool LGA.
- Amendments to the design excellence provisions will encourage better built form and waste management outcomes.

Section D – State and Commonwealth interests

3.10 *Is there adequate public infrastructure for the planning proposal?*

The proposed rezoning of the Crossroads Casula Industrial Precinct from IN3 Heavy Industrial to IN1 General Industrial and portions of Moorebank from R4 High Density Residential to R3 Medium Density Residential will not place any additional demands on infrastructure in terms of utilities, transport or the like. Any future DAs enabled by the rezoning of these precincts or the additional land uses proposed across Liverpool's employment zones are required to demonstrate adequate servicing.

The rezoning of Sydney Water sites to SP2 (Sewerage System) and SP2 (Water Supply System) will ensure existing sewage and water infrastructure is retained in perpetuity.

Future development in the employment precincts affected by this planning proposal will be required to demonstrate satisfactory arrangements for infrastructure as part of the DA process.

The rezoning of land at Illaroo Road and Yarrowa Street, Prestons (Lot 22 DP 2359 and Lot 3 DP 1045029) from IN3 Heavy Industrial to SP2 Infrastructure (Electricity Transmission) was a request from Transgrid. Transgrid advise that the site is solely used as an electrical substation and contains permanent operational infrastructure that is required to provide electricity to the Liverpool LGA. This use is proposed for the foreseeable future. Changing the Site to a predominantly SP2 Infrastructure zoning will better reflect the ongoing use of the Site for electricity supply purposes, and will also provide surrounding land owners with greater certainty regarding the future use of the Site.

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

The proposed rezoning of sites under the control of Sydney Water to SP2 (Sewerage System) and SP2 (Water Supply System) is in accordance with correspondence provided by Sydney Water (refer to **Attachment J**).

The views of other State and Commonwealth public authorities will be sought as part of the Gateway process. These are likely to include:

- Roads and Maritime Services (RMS): Development enabled by the proposed amendments to the LEP are unlikely to generate significant additional traffic impacts.
- NSW Premier and Cabinet: The proposed amendments to Schedule 5 are primarily administrative. Heritage items which are proposed to be deleted from the list have been demolished or deconstructed. No new heritage items are proposed.

Part 4 – Mapping

The maps listed below are proposed to be amended as part of this planning proposal.

Land Zoning Map

LZN 008: 4900_COM_LZN_008_020_20170821
 LZN 012: 4900_COM_LZN_012_005_20180710
 LZN 013: 4900_COM_LZN_013_020_20160413
 LZN 014: 4900_COM_LZN_014_020_20170821
 LZN 015: 4900_COM_LZN_015_020_20130131

Lot Size Map

LSZ 008: 4900_COM_LSZ_008_020_20170821
 LSZ 013: 4900_COM_LSZ_013_020_20160217
 LSZ 014: 4900_COM_LSZ_014_020_20170821
 LSZ 015: 4900_COM_LSZ_015_020_20130312

Floor Space Ratio Map

FSR 008: 4900_COM_FSR_008_020_20170821
 FSR 012: 4900_COM_FSR_012_005_20180717
 FSR 013: 4900_COM_FSR_013_020_20160413
 FSR 014: 4900_COM_FSR_014_020_20180717
 FSR 015: 4900_COM_FSR_015_020_20120730

Height of Buildings Map

HOB 008: 4900_COM_HOB_008_020_20170821
 HOB 012: 4900_COM_HOB_012_005_20180710
 HOB 013: 4900_COM_HOB_013_020_20160413
 HOB 014: 4900_COM_HOB_014_020_20170821
 HOB 015: 4900_COM_HOB_015_020_20120730

Key Sites Map

KYS 011: 4900_COM_KYS_011_005_20180730
 KYS 014: 4900_COM_KYS_014_020_20180730
 KYS 015: 4900_COM_KYS_015_020_20130814

Heritage Map

HER 001: 4900_COM_HER_001_020_20110210
 HER 002: 4900_COM_HER_002_020_20130228
 HER 003: 4900_COM_HER_003_020_20110210
 HER 005: 4900_COM_HER_005_020_20140716
 HER 009: 4900_COM_HER_009_020_20140716
 HER 011: 4900_COM_HER_011_005_20110526
 HER 012: 4900_COM_HER_012_005_20110210

Urban Release Area Map

URA 007: 4900_COM_URA_007_020_20140716
 URA 008: 4900_COM_URA_008_020_20140716
 URA 013: 4900_COM_URA_013_020_20140716
 URA 015: 4900_COM_URA_015_020_20080815

Land Reservation Acquisition Map

LRA 008: 4900_COM_LRA_008_020_20150402
 LRA 011: 4900_COM_LRA_011_005_20160707
 LRA 013: 4900_COM_LRA_013_020_20160217

Delayed Rezoning Map (Removal all)

DLZ 009: 4900_COM_DLZ_009_020_20080815
 DLZ 013: 4900_COM_DLZ_013_020_20080815

Moorebank Town Centre

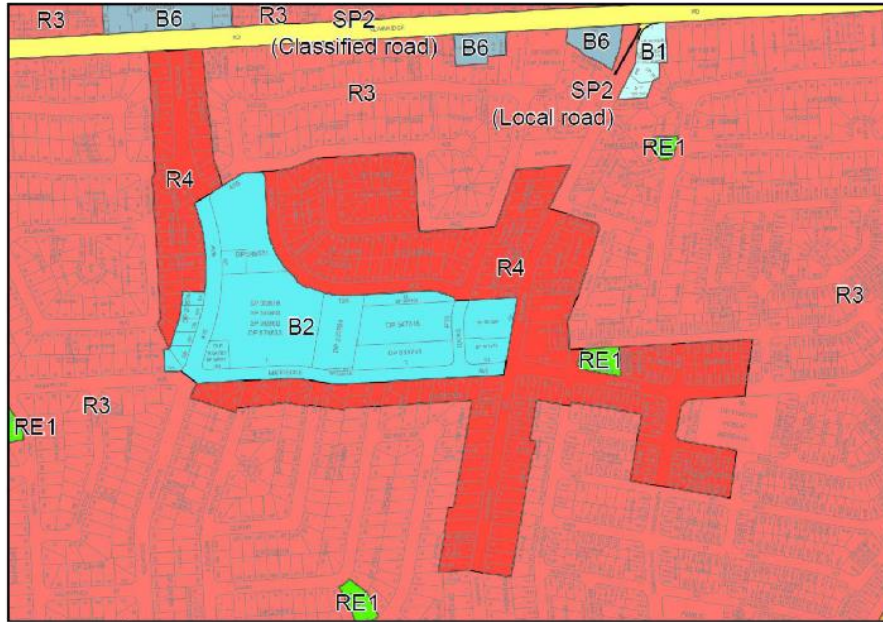


Figure 10: Existing Moorebank town centre land use zoning map (Maps 014 & 015)

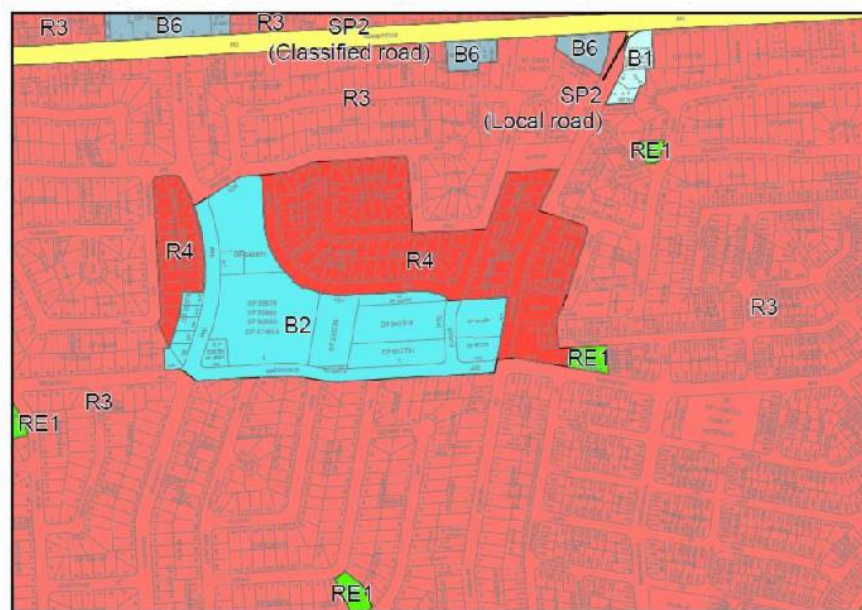


Figure 11: Proposed Moorebank town centre land use zoning map (Maps 014 & 015)



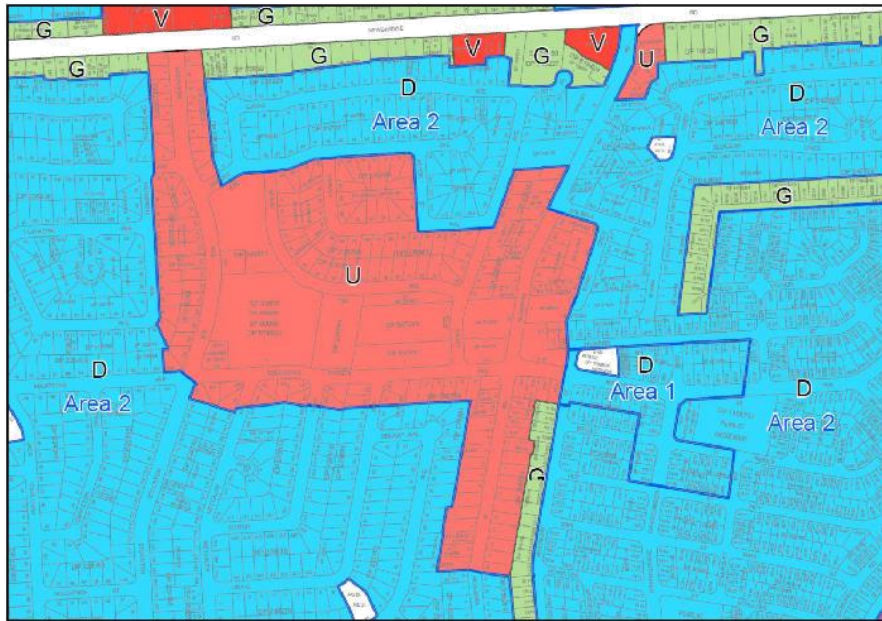


Figure 12: Existing Moorebank town centre minimum lot size map (Maps 014 & 015)

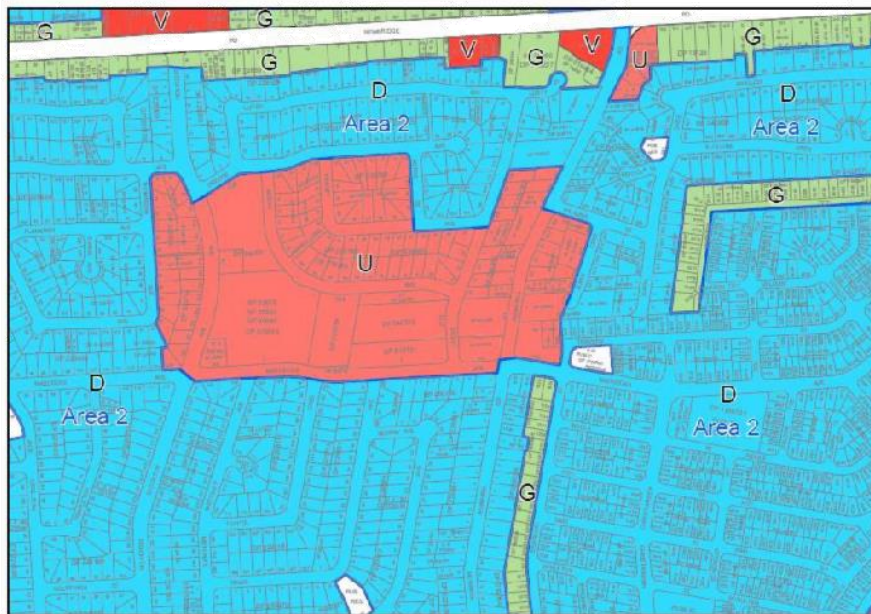


Figure 13: Proposed Moorebank town centre minimum lot size map (Maps 014 & 015)





Figure 14: Existing Moorebank town centre maximum height of buildings map (Maps 014 & 015)



Figure 15: Proposed Moorebank town centre maximum height of buildings map (Maps 014 & 015)

Legend

I 8.5	
M 12	
O 15	
P 18	
R 21	

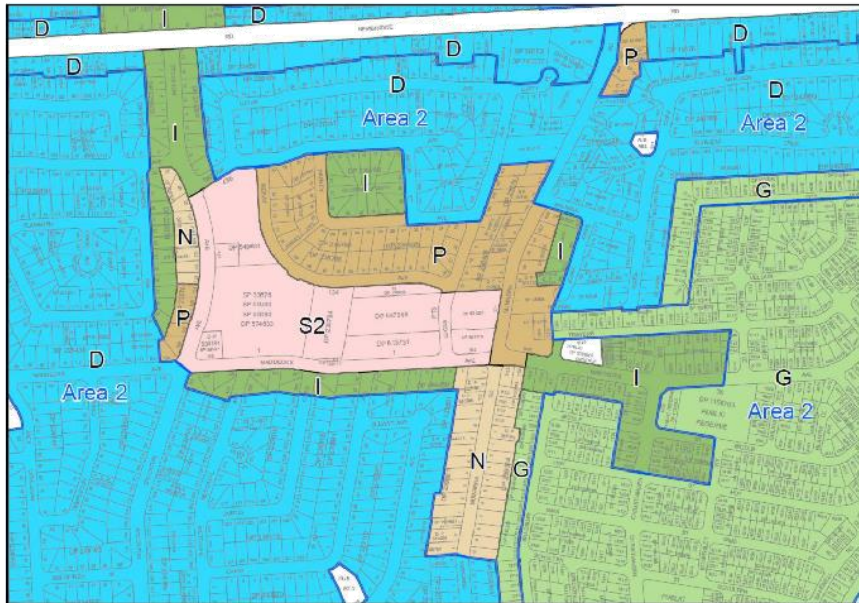
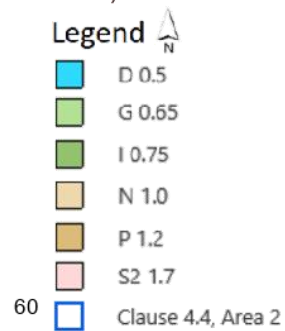


Figure 16: Existing Moorebank town centre maximum FSR map (Maps 014 & 015)



Figure 17: Proposed Moorebank town centre maximum FSR map (Maps 014 & 015)



[illegible][illegible]

Legend

- IN1 General Industrial
- IN3 Heavy Industrial
- B5 Business Development
- SP2 Infrastructure
- RE1 Public Recreation
- RE2 Private Recreation

Sydney Water Sites

- Rezone 12 sites (13 lots) to SP2 Infrastructure (Sewerage System) or (Water Supply System). Corresponding development standards (Floor Space Ratio and Height) are to be removed accordingly.

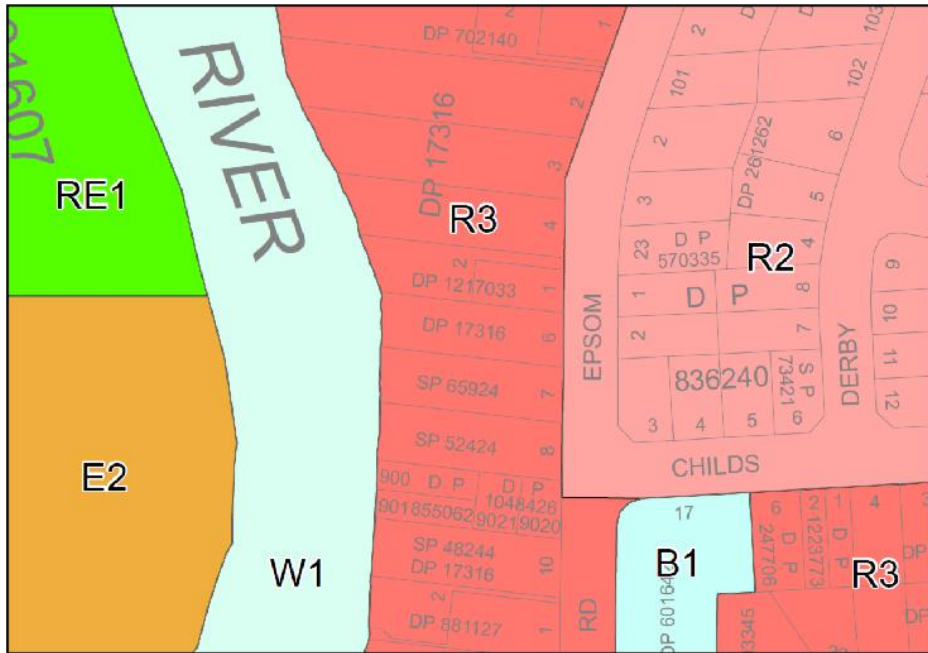


Figure 20: Existing 155 Epsom Road, Chipping Norton land use zoning map (Map 014)

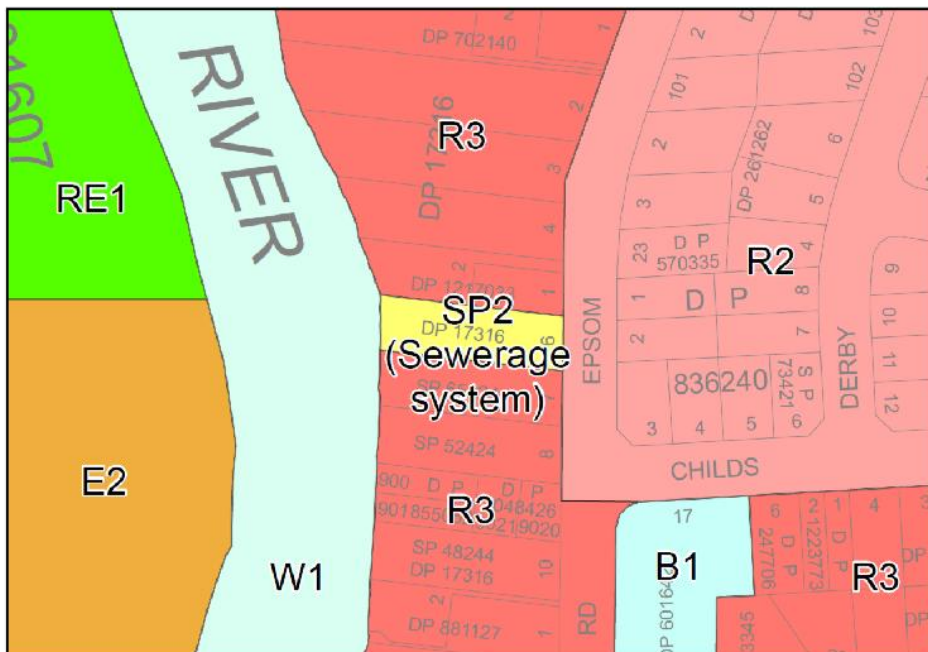
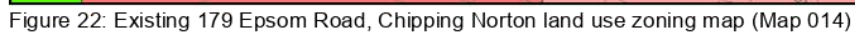


Figure 21: Proposed 155 Epsom Road, Chipping Norton land use zoning map (Map 014)



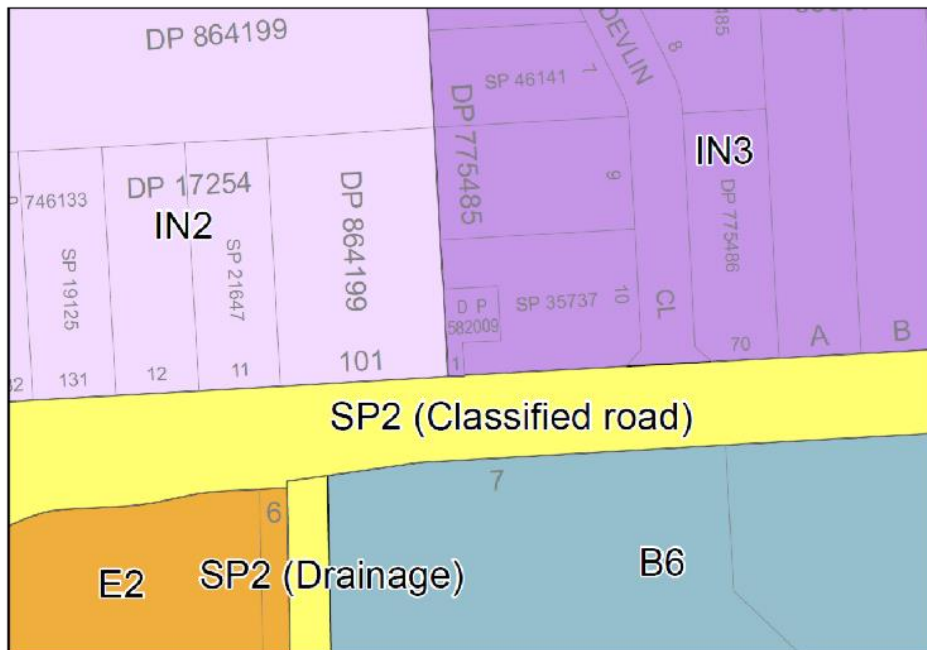


Figure 24: Existing Lot 1 Newbridge Road, Chipping Norton land use zoning map (Map 014)

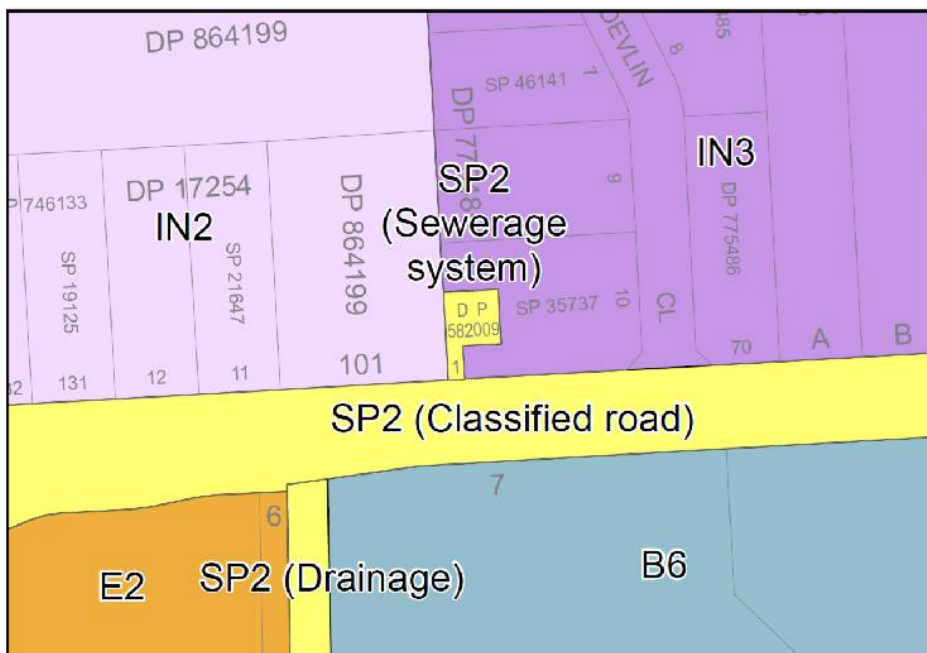


Figure 25: Proposed Lot 1 Newbridge Road, Chipping Norton land use zoning map (Map 014)

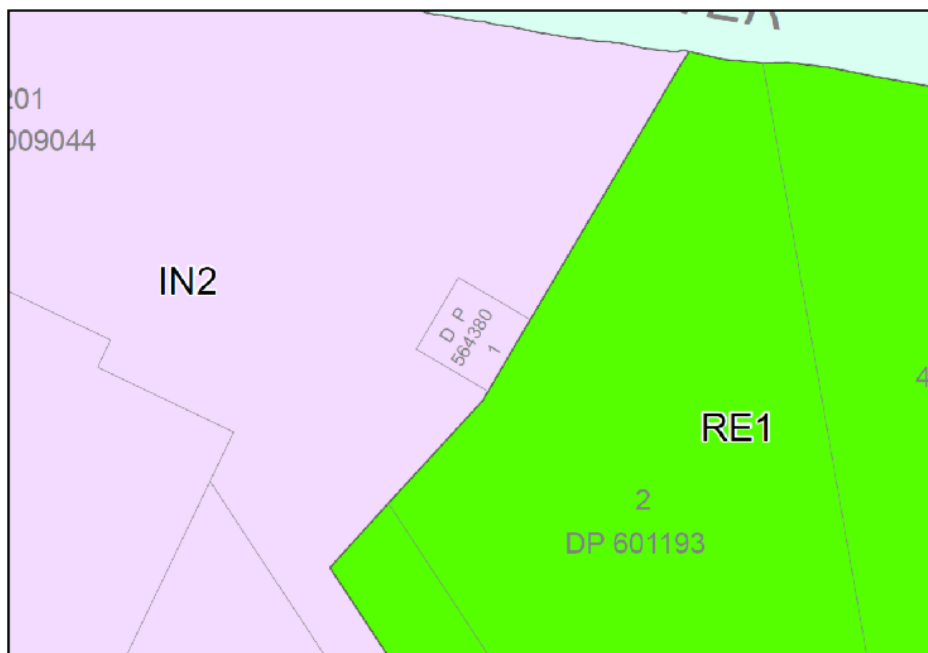


Figure 26: Existing Lot 1 Bridges Road, Moorebank land use zoning map (Map 012)

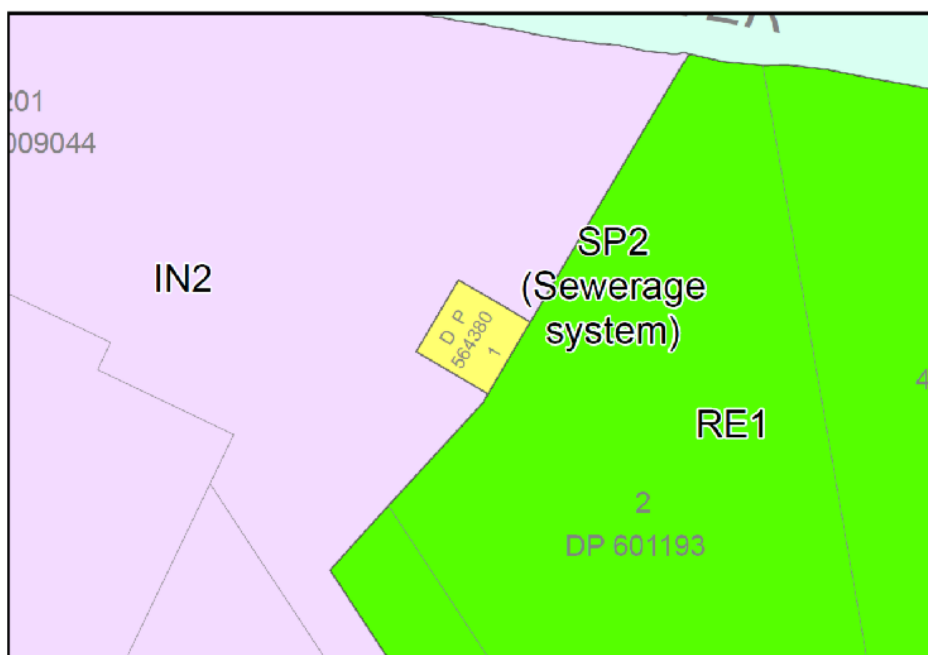


Figure 27: Proposed Lot 1 Bridges Road, Moorebank land use zoning map (Map 012)



Figure 28: Existing Lot 8 Shepherd Street, Liverpool land use zoning map (Map 014)

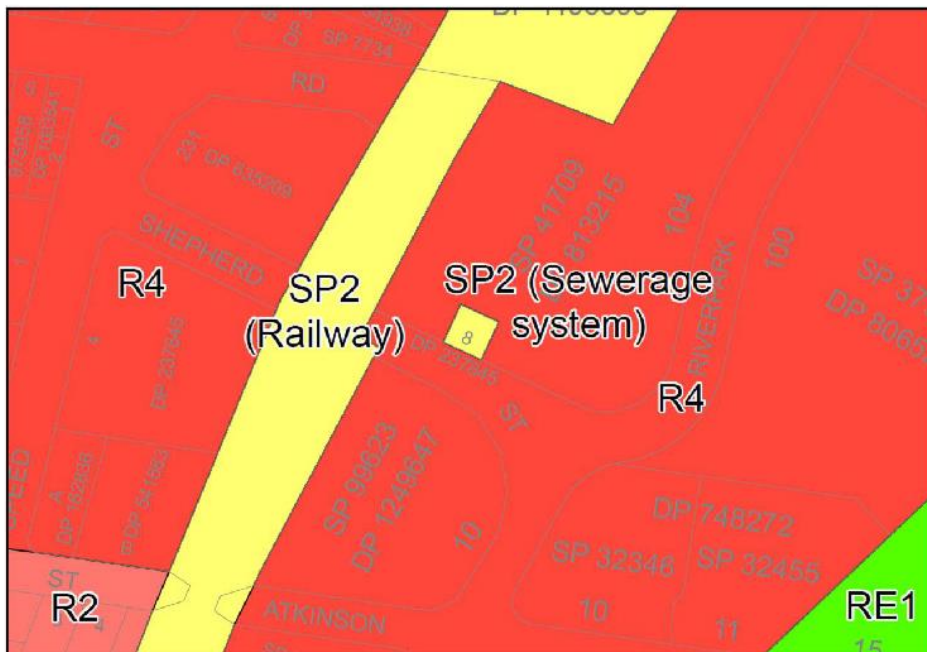


Figure 29: Proposed Existing Lot 8 Shepherd Street, Liverpool land use zoning map (Map 014)

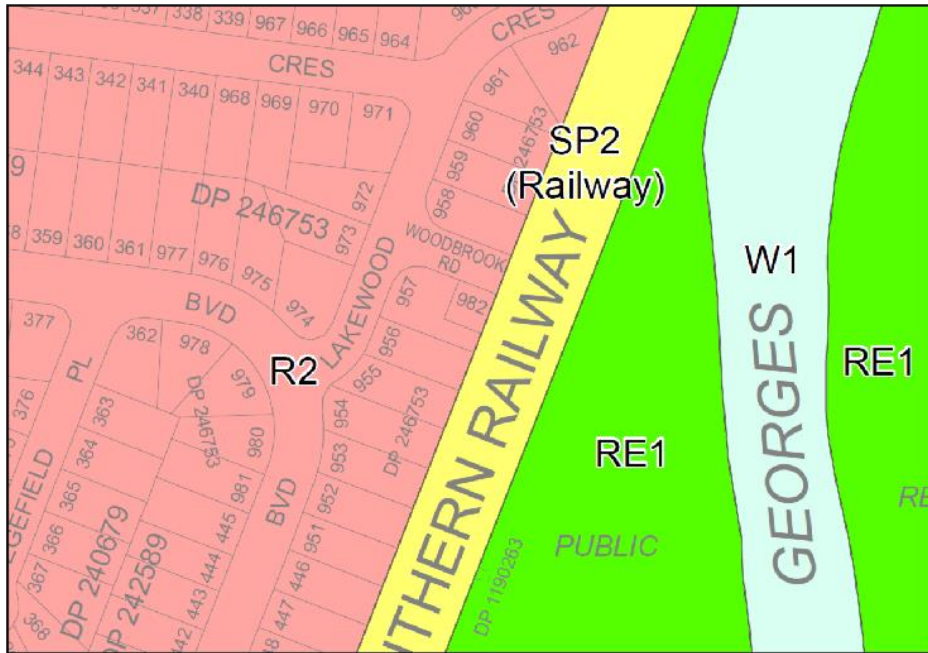


Figure 30: Existing Lot 982 Woodbrook Road, Casula land use zoning map (Map 013)

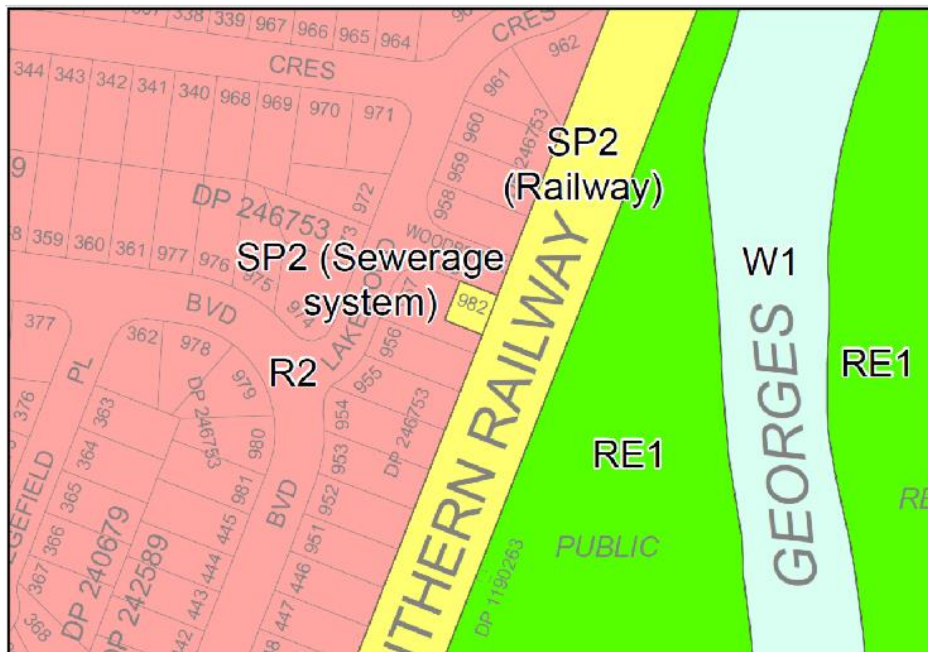


Figure 31: Proposed Lot 982 Woodbrook Road, Casula land use zoning map (Map 013)

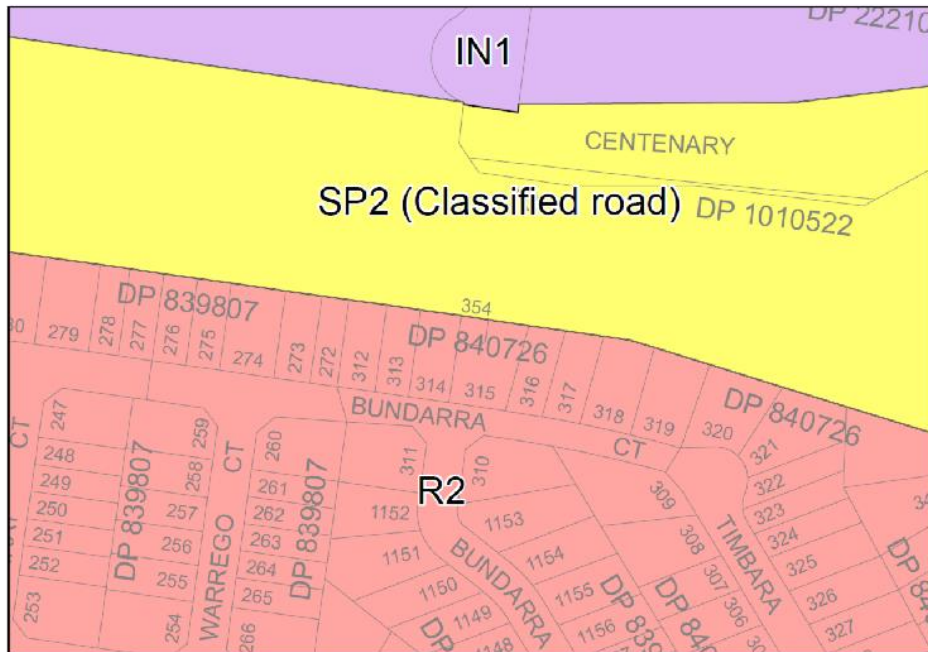


Figure 32: Existing Lot 10 Timbara Circuit, Wattle Grove land use zoning map (Map 015)

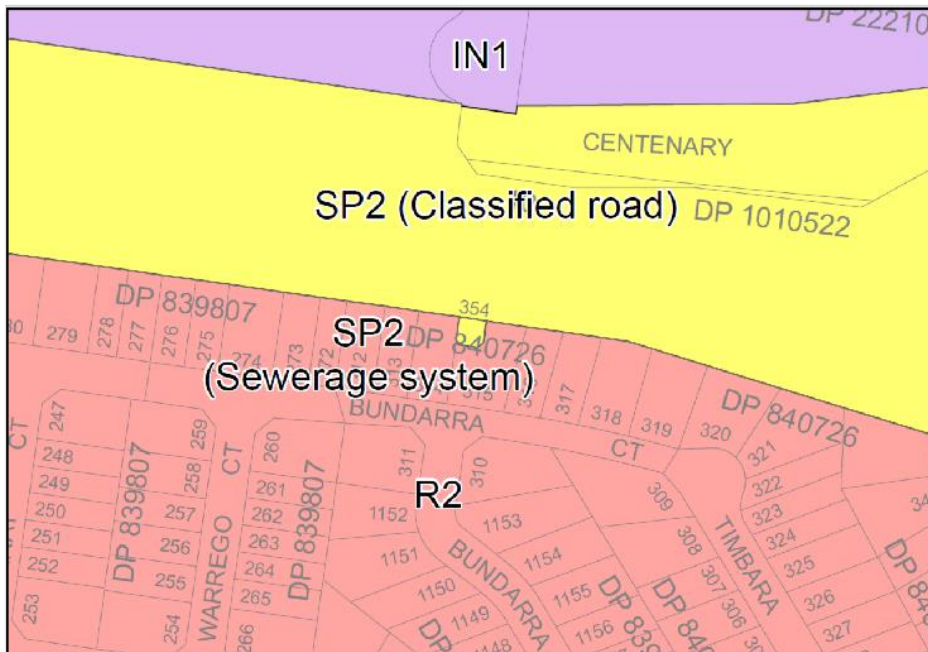


Figure 33: Proposed Lot 10 Timbara Circuit, Wattle Grove land use zoning map (Map 015)

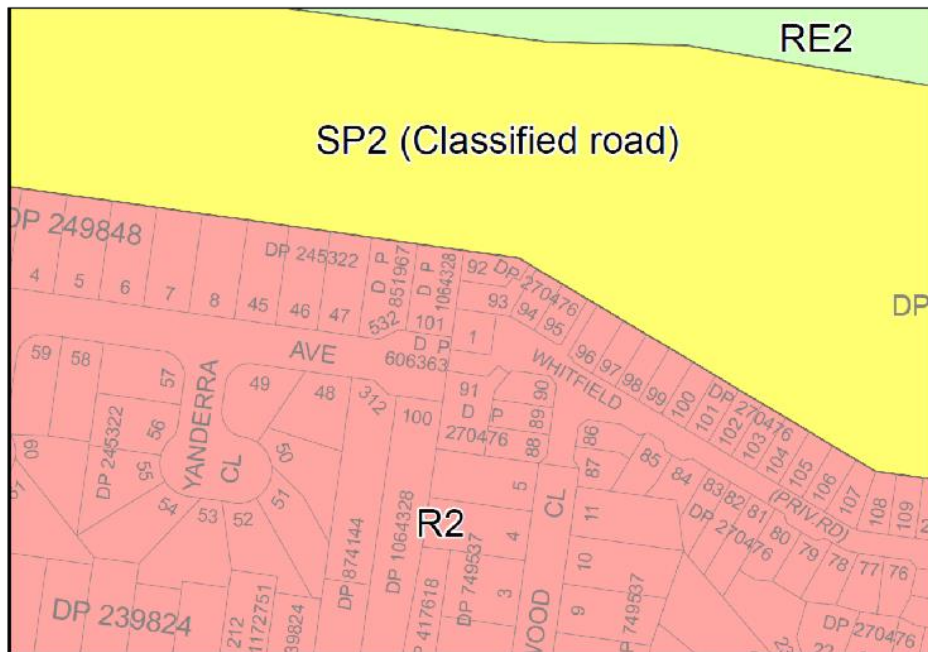


Figure 34: Existing Lot 1 Fitzgerald Avenue, Hammondville land use zoning map (Map 015)

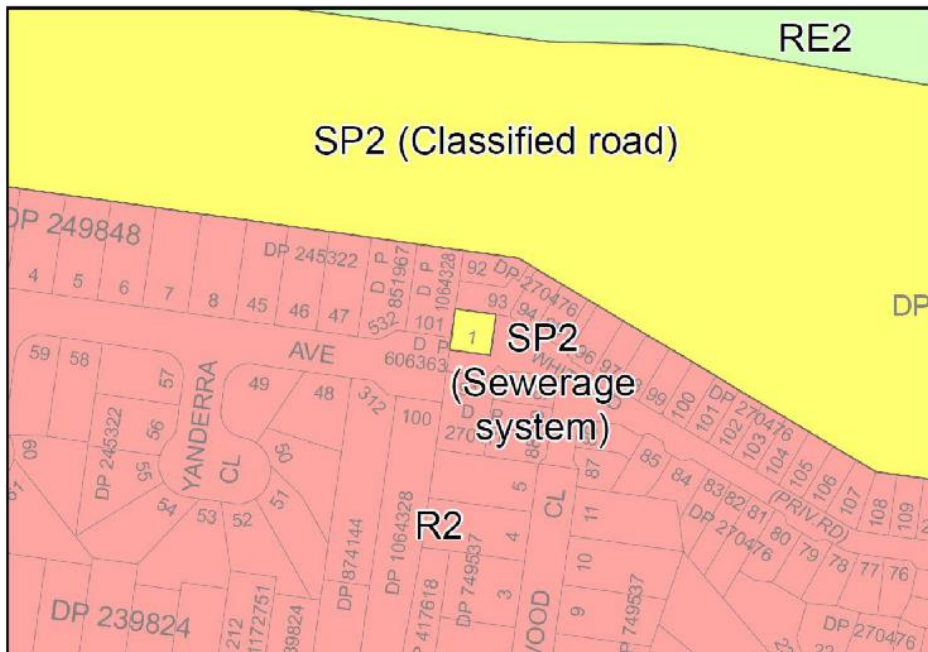


Figure 35: Proposed Lot 1 Fitzgerald Avenue, Hammondville land use zoning map (Map 015)

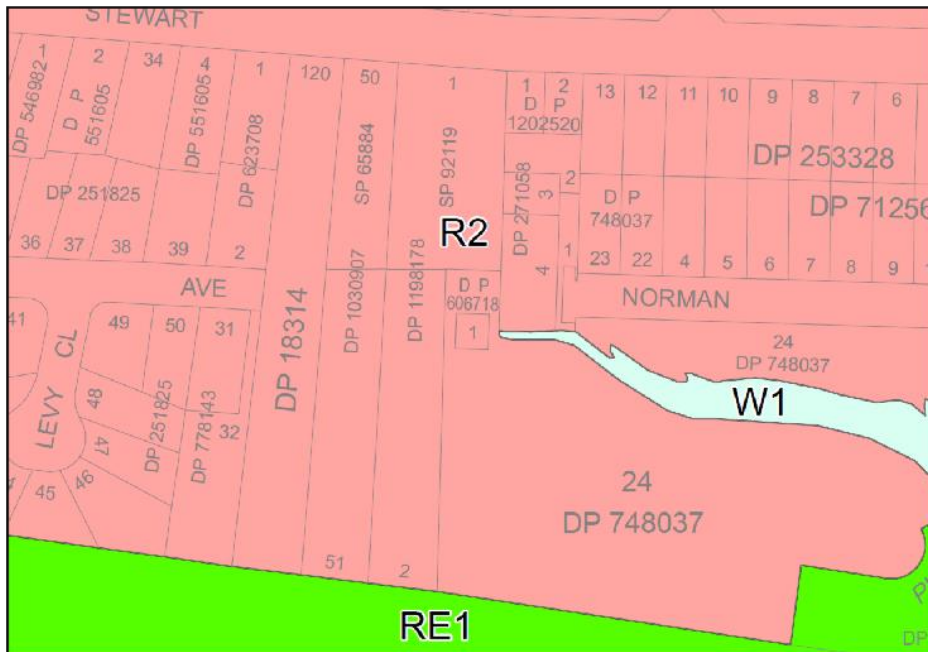


Figure 36: Existing Lot 1 Stewart Avenue, Hammondville land use zoning map (Map 015)

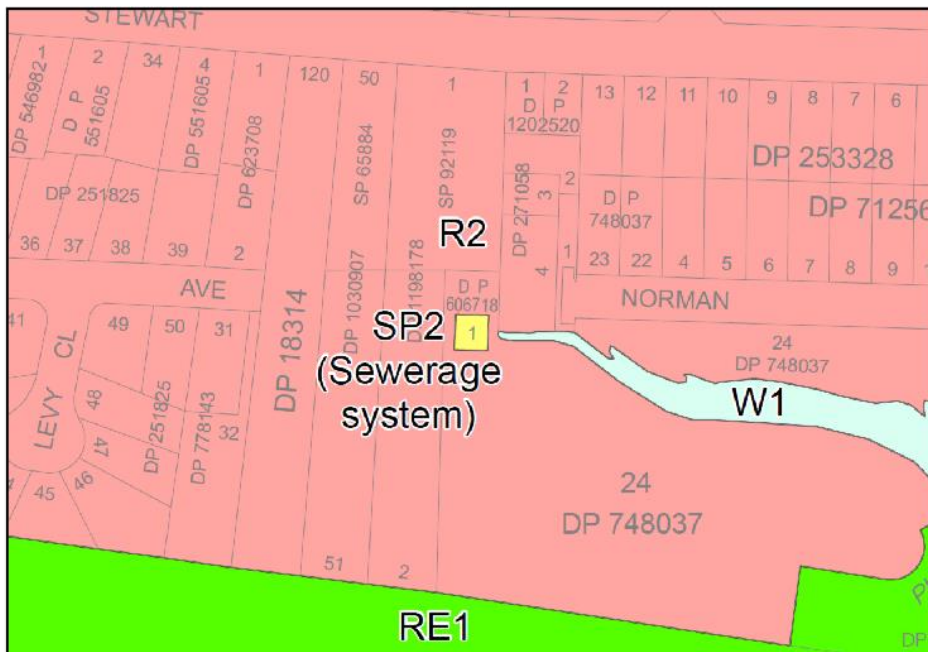


Figure 37: Proposed Lot 1 Stewart Avenue, Hammondville land use zoning map (Map 015)

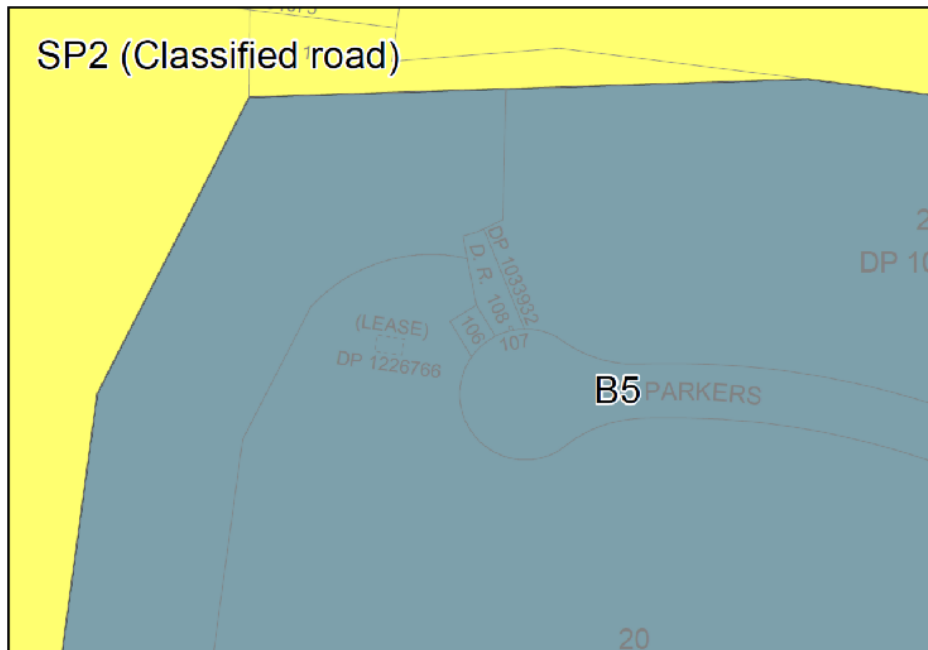


Figure 38: Existing Lot 106 Parkers Farm Place, Casula land use zoning map (Map 013)

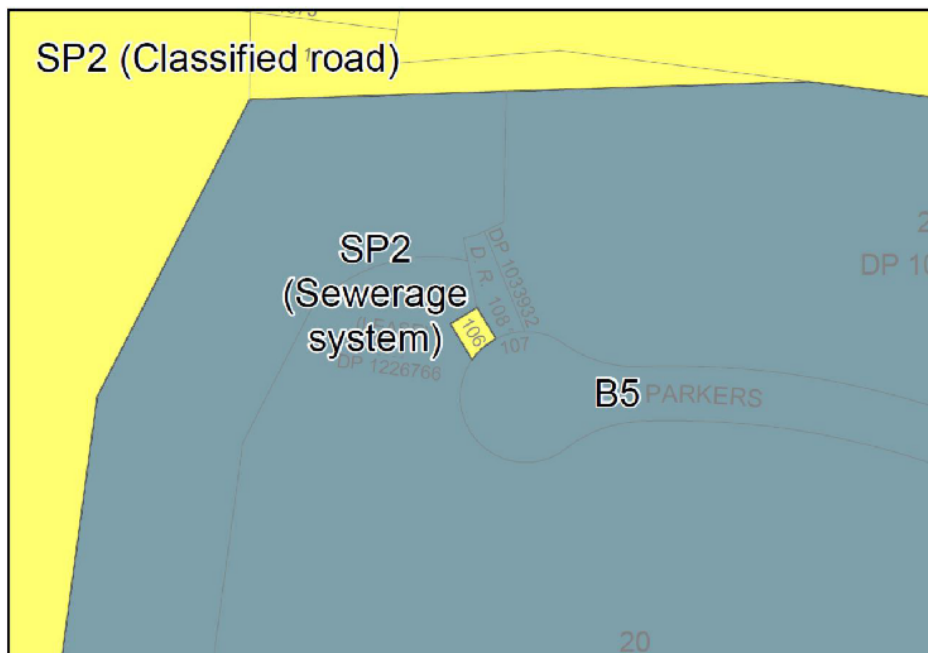


Figure 39: Proposed Lot 106 Parkers Farm Place, Casula land use zoning map (Map 013)

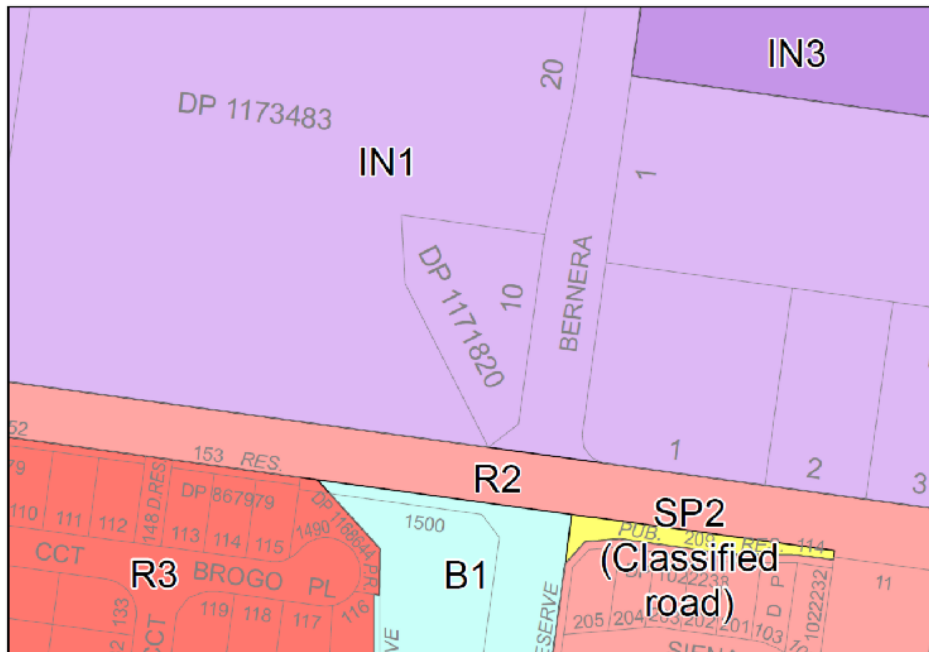


Figure 40: Existing Lot 10 Kurrajong Road, Prestons land use zoning map (Map 008)

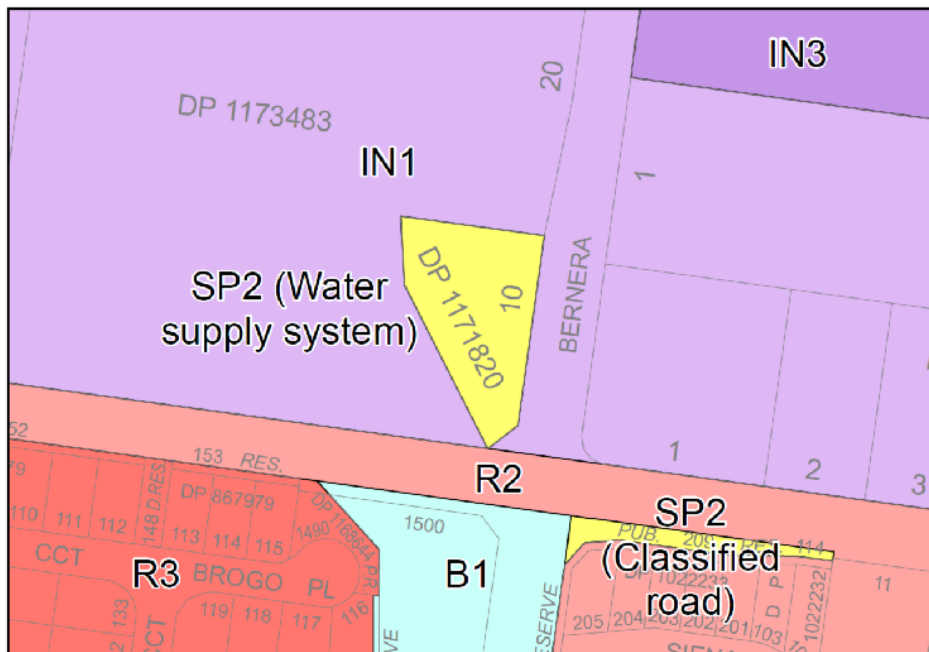


Figure 41: Proposed Lot 10 Kurrajong Road, Prestons land use zoning map (Map 008)

Key Sites Map

- Remove Clause 7.28 *Minimum Rear Setbacks at Georges Fair Moorebank* (marked in orange) as development has occurred.
- Amend Schedule 1 Clause 7 (marked in pink) to reduce the area where entertainment facilities, restaurants and cafes can be developed with consent.



Figure 42: Existing Moorebank Town Centre key sites map (Maps 014 & 015)

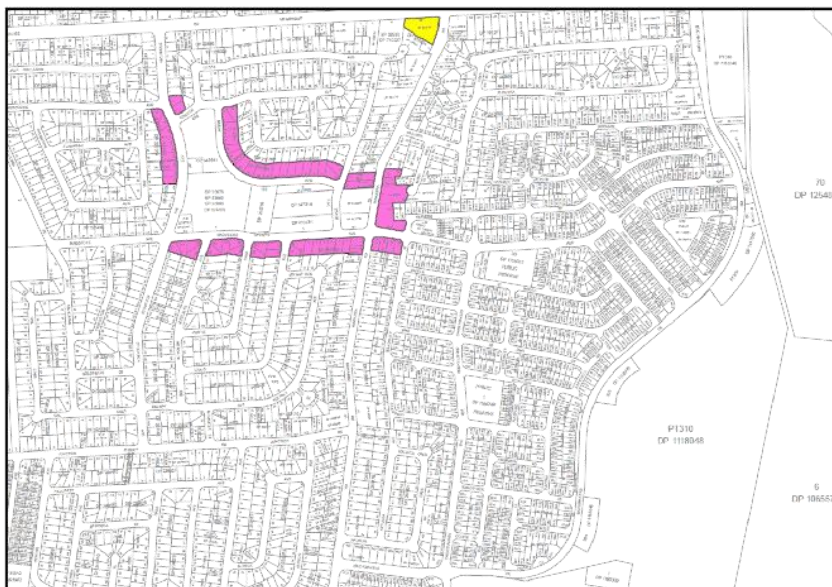


Figure 43: Proposed Moorebank Town Centre key sites map (Maps 014 & 015)

Legend

- Key site - refer to schedule 1 clause 9
- Key site - refer to clause 7.28
- Key site - refer to schedule 1 clause 7

- Add Medical Research and Development precinct to Key Sites Map (refer to Schedule 1, Clause 10 in Attachment A).

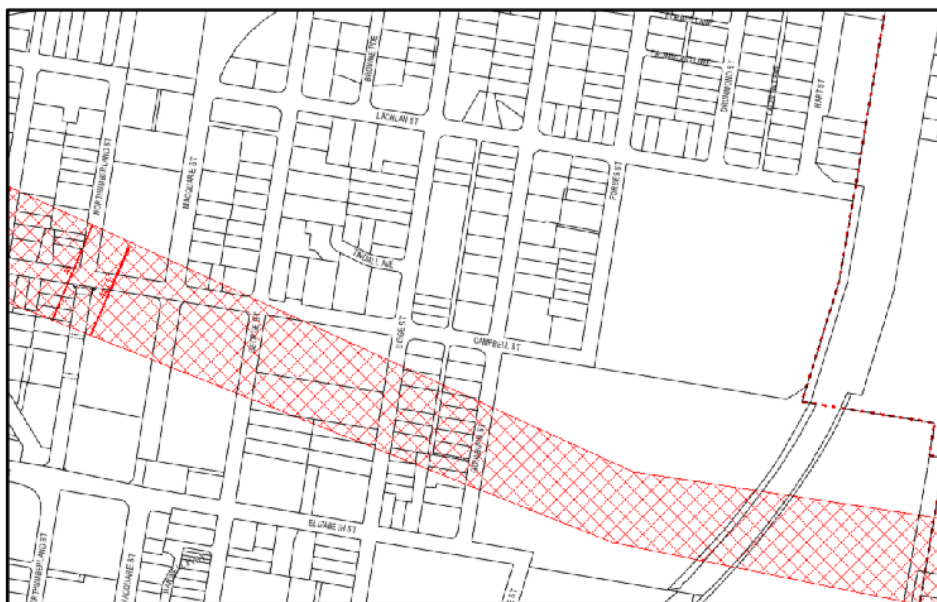




Figure 44: Existing key sites map (Map 011)



Figure 45: Proposed Elizabeth/Bigge/Lachlan/Forbes Street block key sites map (Map 011)

Legend

-  Key site - refer to clause 7.17A
-  Key site - Revised medical precinct

Schedule 5 – Environmental Heritage

- Add reference to 'CO1' for existing Heritage Conservation Area.



Figure 46: Existing Bigge Park heritage conservation area map (Maps 011 & 012)



Figure 47: Proposed Bigge Park heritage conservation area map (Maps 011 & 012)



- Renumber item from 28 to A01, to reflect archaeological significance of site.

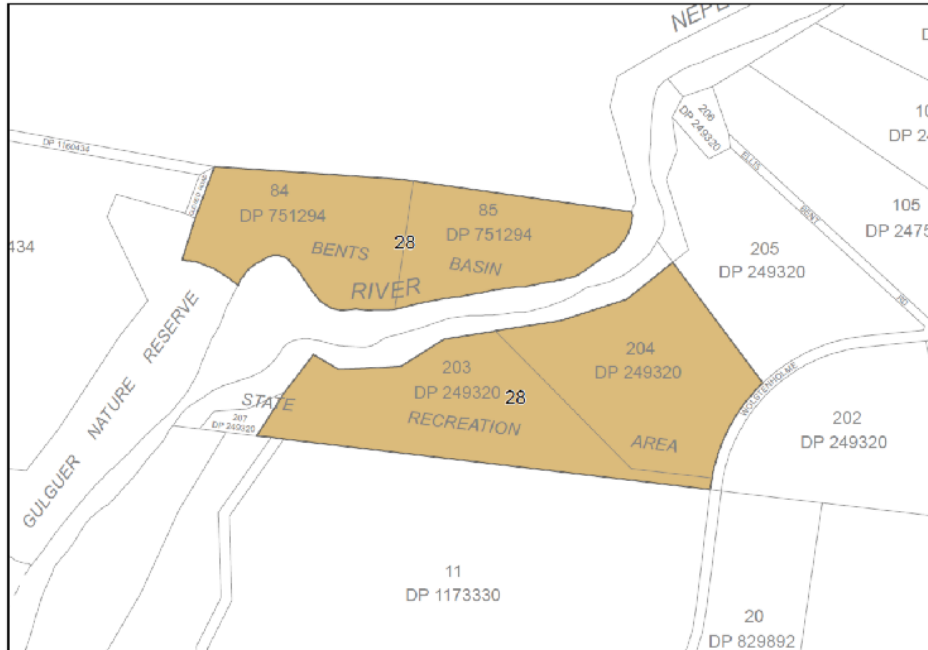


Figure 48: Existing Bents Basin Inn Site heritage map (Map 002)

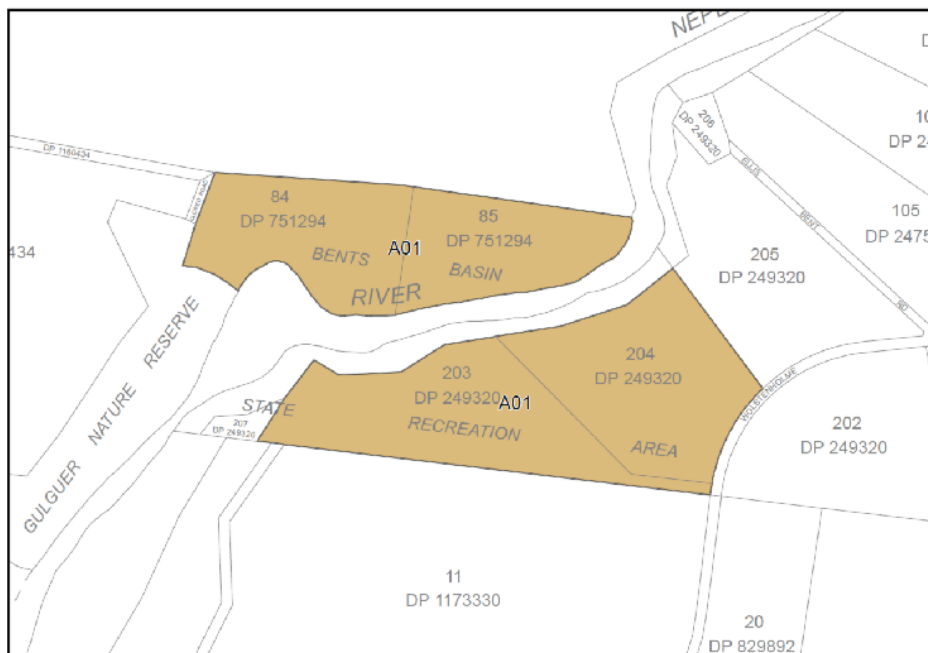


Figure 49: Proposed Bents Basin Inn Site heritage map (Map 002)



- Renumber item from 53 to A02, to reflect archaeological significance of site.

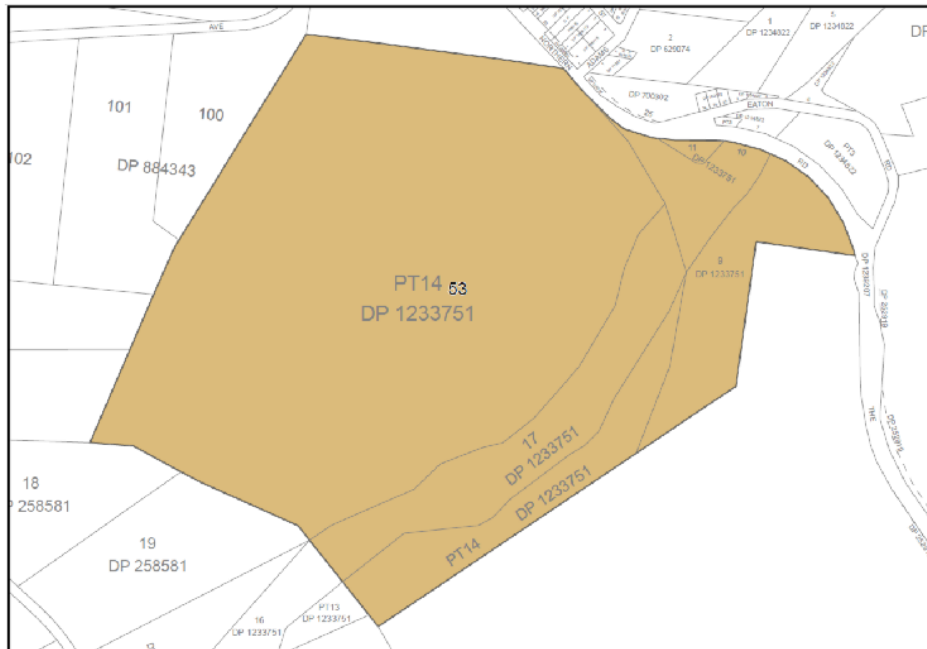


Figure 50: Existing Lawson's Inn Site heritage map (Map 003)

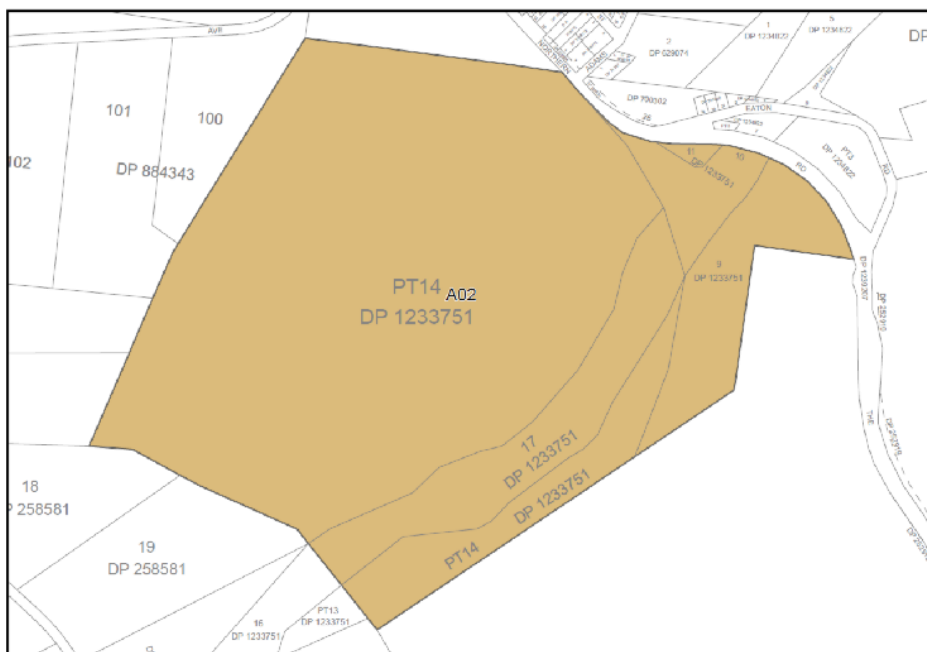
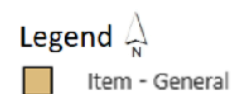


Figure 51: Proposed Lawson's Inn Site heritage map (Map 003)



- Renumber item from 27 to A03, to reflect archaeological significance of site.

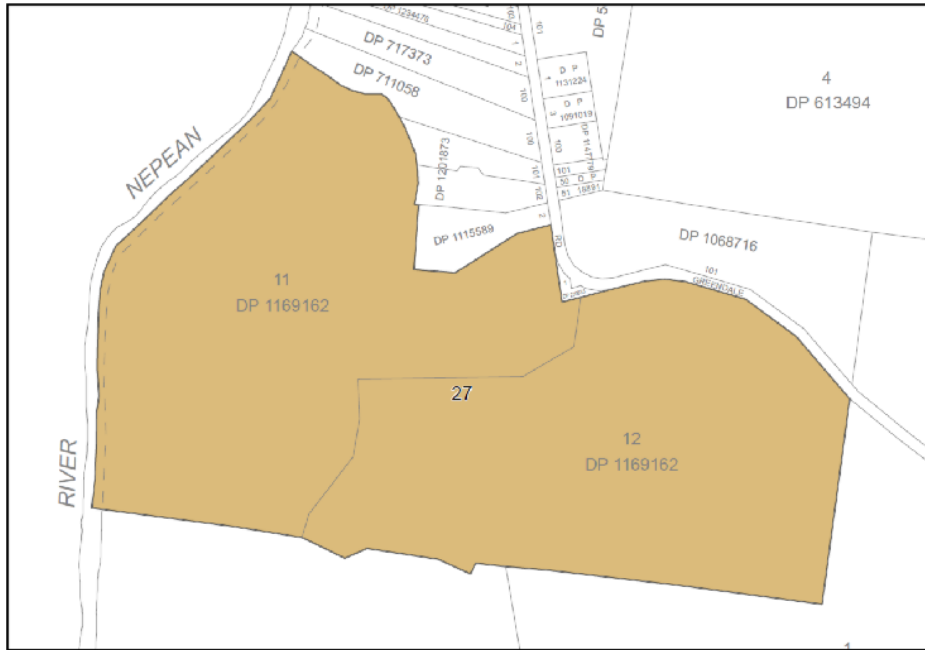


Figure 52: Existing Pemberton former farm homestead heritage map (Map 001)

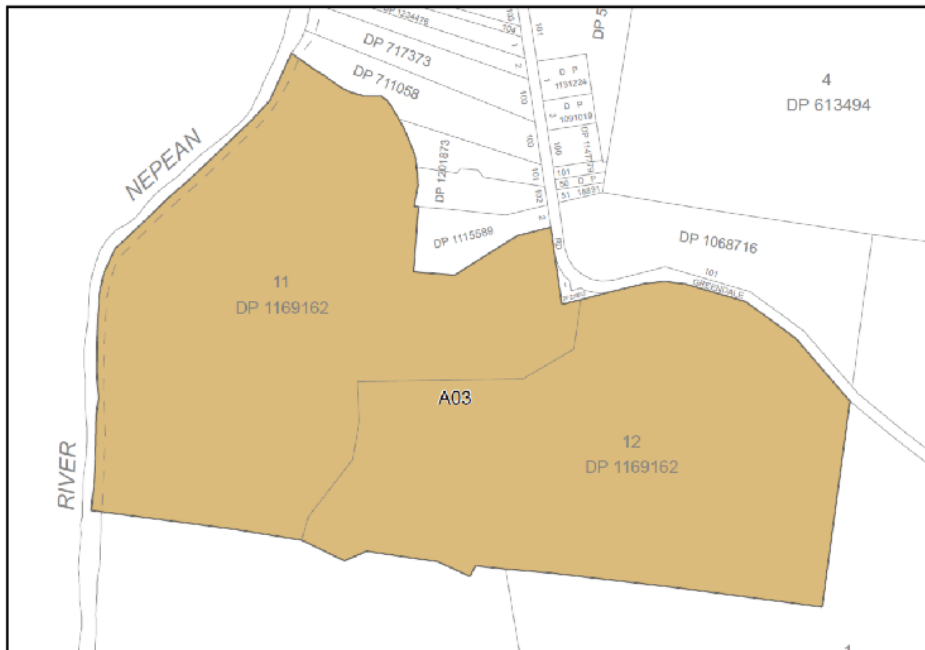


Figure 53: Proposed Pemberton former farm homestead heritage map (Map 001)



- Remove Items 2 and 3 from Heritage Maps as they are proposed to be removed as part of works for the Western Sydney International Airport.



Figure 54: Existing Heritage Map for Items No. 2 & 3, Part Lot 1 DP 838361 (Map 005)

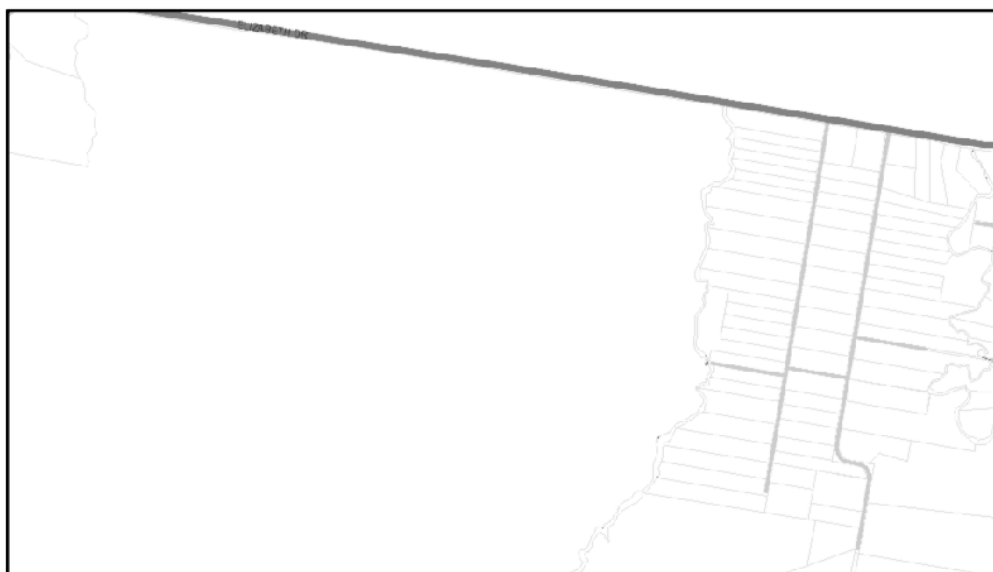


Figure 55: Proposed Heritage Map for Part Lot 1 DP 838361 (Map 005)

Legend 
 Item - General

- Remove Item 51 from Heritage Map as it is proposed to be removed as part of works for the Western Sydney International Airport.



Figure 56: Existing Heritage Map for Item No. 51, Part Lot 1 DP 838361 (Map 003)



Figure 57: Proposed Heritage Map for Part Lot 1 DP 838361 (Map 003)

Legend 
 Item - General

Urban Release Areas

- Remove mapping for Urban Release Areas that have been developed.

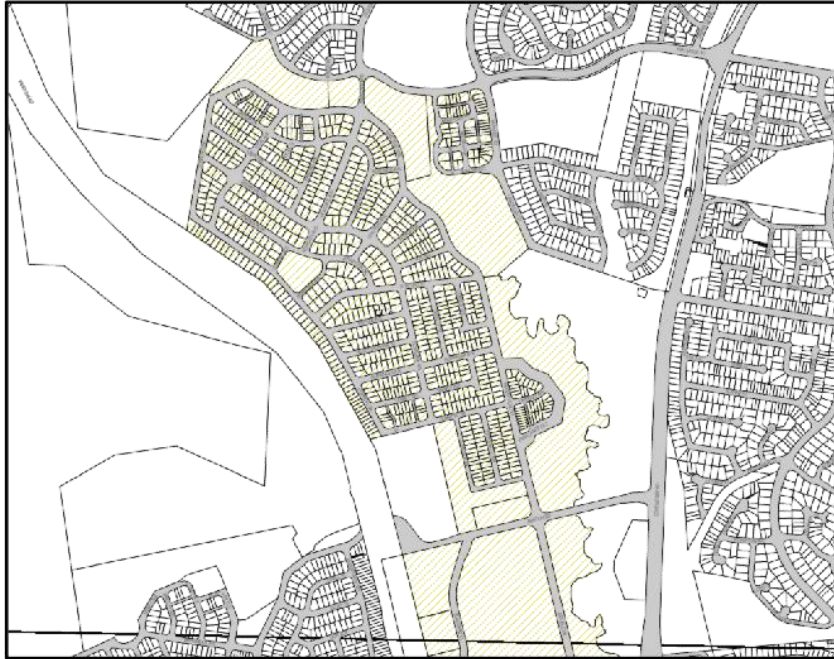


Figure 59: Existing Elizabeth Hills Urban Release Area Map (Map 007)

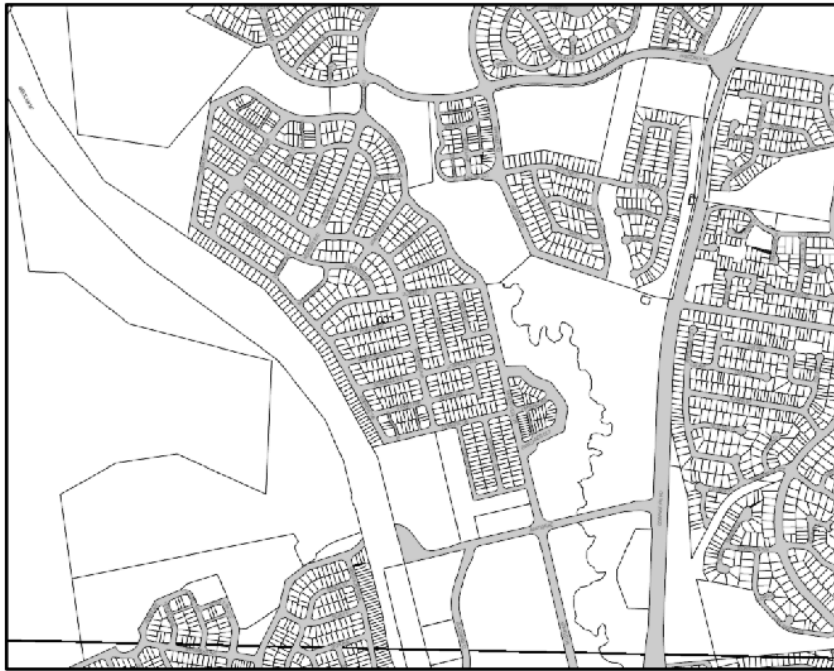


Figure 60: Proposed Elizabeth Hills Urban Release Area Map (Map 007)

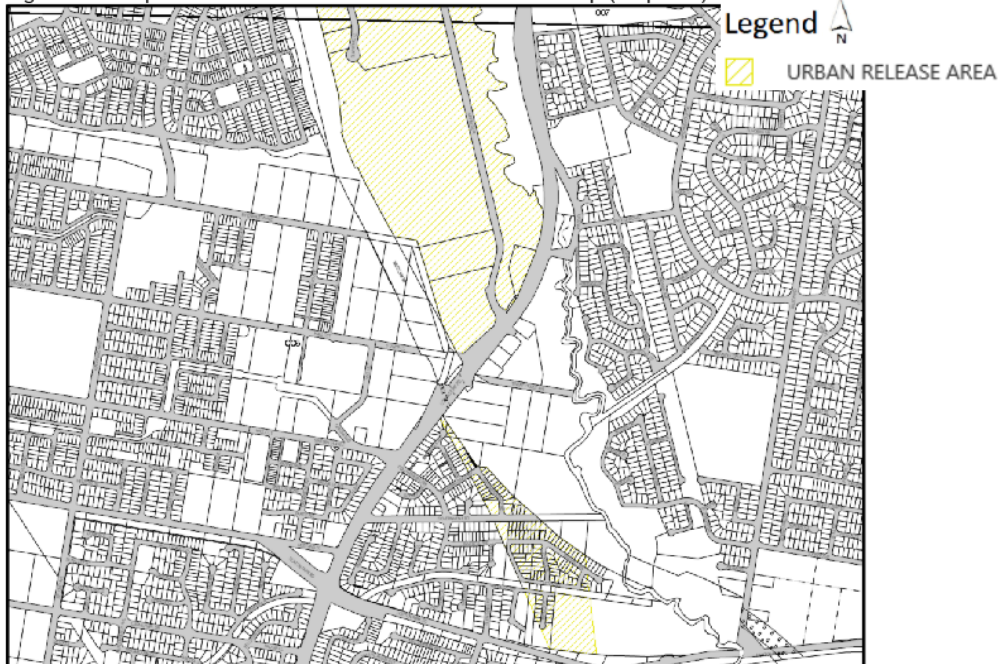


Figure 61: Existing Elizabeth Hills Urban Release Area Map (Map 008)



Figure 62: Proposed Elizabeth Hills Urban Release Area Map (Map 008)



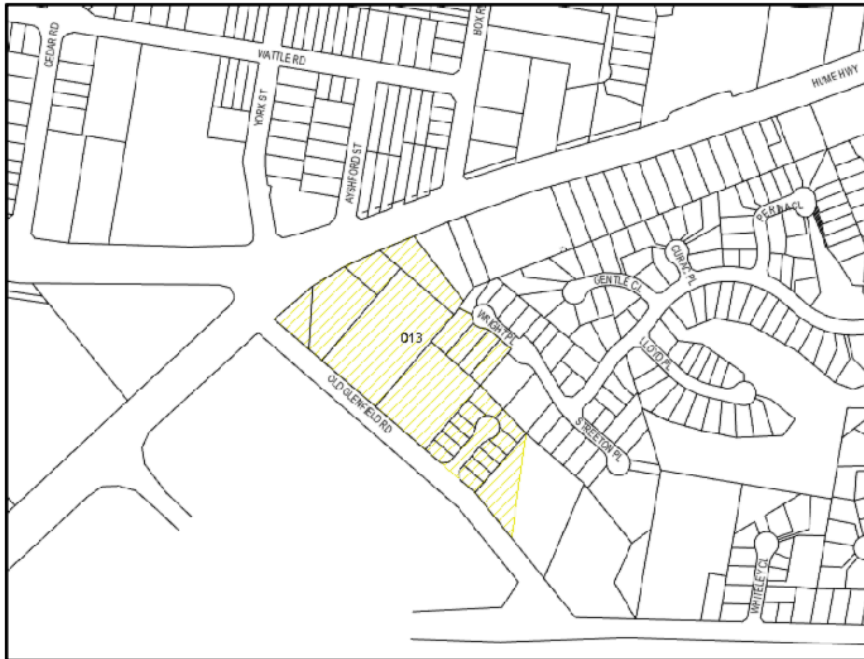


Figure 63: Existing Old Glenfield Road Urban Release Area Map (Map 013)



Figure 64: Proposed Old Glenfield Road Urban Release Area Map (Map 013)

Legend 
 URBAN RELEASE AREA



Figure 65: Existing Voyager Point Urban Release Area Map (Map 015)



Figure 66: Proposed Voyager Point Urban Release Area Map (Map 015)

Legend 
 URBAN RELEASE AREA

Mapping Anomalies

- Rezone from R2 Low Density Residential zone to RE1 Public Recreation, to reflect intended use of site owned by Liverpool City Council. Floor Space Ratio and Height standards are removed accordingly.

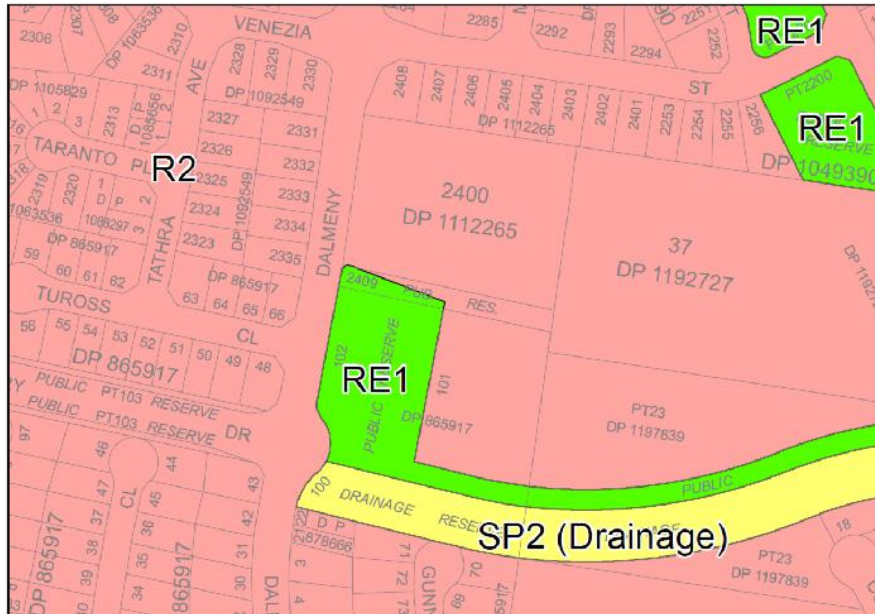


Figure 67: Existing Dalmeny Reserve land use zoning map (Maps 008/013)

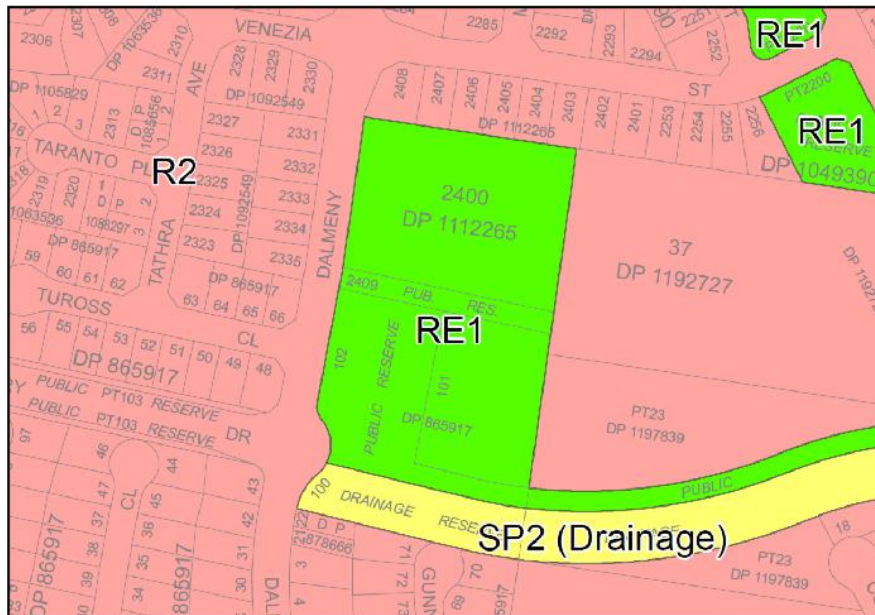


Figure 68: Proposed Dalmeny Reserve land use zoning map (Maps 008/013)



- Remove land acquisition requirements at Dalmeny Reserve, as acquisition by Council is complete.

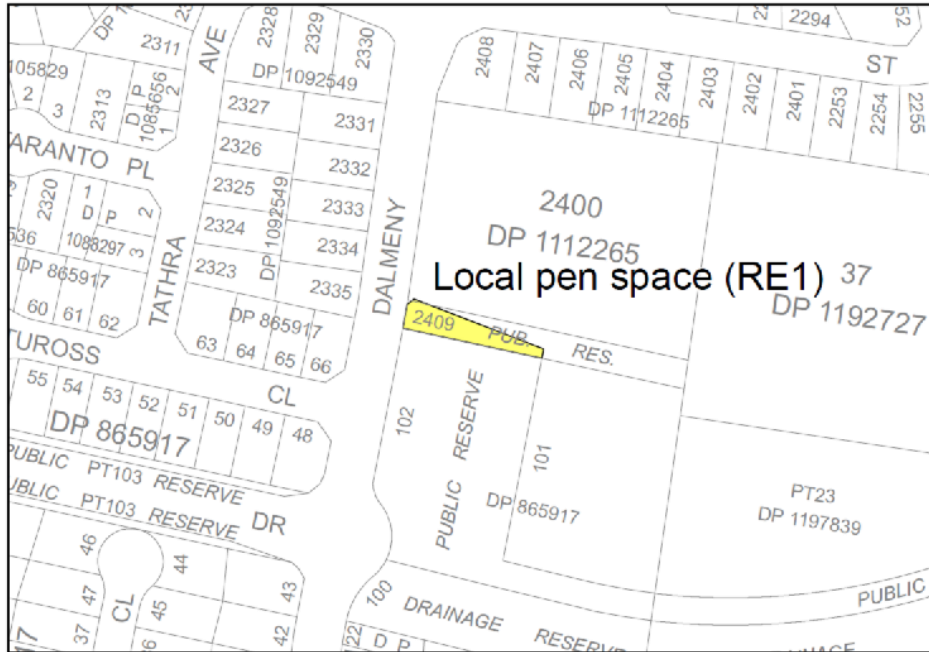


Figure 69: Existing Dalmeny Reserve land reservation acquisition map (Map 013)

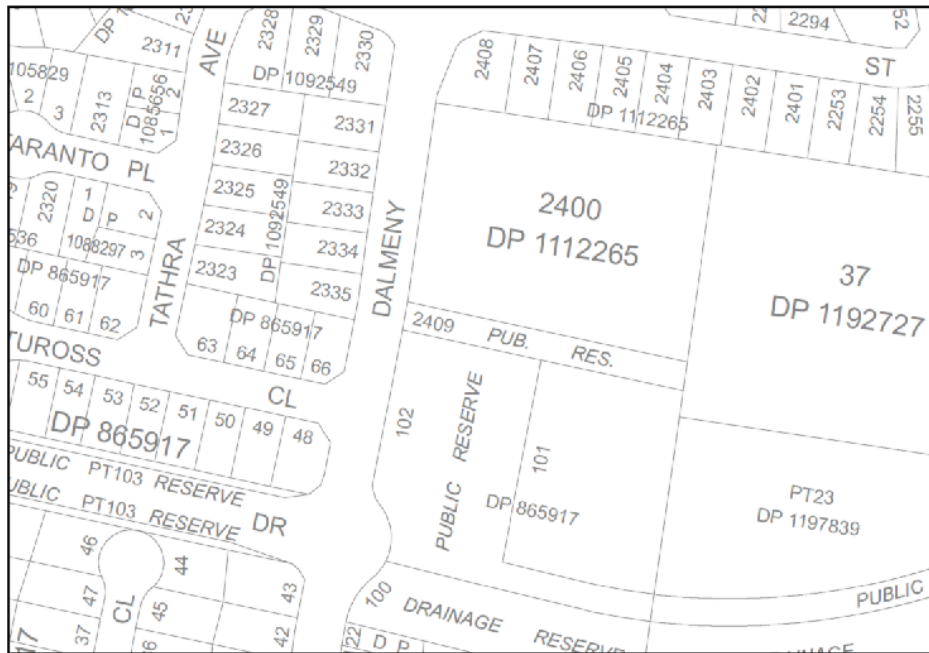


Figure 70: Proposed Dalmeny Reserve land reservation acquisition map (Map 013)

Legend

LAND RESERVATION ACQUISITION

- Remove land acquisition requirements along Bigge Park, as they are no longer required by Council.

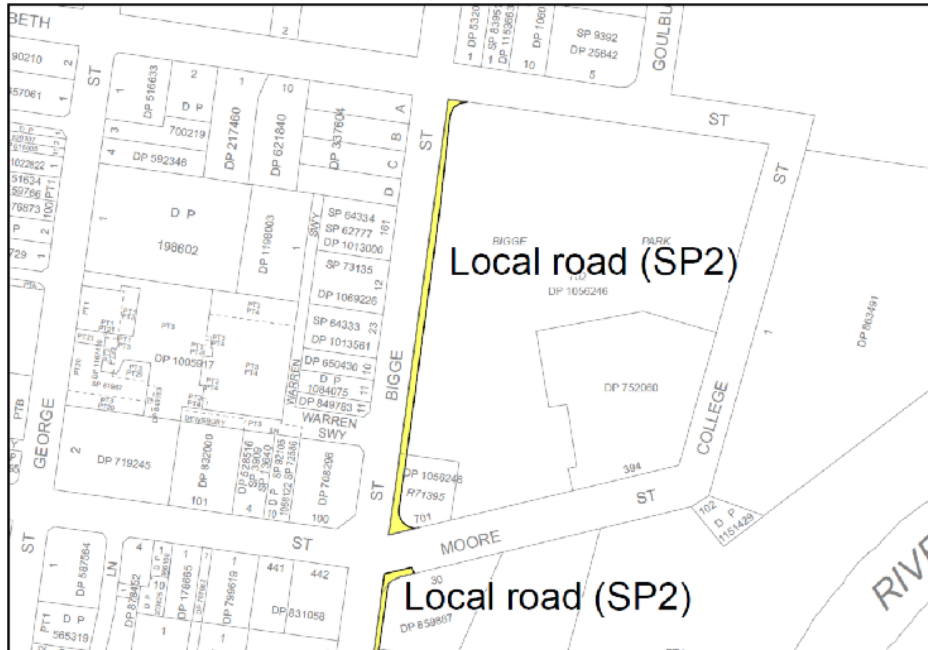


Figure 71: Existing Bigge Park land reservation acquisition map (Map 011)

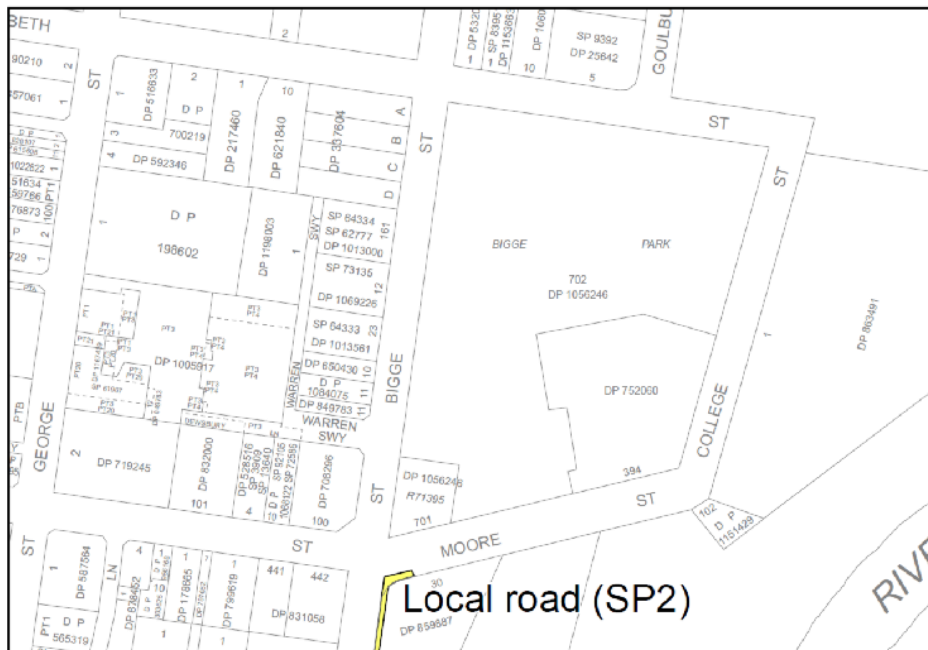


Figure 72: Proposed Bigge Park land reservation acquisition map (Map 011)

Legend


 LAND RESERVATION ACQUISITION

- Correct mapping anomaly for Lot 2 DP 1074727 to show RMS acquisition requirements.

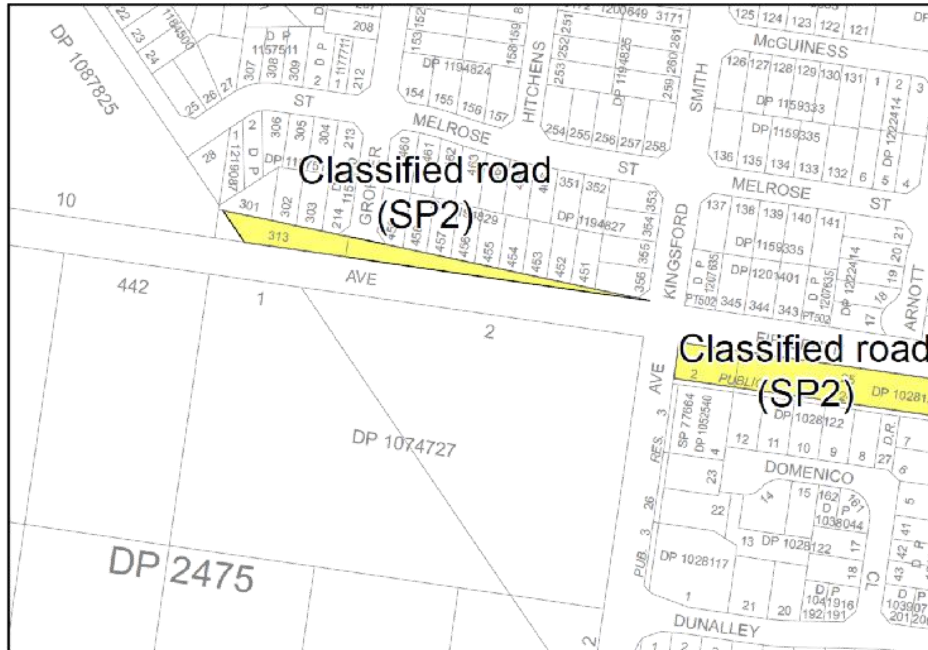


Figure 73: Existing Fifteenth Avenue land reservation acquisition map (Map 008)

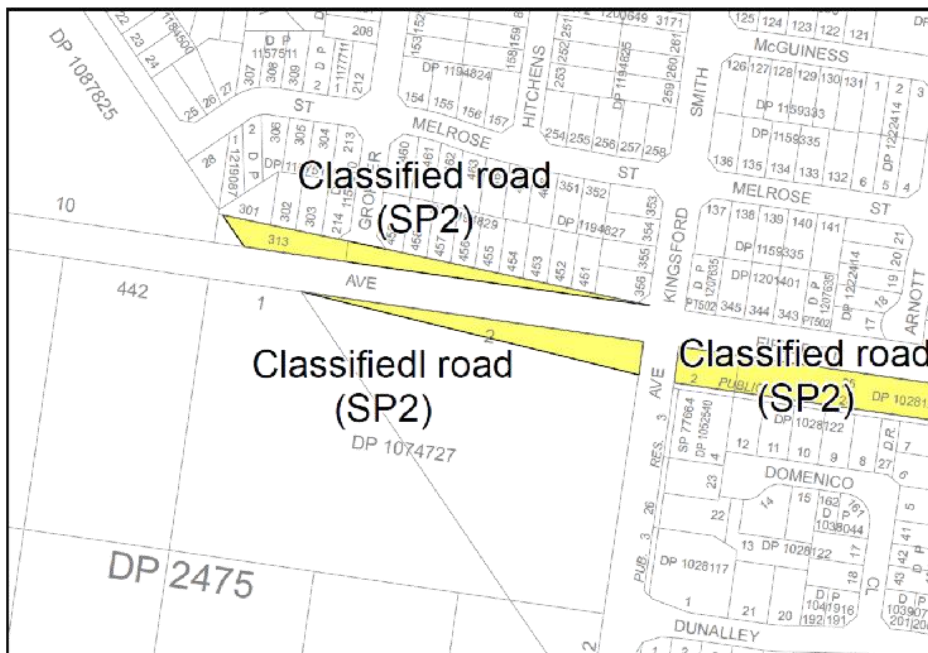


Figure 74: Proposed Fifteenth Avenue land reservation acquisition map (Map 008)

Legend

 LAND RESERVATION ACQUISITION

- Adjust zoning and development standard boundaries to align with lot boundaries.

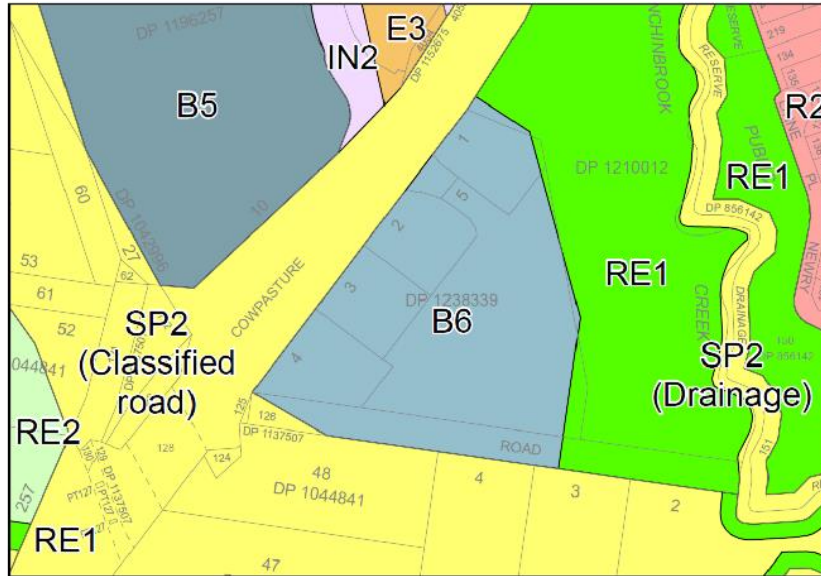


Figure 75: Existing 525, 535 and 545 Cowpasture Road, Len Waters Estate land zoning map (Map 008)

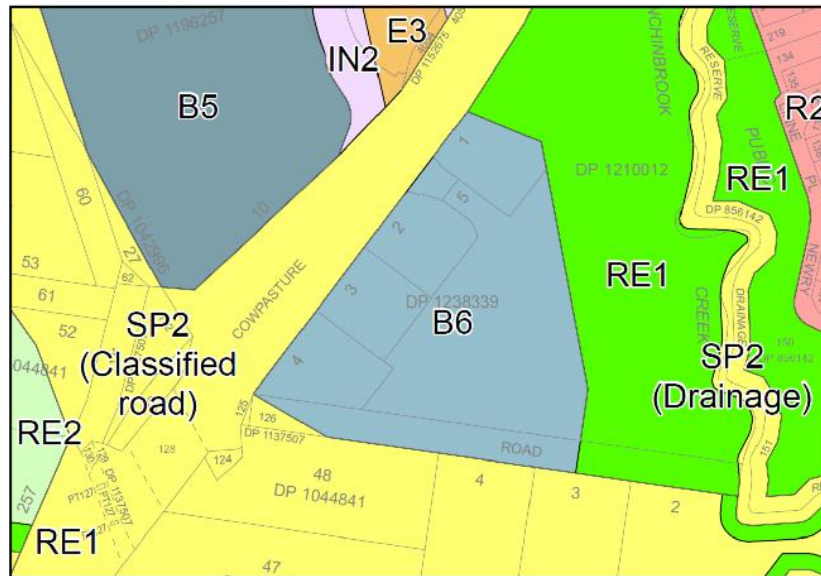
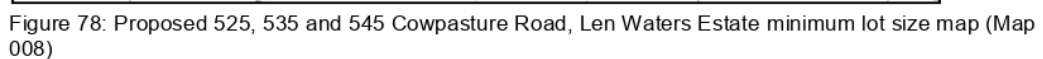
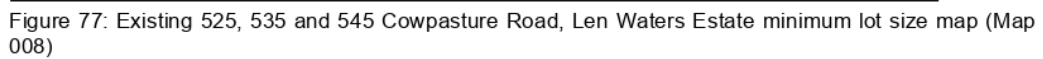
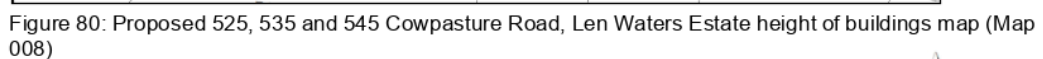
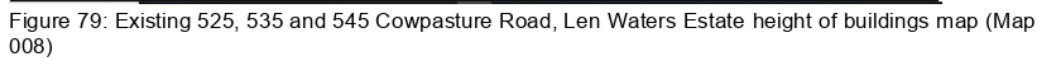






Figure 76: Proposed 525, 535 and 545 Cowpasture Road, Len Waters Estate land zoning map (Map 008)







	I 8.5
	M 12
	O 15
	P 18

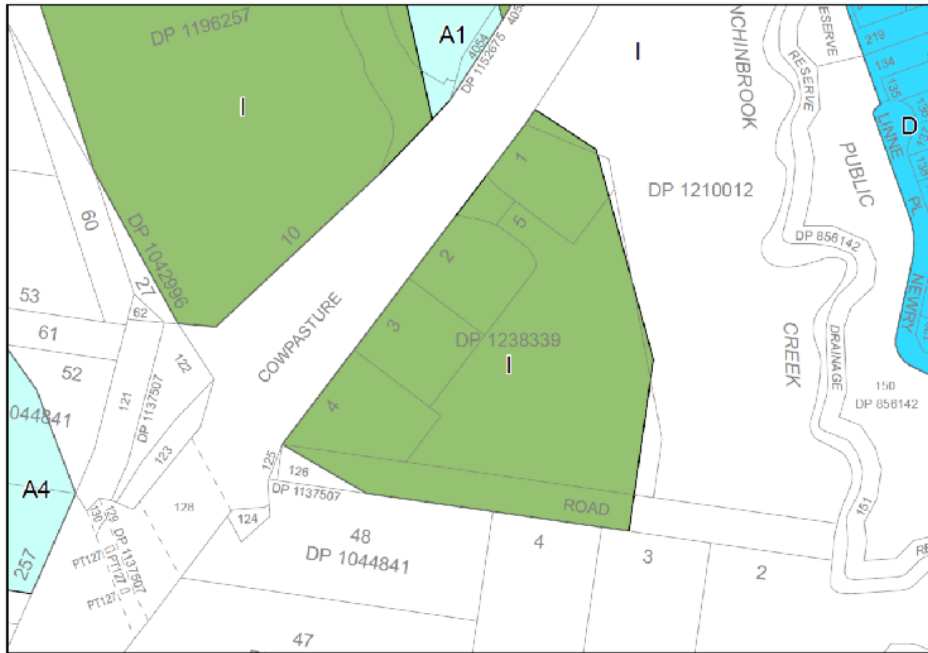


Figure 81: Existing 525, 535 and 545 Cowpasture Road, Len Waters Estate floor space ratio map (Map 008)

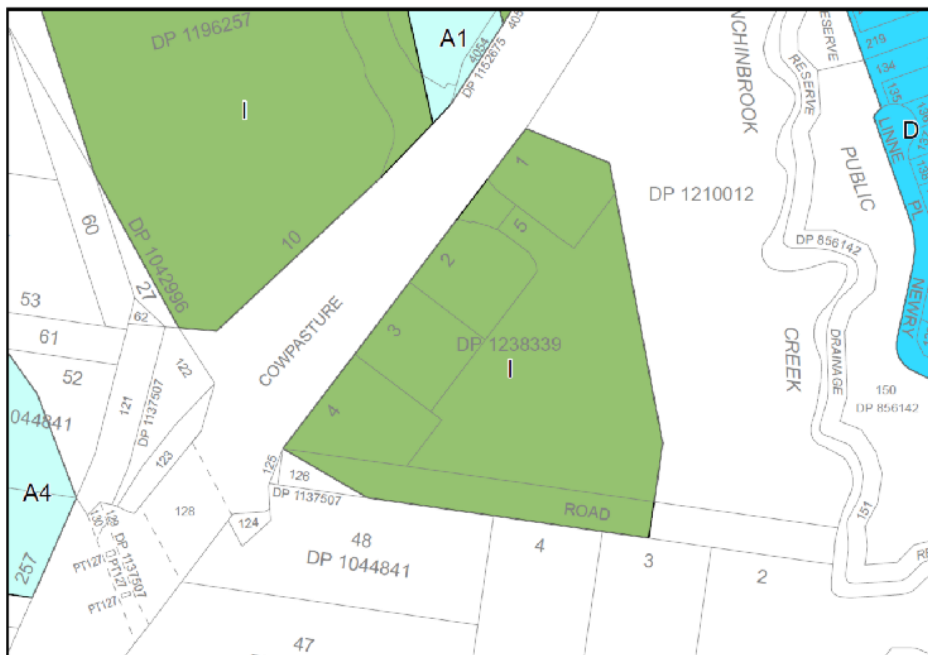


Figure 82: Proposed 525, 535 and 545 Cowpasture Road, Len Waters Estate floor space ratio map (Map 008)



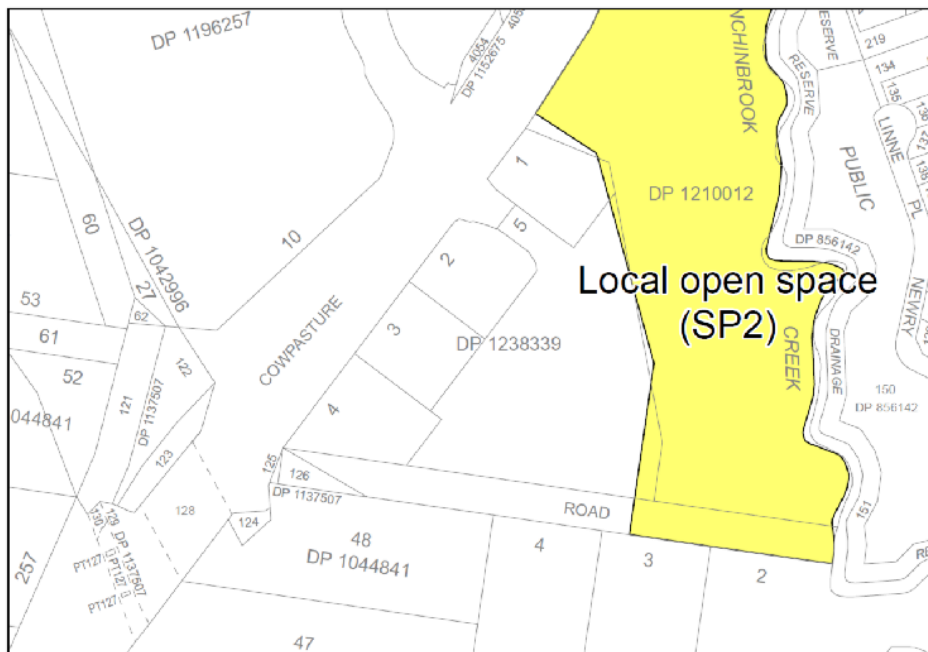


Figure 83: Existing 525, 535 and 545 Cowpasture Road, Len Waters Estate land reservation acquisition map (Map 008)

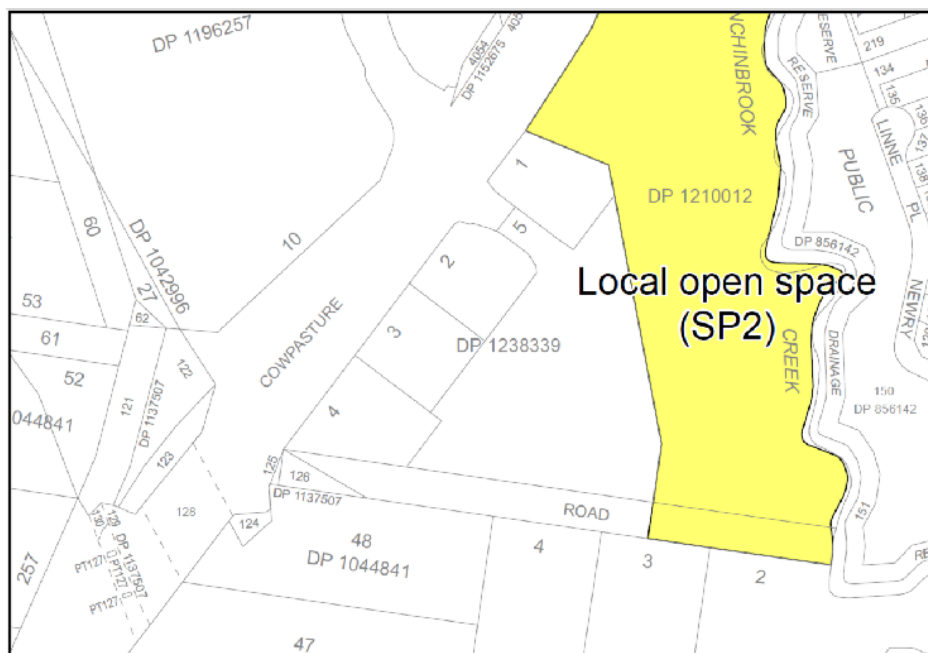


Figure 84: Proposed 525, 535 and 545 Cowpasture Road, Len Waters Estate land reservation acquisition map (Map 008)

Legend
 LAND RESERVATION ACQUISITION

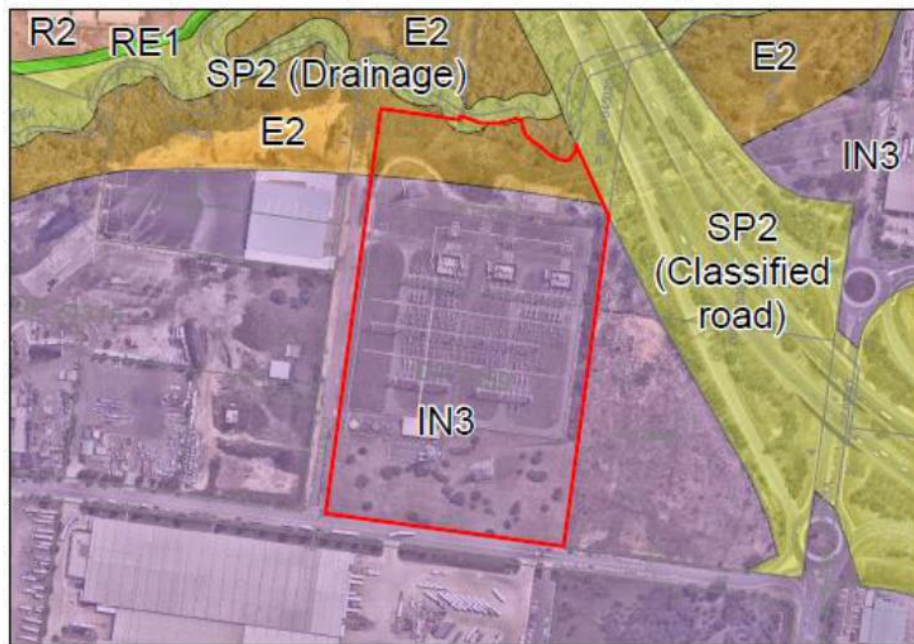


Figure 85: Existing Illaroo Road and Yarrawa Street, Prestons (Lot 22 DP 2359 and Lot 3 DP 1045029) land zoning map (Map 008)

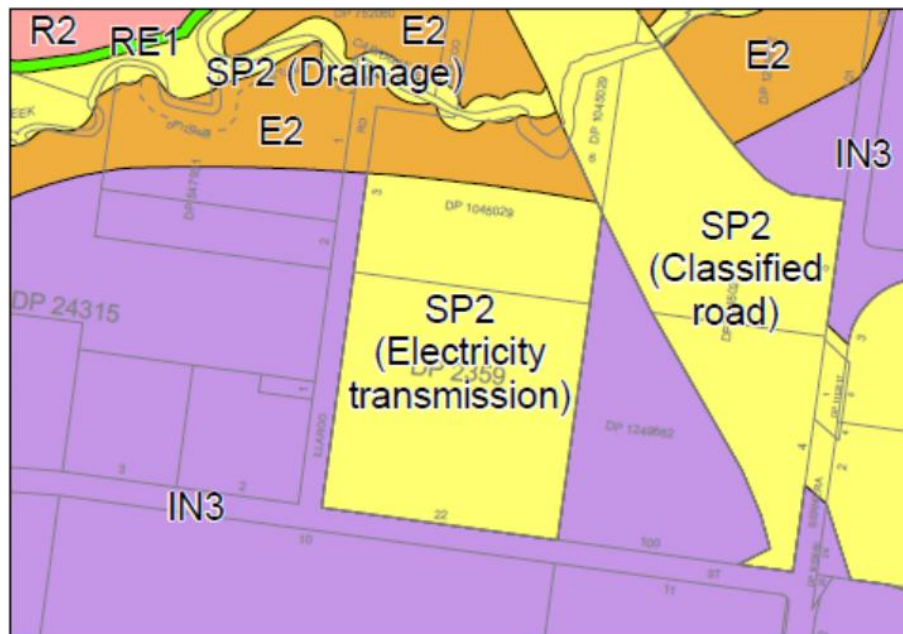


Figure 86: Illaroo Road and Yarrawa Street, Prestons (Lot 22 DP 2359 and Lot 3 DP 1045029) land zoning map (Map 008)

Part 5 – Community Consultation

In accordance with the Gateway Determination and Council's resolutions, the Phase 1 Planning Proposal (along with Council's draft Planning Strategies) were placed on exhibition for 42 days (10 June 2020 – 21 July 2020).

During the exhibition period:

- A notice was placed on Council's website (exhibition page);
- A notice was placed in the Liverpool City Champion newspaper;
- The exhibition was promoted on Council's Facebook page;
- Letters were sent to relevant stakeholders and state agencies;
- Letters (along with an FAQ sheet and map) were sent to all landowners currently zoned R4 in Moorebank – approx. 359 letters;
- A presentation was provided to the Eastern District Forum (online); and
- An email was sent to the participants (who left an email address) of the 2019 Moorebank Survey to notify them of the exhibition – approx. 312 emails.

Summary of Submissions

Council has received a combined total of 61 submissions.

A total of 42 submissions were received in relation to the proposed rezoning of certain land around the Moorebank Town Centre from R4 High Density Residential to R3 Medium Density Residential. Most of these submissions were from residents who supported the proposal and/or have concerns about the existing R4 zone. A total of 13 submissions were received from landowners objecting to (or concerned about) the proposal to downzone land. The key points noted in objections include:

- Landowners have made financial decisions and arrangements since the land was rezoned in 2008;
- Concern about financial hardship / impacts on property values;
- Concern there is no compensation scheme;
- Concern that lowering of development standards (Height / FSR) will impact on the feasibility to develop the land for medium density housing;
- Notes that the current zoning and development standards provide for transition to medium density dwellings;
- Notes that Moorebank is well located with adequate supporting infrastructure.

Other key themes within the submissions include:

- Landowner submissions on the draft Centres and Corridors Strategy;
- Requests for spot rezonings; and
- Submissions from public authorities and key interest groups.

In response to submissions, the Planning Proposal has been updated to:

1. Retain the R4 land and development standards around Harvey Avenue, Dredge Avenue and Astor Street, Moorebank.
2. Rezone a site at Illaroo Road and Yarrowa Street, Prestons (Lot 22 DP 2359 and Lot 3 DP 1045029). TransGrid requests that the portion of the site currently zoned IN3 Heavy Industrial be rezoned to SP2 Infrastructure to reflect the current use of the site.
3. Amend Schedule 1 – Environmental Heritage to remove the Upper Canal from the LEP. This Item is listed in SEPP (Sydney Region Growth Centres) and SEPP (Western Sydney Parklands).
4. Amend Schedule 1 – Environmental Heritage to remove 'Row of Bunya Pines'. This Item should not be located under the LLEP 2008. It is currently listed in SEPP (Sydney Region Growth Centres).

5. Change Aim (h) to read: "to protect, connect, maintain and enhance the natural environment in Liverpool and promote ecologically sustainable development, which considers environmental constraints".
6. Amend Aim (k) to read: "improve public access along waterways and green corridors while protecting and ensuring the natural environmental values of riparian and bushland corridors and the habitat they provide are protected and enhanced".
7. Remove Sydney Water Rezoning Site D: Lot 201 DP 1117280 Newbridge Road Moorebank from the Planning Proposal. This will allow for further assessment and consultation with Sydney Water.

Part 6 – Project Timeline

An anticipated project timeline is shown in Table 11.

Table 11: Anticipated project timeline

Timeframe	Action
27 September 2019	Submission of Planning Proposal to DPIE
17 April 2020	Gateway Determination issued
May 2020	Consultation required with RFS prior to exhibition
10 June 2020 – 21 July 2020	Public Exhibition & State agency consultation
July-August 2020	Consideration of submissions and proposal post-exhibition
26 August 2020	Post-exhibition report to Council
September 2020	Drafting and making of the plan

Attachment A – Proposed LEP Amendments

ITEM: PROPOSED AMENDMENTS:		EXPLANATION:
Part 1 Preliminary		
1.	1.2 Aims of Plan	
	(1)	This Plan aims to make local environmental planning provisions for land in Liverpool in accordance with the relevant standard environmental planning instrument under section 33A 3.20 of the Act.
	(2)	The particular aims of this Plan are as follows:
	(a)	to encourage a range of housing, employment, recreation and services to meet the needs of existing and future residents of Liverpool,
	(b)	to foster economic, environmental and social well-being so that Liverpool continues to develop as a sustainable and prosperous place to live, work, <i>study</i> and visit,
	(c)	to provide community and recreation facilities, maintain suitable amenity and offer a variety of quality lifestyle opportunities to a diverse population,
	(d)	to strengthen the regional position of the Liverpool city centre as, the service and employment centre for Sydney's south west region, and the service, employment, health and education centre for Sydney's south west region,
	(e)	to concentrate intensive land uses and trip-generating activities in locations most accessible to <i>public</i> transport and centres, to promote the efficient and equitable provision of public services, infrastructure and amenities,
	(f)	
	(g)	to conserve, protect and enhance the environmental and cultural heritage of Liverpool,
	(h)	to protect, <i>connect</i> , <i>maintain</i> and enhance the natural environment in Liverpool,
		Correct numbering anomalies in response to the March 2018 restructure of the <i>Environmental Planning and Assessment Act 1979</i> .
		The amendment reflects the desire for Liverpool city centre to be a 'City of Learning'.
		The amendment reflects LSPS Planning Priority 7.
		Word choice.

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p><i>incorporating and promote ecologically sustainable development which considers environmental constraints.</i></p> <p>(i) to minimise risk to the community in areas subject to environmental hazards, particularly flooding and bush fires, <i>by managing development in sensitive areas,</i> to promote a high standard of urban design that responds appropriately to the existing or desired future character of areas,</p> <p><i>(k) to improve public access along waterways and green corridors while protecting and ensuring the natural environmental values of riparian and bushland corridors and the habitat they provide are protected and enhanced.</i></p> <p><i>(l) to improve public transport accessibility, and facilitate the increased use of active and public transport,</i></p> <p><i>(m) to enhance the amenity and positive characteristics of established residential areas,</i></p> <p><i>(n) to ensure the agricultural production potential of rural land and prevent its fragmentation.</i></p> <p><i>(o) to encourage development opportunities for business and industry so as to deliver local and regional employment growth.</i></p>	<p>The amendment is made to be consistent with the other Aims of Plan.</p> <p>The amendment reflects LSPS Planning Priority 14 and the current RE1 Public Recreation zoning of land along the waterways.</p> <p>The amendment reflects LSPS Planning Priorities 1, 5, 7 and the current zoning around centres close to transport.</p> <p>Relates to LSPS Planning Priorities 6 and 8.</p> <p>Relates to LSPS Planning Priority 16, and the objectives of rural zones.</p> <p>To recognise the important role of Liverpool's industrial areas.</p>
3.	<p>1.9A Suspension of covenants, (2)</p> <p>(b)</p>	<p>This clause does not apply:</p> <p>to any prescribed instrument within the meaning of section 183A of the Crown</p> <p>The Crown Lands Act 1989 was repealed with effect from 1 July 2018.</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	agreements and instruments	
	(d)	<u>Lands-Act-1989</u> 13.4 of the <u>Crown Land Management Act 2016</u> , or to any trust agreement within the meaning of the Nature-Conservation-Trust-Act-2004 <u>Biodiversity Conservation Act 2016</u> , or
	(e)	to any property vegetation plan within the meaning of the Native-Vegetation-Act-2003 <u>Local Land Services Amendment Act 2016</u> , or
	(f)	to any biobanking agreement within the meaning of Part 7A of the Threatened Species-Conservation-Act-1995 <u>Biodiversity Conservation Act 2016</u> .
Part 2 Permitted or prohibited development – Land Use Table		
4.	Land Use Table	1 Objectives of zone
	RU1 Primary Production	<ul style="list-style-type: none"> To encourage sustainable primary industry production by maintaining and enhancing the natural resource base. To encourage diversity in primary industry enterprises and systems appropriate for the area. To minimise the fragmentation and alienation of resource lands. To minimise conflict between land uses within this zone and land uses within adjoining zones. To ensure that development does not unreasonably increase the demand for public services or public facilities. To ensure that development does not hinder the development or operation of the <u>Western Sydney International (Nancy-Bird Walton) Airport</u> an airport on Commonwealth land in Badgery's Creek. To preserve bushland, wildlife corridors and natural habitat.
		The airport on Commonwealth land in Badgery's Creek is now known as the Western Sydney International (Nancy-Bird Walton) Airport.
		The <u>Nature Conservation Trust Act 2001</u> was repealed with effect from 25 August 2017.
		The <u>Native Vegetation Act 2003</u> was repealed with effect from 25 August 2017.
		The <u>Threatened Species Conservation Act 1995</u> was repealed with effect from 25 August 2017.

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	2 Permitted without consent Environmental protection works: Extensive agriculture; Home-based child care; Home occupations	Land zoned RU1 Primary Production is likely to have established areas of biodiversity. The carrying out of environmental protection works without consent may result in significant impacts on the broader environment. Accordingly, it is proposed to make environmental protection works permitted with consent. This is consistent with the other rural zones under the LEP.
	3 Permitted with consent Agriculture; Airstrips; Animal boarding or training establishments; Aquaculture; Bed and breakfast accommodation; Building identification signs; Business identification signs; Cemeteries; Community facilities; Crematoria; Dual occupancies; Dwelling houses; Environmental facilities; <i>Environmental protection works</i> ; Extractive industries; Farm buildings; Farm stay accommodation; Flood mitigation works; Forestry; Hazardous storage establishments; Health consulting rooms; Helipads; Heliports; Home businesses; Home industries; Landscaping material supplies; Offensive storage establishments; Open cut mining; Plant nurseries; Recreation areas; Recreation facilities (outdoor); Roads; Roadside stalls; Rural industries; Rural supplies; Rural workers' dwellings; Secondary dwellings; Veterinary hospitals; Water recreation structures	
5.	Land Use Table B1 Neighbourhood Centre 1 Objectives of zones <ul style="list-style-type: none"> To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood. To provide the opportunity for small scale supermarkets that will provide goods for the day-to-day needs of people who live and work in the surrounding neighbourhood. To allow for residential and other accommodation while maintaining active retail, business or other non-residential uses at street level. <i>To facilitate a high standard of urban design and a unique character that contributes to achieving a sense of place for the local community.</i> 	The four existing objectives focus on the provision of retail services and active street frontages to meet the needs of the local community. The proposed additional objective will encourage better built form outcomes in neighbourhood centres.

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p>2 Permitted without consent Environmental protection works; Home-based child care; Home occupations</p>	<p>Environmental protection works are listed as both permitted without consent and permitted with consent in the B1 Neighbourhood Centre zone. Its listing under permitted without consent is removed as part of this planning proposal.</p>
	<p>3 Permitted with consent Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Business premises; Car parks; Centre-based child care facilities; Community facilities; Educational establishments; Environmental facilities; Environmental protection works; Flood mitigation works; Food and drink premises; Home businesses; Home industries; Hostels; Hotel or motel accommodation; Kiosks; Medical centres; Neighbourhood shops; Neighbourhood supermarkets; Office premises; Oyster aquaculture; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Respite day care centres; Roads; Service stations; Serviced apartments; Shop top housing; Shops; Tank-based aquaculture; Veterinary hospitals</p>	<p>Car parks are considered compatible with the B1 Neighbourhood Centre and are accordingly made permitted with consent as part of this planning proposal.</p>
6.	<p>Land Use Table</p> <p>B2 Local Centre</p> <p>3 Permitted with consent Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Depots; Educational establishments; Entertainment facilities; Environmental facilities; Flood mitigation works; Function centres; Helpads; Home businesses; Home industries; Hostels; Information and education facilities; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Service stations; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Veterinary hospitals</p>	<p>Car parks are considered compatible with the B2 Local Centre and are accordingly made permitted with consent as part of this planning proposal.</p>

ITEM:	PROPOSED AMENDMENTS:		EXPLANATION:
	Land Use Table	3 Permitted with consent	
7.	B3 Commercial Core	<p>Amusement centres; Building identification signs; Business identification signs; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Function centres; Group homes; Helipads; Heliports; Hotel or motel accommodation; Information and education facilities; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Tank-based aquaculture; Veterinary hospitals; Water recreation structures</p>	Amusement centres are considered compatible with the B3 Commercial Core zone and are accordingly made permitted with consent as part of this planning proposal.
8.	B4 Mixed Use	<p>3 Permitted with consent Amusement centres; <i>Artisan food and drink industries;</i> Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Depots; Educational establishments; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Function centres; Helipads; <i>High technology industries;</i> Home businesses; Home industries; Hostels; Hotel or motel accommodation; Information and education facilities; Medical centres; Multi dwelling housing; Oyster aquaculture; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Service stations; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Veterinary hospitals; Water recreation structures</p>	<p>Amusement centres are considered compatible with the B4 Mixed Use zone and are accordingly made permitted with consent as part of this planning proposal.</p> <p>Artisan food and drink industries and high technology industries are made permitted with consent in accordance with the LEP Health Check (p. 47) which recommends expanding zones for creative industries.</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
9.	<p data-bbox="408 344 435 1863">Land Use Table</p> <p data-bbox="435 344 462 1863">B5 Business Development</p> <p data-bbox="462 344 489 1863">3 Permitted with consent</p> <p data-bbox="489 344 780 1863">Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Food and drink premises; Garden centres; Hardware and building supplies; Hotel or motel accommodation; <i>Kiosks</i>; Landscaping material supplies; Light industries; Liquid fuel depots; Office premises; Oyster aquaculture; Passenger transport facilities; Places of public worship; Plant nurseries; Public administration buildings; Pubs; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Restaurants or cafes; Roads; Specialised retail premises; Storage premises; Tank-based aquaculture; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres</p>	<p data-bbox="381 344 435 1863">Kiosks are considered compatible with the B5 Business Development zone and are accordingly made permitted with consent as part of this planning proposal.</p>

ITEM:	PROPOSED AMENDMENTS:		EXPLANATION:
	Land Use Table	3 Permitted with consent	
10.	Land Use Table B6 Enterprise Corridor	Building identification signs; Business identification signs; Business premises; Car parks; Commercial premises; Community facilities; Depots; Educational establishments; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Function centres; Garden centres; Hardware and building supplies; Helpads; Home businesses; Hotel or motel accommodation; Information and education facilities; Landscaping material supplies; Light industries; Liquid fuel depots; Multi-dwelling housing ; Oyster aquaculture; Passenger transport facilities; Places of public worship; Plant nurseries; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Roads; Service stations; Serviced apartments; Shop top housing; Storage premises; Tank-based aquaculture; Transport depots; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres	<p>The removal of multi dwelling housing from the B6 Enterprise Corridor zone will ensure enterprise corridors contain uses which promote businesses and provide a range of employment uses as per the objectives of this zone.</p> <p>Residential uses remain permitted with consent in the B6 Enterprise Corridor zone by way of shop top housing.</p>
11.	Land Use Table IN1 General Industrial	3 Permitted with consent Boat sheds; Building identification signs; Business identification signs; Car parks; Cemeteries; Centre-based child care facilities; Community facilities; Crematoria; Depots; Environmental facilities; Environmental protection works; Flood mitigation works; Freight transport facilities; Garden centres; General industries; Hardware and building supplies; Helpads; Helipads; Hotel or motel accommodation; Industrial training facilities; Industrial retail outlets; Information and education facilities; Kiosks; Light industries; Liquid fuel depots; Mortuaries; Neighbourhood shops; Oyster aquaculture; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Restaurants or cafes; Roads; Sex services premises; Storage premises; Take away food and drink premises;	<p>Vehicle sales or hire premises have been added. However, these are limited to 500m² hardstand floor area under proposed amendments to Clause 5.4.</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	Tank-based aquaculture; Transport depots; Vehicle body repair workshops; Vehicle repair stations; <i>Vehicle sales or hire premises</i> ; Warehouse or distribution centres	
12.	<p>Land Use Table</p> <p>IN2 Light Industrial</p> <p>3 Permitted with consent</p> <p>Animal boarding or training establishments; Boat building and repair facilities; Boat sheds; Building identification signs; Business identification signs; Car parks; Cemeteries; Centre-based child care facilities; Community facilities; Depots; Educational establishments; Emergency services facilities; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Garden centres; Hardware and building supplies; Helipads; Heliports; Hotel or motel accommodation; Industrial retail outlets; Industrial training facilities; Information and education facilities; Kiosks; Light industries; Liquid fuel depots; Neighbourhood shops; Oyster aquaculture; Passenger transport facilities; Places of public worship; Pubs; Recreation areas; Recreation facilities (indoor); <i>Recreation facilities (major)</i>; Recreation facilities (outdoor); Registered clubs; Respite day care centres; Restaurants or cafes; Roads; Service stations; Sex services premises; Storage premises; Take away food and drink premises; Tank-based aquaculture; Timber yards; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Vehicle sales or hire premises; Veterinary hospitals; Warehouse or distribution centres; Water recreation structures</p> <p>3 Permitted with consent</p> <p>Boat building and repair facilities; Boat sheds; Building identification signs; Business identification signs; Cemeteries; Crematoria; Depots; Environmental facilities; Environmental protection works; Flood mitigation works; Freight transport facilities; General industries; Hazardous storage establishments; Heavy industrial storage establishments; Heavy industries; Helipads; Horticulture; Kiosks; <i>Light industries</i>; <i>Liquid fuel depots</i>; Mortuaries; Offensive storage establishments; Oyster aquaculture;</p>	<p>Recreation facilities (major) have been identified as incompatible with the IN2 Light Industrial zone in the suite of industrial studies informing this planning proposal.</p> <p>Indoor and outdoor recreation facilities remain permitted with consent in the IN2 Light Industrial zone. Recreation facilities (major) remain permitted with consent in the RE1 Public Recreation and RE2 Private Recreation zones.</p>
13.	<p>Land Use Table</p> <p>IN3 Heavy Industrial</p> <p>3 Permitted with consent</p> <p>Boat building and repair facilities; Boat sheds; Building identification signs; Business identification signs; Cemeteries; Crematoria; Depots; Environmental facilities; Environmental protection works; Flood mitigation works; Freight transport facilities; General industries; Hazardous storage establishments; Heavy industrial storage establishments; Heavy industries; Helipads; Horticulture; Kiosks; <i>Light industries</i>; <i>Liquid fuel depots</i>; Mortuaries; Offensive storage establishments; Oyster aquaculture;</p>	<p>Light industries, Recreation facilities (outdoor), Sex services premises and Storage premises have been identified as incompatible with the IN3 Heavy Industrial zone in the suite of industrial studies informing this planning proposal.</p> <p>Light industries remain permitted with consent in the B5 Business Development, B6 Enterprise Corridor, IN1 General Industrial and IN2 Light Industrial zones. Sex service premises remain permitted with consent in the IN1</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	Passenger transport facilities; Recreation areas; Recreation facilities (outdoor); Resource recovery facilities; Roads; Rural industries; Sex services premises; Storage premises; Tank-based aquaculture; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Vehicle sales or hire premises; Warehouse or distribution centres	General Industrial and IN2 Light Industrial zones. Storage premises remain permitted with consent in the B5 Business Development, B6 Enterprise Corridor, IN1 General Industrial and IN2 Light Industrial zones. Liquid fuel depots are permitted with consent in the IN1 General Industrial and IN2 Light Industrial zones and are consistent with the objectives of the IN3 Heavy Industrial zone. Accordingly, it should be included within this zone. Vehicle sales or hire premises have been added. However, these are limited to 500m ² hardstand floor area under proposed amendments to Clause 5.4.
Part 4 Principal development standards		

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:																																																						
14.	4.4 Floor space ratio (2C)	<p>For the purposes of Column 2 of the Table to this clause, X is to be calculated in accordance with the following formula:</p> $X = \frac{\text{(the number of square metres of the site area)} - 1000}{1500}$ <p>These heights of buildings are no longer applicable within these zones after Amendment 52 to LLEP 2008.</p> <p>It is noted that certain lands zoned B4 Mixed Use have a 21 metre maximum height control. These sites are to be retained as fine grain sites and amalgamation is not encouraged, so these have not been added within this clause.</p> <p>Additionally, certain lands zoned B4 Mixed Use also have a 28 metre maximum height control. This is not being included within this clause as there is already a mechanism enabling bonus floor space for larger sites under Clause 7.5A.</p>																																																						
<table border="1"> <thead> <tr> <th>Column 1</th><th>Column 2</th><th>Column 3</th></tr> </thead> <tbody> <tr> <td colspan="3">Zone B3 Commercial Core</td></tr> <tr> <td>24m</td><td>(3 + 0.5X):1</td><td>3.5:1</td></tr> <tr> <td>28m</td><td>(3 + X):1</td><td>4:1</td></tr> <tr> <td>35m</td><td>(4 + X):1</td><td>5:1</td></tr> <tr> <td>45m</td><td>(4.5 + 1.5X):1</td><td>6:1</td></tr> <tr> <td>100m</td><td>(5 + 3X):1</td><td>8:1</td></tr> <tr> <td colspan="3">Zone B1 Neighbourhood Centre, B4 Mixed Use, SP1 Special Activities or SP2 Infrastructure</td></tr> <tr> <td>18m</td><td>(1.5 + 0.5X):1</td><td>2:1</td></tr> <tr> <td>24m</td><td>(2 + X):1</td><td>3:1</td></tr> <tr> <td>35m</td><td>(2.5 + X):1</td><td>3.5:1</td></tr> <tr> <td>45m</td><td>(2.5 + 1.5X):1</td><td>4:1</td></tr> <tr> <td>80m</td><td>(2.5 + 3.5X):1</td><td>6:1</td></tr> <tr> <td colspan="3">Zone R4 High Density Residential</td></tr> <tr> <td>18m</td><td>(1 + X):1</td><td>2:1</td></tr> <tr> <td>24m</td><td>(1.5 + X):1</td><td>2.5:1</td></tr> <tr> <td>35m</td><td>(2 + X):1</td><td>3:1</td></tr> <tr> <td>45m</td><td>(2 + 1.5X):1</td><td>3.5:1</td></tr> </tbody> </table>			Column 1	Column 2	Column 3	Zone B3 Commercial Core			24m	(3 + 0.5X):1	3.5:1	28m	(3 + X):1	4:1	35m	(4 + X):1	5:1	45m	(4.5 + 1.5X):1	6:1	100m	(5 + 3X):1	8:1	Zone B1 Neighbourhood Centre, B4 Mixed Use, SP1 Special Activities or SP2 Infrastructure			18m	(1.5 + 0.5X):1	2:1	24m	(2 + X):1	3:1	35m	(2.5 + X):1	3.5:1	45m	(2.5 + 1.5X):1	4:1	80m	(2.5 + 3.5X):1	6:1	Zone R4 High Density Residential			18m	(1 + X):1	2:1	24m	(1.5 + X):1	2.5:1	35m	(2 + X):1	3:1	45m	(2 + 1.5X):1	3.5:1
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15.	5.4 Controls relating to miscellaneous permissible uses	<p>The application of a maximum floor space control for depots, transport depots, warehouse or distribution centres is a recommendation of the suite of industrial studies forming part of this planning proposal. These amendments will help to preserve the proper functioning of IN2 land as distinct from the larger developments that are suited to IN1 and IN3 zoned land. The floor space limitation for vehicle sales or hire premises will provide additional flexibility within industrial precincts while</p>																																																						
	(11)	<p>Depots If development for the purpose of depots is permitted under this Plan, they are not to exceed a total site area of 2,000m² in the IN2 Light Industrial Zone.</p>																																																						
	(12)	<p>Transport Depots If development for the purpose of transport depots is permitted under this Plan, they are not to exceed a total site area of 2,000m² in the IN2 Light Industrial Zone</p>																																																						

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p>(13) Warehouse or distribution centres If development for the purpose of warehouse or distribution centres is permitted under this Plan, they are not to exceed a total gross floor area of 2,000m² per development in the IN2 Light Industrial Zone</p> <p>(14) Vehicle Sales or Hire Premises If the development for the purpose of Vehicle Sales or Hire Premises is permitted under this plan in an industrial zone, the hard stand floor area is to be limited to 500 square metres.</p>	<p>ensuring that these do not adversely impact on the intended functioning of these industrial lands.</p>
16.	<p>5.16 Subdivision of, or dwellings on, land in certain rural, residential or environment protection zones</p> <p>Not applicable</p> <p>(1) The objective of this clause is to minimise potential land use conflict between existing and proposed development on land in the rural, residential or environment protection zones concerned (particularly between residential land uses and other rural land uses).</p> <p>(2) This clause applies to land in the following zones:</p> <ul style="list-style-type: none"> (a) Zone RU1 Primary Production, (b) Zone RU2 Rural Landscape, (c) Zone RU3 Forestry, (d) Zone RU4 Primary Production Small Lots, (e) Zone RU6 Transition, (f) Zone R5 Large Lot Residential, (g) Zone E2 Environmental Conservation, (h) Zone E3 Environmental Management, (i) Zone E4 Environmental Living. <p>(3) A consent authority must take into account the matters specified in subclause (4) in determining whether to grant development consent to development on land to which this clause applies for either of the following purposes:</p> <ul style="list-style-type: none"> (a) subdivision of land proposed to be used for the purposes of a dwelling, (b) erection of a dwelling. 	<p>This is an optional standard instrument clause, applied under this planning proposal given that the LEP includes significant lands with rural zoning.</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p>(4) The following matters are to be taken into account:</p> <p>(a) the existing uses and approved uses of land in the vicinity of the development,</p> <p>(b) whether or not the development is likely to have a significant impact on land uses that, in the opinion of the consent authority, are likely to be preferred and the predominant land uses in the vicinity of the development,</p> <p>(c) whether or not the development is likely to be incompatible with a use referred to in paragraph (a) or (b),</p> <p>(d) any measures proposed by the applicant to avoid or minimise any incompatibility referred to in paragraph (c).</p>	
Part 6 Urban release areas		
17.	<p>6.3 Application of Part</p>	<p>All intensive urban development areas (as identified in FSR maps as Areas 7, 8, 9, 10 and 11) are located within the Liverpool City Centre. Accordingly, all controls relating to intensive urban areas are relocated to Part 7, Division 1 as part of this planning proposal.</p>
18.	<p>6.4A Arrangements for designated State public infrastructure in intensive urban development areas</p>	<p>As above.</p>
	<p>(1) The objective of this clause is to require satisfactory arrangements to be made for the provision of designated State public infrastructure before the development of land wholly or partly for residential purposes, to satisfy needs that arise from development on the land, but only if the land is developed intensively for urban purposes.</p> <p>(2) Despite all other provisions of this Plan, development consent must not be granted for development for the purposes of residential accommodation (whether as part of a mixed use development or otherwise) in an intensive urban development area that results in an increase in the number of dwellings in that area, unless the Secretary has certified in writing to the consent</p>	

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p>authority that satisfactory arrangements have been made to contribute to the provision of designated State public infrastructure in relation to the land on which the development is to be carried out.</p> <p>(3) This clause does not apply to a development application to carry out development on land in an intensive urban development area if all or any part of the land to which the application applies is a special contributions area (as defined by section 7.1 of the Act).</p> <p>(4) In this Part: intensive urban development area means the area of land identified as "Area 7", "Area 8", "Area 9", "Area 10" or "Area 11" on the Floor Space Ratio Map.</p>	
19.	6.6 Development control plan	Development consent must not be granted for development on land in an urban release area or intensive urban development area unless a development control plan that provides for the matters specified in subclause (2) has been prepared for the land.
		As above.
Part 7 Additional local provisions – Division 1 Liverpool city centre provisions		
20.	<p>7.1A Arrangements for designated State public infrastructures in intensive urban development areas</p> <p>(1) The objective of this clause is to require satisfactory arrangements to be made for the provision of designated State public infrastructure before the development of land wholly or partly for residential purposes, to satisfy needs that arise from development on the land, but only if the land is developed intensively for urban purposes.</p> <p>(2) Despite all other provisions of this Plan, development consent must not be granted for development for the purposes of residential accommodation (whether as part of a mixed use development or otherwise) in an intensive urban development area that results in an increase in the number of dwellings in that area, unless the</p>	<p>All intensive urban development areas (as identified in FSR maps as Areas 7, 8, 9, 10 and 11) are located within the Liverpool City Centre. Accordingly, all controls relating to intensive urban areas are relocated to Part 7, Division 1 as part of this planning proposal.</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p>Secretary has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of designated State public infrastructure in relation to the land on which the development is to be carried out.</p> <p>(3) This clause does not apply to a development application to carry out development on land in an intensive urban development area if all or any part of the land to which the application applies is a special contributions area (as defined by section 7.1 of the Act).</p> <p>(4) In this Part: intensive urban development area means the area of land identified as "Area 7", "Area 8", "Area 9", "Area 10" or "Area 11" on the Floor Space Ratio Map.</p>	
21.	<p>7.5 Design excellence in Liverpool city centre</p> <p>(3) In considering whether development exhibits design excellence, the consent authority must have regard to the following matters:</p> <p>(f) how the proposed development addresses the following matters:</p> <ul style="list-style-type: none"> (i) the suitability of the site for development, (ii) existing and proposed uses and use mix, (iii) heritage issues and streetscape constraints, (iv) the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form, 	<p>The addition of a waste provision within the LEP is in direct response to LSPS Sustainability section, Action 15.2: "Review LEP and DCP to address sustainable waste outcomes".</p> <p>This clause will be applicable to development within the Liverpool city centre, and will result in waste and recycling infrastructure being provided on site in a manner which does not compromise the safety and amenity of the public domain.</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
		<p>(v) bulk, massing and modulation of buildings,</p> <p>(vi) street frontage heights,</p> <p>(vii) environmental impacts such as <i>waste and recycling infrastructure</i>, sustainable design, overshadowing, wind and reflectivity,</p> <p>(viii) the achievement of the principles of ecologically sustainable development,</p> <p>(ix) pedestrian, cycle, vehicular and service access, circulation and requirements,</p> <p>(x) the impact on, and any proposed improvements to, the public domain.</p>
22.	7.5A Additional provisions relating to certain land at Liverpool city centre	<p>Despite clauses 4.3 and 4.4, if at least 20% of the gross floor area of a <i>development site building</i> is used for the purposes of <i>business premises</i>, <i>commercial premises</i>, community facilities, educational establishments, entertainment facilities, <i>food and drink premises</i>, functions centres, <i>hotel or motel accommodation</i>, information and education facilities, medical centres <i>or</i> public administration buildings <i>or retail premises</i>:</p> <p>This clause was introduced as part of Amendment 52, and allows for increased height and floor space ratio standards provided at least 20% of the gross floor area is used for specific uses identified within this clause.</p> <p>This amendment seeks to specify that this clause relates to the 'development site' instead of the 'building', and to use the master term 'Commercial premises', rather than listing 'retail premises' and 'business premises'.</p> <p>This is an administrative change, and does not impact the objectives of the planning proposal as approved by Council and gazetted.</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p>(a) the height of the building may exceed the maximum height shown for the land on the Height of Buildings Map, and</p> <p>(b) the maximum floor space ratio of the building may exceed the maximum floor space ratio shown for the land on the Floor Space Ratio Map but must not exceed:</p> <p>(i) in relation to a building on land identified as "Area 8" or "Area 10" on the map—10:1, or</p> <p>(ii) in relation to a building on land identified as "Area 9" on the map—7:1.</p>	
23.	<p>7.5A Additional provisions relating to certain land at Liverpool city centre</p> <p>(4)</p> <p>The development control plan must include provision for how proposed development is to address the <i>matters within subclause 7.5(3)(f) (i)-(viii) and (x), and the following matters:</i></p> <p>(a) <i>the suitability of the land for development;</i></p> <p>(b) <i>the existing and proposed uses and use mix;</i></p> <p>(c) <i>any heritage issues and streetscape constraints;</i></p> <p>(d) <i>the impact on any conservation area,</i></p> <p>(e) <i>the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form;</i></p> <p>(f) <i>the bulk, massing and modulation of buildings;</i></p> <p>(g) <i>street frontage heights;</i></p> <p>(h) <i>environmental impacts, such as sustainable design, overshadowing and</i></p>	<p>The amendment reduces repetition within the written instrument and does not change the intent or operation of the clause.</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p>(f) solar access, visual and acoustic privacy, noise, wind and reflectivity, the achievement of the principles of ecologically sustainable development;</p> <p>(i) encouraging sustainable transport, including increased use of public transport, walking and cycling, road access and the circulation network and car parking provision, including integrated options to reduce car use,</p> <p>(k) the impact on, and any proposed improvements to, the public domain;</p> <p>(l) achieving appropriate interface at ground level between buildings and the public domain,</p> <p>(m) the excellence and integration of landscape design.</p>	
Part 7 Additional Local Provisions - Division 2 Other provisions		
24.	7.7 Acid sulfate soils	SEPP 4 has been repealed.
25.	7.13 Minimum lot width in Zones R1, R2, R3 and R4	<p>No 4—Development Without Consent and Miscellaneous Exempt and Complying Development does not apply to development that requires development consent under this clause.</p> <p>(1) The objective of this clause is to ensure that lot dimensions are able to accommodate residential development that is suitable for its purpose and is consistent with relevant development controls.</p> <p>(2) This clause applies to the subdivision of land in Zone R1 General Residential, R2 Low Density Residential, R3 Medium Density Residential or R4 High Density Residential.</p> <p>(3) The width of any lot, resulting from a subdivision of land to which this clause applies, that is capable of accommodating residential development but is not the subject of a development application for that purpose, must</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p>not be less than 10 metres except as provided by subclause (4).</p> <p>(4) If a lot resulting from a subdivision of land to which this clause applies is a battle-axe lot:</p> <p>(a) the lot must contain a rectangular building envelope of at least 200 square metres that does not encroach on any setback required for the lot, and</p> <p>(b) the access handle must be at least 5 metres wide, and</p> <p>(c) the access handle may be shared with not more than one other lot and, if so shared, must provide separate access at least 2.5 metres wide for each lot, and</p> <p>(d) the access handle must not be included when calculating the size of the lot for the purposes of clause 4.1 (3).</p> <p>(5) This clause does not apply in relation to the subdivision of individual lots in a strata plan.</p> <p>(6) In this clause, battle-axe lot means a lot that has access to a road by an access handle.</p>	
26.	<p>7.15 Minimum building street frontage in Zone B6</p> <p>(1) The objectives of this clause for the control of building frontage to streets are as follows:</p> <p>(a) to ensure that acceptable vehicular access arrangements to a classified road are capable of being achieved;</p> <p>(b) to ensure that vehicular access is reasonably spaced and separated along roads and lanes;</p> <p>(c) to ensure suitable business exposure in a visually uncomplicated and ordered environment.</p> <p>(2) Development consent must not be granted to the erection of a new building or to an addition to an existing building on land in Zone B6 Enterprise Corridor unless any frontage of the site to a classified road is at least:</p>	<p>This control is repealed as part of this planning proposal as it unnecessarily restricts development, given that many sites do not meet the requirements. Given development on classified roads are referred to RMS, the objectives of the clause can be met during this consultation.</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p>(a) 90 metres, or (b) if the site also fronts a road other than the classified road, 30 metres.</p> <p>(3) Subclause (2) does not apply in the case of an addition to an existing building if the addition will increase the gross floor area of the building by less than 10%.</p>	
27.	<p>7.16 Ground floor development in Zones B1, B2 and B4</p> <p>(1) The objectives of this clause is to ensure active uses are provided at the street level to encourage the presence and movement of people for ground floor development in Zones B1, B2 and B4 are as follows:</p> <p>(a) to ensure active uses are provided at the street level to encourage the presence and movement of people, and</p> <p>(b) to promote the economic strength of mixed use areas.</p> <p>(5) For development within Zone B4 Mixed Use, ground floor development is limited to the following uses:</p> <p>(a) retail premises, and</p> <p>(b) business premises.</p>	<p>The aim of these amendments is to ensure that true street level activation is achieved in the business zones. Additionally, it is to ensure that non-residential uses at the ground floor in the B4 zone are truly active in nature. This has been achieved by limiting the non-residential uses permitted, avoiding a broad use such as commercial premises that could involve limited activation of the street/footpath.</p>
28.	<p>7.17 Airspace operations</p> <p>(2) The consent authority must not grant development consent to development that is a controlled activity within the meaning of Division 4 of Part 12 of the <u>Airports Act 1996</u> <u>Airports Act 1996</u> of the Commonwealth unless the applicant has obtained approval for the controlled activity under regulations made for the purposes of that Division.</p>	<p>Correct Hyperlink for <i>Airports Act 1996</i>. Existing hyperlink goes to Federal Government Legislation Home Page.</p> <p>New hyperlink: https://www.legislation.gov.au/Details/C2018C00408</p>
29.	<p>7.18 Development in areas subject to potential airport noise</p> <p>(1) The objectives of this clause are to ensure that development in the vicinity of Bankstown Airport and <u>the proposed Badgery's Creek airport site Western Sydney International (Nancy-Bird Walton) Airport:</u></p> <p>(a) has regard to the use or potential future use of each site as an airport, and</p>	<p>The airport on Commonwealth land in Badgery's Creek is now known as the Western Sydney International (Nancy-Bird Walton) Airport.</p> <p>AS 2021-2000 is replaced with AS 2021-2015.</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p>(b) does not hinder or have any other adverse impact on the development or operation of the airports on those sites.</p> <p>(3) The following development is prohibited unless it meets the requirements of AS 2021–2000 2015, Acoustics - Aircraft noise intrusion - Building siting and construction with respect to interior noise levels:</p> <p>(a) residential accommodation on land where the ANEF exceeds 20,</p> <p>(b) business premises, entertainment facilities, office premises, public administration buildings, retail premises and tourist and visitor accommodation on land where the ANEF exceeds 25.</p>	
30.	<p>7.21-Delayed rezoning of certain land</p> <p>(1) The objectives of this clause are:</p> <p>(a) to ensure that land identified for a National Park or Regional Park during a rezoning is dedicated and held for reservation prior to development under the new zones commencing, and</p> <p>(b) to ensure that existing airport operations cease prior to development under new zones commencing on land used as an airport.</p> <p>(2) The zoning of the following land does not commence until a date specified by the Minister by order published in the Gazette:</p> <p>(a) land shown as "National or Regional Park Dedication Required" by a heavy black line on the Delayed Rezoning Map;</p> <p>(b) land shown as "Airport Cessation Required" by a dashed heavy black line on the Delayed Rezoning Map;</p> <p>(3) The Minister must not make such an order in respect of land referred to in subclause (2) (a) unless the Minister is satisfied that the land:</p>	<p>Delayed and deferred zoning maps and clauses are no longer required and are therefore removed as part of this planning proposal.</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p>(a) is vested in the State of New South Wales or a public authority of the State of New South Wales, and</p> <p>(b) is reserved under the National Parks and Wildlife Act 1974 or is held for the purpose of being so reserved.</p> <p>(4) The Minister must not make such an order in respect of land referred to in subclause (2) (b) unless the Minister is satisfied that ownership of the land has been transferred to HPAL Freehold Pty Limited (ACN 105 905 673) and that the land is no longer being used for the purposes of an airport.</p> <p>(5) Until such time as the Minister makes an order under this clause, the zone applying to any land shown on the Delayed Rezoning Map remains the zone applying to that land shown on the Land Zoning Map.</p> <p>(6) On the publication in the Gazette of an order of the Minister under this clause, the Land Zoning Map is, despite clause 7.1, amended by the relevant sheet of the Delayed Rezoning Map.</p>	
31.	7.22 Development in Zone B6	<p>Development consent must not be granted to development that would result in total gross floor area of all retail premises (other than <i>vehicle sales or hire premises, landscaping material supplies, garden centre and hardware and building supplies timber and building supplies, or landscape and garden supplies</i>) in a single building being more than 8,000 square metres.</p> <p>(5) Timber and building supplies is an incorrect term and is to be replaced by hardware and building supplies. Landscape and garden supplies is also the incorrect term and is to be replaced by landscaping material supplies and garden centre.</p>
32.	7.26A Residential development at former New Brighton Golf Course	<p>(6) In this clause: parcel has the same meaning as in the <i>Strata Schemes (Freehold Development) Act 1973</i> <i>Strata Schemes Development Act 2015</i>.</p> <p>This Act was repealed by sec 203 of the <i>Strata Schemes Development Act 2015</i> No 51 with effect from 30.11.2016.</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
33.	<p>7.28 Minimum rear setbacks at Georges Fair Moorebank</p> <p>(1) This clause applies to land at Moorebank shown coloured orange on the Key Sites Map.</p> <p>(2) Despite any other provision of this Plan, a dwelling on a lot on land to which this clause applies must have a setback of at least 10 metres from the rear boundary of the lot.</p>	Development within this area has been completed. The clause and corresponding mapping within the Key Sites Map is to be removed.
34.	<p>7.33 Dwelling houses in Zone R3 and Zone R4 - height and floor space ratio controls</p> <p>(1) This clause applies to land in Zone R4 High Density Residential only the following zones:</p> <p>(a) Zone R3-Medium Density Residential;</p> <p>(b) Zone R4-High Density Residential.</p>	<p>When this clause is applied to the R3 Medium Density Residential zone, it results in an unnecessarily excessive footprint, as the clause allows for dwelling houses in the R3 Medium Density Residential zone to have an FSR of 0.6:1, which is generally above the base FSR of 0.5:1 for this zone. Therefore, suitable landscaped areas and areas of private open space are limited.</p> <p>Dwelling houses can still be developed within the R3 Medium Density Residential zone, however they will now be of a scale that is compatible with surrounding development.</p>
35.	<p>7.34 Dwelling houses at Church and Campbelltown Roads, Denham Court and Greendale Road, Wallacia— amalgamation of lots</p> <p>(1) This clause applies to the following land:</p> <p>(b) land at Greendale Road, Wallacia, being:</p> <p>(i) Lots 101 and 102, DP 1174458,</p> <p>(ii) Lots 13 and 14, DP 18891;</p> <p>(iii) Lots 15 and 16, DP 18891;</p> <p>(iv) (ii) Lots 50 and 51, DP 18891.</p> <p>(2) Despite any other provision of this Plan, development consent must not be granted to development for the purpose of a dwelling house on land to which this clause applies, being land comprising the lots referred to in subclause (1) (a) (i), (ii), (iii), (iv), (v), (vi) or (vii) or (b) (i) or (ii), (iii) or (iv) unless the land comprising the lots referred to in that subparagraph has been amalgamated into a single lot.</p>	<p>These lots have been amalgamated.</p>
36.	<p>7.37 Floor space ratio of buildings on certain land at</p> <p>(1) This clause applies to:</p> <p>(a) Lot 1, DP 516633, Lots 2 and 3, DP 700219, and Lot 4, DP 592346 (being 24-</p>	Updated addresses.

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
Bigge, Elizabeth and George Streets	<p>26 and 28 Elizabeth Street and 148 George Street, Liverpool), and Lot 1, DP 217460 and Lot 10, DP 621840 (being 22 and 26–28 Elizabeth Street, Liverpool), and Lots A, B, C and D, DP 337604 (being 133 Bigge Street, Liverpool).</p> <p>(2) Despite any other provision of this Plan, development consent must not be granted to the erection of a building on land at 24-26 and 28 Elizabeth Street and 148 George Street (being Lot 1, DP 516633, Lots 2 and 3, DP 700219 and Lot 4, DP 592346) unless the consent authority is satisfied that the gross floor area of that part of the building that is to be used for non-residential purposes is at least 2.5 times the site area.</p> <p>(3) Despite any other provision of this Plan, development consent must not be granted to the erection of a building on land at 22 and 26–28 Elizabeth Street, Liverpool (being Lot 1, DP 217460 and Lot 10, DP 621840) or 133 Bigge Street, Liverpool (being Lots A, B, C and D, DP 337604) unless the consent authority is satisfied that the gross floor area of that part of the building that is to be used for non-residential purposes is at least 1.5 times the site area.</p>	
Schedule 1 Additional permitted uses		
37.	(2) Use of certain land at Casula in Zone R2	This clause applies to Part Lot 86, DP 2034-1135093 in Zone R2 Low Density Residential at 2295 Camden Valley Way, Casula.
	(3) Use of certain land at Casula and Moorebank in Zone-B6	<p>This clause applies to the following land, being land in Zone-B6 Enterprise Corridor:</p> <p>(a) 2415 Camden Valley Way, Casula;</p> <p>(b) 633–639 Hume Highway, Casula;</p> <p>(c) 696 Hume Highway, Casula;</p> <p>(d) 424 Newbridge Road, Moorebank;</p>

Multi dwelling housing is made prohibited in the B6 Enterprise Corridor as part of this planning proposal.

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	(2) Development for the purpose of multi-dwelling housing is permitted with consent but not on any part of the land that is within 100m of a boundary of the land that adjoins a classified road.	
(4) Use of certain land at Cecil Park	(1) This clause applies to land at Cecil Park referred to in clause 7.21 (2) (b) of this Plan that has been subject to an order of the Minister under that clause. (2) Development for a purpose that is otherwise permitted with consent on the land and that has been approved in respect of the land under the Airports Act 1996 of the Commonwealth is permitted without consent if carried out in accordance with that approval.	The land referred to in this clause is no longer deferred.
(5) Use of certain land at Edmondson Park in Zones R1, R3 and B2	(1) This clause applies to land in Zones R1-General Residential, R3-Medium Density Residential and B2-Local Centre at Edmondson Park. (2) In Zone R1-General Residential, development for the purpose of residential accommodation (other than dual-occupancy) is permitted with consent. (3) In Zone R3-Medium Density Residential, development for the purpose of food and drink premises is permitted with consent. (4) In Zone B2-Local Centre, development for the purpose of residential flat buildings is permitted with consent.	Items removed from this clause as part of this planning proposal are already permitted with consent in the land use table.
7) Entertainment facilities, restaurants or cafes for certain land in Zones R3 and R4 at Moorebank	This clause applies to land shown coloured pink on the Key Sites Map. Development for the purposes of entertainment facilities and restaurants or cafes is permitted with consent if it is part of a mixed use development that contains more than three dwellings.	The clause is amended to refer to land zoned R3 Medium Density Residential, as well as R4 High Density Residential, given the rezoning of portions of Moorebank Town Centre as part of this planning proposal.

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
(10) Medical research and development for certain land in Zones R4 and B4 in the Liverpool city centre	<p>(1) This clause applies to land in Zones R4 High Density Residential and B4 Mixed Use in the Liverpool city centre bounded by Elizabeth Street, Bigge Street, Lachlan Street and Goulburn Street.</p> <p>(2) Development for the purposes of light industry is permitted with consent but only if the industry is medical research and development.</p> <p>(3) Development for the purposes of office premises is permitted with consent but only with respect to the medical or health industries.</p>	<p>The clause generally remains the same, except the area has been extended further south, and now has Elizabeth Street as the southern boundary, instead of Campbell Street. This extends the precinct closer to the hospital.</p> <p>The existing boundary that the clause applies to, contains medical centres, a private hospital, pathology on the ground floor of new mixed use development, a new residential flat building and four undeveloped lots with approval for residential flat building development (DA-12/12/2015).</p> <p>The area to be added to the south, already contains a womens medical centre, radiology centre, breast screening centre, and Sydney South West 'Park House for Child and Adolescent Mental Health Service'. The extension of this boundary south incorporates existing medical uses in the area, and allows for additional uses within the B4 Mixed Use zone, by permitting the Light Industrial, as long as it is for medical research and development.</p>
(11) Repealed		Not required.
(13) Repealed		Not required.
(17) Use of certain land at Middleton Grange in Zone R4	<p>(1) This clause applies to land in Zone R4 General Residential at Middleton Grange.</p> <p>(2) Development for the purpose of residential accommodation (other than dual occupancy) is permitted with consent.</p>	Remove as it is already permissible in land use table.
(18) Use of certain land at Elizabeth Hills in Zone R4	<p>(1) This clause applies to Lot 11, DP 1139171 in Zone R4 General Residential at Stirling Street, Elizabeth Hills.</p> <p>(2) Development for the purpose of residential accommodation (other than dual occupancy) is permitted with consent.</p>	Remove as it is already permissible in land use table.
(19) Use of certain land at	(1) This clause applies to Lot 2122, DP 1143323 in Zone R2 Low Density Residential at 7 Altair Place, Hinchinbrook.	Built – DA-568/2012.

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p>Hinchinbrook in (2) Development for the purpose of multi-dwelling housing is permitted with consent.</p> <p>Zone R2</p>	
Schedule 2 Exempt development	Community events and temporary use of council land	
38.	<p>New clause</p> <p>(1) Must be a community activity, event or function.</p> <p>(2) Must take place with the Council's prior written consent, on public land owned by, or under the control of, the Council.</p> <p>(3) Must have obtained any necessary approval to stage the event.</p> <p>Note. The proposed event or temporary use may require approvals under the Local Government Act 1993. Such activities include: closure of public roads, temporary structures, food stalls, mobile food vendors, activities on community land, certain amusement devices and public entertainment. Consultation with the Council will assist in identifying any requirements before organising the activity. Other legislation relating to matters such as fire safety, other safety standards and noise generated by the event must be complied with.</p>	<p>The clause requires Council's prior written consent for the event to take place, and therefore will still be assessed by Council officers under the Public Events Manual 2019. Requiring the lodgement of a development application is a duplication of efforts as events are assessed by Council events staff under the Public Events Manual. The manual requires environmental management in the form of waste and noise management plans. Hours of operation, patronage numbers, risk, traffic and waste management plans will still be required, thereby managing adverse social implications.</p>
39.	<p>Advertisements—business identification signs for businesses other than brothels in business zones</p> <p>(1) Underdrawing sign Sign attached to the underside of an awning other than a fascia or return end— (a) must meet the general requirements for advertisements, and (b) 1 sign per ground floor premises with street frontage, and (c) maximum length—2.5m, and (d) maximum height—0.5m, and must not be flashing.</p>	<p>Remove overlap between the LEP and SEPP exempt development controls.</p>

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<p>(2) Projecting wall sign (excluding underawning signs) Sign attached to the wall of a building (other than the transom of a doorway or display window) and projecting more than 300mm— (a) must meet the general requirements for advertisements, and (b) 1 sign per premises or 1 per street frontage, whichever is greater, and (c) maximum projection—1.5m, and (d) maximum area of each sign—1.5m², and (e) must not be flashing.</p> <p>(3) Flush wall sign Sign attached to the wall of a building (other than the transom of a doorway or display window) and not projecting more than 300mm— (a) must meet the general requirements for advertisements, and (b) maximum area—2.5m², and (c) must not be flashing.</p> <p>(4) Top hamper sign Sign attached to the transom of a doorway or display window of a building— (a) must meet the general requirements for advertisements, and (b) maximum area—2.5m², and (c) must not be flashing.</p> <p>Advertisements—in a site, but not visible from outside of that site (other than brothels) Must meet the general requirements for advertisements.</p>	
Schedule 5 Environmental heritage		
40.	Part 1 Heritage items	The amendments involve the removal of items which have already been demolished, the update and correction of

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	Part 3 Archaeological sites	descriptions, addresses, and Lot and DP numbers, as well as the relocation of heritage items within the correct part of the schedule, consistent with LSPS Action 8.3.
Schedule 6 Exempt trees		
41.	Title	Correct numbering of Schedule.
Mapping		
42.	Moorebank <ul style="list-style-type: none"> - Zoning - Lot Size - Floor Space Ratio - Height of Buildings 	Portions of the R4 High Density Residential zone in the Moorebank Town Centre are rezoned to R3 Medium Density Residential as part of this planning proposal in accordance with the <i>SGS Moorebank Rezoning Advice</i> (SGS 2019; Attachment D) and the <i>Liverpool Housing Study</i> (SGS 2019; refer to Attachment E).
43.	Crossroads Casula Industrial Precinct <ul style="list-style-type: none"> - 	The Crossroads Casula Industrial Precinct is rezoned as part of this planning proposal in accordance with the recommendations of the suite of industrial studies forming part of this planning proposal which provide that the current and anticipated future development within the precinct better aligns with the IN1 General Industrial zoning objectives, as opposed to the current IN3 Heavy Industrial zoning.
44.	Various sites owned by Sydney Water	Twelve Sydney Water sites (13 lots) Various sites across the Liverpool LGA will be rezoned from their current zoning to SP2 (Sewerage System) and SP2 (Water Supply System), as detailed in exhibition. This approach aligns with correspondence from Sydney Water (refer to Attachment J). Amend maps to remove areas which have been developed. Delayed and deferred zoning maps are removed as they are no longer required. Consistent with written instrument amendments. Refer to Part 4 Mapping.
45.	Urban Release Area Map	
46.	Delayed Rezoning Map	
47.	Key Sites Map <ul style="list-style-type: none"> - Moorebank remove Orange (Clause 7.28 deleted) - Add medical use precinct in CBD to map 	
48.	Various mapping anomalies <ul style="list-style-type: none"> - Rezone Dalmeny Reserve from R2 Low Density Residential to RE1 Public Recreation, and remove development standards and land acquisition requirements. 	Dalmeny Reserve is owned by Liverpool City Council and is a public reserve. Refer to Part 4 Mapping.

ITEM:	PROPOSED AMENDMENTS:	EXPLANATION:
	<ul style="list-style-type: none"> Minor amendments to land acquisition maps 	
	Miscellaneous housekeeping amendments	
49.	<p>EP&A Act renumbering</p> <ul style="list-style-type: none"> 1.9A Suspension of covenants, agreements and instruments <ul style="list-style-type: none"> Replace section 28 with section 3.16 of the Act 5.1A Development on land intended to be acquired for a public purpose <ul style="list-style-type: none"> Replace section 8, with section 2.5 of the Act 6.3 Application of Part <ul style="list-style-type: none"> Replace section 93C, with section 7.1 of the Act 7.36 Arrangements for infrastructure arising out of development of intermodal terminal at Casula and Moorebank <ul style="list-style-type: none"> Replace section 93C, with section 7.1 of the Act Other numbering errors through the instrument that are not listed here are within the bounds of the Standard Instrument LEP. 	Update references to EP&A Act 1979 with correct numbering.
50.	<p>Remove 'Repealed' numbering</p> <ul style="list-style-type: none"> 2.6A, 2.6B (Repealed) 3.1 (4A) (Repealed) 3.2 (4A) (Repealed) 7.5 (4)-(8) Schedule 1 – 11 and 13 	Remove 'repealed'
51.	<p>Various wording changes:</p> <ul style="list-style-type: none"> 'Director-General' to 'Secretary' 'Department of Environment and Climate Change' to Department of Planning, Industry and Environment 	Update references throughout the instrument.

Attachment B – Proposed Amendments to Schedule 5

Part 1 Heritage items

Division 1: *Outside Liverpool City Centre* *Liverpool other than Liverpool city centre*

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Ashcroft	Memorial gates, Ashcroft High School (former Ashcroft Homestead, St Luke's Rectory gates)	108–130 Maxwells Avenue	Lot 904, DP 225306	Local	1	
Badgerys Creek	St John's Anglican Church Group, including church and cemetery (former Badgerys Creek Anglican Church Group)	Pitt Street	Part Lot 1, DP 838361	Local	2	Church was demolished in 1992 and the cemetery is being relocated as a part of the Western Sydney Airport works
Badgerys Creek	Badgerys Creek Public School	Corner of Pitt Street and Badgerys Creek Road	Part Lot 1, DP 838361	Local	3	School is being deconstructed as a part of the Western Sydney Airport works
Austral	Brown Memorial and water trough	380 Bringelly Road	Lots 6-8, DP 1203671	Local	40	Suburb, property address and property description have been amended

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Bringelly	Two water tanks (RAAF receiving station site and former water supply to OTC staff)	Badgerys Creek Road	Lot 1, DP 90328; Lot 2, DP 109666	Local	4	
Bringelly	Former OTC Site Group, including radio receiving station and site of former staff housing	Badgerys Creek Road <i>225-245 Badgerys Creek Road</i>	Lot 1, DP 109666 <i>Lot 1, DP 417901; Lot 1, DP 109666</i>	Local	5	Amend property address and property description
Bringelly	Dwelling and rural lot ("Mount Pleasant") <i>Mount Pleasant Homestead including interiors and rural lot</i>	3 Shannon Road	Lot 44, DP 581187	Local	6	Amend item name
Bringelly	Bringelly Public School Group, including schoolhouse and former headmaster's residence	1205 The Northern Road	Lot 50, DP 746911	Local	7	
Bringelly	Kelvin Park Group, including site landscaping, homestead, kitchen wing, servant's quarters, coach house, 2 slab barns and other works and relics (former "The Retreat", cottage vale, stables and lock-up)	30 The Retreat	Lots 2711-2714, DP 1128906	State	8	

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Cartwright	Bridge (former Pitt Street Road Bridge)	Hoxton Park Road	Lot 16, DP 1036695	Local	55	
Casula	Dwelling <i>Federation timber weatherboard bungalow including interiors</i>	28 Canberra Avenue	Lot 4, Sec C, DP 7633	Local	9	Amend item name
Casula	Casula Powerhouse (former power station) <i>Casula Powerhouse Arts Centre (former power station)</i>	Casula Road	Lots 1 and 2, DP 106957, Lot 1, DP 365529 <i>Lots 21 to 24 DP 1132574; Lot 1, DP 1115187.</i>	Local	10	Amend item name and property description
Casula	Railway Viaduct	300m south of Casula Powerhouse, Main Southern Railway Line		Local	11	
Casula	Two railway viaducts	Woodbrook Road, Main Southern Railway Line.		Local	12	
Casula	Dwelling ("Dockra")	8 Dunmore Crescent	Lot 1, DP 530893	Local	13	
Casula	Dwelling <i>Post-war brick dwelling</i>	443 Hume Highway	Lot 9, DP 4158	Local	13A	Amend item name

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Casula	Glenfield Farm Group, including homestead, barn (former dairy and stables) <i>Glenfield Farm Group, including homestead, barn and interiors (former dairy and stables).</i>	Leacocks Lane	Lots 1 and 2, DP 1126484	State	14	Amend item name
Cecil Hills	Sydney Water Supply Upper Canal	Leppington and Denham Court	Lot 1, DP 725231; Lots 104, DP 596351	State	15	Remove item from LEP as it is currently listed in SEPP (Sydney Region Growth Centres) and SEPP (Western Sydney Parklands). Mapping also to be updated HER-009
Cecil Hills	Cecil Hills Farm Group, including site landscaping, homestead, shearing shed, archaeological sites, garage, stables, cow bails, outbuildings, sheep dip, gallows and stockyards (former kitchen and dairy)	Sandringham Drive <i>7 Sandringham Drive</i>	Lot 163, DP 880335	State	16	Amend property address

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Chipping Norton	Chipping Norton Public School <i>Chipping Norton Public School including weatherboard classrooms and administration buildings including interiors.</i>	4 Central Avenue	Lot 1, DP 194411; Lot 1, DP 601876; Lot 299, DP 752034.	Local	18	Amend item name
Chipping Norton	The Homestead Group, including main house and remnant landscape features and cistern <i>The Homestead Group including main house, remnant landscape features and cistern including interiors.</i>	Charlton Avenue <i>18 Charlton Avenue and 1 Homestead Avenue.</i>	Part Lot 354, DP 752034, Lot 1, DP 644571	State	19	Amend item name and property address
Chipping Norton	Dwelling <i>Inter-war brick bungalow ("Cooloola") including interiors.</i>	2 and 4 Epsom Road	Cnr Lot 2000, DP 1140651	Local	20	Amend item name
Chipping Norton	Palm trees (Phoenix canariensis) <i>Palm trees (Phoenix canariensis)</i>	Corner of Governor Macquarie Drive and Epsom Road	Adjacent to Lot 3, DP 602936	Local	21	

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Denham Court	St Mary the Virgin Church and Cemetery Group, including church and churchyard	Church Road <i>30 Church Road</i>	Lot 19, DP 725739	Local	23	Amend property address
Greendale	Shadforth Monument (former pioneer's monument)	Greendale Road	Western side of Greendale Road, adjacent to the common boundary of Lot 1, DP 520904 and Part Lot 1, DP 236562.	Local	24	
Greendale	Private dwelling (former St Mark's Anglican Church Group, including church cemetery) <i>Former St Mark's Anglican Church Group including cottage, church cemetery and interiors.</i>	Greendale Road <i>1120 Greendale Road</i>	Lot 1, DP 742417	Local	25	Amend item name and property address
Greendale	Greendale Roman Catholic Cemetery	Greendale Road <i>986 Greendale Road</i>	Lot 1, DP 195955	Local	26	Amend property address
Greendale	Remnants of former farm homestead ("Pemberton")	Greendale Road	Lots 1 and 2, DP 1115589	Local	27	Move item location to Part 3 – Archaeological Sites and re-number A03

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Greendale	Bents Basin Inn site	Wolstenholme Avenue	Lots 203 and 204, DP 249320, Lots 84 and 85, DP 751294	Local	28	Move item location to Part 3 – Archaeological Sites and re-number A01
Hammondville	Hammondville Home for Senior Citizens	Judd Avenue 68-82 Stewart Avenue	Cnr Lot 100, DP 249320, Lots 84 and 85, DP 751294 Cnr Lot 152, DP 717956	Local	29	Amend property address and property description
Hammondville	St Anne's Anglican Church St Anne's Anglican Church and hall including interiors.	Corner of Walder Road and Stewart Avenue 60-66 Walder Road	Lot 4, DP 238694	Local	30	Amend item name and property address
Holsworthy	Holsworthy pedestrian bridge (former railway bridge)	Harris Creek and Heathcote Road		Local	31	
Holsworthy	Holsworthy Group, including powder magazine and former officer's mess, corporal's club, internment camp, Holsworthy railway station lock-up/gaol, German concentration camp	Heathcote Road (off)	Lot 1 DP 825745	Local	32	

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Holsworthy	Remount Park	Heathcote Road	Lot 258, DP 854592; Lot 1, DP 825745	Local	33	
Holsworthy	Cubbitch Barta National Estate	Old Illawarra Road	Lot 1, DP 825754	Local	34	
Hoxton Park	Horningsea Park Group, including site, main house and archaeological features <i>Horningsea Park Group including site, main house, interiors and archaeological features.</i>	Camden Valley Way <i>Horningsea Park Drive</i>	Lots 1 and 2, DP 1018964	State	35	Amend item name and property address
Ingleburn	Ingleburn Military Heritage Precinct	Campbelltown Road	Part Lot 2, DP 831152	State	37	
Leppington	Row of Bunya Pines	Bringelly Road	Lot 18, DP 19406	Local	39	Remove item from LEP. This item is currently listed in SEPP (Sydney Region Growth Centres).
Leppington	Brown Memorial and water trough	145 Bringelly Road	Lot 1, DP 725231	Local	40	Relocate item position in table and amend suburb, property address, property description.

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Leppington	Dwelling and rural lot <i>Edmondson Cottage and rural lot including interiors</i>	1720 Camden Valley Way	Lot 6, DP 205472	Local	41	Amend item name
Liverpool	Obelisk and milestone; Discovery Park; Collingwood Heritage Precinct <i>Discovery Park and Milestone (including Collingwood Heritage Precinct and Aboriginal Place)</i>	40 Atkinson Street	Lot 77, DP 27242	Local	42	Amend item name
Liverpool	Collingwood Heritage Precinct Group, including homestead service wing, horse trough and cistern (former Captain Bunker's Cottage and kitchen block) <i>Collingwood Heritage Precinct Group including homestead, service wing, horse trough, cistern, gardens and including</i>	Birkdale Crescent (off)	Lot 803, DP 244820, Lot 77, DP 27242, Lots 100 and 101, DP 788434, Lot 2, DP 730829, Lot 781, DP 244820, Lot 181 <i>184</i> , DP 241158	State	43	Amend item name and property description

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
	<i>interiors and potential archaeological site (Aboriginal Place)</i>					
Liverpool	2 railway viaducts	Adjacent to 71 and 79A Congressional Drive		Local	44	
Liverpool	Mainsbridge School (former "Maryvale")	118 Flowerdale Road	Lot 1, DP 441857	Local	45	
Liverpool	Liverpool General Cemetery	Moore and McLean Streets and Flowerdale Road	Lots 6, 7 and 13, Ms 652 Sy; Lots 3 and 10 and Part Lots 4 and 5, Ms 10005 Sy; Lot 14, Ms 22433 Sy; Lot 11, Ms 20611 Sy; Lots 16 and 17, DP 40453; Lots 425 and 426, DP 48284; Lots 443-445 DP 822281; Lot 7030, DP 1059048; Lot 7044, DP 1045353; Lots 7047 and 7048, DP 1059854	Local	47	
Liverpool	Dwelling	10 Passefield Street	Lot 1, DP 129637	Local	48	Amend item name
	<i>Federation timber weatherboard cottage including interiors</i>					

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Luddenham	Wilmington Reserve	17 Jamison Street	Lot 7004, DP 93052	Local	50	
Luddenham	Vicary's Winery Group, including woolshed, slab horse shed, land area and main house and garden	The Northern Road	Part Lot 1, DP 838361	Local	51	The item is being deconstructed as a part of the Western Sydney Airport works
Luddenham	Luddenham Public School	The Northern Road	Lot 1, DP 194409	Local	52	Amend property address and property description
Luddenham	Lawson's Inn site (former "The Thistle" site)	2158 The Northern Road	Lot 1, DP 739367; Lot 1, DP 194409	Local	53	Relocate item to Part 3 - Archaeological Sites and re-number to A02
Lurnea	Dwelling Federation timber weatherboard cottage including interiors.	147 Reilly Street	Lots 1 and 2, DP 851626	Local	54	Amend item name
Lurnea	Dwelling Corrugated iron cottage.	20 Webster Road	Lot 2, DP 519683	Local	54A	Amend item name

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Moorebank	Clinch's Pond	Heathcote and Church Roads	Lot 1, DP 664816	Local	56	
Moorebank	Australian Army Engineers Group, including RAE Memorial Chapel, RAE Monument, Major General Sir Clive Steele Memorial Gates, Cust Hut <i>Liverpool Fire Station (Former Australian Army Engineers)</i>	Moorebank Avenue <i>Anzac Road</i>	Lots 3001-3005, DP 1125930 <i>Lot 3003, DP 1125930</i>	Local	57	Amend item name and property address
Moorebank	Defence National Storage and Distribution Centre	Moorebank Avenue	Lot 1, DP 1048263	Local	57A	
Moorebank	Kitchener House (formerly "Arpafeelie") <i>Kitchener House (formerly "Arpafeelie") including interiors</i>	Moorebank Avenue <i>162 Moorebank Avenue</i>	Lot 1001, DP 1050177	Local	58	Amend item name and property address
Prestons	Remnants of former sandstone cottage ("Benera")	Yarrunga Road	Lot 34, DP 2359	Local	59	
Rossmore	Church of the Holy Innocents Group, including church and churchyard	Church Road	Lots 1-4, DP 117688	Local <i>State</i>	60	Amend item name, item significance and property address

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
	<i>Church of Holy Innocents Group including church, churchyard and interiors</i>	<i>130 Rossmore Avenue West</i>				
Rossmore	Bellfield Farm Group, including homestead, slab kitchen, slab cottage and smoke house	33 Rossmore Avenue	Lot 1, DP 580979	Local	61	Amend item name
	<i>Bellfield Farm Group including homestead, slab kitchen, slab cottage, smoke house and interiors</i>					
Sadleir	Memorial stone and plaque	147 Cartwright Avenue (corner of Maxwells Avenue)	Part Lot 735, DP 533701	Local	62	
Voyager Point	Sandstone Weir	Williams Creek		Local	63	
Warwick Farm	Milestone	Hume Highway (southern side of Hume Highway between George Street and Browne Parade)		Local	64	
Warwick Farm	Milestone	Hume Highway (southern side of Hume Highway between		Local	65	

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Warwick Farm	Warwick Farm Racecourse Group	Warwick Farm Racecourse Gates A and B)	Lot 1, DP 250138; Lots 2 and 3, DP 1040353; Lot 14, DP 578199; Part Lot 1, DP 1040353; Lots 1-3, DP 581034; Lot 1, DP 970591; Lots 1-3, DP 249818; Part Lot 2, DP 581037.	Local	66	Amend item name and property address
	Warwick Farm Racecourse Group including grandstand, race track, landscape, stables and interiors.	Hume Highway 2 Hume Highway	Lot 3, DP 1172051, Part Lot 2, DP 1172051, Lot 1, DP 250138, Lot 2 DP 1162276, Lot 14 DP 578199.			
West Hoxton	West Hoxton Union Church	Kirkpatrick Avenue	Lot 474, DP 666892	Local	68	

Division 2 Liverpool city-centre heritage-items City Centre

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Liverpool	Light Horse Park	Atkinson Street	Lots 3, 7, 11 and 15, DP 1129945	Local	70	
Liverpool	Liverpool Public School <i>Liverpool Public School Group including interiors and potential archaeological site.</i>	Bigge Street <i>1 Railway Street</i>	Lots 8 and 9, See 61, DP 758620, Lots 1-4, DP 878452, Lot 1, DP 50779, Lot 1, DP 178206, Lot 1, DP 178665, Lot 10, DP 303625, Lot 1, DP 956168, Lots 4-7, DP 797682 <i>Lots 8-9, DP 758620, Lots 1-2 DP 878452, Lot 4 DP 878452, Lot 1, DP 50779, Lot 1, DP 178206, Lot 1 DP 178665, Lot 10, DP 303625, Lot 1, DP 956168, Lots 4-7, DP 797682, Lots 30-31, DP 1117676, Lot 441, DP 831058, Lot 1, DP 799619.</i>	Local	71	Amend item name, property address and property description

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Liverpool	Liverpool Railway Station Group, including station building, goods shed and jib crane	Bigge Street (off) <i>Lot 1 and 2 Bigge Street</i>	Lot 31, DP 859887, Part Lot 5, DP 226933 <i>Lot 1, DP 1053994; Part Lot 2, DP 1053994</i>	State	72	Amend property address and description
Liverpool	Former Liverpool Court House <i>Liverpool Courthouse (Former), interiors and potential archaeological site.</i>	Corner of Bigge and Moore Streets <i>201 Bigge Street</i>	Lot 442, DP 831058	Local <i>State</i>	73	Amend item name, property address and significance
Liverpool	Commercial Hotel (former Marsden's Hotel)	Bigge and Scott Streets	Lot 17, DP 1050799, Lots 15, 16 and 18, DP 979379	Local	74	
Liverpool	Dwelling	13 Bigge Street	Lots 1 and 2, DP 13930	Local	75	
Liverpool	Pirelli Power Cables and Systems Building (formerly MM Cables Factory, and Cable Makers Australia Factory Pty Ltd) <i>Former MM Cables Factory and Cable Makers Australia Factory Pty Ltd Group</i>	3 Bridges Road	Lot 200, DP 1009044	Local	76	Amend item name

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
	<i>including inter-war administration building, factory and interiors</i>					
Liverpool	Dwelling	115 Castlereagh Street	Lot 4, SP 39972	Local	77	Amend item name
	<i>Inter-war brick bungalow</i>					
Liverpool	Lyndeer House and stables	2 Charles Street	Lot 2527, DP 1111436	Local	78	Amend item name
	<i>Lyndeer House including stables, front fence, landscaping and interiors.</i>					
Liverpool	Cast-iron letterbox	College Street	Adjacent to north-west corner of Lot 1, DP 863491	Local	79	
Liverpool	Liverpool College (TAFE) site, including Blocks A-G, chimneystack, fences, gatehouses and archaeological features (formerly Liverpool Hospital and Benevolent Asylum)	1 College Street	Lot 1, DP 863491	State	80	
Liverpool	Apex Park (first Liverpool Cemetery)	Elizabeth Drive and Castlereagh Street	Lot 7027, DP 1027999	Local	81	

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Liverpool	Bigge Park	Elizabeth, College, Moore and Bigge Streets	Lot 701 and 702, DP 1056246	Local	82	Amend item name and property description
	<i>Bigge Park Group including the Captain Cook Obelisk, T.G. Scott Memorial Gateway, Rotary Clocktower, Liverpool Regional War Memorial, Liverpool Foundation Commemorative Obelisk and Thomas Moore Memorial Drinking Foundation</i>					
	Milestone	Corner of Elizabeth Drive and George Street		Local	83	
	St Luke's Anglican Church Group, including landscaping, church hall, headstone and memorial gates (former St Luke's Church of England)	Elizabeth Drive and Maequarie and Northumberland Streets <i>127 Macquarie Street</i>	Lot 111, DP 552031	State	84	Amend item name and property address
<i>St Luke's Anglican Church Group including landscaping, church hall, headstone, memorial gates and interiors (former St Luke's Church of England)</i>						

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Liverpool	All Saints Roman Catholic School <i>All Saints Roman Catholic Church including interiors</i>	George Street <i>48 George Street</i>	Lot 1, DP 782355	Local	85	Amend item name and property address
Liverpool	Pylons (former Liverpool railway bridge)	Georges River (near Haig Avenue)	Near Lot 7002, DP 1073063	Local	86	
Liverpool	Liverpool Weir	Georges River (near Haig Avenue)	Near Lot 7002, DP 1073063	Local	87	
Liverpool	Collingwood Inn Hotel <i>Collingwood Inn Hotel</i>	Hume Highway <i>321 Hume Highway</i>	Lot 1, DP 83770, Lots 1 and 2, DP 563488, Lot 5, DP 701018, Lot D, DP 374057	Local	88	Amend item name and property address
Liverpool	Plan of Town of Liverpool (early town centre street layout—Hoddle 1827)	Streets in the area bounded by the Hume Highway, Copeland Street, Memorial Avenue, Scott Street, Georges River and Main Southern Railway Line (excluding Tindall Avenue and service ways)		Local	89	

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Liverpool	Liverpool Memorial Pioneer's Park, (formerly St Luke's Cemetery and Liverpool Cemetery) <i>Liverpool Pioneers' Memorial Park (formerly St Luke's Cemetery and Old Liverpool Cemetery)</i>	Macquarie, Campbell and Northumberland Streets and the Hume Highway	Lots 7035-7037, DP 1073993, Part Lots 1 and 2, Sec 24, DP 758620, Lots 1-4, Sec 34, DP 758620	Local	90	Amend item name
Liverpool	Commercial building (formerly Rural Bank and State Bank) <i>Former Rural Bank and State Bank</i>	Macquarie Street and Memorial Avenue <i>291 Macquarie Street</i>	Lot 11, DP 20730 <i>Pt/Cnr Lot 11, DP 20730, Lots 9-10, DP 20730.</i>	Local	91	Amend item name, property address and property description
Liverpool	Boer War Memorial, including memorial to Private A.E Smith	Corner of Macquarie Street and Memorial Avenue (Macquarie Street public footpath adjacent to 297 Macquarie Street)		Local	92	

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Liverpool	Macquarie Monument <i>Macquarie Statue</i>	Corner of Macquarie and Scott Streets (Macquarie Street public footpath adjacent to 296 Macquarie Street)		Local	93	Amend item name
Liverpool	Row of 3 palm trees	Macquarie Street median strip, opposite 306 Macquarie Street	Lot 1, DP 1119905	Local	94	
Liverpool	The Corner Pub (former Liverpool Hotel)	214 Macquarie Street (corner of Moore Street)	Lot 1, DP 111765	Local	95	
Liverpool	Commercial building	261–263 Macquarie Street	Lot 1, DP 200052, Lot 8, DP 1103087	Local	96	
Liverpool	Legend Hotel	269 Macquarie Street	Lot 1, DP 519133	Local	97	
Liverpool	Commercial building	275–277 Macquarie Street	Lot 2, DP 519133	Local	98	
Liverpool	Memorial School of Arts <i>Soldier's Memorial School of Arts including interiors and palm trees</i>	306 Macquarie Street <i>306-310 Macquarie Street</i>	Lot 1, DP 119905 <i>Lot 101, DP 1143458; Part Lot 101, DP 1143458</i>	Local	99	Amend item name, property address and property description
Liverpool	Dr James Pirie Child Welfare Centre Building (formerly Child Welfare Centre)	Moore and Bigge Streets <i>124 Bigge Street</i>	Lot 701, DP 1056246	Local	100	Amend item name and property address

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
	<i>Dr James Pirie Child Welfare Centre Building (formerly Child Welfare Centre) including interiors and front landscaping</i>					
Liverpool	Commercial building	14 Scott Street	Lot 1, DP 208270	Local	101	
Liverpool	Commercial building (former out-building to former Golden Fleece Hotel and former Eugene's laundry)	16 Scott Street	Lot 3, DP 588103	Local	102	
Liverpool	Golden Fleece Hotel <i>Golden Fleece Hotel</i>	Corner of Scott and Terminus Streets <i>20 Scott Street</i>	Lot 100, DP 716185 <i>Cnr Lot 100, DP 716185</i>	Local	103	Amend item name, property address and property description
Liverpool	McGrath Services Centre Building (formerly Challenge Woollen Mills, and Australian Paper Company's Mill) <i>Former Challenge Woollen Mills and Australian Paper Company's Mill</i>	Shepherd and Atkinson Streets <i>20 Shepherd Street</i>	Lot 1, DP 247485	Local	104	Amend item name and property address

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note
Liverpool	Railway Viaduct	Shepherd Street and Mill Road, Main Southern Railway Line		Local	105	
Liverpool	Residential building (“ Del Rosa ”) <i>Inter-war Mediterranean brick dwelling (“Del Rosa ”) including interiors</i>	7 Speed Street	Lots 13 and 14, DP 13536	Local	106	Amend item name
Liverpool	Residential building (“ Rosebank ”) (former Queen’s College) <i>Victorian Villa (“Rosebank”) including interiors.</i>	17 Speed Street	Lot 1, DP 567283	State	107	Amend item name
Liverpool	Cottage <i>Timber weatherboard workers cottage.</i>	27 Speed Street	Lot 40, DP 1091733	Local	108	Amend item name
Liverpool	Liverpool Fire Station <i>Liverpool Fire Station (Former)</i>	70–78 Terminus Street <i>9 Pirie Street</i>	Lot 1, DP 91748 <i>Lot 11, DP 1161981</i>	Local	109	Amend item name , property address and property description
Warwick Farm	Berryman Reserve	4 Remembrance Drive	Lot 1, DP 744448, Lot A, DP 432628	Local	110	

Part 2 Heritage conservation areas**Division 1 Liverpool other than Liverpool City Centre**

Suburb	Item name	Address	Property description	Significance	Item number	Amendment note

Division 2 Liverpool city centre

Suburb	Item name	Address	Property description	Significance	Item number	Amendment Note
Liverpool	Bigge Park Conservation Area	Area including College, Goulburn, Railway, Scott, and Bigge Streets as shown by diagonal red hatching on the Heritage Map		Local	C01	Include item number

Part 3 Archaeological sites

Suburb	Item name	Address	Property description	Significance	Item number	Amendment Note
<i>Greendale</i>	<i>Bents Basin Inn Site</i>	<i>Wolstenholme Avenue</i>	<i>Lots 203 and 204, DP 249320; Lots 84 and 85, DP 751294</i>	<i>Local</i>	<i>A01</i>	Relocated from Item 28
<i>Luddenham</i>	<i>Lawon's Inn site (former "The Thistle" site)</i>	<i>2215 The Northern Road</i>	<i>Lot 9-11, Part Lot 14 & Lot 17 DP 1233751</i>	<i>Local</i>	<i>A02</i>	Relocated from Item 53
<i>Wallacia</i>	<i>Remnants of former farm homestead ("Pemberton")</i>	<i>1530 Greendale Road</i>	<i>Lots 11 & 12 DP 1169162</i>	<i>Local</i>	<i>A03</i>	Relocated from Item 27

Attachment C –Liverpool LSPS, Connected Liverpool 2040

Attachment D – SGS Moorebank Rezoning Advice

Attachment E – Liverpool Housing Study (SGS)

Attachment F – Industrial Employment Lands Study (Knight Frank)

**Attachment G – Supplement to Industrial Employment Lands Study
(Knight Frank)**

Attachment H – Industrial Lands Snapshot (Mecone & JLL)

Attachment I – Liverpool Industrial Development Lands Study (APP)

Attachment J – Sydney Water Correspondence

Attachment K – Moorebank schedule of lots to be rezoned

Lot:	Deposited Plan (DP):	Lot:	Deposited Plan (DP):	Lot:	Deposited Plan (DP):	Lot:	Deposited Plan (DP):
119	224165	13	229881	7	260750	3100	1156070
1	225303	14	229881	2	519259	3101	1156070
2	225303	57	229881	1	525763	3102	1156070
3	225303	58	229881	2	544814	3103	1156070
4	225303	87	235786	102	550996	3104	1156070
5	225303	88	235786	1	567164	3105	1156070
6	225303	89	235786	1109	1088900	3127	1156070
7	225303	90	235786	1110	1088900	3128	1156070
8	225303	91	235786	1111	1088900	3129	1156070
10	225303	96	235787	1112	1088900	3130	1156070
11	225303	97	235787	1113	1088900	3131	1156070
12	225303	98	235787	1114	1088900	3132	1156070
13	225303	99	235787	1115	1088900	3133	1156070
14	225303	118	235787	1134	1088900	3134	1156070
15	225303	15	235788	1135	1088900	3135	1156070
1	228324	16	235788	1151	1100013	3136	1156070
2	228324	17	235788	1152	1100013	3137	1156070
3	228324	18	235788	1153	1100013	3138	1156070
147	229118	19	235788	1154	1100013	3139	1156070
148	229118	20	235788	3215	1130492	3140	1156070
149	229118	21	235788	3216	1130492	3141	1156070
165	229118	1	259064	3217	1130492	3142	1156070
166	229118	2	259064	3218	1130492	3407	1164652
190	229118	3	259064	1423	1132393	3408	1164652
191	229118	4	259064	1427	1132393	3409	1164652
192	229118	5	259064	1428	1132393	3410	1164652
220	229118	6	259064	1429	1132393	3411	1164652
221	229118	7	259064	1430	1132393	3412	1164652
1	229881	8	259064	1431	1132393	3413	1164652
2	229881	9	259064	1432	1132393	3301	1166609
3	229881	10	259064	1433	1132393	3302	1166609
4	229881	1	260750	1436	1132393	3303	1166609
5	229881	2	260750	1437	1132393	3304	1166609
6	229881	3	260750	1438	1132393	3305	1166609
8	229881	4	260750	1439	1132393	3306	1166609
9	229881	5	260750	1	1154637	1137	10088900
11	229881	6	260750	2	1154637	1138	10088900

Post Exhibition Draft

Changes are in red.

LIVERPOOL**LOCAL HOUSING
STRATEGY****LIVERPOOL
CITY
COUNCIL**



This Strategy was developed in conjunction with Elton Consulting.

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LIVERPOOL

LOCAL HOUSING STRATEGY 2020

LIVERPOOL
CITY
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Executive Summary

Recent changes to the NSW planning system require all NSW councils to prepare a Local Housing Strategy in consultation with their communities. This strategy must align with the broader NSW government strategic planning framework and provide direction at a local level about where, and in what form, new housing will be delivered.

The Liverpool Local Housing Strategy must be consistent with the high-level priorities of the *Greater Sydney Region Plan – A Metropolis of Three Cities* and the *Western City District Plan*. The related Western Parkland City vision, *Liverpool Collaboration Area Place Strategy* and Western Sydney City Deal also provide direction for transformative economic investment in Liverpool to support the Western Sydney Aerotropolis, transform the Liverpool CBD, encourage a diverse mix of housing and deliver essential community infrastructure such as the Fifteenth Avenue Smart Transit (FAST) corridor. All of these actions will support the continued success of Liverpool as a major strategic centre with a 24-hour economy in its CBD, strong population and economic growth, and diverse and affordable housing in accessible locations close to centres.

The Local Housing Strategy is based on evidence from the *Liverpool Housing Study 2019*, and is consistent with Council's Local Strategic Planning Statement (LSPS) 'Connected Liverpool 2040' and Community Strategic Plan 'Our Home, Liverpool 2027'. This Housing Strategy sets out the priorities and actions to deliver suitable housing in the right locations to meet the needs of the Liverpool community over the next 20 years. It ensures that housing delivery protects local amenity and character, open space and ecological values and is aligned with infrastructure delivery.

At 2020, the population of the Liverpool local government area (LGA) is estimated at 234,236 people.¹ Housing densities are concentrated in the Liverpool CBD and areas with good transport access. New greenfield growth has occurred in the western part of the local government area and is characterised by low density housing, which is the predominant form of housing outside the CBD. The population is forecast to grow to 358,871 people by 2036, a growth rate of 2.7% per annum.² This may necessitate an estimated 43,452 additional dwellings in the period 2016-2036.³ Council is on track to meet or exceed its short-term 0-5 year housing target of 8250 additional dwellings in the period 2016-2021 contained within the Western City District Plan. However, the provision of suitably diverse and affordable housing in the right locations remains a challenge for Liverpool Council as it works to meet its **6-10-year housing target of 8500-12,000 dwellings**.

The SGS Housing Study found there is sufficient feasible capacity under existing planning controls to deliver almost 50,000 new dwellings by 2036. However, the current planning controls do not encourage or support the delivery of diverse medium density housing. Given the expected demand for smaller and more affordable housing options that cater to the needs of families and other household groups in the area, this Housing Strategy recommends a number of actions to support housing diversity to cater for community needs in locations with good access to transport, community services and local amenities. It also highlights the importance of protecting Liverpool's unique local character and liveability. It is also proposed that new infrastructure be delivered to support increased housing densities in the right locations, and that provisions be made for affordable housing and renewal of existing social housing assets.

This Housing Strategy establishes Housing Priorities and Objectives that align with relevant Planning Priorities in the Western City District Plan and Council's LSPS. It sets out recommendations to inform the drafting of amendments to the Liverpool Local Environmental Plan (LEP) and actions to increase housing diversity and affordability. An Implementation and Delivery Plan is provided in Part D of this Strategy to provide a pathway for the implementation of the Housing Strategy actions across the short, medium and longer terms.

¹ Forecast.id Population Forecast, <https://forecast.id.com.au/liverpool/>

² Forecast.id Population Forecast, <https://forecast.id.com.au/liverpool/>

³ SGS Economics & Planning, *Liverpool Local Housing Study 2019*



Key recommendations of this Strategy include:

- » **Housing growth and location:** Council implement provisions and actions to support housing growth including:
 - > Prepare Precinct Plans for relevant areas identified for short-term investigation in this Strategy.
 - > Progress sustainable, high density transit-and landscape-oriented development along the Fifteenth Avenue Smart Transit (FAST) Corridor.
 - > Work with the Department of Planning, Industry and Environment (DPIE) to review the planning controls in the Growth Centres State Environmental Planning Policy (SEPP) and DCP to address land fragmentation, ensure consistency across the Liverpool local government area and encourage high quality and diverse residential development.
 - > Ensure increased density is consistent with the housing vision, principles and objectives, and locational requirements.
 - > Ensure new development is located where it will not impact on important rural areas.
- » **Housing diversity:** Council implement provisions and actions to increase housing diversity including:
 - > Review existing land use and development controls for R1, R2 and R3 zones to encourage greater medium density and housing diversity in the context of the Medium Density Housing Code.
 - > Explore mechanisms to permit manor homes, with appropriate development controls in residential zones.
 - > Review controls in the R3 zone to improve development feasibility having consideration to appropriate built form outcomes.
 - > Prepare a new Development Control Plan (DCP) with specific controls for medium density housing to ensure design quality and preservation of local character.
 - > Identify opportunities to encourage appropriate densities for medium density housing through building height and floor space ratio provisions.
 - > Encourage a greater range of apartments in the Liverpool city centre through reconfiguration of minimum and maximum apartment mix controls, with consideration to extending these controls to the broader Liverpool local government area where residential flat buildings are permitted.
 - > Explore the application of a minimum Liveable Housing Standard to a higher proportion of dwellings delivered in multi-dwelling and residential flat building developments.
 - > Collaborate with DPIE, other councils and university representatives to develop a definition of student housing and a range of land use and development guidelines for student housing.
- » **Housing affordability:** Council implement mechanisms to deliver additional affordable housing across the LGA including:
 - > Partner with the NSW Government to investigate the potential for master planned precincts (such as Hargrave Park in Warwick Farm and social housing in the 2168 postcode) by rezoning land to renew and increase social and affordable housing.
 - > Partner with the NSW Government to review the Masterplan for Miller Town Centre.
 - > Advocate to the NSW Government for more investment in social and affordable housing.
 - > Investigate other non-planning mechanisms to increase affordable housing in the local government area, such as partnerships with community housing providers.
- » **Built form and sustainability:** Council implement mechanisms to deliver high quality development across the LGA including:

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- > Collaborate with the State Government to review the Growth Centre medium density controls to encourage an appropriate mix of medium density dwellings, ensuring the controls align with the broader Liverpool LEP controls while preserving local character and amenity of low-density suburbs.
- > Introduce place-based strategic planning controls to respect and preserve Liverpool's built heritage and local character.
- > Ensure new housing is sustainable and high quality, demonstrating climate resilience in design and materials.

While under current controls there is a demonstrated capacity to meet demand for housing over the next 20 years, the Housing Strategy also identifies investigation opportunity areas, which can support additional housing growth over the next 20 years. These areas will be subject to more detailed investigation through place-based studies examining impacts on local character and any required technical investigations.

- » **Short term investigation areas** identified for Council to consider LEP amendments to facilitate housing growth include:
 - > Liverpool City Centre and Innovation Precinct
 - > Warwick Farm Racing Precinct
 - > Georges River North (Moore Point)
 - > Miller Precinct
- » Hargrave Park is identified as a medium-term investigation area.

In certain circumstances it may be appropriate for Council to consider rezoning for residential uplift in appropriate locations outside of the identified Investigation Areas. However, these should only be considered where they align with the Vision, Priorities and Objectives of this Strategy and meet the following specific criteria:

- » Areas rezoned for increased housing density should be located within 800m of major transport nodes
- » New housing should have good access (within 400m) of open space, employment opportunities and retail facilities
- » New housing should be located and designed to preserve the character of existing local neighbourhoods, areas of high ecological value and existing heritage.
- » New housing must be supported by infrastructure improvements including the provision of affordable housing where appropriate.

For the purposes of this Strategy, the following short, medium- and long-term timeframes have been established to align with the proposed Actions and Delivery Plan. These timeframes also align with those in the LSPS and Community Strategic Plan.

- » **Short term:** 2020/2021
- » **Medium term:** 2021/2022–2024/2025
- » **Long term:** 2025/2026–2035–2036

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- > Liverpool will be a socially connected, culturally diverse and cosmopolitan city with a strong sense of community.
- > People will have access to quality, affordable and appropriate housing close to open space, transport connections and local jobs.
- > By balancing housing, employment and retail uses, residents will be able to live, work and play within a 30-minute city.
- > A mix of high-quality housing types will be provided, with densities concentrated in centre locations, particularly the Liverpool City Centre – and around town centres.
- > Important rural areas and areas of high ecological value will be protected.
- > Distinct suburbs with a focus on local character, quality-built form and maximising amenity will be maintained.
- > New housing will have a focus on sustainability, climate resilience and accessibility to high-quality open space, frequent public transport connections and community facilities.
- > All housing will be supported by crucial transport and service infrastructure.
- > Affordable housing will be delivered to meet the housing needs of very low, low and middle income residents, with a focus on renewal of existing social housing assets in collaboration with the State Government and community organisations.
- > Improvements to the urban domain will maximise amenity through incorporation of water sensitive urban design, provision of green space and the establishment of walkable neighbourhoods.

Consultation

The Local Housing Strategy has been informed by Council's Local Housing Study 2019. It has also been informed by *Connected Liverpool 2040* – Council's Local Strategic Planning Statement (LSPS), and *Our Home, Liverpool 2027* – Council's Community Strategic Plan (CSP). The preparation of both the LSPS and CSP involved extensive community consultation.

Glossary

The following terms and abbreviations apply throughout this document:

Term	Definition
ABS	Australian Bureau of Statistics
ANEF / ANEC	Australian Noise Exposure Forecast / Contour
City Deal	The Western Sydney City Deal 2018
Collaboration Area Strategy	The Liverpool Collaboration Area Place Strategy 2018
Community Strategic Plan	Our Home, Liverpool 2027 Community Strategic Plan
Council	Liverpool City Council
DCP	Development Control Plan
District Plan	Western City District Plan
DPIE	NSW Department of Planning, Industry and Environment
EP&A Act	The <i>Environmental Planning and Assessment Act 1979</i>
EPI	Environmental Planning Instrument
GSC	Greater Sydney Commission
Greater Sydney Region	Greater Sydney Metropolitan Region
HCA	Heritage Conservation Area
LEP	Local Environmental Plan
LGA	Local Government Area
LSPS	Liverpool Local Strategic Planning Statement – Connected Liverpool 2040
Region Plan	Greater Sydney Region Plan
RDS	Liverpool Residential Development Strategy 2008
RFB	Residential Flat Building
Social housing	Affordable rental housing for households on low incomes that is managed either by the NSW public housing agency, the Department of Communities and Justice, or a registered community housing provider
Housing Strategy	Refers to this Housing Strategy
Housing Study	Refers to the Liverpool Housing Study 2019 prepared by SGS Planning and Economics, which provides the evidence base for this Strategy
Housing stress	Refers to lower income households paying more than 30 per cent of their gross income on housing costs. This is because these households may not have enough money to cover other necessities, such as food and healthcare.



VPA	Voluntary Planning Agreement, also known as a Planning Agreement
Western Sydney Airport	Western Sydney International (Nancy-Bird Walton) Airport
WSAP	Draft Western Sydney Aerotropolis Plan
WSROC	Western Sydney Regional Organisation of Councils

Terminology

This section of the Strategy outlines the key terminology used in this document to refer to the following:

- » Housing typologies
- » Essential workers
- » Social and affordable housing
- » Household types

An understanding of the above concepts underpins the analysis and policy approaches in this Strategy.

Housing typologies

For the purposes of **statistical analysis**, this Strategy identifies:

- » **Low density housing** as detached houses
- » **Medium density housing** as attached dwellings
- » **Higher density housing** as flats or apartments.

However, there is a range of different housing typologies, as defined under the Standard LEP Instrument 2008, which can be categorised as low, medium and high-density housing for the purposes of the statistical analysis. These include the following:

- » Low density housing:
 - > dwellings (and secondary dwellings on the same lot)
- » Medium density housing:
 - > Attached and semi-detached dwellings
 - > Dual occupancies
 - > Multi dwelling housing
 - > Manor homes
- » High density:
 - > Residential flat buildings
 - > Shop top housing.

Social and affordable housing

Social housing is affordable rental housing for people on low incomes and generally with support needs. It includes public, community and Aboriginal housing. Public housing is managed by the Department of Communities and Justice (DCJ) and community housing is managed by non-government organisations the majority of which are registered community housing providers (CHPs).

Affordable housing is not the same as social housing. It provides housing for low-to-moderate income earners that may be struggling to pay market rents in their area. Affordable housing is generally let at around 20-25% below market rental prices. Many affordable housing programs also apply the '30% of income' housing stress test, to ensure that families can meet other basic living costs, such as food clothing, transport, medical care and education.

Essential Workers

Essential workers are generally described as 'people whose occupations are considered essential to the functioning of cities, but who are typically on fixed low to moderate wages.' Occupations that are considered to be

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'essential' differ between jurisdictions and can include anything from service sector workers to medical and emergency service personnel. For Liverpool, essential workers may include hospital workers (including nursing staff, cleaners and administrators), essential service personnel such as police and fire, educational staff such as teachers and childcare workers, aged-care workers, transport staff (such as bus drivers), and a range of workers associated with the new Western Sydney Airport and associated industries including logistics staff, baggage handlers and airline staff.

Household types

The following ABS Census definitions are used to describe different types of households in this report.

ABS Classification	Definition
Household	A household is defined as one or more persons, at least one of whom is 15 years of age, usually resident in the same dwelling
Couple	A couple is defined as usually two people residing in the same household who share a social, economic and emotional bond usually associated with marriage and who consider their relationship to be a marriage or marriage-like union
Couple family	A couple family can be with or without children and may or may not include other related individuals. A couple family with children present can be expanded to elaborate on the characteristics of those children, such as their number, age and dependency status
Lone person household	A private dwelling, with only one person aged 15 years or over
One parent family	A one parent family consists of a lone parent with at least one child (regardless of age) who is usually resident in the household and who has no identified partner or child of his/her own. The family may also include any number of other related individuals
Group household	A group household consists of two or more unrelated people all over 15 years. There are no reported couple relationships, parent-child relationships or other blood relationships in these households

Structure of this document

This document is structured in four parts:

- » **Part A: Introduction** identifies the planning and policy context, provides a snapshot of the Liverpool LGA and identifies high-level character descriptions of Liverpool's neighbourhoods.
- » **Part B: The Evidence** highlights the key demographic and housing trends in the Liverpool LGA and their implications for future housing needs. It also sets out the housing vision and principles for the Strategy, informed by community consultation, the CSP and LSPS. It sets out the Priorities and Objectives for delivery of housing within the Liverpool LGA over the next 20 years and the Strategy's alignment with relevant housing priorities in the LSPS and Western City District Plan (District Plan). This section also outlines the capacity for housing under the current planning controls in the Liverpool LGA, including the potential gaps between the types of housing that can feasibly be delivered and the expected demand for different types of housing.
- » **Part C: The Priorities** identifies the locations where Council will undertake place-based studies to facilitate housing growth, the types of housing that are likely to be delivered in the areas under new planning controls, and the dwelling projections in the 0-5-, 6-10- and 20-year timeframe, as required by the Western City District Plan. It also provides detail relating to housing affordability in the Liverpool LGA and actions to improve housing affordability and diversity.
- » **Part D: Implementation and Delivery Plan** sets out when and how housing will be delivered.

SECTION 1: INTRODUCTION

1.1 Introduction and context

Liverpool is a large local government area (LGA) that features city, suburban and rural living. It has a large and proudly diverse population with a range of birthplaces and languages spoken.

Over the next 20 years, Liverpool will undergo immense change. The population will increase, Western Sydney International (Nancy-Bird Walton) Airport (Western Sydney Airport) will open, employment opportunities will grow, and there will be significant investment in a range of infrastructure projects including a number of key transport projects. As a result of these changes, Liverpool will cement itself as a major strategic centre within Sydney.

The Liverpool community is proud of its diversity and inclusion. It strives to create strong social connections, values its heritage and environment and leads through collaboration. These values are enshrined in the strategic directions of Liverpool City Council's (Council) *Our Home, Liverpool 2027 Community Strategic Plan* (Community Strategic Plan). This Housing Strategy has been prepared having regard to the needs and values of the Liverpool community, whilst responding to the significant opportunities and investment identified for the Liverpool LGA over the next two decades.

Council has approved its Local Strategic Planning Statement – *Connected Liverpool 2040*. The LSPS sets out a 20-year vision for land use, as well as priorities and actions for housing for the Liverpool LGA. It reflects the special characteristics that contribute to local identity, identifies shared community values to be maintained and enhanced, and identifies how growth and change will be managed into the future. The LSPS was informed by significant community engagement including a community survey which identified strong community support for the protection of local character of suburbs, provision of apartments in the Liverpool City Centre and areas close to public transport and services, and a greater variety of housing options in the LGA.

The Liverpool Local Housing Strategy (Housing Strategy) is consistent with and reflects the strategic objectives of the District Plan, Community Strategic Plan and the LSPS. It is informed by an evidence-based Housing Study prepared for Council by SGS Economics and Planning, which provides demographic and housing analysis, as well as forecast demand and housing capacity for the Liverpool LGA. The Housing Strategy will inform updates to the Liverpool Local Environmental Plan (Liverpool LEP) and Liverpool Development Control Plan (Liverpool DCP), as well as the development of new Council policies and potential amendments to existing Council policies including its Contributions Plans.

This Strategy aligns with Council's and the community's vision for housing and NSW Government-led strategic plans and outlines how Council will meet the requirements of the District Plan. It also:

- » identifies the unique housing needs of Liverpool's current and future residents
- » develops an approach to boost housing diversity and affordability, responding to local needs, while enhancing the character of local neighbourhoods
- » provides for population and housing growth
- » aligns growth with infrastructure
- » leverages off the new Western Sydney Airport/Aerotropolis development to boost productivity, economic activity and local jobs within the LGA.

The Liverpool Local Housing Strategy is a high-level strategy providing direction for the provision of housing for the community over the next 20 years. Place-based studies will be undertaken by Council to refine and test the scenarios of this Strategy to identify areas to accommodate growth, responding to housing and local needs and protecting local character.

1.2 Planning policy and context

There are a range of global, federal, state, regional and local strategic documents, as well as statutory and non-statutory planning policies, that have informed the development of this Strategy. These are set out below.

1.2.1 Global and national policy context

There are several global and national megatrends to consider to ensure a resilient community into 2030 and beyond. These are outlined below in **Table 1** and are adapted from the outcomes of the Organisation for Economic Cooperation and Development (OECD) Round Table on Urban Development⁴ and Infrastructure Australia's *Our Cities National Urban Policy Paper*.⁵

Table 1 Global and national housing sustainability principles

Trend	Details	Implications for consideration in this Strategy
Managing urban growth	Rapid expansion of urban areas can lead to social inequalities and geographic divides	Ensure growth is staged with supporting infrastructure, and that new housing caters for the diverse Liverpool community and does not result in social displacement through rapid gentrification and increasing rental prices
Building competitive cities	Fostering competitiveness, innovation and sustainability Access to affordable high-speed broadband, efficient public transport and infrastructure Competing for commerce and skilled labour, improving performance, aligning workforce availability and capacity to meet demand, support education, research and innovation	Enable easy access to jobs through a mix of uses, transport provision, internet access and design of homes with flexible space for work
Social challenges	Support urban development that enables aging in place, is socially inclusive and is integrated with surrounding community facilities Provide diverse dwelling forms and sufficient affordable housing options across all tenures including home-ownership, private rentals, social and affordable housing and crisis accommodation, to accommodate people for short or longer periods at different points in their lives	Design new housing stock so people can 'age in place', with a diversity of housing choices and lot sizes to increase variation in price points for both rent and purchase
Sustainable urban finance	Traditional and new funding mechanisms, cost recovery, public private partnerships, monitoring performance of local services	Council will consider other avenues to improve housing affordability

⁴ Adapted from <https://www.oecd.org/urban/roundtable/45159707.pdf>, http://www.un.org/en/development/desa/policy/wess/wess_current/wess2013/Chapter1.pdf

⁵ Adapted from http://infrastructureaustralia.gov.au/policy-publications/publications/files/Our_Cities_National_Urban_Policy_Paper_2011.pdf

1.2.2 Liveable Housing Design Guidelines

The Commonwealth Department of Social Services (DSS) has published the Liveable Housing Design Guidelines, which provides a guideline for designing and building Australian homes to meet the changing needs of occupants over their life time.

This initiative will benefit people with a disability and ageing Australians through the inclusion of easy living features that aim to make homes more accessible by ensuring they are:

- » easy to enter
- » easy to move in and around
- » capable of easy and cost-effective adaptation
- » designed to anticipate and respond to the changing needs of home occupants.

There are three performance levels under the Guidelines as follows:

- » **Silver level** – focuses on the key structural and spatial elements that are critical to ensure future flexibility and adaptability of the home. Incorporating these features will avoid more costly home modification if required at a later date
- » **Gold level** – provides for more generous dimensions for most of the core liveable housing design elements and introduces additional elements in areas such as the kitchen and bedroom
- » **Platinum level** – describes design elements that would better accommodate ageing in place and people with higher mobility needs. This level requires more generous dimensions for most of the core liveable design elements and introduces additional elements for features such as the living room and flooring.

Although the Guidelines are voluntary, many Government, not-for-profit and private organisations are choosing to apply them in residential development design as they are relatively inexpensive (particularly for Silver and Gold level) and allow for the changing needs of occupants over their lifetime. This avoids expensive retro-fitting of existing residential dwellings to meet the changing needs of residents and the community over time. Dwellings designed to meet Silver or Gold standards also provide suitable accommodation for families (particularly those with young children), as well as housing to meet the needs of multi-generational family households which accommodate a broad range of age groups in a single residence. In addition, the Guidelines are consistent with the strategy being led by the DSS to increase national awareness about the importance and benefits of Universal Housing Design.

1.2.3 State and regional policy context

There is a range of NSW Government state and regionally significant policies that have been taken into account in preparing the Housing Strategy. These are detailed in **Tables 2 and 3** below.

Table 2 State planning context

State context	Details	Implications for consideration
Premier's Priorities	The Premier has identified 14 priorities for tackling important issues for the people of NSW, including improving housing affordability, creating jobs, building local infrastructure and increasing open space and canopy cover. Key employment lands within Liverpool's strategic locations must be protected, housing provided in the right place for the rapidly growing population, and affordability improved through greater housing diversity.	<p>Consistent with these priorities, the Strategy explores opportunities to:</p> <ul style="list-style-type: none"> » provide more diverse housing types near local centres, high frequency public transport, jobs and services, and open space » preserve local neighbourhood character and improve amenity » link housing and key infrastructure delivery » ensure a mix of housing types and tenures will be delivered to meet the needs of the Liverpool community.

Table 3 Regional planning context

Regional context	Details	Implications for consideration
Region Plan	Liverpool LGA is located in the Western Parkland City, centred around the Metropolitan Cluster of Western Sydney Airport along with Western Sydney Aerotropolis, Penrith and Campbelltown-Macarthur. Liverpool is also recognised as a Collaboration Area and Health and Education Precinct. The Region Plan aims to create a '30-minute city', requiring both better public transport to existing housing and ensuring that new housing is located with good access to public transport.	The Housing Strategy has been prepared in accordance with the broader strategic goals for the Liverpool LGA as set out in the Region Plan.
The Western Sydney City Deal 2018 (City Deal)	The City Deal is a partnership between the Commonwealth and NSW Governments, and Councils in the Western City District including Liverpool City Council. The City Deal aims to leverage the construction of the Western Sydney Airport to create an Aerotropolis and improve the productivity, sustainability and liveability of the Western Parkland City. The Western Sydney City Deal contains several commitments which are relevant to the future of housing in Liverpool. Improved transport services are proposed to be established between the new Airport and Liverpool before it opens in 2026. Council is strongly supportive of the establishment of the Fifteenth Avenue Smart Transit Corridor to provided improved public transport between the Airport and Liverpool. These services will create opportunities for housing intensification and transit-oriented development along the route. Major economic development initiatives are identified, including for Liverpool City Centre.	The Aerotropolis will provide a catalyst for growth for Liverpool, including the land surrounding Western Sydney Airport and linking to the Liverpool City Centre. Increased job accessibility and improved infrastructure availability will increase the viability and demand for medium and high-density housing types in multiple places in the Liverpool LGA. Funding is committed for amenity improvements in Western Sydney including improvements to existing open space corridors. Increased amenity, liveability and social infrastructure is important for increasing housing intensity.

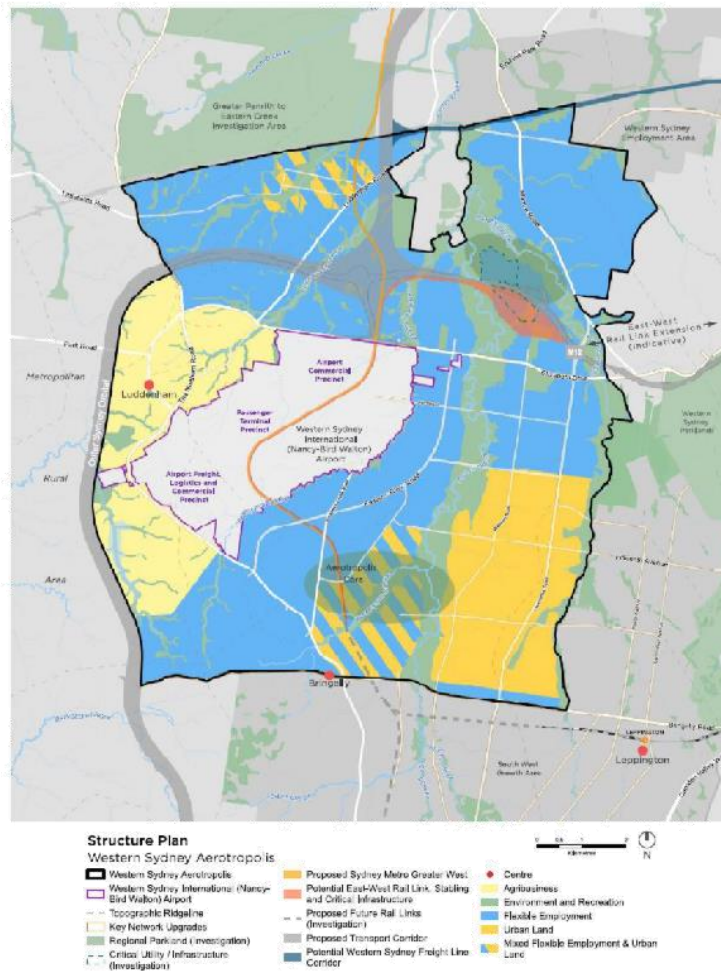
<p>District Plan</p>	<p>The District Plan provides priorities and actions for the Western City District, giving effect to the objectives of the Region Plan. This includes planning for a city supported by infrastructure and growing investment, business opportunities and jobs in strategic centres.</p> <p>It sets a housing target of an additional 184,500 homes in the District by 2036. The Liverpool housing target for 2016-2021 is for 8,250 additional dwellings. The District Plan includes a Direction to give people housing choices by implementing the following Planning Priority:</p> <p><i>Providing housing supply, choice and affordability, with access to jobs, services and public transport.</i></p> <p>It also provides the following potential indicators for measuring achievement of this Priority:</p> <ul style="list-style-type: none"> » Increased housing completions (by type) » Number of councils that implement an Affordable Rental Housing Target Scheme. 	<p>Liverpool LGA is on track to meet or exceed its five-year housing target. The Housing Strategy gives effect to the requirements of the District Plan by:</p> <ul style="list-style-type: none"> » identifying short, medium, and long-term housing targets » assessing local capacity for housing intensification to be concentrated in appropriate areas » supporting planning and delivery of housing in areas which can support growth » aligning housing growth with infrastructure investment » supporting the role of centres » identifying mechanisms to deliver additional affordable rental housing.
<p>The Liverpool Collaboration Area Place Strategy 2018 (Collaboration Area Strategy)</p>	<p>The Collaboration Area Strategy was prepared by the Greater Sydney Commission (GSC) to establish a vision for the Liverpool Collaboration Area. The Strategy identifies the challenges of the Liverpool LGA in providing housing in the right place, the uplift in interest in Liverpool and the need for staging and coordination of housing release. A key finding of the Strategy is that infrastructure must keep pace with population growth, that growth needs to be 'people friendly' with diverse urban form and housing mix. Liverpool as a strategic centre will continue to grow, with capacity for housing identified in these areas (see Figure 1 below):</p> <ul style="list-style-type: none"> » Hargrave Park to accommodate more diverse housing » Georges River North to accommodate mixed use development. <p>The Strategy has been adopted by GSC but not yet incorporated into the District Plan.</p>	<p>The Housing Strategy incorporates the strategic directions set by the Collaboration Area Place Strategy and explores the potential for additional and diverse residential housing in Hargrave Park and mixed-use development in Georges River North. Council is also considering a range of potential uses for the Innovation Precinct within the broader Collaboration Area.</p>
<p>Draft Western Sydney Aerotropolis Plan (WSAP)</p>	<p>The WSAP is a preliminary planning framework for the Western Sydney Aerotropolis around the Western Sydney Airport at Badgerys Creek. The Aerotropolis is expected to contribute to an additional 200,000 new jobs which will drive demand for new housing and access in Western Sydney. The WSAP identifies potential for new residential growth in the Liverpool LGA (see Figure 2 below), including approximately 8500 dwellings in the Aerotropolis core. It also plans to connect Liverpool City Centre to the Aerotropolis through rapid transit connections. The WSAP has a vision for a more liveable, compact Western Sydney, based on delivery of diversity of jobs and housing. Housing is ideally located within 10 minutes of</p>	<p>The significant investment in infrastructure and associated land use changes will have an impact on the demand for housing within the Liverpool LGA and surrounding area. The WSAP identifies areas for future employment and housing growth in the LGA, which will inform the preparation of a specific State Environmental Planning Policy (SEPP). A discussion paper for the SEPP was released alongside the WSAP in December 2019. Once the WSAP is finalised, the Liverpool Housing Strategy may be updated to take into account any future residential development in the LGA.</p>

	centres and five minutes from parks and open space. There is potential for additional housing to be provided in the Liverpool LGA in areas such as Rossmore in the long term.	
Transport for NSW Future Transport 2056	<p>Future Transport 2056 is the NSW Government's long-term transport strategy. It provides priorities for transport infrastructure to achieve the '30-minute city' as set out in the Region Plan. New and upgraded transport connections are identified for this purpose.</p>	<p>Future transport projects for Liverpool are still at 'proposal' stage with funding not yet confirmed. Despite this, the future transport infrastructure projects identified for the Liverpool LGA have been taken into account in developing this Strategy. These include:</p> <ul style="list-style-type: none"> » 0-10 years: Infrastructure to support rapid and improved bus connections between Western Sydney Airport and Penrith, Liverpool, Blacktown and Campbelltown-Macarthur. » 20+ years: Sydney Metro City and Southwest Extension to Liverpool, and M5 motorway extension from Liverpool to Outer Sydney Orbital (M12)
RMS Western Sydney Infrastructure Plan 2018	<p>The RMS Infrastructure Plan is a collaborative infrastructure funding project between the Commonwealth and NSW Governments. The project includes a 10-year, \$3.6 billion road investment program for Western Sydney, delivering major road upgrades in support of integrated transport solutions to capitalise on the Western Sydney Airport at Badgerys Creek. There are several funded projects focused on Liverpool, the most significant being the M12 motorway, which is proposed to start construction in early 2022 and will provide connections between Western Sydney International Airport at Badgerys Creek and the surrounding Aerotropolis to other employment areas and population centres via the Sydney Motorway Network.</p>	<p>The Housing Strategy identifies and leverages off the current funded transport projects identified in the Plan including the:</p> <ul style="list-style-type: none"> » M12 Motorway » Northern Road upgrade » Bringelly Road upgrade
The Liverpool Health, Education, Research and Innovation Precinct Strategy 2017	<p>Liverpool City Council is part of the Liverpool Health, Education, Research and Innovation Precinct Committee which includes a number of non-government and government organisations committed to the revitalisation of the Liverpool City Centre as an innovation precinct accommodating a range of health and education uses. The Precinct Strategy has been prepared to provide a plan for the redevelopment of the Liverpool CBD, identifying the key anchors, primary opportunities, connectivity, 'collaboration area zones', shared infrastructure opportunities, sustainability principles and green space. The precinct strategy also identifies affiliated residential and commercial growth including high-density residential development to complement health, education and research facilities in the Liverpool CBD.</p>	<p>The Housing Strategy acknowledges the significant growth in education, health and research facilities that will occur in the Liverpool LGA and surrounding area over the next 20 years catalysed by the opening of the new Western Sydney Airport and associated infrastructure. The Housing Strategy seeks to develop an appropriate policy response to the expected growth in demand for accommodation including suitable housing for students and essential workers.</p>

Figure 1 Liverpool Collaboration Area Place Strategy structure plan



Figure 2 Draft Western Sydney Aerotropolis structure plan



1.2.4 Local strategic policy context

There are a number of local strategic policy documents and Council-led initiatives which influence the recommendations and outcomes of the Housing Strategy. These are detailed in **Tables 4** and **5** below.

Table 4 Local Strategic Planning Context

Local context	Details	Implications for consideration
Liverpool Community Strategic Plan	<p>The Community Strategic Plan informs local policies and strategies, with strategic directions on connections, strengthening and protecting the environment, generating opportunity and leading through collaboration.</p> <p>Challenges are identified across:</p> <ul style="list-style-type: none"> » community pride and heritage » economic development » social connection » environmental sustainability » transport accessibility. <p>The Plan has four directions that assist in categorising community-led priorities:</p> <ul style="list-style-type: none"> » Social: Creating connections » Environment: Strengthening and protecting our environment » Economic: Generating opportunity » Civic leadership: Leading through collaboration. 	<p>The Housing Strategy seeks to implement the strategic directions set out in the Community Strategic Plan by supporting the delivery of housing that meets the needs of the local community and fosters improved social connections, increased economic opportunities and protects the environment.</p>
LSPS	<p>Liverpool's LSPS has been prepared to establish Council's future strategic planning vision for the next 20 years. The LSPS reflects a 20-year timeframe consistent with DPE requirements, and aligns with the Housing Strategy.</p> <p>The LSPS acknowledges the rapid growth of the LGA and establishes key strategic planning priorities to guide new growth and development. It establishes four key Planning Priorities:</p> <ol style="list-style-type: none"> 1. Connectivity – transport linkages 	<p>The LSPS aligns with the District Plan and has informed the development of Council's Local Housing Strategy. The Housing Strategy has taken into account the LSPS's 16 Planning Priorities, with key focus on the following Liveability Priorities:</p> <ul style="list-style-type: none"> » Local Planning Priority 5 – A vibrant, mixed-use and walkable 24-hour City Centre with the Georges River at its heart

	<p>2. Liveability – housing, community, infrastructure</p> <p>3. Productivity – employment and innovation</p> <p>4. Sustainability – environment</p>	<p>» Local Planning Priority 6 – High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth</p> <p>» Local Planning Priority 7 – Housing choice for different needs with density focused on the city centre, and centres well serviced by public transport</p> <p>» Local Planning Priority 8 – Community-focused low-scale suburbs where our unique local character and heritage are respected</p> <p>» Local Planning Priority 9 – Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community</p> <p>Planning Priority 7 is an important consideration for delivering housing that meets the needs of the community and encourages improved productivity in the LGA. Many of the policy approaches set out in the Housing Strategy are based on this Local Planning Priority.</p>
<p>Liverpool Residential Development Strategy 2008 (RDS)</p>	<p>In 2008, Liverpool Council adopted the RDS to establish a direction for housing Liverpool's population over the next 25 years by identifying opportunities to accommodate additional residential development in the LGA. At the time, <i>Liverpool Local Environmental Plan 1997</i> applied in the LGA which provided for dispersed residential development throughout the LGA. The RDS recommended a new approach to concentrate new residential development in areas that are highly accessible to public transport, business centres and a range of services and community facilities. The RDS identified twelve investigation areas including Moorebank, Casula, Miller and Green Valley to accommodate 'high density residential nodes.' A number of the recommendations in the RDS were implemented as part the adoption of Liverpool LEP 2008 and subsequent amendments, including the introduction of an R4 High Density Residential zone around the Moorebank town centre. Council has recently endorsed a Planning Proposal to amend the LEP to return this R4-zoned land to R3 Medium Density Residential. Further detail is provided in Table 6 below.</p>	<p>This Housing Strategy seeks to build on the work done in the RDS to ensure that the future delivery of housing in the Liverpool LGA over the next 20 years is consistent with current best practice, meets the needs of the community, and takes into account the rapidly changing nature of the Liverpool LGA. Increased housing densities are proposed in highly accessible locations whilst still protecting the character of the local area.</p>

1.2.5 State statutory planning context

There are a range of NSW statutory policies and environmental planning instruments that have been taken into account in preparing the Housing Strategy. The *Environmental Planning and Assessment Act 1979* (EP&A Act) and associated Regulation provides the statutory planning framework for land use planning and development control across the State. It has recently been updated to incorporate new objectives for up front strategic planning, including the introduction of Local Strategic Planning Statements, meaningful community participation in planning decisions and more independent decision making, along with a Special Infrastructure Contribution Scheme. New objectives for development were included to encourage good design, sustainable management of built and cultural heritage and the proper construction and maintenance of buildings. The Strategy considers principles of good design that can be incorporated in the local planning framework such as:

- » Increasing the diversity of housing and built form.
- » The need for a robust Housing Strategy to inform and guide land use decision making for Council and the Local Planning Panel.
- » Ensuring the Strategy reflects the community's views.
- » Ensuring the efficient and fair distribution of infrastructure costs that supports new development.

The Section 9.1 Ministerial Directions of the EP&A Act require Councils to ensure planning proposals give effect to particular principles, aims, objectives or policies and requires them to be consistent or justifiably inconsistent with the terms of the Direction. Planning Proposals should generally retain areas and locations of existing business and industrial zones and must not reduce GFA available for employment uses in business zones or industrial uses in industrial zones. They should also not reduce residential density or rural minimum lot sizes unless justified by an endorsed strategy. Planning Proposals must locate zones for urban purposes in accessible locations and make provision to improve transport choice and reduce dependence on cars. *Direction 7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan* currently applies to Liverpool LGA and requires consistency with the Stage 1 Land Use Infrastructure and Implementation Plan (LUIMP). However, in December 2019, the Draft Western Sydney Aerotropolis Plan (WSAP) was placed on public exhibition including the Aerotropolis SEPP which will provide zoning and land use controls for land within the Aerotropolis. It is expected that the Ministerial Direction will be amended once the WSAP is finalised to require development in the Aerotropolis area to be consistent with the WSAP. This Housing Strategy has been prepared having regard to the exhibited WSAP.

State Environmental Planning Policies

There are a range of State Environmental Planning Policies (SEPPs) that apply across NSW, and some that specifically apply to areas within the Liverpool LGA. Those SEPPs that are of particular relevance to housing supply and diversity have been taken into account in preparing this Strategy.

In addition, SEPP (Sydney Region Growth Centres) 2006 and SEPP (State Significant Precincts) 2005 provide specific land use and development controls for areas within the Liverpool Growth Centres including Austral, Leppington North and East Leppington, as well as Edmondson Park. These SEPPs are important considerations in developing the Housing Strategy for the Liverpool LGA, as they provide different land use and development controls to those in the Liverpool LEP. The Western Sydney Parkland SEPP applies to the Western Sydney Parklands area, a portion of which is located in the centre of the Liverpool LGA.

Table 5 State Environmental Planning Policies

State Context	Details	Implications for consideration
SEPP (Sydney Region Growth Centres) 2006	This SEPP provides land use and key development controls for land identified in the Growth Centres for residential, employment and other urban development. The SEPP zones land at Austral, Leppington North and East Leppington. It permits a range of medium density housing including attached dwellings, manor homes and multi dwelling housing in the R2 Low Density Residential zone, and includes minimum lot sizes for certain housing types in the R2 and R3 zones to encourage housing diversity and the economic use of land.	The range of permissible uses and key controls applicable to residential zones in the Liverpool LGA under the Growth Centres SEPP have been taken into account in preparing this Housing Strategy to support the alignment of zoning and development controls for residential uses across the Liverpool LGA. More detailed controls for the Liverpool Growth Centres are contained in the Liverpool Growth Centre Precincts DCP 2013.
SEPP (State Significant Precincts) 2005	This SEPP zones land at Edmondson Park Town Centre (which sits across the Liverpool and Campbelltown LGA) to provide for a range of low to high density residential uses in the R1 General Residential and B4 Mixed Use zone. The SEPP also applies key development controls for the area and is supported by more detailed controls in the Edmondson Park South DCP 2012.	The specific controls for residential development in this SEPP have been considered as part of this Housing Strategy to provide a more streamlined set of residential land use controls across the LGA.
State Environmental Planning Policy (Western Sydney Parklands) 2009	The SEPP identifies land in Western Sydney across Blacktown, Fairfield and Liverpool LGAs known as the Western Sydney Parklands and sets out mandatory requirements to enable the Western Sydney Parklands Trust to develop the Western Sydney Parklands, a 'multi use urban parkland for Western Sydney'. The SEPP has the effect of suspending the Liverpool LEP 2008 and Liverpool DCP in the locality, which is situated over the Cecil Park-Kemps Creek area to the east of the Austral and Leppington North Growth Centres.	The retention of public open space and protection of the environment was identified as a key priority in the Community Strategic Plan. The Western Sydney Parklands provides a central area of green space for the Liverpool community and is protected in accordance with this SEPP. Policy approaches set out in this Housing Strategy seek to maximise access to open space for the community whilst accommodating the housing needs of the local community in suitable areas with high amenity and accessibility.
SEPP (Exempt and Complying Development Codes) 2008	This SEPP aims to provide streamlined assessment processes for development that complies with specified development standards and that are of minimal environmental impact to be carried out without the need for development consent. Part 38 of the Codes SEPP contains the Low-Rise Medium Density Code, which sets out development standards for certain types of medium density housing where the development is permissible under the relevant environmental planning instrument (EPI). The Medium Density Design Guide provides more detailed design controls for medium density housing developed in accordance with the SEPP.	The commencement of the Low-Rise Medium Density Code has been deferred in Liverpool LGA until 1 July 2020 and a review of the SEPP is currently being undertaken by the Department of Planning, Industry and Environment (DPIE). Some of the recommendations made as part of the review process include changing the name of the Code to the Two Storey Housing Diversity Code and allowing councils to designate special character areas in which the Code will not apply. However, the implications of the Code for the Liverpool LGA have been considered in detail as part of this Strategy. Subject to implementation of appropriate local controls, the Code provides an opportunity for Council to increase housing diversity across its LGA whilst protecting local amenity and character. A detailed assessment of the implications of the Low-Rise Medium Density Code for housing development in the Liverpool LGA is provided in Part C Section 2.1 of this Strategy.
SEPP (Affordable Rental Housing) 2009	This Affordable Rental Housing SEPP provides incentives in the form of development concessions on standards to developers who include a proportion of affordable housing in multi-unit housing. It also provides enabling provisions for	The controls in the Affordable Housing SEPP provide important mechanisms to enable the delivery of affordable housing across NSW including in the Liverpool LGA. However, reconsideration of some of the controls, particularly in relation to boarding houses, is considered appropriate to ensure the delivery of

	<p>community housing providers (CHPs) and the Land and Housing Corporation (LAHC) to deliver additional social housing in appropriate locations.</p> <p>The SEPP also provides specific controls for boarding houses which, if met, cannot be used by Council to refuse a development application for a boarding house. These controls include a floor space bonus for boarding houses delivered in zones in which residential flat buildings are permitted. Recently the Affordable Housing SEPP was amended to limit a boarding house in the R2 zone to no more than 12 rooms.</p>	<p>genuine affordable housing that meets the needs of the community without resulting in adverse amenity or environmental impacts (recognising that new boarding houses meet strong market demand and contribute to housing diversity). Council has already commenced an initiative to collaborate with other Western Sydney Regional Organisation of Councils (WSROC) members to advocate for changes to the Affordable Rental Housing SEPP to deliver genuine affordable housing). Further detail is provided in Part C Section 3.4 of this Strategy.</p>
SEPP 65 (Design Quality of Residential Apartment Development)	<p>SEPP 65 ensures the delivery of design quality in residential flat building (RFB) developments and applies specific controls to RFB development in accordance with the accompanying Apartment Design Guide (ADG) including parking controls for RFBs in areas of high transport accessibility and minimum apartment size controls. The ADG states that apartment mix controls should be set by each individual council.</p>	<p>The controls for RFB development in SEPP 65 and the associated ADG take precedence over local planning controls where there are inconsistencies. This has implications for future RFB development in the Liverpool LGA particularly in highly-accessible areas such as the City Centre. This is considered in detail as part of the recommended policy approaches in this Housing Strategy.</p>
SEPP (Housing for Seniors or People with a Disability) 2004	<p>This SEPP enables the provision of housing to meet the needs of seniors and people with a disability.</p>	<p>Consistent with the trend across NSW, there is likely to be significant growth in Liverpool LGA's older age group over the next 20 years. The SEPP provides an important mechanism for meeting the housing needs of this population cohort. However, a range of mechanisms are available to Council to deliver additional suitable housing to meet the needs of its ageing population including implementation of the Liveable Housing Design Guidelines.</p>

1.2.6 Local statutory planning and policy context

The following key local Council statutory and non-statutory planning documents are key considerations for the Housing Strategy.

Table 6 Local Statutory Planning Context

Local Context	Details	Implications for consideration
Liverpool Local Environmental Plan 2008	<p>The LEP is the primary EPI applying to land within the Liverpool LGA. It includes four residential zones:</p> <ul style="list-style-type: none"> » R1 General Residential which permits attached dwellings, boarding houses, dwelling houses, group homes, multi dwelling housing, residential flat buildings, secondary dwellings, semi-detached dwellings, seniors housing and shop top housing. » R2 Low Density Residential which permits attached dwellings, boarding houses, dwelling houses, group homes, secondary dwellings, semi-detached dwellings. » R3 Medium Density Residential which permits attached dwellings, boarding houses, dwelling houses, group homes, hostels, multi dwelling housing, secondary dwellings, semi-detached dwellings, seniors housing and shop top housing. » R4 High Density Residential which permits attached dwellings, boarding houses, dwelling houses, hostels, multi dwelling housing, residential flat buildings, secondary dwellings, and shop top housing. <p>Some forms of residential accommodation is also permitted in the B1 Neighbourhood Centre zone, with boarding houses, hostels, shop top housing in this zone; the B2 Local Centre which permits boarding houses, residential flat buildings and shop top housing. In the B3 Commercial Core zone, group homes only are permissible. The B4 Mixed Use zone permits boarding houses, multi dwelling housing, residential flat buildings, seniors housing and shop top housing. Shop top housing is also permitted in the B6 Enterprise Corridor zone.</p>	<p>The land use and development controls in the LEP are considered in detail in this Housing Strategy to inform the establishment of appropriate policy responses to encourage greater diversity of housing types to meet the needs of the community, and to ensure that local character and amenity is maintained whilst accommodating additional residential densities in appropriate and accessible locations.</p>
Draft LEP Amendments	<p>Liverpool LEP 2008 Phase 1 Planning Proposal and Moorebank Rezoning</p> <p>Council has prepared a Planning Proposal to amend its LEP. The Planning Proposal seeks to make a number of amendments to the current 2008 Liverpool LEP including the proposed rezoning of part of the R4 high density residential zone in Moorebank (which was rezoned to R4 as part of the 2008 LEP in response to recommendations made in the RDS).</p> <p>In addition to the proposed rezoning of part of the R4 zoned land in Moorebank the Planning Proposal seeks to make the following relevant changes to the Liverpool LEP:</p> <ul style="list-style-type: none"> » Remove additional FSR provisions for dwelling houses in the R3 Medium Density Residential zone; » Remove minimum lot width requirements for residential subdivision; 	<p>The Phase 1 planning proposal has received Gateway determination and is being exhibited concurrently with this draft strategy. The Warwick Farm Planning Proposal has not yet received a Gateway Determination at the time of exhibition of this draft Strategy. If a Gateway is issued, the exhibited Planning Proposal may differ from what was submitted. This has been taken into account in preparing this Strategy. In addition, structure planning work is underway for the Warwick Farm horse training precinct. This will identify the likely number of additional dwellings and a planning proposal and contributions plan will be developed to rezone this precinct. Having regard to potential rezoning of existing R4-zoned land around the Moorebank shopping centre to R3, this Housing Strategy explores potential amendments to the land use</p>

	<p>» Include a Standard Instrument LEP clause to ensure residential subdivision and development considers the existing locality and any sensitive land uses; The Planning Proposal has been informed by the Local Housing Study and advice prepared by SGS Economics and Planning.</p> <p>Draft Warwick Farm Planning Proposal</p> <p>In July 2019 Council endorsed the Draft LSPS for exhibition, which designated the subject site to be investigated for a mix of uses, including B4 and in December 2019 Council resolved to endorse 'in principle' the planning proposal request for 240 Governor Macquarie Drive, Warwick Farm 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 LEP (up to 3:1), a maximum height of buildings of 50m and the preparation of a site specific Development Control Plan.</p> <p>Council also resolved to proceed with a study to support a LEP amendment to provide a mix of uses, including a B4 zone in the Warwick Farm Precinct.</p>	<p>and development controls for the R3 Medium Density Residential zone across the Liverpool LGA which will encourage greater housing diversity in this zone, as well as improve feasibility of residential development in this zone.</p>
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Table 7 Local planning policies

Local Context	Details	Implications for consideration
Liverpool Development Contributions Plans	The Liverpool Development Contributions Plans applies to all localities in the LGA. Specific local contributions plans have been prepared to cater for new growth initiatives in the LGA, such as in the City Centre, East Leppington, Established Area, Austral and Leppington North and Edmondson Park .	The Housing Strategy makes a number of recommendations in relation to potential updates to Council's contributions plans to ensure that infrastructure delivery is provided to support the growth in residential development across the LGA.
Liverpool Development Control Plan 2008 (DCP)	The Liverpool DCP applies more detailed planning controls to the Liverpool LGA.	The Housing Strategy recommends certain residential controls within the DCP be reviewed to improve housing affordability and diversity.
Liverpool Growth Centre Precincts Development Control Plan 2013	The Growth Centres DCP applies to precincts in the Liverpool LGA that are identified as part of the South West Growth Centre. The DCP sets out planning design and environmental objectives and controls for development control in accordance with the requirements of the SEPP (Sydney Growth Region Centres) 2006.	The provisions of this DCP have been considered as part of this Housing Strategy to better streamline the planning controls for residential development of the Liverpool LGA.
Edmondson Park South Development Control Plan 2012	Edmondson Park is located across both the Liverpool and Campbelltown LGAs. It was rezoned for urban development in 2008 and was one of the first areas to be planned in the NSW Government's South West Sydney Priority Growth Area. Edmondson Park has been master planned to create a primarily residential neighbourhood in order to accommodate expected new population. The DCP sets out specific controls for this precinct.	The provisions of this DCP have been considered as part of this Housing Strategy to better streamline the planning controls for residential development of the Liverpool LGA.

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1.3 Local Government Area snapshot

1.3.1 Overview

Liverpool City Council is located approximately 25km south-west of the Sydney CBD and spans an area of 305 square kms.² It includes 42 separate suburbs, ranging from the semi-rural Greendale in the west to Hammondville in the east. The LGA covers substantial portions of the Georges River catchment and Hawkesbury-Nepean River catchment, with tributaries including South Creek, Kemps Creek and Badgerys Creek.

The Liverpool LGA is an area of cultural and natural heritage significance, with almost one in three people born overseas and almost half the population speaking a language other than English at home. It also has a significant Aboriginal population.

Liverpool is one of the fastest growing LGAs in Sydney with sustained growth projected to 2036. Liverpool is also experiencing unprecedented investment in infrastructure including the new Western Sydney Airport at Badgerys Creek and ancillary transport links providing the catalyst for high rates of population and housing growth particularly over the medium to long term.

Liverpool LGA is on track to exceed its 2016-2021 housing target of 8,250 new dwellings set by the Western City District Plan. This trend is likely to continue with the Housing Study confirming that there is sufficient capacity under existing planning controls for Liverpool to provide a reasonable proportion of the overall District Plan target of an additional 184,500 dwellings by 2036.

However, housing typologies in the Liverpool LGA are dominated by large detached dwellings, particularly in the New Release District, and two-bedroom apartments in the Liverpool City Centre. There is very little diversity in housing supply across the LGA to meet the changing nature of the Liverpool population demographics. Whilst there is a growing demand for alternative medium density housing options across the LGA, existing planning controls and feasibility scenarios do not necessarily support this type of development. Housing affordability as a function of dwelling suitability, housing price and rent increase has also been steadily decreasing across the LGA. The demand for affordable housing far outstrips supply.

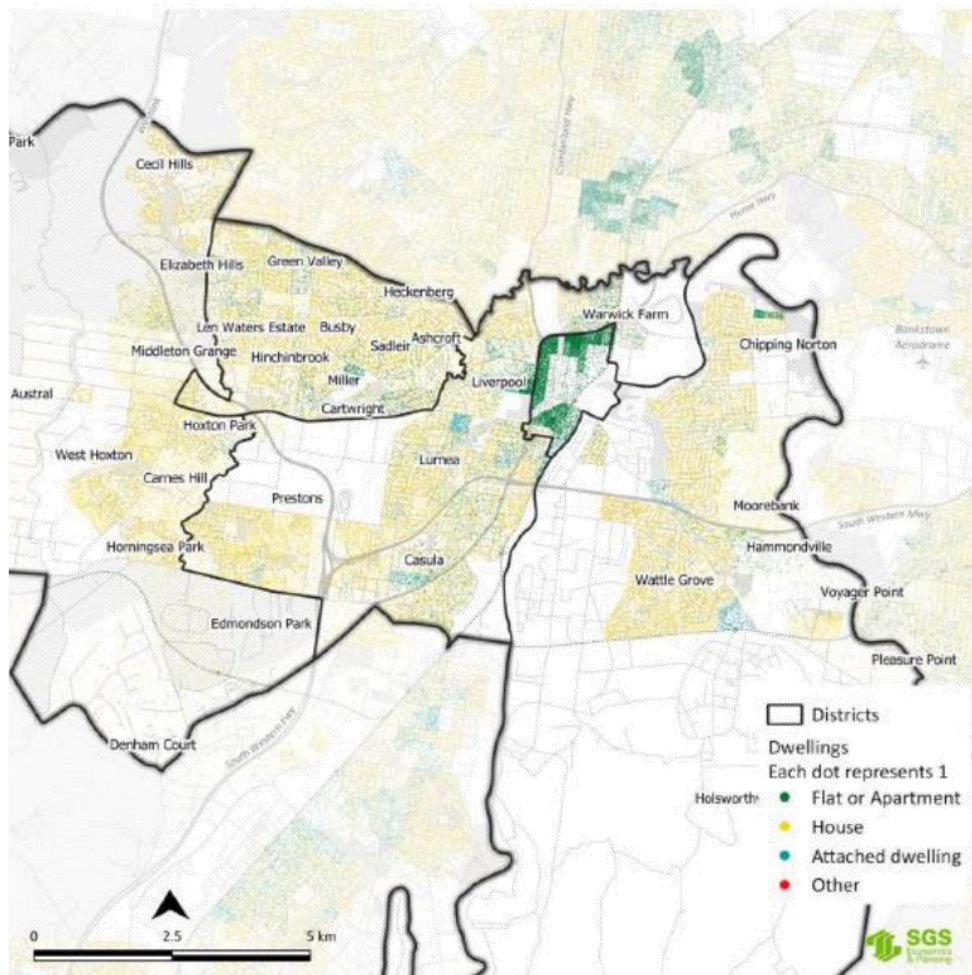
1.3.2 Housing Snapshot

At 2019, it was estimated⁶ there were 70,339 dwellings in the Liverpool LGA of which almost 75% constituted separate dwellings. The proportion of apartments and attached dwellings in the LGA remains well below the average for the Greater Sydney Metropolitan Region (Greater Sydney Region) with the majority of apartments concentrated in the Liverpool city centre as shown in **Figure 3** below.

⁶ Forecast.id, 2020, Forecast population, households and dwellings for Liverpool LGA, <https://forecast.id.com.au/liverpool/Population-households-dwellings>



Figure 3 Dwelling type by location and concentration



Source: Liverpool Housing Study 2019 (SGS)

1.3.3 Movement and transport

Liverpool has good access to Sydney's major motorways, including the M5 and M7, providing direct routes to the wider Western City District and beyond. However, congestion during peak periods is a major challenge. The majority of residents use cars as opposed to public transport, and the growing population is placing demands on existing infrastructure.

Roads are being enhanced through key projects including The Northern and Bringelly Road upgrades and the M12 motorway and Edmondson Avenue upgrade. There are also a number of future transport projects under investigation including the Outer Sydney Orbital and rail extensions to the new Western Sydney Airport.

The Fifteenth Avenue Smart Transit (FAST) Corridor will provide Liverpool residents with a rapid public transit connection from Liverpool city centre to the many opportunities provided by Western Sydney Airport, including new high value jobs. It may also improve public transport access to existing suburbs such as Miller and Middleton Grange and provide opportunities for housing and employment growth along its route.

Council is also working with external stakeholders to improve access in and around the Liverpool city centre and investigating options for public parking to support growth. One of Council initiatives in this regard is a 12-month trial of the GoGet car share service in the Liverpool city centre. Each car share vehicle is estimated to remove 10 private vehicles from the city centre as residents sell or avoid the purchase of private vehicles. The results of the trial are likely to inform the future potential roll-out of car share services in the LGA and may be considered in the review of parking controls in accessible areas.

Council advocates a modal shift to public transport, however new or additional, better and faster services are required to make public transport a more attractive option.

1.3.4 The community

Liverpool is one of the most culturally diverse cities in NSW with around 40% of people born overseas and almost half the population speaking a language other than English at home. Liverpool is also a young LGA, with a median age of 33 and 37% of the population under the age of 25. While there is currently a lower number of people in older age groups (60+ years), demographic trends point to a rapid increase in older people over the next 30 years. Liverpool also has a slightly higher level of disadvantage than the rest of Greater Sydney, and has a high number of households in rental and mortgage stress. This disadvantage is not evenly distributed across the LGA, with some areas featuring much higher levels of hardship, particularly in areas with high proportions of social housing, such as the 2168 District.

Liverpool needs to continue efforts to create a harmonious society where differences are appreciated and celebrated, while working to address inequality. There is also a challenge for the Council to ensure its services reach a broad range of citizens in an equitable way while still accommodating those most in need, such as people with disability. Several universities have opened campuses in the Liverpool LGA.. Council welcomes the opportunity to accommodate new learning institutions in the area and the positive impacts this will have on education levels, employment growth and productivity for the LGA.

1.3.5 The economy

While Liverpool's rapid population growth creates momentum for new business opportunities, significant challenges exist in ensuring that local employment growth keeps pace with population growth. Currently, close to 70% of Liverpool's population works outside the LGA, reflecting a long-standing structural imbalance of jobs between Western and Eastern Sydney. A key Council priority is providing local jobs for local people. As part of the Western Sydney City Deal, Council has committed to supporting an increase in jobs in the Western City District by 200,000 over the next 20 years. Focus will be placed on supporting Liverpool's competitive advantages – health, education, distribution and logistics, professional services and advanced manufacturing.

While Council will be investing in opportunities to grow and transition industries, Council will also support and nurture the significant number of skilled trade jobs operating in the LGA. Liverpool continues to experience growth in commercial and industrial development. Its status as the key regional centre of South West Sydney, and its strong transport links to other areas of Sydney, place it in prime position to attract a range of industries. This is heightened by the new Western Sydney International Airport and Aerotropolis, which promises growth in industries such as agriculture, agribusiness, aerospace and tourism, as well as the Moorebank Intermodal Terminal.

The revitalisation of the city centre is a key Council priority to support economic growth. Council has implemented several strategies aimed at revitalising the city centre, developing key economic, cultural, recreation and entertainment activities, and creating a place in which people want to live and business wants to invest.

1.3.6 The environment

Liverpool's growth, while increasing opportunities for the community, also places pressure on the environment – a challenge Council is working to address. Maintaining and enhancing natural values in the Liverpool LGA has the potential to increase the area's attractiveness as a place to live, work and play. Council is actively pursuing opportunities to increase connections to the Georges River and Chipping Norton Lakes, which involves improving



community access to riverfront land and increasing opportunities for recreation while also protecting and enhancing environmental values such as water quality.

The Western District is noted for having significantly lower tree canopy cover. This, along with geography and continued increases in impermeable surfaces associated with urban development, contributes to an urban heat island effect that makes temperatures significantly higher than in eastern Sydney areas.

Council will work to both mitigate and adapt to climate change, in partnership with the State and Federal governments. Because Council has limited ability to influence sustainability outcomes for the vast majority of development, Council will advocate strongly for improvements to building codes and other associated State planning instruments in order to help us to address issues of urban heat and climate change. Council will also pursue opportunities to address energy, waste and water efficiency, such as the creation of solar farms, better design of precinct-wide systems; increase tree canopy; and implement water-sensitive urban design.

Approximately one-third of Liverpool's land is covered by native vegetation and the LGA contains a number of significant biodiversity values, including vegetation communities, threatened ecological communities, and threatened and migratory species and populations. This includes the critically endangered Cumberland Plain Woodlands, which are at threat from increasing suburban development. Council will protect, enhance and connect areas of high conservation value bushland and corridors to offer the best chance of long-term survival of flora and fauna. It should be noted, however, that the State Government's biocertification process has a dominant influence over ecological outcomes, particularly given that the extent of bio certified land is likely to be expanded within Western Sydney. Council continues to advocate for the protection of its important high conservation value land. Significant amounts of Liverpool's rural lands are earmarked for urban development, making it important that Council protect remaining rural and scenic lands from urban development into the future, and that there are clear boundaries between urban, non-urban and scenic lands.

1.3.7 Local character

Liverpool is growing rapidly, putting pressure on both growth areas, which are seeing major increases in greenfield development, and established areas, where Council is seeing more infill development. Council is working hard to accommodate this significant growth and the opportunities it brings while ensuring that local character and heritage are preserved and Liverpool's renowned community pride remains intact. Key issues for Council include ensuring development is of an appropriate scale, that congestion is properly managed and that service delivery is improved – both for new suburbs where services are being rolled out and in our established areas where services need to be upgraded to ensure great liveability outcomes.

Liverpool's suburbs are distinct environments with a focus on local character and quality-built form. Housing growth has been planned with supporting infrastructure to maximise amenity. Density has been concentrated in the CBD and centres close to public transport, while ensuring established local character is respected.

1.3.8 Housing vision

Liverpool's housing vision, set out below, highlights the community's aspirations for housing over the next 20 years. The housing vision was developed through community consultation undertaken for the Local Strategic Planning Statement – Connected *Liverpool 2040*, the Liverpool Community Strategic Plan and is guided by the Western City District Plan.

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The Liverpool Housing Vision:

- > Liverpool will be a socially connected, culturally diverse and cosmopolitan city with a strong sense of community.
- > People will have access to quality, affordable and appropriate housing close to open space, transport connections and local jobs.
- > By balancing housing, employment and retail uses, residents will be able to live, work and play within a 30-minute city.
- > A mix of high-quality housing types will be provided, with densities concentrated in centre locations, particularly the Liverpool CBD – and around town centres.
- > Important rural areas and areas of high ecological value will be protected.
- > Distinct suburbs with a focus on local character, quality-built form and maximising amenity will be maintained.
- > New housing will have a focus on sustainability, climate resilience and accessibility to high-quality open space, frequent public transport connections and community facilities.
- > All housing will be supported by crucial transport and service infrastructure.
- > Affordable housing will be delivered to meet the housing needs of very low, low and middle income residents, with a focus on renewal of existing social housing assets in collaboration with State Government and community organisations.
- > Improvements to the urban domain will maximise amenity through incorporation of water sensitive urban design, provision of green space and the establishment of walkable neighbourhoods.

The elements of the Liverpool Housing Vision are expressed in the six key Priorities of the Housing Strategy, which aim to provide housing growth in areas with transport services and supporting infrastructure; increase housing diversity while respecting local character, improve housing affordability and amenity and deliver housing sustainably.

Each objective of the Liverpool Housing Strategy is developed into housing Priorities in the following table. The priorities are aligned with the Western City District Plan, LSPS and are proposed to be implemented through the Actions set out in the Implementation and Delivery Plan in Section D of this Strategy. The Housing Priorities will assist Council in delivering its Housing Vision for the LGA.

Housing Objectives and Priorities

Housing Priority	Objectives	Alignment with LSPs	Alignment with WCDP
Housing Priority 1: Diverse housing to meet the needs of the community	<ul style="list-style-type: none"> » A mix of housing options is provided for families, the ageing population, lone person households, students and multi-generational families to allow Liverpool residents to stay in the area. » A diverse range of housing options and flexibility of use is provided to ensure the housing needs of the Liverpool community are met. » Medium density housing is supported in appropriate locations, without adversely impacting local amenity and character or areas of open space and high ecological value. 	<ul style="list-style-type: none"> » Local Planning Priority 7 – Housing choice for different needs with density focused on the city centre, and centres well serviced by public transport » Local Planning Priority 9 – Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community 	<ul style="list-style-type: none"> » Planning priority W5 – providing housing supply, choice and affordability, with access to jobs, services and public transport » Planning priority W3 – providing services and social infrastructure to meet people's changing needs » Planning priority W4 – Fostering healthy, creative, culturally rich and socially connected communities
Housing Priority 2: Focus growth in and around town and strategic centres close to transport and services	<ul style="list-style-type: none"> » Housing is provided in and around town and strategic centres with local services, public transport and convenient, walkable retail opportunities. » Residential development around strategic centres support economic activities, jobs growth and provide housing choice with access to public transport. 	<ul style="list-style-type: none"> » Local Planning Priority 5 – A vibrant, mixed-use and walkable 24-hour City Centre with the Georges River at its heart » Local Planning Priority 7 – Housing choice for different needs with density focused on the city centre, and centres well serviced by public transport 	<ul style="list-style-type: none"> » Planning priority W5 – providing housing supply, choice and affordability, with access to jobs, services and public transport
Housing Priority 3: The low scale character of suburban areas is respected	<ul style="list-style-type: none"> » Ensure new development is consistent with the desired future character of areas. » Existing residential zones support expected short term growth (2021-2026) of between 8,500 and 12,000 dwellings. 	<ul style="list-style-type: none"> » Local Planning Priority 8 – Community-focused low-scale suburbs where our unique local character and heritage are respected. 	<ul style="list-style-type: none"> » Planning Priority W6 – Creating and renewing great places and local centres, and respecting the District's heritage » Planning Priority W16 – Protecting and enhancing scenic and cultural landscapes

	<ul style="list-style-type: none"> » Suburban areas retain low density character, built heritage values, and ensure that areas of open space and high ecological value are protected. 			<ul style="list-style-type: none"> » Planning Priority W1 – Planning for a city supported by infrastructure » Planning priority W5 – providing housing supply, choice and affordability, with access to jobs, services and public transport
Housing Priority 4: Increase affordable housing across Liverpool	<ul style="list-style-type: none"> » Affordable housing for vulnerable households is provided close to employment areas, open space and public transport. » Affordable housing is facilitated through appropriate planning controls and contributions schemes » Affordable housing is delivered through partnerships with Government, not-for-profit organisations and the private sector. » Existing Liverpool social housing estates are renewed and revitalised in partnership with State Government. 	<ul style="list-style-type: none"> » Local Planning Priority 7 – Housing choice for different needs with density focused on the city centre, and centres well serviced by public transport 		
Housing Priority 5: Ensure sustainability principles and climate resilience in new development	<ul style="list-style-type: none"> » Housing is sustainable and high quality, demonstrating climate resilience. » Areas of high ecological significance are protected. » New housing is supported by plentiful open space, high quality community facilities and water sensitive urban design. 	<ul style="list-style-type: none"> » Local Planning Priority 6 – High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth » Local Planning Priority 9 – Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community » Local Planning Priority 14 – Bushland and waterways are celebrated, connected, protected and enhanced. » Local Planning Priority 15 – A green sustainable, resilient and water sensitive city. 	<ul style="list-style-type: none"> » Planning Priority W12 – Protecting and improving the health and enjoyment of the District's waterways » Planning Priority W14 – Protecting and enhancing bushland and biodiversity » Planning Priority W15 – Increasing urban tree canopy cover and delivering Green Grid connections » Planning Priority W19 – Reducing carbon emissions and managing energy, water and waste efficiently » Planning Priority W17 – Better managing rural areas » Planning Priority W20 – adapting to the impacts of urban and natural hazards and climate change 	

Housing Priority 6: Support housing growth with appropriate infrastructure	<ul style="list-style-type: none"> » Growth area housing is supported by crucial transport and servicing infrastructure. » Council continues to assess future infrastructure requirements to ensure the needs of current and future residents are met. » Council will investigate planning mechanisms to ensure housing growth is supported by appropriate infrastructure. 	<ul style="list-style-type: none"> » Local Planning Priority 6 – High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth 	<ul style="list-style-type: none"> » Planning Priority W3 – Providing services and social infrastructure to meet people's changing needs » Planning Priority W18 – Delivering high quality open space
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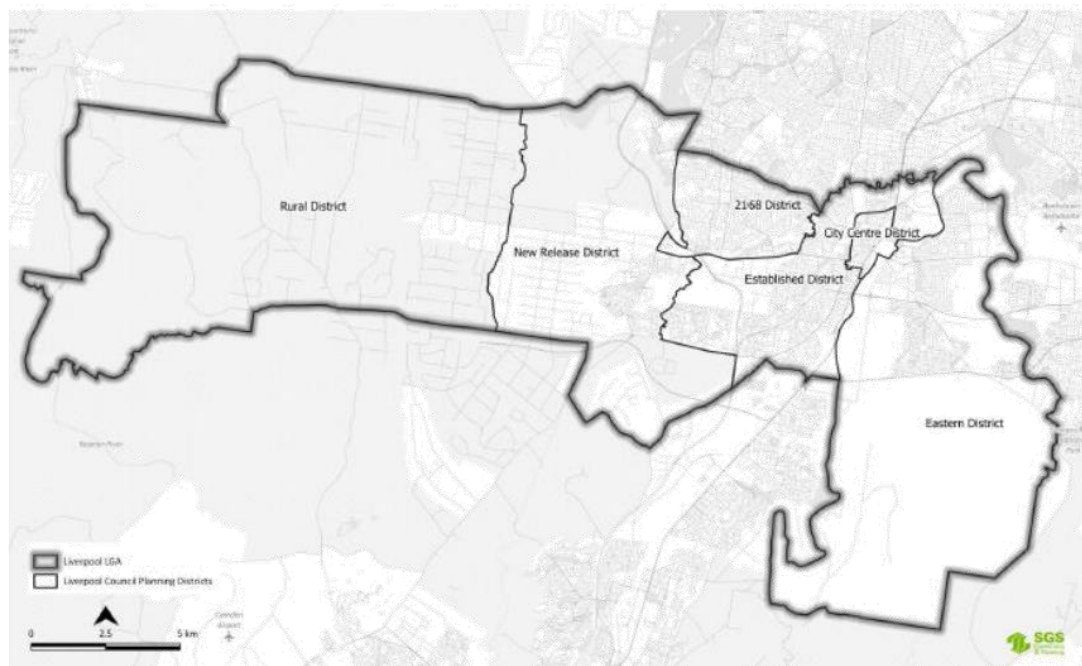
SECTION 2: THE EVIDENCE



2.1 Introduction and context

This Housing Strategy is underpinned by an evidenced-based analysis of population and demographic trends in the Liverpool LGA, as well as housing supply, demand and capacity. The results of this detailed analysis are set out in the Liverpool Housing Study, which divides the Liverpool LGA into six planning districts as shown in **Figure 4** below. This is supplemented by additional information from the Australian Bureau of Statistics (ABS) and Council's Community Profile (.id). This information provides the evidence base for forecasting the Liverpool community's housing needs over the next 20 years and the policy recommendations made in this Strategy.

Figure 4 Housing Study Planning Districts



Source: Liverpool Housing Study 2019 (SGS)

In 2016, the Liverpool LGA accommodated 211,983 residents, an increase of 42,115 people since 2006 or 2.2% growth per annum. This is contrasted against a lower annual growth rate of 1.6% across the Greater Sydney Region. Based on Forecast.id projections, Liverpool is forecast to grow to 358,871 people by 2036 representing an even greater annual growth rate of 2.7%. However, the characteristics of households in the Liverpool LGA are changing. This transformation is likely to accelerate as a result of the stimulus provided by the opening of the new Western Sydney Airport in 2026 and the associated infrastructure investment.

The Housing Study estimates that an additional 43,452 dwellings will be needed to accommodate future population growth. Council is currently on track to meet or exceed its 0-5-year housing target as set by the District Plan, and there is sufficient capacity under the existing planning framework to deliver the additional housing supply. However, the provision of suitably diverse and affordable housing in the right locations will have a significant impact on the Liverpool community's well-being and productivity over the next 20 years. Further detail is provided below.

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2.2 Demographic overview

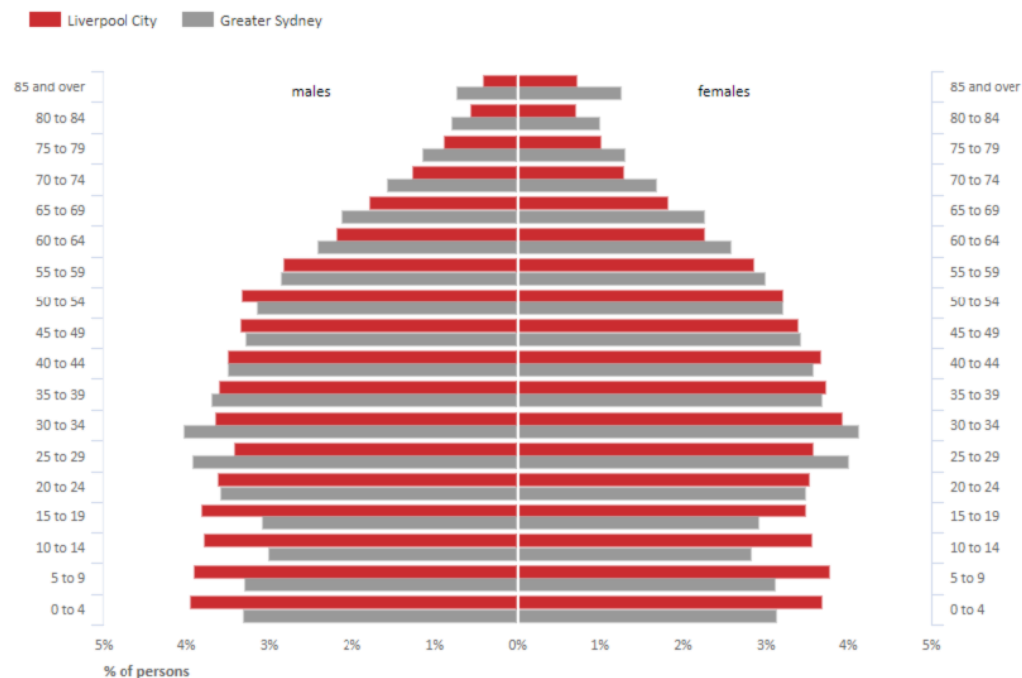
The section provides an overview of the existing characteristics of the Liverpool population, as well as emerging trends in household characteristics. This enables the development of informed policy approaches to deliver appropriate housing that meets the needs of the existing and future Liverpool community.

2.2.1 Population characteristics

Age group

Compared to the Greater Sydney Region, Liverpool has a higher proportion of people in the younger age groups (0-17 years) and a lower proportion of people in the older age groups (60+ years) in 2016 (see **Figure 5** below).

Figure 5 Age Sex Pyramid for Liverpool 2016

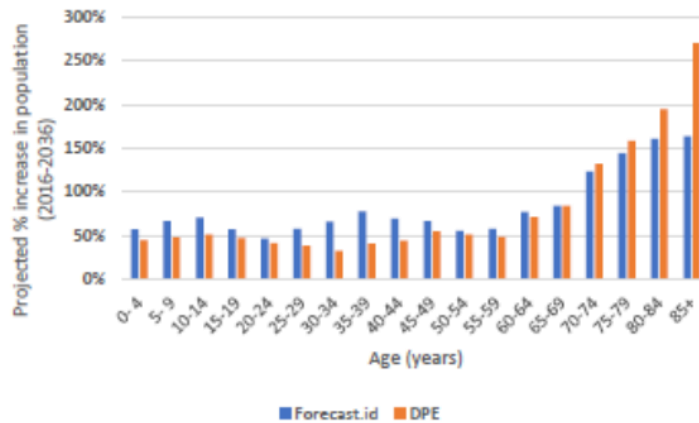


Source: Forecast.id

Both DPIE and Forecast.id predict a substantial increase in the Liverpool population over the next 20 years. However, Forecast.id shows a larger number of children, as well people in the 25 to 40-year age bracket. This represents a **growth in family households with young children** and a corresponding **demand for affordable and suitable accommodation to meet the needs of families**. Both DPIE and Forecast.id expect the largest population increase to be in the **older age group** brackets. This will create a need for smaller and more diverse dwelling types to accommodate **downsizing** and changing household types.



Figure 6 Projected population increase by age group



Source: Liverpool Housing Study 2019 (SGS)

Diversity

In 2016, 41% of the Liverpool population was born overseas, which is slightly higher than that for the Greater Sydney Region. More than half of the Liverpool population speaks a language other than English at home. New arrivals to Australia are more likely to be in **housing stress** than long term residents, particularly where finding employment is difficult. This can be especially the case for people from non-English speaking countries.

Indigenous households

In 2016, Aboriginal and Torres Strait Islanders made up 1.5% of the Liverpool population, which is below the National and NSW average.

Students

In 2016, there were 9438 university students living in the Liverpool LGA with a further 4109 attending TAFE. However, this number is likely to increase as a number of universities open up campuses in the area. Students are particularly susceptible to housing stress.

People experiencing homelessness

The ABS statistical definition states that when a person does not have suitable accommodation alternatives, they are considered homeless if their current living arrangement:

- » Is in a dwelling that is inadequate; or
- » Has no tenure, or if their initial tenure is short and not extendable; or
- » Does not allow them to have control of, and access to space for social relations.

Liverpool has an estimated homeless population of 1058 as of 2016 which represents an increase of 36% since 2011.

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Disability

According to Profile.id, the proportion of people below the age of 65 years that need assistance with core daily activities in the Liverpool LGA is much greater than that of the Greater Sydney Region. Approximately 4.5% of the Liverpool community below the age of 65 identifies as having a disability which requires them to need assistance with core activities. It is worth noting that the quality of comprehensive disability statistics is poor, with the Census relying on self-identification, rather than any objective measure of disability. As such, this figure likely underrepresents the number of people with disability.

Income

According to Profile.id, Liverpool has a smaller proportion of high-income households (those earning \$2,500 per week or more) and a higher proportion of low-income households (those earning less than \$650 per week) compared to the Greater Sydney average. Overall, 22.5% of the households earned a high income and 15.9% were low income households, compared with 28.3% and 15.1% respectively for Greater Sydney.

Employment



Essential Workers

There is no consistently accepted definition for 'essential workers' (also referred to as key workers). However, essential workers are generally described as 'people whose occupations are considered essential to the functioning of cities, but who are typically on fixed, low to moderate, wages.' Occupations that are considered to be 'essential' differ between jurisdictions and can include anything from service sector workers to medical and emergency service personnel.

A broad range of low to moderate-paid occupations are important for a city's function and economic performance. However, the definition for 'essential worker' predominantly relates to the occupation of that worker and should not be confused with income ranges for the purposes of determining eligibility for affordable housing. For example, a cleaner in a hospital in the Liverpool LGA could be considered an essential worker as well as eligible for affordable housing due to his or her income bracket. Whereas a senior nurse in a hospital in the Liverpool LGA could also be considered an essential worker. However, his or her income may be too high to qualify for affordable housing in the Liverpool LGA, but low enough to qualify for affordable housing in another LGA with higher median rent prices.

According to Profile.id, Liverpool had a slightly higher proportion of resident workers in the education, training, health care and social assistance sectors than the broader Greater Sydney area. The proportion of Liverpool residents working in these key industries has increased consistently since 2011. In fact, the health care and social assistance industry provides the greatest proportion of employment to Liverpool resident workers (11.4% at 2016) compared to any other industry sector. This is contrasted against the broader Greater Sydney area, with the greatest proportion of its residents employed in the manufacturing industry. Notably, in 2011, 14% of Liverpool residents worked in the manufacturing industry with this proportion dropping to 9.3% in 2016. This is reflective of a broader trend in NSW with an overall reduction in manufacturing jobs as a result of automation and increased manufacturing overseas.

It is positive to observe an increase in workers in all other sectors (aside from manufacturing and wholesale trade) between 2022 and 2016. However, as stated above, the majority of resident workers (62%) are employed outside the LGA. Council is committed to increasing local jobs and reducing travel-to-work times by providing appropriate housing options in the right location.



2.2.2 Household characteristics

Household size

The size of households generally follows the life cycle of families, being largest when there are children. Overseas migrants and Indigenous people often live with extended family members, which can significantly affect household size.

The Housing Study predicts a relatively consistent, but minor, increase in the average household size in the Liverpool LGA to an average of 3.38 by 2036. This differs from the DPIE and Forecast.ID household size predictions, which show a slight decline in household sizes in the LGA to an average of 2.95 by 2031 (DPIE) or 3.07 by 2036 (Forecast.ID).

SGS states that the recent trend towards increasing household size in the LGA is unlikely to reverse immediately. Caution in projecting household size trends for the Liverpool LGA is required because of unknown impacts of affordable housing strategies, as well as the significant investment in large infrastructure projects (including the new Western Sydney Airport) in the region which may significantly change household and demographic trends over time.

Household size could decrease in the future if affordability improves or demographic trends change. This has informed the policy approaches in this Housing Strategy. However, forecast housing demand is based on the SGS assumptions.

Household type

As shown below, Liverpool LGA has a relatively high proportion of couples with children (45.7%) compared to the Greater Sydney Region and the Western Sydney Regional Organisation of Councils (WSROC) - see **Figure 7** below for Council areas included in WSROC. It also has a higher proportion of one parent families compared to the Greater Sydney Region and WSROC but a lower proportion of lone households.

Table 8 Household Type

Household Type	Liverpool	WSROC	Greater Sydney	Change 2011-2016		
				Liverpool	WSROC	Greater Sydney
Couples with children	45.7%	40.9%	35.3%	-0.1%	+0.5%	+0.5%
Couples without children	16.4%	19.6%	22.4%	+0.7%	-0.5%	-0.2%
One parent families	13.8%	13.1%	10.4%	-0.9%	-0.5%	-2.8%
Other families	1.3%	1.4%	1.3%	+0.2	0	-0.1%
Group household	1.6%	2.9%	4.5%	-0.1%	+0.3%	+0.4%
Lone person	14.6%	17%	20.4%	-0.6%	-0.9%	-1.9%

Source: Forecast.id



Figure 7 WSROC Area

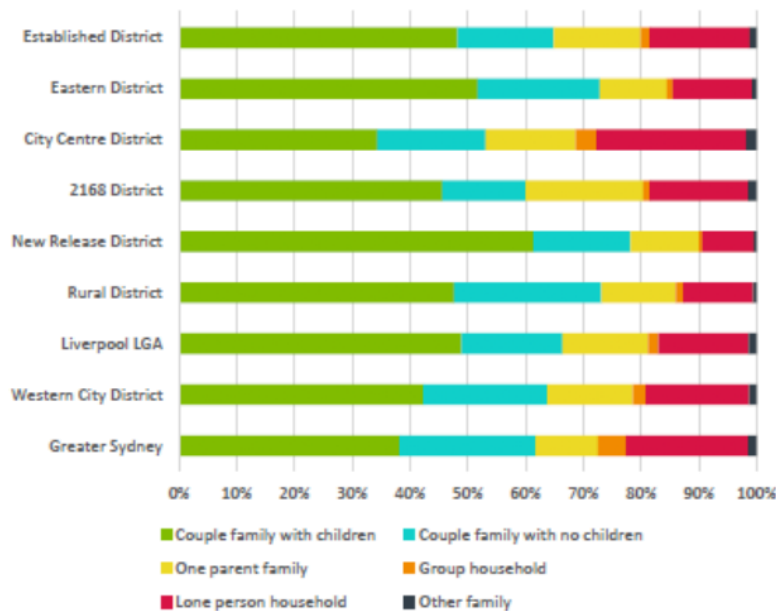


Source: WSROC 2016

The Liverpool city centre has the greatest diversity in household types, including the greatest proportion of 'other' and 'group' household types in the Liverpool LGA (e.g. share houses, multi-generational families or boarding houses). More than 60% of households in the New Release District are families with children. However, there are still a number of other types of households in the New Release District, which points to a need for smaller housing options in this location.



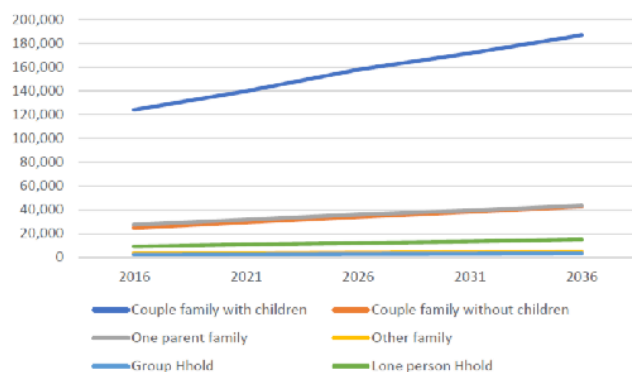
Figure 8 Household type across Liverpool Districts (2016)



Source: Liverpool Housing Study 2019 (SGS)

The projected population by household type in the Liverpool LGA is shown in Figure 9 below. Over the next 20 years, the most common household type is expected to remain couples with children. Despite the ageing population (see Figure 8 above), growth in the number of lone person households is not expected to outpace growth in other categories. This reflects recent trends in which older people may live in group homes or with family members. This indicates a need for dwellings appropriate for multi-family households to accommodate the ageing population, as more older people live with their extended families. Notably, the increase in single-parent households is generally consistent with that of couples without children.

Figure 9 Projected population increase by household type



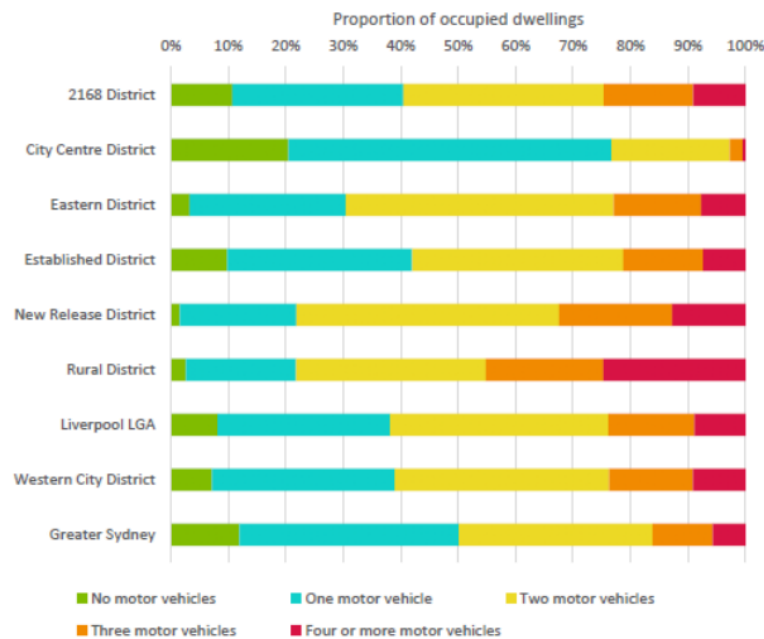
Source: Liverpool Housing Study 2019 (SGS)



Car ownership

Most households in the Liverpool LGA have two or more cars. However, in areas of high public transport accessibility, such as the Liverpool city centre, **20% of households do not have a car and a further 50% only have a single vehicle**. The majority of resident workers in the LGA (70%) travel to work by car.

Figure 10 Car ownership across Liverpool Districts (2016)



Source: Liverpool Housing Study 2019 (SGS)

2.2.3 Summary

Forecast population and household characteristics relevant to this Housing Strategy are summarised as follows:

- » Liverpool will benefit from **significant population growth** over the next 20 years with the greatest growth expected in family households with young children, as well as people over the age of 65
- » Despite an increase in the ageing population, there is **not a corresponding increase in lone person households**, which suggests that many older people may choose or need to live with extended families or in group settings
- » The **growth in single-parent households** is consistent with that of couples without children
- » Whilst there are differing predictions in relation to trends in average household size, it is expected that the **average household size by 2036 will be between 3.07 and 3.38**. This may vary depending on changes in the demographic profile as a result of infrastructure investment and potential affordable housing policies
- » Whilst the New Release District accommodates the greatest proportion of family households, there is likely to be a **demand for smaller dwellings** in this location as a result of the presence of smaller household categories and the overall trend in decreasing household sizes in the Greater Sydney Region



- » The Liverpool city centre has the most diverse range of household types as well as the lowest average car ownership.

2.3 Existing housing stock

2.3.1 Housing types

Most of Liverpool has a suburban character, dominated by detached dwellings with a relatively uniform built form. The proportion of housing stock provided as detached dwellings in the Liverpool LGA is significantly greater than that in the Greater Sydney Region, and the provision of medium and high-density residential accommodation is well below the Greater Sydney Region average. Notably, both the Greater Sydney Region and the WSROC area have seen a relatively significant decline in the proportion of separate houses provided since 2011. However, a similar trend is not evident in the Liverpool LGA. Further detail is provided in **Table 9** below.

Table 9 Proportion of housing stock provided as low, medium and high density

Dwelling type	Liverpool	WSROC	Greater Sydney	Change 2011-2016		
				Liverpool	WSROC	Greater Sydney
Separate house	73.7%	69.4%	55%	-0.1%	-3.6%	-3.9%
Medium density	13.8%	17.6%	20.3%	+1.3%	+1%	+1%
High density	11.7%	12%	23.5%	+0.9%	+1.2%	+2.8%
Other	0.9%	1%	1.1%	+0.6%	+0.5%	+0.4%

Source: ABS Census Data 2011 & 2016

Whilst the proportion of apartments in the Liverpool LGA declined slightly between 2011 and 2016, recent dwelling completions in the Liverpool LGA show an increase in multi-unit development, particularly in the Liverpool city centre. High density residential apartments are highly concentrated in the city centre where dwelling mix is dominated by two-bedroom apartments. There is a limited supply of interspersed attached dwellings and terraces across the LGA (see **Figure 3** in section 1.3 above).

Secondary dwellings and other dwelling types

Consistent with a recent trend across Sydney, there has been a slight increase in the proportion of 'other' dwelling types in the Liverpool LGA, which may include boarding houses, group homes and student accommodation. This trend is likely to continue due to new universities being established in the LGA and with the opening of Western Sydney Airport. This Housing Strategy considers the provision of student housing in LGA given the expected growth in the student population.

In addition, secondary dwellings have increased in number across the Greater Sydney Metropolitan region. Approval data from Liverpool City Council shows that secondary dwelling approvals increased markedly over the last 10 years – from 25 in 2009 to 235 in 2018. This could be related to the:

- » Affordable Housing SEPP, which allows secondary dwellings to be approved as complying development
- » increasing number of multi-family households and children staying at their parent's homes for longer
- » property market boom in that time period, which contributed to rises in rental prices as well as increased investment in housing.

Secondary dwellings are limited in size to 60m², or 25% of the floor area of the principal dwelling (whichever is greater). The trend for secondary dwellings in Liverpool is similar to other parts of the Greater Sydney Region, where secondary dwellings are smaller detached dwellings on larger lots, likely to host multi-family households, or occupied by people known or related to the occupants of the principal dwelling. Research on the affordability and

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functions of secondary dwellings conducted by UNSW City Futures Research Centre (2018) found that secondary dwellings are more likely to be rented in informal arrangements.

There is **scope to increase the availability of secondary dwellings** in Liverpool's established suburbs to increase dwelling diversity. Secondary dwellings can facilitate large families living together while providing some separation between household members. Liverpool's ethnically diverse community with large household sizes could benefit from more secondary dwellings, increasing dwelling diversity and housing choice and flexibility for residents at different life stages. However, appropriate controls are required to ensure secondary dwellings do not have an adverse impact on local character or neighbourhood amenity.

Social and affordable housing



Social housing is affordable rental housing for people on low incomes and generally with support needs. It includes public, community and Aboriginal housing. Public housing is managed by the Department of Communities and Justice (DCJ) and community housing is managed by non-government organisations the majority of which are registered community housing providers (CHPs).

Eligibility for social housing is based on a maximum income limit per household depending on the household type. For the majority of social housing tenants, government benefits are their main source of income. Social housing provides an important safety net to assist vulnerable members of the community who are unable to access suitable accommodation in the private rental market and may be at risk of homelessness. It is differentiated from affordable housing, which is generally provided for low-to-moderate income households including essential workers and their families.



Affordable housing provides housing for low-to-moderate income earners that may be struggling to pay market rents in their area. Affordable housing is generally let at a discount to market rent, at around 20-25% below market rental prices. Many affordable housing programs also apply the '30% of income' housing stress test, to ensure that families can meet other basic living costs, such as food clothing, transport, medical care and education.

Affordable housing is linked to **market** rents in the local area and the subsidised rent is calculated relative to the **market** rent for different types of dwellings in the locality. Eligibility for affordable housing is based on an income range for that locality. There are both a minimum and maximum eligibility income criterion set in order to access affordable housing. This means that most households living in affordable housing include at least one family member that has a regular income outside of Government benefits. It is also possible for councils to set other eligibility criteria for affordable housing programs in their area which may include demonstrated links to the local area such as a long tenure in the LGA, links to the community and local employment.

Affordable housing is a very important part of the **housing continuum**. It allows essential workers whose household income is not high enough to cover market rent, and not low enough to be eligible for social housing, to live and work locally. Affordable housing can be owned by private developers or investors, local governments, charitable organisations or CHPs, and is generally managed by CHPs.

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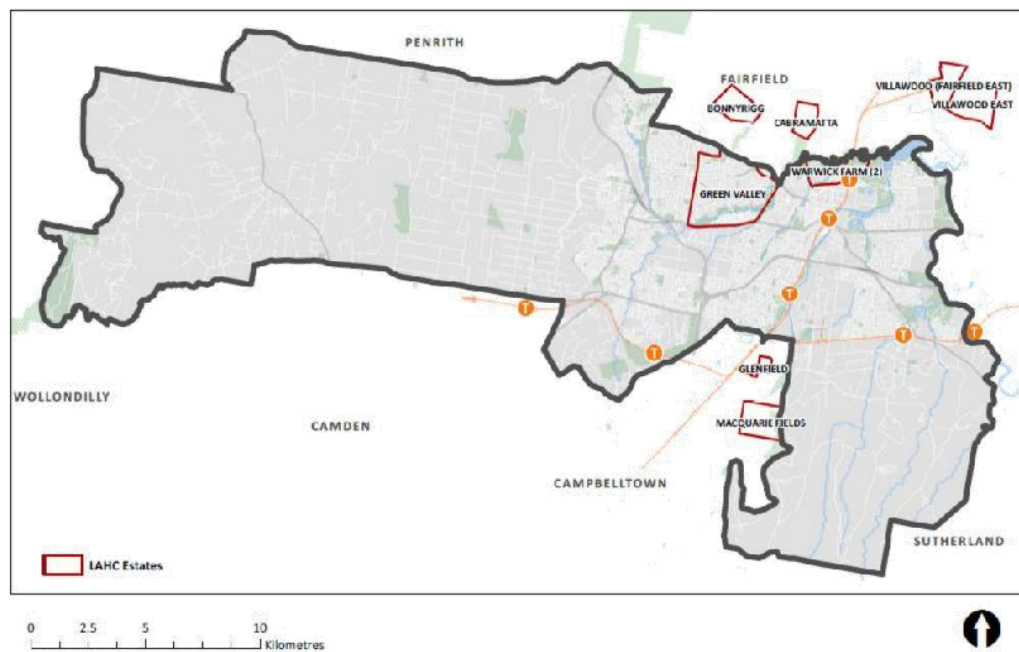
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Housing stress refers to when lower income households pay more than 30% of their gross income on housing costs.

The amount of social housing (public housing and community housing) provided in the Liverpool LGA has remained constant between 2006-2016 with 4517 public housing dwellings and 746 community housing dwellings provided in the LGA at 2016. Compared to other parts of the Western City District and Greater Sydney Region, public housing constitutes a greater proportion of all dwellings in the Liverpool LGA. The 2168 District has the highest proportion of public housing, followed by the Established District, with further clusters of public housing in Lurnea, Warwick Farm and Liverpool. The concentrated areas of housing estates owned by the Land and Housing Corporation (LAHC) in the LGA and surrounding area are shown in **Figure 11** below.

Figure 11 LAHC estates in Liverpool LGA (2019)



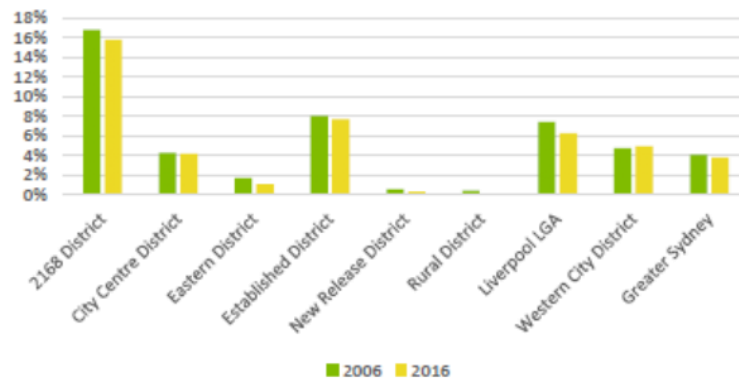
Source: LAHC 2019

As dwelling numbers increased across the LGA from 2006-2016, the **proportion of public housing has decreased**. At the same time, housing prices and rents increased and housing affordability has decreased overall.

There is no consistently quantifiable evidence of affordable housing provision in the Liverpool LGA other than 88 dwellings delivered under the National Rental Affordability Scheme (NRAS) at 2016, which is due to increase to 98 in 2021 and fall to zero by 2026. This does not mean that there is no dedicated affordable housing provided in the LGA. However, Council does not currently have an active affordable housing program to monitor the delivery and management of affordable housing in its LGA.



Figure 12 Proportion of public housing in LGA



Source: Liverpool Housing Study (SGS)

2.3.2 Housing tenure

Compared with Greater Sydney, Liverpool has a smaller proportion of people who owned their home outright and a larger proportion paying off a mortgage on their home (see **Table 10**). It also has a significantly greater number of social housing tenure types compared to the Sydney average, but only 1% higher than the WSROC average.

Table 10 Housing Tenure

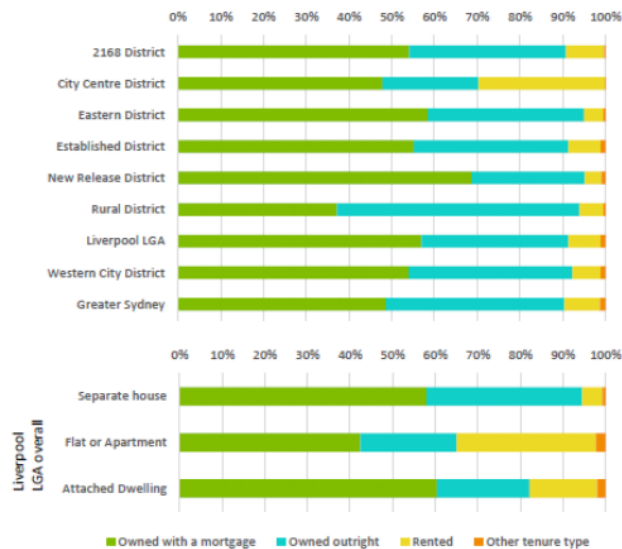
2016	Liverpool	WSROC	Greater Sydney
Tenure type	%	%	%
Fully owned	22.6	25.3	27.7
Mortgage	37.5	34.6	31.5
Renting – Total	30.1	32.2	32.6
Renting Social housing	7.2	6.2	4.6
Renting - Private	22.5	25.6	27.6
Renting – Not stated	0.5	0.4	0.4
Other tenure type	0.7	0.7	0.8
Not stated	9.2	7.2	7.4

Source: Profile.id

The greatest proportion of rented dwelling type is apartments, with a correspondingly higher proportion of rented dwellings in the city centre, which has the greatest concentration of apartments.



Figure 13 Tenure by dwelling type and district



Source: Liverpool Housing Study 2019 (SGS)

2.3.3 Housing affordability



Housing affordability refers to the relative affordability of rents and house prices in a particular area compared to the average income in the area. Policies to assist in improving housing affordability can reduce demand on social and affordable housing.



According to Forecast.id at 2016, **37% of Liverpool households were experiencing housing stress** (paying more than 30% of their income on rent or mortgage). This is much higher than the Greater Sydney Region average of 20.3%

Dwelling prices vary widely across the LGA but are generally higher than the Western City District average and lower than suburbs closer to the Sydney CBD. Prices have generally increased in line with the property boom in Sydney, including prices for greenfield land and dwellings. Dwelling prices are highest in the Rural District, followed by the New Release and Eastern Districts. The 2168 and City Centre districts have the lowest house prices.

Strata dwelling prices are lowest in the City Centre District as most strata dwellings are apartments, whereas in other districts they are townhouses. Mortgage repayment levels in the Liverpool LGA are also generally consistent with those in the broader WSROC region with a similar number of households in the low, medium and high mortgage repayment ranges.



Most rental housing in the Liverpool LGA is unaffordable for people on LGA average incomes, with this situation worsening for people on lower incomes. The percentage of renters paying more than 30% of their income in rent is shown in **Table 11** below.

Table 11 Percentage of low-income households paying more than 30% of their income in rent

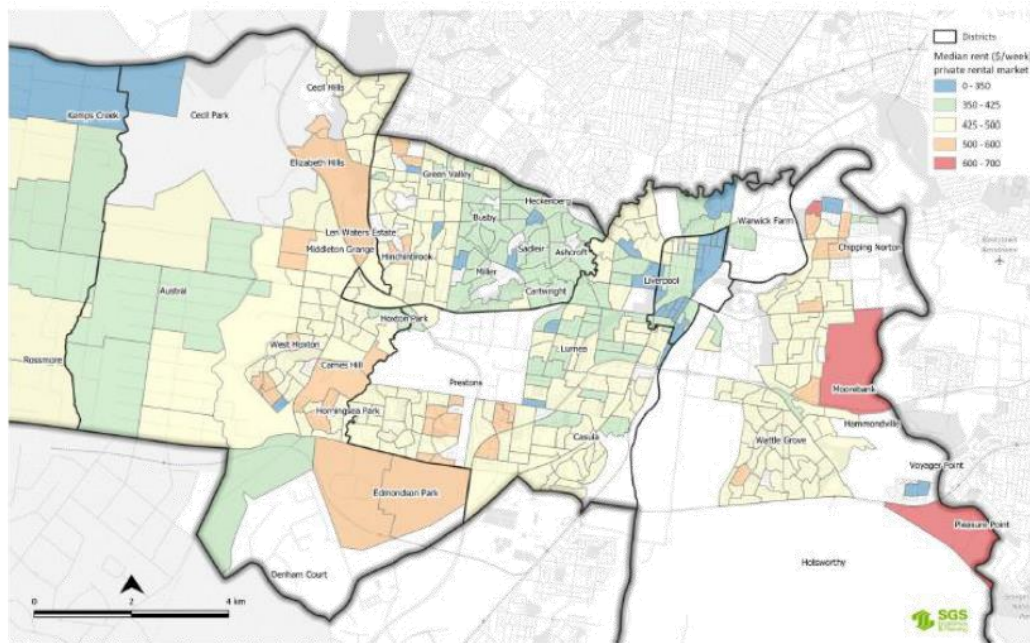
Planning District	% of renters who pay more than 30% of their income as rent	Median rental (\$/week)
City Centre District	36%	\$325-\$349
Eastern District	30%	\$450-\$549
Established District	40%	\$350-\$374
2186 District	35%	\$200-\$224
New Release District	34%	\$450-\$549
Rural District	40%	\$350-\$374

Source: Liverpool Housing Study 2019 (SGS)

Overall, average rents are relatively unaffordable for the average income household across all suburbs in the Liverpool LGA. Lower income households, such as the elderly, single parents and students, are particularly vulnerable to increases in rental prices. The large private rental market and relatively low rents in the city centre combine to create the largest concentration of relatively affordable rental dwellings in the LGA. Two-bedroom walk up apartments in the Liverpool city centre provide the largest concentration of relatively affordable rental dwellings in the LGA. **However, this may change as redevelopment in the city centre replaces older stock with new apartment dwellings.**



Figure 14 Median rent (\$/week) private rental market



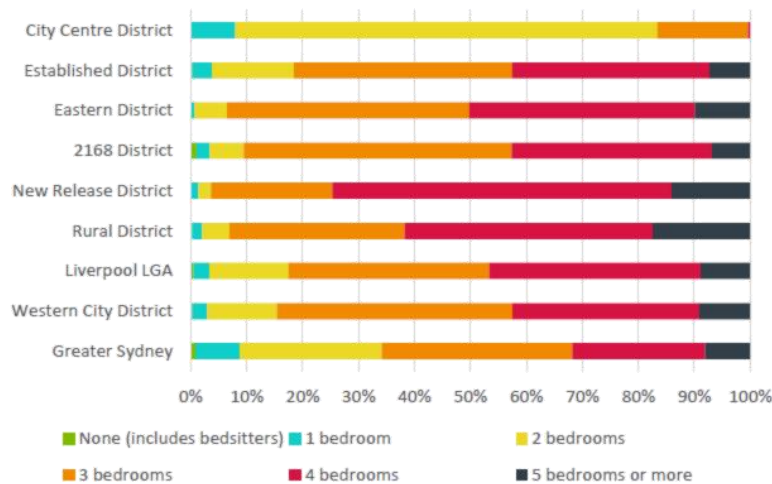
Source: Housing Study (SGS)

2.3.4 Dwelling size – number of bedrooms

Dwellings with four or more bedrooms dominate the housing stock in Liverpool (45.4%) with three-bedroom homes making up 34.8% of all dwellings across the LGA. Larger dwellings are more likely to be in greenfield locations such as the New Release District and Rural District and provided as separate houses. Almost all dwellings in the City Centre (mostly apartments) have two bedrooms. Three-bedroom dwellings in the LGA are predominantly provided as attached dwellings.



Figure 15 Bedroom numbers by district



Source: Liverpool Housing Study (SGS)

Figure 16 Bedroom numbers by dwelling type



Source: Liverpool Housing Study (SGS)

2.3.5 Average number of people per dwelling

The number of people per dwelling in the Liverpool LGA is higher than in the Western City District or Greater Sydney Region. The New Release District has the highest average household sizes for both separate houses and attached dwellings. Apartments in the Liverpool City Centre have a much higher number of people per dwelling than the Greater Sydney Region or Western City District, which indicates potential overcrowding as a result of the



oversupply of two-bedroom apartments in the City Centre. In addition, approximately half of all four to five-bedroom dwellings – which dominate the housing supply in the New Release District – have two or more bedrooms spare. This indicates there may be a market for smaller dwellings in this location.

Figure 17 Average number of people per dwelling by District

Area	Separate house	Attached Dwelling	Flat or Apartment	Other	Overall
2168 District	3.53	2.82	1.42		3.31
City Centre District	3.23	2.31	2.51		2.51
Eastern District	3.20	2.51	1.72	3.27	3.08
Established District	3.44	2.55	2.09		3.19
New Release District	3.65	2.93	1.83	1.12	3.57
Rural District	3.38				3.38
Liverpool LGA	3.48	2.74	2.30	2.21	3.23
Western City District	3.17	2.49	2.17	2.26	3.01
Greater Sydney	3.19	2.65	2.14	2.34	2.80

Source: Liverpool Housing Study (SGS)

2.3.6 Dwelling preferences

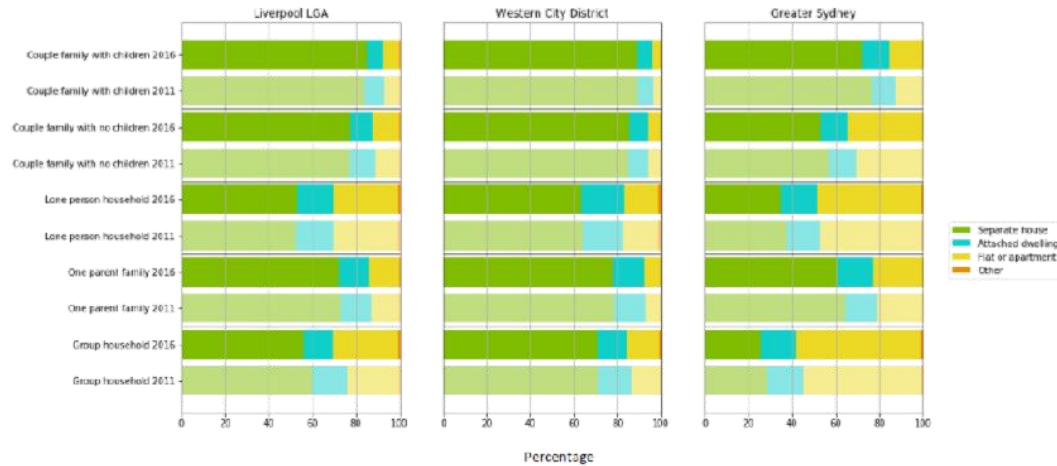
Figure 18 below shows the change in the proportion of each household type living in each dwelling type at 2011 and 2016. In the Liverpool LGA, the proportion of households living in each dwelling type has remained relatively consistent across all household types between 2011 and 2016 apart from group households, which saw an increase in the percentage living in apartments. This may be indicative of young people sharing households as a way to improve affordability. This is contrasted against the Greater Sydney Region, which has seen an increase in most household types living in apartments in the same period.

There has also been an increase in group and lone person households living in 'other' types of residential accommodation (e.g. boarding houses, student accommodation and group homes) consistent with a similar trend across the Greater Sydney Region.

The increase in group households living in apartments in the Liverpool LGA may be indicative of multi-generational families or mixed families choosing to live in apartments due to their relative affordability, as well as students and young skilled workers living in group households to reduce housing costs.



Figure 18 Household type by dwelling type



Source: Liverpool Housing Study (SGS)

2.3.7 Summary

Findings from the Local Housing Study indicate there is a **mismatch between the types of housing being delivered and what is needed by the community**. For example, the majority of housing in the city centre is two-bedroom apartments, however there is demand for larger family homes with more bedrooms in the city centre. In growth areas, there is a large number of four to five-bedroom houses being delivered, however, there is demand for smaller housing, including semidetached housing such as townhouses. Liverpool needs housing that is suitable for young families, larger culturally appropriate housing for multi-generational families, more affordable dwellings, and housing for downsizers and those who want to age in place.

2.4 Housing supply

2.4.1 Dwelling capacity

The Liverpool Housing Study found that under current planning controls there is sufficient capacity for 84,366 additional dwellings comprising:

- » 18,886 separate dwellings
- » 18,493 medium density dwellings
- » 46,987 residential apartments.

If dwelling densities in greenfield locations were increased to reflect current trends, the total dwelling capacity across the LGA would increase to 89,652.

2.4.2 Feasibility

Whilst there is sufficient capacity under existing planning controls to deliver about 85,000-90,000 additional dwellings, the Housing Study confirms the number of dwellings that could currently be feasibly delivered across the LGA (based on the densities currently being sought in Greenfield areas) is 49,804 dwellings, including the following:

- » 24,145 separate dwellings
- » 4940 medium density dwellings
- » 25,695 residential apartments.

In particular, the Housing Study notes that:

- » Apartment development is mostly unfeasible outside of the Liverpool City Centre
- » Housing development in the B6 zone is generally unfeasible
- » Apartment development and most attached dwelling development in the 2168 District, including Miller Town Centre, is likely to be unfeasible
- » Multi dwelling housing feasibility is high, with some feasible development capacity in most districts. Feasibility is lowest in the 2168 District.
- » Dual occupancies (approved as attached dwellings) are generally unfeasible, although they are more feasible in the Established District than elsewhere.
- » Subdivision of large lots is feasible across the LGA.
- » Apartment and attached dwelling development outside of the City Centre may be made more feasible with the introduction of improved transport infrastructure such as the Fifteenth Avenue Smart Transit Corridor.

2.5 Opportunities and constraints

A detailed assessment of land use opportunities and constraints has been undertaken by SGS as part of the Housing Study that supports this Strategy. The methodology and outcomes of this constraints and opportunities study are set out in full in the accompanying Housing Study. In summary, the Housing Study provided a weighted score to sites in proximity to train stations and other public transport options, retail centres, open space, schools and community facilities. The results of this opportunity mapping are shown in **Figure 19** below and demonstrate that **land within the Liverpool city centre and in close proximity to train stations generally provides the most suitable location for provision of additional housing**. This includes areas surrounding the city centre including Warwick Farm (Hargrave Park) and Moore Point (Georges River North).

This opportunity mapping was then overlayed with a range of constraints including residential permissibility, lot size, strata properties, heritage items, medium or high-risk flood prone land, and an odour buffer around the Warwick Farm sewerage treatment plant (see **Figure 20**).

The greatest opportunities are in:

- » Warwick Farm north of the Hume highway (Hargrave Park)
- » The southern part of the Liverpool City Centre and immediately south
- » Miller.

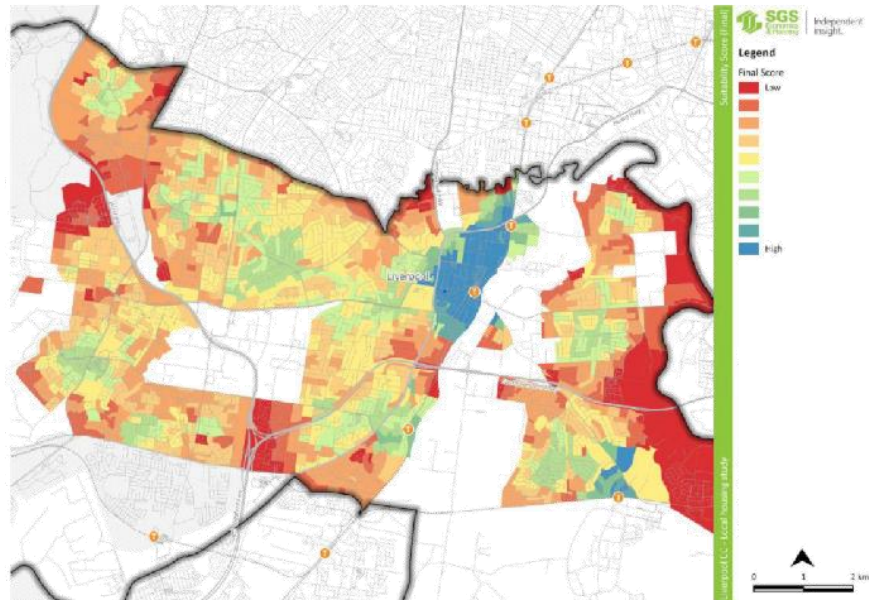
Opportunities for redevelopment for lower housing densities in:

- » Moorebank
- » Holsworthy
- » Casula
- » some centres in the 2168 area apart from Miller
- » infill opportunities without site amalgamation are limited in the New Release District, western part of the 2168 District, Prestons and Wattle Grove.

The above opportunities will be largely dependent on the provision of improved transport infrastructure such as the Fifteenth Avenue Smart Transit Corridor.

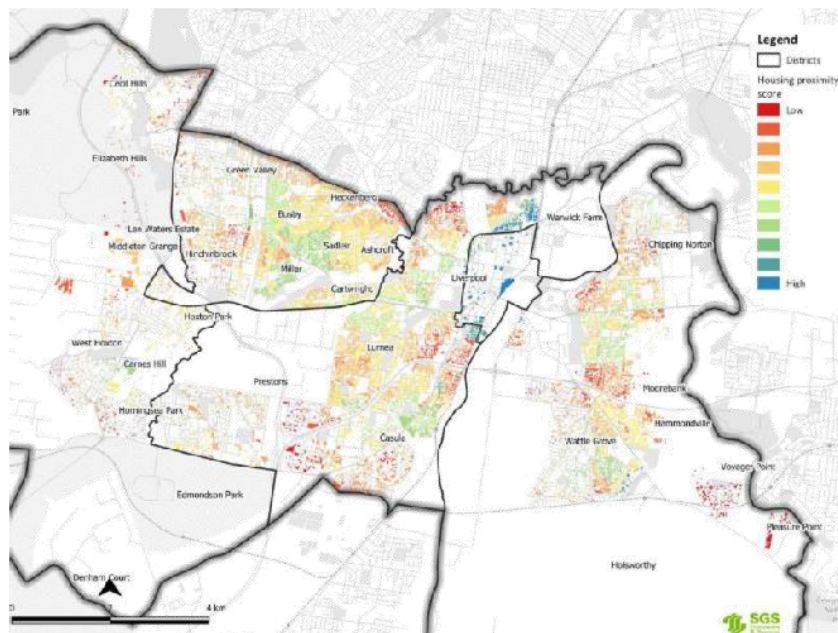


Figure 19 Opportunities map



Source: Liverpool Housing Study (SGS)

Figure 20 Opportunities and constraints map



Source: Liverpool Housing Study (SGS)

[illegible]

Source: Connected Liverpool 2040

2.6 Housing demand

Different population projections and demographic assumptions indicate a housing demand in the Liverpool LGA of between 19,400 and 22,500 additional dwellings between 2016 and 2026, and between 16,800 and 23,900 additional dwellings between 2026 and 2036. The Housing Study suggests a total overall demand of an **additional 43,452 dwellings** from 2016 to 2036. These estimates suggest the average demand for additional dwellings could be in the range of 2,100 to 2,200 a year. This is higher than recent development rates, although the LGA is on track to meet its 0-5-year dwelling targets.

In terms of the *types* of housing required to meet demand, the Housing Study estimates a 'base case' housing demand based on past growth trends and housing demands for separate housing; it does not capture recent changes in the housing market or the infrastructure investment in Liverpool.

An adjusted housing demand model was prepared to provide a more accurate and aspirational housing scenario. Future dwelling choice assumptions were adjusted so that the share of households and dwelling types were adjusted to be more consistent with the Central City District – which includes the Parramatta LGA – where there have been recent development trends and infrastructure investment similar to those expected to occur in the Liverpool LGA over the next two decades. The Central City District provides an illustration of what dwelling densities could be in Liverpool as it transforms over the next two decades.

The adjusted model indicates that **all household types would shift towards higher density dwellings** (see **Table 12** below). This would increase the number of attached dwellings required and substantially increase the number of apartments required. This scenario represents a continuation of recent development rates but would require a shift in household preferences and additional infrastructure investment.

Table 12 Dwelling type demand – base case and adjusted

Dwelling type	Change 2016-2036	
	Base Case	Adjusted demand
Separate house	30,222	22,319
Semi-detached dwelling	9,364	12,969
Apartment	3,727	8,818
Total	43,313	44,106

2.6.1 Social and affordable housing demand

According to the Housing Study, there is a current demand for **social and affordable housing of approximately 13,858 dwellings across the LGA**. This demand is driven by the 7268 households currently experiencing rental stress, of which 3416 are experiencing severe rental stress, as well as the existing approximately 5200 households currently living in social housing in the LGA. There is a current demand for approximately 8700 additional affordable dwellings in the LGA.

Liverpool is expected to accommodate a large proportion of new population growth in the future, which will drive up demand for social and affordable housing. Demand is projected to increase by 9500 households by 2036, at an average growth rate of 2.6% a year, compared to 1.5% across NSW. This would result in a demand for social **and** affordable housing in the LGA of 23,355 dwellings by 2036.



However, the Housing Study modelled an 'improving affordability' scenario where, over a 20-year period, incomes grow by 20% relative to rents. This would reduce the demand for social **and** affordable housing dwellings by 585 by 2036.

2.7 Housing supply gaps

There is sufficient capacity under Council's current planning controls to feasibly deliver the approximately 43,500 additional dwellings forecast to be required by 2036 to meet the needs of the Liverpool community.

However, under both the base case and adjusted demand model there is expected to be a shortfall in the provision of medium density housing by between approximately 4500-8000 dwellings.

If insufficient medium density housing is provided this is likely to force families into unsuitable dwellings, and insufficient supply of dwellings to meet the needs of the ageing population. There is also likely to be a demand for flexible, smaller housing options that will be relatively affordable yet accommodate the needs of multi-generational and small to medium households, as well as allowing for people to 'age in place'.

In addition, the Housing Study does not differentiate between social and affordable housing in modelling the existing demand for social and affordable housing in the LGA over the next 20 years. This differentiation is important as a greater supply of affordable housing can lead to reduced demand on social housing. This is because households living in social housing may be able to move to affordable housing should their income increase as a result of employment changes. The availability of affordable housing can also minimise homelessness or households placing themselves on the social housing waiting list.

The mix of social and affordable housing dwellings required to make up the total demand for approximately 23,000 social and affordable housing dwellings needs to be considered in more detail.

Further, as universities begin opening new campuses in the Western Sydney District, there is likely to be increased demand for affordable student accommodation.

SECTION 3: THE PRIORITIES



3.1 Introduction and context

As detailed above, whilst there is sufficient capacity to meet the housing needs of the local community over the next 20 years, there is likely to be a lack of the **right type of housing** in the **right locations** to adequately meet this need and ensure housing affordability is maintained. In summary, Liverpool LGA faces the following key challenges over the next 20 years in relation to housing supply:

- » **Diversity:** Ensuring there is a sufficient range of diverse housing types to meet the changing needs of its residents
- » **Affordability:** Encouraging greater housing affordability in the LGA to ensure existing community members can remain within their community and that essential workers in the locality can access appropriate housing
- » **Location:** Providing opportunities for increased housing densities in close proximity to transport and services whilst enhancing amenity through retaining local character, activating the CBD and creating high-quality, inclusive urban environments
- » **Quality and Sustainability:** encouraging good built form outcomes and sustainability in housing and neighbourhood design

This section identifies the policy options available to Council to meet these challenges.

It also identifies locations where Council will undertake place-based studies to facilitate housing growth, the types of housing that are likely to be delivered in the areas under new planning controls and the dwelling projections in the 0-5, 6-10- and 20-year timeframe, as required by the District Plan.

3.2 Housing diversity

This section considers a number of opportunities available to Council to encourage increased diversity in its housing stock in appropriate locations across the LGA.

Medium density dwellings

There are three key EPIs which currently apply land use and development controls across the LGA:

- » The Liverpool LEP 2008
- » The Growth Centres SEPP
- » The State Significant SEPP.

These are supported by different DCPs that apply to each relevant area of the Liverpool LGA. Each EPI and DCP applies a range of land use and development controls to the residential areas of Liverpool to which they apply. Council has greater control over the provisions of its LEP, but is able to make recommendations to DPIE in relation to any potential changes to relevant SEPPs.

In addition, the Medium Density Housing Code is due to commence in the Liverpool LGA in 2020 and will permit a range of medium density housing types to be undertaken as complying development in residential zones in which the use is permitted subject to compliance with specific controls and design criteria. The Code is intended to enable a more diverse range of dwelling types and sizes. There is social research evidence of strong community support for the availability of multi dwelling housing in the areas in which they live as well as a clear recognition of the shortage of this stock. Currently there is not enough of the type of housing the Code seeks to provide, commonly described as 'the missing middle'.⁷

Regional and District Plans identify housing number (not housing diversity) targets and the need to prepare Local Housing Strategies. Typically, new housing in NSW has been dominated by two categories: freestanding homes and apartments. More than half of new homes built in Sydney are high rise apartments. There were 30,880 apartment completions in Sydney in 2018, with another 194,000 in the pipeline.⁸ While dwelling supply from high density apartments and greenfield land releases will continue to provide the most significant proportion of future housing requirements, there is a compelling case for an increase in different housing types. Currently, housing that is neither a freestanding house nor an apartment accounts for only 14% of housing approvals in Sydney, with just 5390 approved in 2015-16. Housing stock other than multi-storey apartments or larger suburban homes will provide more affordable homes, by providing compact, well designed houses on smaller land parcels. These dwellings are around 25% more affordable than detached houses (for newer or more recent stock in the same neighbourhoods).⁹

The overlapping permissibility and controls within the various SEPPs and LEP, and the resulting implications for Liverpool's housing supply are examined below.

There are a range of different housing typologies, as defined under the Standard LEP Instrument 2008, which can be categorised into low, medium and high-density housing. These are detailed in **Table 13** below.


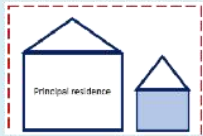





⁷ Professor Roberta Ryan & Neil Selmonii, Low Rise Medium Density Housing Code Independent Review Report (2019), University of Technology Sydney

⁸ UDIA, Q4 2018

⁹ Professor Roberta Ryan & Neil Selmonii, Low Rise Medium Density Housing Code Independent Review Report (2019), University of Technology Sydney



Table 13 Dwelling typologies

Low Density Housing	
Single dwellings A building containing only one dwelling	
Secondary dwellings may be permitted on sites accommodating dwellings houses and are defined as A self-contained dwelling that: <ol style="list-style-type: none"> is established in conjunction with another dwelling (the principal dwelling), and is on the same lot of land as the principal dwelling, and is located within, or is attached to, or is separate from, the principal dwelling. 	
Medium Density Housing	
Semi-detached dwelling One building with two attached dwellings	
Attached dwelling A building containing 3 or more dwellings, where <ol style="list-style-type: none"> each dwelling is attached to another dwelling by a common wall, and <u>each of the dwellings is on its own lot of land</u>, and none of the dwellings is located above any part of another dwelling.	
Dual occupancy (attached) means 2 dwellings <u>on one lot of land</u> that are attached to each other, but does not include a secondary dwelling. Dual occupancy (detached) means 2 detached dwellings <u>on one lot of land</u> , but does not include a secondary dwelling.	
Multi dwelling housing 3 or more dwellings (whether attached or detached) <u>on one lot of land</u> , each with access at ground level, but does not include a residential flat building	
Manor homes A 2-storey building containing 4 dwellings, where: <ol style="list-style-type: none"> each storey contains 2 dwellings, and each dwelling is <u>on its own lot</u> (being a lot within a strata scheme or community title scheme), and access to each dwelling is provided through a common or individual entry at ground level, but does not include a residential flat building or multi dwelling housing.	



High Density Housing	
<p>Residential flat buildings</p> <p>A building containing 3 or more dwellings, but does not include an attached dwelling or multi dwelling housing</p> <p>Shop top housing</p> <p>One or more dwellings located above ground floor retail premises or business premises</p>	
Other important types of residential accommodation	
<p>Boarding houses</p> <p>A building that:</p> <ol style="list-style-type: none"> is wholly or partly let in lodgings, and provides lodgers with a principal place of residence for 3 months or more, and may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers, but does not include backpackers' accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment. 	
<p>Group home</p> <p>A dwelling:</p> <ol style="list-style-type: none"> that is occupied by persons as a single household with or without paid supervision or care and whether or not those persons are related or payment for board and lodging is required, and that is used to provide permanent household accommodation for people with a disability or people who are socially disadvantaged, but does not include development to which State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 applies. 	
<p>Seniors housing</p> <p>A building or place that is:</p> <ol style="list-style-type: none"> a residential care facility, or a hostel within the meaning of clause 12 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004, or group of self-contained dwellings, or a combination of any of the buildings or places referred to in paragraphs (a)-(c), and that is, or is intended to be, used permanently for: <ol style="list-style-type: none"> seniors or people who have a disability, or people who live in the same household with seniors or people who have a disability, or staff employed to assist in the administration of the building or place or in the provision of services to persons living in the building or place, but does not include a hospital. 	

Notably, the only difference between a side-by-side attached dual occupancy and semi-detached dwelling is that the former is located on a single allotment, while the latter is located on separate allotments. Similarly, multi-dwelling housing is located on a single allotment, whereas attached dwellings are located on separate allotments. Despite this, dual occupancies are not permitted in any of the residential zones under the Liverpool LEP (other than the Large Lot Residential zone) and multi dwelling housing is prohibited in the R2 Low Density zone under the LEP (see **Table 14** below).

This is contrasted against the residential zones under the Growth Centres and State Significant SEPPs, which permit both dual occupancies and multi dwelling housing. In addition, the SEPPs include a definition for manor homes (two-storey walk up apartments), which are permissible in all zones other than the R2 Low Density zone. In this context, it is considered reasonable to investigate whether the range of permissible uses in the residential zones under the Liverpool LEP can be expanded to incorporate a larger range of diverse housing types, including medium density housing.

Table 14 Medium density development permissibility in Residential Zones across the Liverpool LGA

Zone	Attached dwellings	Semi-detached dwellings	Dual Occupancies	Multi dwelling housing	Manor homes
Liverpool LEP					
R1 General Residential	✓	✓	✗	✓	✗
R2 Low Density Residential	✓	✓	✗	✗	✗
R3 Medium Density Residential	✓	✓	✗	✓	✗
Growth Centres SEPP					
R2 Low Density Residential	✓	✓	✓	✓	✗
R3 Medium Density Residential	✓	✓	✓	✓	✓
State Significant SEPP					
R1 General Residential	✓	✓	✓	✓	✓

Council applies a relatively low minimum lot size control of 300m² across its LEP residential zones. For this reason, it has been reluctant to permit dual occupancies in any residential zones other than its Large Lot Residential zone due to concerns about potential overdevelopment of small sites and resulting adverse amenity, streetscape and environmental impacts. Council's DCP controls do not allow secondary dwellings to be located on the same site as attached or semi-detached dwellings. This control should be extended to sites accommodating dual occupancies and multi-dwelling housing to avoid overdevelopment of sites.

However, there are a range of mechanisms available to Council to permit dual occupancies in its residential zones, if pursued, whilst still ensuring design quality is maintained. This can be done via an amendment to the LEP to include a minimum allotment size control for dual occupancies. For example, Clause 4.1A of the Woollahra LEP 2014 applies the following minimum allotment size controls to different types of development in its residential zones.



Table 15 Clause 4.1A of Woollahra LEP 2014 – Minimum site area requirements

Dwelling Type	Zone	Minimum site area (m ²)
Dual occupancy (attached)	R2	460
Dual occupancy (detached)	R2	930
Dual occupancy (attached)	R3	460
Dual occupancy (detached)	R3	460
Multi dwelling housing	R3	700

Similar controls could also be explored in relation to multi-dwelling housing in Council's R1 and R3 zones. It is important that a minimum allotment size control for multi-dwelling housing be set under Council's LEP. This is because, should the Medium Density Code come into force, the minimum allotment size set under the Code (600m²) will apply to multi-dwelling housing undertaken as complying development under the Code, unless a minimum allotment size is specified under the LEP (see **Table 16** below). The application of a minimum allotment size control for multi-dwelling housing in the Liverpool LEP would ensure that Council maintains a level of control over design quality and amenity for multi-dwelling housing in the residential zones. The minimum allotment size controls could potentially be modelled on those applied under the Growth Centre or State Significant SEPPs. However, a detailed assessment would be required to determine whether these allotment size controls are suitable for infill development in the Liverpool LGA.

In addition, it is recommended that Council explore mechanisms to permit manor homes in the R1 and R3 zones under its LEP and apply appropriate development controls for manor homes. This is because Clause 3B.1A of the Exempt and Complying SEPP will permit manor homes in the R1, R2 and R3 (and RU5 Village) zones if multi dwelling housing or RFBs are permitted with consent in those zones.

There may also be an opportunity to allow manor homes on corner lots in the R2 zone subject to imposition of some of the recommended criteria in the Low-Rise Medium Density Design Guide:

- » This building type is best suited to corner lots or lots with rear lane access to accommodate garages and car parking.
- » This building type is carried out as strata title subdivision, with a common entry and internal hallway.
- » Typically, a lot width of 15 metres is required to achieve setback requirements and sufficient space for car parking.

In addition, the *Environmental Planning and Assessment Regulation 2000* requires councils to consider the Low-Rise Medium Density Design Guide when assessing DAs for manor homes and multi-dwelling housing, until they have their own Development Control Plans for these housing types. Therefore, the preparation of specific development controls for this type of medium density housing in the Liverpool LGA is recommended. The Design Guide can provide a useful tool for Council to ensure the design quality of medium density housing delivered in its LGA is maintained. However, consideration of the specific design controls in relation to the local character will be required.

**Table 16 Relevant site area and frontage controls for medium density housing**

	Dual Occupancies	Multi dwelling housing	Manor homes
Liverpool LEP/DCP			
R1 min allotment size	Not permitted in zone	300m ²	Not permitted
R3 min allotment size		650-1000m ² (DCP control)	
R3 site frontage (DCP control)		18-22m	
Low Rise Medium Density Housing Code			
Min allotment size	The greater of the min lot size under relevant LEP or 400m ²	Min lot in LEP or 600m ² if none specified in LEP	600
Min frontage	12-15m	15m	18m

3.2.1 Feasibility in the R3 zone

The Housing Study confirmed that the development feasibility in the R3 zone is relatively low, which may be leading to an undersupply of medium density housing. Notably, the FSR and height controls applicable to the R3 zone under the LEP are the same those applicable to the R2 Low Density Residential zone despite the R3 zone permitting higher density uses (e.g. multi dwelling housing) compared to the low-density zone.

Table 17 Development controls in residential zones under Liverpool LEP

Zone	Floor Space Ratio	Height
R1	0.65:1 - 0.75:1	8.5m
R2	0.5:1	8.5m
R3	0.5:1	8.5m

It is recommended that Council explore opportunities to increase permitted densities for medium density housing in the R3 zone, but link these densities to site areas to avoid overdevelopment of small sites and ensure amenity and design quality is maintained. Similar provisions are applied in a range of other EPIs including the Waverley LEP and the Medium Density Housing Code as detailed below. These provisions may incentivise the delivery of additional medium density development in appropriate locations. It is also recommended that Council consider increasing the permitted building height in the R1 and R3 zones to 9 metres to allow for a potential attic level in multi-dwelling housing and to respond to potential site constraints such as flood prone land, which may require the ground floor level of multi-dwelling housing to be elevated.

Waverley LEP Exceptions to FSR

Despite clause 4.4, the maximum FSR for a dual occupancy on land in ...Zone R3 Medium Density Residential...is as follows:



- » for lots with an area less than 100sqm -1:1,
- » for lots with an area of 100sqm to 550 square metre s- $[(550 - \text{lot area}) \times 0.0011] + 0.5$:1,
- » for lots with an area greater than 550sqm - 0.5:1

Table 18 GFA controls under the Low-Rise Medium Density Housing Code

Side-by-side dual occupancies		Stacked dual occupancies	Multi-dwelling housing	
Lot size	Max GFA		Zone	Max GFA
400-2000m ²	25% of lot area + 300m ²		R1, R2 & RU5	60% of site area
>2000m ²	800m ²		R3	80% of site area

Council should consider exploring the land use and development controls for medium density in the Growth Centres SEPP and associated DCP which enable a mix of residential densities in the R2 and R3 zones. The Growth Centres SEPP permits dual occupancies and multi-dwelling housing in both the R2 and R3 zones and permits manor homes in the R3 zone.

The associated DCP applies the following minimum lot size and frontage controls for dual occupancies and multi-dwelling housing:

- » Dual occupancies – 15 metre frontage and 500m² lot size
- » Multi-dwelling housing – 26m frontage and 1000m² lot size

Consideration should be given to alignment of lot size controls for medium density housing across both the Growth Centres DCP and Liverpool planning controls to ensure a consistent built form and subdivision pattern across the LGA.

The SEPP does not apply FSR controls although dwelling density controls are applied for large lot subdivisions. In the absence of FSR controls, the DCP applies detailed site coverage, landscaping and setback controls for a range of different dwelling types permitted under the Growth Centres SEPP to ensure a high level of amenity and design quality is achieved for residential development. These controls provide a helpful basis for developing suitable controls for medium density residential development in the Liverpool LGA and should be reviewed in light of the changes to the Medium Density Housing Code.

Notably, the Growth Centres SEPP applies a maximum height control of 9 metres in the R2 zone and 12 metres in the R3 zone. The height control in the R3 zone in particular is considered more suitable to medium density development and could be considered for R3 zones under the Liverpool LEP.

It is recommended that Council work with DPIE to review the controls under the Growth Centres SEPP and DCP to ensure consistency across the Liverpool LGA and to encourage high-quality and diverse residential development.

3.2.2 Dwelling mix

As detailed in the Evidence section, apartments in the City Centre are dominated by two-bedroom apartments. These apartments provide one of the most affordable form of rental accommodation and there is evidence to suggest that overcrowding in these apartments is occurring. The Liverpool DCP specifies the following minimum and maximum apartment mix controls for RFB development in the City Centre:



- » Minimum 10% one-bedroom apartments
- » Minimum 10% three-bedroom apartments

These controls allow for 80% of all apartments in the City Centre to be delivered as two-bedroom which, together with investor and developer preference for two-bedroom apartments, may be contributing to an oversupply of two-bedroom apartments that may not necessarily cater to the needs of larger family groups looking for affordable housing options close to transport and services. It is recommended that the dwelling mix controls for the City Centre be reconsidered to encourage a greater range of apartment mixes, and that apartment mix controls be extended to the broader Liverpool area in which RFBs are permitted. An example of a range of apartment mix controls is provided in the City of Sydney DCP where the following ranges apply:

- » Studio apartments: 5 -10%
- » One-bedroom apartments: 10 –30%
- » Two-bedroom apartments: 40 –75%
- » Three-bedroom apartments: 10 -100%
- » Maximum combined studio and one-bedroom apartments: 40%

3.2.3 Flexible dwelling types

There is a consistent trend across the Greater Sydney Region for more couples with children to choose to live in apartments. This trend is not yet evident in the Liverpool LGA but may accelerate as the demography and population profile of the Liverpool community changes over time. Whilst changes to the unit mix controls in Council's DCP may support the delivery of more three bedroom apartments to meet the needs of families and larger groups living in apartments in the LGA, there are a range of other mechanisms to allow for greater flexibility in apartments to meet the needs of families or older people looking to downsize and lone person households.

DPIE's Apartment Design Guide¹⁰ refers to 'dual key apartments', which are a design solution to accommodating a range of household requirements. A dual key apartment is 'separate but on the same title...regarded as two sole occupancy units for the purposes of the Building Code of Australia and for calculating the mix of apartments'.

Georges River Council has proposed an 'internal secondary dwelling' to facilitate the delivery of housing choice across the LGA. It is proposing to implement a new clause in its LEP to enable the development of an internal secondary dwelling (up to a maximum of 75m²) in its R2 and R3 zones that is wholly contained within the building envelope of an existing principal dwelling. This was developed in response to an identified need in the LGA to provide a greater diversity of dwellings to accommodate both the ageing population who are looking to downsize in their local area and the younger working age group who are looking for affordable accommodation. The purpose of this clause is to enable dual key dwellings to provide housing choice and diversity, and affordable housing, such as within under-occupied large dwellings. To avoid overdevelopment, Clause 4.6 variations will not be permitted for DAs where 'internal secondary dwellings' are sought.

Whilst a new definition may not necessarily be required in the Liverpool context, it may be appropriate to develop controls to encourage or allow for the retrofitting of larger dwellings to accommodate additional internal dwellings without resulting in any external impacts. This may provide greater diversity and more affordable housing, particularly in the New Release District which has a high number of unoccupied bedrooms.

The development of more dual key apartments in RFB developments could be incentivised by allowing a greater number of two-bedroom apartments to be delivered if they are combined with a separate studio apartment, and by excluding the internal hallway in these dual key apartments from FSR calculations.

¹⁰ DPIE, 2015, *Apartment Design Guide Part 4: Designing the Building*, p91

3.2.4 Adaptable dwellings

The Liverpool DCP requires 10% of dwellings delivered in multi-dwelling and RFB development to be designed to be capable of adaptation to be suitable for a disabled or elderly resident. However, given the aging population and the benefits of Universal Housing Design for a broader group of people including families with young children, it is recommended that Council explore applying a minimum Liveable Housing Standard to a greater portion of dwellings delivered in multi dwelling and RFB developments. Councils such as Ku-ring-gai currently require 15% of dwellings in RFBs and Multi-dwelling housing to meet a Platinum-level Liveable Housing Standard. This Standard ensures that dwellings are capable of easy and cost-effective adaptation to meet the changing needs of the population. Notably, the cost to the homeowner of including key Silver-level liveable housing design features in the initial stages of dwelling design is 22 times more efficient than retrofitting when an unplanned need arises.¹¹

3.2.5 Student housing

As identified above, there is likely to be a growing demand for student housing in the Liverpool LGA as student numbers increase as a result of the establishment of new university campuses in the area. Student housing is currently defined as 'boarding houses' under the Standard LEP Instrument. However, it provides a very different accommodation type and associated services when compared to boarding houses. In addition, the amenities, types of rooms, tenure, locations and environmental and amenity impacts of student housing are quite different to those of boarding houses. Randwick Council has sought the addition of a definition for student housing as part of its LEP amendment for the Kingsford to Kensington corridor. It is recommended that Council collaborate with DPIE, other councils and university representatives to develop a separate definition and a range of land use and development guidelines for student housing.

¹¹ New Zealand Ministry of Social Development, *Economic effects of utilising Lifemark at a National level* (2009)

3.3 Housing affordability

Housing affordability is affected by a number of factors that interact with each other, in ways that are not always well understood. These factors include federal and state policies (including tax and stamp duty policies), the level of direct provision of social and affordable housing and/or funding by government at all levels, and changes in the housing market, especially relative to changes in household income.

A shortage of low-cost housing affects lower income and vulnerable households the most, leading not only to housing stress for those residents, but the risk of further displacement of current residents as they age or their income circumstances deteriorate (through illness, disability or underemployment). Older renters nearing retirement, in particular older women, are also particularly at risk of future housing stress.

Local government on its own cannot 'solve' the affordable housing issues that affect its LGA. Public policy and funding decisions at both state and federal level will continue to play a large role – either in the continuation or exacerbation of the problem, or in starting to improve affordability for very low, low- and moderate-income households.

However, Liverpool City Council can assist to meet the housing needs of the community by exploring all opportunities available to help provide a range of housing types to meet community needs. This is particularly important to help maintain and support the diverse community character of Liverpool.

Council supports an increase in affordable rental housing for the community, with the LGA suffering from one of the highest rates of rental stress in the country. There are currently over 7000 households in rental stress (meaning more than 30% of income is spent on rent) with more than 4000 experiencing severe rental stress (more than 50% of income spent on rent). This is increasing at much faster rates than Sydney more broadly. By 2036 Liverpool will have the highest demand for social and affordable housing in the entire Western City District.

The section summarises actions that Council is currently undertaking, and proposing to take, to help increase the provision of affordable housing in its area. It also sets out information on the affordable housing supply gap, barriers to providing more affordable housing, and the planning and non-planning mechanisms the Council will utilise to help increase local affordable housing supply.

3.3.1 The housing continuum

As detailed in Part B: The Evidence, Liverpool has a relatively large supply of concentrated social housing but very little documented supply of affordable housing. Further, as the supply of social housing is declining as a proportion of total supply, the need for social housing will continue to grow. The Housing Study estimated that there will be a need for approximately 23,000 social and affordable housing dwellings in the LGA by 2036 but does not differentiate between the proportion that will need to be provided as social housing and the proportion that will need to be provided as affordable housing.

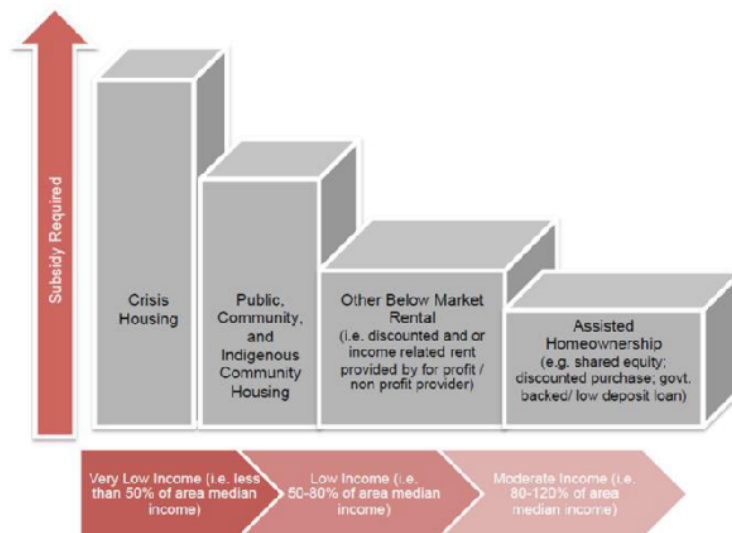
Affordable housing provides an important stepping stone in the housing continuum as detailed in **Figure 22**. It provides dwellings at below market rents to allow households to move out of social housing (and potentially into the private rental or home ownership market) and may reduce demand on crisis or social housing in the first instance.

Ultimately the amount of social housing required in the LGA will be influenced by the number of affordable dwellings provided as well as other affordability mechanisms implemented in the LGA.

Mechanisms to improve housing affordability overall can also assist as part of the housing continuum by providing more affordable private rental properties and reducing the cost of purchasing a home. The proposed measures to increase housing diversity in the LGA will assist in this regard.



Figure 22 The Housing Continuum



Source: AHURI, Inquiry into increasing affordable housing supply: Evidence-based principles and strategies for Australian Policy and Practice (2018)

3.3.2 The productivity benefits of affordable housing

The recent Discussion Paper published by the NSW Productivity Commission notes the negative impacts that high housing costs can have on productivity. Cities support productivity growth through agglomeration – the productivity benefits associated with the physical proximity of businesses, workers and consumers. However, the productivity benefits of agglomeration cannot simply be assumed. There is strong evidence that rising congestion costs associated with systemic housing shortages are reducing the productivity gains associated with agglomeration economies.¹²

The housing-agglomeration economy links are explored in detail in a recent research paper published by the City Futures Research Centre at UNSW – *Strengthening Economic Cases for Housing Policies* (February 2019). The Research Paper notes that the more workers who can access jobs within 30 minutes of their home, the higher the effective supply of labour. It models a Better Housing Outcomes scenario for NSW where, over a 10-year timeframe, 125,000 affordable dwellings are delivered in well-served, accessible locations within 30 minutes travel time of locations with high Effective Job Densities typical of city-centre locations.

The Paper estimates an average productive travel time saving (or labour supply increase) of \$2.26 billion over a 10-year period.¹³ It also notes that households with greater accessibility to labour markets can access a wider range of jobs that better fit their capabilities and preferences, and the needs of the employers. Labour market participation and productivity therefore increases and is reflected in increased earnings and flow on effects through the economy. As a result, the City Future's Research Paper estimates that delivery of 125,000 new affordable homes in accessible locations across NSW would result in \$17.57 billion worth of human capital uplift associated with better

¹² City Futures Research Centre at UNSW - *Making Better Economic Cases for Housing Policies* (2018).

¹³ City Futures Research Centre at UNSW – *Strengthening Economic Cases for Housing Policies* (February 2019).



job choices over a 10-year period.¹⁴ Well-located affordable housing improves job matching between workers and employers and increases workforce participation. This is particularly important for essential workers in the very low-to-moderate income range.

The Paper confirms that the benefits of investing in stable, affordable housing close to jobs, transport and services is at least on a par with transport and other infrastructure investments. This demonstrates the productivity benefit of providing affordable housing in close proximity to transport, services and jobs. It also highlights the substantial costs to the economy should the regulatory and planning system not support the delivery of affordable housing.

3.3.3 Adverse impacts of reduced housing affordability

Dedine in social diversity

One of the key values identified in the Community Strategic Plan is social diversity. The displacement of very low and low-income households, including of key workers, is reducing social diversity in Liverpool. Unless effective measures are put in place to increase the supply of affordable housing, social diversity within the Liverpool LGA will continue to deteriorate.

Housing stress among key needs groups

Housing stress is an indicator of demand for affordable housing. It tends to be more prevalent among low income needs groups such as essential workers, students, culturally and linguistically diverse (CALD) groups and Indigenous households. It is also important to note that renters tend to be in more housing stress than people who have mortgages.¹⁵ On average, private renters spent 20% of their gross household income on housing costs, compared with 16% for those with a mortgage (ABS, 2013-2014). ABS further highlights that for households on low incomes, housing costs presented 34% of their gross weekly income on rent, compared to 27% of gross weekly income for those with mortgages.¹⁶ This appears to be especially relevant to Liverpool where rental stress rates are between 30-40% in each of Liverpool's districts.

Unaffordable housing is creating a growing spatial mismatch between where key workers live and work. While key worker jobs are located throughout the metropolitan region, research shows that a majority of Sydney's 156,000 teachers, nurses, police, firefighters, ambulance and emergency workers now live in outer ring areas.¹⁷ It is important to accommodate essential workers within the LGA otherwise, from an economic standpoint, healthy competition for key worker jobs may reduce. Unaffordability also detrimentally impacts the quality of life for essential workers who have to commute longer distances to access jobs.

3.3.4 Current Council initiatives

Council has already implemented a number of initiatives to improve housing affordability in its locality including the Miller Masterplan, Homeless Strategy and Action Plan, Redevelopment of Council owned land, and Affordable Housing SEPP advocacy.

¹⁴ Ibid.

¹⁵ Parliament of Australia, Housing Affordability

¹⁶ ABS (2014)

¹⁷ Nicole Gurrin et al, 'Key workers like nurses and teachers are being squeezed out of Sydney. This is what we can do about it', *The Conversation*, 13 February 2018, <https://theconversation.com/key-workers-like-nurses-and-teachers-are-being-squeezed-out-of-sydney-this-is-what-we-can-do-about-it-91476>

Miller Masterplan

In 2016, Council finalised the Miller Town Centre Masterplan to provide a framework for guiding future opportunities for Miller Town Centre with a particular focus on public domain improvements, potential land swaps, opportunities for residents to minimise the effect of social disadvantage and measures for improving safety. The Masterplan was the subject of detailed stakeholder engagement including with the Land and Housing Corporation which owns a significant portion of the land in the Miller Town Centre and broader 2168 District. The Masterplan recommended changes to the land use and development controls in the Miller Town Centre, as well as short, medium and long-term development scenarios for the Miller Town Centre. It also recommended that the following additional studies be prepared for the Miller Town Centre:

- » A feasibility study on recommended FSRs and heights
- » Residential Development Strategy
- » Site specific DCP.

The above studies have not yet progressed. However, The Miller Precinct is one of the key locations considered as part of this Housing Strategy which seeks to deliver additional, more diverse housing by leveraging off improved transport infrastructure proposed in proximity to the Miller Precinct, and opportunities to revitalise this area in collaboration with other Government agencies.

Council is currently preparing a Social Infrastructure Master Plan for the Miller Precinct and broader catchment area that will provide directions on provision of social infrastructure requirements in Miller and the needs of the existing and future community. The project aims to achieve the following benefits:

- » Identify urban renewal opportunities within the Miller Town Centre
- » Improve linkages and connectivity between residential areas and Council's community facilities and open spaces
- » Improve connections for both pedestrians and vehicles within the area
- » Provide accessible, proportionate, quality, usable and safe open space and community facilities
- » Improve sightlines, surveillance and safety within the public domain.

Homelessness Strategy and Action Plan

At its meeting on 20 November 2019, Council endorsed a draft Homelessness Strategy and Action Plan for exhibition. The Plan responds to the impacts of homelessness in the Liverpool LGA, works towards prevention initiatives, and details collaboration with the community services sector on practical solutions locally to improve health and access to much needed services by the most disadvantaged and marginalised members of the community. Council will focus on the following particular aspects as part of the Action Plan:

- » Advocate for a Housing First Approach which provides the basis for other improvements in peoples' lives
- » Improve community perceptions of homelessness
- » Support and advocacy for vulnerable and disadvantaged groups
- » Support local collaborations and service coordination
- » Support agencies who provide essential service such as food, shower and clothing
- » Public space management.

Council will use its planning powers, advocacy and social planning role to have consistent controls and policy settings for the delivery of appropriate housing developments and service provision. This can be achieved through encouraging diverse housing options in the LGA through development controls, building approval processes, subdivision controls and minimum affordable housing requirements. This Housing Strategy considers mechanisms



available to Council to improve housing affordability and diversity in the Liverpool LGA that will have positive outcomes to reduce homelessness in the area consistent with the Action Plan.

Affordable Housing SEPP advocacy

In October 2019, Council considered a report on the lack of the types of 'affordable housing' being delivered under the Affordable Housing SEPP and whether they provided genuine affordable housing. The report to Council considered a recent Research Paper prepared by the UNSW City Futures Research Centre on behalf of the Southern Sydney Regional Organisation of Councils (SSROC). The Research Paper found that the Affordable Housing SEPP had delivered very little affordable rental housing for very low and low-income households whilst circumventing certain planning controls and placing additional pressure on local infrastructure and services. It recommended that the Affordable Housing SEPP be integrated into a broader affordable housing strategy.

Council resolved to write to the WSROC in recommending a collaborative approach be taken to advocating for amendments to the Affordable Housing SEPP which responded to the local needs of each LGA.

The provisions of the Affordable Housing SEPP, and potential amendments to the SEPP to provide improved opportunities for delivery of additional, genuine affordable housing in the LGA have been considered as part of this Strategy.

3.3.5 Planning mechanisms to support affordable housing delivery

This section outlines the planning mechanisms Council will undertake to deliver and retain affordable housing supply, and highlights actions based on an evaluation against the Strategy's objectives and stakeholder consultation.

Affordable Housing

As part of its LSPS Council has made the following 'short-term' commitments to deliver additional affordable Housing across the LGA:

- Considering an Affordable Housing Contributions Scheme.
- Partnering with State Government to investigate the potential for master planned precincts (such as NSW Land and Housing Corporation properties in Warwick Farm) by rezoning land to improve and increase social and affordable housing. (short term) Partner with State Government to review the Masterplan for Miller Town Centre.
- Advocating to State Government for more investment in social and affordable housing.

Council may also wish to explore the establishment of **affordable housing targets**, as well as the following additional mechanisms:

- » Reduced car parking provision rates and other development standard variations to **incentivise the delivery of affordable housing**
- » Identified opportunities where affordable housing can be included as part of any redevelopment of major sites.

Voluntary Planning Agreements & Section 7.11 Affordable Housing Contributions

SEPP 70 has been broadened to allow all NSW councils, including Liverpool, to prepare Affordable Housing Contributions Schemes to require affordable housing contributions in areas undergoing significant development potential uplift. This requirement has been in place in a limited number of other Council areas – such as City of Sydney – for the past decade. This has enabled City of Sydney to successfully deliver a strong pipeline of affordable



housing developments to meet the needs of its residents. Some other councils, such as Waverley Council, have also brought in similar affordable housing contribution schemes with a strong focus on supporting local residents with strong links to the area who may otherwise be unable to remain in the area due to lack of affordability.

VPAs are another mechanism Council can use to capture a proportion of value uplift. This offers a mechanism to attract affordable housing contributions in the LGA outside some key precincts where a SEPP 70 scheme will not apply. VPAs can include land dedication, monetary contribution or other public benefits. This may be appropriate for areas outside of the identified Investigations Areas for which residential rezonings are requested subject to the locational criteria set out in **Section 13.1** below.

Council has already started to implement requirements for affordable housing contributions when considering Planning Proposals. However, there is a need to formalise Council's approach to levying for affordable housing as part of any rezoning application in the form of amendments to its Planning Agreements Policy. This will identify the areas to which VPAs may be applied and, with associated changes that can be introduced in the LEP, the variations to planning controls that will be considered and the method for calculating the contribution.

Council has an existing Planning Agreements Policy in place. However, this should be updated in light of a recent Direction¹⁸ issued by DPIE in 2019 which imposes preconditions and mandatory considerations for Councils prior to developing a VPA for affordable housing connected with DAs. Councils must prepare a VPA policy setting out the circumstances where Council may negotiate a VPA for Affordable Housing. Council also needs to consider a range of other matters such as whether the VPA will provide for affordable housing instead of a condition imposed under s7.11 or s7.12 of the EPA Act and the terms of any affordable housing contribution scheme set out in Council's LEP. It is recommended that Council's existing Planning Agreement Policy be reviewed in light of this new Direction.

Contributions for the loss of affordable housing

Part 3 of the Affordable Housing SEPP outlines provisions for retaining existing stock and the mitigation options where redevelopments occur. Under the SEPP, where a boarding house or a building containing one or more low rental residential dwellings is to be redeveloped or strata subdivided, a contribution may be levied to help offset the loss. The SEPP includes the formula for calculating the contribution amount.

Housing supply and housing diversity

Housing supply plays a role in the price of housing overall in minimising increases in housing prices. Therefore, a reasonable increase in supply and diversity is part of the broader approach proposed in this Strategy. However, there is an absence of evidence to demonstrate that increased supply alone can meet the housing needs of very low and low-income households. A recent Australia-wide study by LF Economics noted that the areas where new housing supply was outstripping population growth were also the areas that were experiencing the strongest growth in sales prices.¹⁹

3.3.6 Other mechanisms to support affordable housing delivery

A range of non-planning mechanisms could also be considered to assist in increasing the affordable housing provision in the LGA. These include:

- » Design and construction innovation
- » Delivery model innovation
- » Public housing redevelopment opportunities

¹⁸ <https://www.planning.nsw.gov.au/-/media/Files/DPE/Directions/ministerial-direction-s7-9-environmental-planning-and-assessment-planning-agreements-2019-06-11.pdf?la=en>

¹⁹ LF Economics Analysis, April 2017. "Housing affordability crisis is about house prices. Not rents."



- » Responding to Government policy changes
- » Partnerships with CHPs
- » Improved communication regarding benefits of affordable housing

Design and construction innovation

Adjustments and innovations in the design and/or construction of housing can reduce its cost to some degree. The costs of land, basic construction and fixed overheads are such that, in the Sydney market, innovative design and construction alone will not produce a product that is affordable to very low- and low-income target groups. However, in combination with other options, a significant contribution may be possible.

In addition, innovation in design can have significant impacts not only in increasing the diversity of the housing stock but also in pioneering new products through demonstration projects. Examples of designing for affordability include:

Small units with shared communal facilities: This approach is already in use, for instance New Generation Boarding Houses and Common Ground projects. New Generation Boarding Houses developments are facilitated by the Affordable Housing SEPP and have generally taken the form of student housing, while the Common Ground model is targeted to single people. Common Ground Sydney, for example, offers 104 affordable rental units integrating previously homeless people along with others on low incomes and is managed by Mission Australia, a CHP.

The Nightingale model: The Nightingale model brings together a range of features to promote affordability and sustainability. It is an alternative to the developer-led approach which is dominant in Australian medium to high density housing. Instead, intending owners and investors collaborate with architects to plan and design the apartments. The model eliminates costs associated with marketing, caps margins on the development to well below the 20% minimum profit usually sought by developers, and introduces a range of cost saving design and construction measures, including elements that reduce operational costs.

Delivery model innovation and CHP partnerships

CHPs and private sector developers can play significant roles in affordable housing development. Opportunities for Council could include facilitating or engaging directly in encouraging developers to participate in:

Joint ventures or partnerships between developers and CHPs: Such partnerships can be mutually beneficial, allowing both parties to ensure they get the product they require cost-effectively, and introducing scope to leverage additional affordable housing using funds to which the CHP has access. In particular, CHPs may partner with developers to bid for government-owned sites, such as public housing sites being sold under the Communities Plus program.

Direct development by CHPs: CHPs have access to tax advantages and can also save on costs associated with marketing, which include not only the costs associated with selling but also the fittings and features that private developers include to promote marketing. Many large CHPs have good development expertise and some have access to their own funds as well as borrowed money including the ability to seek low-cost, long-term funding from the National Housing Finance and Investment Corporation (NHFIC). Access to low cost sites such as Council or State Government owned land, deferred payment arrangements or provisions for long term leasing of sites would facilitate affordable housing development in the area. Council should investigate sites such as car parks and other Council-owned sites to partner with CHPs to develop affordable housing.

Build to Rent

The housing industry has been exploring potential opportunities to deliver large amounts of housing through a 'build to rent' model. Whilst it appears that the main industry focus has been on a market priced model there may be scope for the consideration of innovative new versions of this model that deliver an affordable product,



particularly if aligned with delivery by CHPs and potentially encouraged by supportive planning measures that Council could consider, as highlighted in the previous section.

Partnerships with National Disability Insurance Scheme for Specialist Disability Housing

The National Disability Insurance Scheme (NDIS) provides people with permanent and significant disability with annual funding to pay for the cost of living in Specialist Disability Accommodation (SDA). SDA refers to accommodation for people who require specialist housing solutions, including to assist with the delivery of support that caters for their extreme functional impairment or very high support needs. The SDA payment is calculated based on the dwelling's location, size and level of accessibility.

SDAs must be registered with the NDIS to enable people who wish to live in such accommodation access to financial assistance for housing. Funding is only provided to a small proportion of NDIS participants with extreme functional impairment or very high support needs who meet specific eligibility criteria. The funding is awarded for eligible dwellings that are occupied by eligible NDIS participants.

CHPs are one of the key providers of SDAs and enables people with disabilities to have access to affordable housing through the NDIS program. There is opportunity for Council to explore working with CHPs to identify sites that can accommodate SDAs or a mix of SDAs and other affordable housing, reducing the overall cost of providing the housing.

Public housing redevelopment opportunities

A key social housing supply strategy of the NSW Land and Housing Corporation is through the redevelopment of public housing sites. The NSW Government has established Communities Plus as an ongoing program to redevelop LAHC sites to deliver integrated social, affordable and private market housing. 1-7 Anderson Avenue, Liverpool is a 3300m² site identified to be redeveloped as a mix of social and affordable housing and private residential accommodation as part of the Communities Plus program. Further opportunities for similar developments in the Liverpool LGA, including in the Miller Precinct and Hargrave Park, may be possible as infrastructure investment in the area continues to be rolled out. In particular, the proposed development of the Fifteenth Avenue Smart Transit Corridor may open up opportunities to deliver additional housing along its route including in the nearby Miller Precinct.

Responding to government policy changes

By forming partnerships with CHPs, Council can position itself to draw on opportunities that may arise from future State or Federal Government affordable housing policy changes.

Non-planning mechanisms

Council can pursue non-planning mechanisms to increase the supply of affordable housing, including:

- » Maintaining and building partnerships with CHPs to investigate opportunities for joint ventures or opportunities on low-cost sites for affordable housing or other opportunity sites, including Council-owned sites
- » Identifying opportunities on Council and State-owned sites that may be available for disposal in the future, to accommodate higher rates of affordable housing
- » Working with CHPs (through the NDIS program) to increase the provision and support of SDAs
- » Increasing social and affordable housing on existing social housing sites in partnership with LAHC
- » Supporting the construction sector to address skills shortages through improving training pathways
- » Providing education to the community regarding the benefits of affordable housing.



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3.4 Built form and sustainability

Liverpool's growth, while increasing opportunities for the community, also places pressure on our environment – a challenge Council is committed to addressing. Maintaining and enhancing natural values in the Liverpool LGA has the potential to increase the area's attractiveness as a place to live, work and play. Council will pursue opportunities to improve community access to the George's River while also protecting and enhancing environmental values such as water quality, including through water sensitive urban design.

The Western City District is noted for having significantly lower tree canopy cover, which along with geography and continued increases in impermeable surfaces associated with urban development, contributes to an urban heat island effect that makes temperatures significantly higher than in eastern Sydney areas, and also impacts upon water quality.

Council will seek to ensure new housing is sustainable and high quality, demonstrating climate resilience in design and materials. New housing and housing densities will be concentrated in centre locations to protect and enhance areas of high ecological significance and rural land. The LEP and DCP will be reviewed to address the Urban Heat Island effect, encourage green open space in high rise development, implement water sensitive design and sustainable waste principles and prioritise low carbon initiatives in new development. Council will also take on an advocacy role to the State Government for amendments to BASIX to reduce greenhouse gas emissions and the Exempt and Complying Code to increase tree canopy cover.

3.5 Preliminary dwelling projections

Table 19 and 20 below provides a summary of the 0-5, 6-10 and 10-20 year expected dwelling delivery projections as set out in the Housing Study, for the base and adjusted demand case, respectively.

Liverpool is well on track to exceed its five-year housing target set by the District Plan (8,250 dwellings between 2016-2021). Overall dwelling targets have been set (in **Table 21** below) for the 6-10 year and 10-20-year housing targets to meet the overall projected demand for approximately 44,000 additional dwellings between 2016-2036. The Housing Study estimates that the average demand for additional dwellings could be in the range of 2,100 to 2,200 a year, development rates that have only begun to be seen since around April 2019.

Notably, the base case demand and adjusted demand analysis in the Housing Study provides for a demand of 43,315 and 44,108 additional dwellings respectively. However, there are substantial differences in the *types* of dwellings that will need to be provided under the base case versus adjusted demand model. Under the adjusted demand scenario, population growth translates to demand for an additional 22,319 separate houses, 12,969 attached dwellings and 8817 apartments between 2016-2036. This would represent the continuation of recent development rates, but would require a shift in household preferences and additional infrastructure investment.

Due to these observed trends, changes in development controls in the Liverpool City Centre, the development of the Western Sydney Aerotropolis, a number of significant infill development opportunities around the City Centre and the implementation of the Low-Rise Medium Density Housing Code, it is expected that development reflecting the adjusted demand case is more likely, therefore these figures have been used as the basis to develop a preliminary housing target for the 6-10-year period.

There is sufficient capacity under existing planning controls to deliver almost 85,000 new dwelling in the LGA. However, a feasibility analysis in the Housing Study confirmed that just under 50,000 of these dwellings are currently feasible to deliver. Notably, once the feasibility overlay is applied, the number of medium density dwellings that can be feasibly delivered is substantially reduced from 18,493 dwellings to 4,940 dwellings. Given the expected demand for smaller, more affordable dwellings that bridge the gap between smaller apartments in the City Centre and larger dwellings in the New Release areas, it is critical that housing diversity is improved.

The preliminary dwelling projections beyond the short term (0-5 year) period have generally been based on the Housing Study's recommended delivery of 2,100 to 2,200 dwellings per year. However, a range has been provided for both the medium term (6-10 year) and long term (10-20 year) projections due to the potential changes in dwelling delivery that may result from the opening of the airport in 2026 and changed market conditions.

**Table 19 Local Housing Study base demand housing projections**

Housing type	0 – 5 years (2016-2021)	6 – 10 years (2021-2026)	10 – 20 years (2026-2036)
Detached housing	6,867	6,955	16,401
Medium density	2,370	1,967	5,028
High density	269	1,028	2,430
Total	9,506	9,950	23,859

Table 20 Local Housing Study adjusted demand housing projections

Housing type	0 – 5 years (2016-2021)	6 – 10 years (2021-2026)	10 – 20 years (2026-2036)
Detached housing	5,275	5,271	11,774
Medium density	2,477	2,866	7,627
High density	1,883	1,985	4,950
Total	9,635	10,122	24,351

Table 21 Preliminary Housing Targets

6 – 10 year target (2021-2026)	10 – 20 year estimate
8500 - 12,000 dwellings The above target has been set based on an estimated annual target in the Housing Study, with leeway for low and high growth scenarios. However, this target will be reviewed in collaboration with the GSC	Between 20,250 and 27,250 dwellings

3.6 Identified investigation areas

The Housing Strategy identifies a diversity of housing to cater for the community needs through investigation opportunity areas, which can support additional housing growth over the next 20 years. These areas will be subject to more detailed investigation through place-based studies examining impacts on local character and any required technical investigations.

3.6.1 Locational Requirements for New Housing

In certain circumstances it may be appropriate for Council to consider rezonings for residential uplift in appropriate locations outside of the identified Investigation Areas listed below. However, these should only be considered where they align with the Priorities and Objectives of this Strategy and meet the following specific criteria:

- » Areas rezoned for increased housing density should be located within 800m of major transport nodes
- » New housing should have good access (within 400m) of open space, employment opportunities and retail facilities
- » New housing should be located and designed to preserve the character of existing local neighbourhoods, areas of high ecological value and existing heritage.
- » New housing must be supported by infrastructure improvements including the provision of affordable housing where appropriate.

3.6.2 Short Term Investigation Areas

The following Short-Term Investigation Areas have been identified due to their desirable locations in proximity to transport and services:

- » Liverpool City Centre & Innovation Precinct
- » Georges River North (Moore Point)
- » Moorebank Town Centre
- » Miller Precinct
- » Warwick Farm Racing Precinct.

Georges River North

Georges River North (also known as Moore Point) has been identified in the Housing Study and Collaboration Area Place Strategy as being suitable to accommodate a new mixed-use precinct that provides a mixture of commercial, retail, residential and community uses that provides sustainable employment, which is complementary to, and not in competition with, the commercial core. Land in this location provides large lots under single ownership, which provides a good opportunity for redevelopment. The area is identified as flood prone and may be subject to contamination from previous industrial uses. However, these constraints can be addressed as part of the planning and development process. Council and the NSW State Government will collaborate to develop a Precinct Plan to consider a range of uses and built forms for the area to create a vibrant community which takes advantage of the area's excellent access to transport and services and limited environmental constraints. In particular, the LSPS identifies opportunities for a potential metro or Fifteenth Avenue extension to this area. In addition, this area provides an opportunity to leverage off excellent connections to the Liverpool Hospital and proposed Health, Innovation and Research Precinct. The redevelopment of the Georges River North/Moore Point area will also provide an opportunity to realise the LSPS priority of improving connections to Georges River.



Liverpool City Centre & Innovation Precinct

The Liverpool City Centre has already been the subject of extensive strategic planning studies to encourage increased residential development in this Strategic Centre. Notably, Amendment 52 to the Liverpool LEP has been finalised, which rezoned the Liverpool City Centre Commercial Core from B3 Commercial Core to B4 Mixed Use. Amendment 52 enabled the potential provision of 6934 new dwellings and 15,635 additional jobs within the City Centre to support a mix of uses and to encourage a 24-hour economy within the City Centre. A number of recommendations in this Housing Strategy – particularly in relation to apartment mix controls and opportunities to encourage dual key apartments – will assist in encouraging more diversity and affordability in residential dwellings delivered in the City Centre.

Moorebank Town Centre

As detailed in **Part A Section 2.5** above, the draft Liverpool LEP 2020 proposes to rezone part of the R4 High Density Residential zone around the Moorebank Shopping Centre to R3 Medium Density. However, a proposed review of permissible uses and development controls in its R3 zone is likely to improve feasibility of medium density in the R3 zone and encourage the provision of smaller, more affordable dwellings in this zone to meet the changing needs of the Liverpool community. Amendments to development controls in the Moorebank area following the current planning proposal, will be considered as part of a broader R3 zone review. This will work to improve feasibility of medium density development, and consider the new Low-Rise Medium Density Housing Code.

Miller Precinct

The Miller Town Centre is in relatively close proximity to transport services with accessibility likely to improve as a result of the implementation of the FAST Corridor along Fifteenth Avenue to support the new Western Sydney Airport. Council proposes to work with key stakeholders in the area to revise the 2016 Masterplan and provide a catalyst for redevelopment and social improvements in the area.

Warwick Farm Racing Precinct

Council has resolved to develop a structure plan for the Warwick Farm Racing Precinct, and to develop a planning proposal to rezone the area to a mix of uses, including B4 Mixed Use. The racing precinct is close to public transport, retail centres and open space. Other factors are the nature of existing development with large lot sizes, walkability and existing social housing suitable for redevelopment.

3.6.3 Medium Term Investigation Areas

The following Medium-Term Investigation Areas have been identified due to their desirable locations in proximity to transport and services:

» Hargrave Park (Warwick Farm)

Hargrave Park has been identified in both the Housing Study, Liverpool Collaboration Area Strategy and LSPS as suitable for increased and diverse residential accommodation. It provides an ideal location for increase and diverse housing densities in close proximity to public transport and a range of services. The majority of land in the Hargrave Park precinct is owned by LAHC and has very little environmental constraints. Council proposes to work closely with LAHC to develop a place-based study that will seek to redevelop the area as a mixed tenure precinct with a range of social, affordable and diverse private dwelling types. Hargrave Park is relatively unconstrained apart from a low to medium flood risk that can be addressed by increased residential floor levels. A number of properties are also under strata title ownership in this area. Due to Council commitments to other investigation



areas in the short-term, as noted in Council's LSPS, Hargrave Park has been designated a medium term investigation area. Further discussions will occur with LAHC to progress planning in this area with the intention of bringing forward strategic work for this precinct.

SECTION 4: IMPLEMENTATION AND DELIVERY PLAN

4.1 Land Use Planning Approach

This Strategy adopts an approach to land use planning (below) that is designed to support the delivery of a diverse range of housing in the right locations and to enhance people's ability to access jobs and services, compatible with key identified values that contribute to the character of an area.

The Liverpool Housing Strategy demonstrates it is likely that Liverpool can achieve the housing targets set out in the Western City District Plan, with the following key actions (summarised) to be part of the implementation of this Plan.

Figure 23 Land use planning approach

Undertake place-based studies	Detailed review of planning controls	Review of Medium Density Code
Place-based analysis of the Investigation Areas to ensure that urban renewal delivers great places and to outline a nuanced approach to any planning control amendments	Analysis of planning controls including review of controls for the R3 zone, controls for medium density housing in residential zones and controls for RFB development in the City Centre	Review Medium Density Code including the need to incorporate changes in the LEP and DCP and establish local character areas where the Code will not apply.
LEP and DCP amendments		
Incorporate potential amendments to LEP and DCP informed by place-based studies. Include potential updates to the LEP and DCP as a result of the review of controls for the R3 zone, controls for medium density housing and the application of the Medium Density Housing Code and controls for RFBs in the City Centre (e.g. unit mix)		
Section 7.11 Contributions review		
Based on projected dwellings and population to ensure local infrastructure is delivered when needed.		
Ongoing monitoring		

4.2 Implementation and Delivery Plan

The purpose of this section of the Strategy is to clearly identify when and how housing will be delivered over the next 20 years, and the potential contribution Liverpool City Council can make to the District Plan's 20-year housing target – dependent on infrastructure provision.

It provides an overarching summary of what type of housing is anticipated to be delivered, in what key locations, timeframes and by what stakeholders, as well as the mechanisms for its delivery, including Planning Proposals required.

The Implementation and Delivery Plan is based on addressing the following key priorities and challenges for providing suitable housing in the Liverpool LGA over the next 20 years:

- » **Diversity:** Ensuring there is a sufficient range of diverse housing types to meet the changing needs of its residents.
- » **Affordability:** Encouraging greater housing affordability in the LGA to ensure existing community members can remain within their community and that essential workers in the locality can access appropriate housing.
- » **Location:** Providing opportunities for increase housing densities in close proximity to transport and services whilst retaining the local character of the area.
- » **Sustainability:** encouraging sustainability and energy efficiency in housing location and neighbourhood design

For the purposes of this Strategy, the following short, medium- and long-term timeframes have been established to align with the proposed Actions and Delivery Plan. These timeframes also align with those in the LSPS and Community Strategic Plan.

- » **Short term:** 2020/2021
- » **Medium term:** 2021/2022–2024/2025
- » **Long term:** 2025/2026–2035–2036

Table 22: Implementation and Delivery Plan

#	Action	Rationale	Implementation	LSPS Alignment	Timeframe
Housing Growth and Location					
1	Finalise a 6-10 year housing target for the Liverpool LGA.	This Housing Strategy sets a draft Housing Target of 8,500-12,000 dwellings for the period 2021-2026. A final target will be agreed to in consultation with DPIE, the GSC and the community.	Undertake community consultation through the Local Housing Strategy exhibition and further discussion with DPIE and GSC to set an appropriate target.	Planning Priority 7	Short term
2	Partner with State Government to investigate planning controls and land fragmentation in growth areas.	Growth areas such as Austral have not developed as quickly as expected due to land fragmentation. Further work in collaboration with DPIE is needed to encourage orderly development in growth areas, and to ensure consistent, high quality development across the Liverpool LGA.	Partnership with State Government to review SEPPs.	Planning Priority 7	Short term
3	Progress sustainable, high density transit- and landscape-oriented development along the Fifteenth Avenue Smart Transit (FAST) Corridor.	Council's FAST Corridor provides an opportunity to enable high quality development on nodes along its route, providing accessibility and amenity to residents.	Continue investigations into route and station locations in collaboration with relevant State Government agencies to ensure appropriate funding and planning for this important piece of transport infrastructure.	Planning Priority 2, Planning Priority 7	Medium term

#	Action	Rationale	Implementation	LSPS Alignment	Timeframe
4	Prepare Precinct Plans for relevant areas identified as short-term investigation areas in this Strategy.	This Local Housing Strategy provides details on specific areas flagged for further housing growth. Detailed precinct plans will need to be developed to ensure appropriate staging and orderly development.	Collaborate with relevant partners to progress precinct plans for identified areas. Implement through changes to LEP as necessary.	Planning Priority 7	Short term
5	Ensure housing density is focused around centres, high frequency public transport and amenity	To work towards a 30-minute city, it is crucial that increased housing density is close to high-frequency public transport, jobs, and amenities such as open space and schools.	Ensure planning proposals are consistent with the Local Housing Strategy	Planning Priority 7	Ongoing
6	Ensure rural and scenic lands are protected	Areas such as Denham Court and the Western rural lands have scenic values and/or are part of the Metropolitan Rural Area (MRA), and, as such, the character of these areas should be preserved.	Review controls in Denham Court and other areas covered by the Metropolitan Rural Area to ensure protection of rural and scenic character	Planning Priority 16	Ongoing

#	Action	Rationale	Implementation	LSPS Alignment	Timeframe
Housing Diversity					
7	<p>Review land use and development controls in R1, R2 and R3 zones to encourage greater medium density and housing diversity without adversely impacting neighbourhood amenity.</p> <p>Review of permissibility and controls for the following land uses should be considered:</p> <ul style="list-style-type: none"> » Dual occupancies » Multi-dwelling housing » Manor homes 	<p>The Housing Strategy has indicated a lack of housing diversity is evident in the Liverpool LGA and greater availability of medium-density product and larger apartments is necessary.</p>	LEP Phase 2 DCP Review	Planning Priority 7	Short term
8	Review controls for R3 zone to improve feasibility, having consideration to appropriate built form outcomes.	<p>There has been limited uptake of medium density housing in much of the R3-zoned land in the Liverpool LGA. Improving the feasibility of developing this product while ensuring good built form outcomes is necessary.</p>	LEP Phase 2 DCP Review	Planning Priority 7	Short term
9	Review controls for medium density having regard to the Low Rise Medium Density Housing Code to facilitate more diverse housing types in the LGA whilst still maintaining local character.	<p>The Low Rise Medium Density Housing Code will come into effect in July 2020. Council will be better able to control development outcomes by placing some controls, such as minimum lot size for multi dwelling houses, within the LEP, instead of the DCP where it currently resides.</p>	LEP Phase 2 DCP Review	Planning Priority 7	Short term

#	Action	Rationale	Implementation	LSPS Alignment	Timeframe
10	Investigate options to incorporate the principles of Livable Housing Design in a proportion of new housing.	Livable Housing design makes homes easier to access at all stages of life, and supports aging in place.	Review best-practice in other jurisdictions to inform potential amendments as part of the DCP Review. Investigate working with CHPs (through the NDIS program) to increase the provision and support of Specialist Disability Accommodation.	Planning Priority 7	Short term
11	Review apartment mix controls for RFB development in City Centre, R1 and R4 zones.	There is a mismatch between demographic need and apartment sizes in the Liverpool City Centre. More one and three bedroom apartments are required.	DCP Review	Planning Priority 7	Short term
12	Collaborate with State Government and other agencies to develop a land use definition and controls for student housing.	There is a growing demand for student housing in Liverpool, however it is defined as 'boarding houses' in the Standard Instrument LEP. However, there are many differences between student housing and typical boarding house development. A separate definition would allow the creation of land use and development guidelines that could encourage student housing.	Collaboration with DPIE and other council stakeholders	Planning Priority 7	Short term

#	Action	Rationale	Implementation	LSPS Alignment	Timeframe
Housing Affordability					
13	Partner with State Government to investigate the potential for master planned precincts (such as LAHC properties in Warwick Farm and 2168 postcode) to renew and increase social and affordable housing.	There is great potential in Liverpool to increase housing, provide more affordable housing and reduce the concentration of social disadvantage through the redevelopment of State social housing assets.	Work collaboratively with State Government to identify redevelopment opportunities and to collectively advocate for improved transport connections to these areas.	Planning Priority 7, Action 7.3	Medium term
14	Advocate to State and Federal governments for more investment in social and affordable housing.	Councils alone cannot facilitate the delivery of enough affordable housing to meet demand, nor are they responsible for social housing. The State and Federal governments must increase support for social and affordable housing delivery.	Partner with other Councils and relevant not-for-profit organisations to develop a consistent strategy for improving and increasing the provision of high quality social and affordable housing.	Planning Priority 7, Action 7.5	Short term
15	Review Planning Agreements policy to enable consideration of affordable housing when considering development applications.	Council considers affordable housing as part of its VPA process when negotiating rezoning applications. A revision of the VPA policy is, however, necessary to enable affordable housing to be considered in relation to development applications.	Revision of VPA policy	Planning Priority 7	Short term

#	Action	Rationale	Implementation	LSPS Alignment	Timeframe
16	Advocate for the NSW Government to amend the SEPP (Affordable Rental Housing) to require boarding housing dwellings to be let at affordable rents.	Boarding houses provide a legitimate form of residential accommodation that meets the needs of lone person households particularly workers and students that may not require permanent accommodation. However, as a density bonus is available for boarding houses under the Affordable Rental Housing SEPP in certain circumstances, it is important that any bonus be linked to the provision of reasonably affordable rents in new age boarding houses.	Develop submission on Affordable Rental Housing SEPP and provide to DPIE.	Planning Priority 7	Short term
17	Maintain and build partnerships with CHPs to investigate opportunities for joint ventures or opportunities on low-cost sites for affordable housing or other opportunity sites, including Council-owned sites.	Council should continue to seek opportunities to partner with CHPs and undertake detailed consultation with CHPs to determine specific market requirements ahead of determining appropriate sites for release.	Pursue continued opportunities to engage and consult with CHPs	Planning Priority 7	Continuing

#	Action	Rationale	Implementation	LSPS Alignment	Timeframe
Built Form and Sustainability					
18	Undertake design-led planning using place-making principles for town and local centres.	To create vibrant communities that respect and build upon local character, design-led planning will be undertaken across town and local centres.	Develop a plan to prioritise design-led placemaking opportunities for centres, in consultation with Council's City Design and Public Domain team.	Planning Priority 7, Planning Priority 8, Planning Priority 16	Medium term
19	Review R4 zoned land around local centres to address interface issues.	As development for higher density dwellings becomes financially viable in centres, there may be the need to address the interface between higher density areas with surrounding lower density areas.	LEP Review Phase 2, and DCP Review.	Planning Priority 8	Ongoing
20	Amend the DCP to better respond to urban heat, sustainable waste and water sensitive urban design	Council's DCP can be updated to ensure materials, orientations and plantings better respond to the urban heat island effect.	DCP Review	Planning Priority 15	Short term
21	Advocate for changes to BASIX in line with the State Government's net zero by 2050 aspirations	Current BASIX requirements are not aligned with broader State goals to reduce greenhouse gas emissions. Updates to BASIX to align with a net zero 2050 trajectory are required.	Write to the State Government requesting a review to BASIX to ensure sustainability targets can be achieved.	Planning Priority 15	Short term



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Post Exhibition Draft

Note: Proposed changes are highlighted

LIVERPOOL**CENTRES AND
CORRIDORS STRATEGY****LIVERPOOL
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Terminology

The following terms apply throughout the document:

Term	Definition
DCP	Development Control Plan
FAST Corridor	Proposed rapid transit link along Hoxton Park Road and Fifteenth Ave, linking the Liverpool City Centre and the Western Sydney International Airport
LEP	Local Environmental Plan
LSPS	Local Strategic Planning Statement – ‘Connected Liverpool 2040’
Local Centre	Smaller retail centres which meet convenience retailing needs as well as acting as community gathering places.
Liverpool LGA	Liverpool Local Government Area
Metropolitan Cluster	Regional-scale mixed-use centre
Neighbourhood Centre	The smallest centres which make a small contribution to meeting day to day retailing needs of the local community.
Out of centre bulky goods cluster	Bulky goods retailing and specialised retailing in a single location which facilitates comparison shopping.
Stand-alone Centre	Centres which provide for the convenience and specialised retail needs of the local community, but do not act as mixed-use centres.
TOD	Transit Oriented Development
Town Centre	Large retail centres which act as community gathering places with a range of uses.
Village Centre	A term used in the 2012 Retail Hierarchy Review to describe a centre of small scale (larger than a neighbourhood centre).



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Executive Summary

Centres act as important focal points for the local community, especially when they are well integrated with social infrastructure (e.g. libraries and community centres). Centres also provide opportunities for local employment and are an important part of establishing the 30-minute city when co-located with high quality public transport.

Liverpool is experiencing substantial growth and there is a need to ensure that our centres are able to respond to growth and emerging commercial and retail trends. It is also important that centres have adequate supporting infrastructure and are well designed to meet the needs of the wider community.

This Strategy has been developed in response to Action 11.3 of Council's Local Strategic Planning Statement 'Connected Liverpool 2040' (the LSPS) which identifies the need to prepare a Centres and Corridors Strategy and review relevant planning controls. This Strategy re-defines and re-categorises Liverpool's centres and corridors and provides direction for future planning.

Preliminary Consultation

This Strategy is underpinned by the Centres and Corridors Study prepared by SGS Economics & Planning (February 2020). The SGS Study was prepared in consultation with key stakeholders to understand key retail trends and the performance of the local retail market.

The key points of this consultation include:

- Stakeholders generally viewed the local retail market to be performing strongly.
- Larger retail centres in the Liverpool LGA generally have low levels of vacancies, indicating that businesses are performing well.
- The Liverpool City Centre should continue to grow and expand in terms of both retail and commercial development. A particular opportunity was noted for Liverpool City Centre to become a major dining destination.
- Congestion and parking issues in the Liverpool City Centre were cited as reasons for people to visit local centres (like Casula Mall) instead.
- Local centres play a broader role beyond simply providing retail facilities (e.g. hosting community events). In this regard, stakeholders felt that opportunities such as tourism, night-time trading and developing larger dining precincts should be considered for larger local centres in the LGA.
- Stakeholders highlighted the changing nature of the retail market and the resulting need for retail centres and retailers to be more flexible and agile.

Retail Access and Gaps

According to the SGS Study, there is unmet demand for supermarket floorspace within the Liverpool LGA, with large gaps in the City Centre District and the New Release District.

The SGS Modelling indicates that there is likely to be increased demand for supermarkets in the Liverpool City Centre as a result of rapid population growth. Most of the current supermarkets are in Westfield and near it. As such, people in the southern part of the City Centre or near Warwick Farm Station are relatively far from supermarkets, which may discourage walking. The Liverpool City Centre Retail Study (SGS, 2020) seeks to address this issue and includes a framework for the evaluation of mixed-use developments and future directions for retail development in each part of the Liverpool City Centre.

Centres are proposed for development in Middleton Grange, Holsworthy and Edmondson Park. The Middleton Grange and Holsworthy sites have been subject to planning proposals. The lack of development of a shopping centre in Middleton Grange means that residents currently have limited access to retail facilities.

Limiting out of centre retail

The SGS Study identifies the need to limit the creation of new out of centre retail developments as there is limited demand for new centres. Further, they cannot take a broader place-based role and could have an impact on the turnover of existing centres.

The Liverpool B6 Enterprise Corridor zone (which is intended to cover business premises along major roads including garden centres, hardware and building supplies etc.) currently allows a wider range of uses than most B6 zones in greater Sydney. In some cases, out of centre retail developments with a range of uses more typically found in local centres (e.g. grocery stores and restaurants) have occurred in the B6 zone, and a revision of the zone is recommended to prevent this from occurring.

Update to the Retail Hierarchy

This Strategy updates the current retail hierarchy included in the 2012 'Liverpool Retail Centres Review'. Since 2012, the strategic context of the Liverpool LGA has evolved. There have been several developments which were not anticipated at the time including two full-line supermarkets on Camden Valley Way and the Hume Highway as well as the significant expansion of the size of the Edmondson Park Town Centre.

The retail hierarchy is not intended to pre-determine the outcome of current planning proposals. The role of individual centres is based on the amount of retail floorspace, the presence of anchor tenants, the likely future retail demand, capacity to act as social connectors and hubs, and their accessibility and design.

Guiding Criteria for Planning Proposals

This Strategy includes a set of guiding criteria for future Planning Proposals which are intended to assist in the assessment process and provide guidance to proponents. The guidelines were developed to ensure that centres remain viable and to ensure improved integration with the public domain and with nearby open space, social infrastructure and other services.

Recommended Actions

1. Review land use planning controls to ensure quality built form outcomes and ensure consistency with the revised retail hierarchy.
2. As part of the existing planning proposal, review planning controls in Middleton Grange and encourage development of a Local Centre consistent with the retail hierarchy.
3. As part of the existing planning proposal, encourage the development of a local centre in Holsworthy consistent with the retail hierarchy.
4. Investigate and address any impediments for the timely delivery of centres in Austral.
5. Amend LEP to replace permissibility of 'shops' in the B6 zone with 'neighbourhood shops'.
6. Review LEP zoning of key sites (LEP Schedule 1, Clause 9) if they have been developed for the purposes of service stations or food and drink premises. As part of review, undertake a site analysis and consider rezoning to B6.
7. As part of the planning for the FAST corridor, consider appropriate location of TODs.

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Residents across the Liverpool LGA have convenient access to a variety of vibrant retail and business spaces which are co-located with social infrastructure (including libraries and community centres) which help bring people into retail centres at various times of the day.

Retail centres remain competitive in the face of competition and evolving trends (such as online retailing). They provide for a significant concentration of local jobs and services. They are well serviced by fast and reliable public transport and they are easily accessible by a network of pathways, cycleways and open space.

Our neighbourhood centres are at the heart of Liverpool's suburbs and provide for modern and well-connected spaces which encourage people to walk or cycle.

Improvements to the urban domain and a focus on active and innovative transport have led to a thriving, safe, inclusive and green city centre with a strong 24-hour economy. Access to the Georges River has been improved, providing residents and visitors with cool, clean, green spaces in which to connect, play, swim and relax. A boom in local education opportunities has changed the city, with an influx of university students bringing greater life and vibrancy to the City Centre, feeding into Liverpool's activated streets and enhanced night-time economy.

**Introduction**

This Strategy has been prepared in response to Action 11.1 of Council's Local Strategic Planning Statement (LSPS) which identifies the need to develop a Centres and Corridors Strategy and review the LEP and DCP to ensure alignment.

This Strategy has been informed by the SGS Centres and Corridors Study which provides recommendations regarding future retail and business development.

The objectives of this Strategy are to:

1. Ensure that there are adequate, appropriate and accessible retail services for Liverpool's residents into the future;
2. Maintain and strengthen the viability of existing centres;
3. Ensure that centres have a high level of amenity for workers, shoppers, residents and visitors; and
4. Ensure that future centres are well planned and connected.

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COUNCIL**LGA Snapshot**

GREATEST EXPECTED **INCREASE** IN RETAIL DEMAND IS IN THE **NEW RELEASE AREAS**

Most residents are within **2km** of a **major supermarket**, however there are **gaps** in the **City Centre District** and **New Release Areas**.



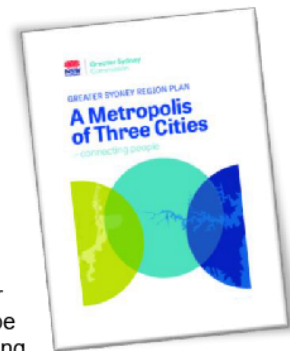
LIVERPOOL

CENTRES AND CORRIDORS STRATEGY

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The Greater Sydney Region Plan (GSRP) is the NSW Government's planning strategy for Greater Sydney. It provides a 40-year vision to transform Greater Sydney into a Metropolis of Three Cities: The Western Parkland City, the Central River City and the Eastern Harbour City. Liverpool is within the Western Parkland City which is intended to accommodate 29% of Sydney's growth and 49% of employment growth to 2036.

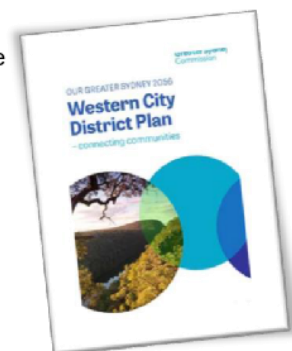
In the GSRP, Liverpool City Centre is classified as part of the metropolitan city cluster of the Western Sydney Aerotropolis, Liverpool, Campbelltown-Macarthur and Greater Penrith. These are the major centres of the Western Parkland City and along with Parramatta and the Sydney CBD, the major centres of Greater Sydney. Under the GSRP vision, everyone would be within 30 minutes by public transport of a metropolitan centre, including Liverpool and the future Western Sydney Aerotropolis.

**District Plan**

The Western City District Plan (WCDP) is a 20-year plan which implements the Greater Sydney Region Plan for the Western City District, which includes the Liverpool LGA.

Local strategic planning and amendments to local planning controls must be consistent with the WCDP. It is also intended to guide strategic land use and transport planning for the Western City District more broadly.

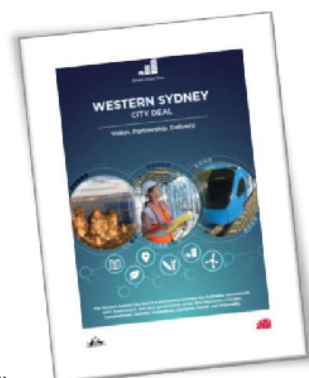
The District Plan addresses planning for housing, employment and greater sustainability with a district-level focus. Planning priorities are implemented through actions for Councils and NSW Government departments and agencies. The plan identifies current job distribution within the Western City in which local centres make up 16% of the total job distribution and strategic centres make up 10% of the job distribution.

**City Deal**

The Western Sydney City Deal is an agreement between the Australian Government, the NSW Government and the eight councils of the Western City District, including Liverpool City Council.

The City Deal reinforces the vision for transformative development in Western Sydney set by the Greater Sydney Region Plan. It contains commitments from each level of government which seek to facilitate the development of the Western Sydney Aerotropolis, as well as to improve connectivity, liveability, jobs, skills, education, the environment and governance in Western Sydney.

The Western Sydney City Deal aims to provide over 200,000 jobs in a range of industries, with development focused around the Western Sydney Aerotropolis. It commits to the establishment of a university, the North South Rail Link and rapid bus links between Western Sydney International Airport, the Western Sydney Aerotropolis and Liverpool.



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COUNCIL**Draft Western Sydney Aerotropolis Plan (WSAP)**

The Western Sydney Aerotropolis (next to the future Western Sydney Airport) is intended to be developed as a major commercial Centre at the heart of Sydney's Western Parkland City. The Aerotropolis is intended to share the role of the main centre in the Western Parkland City with the Liverpool City Centre, Penrith and Campbelltown-Macarthur.

The development of the Western Sydney International Airport and Western Sydney Aerotropolis could also create opportunities of new transit-oriented developments including retail centres along the route of any rapid transit connections from the airport. A rapid transit connection is being planned along Fifteenth Avenue.

The draft Western Sydney Aerotropolis Plan (WSAP) has recently been exhibited by the NSW Government for public comment and was not included in the modelling for the SGS Centres and Corridors study.

**Planning Future Retail Centres: Discussion Paper (2018)**

Directions for best practice planning of local retail is provided by a discussion paper prepared by the Department of Planning in 2018. It was associated with changes to the Standard Instrument LEP template but had a broader scope regarding the future of retail planning in response to changes in the retail sector.

The discussion paper identifies the changing role of retail in response to structural changes in how consumers shop. Building on work from the Independent Retail Expert Advisory Committee, the paper found that the current planning framework does not provide sufficient flexibility to accommodate a dynamic and evolving sector. It finds continued strong retail demand related to population and economic growth, despite increasing competitive pressures and some high-profile store closures. As a result, the paper calls for planning which supports the important place of retail in local economies while recognising its role in the liveability of well-designed and accessible centres.

**Local Policy Context****Liverpool Retail Hierarchy Review 2012**

A comprehensive review of the retail landscape in the Liverpool LGA was conducted in 2012 by HillPDAs, which resulted in a retail hierarchy. The Liverpool City Centre was identified as a 'Regional City' serving both the LGA and the broader South West and West Central subregions, with other centres in the LGA classified as town, village, neighbourhood and bulky goods clusters.

The Review found that the Liverpool retail landscape would change due to a growing local population, increasing affluence and as a result of the South West Growth Centre Areas and proposed development of the Leppington Major Centre.

There have been several developments since the Retail Hierarchy Review in 2012 which were not anticipated at the time. This includes two full-line supermarkets on Camden Valley Way and the Hume Highway as well as the significant expansion of the Edmondson Park



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Town Centre. Large additional retail facilities are subject to planning proposals (approved and under assessment) in several parts of the LGA.

Liverpool Economic Development Strategy 2019-2029

Liverpool's Economic Development Strategy details the economic priorities, actions and targets to guide the development of the LGA's economy. Key features identified as underpinning Liverpool's growth include:

- Land use planning which balances economic opportunities with environmental requirements
- Improved freight and passenger transport with continued investment in infrastructure projects by the public and private sector, and
- A growing and trained workforce to support business needs.



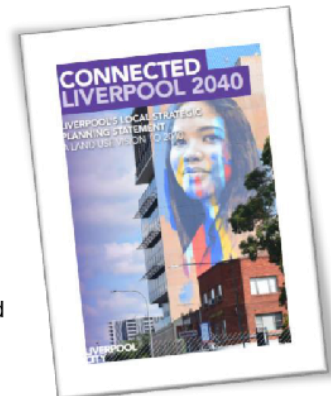
The Strategy identifies a number of opportunities and challenges for the LGA regarding industry development, infrastructure, land use/planning and skills and employment. One of the key opportunities for industry development is the continued expansion of the retail sector. One of the challenges identified is to accommodate a combined 30,000 jobs in the Liverpool city centre and Georges River Precinct, which would offer a significant contribution to retail viability and vibrancy.

Local Strategic Planning Statement – Connected Liverpool

2040

Liverpool's Local Strategic Planning Statement (LSPS) provides a 20 year land use vision and includes a range of priorities and actions relating to connectivity, liveability, productivity and sustainability.

The 2040 vision statement identifies aspirations for high quality development, with a balanced mix of housing, employment, community and retail spaces. The vision also reflects a desire for a successful and vibrant Liverpool City Centre with active streets and an enhanced night-time economy.



Notable priorities in the LSPS include:

- PP1 – Active and public transport reflecting Liverpool's strategic significance.
- PP5 – A vibrant, mixed-use and walkable 24-hour City Centre with the Georges River at its heart.
- PP6 – High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth.
- PP7 – Housing choice for different needs, with density focused in the Liverpool City Centre and centres well serviced by public transport.

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The Community Strategic Plan (CSP) is a ten-year plan that defines the vision and priorities of the community. The CSP is the overarching plan that sets the direction not only for Council but for all stakeholders, including government, business, the not-for-profit sector and residents. The CSP is structured around four directions that represent the community's priorities:

- Creating connection – Social;
- Leading through Collaboration – Environment;
- Generating Opportunity – Economic; and
- Strengthening and Protecting our Environment – Civic Leadership.

Direction 3 of the CSP is 'Generating Opportunity', a direction that underlines the need for Council to support economic growth, including employment and investment options. Measures of success for achieving these goals include the quantity of new and expanded business in the LGA, employment rates for the population, and improved transport connections.

**Preliminary Consultation**Community consultation – LSPS

During the exhibition of the LSPS, the community said there is a need for:

- Improved transport options to the Liverpool City Centre and other centres;
- Improved community facilities (including parks, libraries and community centres);
- A shopping centre at Middleton Grange; and
- More cafes and shops in Warwick Farm.

Key Stakeholders – SGS Study

The SGS Study was prepared in consultation with key stakeholders to understand key retail trends and the performance of the local retail market.

The key points of this consultation include:

- Stakeholders generally viewed the local retail market to be performing strongly.
- Larger retail centres in the Liverpool LGA generally have low levels of vacancies, indicating that businesses are performing well.
- The Liverpool City Centre should continue to grow and expand in terms of both retail and commercial development. A particular opportunity was noted for Liverpool city Centre to become a major dining destination.
- Congestion and parking issues in the Liverpool City Centre were cited as reasons for people to visit local centres (like Casula Mall) instead.
- Local centres play a broader role beyond simply providing retail facilities (e.g. hosting community events). In this regard, stakeholders felt that opportunities such as tourism, night-time trading and developing larger dining precincts should be considered for larger local centres in the LGA.
- Stakeholders highlighted the changing nature of the retail market and the resulting need for retail centres and retailers to be more flexible and agile.

Trends and Drivers

The prospects for retail centres in the Liverpool LGA are influenced by broader trends in the retail sector. The SGS Study notes the following:

- Spending on hospitality in physical stores has been growing strongly in Australia in recent years with the rise of 'café culture'.
- Spending on fresh food has also been increasing,
- The growth in spending on clothing has been more modest and spending in department stores has been decreasing in real terms.
- Spending patterns present a strong basis for growth in local centres anchored by supermarkets or with strong hospitality offerings, while centres with large department stores may require reconfiguration in the future.
- The continued rise of online retail threatens retail sectors which lend themselves to online comparison shopping such as household goods and department stores.
- Experience-based retail and convenience retail is likely to remain more competitive in the future. In response to competition, centres and large-format retail precincts are diversifying their range of activities beyond retail, while new centres are being designed to respond to a demand for fine-grain retail experiences in traditional retail streetscapes.
- New greenfield centres in Liverpool should be encouraged to contain a mix of uses and be designed to be permeable and activated at the street level. Ensuring that existing centres have attractive public domains will make them more attractive as general retail destinations and for dining and hospitality, which are growth sectors.

Retail Access and Gaps

Local supermarkets and retail facilities

Accessibility

Most of the residential areas of the Liverpool LGA are within 2km of a major supermarket, with some of those who are further away (for example in Hammondville) having access to a smaller local supermarket.

The following areas of the Liverpool LGA currently have limited access to a major supermarket:

- Middleton Grange – Up to 4km to Carnes Hill
- Voyager Point – Up to 4.8km by car to the Wattle Grove Coles
- Pleasure Point – more than 5km from the Wattle Grove Coles
- Austral – Contains two IGAs but is mostly over 5km from Carnes Hill
- Denham Court – parts of which are up to 5km from Coles Willowdale (in Campbelltown LGA).

Other residential areas of the LGA which are more than 2km of a major supermarket include parts of Prestons, Leppington, Casula, Moorebank, Elizabeth Hills and Holsworthy.

Unmet demand for supermarkets

According to the SGS Study (2019), there is unmet demand for supermarket floorspace within the Liverpool LGA, with large gaps in the City Centre District and the New Release District.

City Centre

The SGS Modelling indicates that there is likely to be increased demand for supermarkets in the Liverpool City Centre as a result of rapid population growth. Most of the current supermarkets are in Westfield or near it. As such, people in the southern part of the City Centre or near Warwick Farm Station are relatively far from supermarkets, which may discourage walking.

The Liverpool City Centre Retail Study (SGS, 2020) seeks to address this issue and includes a framework for the evaluation of mixed-use developments and future directions for retail development in each part of the City Centre. For example, the study identifies the Terminus Street Precinct as an area in need of a small supermarket to cater to the current and future working and residential population.

New Release Area District & Established Areas

Centres are proposed for development in Middleton Grange, Holsworthy and Edmondson Park. The Middleton Grange and Holsworthy sites have been subject to planning proposals..

Edmondson Park includes proposed small local centres which are zoned R3 Medium Density Residential. These sites have not been developed so far, and the unusual zoning may hinder their development.

Several centres are proposed in Austral, with expansions of the existing small centres proposed in two cases. Fragmented land ownership in these centres may constrain orderly development of the centres in Austral. If development of the centres occurs much later than housing development (which has already commenced), people moving to Austral will have very poor access to retail facilities, particularly if Middleton Grange is not developed in the short term.

Large format retail & business premises

The B6 Enterprise Corridor zone covers business premises along major roads (e.g. garden centres, hardware and building supplies etc.). The B5 Business Development zone covers the large format retail areas at Orange Grove (The Grove), Crossroads and Sappho Road (Warwick Farm).

Accessibility

Specialised retail centres in Liverpool's B5 zones and out-of-centre retail areas along major road corridors have been planned to provide a car-based role and are not well integrated into the local pedestrian network. They are not located in proximity to social infrastructure and therefore makes them inappropriate for a broader centre role.

Identified capacity

Most of the Crossroads, The Grove and Sappho Road sites have been developed, although there is still a vacant portion of land on the site of The Grove, some of which may be occupied by the proposed retail centre expansion. There is a large site zoned B5 in Warwick Farm adjacent to the train station which has a reasonable amount of development capacity, with current land zoning encouraging a highway-side big-box development. Council has endorsed a rezoning of this site to B4 Mixed use and R4 High Density Residential.

In the New Release Areas, much of the retail floorspace demand is for bulky goods retailing and this would be accommodated in the B5 zone in Austral. There is enough floorspace capacity under current planning controls to accommodate demand.

Much of the identified capacity in the B6 zoned land (along major road corridors) are generally small and have sensitive interfaces with adjoining residential development, and so could not accommodate

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the kinds of bulky-goods retail development which has occurred in Crossroads, or for large-scale commercial development. Few of these sites are vacant, and so any redevelopment would need to be feasible, considering the value of the current sites uses.

Permissible land uses in the B6 zone

The Liverpool B6 zone allows a wider range of uses than most B6 zones in greater Sydney. In some cases, out of centre retail developments with a range of uses more typically found in local centres have occurred in the B6 zone, and a revision of the zone is required to prevent this from occurring.

Developments along the Hume Highway are functioning as stand-alone local centres, with uses including grocery stores, restaurants and cafés. These developments have a car-based design and are not well integrated into the local pedestrian network. The current cap of 1,600sqm of retail premises in the B6 zone is not sufficient to prevent out-of-centre development, particularly considering the potential for retail development to occur on multiple adjacent sites. Allowing 'neighbourhood shops' instead of 'shops' in the B6 zone is the most straightforward way to prevent out of centre development while continuing to allow highway corridors to house some convenience-based retail premises.

Concentration of food and drink premises in existing centres is important to increase their vibrancy and to allow them to evolve in the face of competition and online retailing. There is sufficient capacity to accommodate these uses in existing centres rather than in out-of-centre locations.

Permissible land uses in the B5 zone

The B5 Business Development zone covers the large format retail areas at Orange Grove and Crossroads. The zone enables a mix of business and warehouse uses, and specialised retail premises that require a large floor area, in locations that are close to, and that support the viability of centres. The use of the B5 zone in the Liverpool LGA is broadly consistent with the NSW Department of Planning, Industry, and Environment's retail planning directions, as it seeks to create clusters of large-format retail. However, its permissibility is relatively narrow, with many commercial and retail premises not permitted.

Stakeholders have said that there should be greater flexibility in the B5 zone to accommodate a broader range of complementary land uses (e.g. service-based uses like banks, hair and nail salons). This would increase foot traffic in these centres outside of the weekend and would ensure they remain viable in the face of online retail and the changing nature of the retail market. However, Liverpool's B5 zones play a car-based role and there is a lack of co-location with social infrastructure. This makes them inappropriate for a broader centre role unless substantial design interventions take place. In this regard, it is not recommended to make any significant changes to the permissible land uses in this zone.

Retail Hierarchy & Future Planning

Proposed Retail Hierarchy

Table 1 - Proposed Retail Hierarchy for the Liverpool LGA

Centre Type	Role	Features	Future development	Centre Name	Former classification
Metropolitan Cluster	Regional-scale mixed use centre of retail, services and businesses	Commercial office development	Significant future development is likely.	Liverpool City Centre	Regional City
		Mixed Use residential		Aerotropolis Core (Proposed)	Not included
		Multiple supermarkets and department stores			
		Higher-order services			
Town Centre	Large retail centres which act as community gathering places with a range of uses.	One or more full line supermarkets A broad range of specialty retail. A concentration of social infrastructure. Some other services. Good public transport and pedestrian accessibility.	The priority for retail and service development outside the Liverpool City Centre. Design integration with social infrastructure should be improved as part of any expansion.	Moorebank	Town Centre
				Carnes Hill	
				Casula	
				Green Valley	
				Edmondson Park	
				Miller	
				Proposed Austral major centre (Fifteenth Avenue x Edmondson Avenue)	Not included
Local Centre	Smaller retail centres which meet convenience retailing needs as well as acting as a community gathering place.	A supermarket or large grocery store Some other retail facilities Co-location with social infrastructure Good pedestrian accessibility from	Public domain improvements and some expansion of these centres may be appropriate. Design integration with social infrastructure should be improved as part of any expansion.	Cecil Hills	Village Centre
				Middleton Grange (Proposed)	
				Wattle Grove	
				Holsworthy (proposed)	
				Austral centres (besides Fifteenth Avenue & x Edmondson	Not included

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Centre Type	Role	Features	Future development	Centre Name	Former classification
		surrounding residential development		Avenue)	
				East Leppington	Not included
				Hammondville	Small Village Centre
				Prestons	
				Luddenham	
				Green Valley road	
				Lumea	
				Edmondson Avenue	
				Epsom Road, Chipping Norton	
Stand-alone Centre	Provide for the convenience and specialised retail needs of the local community, but do not act as mixed-use centres of the local community .	A supermarket or significant specialised retail facilities	Should only be expanded if there is limited capacity elsewhere, if they can act as a local or town centre in the future, and if there will not be a substantial impact on the viability of a local or town centre.	Chipping Norton	Village Centre
		No or limited co-location with social infrastructure		Flowerdale Road/Hoxton Park Road	
				Hoxton Park Road / Dorrigo Avenue	
				Casula Shopping Centre (De Meyrick Ave/Hume Highway)	Small Village Centre
		Good access from the arterial road network		Orange Grove	Small Village Centre
				Woolworths Casula	Small Village Centre
				Woolworths Prestons	Not included
				Western Sydney Parklands Business Hubs	
		Out of centre bulky goods cluster		Provide for consolidated bulky goods retailing and specialised retailing in a single location which	Large specialised retail facility with multiple premises.
Good access from the	Sappho Road		Not included.		
	Traditional		Austral Bulky goods		Not included.

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Centre Type	Role	Features	Future development	Centre Name	Former classification
	facilitates comparison shopping.	arterial roads network. A small amount of unrelated floor space or services.	retail and service development should occur only if proposed premises cannot reasonably locate in another centre and constitute a small proportion of total floor space.		
Neighbourhood Centre	The smallest centres which make a small contribution to meeting the day to day retailing needs of the local community.	A small amount of retail floorspace No supermarket, large grocery store or significant specialised retail role.	Vulnerable to declines in the future. A change in use (including mixed use redevelopment with a reduced retail component) may be required if they decline or experience long term vacancies.	West Hoxton (Fifteenth Avenue /22 nd Avenue)	Not included
				Heckenberg (Khancoban Street)	Neighbourhood Centre
				Reservoir Road (Mount Pritchard)	Neighbourhood Centre
				Ashcroft (Sinclair Road)	Not listed.
				Sadlier (Bobin road)	Neighbourhood Centre
				Cartwright (Wilan Drive)	Neighbourhood Centre
				Maryvale Avenue (Liverpool)	Neighbourhood Centre
				Boundary Road/lves Avenue (Liverpool)	Neighbourhood Centre
				Rose Street/Gill Avenue (Liverpool)	Neighbourhood Centre
				Warwick Farm (Mannix Parade)	Neighbourhood Centre
				Goulburn Street/Hume Highway (Liverpool)	Neighbourhood Centre
				Grimson Crescent (Liverpool)	Neighbourhood Centre



Centre Type	Role	Features	Future development	Centre Name	Former classification
				54 De Meyrick Avenue (Casula)	Neighbourhood Centre
				Marsh Parade (Casula)	Neighbourhood Centre
				Alfred Road/Governor Macquarie Drive Chipping Norton	Neighbourhood Centre
				Kemps Creek (Fifteenth Avenue)	Not listed.



Explanation of changes to the retail hierarchy

A comprehensive study about the retail landscape in the Liverpool LGA was last conducted in 2012, which resulted in a retail hierarchy dividing the LGA's centres into a regional city, town centres, village centres, small village centres, neighbourhood centres, a stand-alone centre and a stand-alone bulky goods cluster.

Since 2012, the strategic context of the Liverpool LGA has evolved, and several new retail centres have been proposed. There have also been several developments which were not anticipated at the time including two full-line supermarkets on Camden Valley Way and the Hume Highway as well as the significant expansion of the size of the Edmondson Park Town Centre.

The SGS study recommended several changes to the hierarchy which are reflected in this Strategy (see Table 1). The revised hierarchy is not intended to pre-determine existing Planning Proposals. In this regard, future changes to the hierarchy may need to be made to reflect planning decisions.

Table 2 - Notable changes to retail hierarchy categories

Proposed Amendment	Rationale
Rename the 'regional city' to 'metropolitan cluster', with this category to remain the primary location for commercial development and higher order functions.	<p>The Western City District Plan and Greater Sydney Region Plan set the high-level strategic planning context for the Liverpool LGA and define Liverpool City Centre and the Aerotropolis Core as Metropolitan clusters.</p> <p>The Liverpool City Centre is the most attractive location in the Liverpool LGA for businesses and is the most suitable for commercial intensification.</p>
Create a new 'local centre' category (Combining the 'village' and 'small village centre' categories).	<p>The Western City District Plan and Greater Sydney Region Plan, as well as Planning Future Retail Centres by the DPIE, emphasise the need to allow centres to grow and evolve over time.</p> <p>Village and small village centres both perform similar retail functions. They are smaller than town centres and provide for day to day retail needs, anchored by supermarkets or large grocery stores.</p> <p>While some village and small village centres are larger than others, combining these categories provides additional flexibility for the role and composition of these centres to change over time.</p> <p>Maintaining separate categories and embedding these categories in planning instruments and strategic planning expectations would risk constraining the evolution of small village centres, which face many of the same risks as neighbourhood centres and could face decline in turnover over time if they are unable to evolve.</p>

Proposed Amendment	Rationale
Expand the 'stand-alone centre' category to include village and small village centres which are not deemed to have a strong place-based function.	The place-based function of a retail centre to act as a social connector and centre of the local community is influenced by its design, co-location with social infrastructure and accessibility by diverse transport modes.
Make town centres and local centres the primary locations for retail development, with stand-alone centres expanding only if there is limited capacity elsewhere, if they can act as a local or town centre in the future, and if there will not be a substantial impact on the viability of a local or town centre.	Focusing service, retail and social infrastructure development in town and local centres will ensure that they remain viable retail centres offering a broad range of retail premises and that their place-based function at the centre of local communities is consolidated and complemented by their retail function.
	Stand-alone centres form an important part of Liverpool's retail landscape and retail accessibility, but do not have the same capacity as town and local centres to act as centres of the local community.

Table 3 - Notable changes to classification of centres

Proposed Amendment	Rationale
Classify Cecil Hills, Wattle Grove, Hammondville, Prestons, Luddenham, Green Valley Road, Lurnea, Edmondson Avenue and Epsom Road as local centres.	Each of these centres were previously classified as village or small village centres and have relatively good social infrastructure integration, walkability from the surrounding area and design integration with the street.
Classify Chipping Norton (Barry Road & Ernest Avenue), Flowerdale, Holsworthy Plaza, Hoxton Park, and Casula Shopping Centre as stand-alone centres.	Each of these centres were previously classified as village or small village centres, but do not have good social infrastructure integration, walkability from the surrounding area and design integration with the street.
Classify Woolworths Casula and Woolworths Prestons as stand-alone centres	These centres primarily consist of stand-alone supermarkets. They were built since the Liverpool Retail Centres Hierarchy Review was written in 2012. As they provide several retail premises as well as supermarkets, they meet the criteria for local centres, but their design and locations mean they primarily facilitate car-based supermarket access rather than having the potential to fill a broader place-based role.
Classify Holsworthy as a local centre	Holsworthy was previously classified as a village centre. The location of the proposed Holsworthy centre would be most closely aligned with a stand-alone centre designation. It is not co-located with social infrastructure or highly accessible on foot from a large surrounding population catchment,

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Proposed Amendment	Rationale
	<p>both of which would ordinarily be required for a local centre. While it is next to the Holsworthy Station, it is located on a major road, which lends itself to a car-focused function.</p> <p>A designation for Holsworthy as a local centre reflects the potential for a mixed-use centre development (which is permissible under current planning controls) to be designed to integrate with the surrounding area and so fulfil a place based role despite the lack of surrounding social infrastructure or a large walking catchment. If the centre were delivered with an inward focused car-based design and without a mix of uses, a designation as a stand-alone centre would be more appropriate.</p> <p>The amount of retail floorspace permitted at Holsworthy is consistent with a local centre role. Retail modelling shows that floorspace demand in the Eastern District is unlikely to grow substantially in the future, and so there is no need for an additional town centre in this area. The revised hierarchy is not intended to pre-determine existing Planning Proposals. In this regard, future changes to the hierarchy may need to be made to reflect planning decisions.</p>
<p>Add proposed retail centres in Austral and East Leppington and the Western Sydney Parklands Business Hubs to the retail hierarchy.</p>	<p>Additional centres are proposed in Austral and the Western Sydney Parklands and should be considered as part of the same strategic framework governing other greenfield and established centres.</p> <p>The proposed size (up 30,000sqm retail or commercial GLA) and large natural population catchment (the northern half of Austral) of the proposed centre at the intersection of Edmondson Avenue and Fifteenth Avenue is consistent with a designation as a town centre.</p> <p>The centres at Gurner Avenue, Eighth Avenue and Tenth Avenue are proposed to have up to 10,000sqm of retail or commercial GLA and to have an outward focused design which in most cases is co-located with open space or other social infrastructure. This is consistent with designations as local centres.</p> <p>The proposed large bulky goods retailing area in Austral has a natural classification as a bulky goods cluster similar to Crossroads.</p> <p>Any retail premises developed in business hubs in the Western Sydney Parklands would be car-focused rather than intended to act as local</p>



Proposed Amendment	Rationale
	centres at the centre of residential communities. As such, they should be designated as stand-alone centres. The inclusion of proposed centres in the retail hierarchy should not change development expectations for these centres, which are mostly set in growth area DCPs and the State Environmental Planning Policy (Sydney Region Growth Centres) 2006.

Guiding Criteria for Planning Proposals

The table below outlines a set of guiding criteria to assist in the assessment of future planning proposals.

Note: The criteria is intended as a guide only and proponents will be subject to the assessment processes that apply to all planning proposals under NSW planning legislation and guidelines.

Table 4 – Guiding Criteria for Planning Proposals

	Guiding Criteria	Rationale
1	Proposals must not have a significant negative impact on the retail operation of the Liverpool City Centre, town centres and local centres (including planned future centres).	<p>Liverpool's centres are important focus points for the local community. They provide convenient access to retail for the local community.</p> <p>It is important that Council protects all larger local centres and ensures that they remain viable.</p> <p>New centres may be needed in the future to increase retail provision for the growing population in both greenfield and established areas, but the potential impacts of these developments on the economic viability of existing centres should be considered. An Economic Impact Assessment will be required to accompany a planning proposal.</p>

	Guiding Criteria	Rationale
2	The creation of new out of centre retail developments are not encouraged.	While there are several retail formats that are appropriate and permissible in out of centre locations (including bulky goods retail), out of centre developments can generally not take a broader place-based role in addition to their retail functions.
3	In all centres (except neighbourhood centres), proposals must retain the existing amount of retail and commercial floorspace as part of a mixed-use development.	<p>Overall floorspace demand for each kind of centre in the Liverpool LGA will likely remain stable or increase slightly. As such, retail planning should seek to retain retail premises distributed across the LGA to retain current levels of accessibility to retail facilities.</p> <p>Existing neighbourhood centres may have issues with vacancies and viability. In these circumstances, mixed use redevelopment with a reduced amount of retail may be appropriate.</p>
4	Proposals for redevelopment or expansion of town centres and local centres must demonstrate improved integration with the public domain and with nearby open space, social infrastructure and other services.	<p>Improved design integration with surrounding open space and social infrastructure (and other services) would provide additional anchors to centres and improve their function as multi-purpose places.</p> <p>Centres which are not co-located with social infrastructure and which have a more car-based role serve an important retail function but should not be encouraged to expand. An exception to this is large format retail centres, which are vulnerable to online retail competition and broader economic trends and in which limited diversification of uses may be appropriate.</p>



	Guiding Criteria	Rationale
5	Allow additional retail uses in the B5 zone if it can be demonstrated they could not reasonably locate in another centre and they constitute a small proportion of the total retail floorspace.	There may be merit for additional retail uses in the B5 zone. This should be considered on its merits as part of the assessment of relevant Planning Proposals.

New transit-oriented developments

Council is considering the creation of high-density transit-oriented development (TOD) centres on the route of the proposed rapid transit corridor from the Liverpool City Centre along Hoxton Park Road and Fifteenth Avenue to the Western Sydney Aerotropolis and Western Sydney International Airport. Investigations around the rapid transit corridor are still underway and detailed planning has not occurred, and so the ultimate size of and the functions of the potential TODs has not been determined.

The role of retail centres within TODs should fit within the broader centre hierarchy. There is limited demand for a large new retail centre in the Liverpool LGA. In addition, while any new centres should be designed to be a vibrant and well-designed place, it is unlikely to be co-located with large amount of social infrastructure. For this reason, it should not act as a new town centre.

The most natural role for a new TOD centre within the retail hierarchy is as a local centre with a focus on serving the day to day needs of the local population, rather than on attracting a broader range of expenditure to the area. Such a centre would likely contain a small supermarket and some specialty retailing and cafes. The amount of retail delivered should correspond with the additional retail demand created by the other development proposed in the centre. This will minimise the impacts that the new centre will have on turnover in other nearby centres.

Conclusion

This Strategy has been developed in response to Council's LSPS and aligns with relevant state and local policies.

A significant gap has been identified in supermarket floor space within the Liverpool LGA, with large gaps in the City Centre District and new release areas. In response, this Strategy highlights the need to review and amend planning controls and continue to progress planning proposals to support the development of new local centres. The Liverpool City Centre Retail Study (SGS, 2020) also seeks to address this issue and includes a framework for the evaluation of mixed-use developments and future directions for retail development in each part of the Liverpool City Centre.

New guidelines for planning proposals have been developed to ensure that centres remain viable and to ensure improved integration with the public domain and with nearby open space, social infrastructure and other services.

The 2012 Retail Hierarchy has been updated to reflect the current strategic context of the Liverpool LGA and to incorporate retail developments which were not anticipated at the time.

Actions and Delivery Plan

For the purposes of this Strategy, the following short, medium and long term timeframes have been established to align with the proposed actions and implementation plan. These timeframes also align with those in the LSPS.

- **Short term** – 2020/2021
- **Medium Term** – 2021/2022 – 2024/2025
- **Long Term** – 2025/2026 – 2035-2036

It is noted that the comprehensive review of Liverpool Development Control Plan 2008 (LDCP) and Phase 2 of the LEP Review will commence in mid-2020.

#	Action	Rationale	Implementation	Relationship to LSPS	Timing
1.	Review land use planning controls to ensure quality built form outcomes and ensure consistency with the retail hierarchy.	It is important to ensure that future development has a high-quality design that meets community expectations. The DCP may also need to be updated to reflect the revised retail hierarchy.	Phase 2 of the LEP Review and DCP Review	PP 9 – Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community. PP11 – An attractive environment for local jobs, business, tourism and investment.	Short to medium term
2.	As part of the existing planning proposal, review planning controls in Middleton Grange and encourage development of a Local Centre consistent with the retail hierarchy.	The Middleton Grange community have limited access to retail facilities and services.	Review as part of existing Planning Proposal.	PP6 – High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth. PP11 – An attractive environment for local jobs, business, tourism and investment.	Short term
3.	As part of the existing planning proposal, encourage	The Holsworthy community have limited access to	Undertake as part of existing Planning	PP6 – High-quality, plentiful and	Short term.

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#	Action	Rationale	Implementation	Relationship to LSPS	Timing
	the development of a local centre in Holsworthy consistent with the retail hierarchy.	retail facilities and services.	Proposal.	accessible community facilities, open space and infrastructure aligned with growth. PP11 – An attractive environment for local jobs, business, tourism and investment.	
4.	Investigate and address any impediments for the timely delivery of centres in Austral.	Impediments (such as fragmented land ownership) may impact on the orderly development of retail centres in Austral.	Investigate in consultation with internal and external stakeholders.	PP6 – High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth. PP11 – An attractive environment for local jobs, business, tourism and investment.	Short to Medium term
5.	Amend LEP to replace permissibility of 'shops' in the B6 zone with 'neighbourhood shops'.	Whilst there is a current cap of 1,600sqm of retail premises in the B6 zone, there is a need for additional measures to prevent out of centre developments. Allowing 'neighbourhood shops' instead of 'shops' in the B6 zone is the most straightforward way to prevent out of	Phase 2 of the LEP Review.	PP11 – An attractive environment for local jobs, business, tourism and investment.	Short term

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#	Action	Rationale	Implementation	Relationship to LSPS	Timing
		centre development while continuing to allow highway corridors to house some convenience-based retail premises.			
6.	Review LEP zoning of key sites (LEP schedule 1, Clause 9) if they have been developed for the purposes of service stations or food and drink premises. Undertake a site analysis and consider rezoning to B6	<p>Service stations and take away food and drink premises are permitted on identified key sites with non-business zones along major road corridors through Clause 9 of Schedule 1 of the LEP.</p> <p>The majority of these sites have been developed for the purposes of service stations and take-away food and drink premises, and so perform a similar function to sites in the B6 zones.</p> <p>However, while the B6 zone requires residential development to be at least 50m from a major road, there is no such requirement for key sites with a residential zone which have been developed to serve an enterprise corridor function.</p>	Phase 2 of the LEP Review	PP11 – An attractive environment for local jobs, business, tourism and investment.	Short term
7.	As part of the planning for the FAST corridor, consider appropriate location of TODs.	Council is considering the creation of high-density transit-oriented development (TOD) centres on the route of the proposed rapid transit corridor	Investigate as part of FAST corridor planning.	PP3 – Accessible and connected suburbs	Short to Medium term



#	Action	Rationale	Implementation	Relationship to LSPS	Timing
		<p>from the Liverpool City Centre to the Western Sydney Aerotropolis and Western Sydney International Airport.</p> <p>Any new TOD centre should have a local retail role and have minimal impact on expected retail turnover in nearby centres.</p>			



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Executive Summary

Liverpool is growing rapidly with a population that requires more businesses and jobs. The Liverpool Local Government Area (LGA) is undergoing a profound transformation as the Liverpool City Centre continues to develop as a Metropolitan Cluster and the Western Sydney International (Nancy-Bird Walton) Airport brings with it the Western Sydney Aerotropolis. This surge in investment and population growth must be supported by industry that is sustainable, efficient and innovative. Furthermore, Liverpool's growing population is reliant on local industrial markets for high-quality and locally accessible employment. This strategy aims to improve existing and attract new industrial development to meet the current and future demands of Liverpool in terms of the provision of goods and services and offering employment opportunities for the local population.

There is a growing need for industry to specialise and target niche sectors to retain a competitive edge along with the existing demand for urban services, larger-scale distribution and freight and specialised innovation/creative and advanced technology industries. These existing and growing demands within industry require the supply of a variety of industrial spaces to accommodate industrial development broadly. Precincts with great access to movement corridors, public transport, essential services and amenity for workers is paramount to the relevance and growth of employment lands within the Liverpool LGA.

The Liverpool Industrial and Employment Strategy sits within a broader strategic framework at the state, regional and local level. These various plans and strategies have contributed to the formulation of this strategy by providing broader guiding principles that contextualise industrial and employment land development within the Liverpool LGA. This strategy is informed directly by the data, insights and recommendations presented within a suite of industrial studies that have been prepared for Council in recent years. These studies provide a robust technical basis for the vision, strategies and actions within this strategy.

Broad vision

This strategy forms the basis for a review of planning provisions that apply to the industrial precincts in Liverpool. It provides a review of the current planning and policy context applying to Liverpool's employment lands. Findings derived from the suite of technical studies are summarised and applied through this strategy to inform the management, improvement and growth of employment lands. A strategic vision has been defined for each industrial zoning and

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the corresponding precinct character that is envisioned for the future. Strategies and an implementation plan guide the application of this strategy into planning policy.

Strategies

1. Review development standards and objectives for industrial zoned land
2. Review and manage employment land within the eastern portion of the Liverpool LGA
3. Plan and manage employment lands within the western portion of the Liverpool LGA
4. Facilitate industrial development to support the operation of the Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis.
5. Increase industrial development density, efficiency and colocation.
6. Prioritise public domain improvements and landscaping within industrial precincts.
7. Improve connectivity to industrial precincts
8. Introduce Innovation Precincts within suitable locations in the Liverpool LGA
9. Clarify the intended role and function of industrial precincts
10. Advocate for local jobs, community outcomes and high-quality industrial design at the Moorebank Intermodal site



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Strategic Vision for Liverpool's Employment Lands

Liverpool's long-standing role as a regional centre for the South West has been reinforced by the robust and resilient employment lands that sustain Liverpool and the wider region. Liverpool's employment lands are diverse in nature, scale and function. It is recognised that Liverpool contains highly efficient and effective industrial precincts. However, there are several areas that require renewal and must adapt to meet the contemporary needs of industry. It is Council's vision that these employment lands are the focus of renewal, innovation and investment to help provide employment for Liverpool's rapidly increasing population.

Inner-city Industrial Revival

There are several established inner-city industrial precincts that have proximity to the Liverpool City Centre. It is envisioned that these precincts will evolve into contemporary industrial clusters. These precincts will embrace innovative and creative industries through high amenity design, increased accessibility to public and active transportation, and a genuine mix of traditional and modern employment uses.

The Liverpool Innovation Precinct is part of the Liverpool Collaboration Area and the industrial area at South Warwick Farm is expected to transform over the coming years alongside the broader health and education precinct.

Urban Services

Further from Liverpool's City Centre are two expansive industrial precincts that currently service the eastern portions of Liverpool and the wider region. Both Chipping Norton and Moorebank have a diversity in the age, scale and nature of industrial development. These valuable employment lands will continue to be protected and prioritised when considering the nature of development that occurs within their proximity. These areas will adapt to meet the demands of the surrounding population that they service and grow in employment density through increased built form and operational efficiency. The steady development of the light industrial land within Austral will similarly provide urban services for these emerging communities.

Subregional Industry

Several industrial precincts have been established within recent decades that have contributed to Liverpool's role in providing larger format subregional industrial development. These larger format

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developments play a vital role in servicing broad catchments whilst employing a local workforce. Infrastructure investment such as the Moorebank Intermodal and various highway upgrades should be leveraged to support these industries and facilitate their growth. These large format subregional industries will benefit from proximity to infrastructure and transportation while remaining adequately separated from residential areas to avoid amenity impacts and allow for ongoing operation.

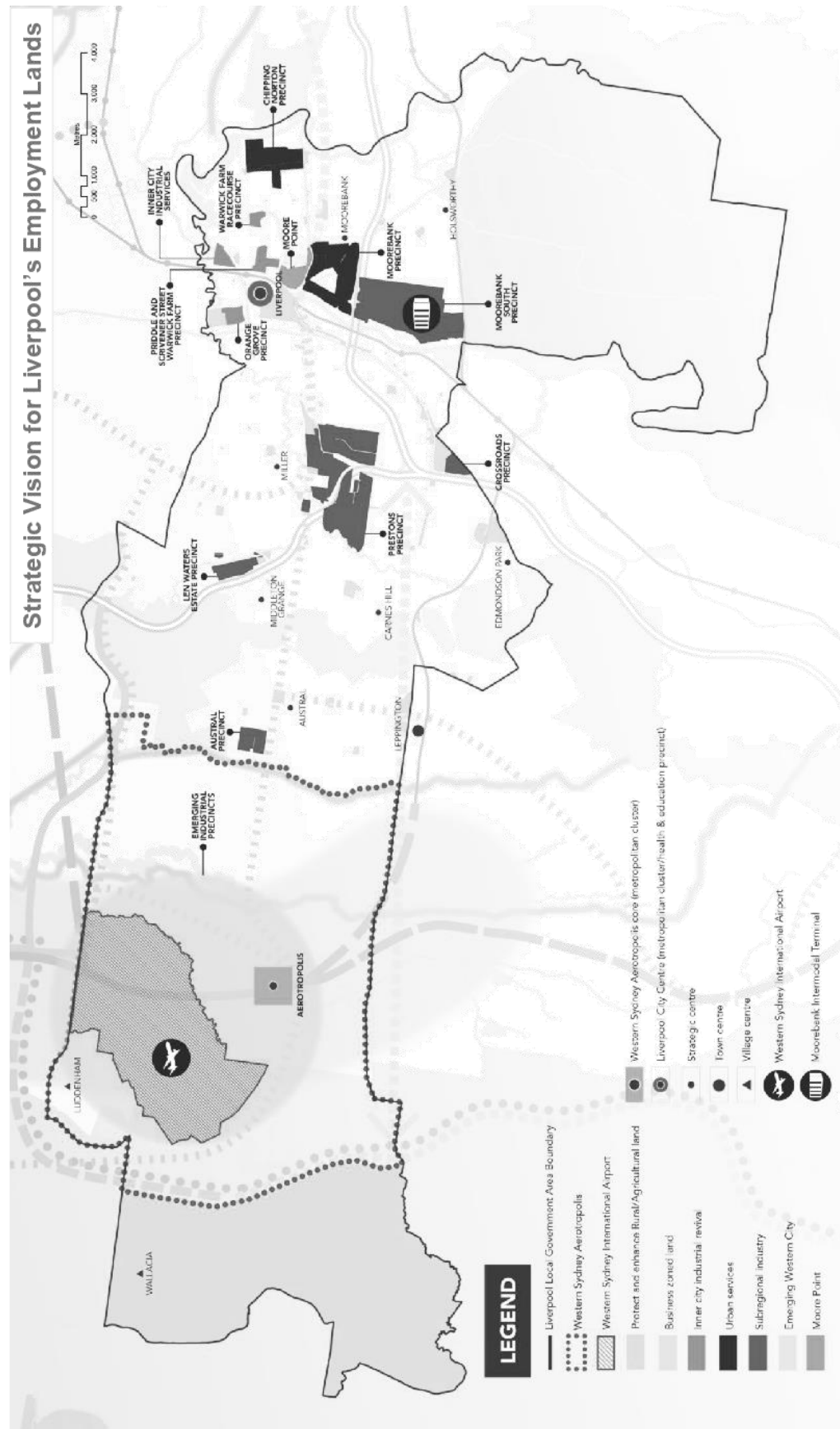
Emerging Western City

The Western Sydney Aerotropolis will evolve to contain a variety of industrial uses, including freight and logistics, warehousing, defence, advanced manufacturing and rural industries. The development of the Western Sydney International Airport will also transform the western area of Liverpool by attracting major employment, education and transport infrastructure. Industries such as building material production and construction related uses will also be needed to facilitate the development of the Aerotropolis. These uses will then transition to other industrial uses to support the operation of the Airport and Aerotropolis over time.

As the Aerotropolis evolves, Council will work to locate industrial development strategically to improve efficiency, connectivity and avoid amenity impacts. Additionally, Council will endeavour to avoid compromising agricultural land and the scenic landscapes that define the regions character.

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INDUSTRIAL AND EMPLOYMENT LANDS STRATEGY



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INDUSTRIAL AND EMPLOYMENT LANDS STRATEGY

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Introduction

This strategy guides the retention, improvement, rezoning and development of employment lands in the Liverpool Local Government Area over the next 20 years. The Strategy considers a variety of metropolitan and local level policy and incorporates the findings of a suite of recent employment lands studies.

- **Knight Frank Industrial Land Study 2016** – Investigated current market conditions, factors affecting industrial land supply and analysis of the future demand for industrial development.
- **SGS Economics and Planning Industrial Lands Study 2018** – Provided a focused understanding of best-practice land use, planning controls and initiatives to drive growth, ensure job retention and encourage ongoing diversity and resilience in industrial precincts.
- **APP Industrial Development Lands Study 2019** – Built upon the existing industrial land studies to provide pragmatic advice relating to best-practice industrial development, land use planning improvements and implementation recommendations. This final study had a focus on the implementation of innovation precincts.

The way in which land and buildings are used and developed in industrial precincts is steadily changing in response to several key drivers, both domestically and internationally. These drivers include globalisation and impacts of global competition, population growth and increased construction activity. The changing nature of industries, the workplace and working efficiencies have created shifts in global and domestic economic conditions and a changing consumer market, spurring creative thinking and investment in technical and professional service industries. There has also been significant investment in major infrastructure projects and land releases in Greater Sydney, including Western Sydney Airport and the Moorebank Intermodal. These investment projects will contribute to attracting further industrial development to the Liverpool LGA.

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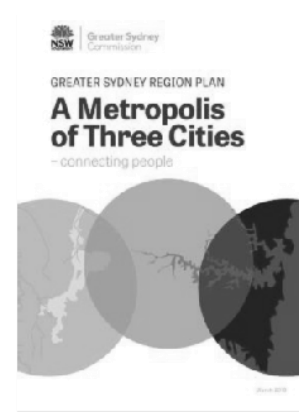
Planning and Policy Context

The Liverpool Industrial and Employment Strategy sits within a broader strategic framework at the state, regional and local level. These various plans and strategies have contributed to the formulation of this strategy by providing broader guiding principles that contextualise industrial and employment land development within the Liverpool LGA.

Metropolitan Context

Greater Sydney Region Plan (2018)

The Greater Sydney Region Plan was developed by the Greater Sydney Commission (GSC) and sets a 40-year vision (to 2056) to align land use, transport and infrastructure planning and delivery across Greater Sydney. The vision is structured around a metropolis of three cities: The Western Parkland City, Central River City and Eastern Harbour City. Liverpool is identified in the plan as part of the Metropolitan City Cluster of the Western Parkland City. The Western Parkland City will be structured on a poly-centric city model, in which economic growth will be underpinned by the existing centres of Liverpool, Campbelltown-Macarthur, Greater Penrith and the future Western Sydney Airport-Badgers Creek Aerotropolis.



The Plan discusses the importance of industrial and urban services land to the Greater Sydney economy. It specifies that management of industrial and urban services land across Greater Sydney will need to reflect local context and provide for a wide range of businesses which are vital to Sydney's overall productivity. The Plan identifies three approaches which planning authorities should take when managing industrial land:

- **Retain and Manage** – all existing land is safeguarded from competing pressures, retaining land for economic and employment purposes, with management to evolve as business practices change.



- **Review and Manage** – land is reviewed to confirm whether it should be retained or transitioned to higher order activities, considering the changing nature of industry and demand for land.
- **Plan and Manage** – Strategic plans are prepared to determine the need for industrial land in land release areas, accompanied by timely infrastructure sequencing and servicing.

The 'Review and Manage' approach is designated for land in the eastern part of the Liverpool LGA, while the 'Plan and Manage' approach is designated for the western part of the Liverpool LGA which has not yet been developed for urban purposes.

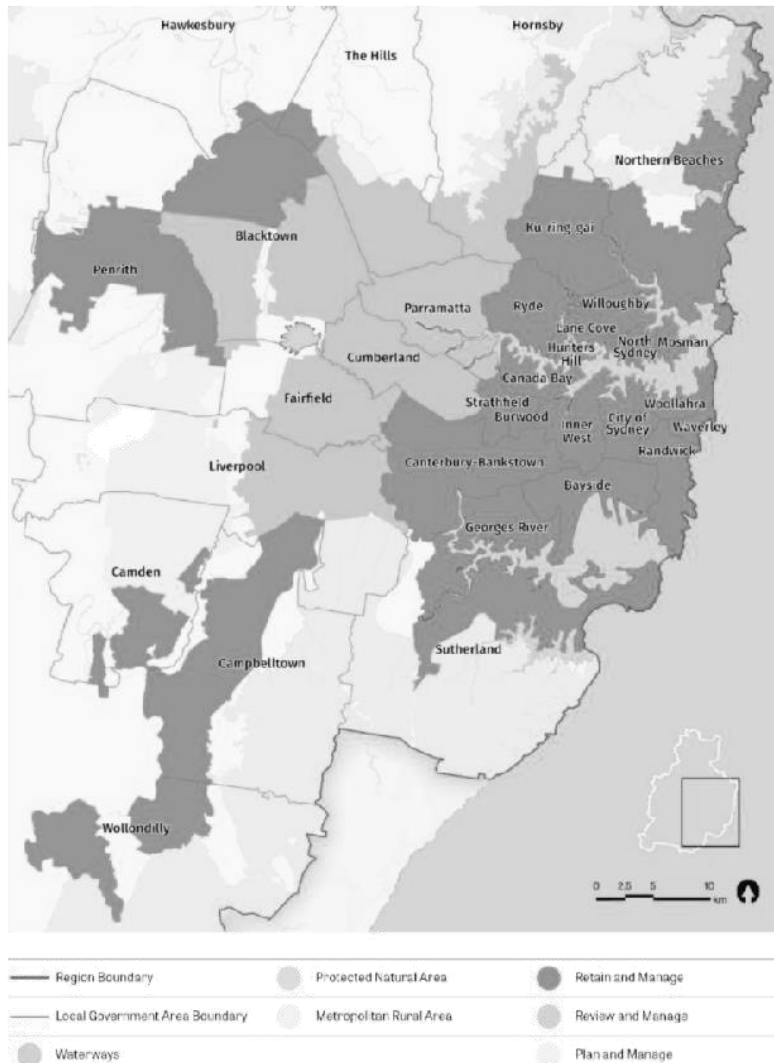
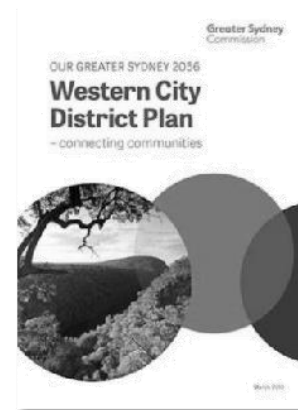


Figure 1 - Approaches to planning for industrial and urban services land in existing and planned urban areas (GSC)



Western City District Plan (2018)

The Western City District Plan provides a link between metropolitan strategy and local planning and articulates how the objectives of the Greater Sydney Region Plan are to be achieved through a series of objectives and actions under four themes: infrastructure, liveability, productivity and sustainability. The LGAs that make up the Western City District are the Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly. The size of the district has been driven by the proposed Western Sydney Airport and the future Western Sydney Aerotropolis.



The Plan identifies that the Western City has a higher level of industrial and urban services land than the benchmark across Greater Sydney, however this amount is expected to be reduced by 2036. With significant longer-term population growth expected, additional land will be needed for industrial uses and urban services. It also notes the need for the city's employment lands to be adaptive, flexible to change and resilient in the face of globalisation and competition.

Importantly, it establishes the following key planning priorities for jobs and skills in the Western City:

- **W8:** Leveraging industry opportunities from the WSA and Aerotropolis
- **W9:** Growing and strengthening the Metropolitan Cluster
- **W10:** Maximising freight and logistics opportunities and planning and managing industrial and urban services land
- **W11:** Growing investment, business opportunities and jobs in strategic centres.

Key actions and issues identified in the District Plan for the Liverpool City Centre and Collaboration Area include improving and coordinating transport and other infrastructure to support jobs growth and developing 'smart jobs' around the health and education precinct, especially in advanced manufacturing, logistics and automation.

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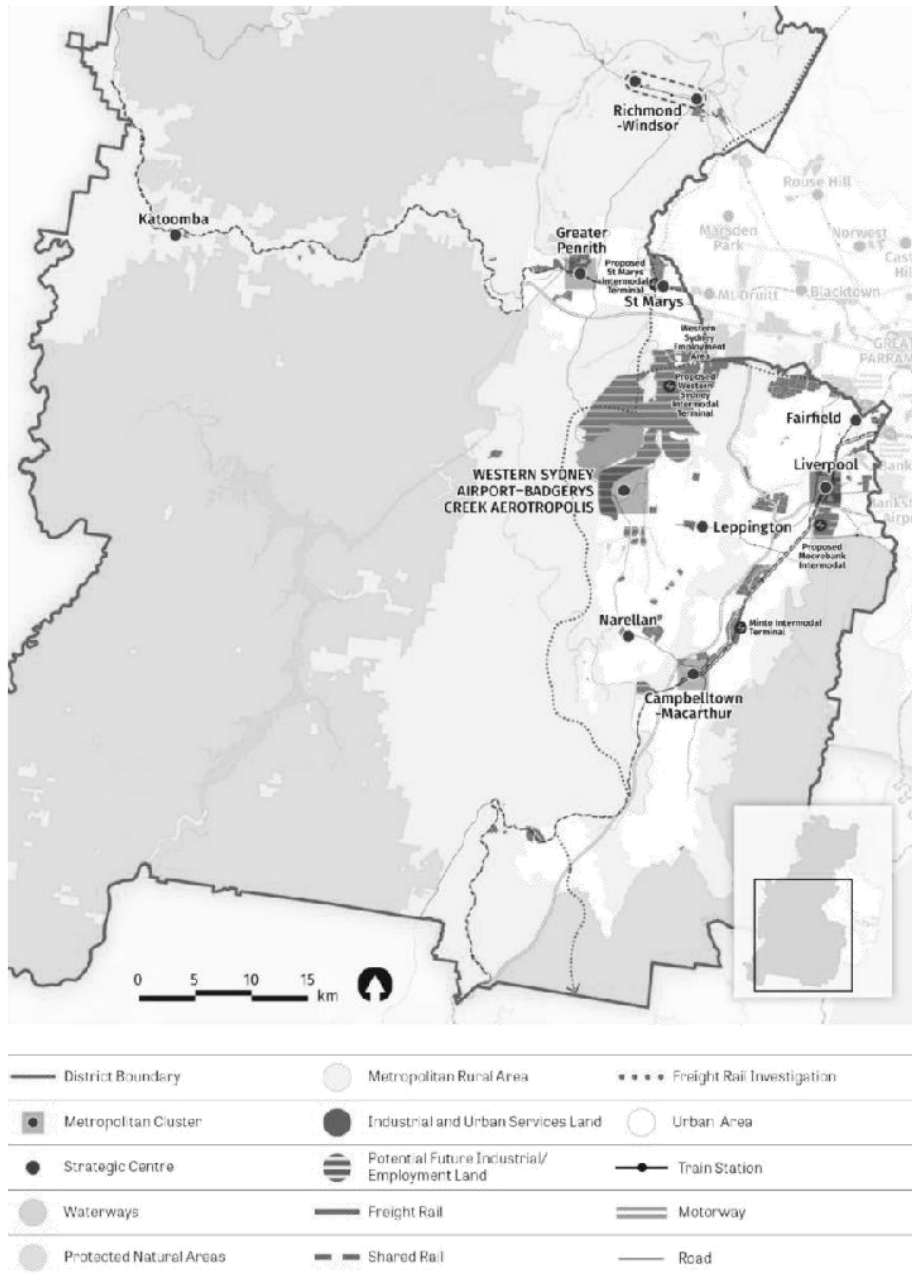


Figure 2 - Western City District industrial and urban services land and freight assets (GSC)

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Local Context

Liverpool Collaboration Area – Place Strategy

The Liverpool Collaboration Area identified in both the Greater Sydney Region Plan and the Western City District Plan incorporates the Liverpool City Centre and surrounding precincts including specialist health, education, residential, urban services and industrial areas. The aim of the Collaboration Area is to provide governance to the delivery and improvement of coordinated infrastructure, land use planning initiatives, sustainability outcomes and place making principles.



The focus on the Liverpool health and education precinct and growth of Liverpool as a vibrant, mixed-use centre have several implications for the planning of the LGA's industrial lands within the Collaboration Area. An analysis of opportunities and impediments to productivity in the Collaboration Area identifies the following:

- The Western Sydney City Deal ensures that Liverpool will be home to the Western Sydney Investment Attraction Office; that it will benefit from connections to aerospace, defence and advanced manufacturing industries related to the WSA; and that it will be connected to the airport via rapid transit services.
- The health and education precinct offers opportunities for expansion and greater diversity of jobs due to the \$740 million allocated to the expansion of the Liverpool Hospital, the ongoing presence of Western Sydney University and the University of Wollongong, and growth in medical technologies.
- Education stakeholders have joined with Council, the Ingham Institute for Applied Medical Research and Health Infrastructure NSW to form the Liverpool Innovation Precinct Steering Committee to guide and promote growth of the precinct.
- Warwick Farm's specialised equine activities will continue to attract domestic and international visitation, centred on the racecourse.
- Moorebank North industrial precinct is continuing to strengthen, having generated 7,500 jobs in specialised manufacturing, postal, transport and logistics.



- The Liverpool Employment Land Study has identified opportunities to re-purpose some sites located close to Liverpool city centre to respond to growth opportunities, particularly those generated by the health care sector.

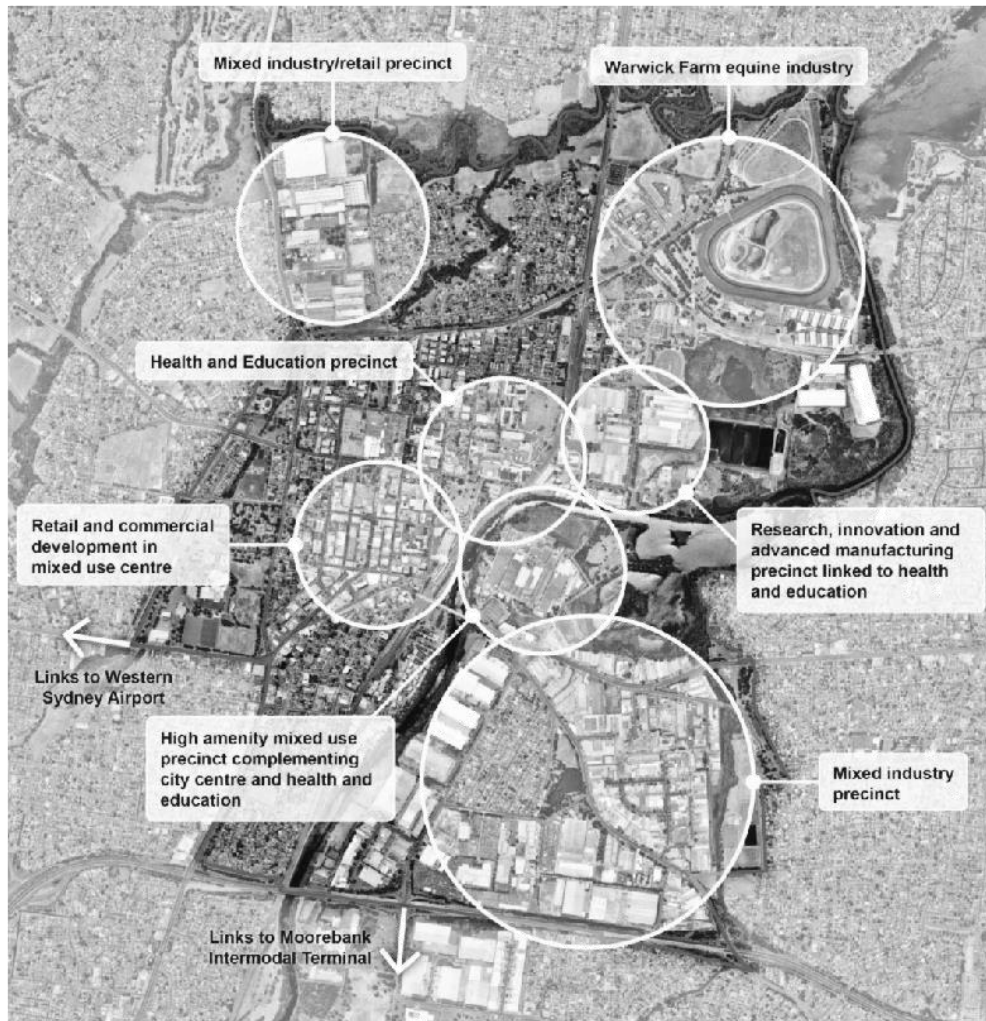


Figure 3 - Productivity opportunities and assets (GSC)

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The Community Strategic Plan (CSP) is a ten-year plan that defines the vision and priorities of the community. The CSP is the overarching plan that sets the direction not only for Council but for all stakeholders, including government, business, the not-for-profit sector and residents. The CSP is structured around four directions that represent the community's priorities:

- Creating Connection – Social;
- Leading through Collaboration – Environment;
- Generating Opportunity – Economic; and
- Strengthening and Protecting our Environment – Civic Leadership.

Direction 3 of the CSP is 'Generating Opportunity', a direction that underlines the need for council to support economic growth, including employment and investment options. Measures of success for achieving these goals include the quantity of new and expanded business in the LGA, employment rates for the population, and improved transport connections.

**The Economic Development Strategy 2019-2029**

The Economic Development Strategy (EDS) outlines the key economic priorities, actions and targets that will guide the growth of Liverpool's economy over the next five to 10 years, reflecting the business and residential community's aspirations of generating employment and investment opportunities across the LGA. The EDS sets actions under the CSP directions of 'Generating Opportunity' and 'Leading Through Collaboration' as follows:

- G.2.1 Attract new jobs within Liverpool's industry focus areas;
- G.2.2 Market Liverpool as a business destination;
- G.2.3 Develop the economic capacity of local businesses and residents;
- G.2.4 Progress Liverpool as an Innovation City;
- G.3.1 Activate and develop vibrant places that attract residents, visitors and workers to Liverpool
- L.2.3 Develop and participate in business community consultation.

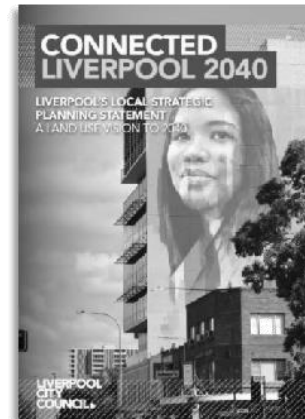




Local Strategic Planning Statement (LSPS) – Connected Liverpool 2040

The Local Strategic Planning Statement (LSPS) has been prepared to set Liverpool City Council's strategic planning vision for the next 20 years. It lists Council's planning priorities across the four areas of connectivity, productivity, liveability, and sustainability. Under the area of 'Productivity', the following planning priorities are identified:

- PLANNING PRIORITY 10 – world-class health, education, research and innovation precinct;
- PLANNING PRIORITY 11 – An attractive environment for local jobs, business, tourism and investment;
- PLANNING PRIORITY 12 – Industrial and employment lands meet Liverpool's future needs; and
- PLANNING PRIORITY 13 – A viable 24-hour Western Sydney International Airport growing to reach its potential.



LSPS priorities and actions have been identified where they align with the specific implementation actions of this strategy.

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Findings of Liverpool Industrial Land Technical Studies

This strategy is informed directly by the data, insights and recommendations presented within a suite of industrial studies that have been prepared for Council in recent years. These studies provide a robust technical basis for the vision, strategies and implementation actions within this strategy.

Knight Frank Liverpool Industrial Employment Lands Study (2016)

The Knight Frank study was prepared to investigate current market conditions, factors affecting industrial land supply and analysis of the future demand for industrial development. It established that global competition is placing increased pressure on larger industrial operations to specialise and innovate. It also emphasised the importance of continuing to protect and encourage growth in smaller-scale urban services industries which support construction, trade, maintenance and repair jobs which are considered the backbone of Liverpool's specialist industrial economy.

Key insights within the report include:

- Over the last decade, industrial businesses have relocated to Western Sydney due to rising rents in established inner industrial regions and greenfield residential development (and hence population growth).
- A large proportion of blue-collar jobs in Liverpool are manufacturing based employment. There is a future challenge in diversifying this existing skills base, particularly with indicators suggesting a continued decline in this sector.
- The centre of gravity for industrial development should continue to move away from the M4 and M7 intersection, down the M7 and to the west of the M7 i.e. between Northern Road and the M7.
- A key difference between Liverpool's existing industrial lands and the broader Sydney region is that the bulk of businesses (and hence jobs) service the local population.
- The presence of large-box warehousing demand in Prestons, Moorebank and Hoxton Park confirms the strategic location of Liverpool in terms of the M5, M7, future M12 and longer term, the M9 Western Orbital. This is a key comparative advantage for Liverpool and confirms the importance of preserving and consolidating this role for each precinct. The Moorebank Intermodal development currently under construction will help to reinforce this geographical advantage.

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- Demand for existing 'eastern' industrial precincts remains underpinned by smaller users who service the local population. For these areas, preservation of existing warehousing/employment lands is required for jobs to remain in the LGA.
- By reviewing the local planning framework, which considers the rezoning of some industrial zoned land to either a B5 (Business Development), B6 (Enterprise Corridor) or B7 (Business Park), the Orange Grove and Sappho Road precincts would facilitate greater flexibility in regards to development and user types which could be accommodated.

SGS Economics and Planning - Liverpool Industrial Lands Study (2018)

The SGS report provided a focused review of the role and function of industrial precincts and the future demand that growth will create. It comprehensively detailed the impacts of a growing population on Liverpool's economy and provided a snapshot of market trends and drivers likely to impact the precincts. It also broadly considered opportunities to rezone certain industrial lands and provided recommendations to Council to investigate best-practice land use, planning controls and initiatives to drive growth, ensure job retention and encourage ongoing diversity and resilience in the sectors.

It confirmed that whilst industrial land supply currently exceeds future demand due to the forthcoming industrial corridor stretching along the edge of the WSA and Aerotropolis, not all of the land was zoned appropriately for sub-regional uses. In contrast, there was an identifiable supply issue for urban services industries that rely on proximity to established centres of population and business, and recommended that Council protect and manage the eastern industrial precincts within Moorebank, Chipping Norton, Warwick Farm and Orange Grove.

The study questioned the suitability and application of the current zoning framework under LLEP 2008. It acknowledged the broad objectives of each of the three industrial zones and identified unnecessary overlap and inconsistencies between land uses. It also acknowledged a need to revise the current zoning of precincts to better represent the character and importance that each precinct plays in the local economy. A review of development standards and planning incentives was also highlighted as part of a next steps approach.

Strategies were proposed to retain and manage established precincts and facilitate the growth of proposed precincts in the west of the LGA. The strategies are framed around three areas of focus:



- **Strategy 1:** Ensure sufficient supply to meet future demand
- **Strategy 2:** Manage industrial precincts
- **Strategy 3:** Economic development initiatives

The actions and supporting rationale provided for each strategy have contributed to the formulation of the strategies and implementation actions within this strategy.

APP Liverpool Industrial Development Lands Study (2019)

The APP report built upon the existing industrial land use studies prepared and provided advice relating to best-practice industrial development, land use planning improvements and implementation recommendations.

Best-Practice Industrial Development

To understand the challenges and opportunities that will influence the changing Liverpool industrial sector, APP examined the critical factors leading to the success of comparable industrial precincts throughout Australia and overseas and how these learnings could be applied to Liverpool's industrial precincts. These include:

- Specifying desired land use outcomes in zoning establishes a clear message for investors and the community as to what a precinct will be like. Zoning needs to define the types of industries and businesses and consider aspects such as scale, level of environmental impact and economic functions.
- Planning needs to consider which supportive uses are appropriate. Their number needs to be controlled through development regulations incorporated into zoning. This would avoid diluting the predominant employment land uses.
- Industrial precincts should utilise transitional zoning to buffer adjoining sensitive uses in order to protect surrounding amenity. This could be in the form of light industrial zonings bordering heavy industrial land to manage amenity impacts to nearby residential areas.
- Innovation precincts thrive where planning is flexible, adaptive to fast moving drivers of change and incentives are used to draw in start-ups and users that require inexpensive rent and cost-effective spaces to operate. Successful innovation precincts contain a genuine mix of uses.



Planning Framework Improvements

The APP report provided recommendations to optimise Liverpool's planning framework to better respond to the changing nature of the industrial precincts. Providing clarity around the type, scale and nature of industrial and employment activities that are considered suitable in each zone is essential. These land use zones must avoid generality by including more specific objectives and removing the unnecessary duplication of permissible land uses. An example of this is removing the 'light industry' use from the IN3 – Heavy Industrial zone.

Innovation Precincts – B7 Business Park Zone

APP explores the introduction of a modified B7 Business Park zone in suitable precincts to allow for a variety of light and innovative industrial, commercial and retail uses. The introduction of a B7 Business Park Zone in certain existing industrial precincts, including Priddle/Scrivener Street and Orange Grove, are likely to encourage development of business parks that incorporate a genuine mix of light industrial, creative industries and commercial uses which is consistent with the overarching objectives of these precincts within the Liverpool Collaboration Area. The success of any such rezoning will be reliant on supporting initiatives, revised development standards and infrastructure improvements that focus on revitalising places within the precinct.

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Employment Lands Snapshot

Context

The Liverpool LGA has traditionally housed a wide range of industrial uses within the context of Metropolitan Sydney. This is evident in precincts in the east of the Liverpool LGA that have serviced a broad regional catchment and are now transitioning to serve the local population at a district catchment level. In recent years, significant medium to large-scale industrial development has occurred in the west of the Liverpool LGA's urban areas as infrastructure development has improved distribution networks. Figure 4 illustrates the LGA's that possess the greatest quantity of employment land, with Liverpool having the third largest supply of zoned employment land in Metropolitan Sydney. Further, industrial development continues to remain strong with the value of all industrial building DA approvals in 2018 being the second highest for the Sydney Metropolitan area (Figure 5).

Sydney Employment Lands

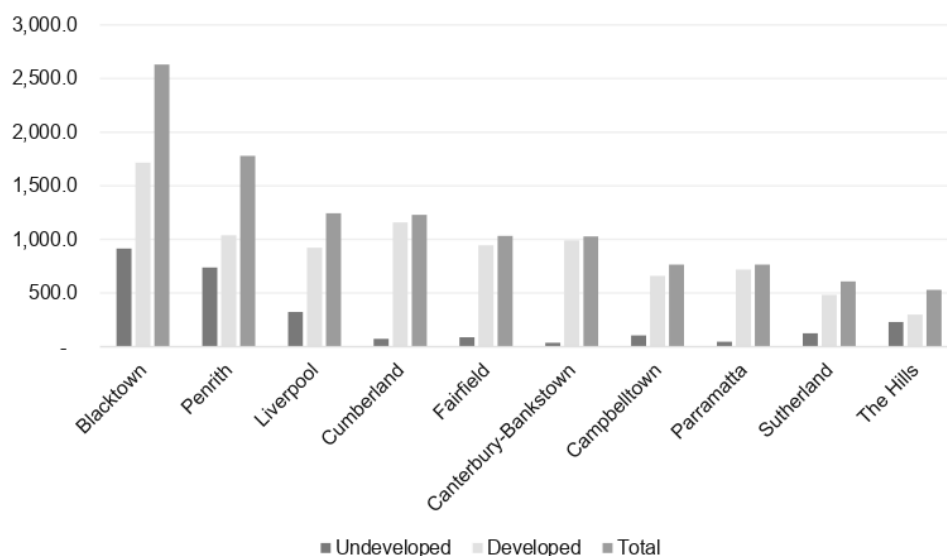


Figure 4 - Sydney employment lands supply (ELDM 2019)

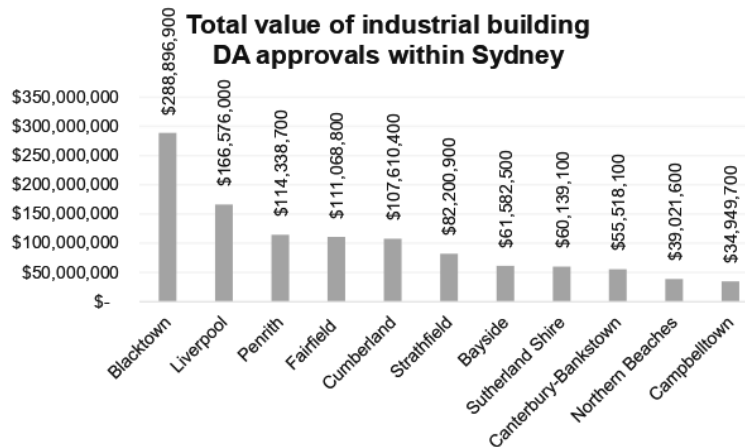


Figure 5 - Total value of industrial building da approvals within Sydney (ELDM 2019)

Jobs

According to SGS Economics and Planning's Liverpool Industrial Land Study 2018, there are 25,600 jobs in employment lands in Liverpool, which represents 17% of industrial jobs in the Western City District and 33% of all jobs in Liverpool. Job growth in employment lands has been modest in the LGA over the past decade to 2018 however, owing mostly to the already-developed nature of existing operational precincts and the delays in land release for new precincts around the Western Sydney Airport. Similarly, to the broader Western City District, a large proportion of jobs in Liverpool's employment lands are in Manufacturing (28%) and Transport, Postal and Warehousing (14%). Construction (12%) and Wholesale Trade (11%) also account for a large proportion of jobs in the LGA. In recent times, transport and logistics jobs have been growing strongly in employment lands across the whole LGA, but particularly in the Prestons industrial precinct. In the future, the number of jobs in employment lands in Liverpool is expected to more than double to reach around 59,300 jobs by 2046.

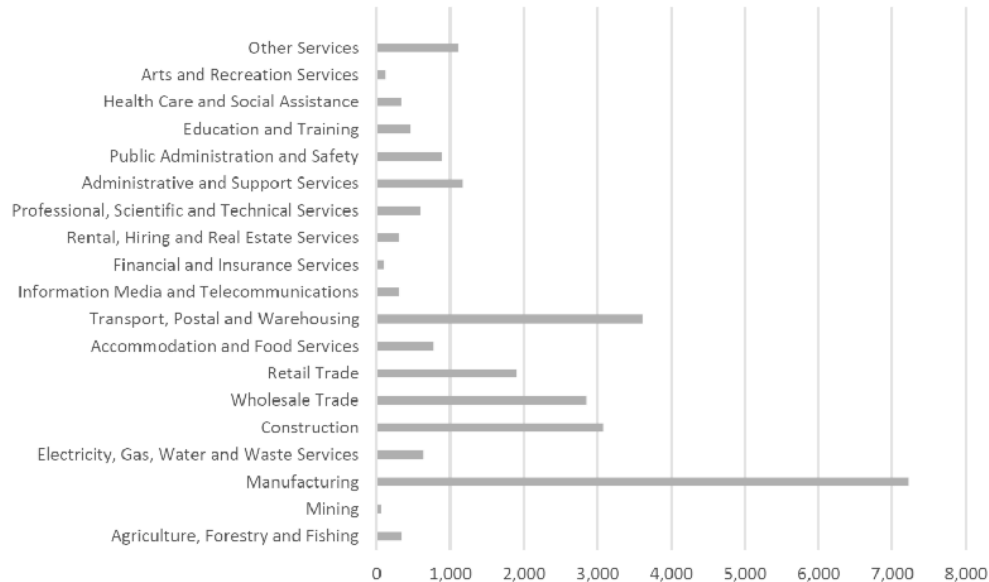


Figure 6 - Employment profile of Liverpool's employment lands by ANZSIC (1-digit) industries 2016 (ABS and SGS)

Industrial Zones

Under the Liverpool Local Environmental Plan 2008 (LLEP2008), there are three industrial zones: IN1 General Industrial, IN2 Light Industrial and IN3 Heavy Industrial. The three zones are differentiated mainly by the term's 'light', 'general' and 'heavy' which in themselves should deliver very different land use outcomes. However, in Liverpool's industrial precincts this is often not the case. Similarity of objectives and permissible land use activities across the three zones has resulted in similar outcomes with a mixture of industrial and other uses evident across all employment lands.

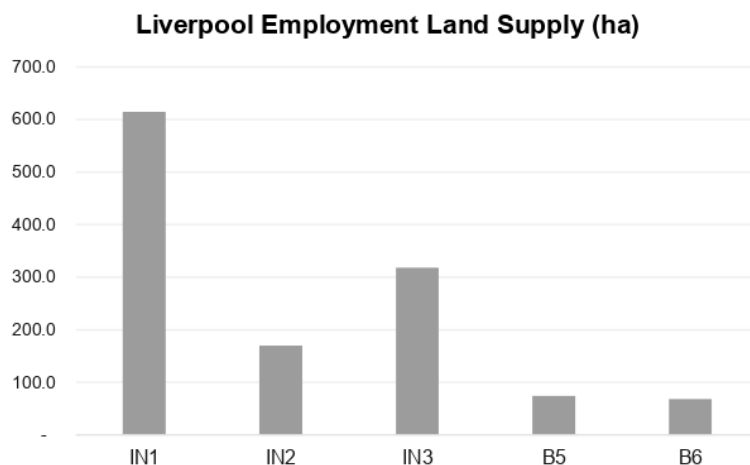


Figure 7 - Employment lands supply in Liverpool by zone 2019 (ELDM)

The current distribution of employment land is illustrated in Figure 7. It should be noted the B5 Business Development and B6 Enterprise Corridor zones are included as employment land. While some industrial development locates within the B5 and B6 zones, there is typically a broader mix of other uses present.

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Employment Land Use Zones

The similarity of objectives and land uses permitted across all three industrial zones has not provided Liverpool's industrial precincts with a defined vision, character and function. Successful approaches to land use zoning for industrial parks, specialised urban services precincts and innovation precincts are built on a defined vision and a segmentation of land uses of different scales, operations and amenity impacts. This strategy provides clear categories to define the character and future vision of industrial precincts across the Liverpool LGA.

IN1 General Industrial – Industrial Estate Precincts

Current Context

The current IN1 zone has imprecise objectives and a broad range of permissible land uses which result in a lack of definition and a confused economic role. The zone objectives are very broad and non-specific, allowing for a range of industrial and warehouse uses. The generality of the land use objectives provides for an eclectic mix of activities which in turn restricts larger and more intrusive operations such as waste management and processing, extractive industries and offensive and hazardous industries.



Figure 8 - Built Form Examples for Industrial Estate Precincts (LCC)

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The IN1 zone should be applied to preserve mid-sized operators and large, low-impact operations including warehousing, processing and manufacturing. Distribution, logistics, transport and postal operators should be encouraged in the IN1 zone precincts where they have good and direct access onto motorways or freight rail. More intrusive operators such as waste recycling, extractive industries, chemical production and refining and other hazardous and offensive industries should be encouraged to occupy lands within the IN3 zone. IN1 zones should in many instances replace the IN3 zoned lands in Liverpool where heavy industry is no longer present or where they can migrate to suitable industrial park precincts to the west.

IN2 Light Industrial – Urban Services Precincts**Current Context**

The current IN2 zone objectives provide for urban service-type industries which are smaller in their land take and operational scale, less intrusive, positioned closer to and on the edge of centres and provide for a mix of land uses. In this sense, the objectives of the IN2 zone are clear in terms of the locational parameters, however the types of land use operations sought in this zone are broad. Warehousing for example is permissible within this zone despite the typical requirement to occupy large-tracts of land and be reliant on B-double trucks.



Figure 9 - Built Form Examples for Urban Services Precincts (LCC)

Vision

The IN2 Light Industrial Zone is representative of an Urban Services Precinct. These provide smaller-scale industrial and essential services close to centres and residential neighbourhoods where services can be quickly distributed and dispatched to suit the needs of the consumer/customer base. Urban Services Precincts allow for a broader mix of land use activities as the services offered do not necessarily conflict with other commensurate land uses such as residential or retail development. Larger industries are discouraged from occupation in these precincts and should instead locate within precincts such as Industrial Estates or Industrial Parks that have less spatial, traffic and amenity constraints.

Urban Services Precincts should be developed from within the existing industrial areas with proximity to the Liverpool City Centre. Such precincts will possess high-quality built form that is innovative and efficient spatially, respectful of industrial heritage, and avoids amenity impacts to neighbouring areas. Recent developments in the industrial sector such as vertical warehousing, co-location and purpose-built design will help to improve the efficiency of urban services precincts and help to increase job densities. The IN2 zone is also employed to form protective boundaries



around higher impact industrial uses to enable ongoing industrial activity and maintain neighbouring amenity.

IN3 Heavy Industrial – Industrial Park Precincts

Current Context

The current objectives of the IN3 Heavy Industrial zone are very similar to the IN1 zone. They encourage a wide range of industries, which inhibits the success of isolated larger users that require separation from other activities due to the more intrusive nature of their operations and larger land take requirements. The existing zone objectives call on the need to preserve lands which require separation from other land uses, however the types of industrial uses are not clearly defined within the land use table. The imprecision of the other zone objectives translates to flexibility in the application of land use types, which have begun to impact the ongoing function of heavy industries.

Vision

It is acknowledged that currently there is and will likely continue to be demand for offensive and hazardous industries that emit noise, dust, waste and pollution regardless of the treatments and controls applied in the operational processes. Planning for heavy industries must recognise the higher risk profile if the control processes fail and require greater separation from other activities, and even complete isolation depending on the intensity of the use.



Figure 10 - Built Form Examples for Industrial Park Precincts (LCC)

Industrial Park Precincts should be employed in a limited capacity within the LGA where adequate separation is utilised to avoid safety and amenity impacts. Whilst some heavy industries are located within the existing IN3 zoned lands, these precincts are limited in their ability to successfully accommodate such uses safely and effectively. It is worth noting that currently Liverpool has the largest quantity of IN3 – Heavy Industrial zoned land within Metropolitan Sydney. The existing heavy industrial zoned land within the Liverpool LGA should be consolidated to ensure environmental, amenity and safety impacts are mitigated effectively.

This is especially true for IN3 – Heavy Industrial land that has been developed for purposes that are permissible within the other industrial zones. New or migrating heavy industries are to be in the western portions of the LGA where impacts on environmental, scenic and agricultural character is minimised. It is noted that a significant quantity of industrial development will occur around the Aerotropolis over time, where it is properly planned for and well separated from surrounding uses.

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B7 Business Park – Innovation Precincts

Current Context

The B7 Business Technology Park zone does not currently apply under LLEP 2008. The B7 zone is being used by various Councils within metropolitan Sydney to develop varying interpretations of 'industrial innovation precincts'. There is a significant quantity of old-stock industrial land with proximity to the Liverpool City Centre and the associated public transport infrastructure, amenity, and activity within the commercial, health, educational and retail sectors.

The Liverpool Place Strategy, LSPS and the suite of industrial studies prepared identify the existing Warwick Farm South industrial precinct as a future innovation precinct. This precinct has significant opportunities to leverage off the growth and future investment in the public and private hospitals and from multiple research institutions and educational partners. The existing building stock in the precinct is ageing; however, the combination of discounted rents, vacant warehouse sites and urban-scale streets offers significant opportunity for renewal. Additionally, it has been identified within the suite of industrial studies that the Orange Grove and Sappho Road precincts similarly offer opportunities for renewal. Detailed investigation is required to determine a future vision for these precincts that might include an innovation type character that leverages the locational advantages of these sites.

Vision

Innovation Precincts are mixed-business precincts that form on the periphery of cities and are typically collocated alongside a catalytic anchor such as a hospital, research centre or university. These precincts spawn from the urban renewal of an inner-city setting which has good access to public transport, good walkability, a strong sense of history and place, and excellent amenity for workers. They provide a continued and growing opportunity to develop and test innovations and to translate research undertaken within health and education precincts into commercialised products. The growth of creative and high-value manufacturing is closely aligned with health and education precincts. Fostering successful innovation precincts requires a flexible planning framework that is adaptive to fast moving drivers of change. Additionally, innovation precincts can be facilitated using incentives or planning concessions to draw in start-ups and users that require inexpensive rent and cost-effective spaces to operate.



Figure 11 - Built form examples for Innovation Precincts (LCC)

The introduction of a B7 Business Park zone will help to rejuvenate existing industrial precincts that incorporate a genuine mix of light industrial, creative industries and commercial uses. The establishment of the Warwick Farm South Innovation Precinct will help to support the growth of the broader Liverpool City Centre in a manner that is consistent with the overarching objectives of the Liverpool Collaboration Area Place Strategy and the LSPS. There is additional scope to employ the B7 zone to facilitate renewal within the older industrial precincts of Orange Grove and Sappho Road, subject to further investigations.

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Guiding Criteria for Planning Proposals

Table 1 - Guiding Criteria for Planning Proposals

#	Guiding Criteria	Rationale
1	Any rezoning application is to result in a sustainable increase in jobs.	Job density within the LGA is crucial in supporting the local and surrounding population of Western Sydney. Local jobs are crucial for achieving a 30-minute city vision amidst significant population growth. It is recognised that the future rezoning of Moore Point as identified within the Liverpool Collaboration Area Place Strategy and will involve a growth in jobs within alternate industries within the retail, education and commercial sectors.
2	Rezoning proposals must be supported by an Economic Impact Study.	There is strong demand for urban services, and there is an ongoing demand for larger industrial uses broadly within the Western City District. Any rezoning proposal must sufficiently justify any transition to alternative land uses including commercial, retail or residential.
3	Proposals must be designed to avoid land use conflict.	This applies to industrial, commercial, retail, recreational, critical infrastructure and residential uses. Measures must be employed to avoid detrimentally impacting these existing uses by creating amenity impacts. Similarly, development with proximity to existing employment areas must not create land use conflicts to the detriment of existing lawfully established uses.
4	Proposals are to demonstrate that new development will facilitate sustainable transport choices.	Liverpool's employment lands are currently under serviced by public transport and have poor walking and cycling connections. Planning proposals must facilitate improved transport access within business hours for employees.
5	Proposals must contribute to and improve the public domain.	High quality public domain and landscaping play a crucial role in attracting businesses, workers and investment into industrial and innovation precincts.
6	Proposals for the adaptive re-use of older industrial stock must consider and respect existing character.	The industrial heritage and character of areas is often central to establishing successful inner-city innovation or creative precincts. This industrial character is to be observed during redevelopment and the sustainable practice of adaptive re-use employed where appropriate.

LIVERPOOL

INDUSTRIAL AND EMPLOYMENT LANDS STRATEGY

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Actions and Delivery Plan

For the purposes of this Strategy, the following short, medium and long-term timeframes have been established to align with the proposed Actions and Delivery Plan. These timeframes also align with those in the LSPS and Community Strategic Plan.

- Short term: 2020/2021
- Medium term: 2021/2022–2024/2025
- Long term: 2025/2026+

It is noted that Phase 2 of the LEP Review and a review of the Liverpool Development Control Plan 2008 (LDCP) will commence in mid-2020.



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Table 2 – Action and Delivery Plan

#	Strategy	Rationale	Implementation Action	Timing	LSPS
1	Review development standards and objectives for industrial land	To ensure land use controls are up to date and quality-built form outcomes can be achieved.	Phase 2 of the LEP Review and DCP Review.	Short-medium term	Priority 12 Action 12.1
2	Review and manage employment land within the eastern portion of the LGA	Increasing demand for local urban services and an innovative and adaptable industrial sector requires well-connected, serviced and economically viable land for industry. There is a demonstrated and ongoing demand for urban services (IN2 land) within the LGA. This objective applies to all industrial land except for the Moore Point Precinct as identified within the Liverpool Collaboration Area Place Strategy.	Maintain existing industrial zoned land in the LEP. Ensure a demonstrated increase in sustainable jobs as part of future planning proposals for the Moore Point precinct.	Short term	Priority 11 Priority 12 Action 12.2
3	Plan and manage employment	In the western portion of the LGA, there is a need for additional industrial and urban services land in response to long-term projected population and	Phase 2 of the LEP Review.	Short term	Priority 11 Priority 12 Action 12.3

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#	Strategy	Rationale	Implementation Action	Timing	LSPS
	lands within the western portion of the LGA	development growth. Liverpool is strategically placed to accommodate the strong demand for sub regional development on large industrial sites.	Working collaboratively with the Western Sydney Partnership during precinct planning for the Western Sydney Aerotropolis.		
4	Facilitate industrial development to support the operation of the Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis.	This action applies to land within the <i>Draft Western Sydney Aerotropolis Plan</i> identified as a 'Mixed Use', 'Enterprise' or 'Agribusiness' zone. Industrial development within the Aerotropolis must be designed strategically to improve efficiency, connectivity and avoid amenity impacts. Additionally, industrial development must avoid compromising agricultural land and the scenic landscapes that define this regions character, especially as agri-tourism opportunities develop over time.	Working collaboratively with the Western Sydney Partnership during precinct planning for the Western Sydney Aerotropolis.	Short-Term	Priority 13 Action 13.1 Action 13.2

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#	Strategy	Rationale	Implementation Action	Timing	LSPS
5	Increase industrial development density, efficiency and colocation.	This action applies to new industrial development, and the adaptive reuse of older industrial stock. Increasing land use efficiency in industrial precincts can assist businesses and industries in making better use of existing sites and allow for an increase in job density. Innovative and efficient approaches for industrial developments and tenancy configuration is to be encouraged. A noteworthy example of this is the Blum facility (located in Hoxton Park) that demonstrates the ability to expand operations and grow the business through innovative design without requiring additional land. Increases in industrial development density and scale must be well considered in order to respect and maintain the amenity of surrounding areas.	Investigate an increase in building height limits and floorspace ratio controls as part of the LEP Review Phase 2. Review and update DCP controls to deliver improved building form outcomes, promote innovative design and encourage the adaptive re-use of ageing stock. Investigate incentive provisions for architectural design excellence, construction and operational environmental sustainability, and for consolidated master planned estates.	Short-Term Medium-Term	Priority 10 Action 10.1 Priority 11 Priority 12 Action 12.1 Priority 10 Action 10.1 Priority 11 Priority 12 Action 12.1 Priority 10 Action 10.1 Priority 11 Priority 12 Action 12.1 Priority 15

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#	Strategy	Rationale	Implementation Action	Timing	LSPS
6	Prioritise public domain improvements and vegetation within industrial precincts.	Place-making and high-quality urban design principles underpin the creation of successful industrial and innovation precincts that attract industries, employers, start-ups and investors. The public domain plays a crucial role within industrial precincts in providing vegetation that provides cooling, visual softening of the built form and sustainable stormwater management. This applies to the design of new industrial development and the revitalisation of older industrial areas.	Review and update DCP controls to deliver improved public domain, landscaping, and stormwater management outcomes.	Short-Medium Term	Priority 11 Priority 15 Action 15.3 Action 15.4
7	Improve connectivity between public transport and industrial precincts	Consultation with businesses identified that a number of employees commute to work via public transport. However, most industrial precincts are poorly serviced by public transport, especially within the unusual business hours that typify businesses within each precinct.	Investigate updated contribution plans for industrial precincts to deliver public domain improvements and increased vegetation.	Medium Term	Priority 11 Priority 15 Action 15.3 Action 15.4
			Collaborate with the relevant transport and planning authorities to ensure transport infrastructure is provided as part of the land release process for new industrial precincts to provide certainty to businesses who are looking to locate in the LGA's precincts.	Ongoing	Priority 1 Priority 3 Priority 11 Priority 12

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#	Strategy	Rationale	Implementation Action	Timing	LSPS
		An improvement in public transport servicing the industrial area is essential in attracting new development to occur and to assist in increasing the employment generating capacity of the LGA.	Improve pedestrian and cycling connections from rail stations to nearby industrial precincts surrounding the Liverpool City Centre.	Medium-term	Priority 1 Priority 3 Priority 11 Priority 12
			Rezoning's must be informed by a Transport Plan outlining public transport and active transport use for workers.	Ongoing	Priority 1 Priority 3 Priority 11 Priority 12
8	Introduce Innovation Precincts within LGA	The introduction of a new B7 Business Park zone to the LLEP 2008 will allow innovation precincts to be established in suitably located industrial areas surrounding the Liverpool City Centre.	Introduce the B7 Business Park zone into the LLEP 2008 as part of LEP Review Phase 2.	Short-term	Priority 10 Action 10.1 Priority 12
		The identification of Liverpool as a Collaboration Area and the future investment in Liverpool Hospital provides a significant opportunity to concentrate the attraction of innovative uses in	As part of the LEP Review Phase 2, consider rezoning the Warwick Farm Scrivener Street precinct from IN1 to B7 with associated development standards.	Short-term	Priority 10 Action 10.1 Action 10.2 Priority 12

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#	Strategy	Rationale	Implementation Action	Timing	LSPS
		the Warwick Farm South Industrial Precinct This precinct currently provides crucial urban services and other industrial businesses that support the Liverpool City Centre; however, there remains opportunity for renewal to provide additional supportive industries and innovative uses within the precinct. There is scope for additional innovation precincts to develop in other industrial land surrounding the Liverpool City Centre. This work would be dependent upon further investigation.	Review the DCP and develop objectives and controls for the B7 Business Park Innovation Precinct. Investigate the rezoning of the Orange Grove industrial precinct to foster an innovation/creative precinct.	Short-term Medium-long term	Priority 10 Action 10.1 Action 10.2 Priority 12 Priority 10 Action 10.1 Priority 12
9	Clarify the intended role and function of industrial precincts	Within the LEP currently, imprecise objectives and a similarity of land uses permitted across the industrial zones results in industrial precincts that lack a defined character of uses and experience land use conflicts. Ensuring that urban services and heavy industries cluster in separate precincts suited to their specific operational and locational	Refine the objectives and permissible uses of each industrial zone for the existing industrial precincts as part of LEP Review Phase 1. Consider rezoning existing precincts to an appropriate industrial zoning that reflects the	Completed Short-term	Priority 11 Priority 12 Action 12.2 Priority 10 Action 10.1 Priority 11

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#	Strategy	Rationale	Implementation Action	Timing	LSPS
		needs, will help to facilitate more optimal uses within the precincts. Refer to the 'Strategic Vision for Liverpool's Employment Lands' section of this strategy for Council's vision for industrial precincts within the LGA.	industrial activity present and future desired character of each precinct as part of LEP Review Phase 2. Additionally, refine the objectives and permissible uses of all industrial zones in association with this zoning review.		Priority 12 Action 12.2
10	Advocate for local jobs, community outcomes and high-quality industrial design at the	The Moorebank Intermodal is a large infrastructure project that will have significant implications for industry within the region, and for local communities. Given the scale of the development, Council has limited influence over the design and approval of the precinct. Nonetheless, Council will continue to advocate	Review and update the DCP objectives and controls to clearly reflect the vision for each industrial precinct Advocate for local jobs and positive community outcomes through Council's Intermodal Precinct Committee, the Community Consultation Committee and through input from industry peak bodies.	Short-term Short-term	Priority 11 Priority 12 Priority 12.2

#	Strategy	Rationale	Implementation Action	Timing	LSPS
	Moorebank Intermodal site	for local job creation, positive community outcomes, and high-quality design.	High quality industrial design, enhanced built form and landscaping outcomes, integration with natural assets and greater density of employment will be encouraged and advocated for at the Intermodal site.	Short-term	Priority 11 Priority 12 Priority 12.2



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