

ATTACHMENT BOOKLET

ORDINARY COUNCIL MEETING
26 APRIL 2023

LIVERPOOL
CITY
COUNCIL



FRANCIS GREENWAY CENTRE,
170 GEORGE STREET, LIVERPOOL

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Property and Infrastructure Specialists

PLANNING PROPOSAL APPLICATION TO AMEND LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008

368 – 370 Cowpasture Road, Middleton Grange

November 2021 (revised March 2023)





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This report has been prepared and reviewed in accordance with our quality control system. The report is a preliminary draft unless it is signed below.

This report has been prepared by: Jaime McNamara (Urban Planner)

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1. Introduction

1.1 Overview

This Planning Proposal report has been prepared by APP Corporation Pty Ltd (APP) and is submitted to Liverpool City Council (Council) on behalf of Cowpasture Road (2005) Pty Ltd, the owner of the property at 368-370 Cowpasture Road, Middleton Grange (the site) (refer to Figure 1 overleaf). It seeks to initiate amendments to the *Liverpool Local Environment Plan 2008* (Liverpool LEP 2008) to enable the future orderly development and continued use of the site for a diverse range of commercial activities by:

- Rezoning the land to B6 Enterprise Corridor;
- Increase the maximum height of building standard from 8.5m to 15m; and
- Increase the maximum floor space ratio (FSR) standard from 0.65:1 to 0.75:1.

This Planning Proposal explores the site's future flexibility to shift and respond with market conditions, without posing competition to existing town centres and neighbourhood shops within the vicinity of the site. Despite its current zoning, the site is not suitable for residential development due to constraints, including its proximity to a classified road.

The site is currently zoned R1 General Residential pursuant to the Liverpool LEP 2008 and is subject to a maximum building height provision of 8.5m under Clause 4.3 and a maximum FSR of 0.65:1 under Clause 4.4. The site contains an existing BP service station, Pizza Hut and KFC restaurant which are inconsistent with the objectives and land use intent of the R1 zoning of the land under the LEP. The uses presently on site are permitted as additional permitted uses under Schedule 1 Clause 9 of the Liverpool LEP 2008. A rezoning of the site sought under this Planning Proposal will bring the zoning of the site into alignment with the current land use activities at the site, whilst accommodating the potential for new development to be achieved, being a specialised retail premises, generating local employment opportunity and service offerings.

The site has a large frontage to Cowpasture Road and is in proximity to the northern on-ramps and southbound exit ramps of the M7 Motorway. The site is positioned almost equal distance between the Carnes Hill Shopping Centre to the south and developed industrial Len Waters Estate to the north, although it is predominantly surrounded by residential neighbourhoods. It benefits from vehicular access via Cowpasture Road. This highlights the site's suitability for commercial uses linked to main road trading including service stations and highway service centres, food and drink premises, retail, commercial and other business premises. The site has a total area of 4,500m², making it one of the largest remnant holdings in the suburb of Middleton Grange, capable of supporting a range of business uses and main road trading activities consistent with the nature of existing operations.

The *Liverpool Local Strategic Planning Statement* (the Liverpool LSPS) and supporting economic land use studies have confirmed the need for 500-1,000 new jobs in the suburb of Middleton Grange to 2036 to support the continued population growth associated with residential land release and in-fill



development across the surrounding areas. The limited availability of suitable sites to accommodate employment generating activities in these areas highlights the sites suitability for rezoning. Modest increases to the permitted maximum height of buildings and floor space ratio standards outlined in this report will enable the orderly and viable redevelopment of the site to accommodate new retail, commercial and service-based jobs which will contribute towards local employment targets. Additionally, a maximum building height of 15m and maximum FSR of 0.75:1 is consistent with surrounding B6-zoned sites.



Figure 1 Site location (Source: Six Maps)

1.2 Objective and Purpose

The objective of this Planning Proposal is to facilitate additional employment generating uses and job diversity in addition to what is currently provided for on the site.

The current development standards and zoning parameters greatly constrain the sites' continued use and viability of future redevelopment and improvements. A rezoning of the site envisaged under this Planning Proposal aligns with several strategic objectives and planning priorities outlined in Council's



LSPS, employment strategies and higher order strategic plans including the Greater Sydney Region Plan and the Western City District Plan.

Modest uplift to the applicable maximum height of buildings and floor space ratio development standards under the Liverpool LEP 2008 will also facilitate an appropriate scale of building typologies to expand the sites commercial activity under the proposed rezoning.

This revised Planning Proposal is supported by an indicative concept plan prepared by Mosca Pserras Architects, included in Section 5 and Appendix B (Revised). The concept plan includes a 3,375m² two storey building with on-site parking at the ground floor.

1.3 Proposed LEP Amendments

This Planning Proposal has been prepared to initiate a change in land use permissibility to enable the provision of employment generating land uses on the site. The Planning Proposal seeks to amend the Liverpool LEP 2008 in the following ways:

- Rezone the site from R1 General Residential to B6 Enterprise Corridor. This will require an amendment to Liverpool LEP Zoning Map_008.
- Amend the Liverpool LEP 2008 Height of Buildings Map_008 to apply a maximum building height control of 15m in place of the existing 8.5m control. A 15m building height control would accommodate a 2-3 storey development.
- Amend the Liverpool LEP 2008 Floor Space Ratio Map_008 to apply a maximum floor space ratio control of 0.75:1 in place of the existing 0.65:1 control.

Figures 17 to Figure 19 of this report provide excerpts of the proposed changes to the relevant Liverpool LEP 2008 maps. The complete suite of amended Liverpool LEP 2008 maps is included at Appendix C, Appendix D and Appendix E (Revised).

As part of the current Department of Planning, Industry and Environment (DPIE) planning reforms, the B6 zone will be converted to a new E3 Productivity Support zone and will be implemented over the next twelve (12) months from December 1 2021. This zone seeks to better support state and local strategic planning, increase investment, and boost jobs growth and will be characterised by a mix of industrial, commercial creative, warehousing and emerging new industries that need larger floor space. The E3 zone is aligned to the aims and objectives of the B6 zone, as well as the purpose and objectives of this Planning Proposal.



1.4 Supporting Documentation

This Planning Proposal should be read in conjunction with technical material listed in Table 1 below.

Table 1 Supporting Consultant Inputs

Appendix	Technical Material	Prepared By
A	Survey Plan	Mosca Pserras Architects
B	Preferred Concept Plan (Revised)	Mosca Pserras Architects
C	Amended Zoning Map (LZN_008)	APP Corporation Pty Ltd
D	Amended Height of Buildings Map (HOB_008)	APP Corporation Pty Ltd
E	Amended Floor Space Ratio Map (FSR_008) (Revised)	APP Corporation Pty Ltd
F	Existing Site Plan (Updated)	Mosca Pserras Architects
G	Economic Impact Assessment	HillPDA
H	Detailed Site Investigation	Douglas Partners Pty Ltd
I	Traffic Report	CBRK
J	Preliminary Site Investigation	Aargus Pty Ltd, Peer Reviewed by Miguel Zavaleta- Romera cEnvP Certified No. 945

This Planning Proposal has been prepared pursuant to the provisions of Division 3.2 of the Act and in accordance with the Department of Planning's *A Guide to Preparing Planning Proposals 2018*. It considers the strategic and site-specific merits of the proposed LEP amendments in the context of the relevant State and local planning policies, includes relevant mapping changes and a timeline to completion of the application. This report concludes that the proposed changes to the zoning and development parameters are modest and in line with the existing and future use of the site and main road character. It will facilitate higher order employment generating uses on the site and contribute towards the achievement of local job targets outlined in Council's LSPS. Accordingly, the Planning Proposal is worthy of support from Liverpool City Council and the DPIE.



2. Background

2.1 Pre-Lodgement Consultation Summary

Initial consultation with Council was conducted in July 2020 as part of Council's Phase 1 LEP Review (Amendment 82). APP prepared a submission on behalf of the owner of the site, Cowpasture Road (2005) Pty Ltd, requesting inclusion of the proposed changes to zoning controls and development standards applied to the site in the Council-led Planning Proposal.

The submission prepared by APP to the Liverpool LEP Review recommended that the site be rezoned to B6 Enterprise Corridor to better classify the existing use and development. The submission also put forth moderate uplifts to height and FSR standards, in-line with nearby B6 zoned sites. Proposed changes to development controls included a minimum FSR of 0.75:1 and building height of 15m with the intent to attract businesses and encourage revitalisation of the site.

As part of Council's reporting to the Ordinary Meeting of Council in August 2020, the request to rezone the site from R1 General Residential to B6 Enterprise Corridor was acknowledged yet could not be facilitated in the required timeframes. As a result, Council recommended the preparation of a proponent-led Planning Proposal as a more appropriate means of seeking the requested changes to zoning controls and development standards.

2.2 Employment Generation

The Planning Proposal is supported by an Indicative Concept Plan, prepared by Mosca Pserras Architects. Under the Concept Plan, the existing uses at the site are to be replaced by a specialised retail premises. This use would have economic benefits during construction and post-construction, and effectively serve a different function in the retail and commercial hierarchy compared to the larger centres at Middleton Grange Village / Town Centre, Carnes Hill Town Centre, Austral Town Centre and Hoxton Park.

Based on current market research, it is estimated that the site currently provides a total of sixty (60) full-time and part-time jobs, including:

- Ten (10) full-time and part-time jobs associated with the service station and convenience store;
- Twenty (20) full-time and part-time jobs associated with the Pizza Hut restaurant; and
- Thirty (30) full-time and part-time jobs associated with the KFC restaurant.

This Planning Proposal is supported by an Economic Impact Assessment (EIA) prepared by HillPDA and included in Appendix G. The EIA assessed the proposed economic development of the Planning Proposal based on the preferred concept. The following employment generation assumptions are provided for the construction and post-construction phase:

- One hundred and six (106) direct and indirect jobs created and supported during the construction phase; and
- Fifty-two (52) jobs provided, post-construction.



The proposed development would have additional economic benefits discussed further in this report and is considered to constitute a more orderly and efficient use of the land, aligned with the existing uses on site and the State planning objectives to deliver additional employment generating uses and support growth.



3. Site Analysis

3.1 Site Description and Location

The site subject of this Planning Proposal is legally identified as Lot 4 in DP 1052704, 368-370 Cowpasture Road, Middleton Grange. The site contains an existing BP service station and Pizza Hut restaurant in the northern portion (see Figure 3) of the site and a separate KFC restaurant in the southern portion of the site (see Figure 4). It has a total approximate land area of 4,500m² and a 79m frontage to Cowpasture Road along its eastern boundary.

The site is located on the western side of Cowpasture Road, which is a State classified arterial road. It has two direct points of access for vehicles from Cowpasture Road and no direct access from the adjoining residential streets, including Mustang Close to the south or Parer Avenue to the north. The site is positioned 220m south of Qantas Boulevard (Sixteenth Avenue East), 500m south of the Westlink M7, 100m north of Fifteenth Avenue / Hoxton Park Road, 4.3km north-west of the M5 South Western Motorway and 1.4km north of the Carnes Hill Town Centre.

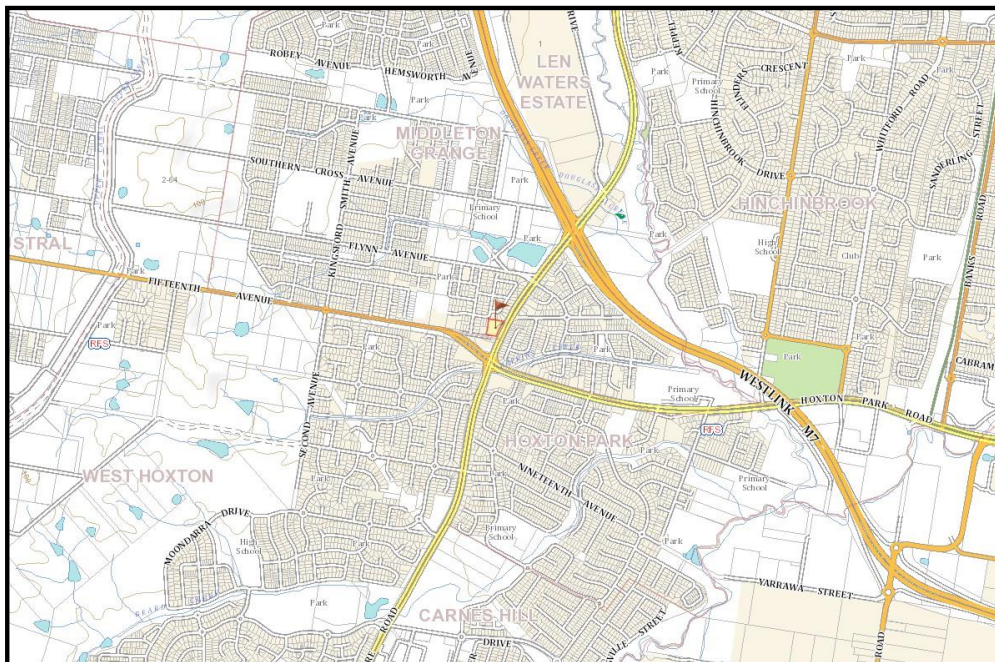


Figure 2 Site within surrounding context (Source: SIX Maps)

PLAN 02 Planning Proposal request to amend development standards in the Liverpool Local Environmental
Plan 2008 at 368-370 Cowpasture Road, Middleton Grange
Attachment 1 Attachment 1 Proponent Prepared Planning Proposal Report



The site survey is included in Appendix A. The existing site plan prepared by Mosca Pserras Architects is included in Figure 3 and Appendix F. Views of the site are included in Figure 4 to Figure 6. Key site features are also summarised in Table 2, below:

Table 2 Site Description

Feature	Description
Street Address	368-370 Cowpasture Road, Middleton Grange
Legal Description	Lot 4 in DP 1052704
Site Area	4,500m ²
Site Dimensions	79m street frontage to Cowpasture Road x 49m-71m depth
Topography	Parallel to Cowpasture Road, the site declines slightly from north to south (RL 45-47 to RL 41-44, generally) From the Cowpasture Road frontage to the rear of the site, the site inclines slightly from east to west (RL 41-45 to RL 44-47, generally)
Other Features	Separate entry (to the south) including left turn-in lane only and exit point (to the north) including merge right lane connecting to Cowpasture Road Pedestrian footpath lining Cowpasture Road frontage to the north and south of the site, connecting to surrounding residential areas including direct access to Mustang Close Minor landscaping of setback to the northern and western site boundaries interfacing residential neighbours Ornamental hedging lining KFC restaurant drive through and entry Existing parking including 10 spaces lining the front (south) of service station, convenience store and Pizza Hut, in addition to parking at fuel bowsers 5 spaces attached to the front (north) of the KFC Restaurant, in addition to drive-through area Approximately 27 spaces lining the west and north-west boundary interface at rear of site Delivery and waste collection area west of the Pizza Hut restaurant

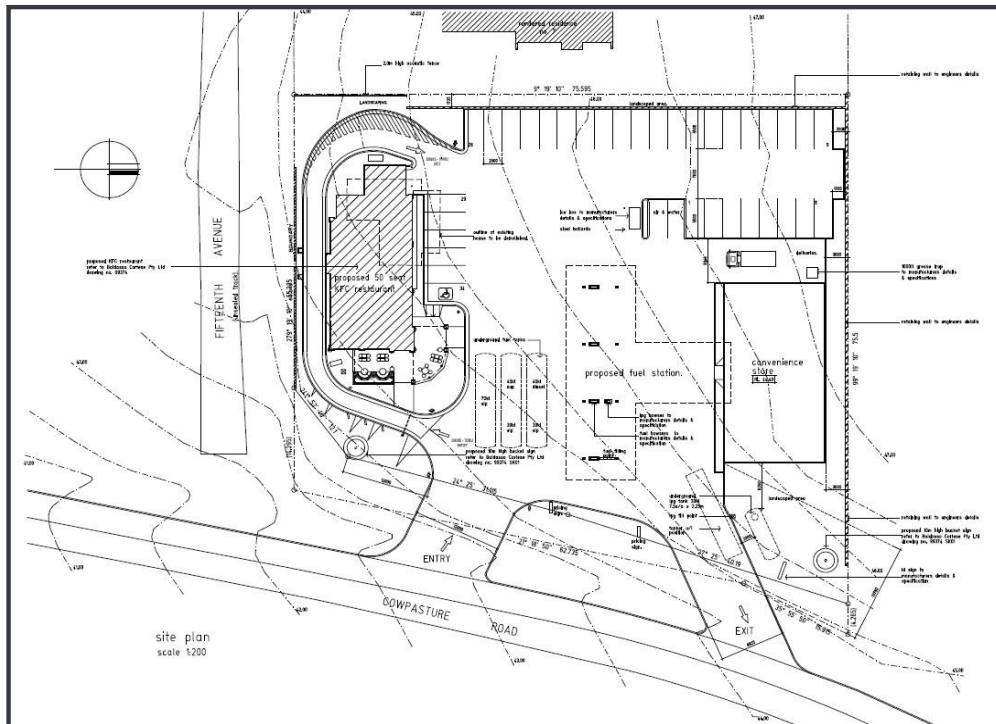


Figure 3 Existing Site Plan (Source: Mosca Pserras Architects)



Figure 4 View of the northern portion of the site containing the BP Service Station and Pizza Hut restaurant (Source: Google Maps)



Figure 5 View of the southern portion of the site containing KFC restaurant (Source: Google Maps)



Figure 6 View of service station, convenience store and Pizza Hut restaurant frontage (Source: Google Maps)

3.2 Surrounding Development and Context

The surrounding areas of Middleton Grange, Carnes Hill and Hoxton Park are characterised as predominantly low-density residential neighbourhoods with limited retail, commercial and industrial activities. The site is the only property along Cowpasture Road having direct frontage and access to the arterial road. Whilst residential zoned properties exist to the north and south along the road, they are separated typically by large acoustic barriers and landscape treatments. Most of the residential areas lie to the west of the site.



There are three detached dwellings adjoining the sites northern boundary located at 1-5 Fysh Avenue, as well as a 1 storey detached dwelling located parallel to the sites western boundary located on 47 Parer Avenue (refer to Figures 7 and 8).



Figure 7 Three residential dwellings adjoining the site at 1-5 Fysh Avenue (Source: Google Maps)



Figure 8 Residential dwelling adjoining the site at 47 Parer Avenue (Source: Google Maps)

Further to the east on the opposite side of Cowpasture Road is an established low density residential area also characterised by 1 to 2-storey detached dwellings and dual occupancies. No direct access to the road is available to these adjacent residential properties.

The Hinchinbrook Zone Substation is located directly to the south of the site and an Anytime Fitness Gym is located directly to the south-west on Mustang Close.

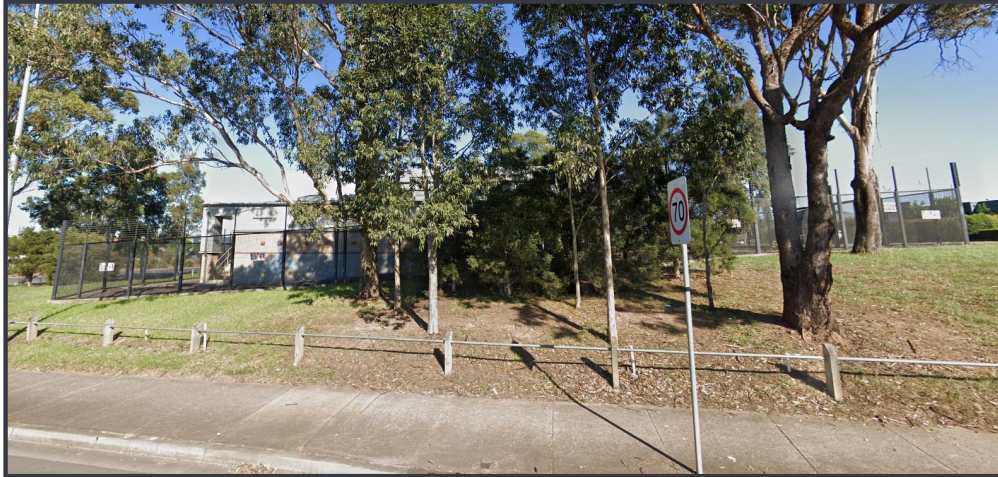


Figure 9 View of the Hinchinbrook Zone Substation from Cowpasture Road (Source: Google Maps)



Figure 10 View of the Anytime Fitness Gym from Mustang Close (Source: Google Maps)

The site is a prominent feature in the surrounding landscape, serving as a key pit stop for motorists and local convenience offering for local residents. It is located approximately 6.5km west of Liverpool Central Business District (CBD), 18.5km south-west of Parramatta CBD and 33.3km west of Sydney CBD. Cowpasture Road provides an important regional connection to the Westlink M7 and M5 South Western Motorway and as such, the site is well utilised by commuters and freight vehicles throughout the day.



3.3 Access and Transport

Vehicular and pedestrian access to the site is via Cowpasture Road which aligns the eastern boundary frontage. All vehicular traffic enters the site via the southern driveway and leaves in a forward direction on to Cowpasture Road from the exit-only northern driveway as shown on the Existing Site Plan in Figure 5 and included in Appendix F. The vehicular entrance and exit points to the road are clearly marked and wide enough to accommodate access and manoeuvring by large trucks.

The site is accessed at a district level via road infrastructure including:

- Qantas Boulevard (Sixteenth Avenue East) to the north;
- Westlink M7 to the north;
- M5 South Western Motorway to the south-east;
- Fifteenth Avenue and Hoxton Park Road to the south; and
- Camden Valley Way to the south.

Numerous bus routes service Cowpasture Road, including Route 853 Carnes Hill to Liverpool via Hoxton Park, providing local connections between the site and local and regional centres. Liverpool Train Station is located 7.2km east of the site, connecting to local and regional rail corridors. Planned transport infrastructure including trackless trams are proposed to operate along Hoxton Park Road nearby to the south of the site which will connect it to Liverpool and the emerging Western Sydney Airport and Aerotropolis.

Internal vehicular site access includes numerous driveways and hardstand turning and parking areas. The site layout was originally designed having regard to the traffic volumes anticipated along Cowpasture Road. It ensures that vehicular traffic can easily access and park close to the entrances of the take-away restaurants and within the service station (see Figure 11).



Figure 11 Internal site driveways and hardstand manoeuvring and parking areas (Source: Google Maps)



A footpath running along the frontage to Cowpasture Road provides access for pedestrians into the site (see Figure 12). Internally, demarked crossings and pedestrian priority zones which are shared with slow moving traffic ensures safe access for pedestrians into each of the convenience services.



Figure 12 Existing footpath along Cowpasture Road (Source: Google Maps)

A footpath along the northern side of Mustang Close to the south of the site also provides informal pedestrian access via the rear driveway of the KFC restaurant as shown in Figure 13.



Figure 13 Existing footpath along Cowpasture Road (Source: Google Maps)



3.4 Utility Infrastructure

The site is currently connected to and serviced by the following utility infrastructure:

- Mains water;
- Mains sewerage;
- Underground electricity network; and
- Telecommunications (NBN).

3.5 Landscaping, Native Vegetation and Biodiversity

Owing to the location of the site and existing uses existing on-site landscaping is limited to minimal landscaping, ornamental hedging around the northern and western boundaries interfacing to residential properties and small garden beds. Low hedging also exists along the southern edge at the interface to Mustang Close and the adjoining Anytime Fitness. Whilst limited in total area, existing on-site landscape features are well maintained.

The site does not comprise any protected or significant biodiversity or native flora and fauna. Small to medium sized trees are scattered along the boundaries of the site and provide no real opportunities for nesting or feeding for native birds.

More significant trees are located in the adjoining residential areas and some of the surrounding neighbourhood streets further to the west and north-west. The subject site comprises largely hardstand concrete areas.

The site does not contain, nor is it located near to any natural watercourse or body of water. The site is not mapped as Environmentally Significant Land.

3.6 Bushfire and Flooding Conditions

The site is not mapped as being Bushfire Prone Land or land impacted by stormwater or river flooding.

3.7 Community Infrastructure

The site is located within a 5km of several community facilities, civic and educational institutions, including:

Schools

- Thomas Hassall Anglican College Middleton Grange Public School
- Hinchinbrook Public School Hoxton Park High School
- Good Samaritan Catholic College
- Good Shepherd Catholic Primary School Malek Fahd Islamic School
- Hoxton Park Public School Clancy Catholic College



Universities and TAFE

- Western Sydney University – Liverpool University of Wollongong – Liverpool TAFE NSW Liverpool
- TAFE NSW Miller

Civic

- Liverpool City Library Liverpool Police Station Liverpool Court House

Health

- Liverpool Hospital

Other

- Hoxton Park Anglican Church Australian Christian Fellowship The Church in Liverpool

3.8 Surrounding B6 Zoned Sites

The subject site is located within close proximity to a number of B6 Enterprise Corridor sites featuring consistent maximum building height and FSR controls sought under this planning proposal. Surrounding B6 sites with a maximum building height of 15m and maximum FSR of 0.75:1, include:

- 402 Hoxton Park Road, Prestons
- 525 Cowpasture Road, Len Waters Estate
- 501 Cowpasture Road, Len Waters Estate
- 505 Cowpasture Road, Len Waters Estate
- 515 Cowpasture Road, Len Waters Estate
- 525 Cowpasture Road, Len Waters Estate
- 535 Cowpasture Road, Len Waters Estate
- 4-8 Lyn Parade, Prestons
- 274-276 Hoxton Park Road, Prestons
- 264-272 Hoxton Park Road, Prestons
- 246 Hoxton Park Road, Prestons



4. Planning Context

4.1 Strategic Planning Framework

4.1.1 Greater Sydney Region Plan

A Metropolis of Three Cities establishes the overarching strategic vision for the provision of infrastructure, liveability, productivity and sustainability in line with Greater Sydney's projected population and economic growth. The plan identifies three cities within the Metropolis- including the emerging Western Parkland City for which the subject site resides within.

Strongly driven by new city-shaping infrastructure investment, such as the Western Sydney Airport, the Western Economic Corridor within the Parkland City is earmarked to contribute to a strong trade, freight, logistics, advanced manufacturing, health, education and science economy. The Western City will include expansive industrial and urban services land, supported by new freight links and an expanded motorway network and the Western Sydney Airport.

The site is located within the urban area to the west of the Liverpool Metropolitan Cluster, home to the Liverpool Innovation Precinct consisting of hospitals, allied health, educational, civic facilities and a range of community services. It is positioned on the western side of an important north-south collector road which connects into the major arterial network and is on the eastern edge of the Western Economic Corridor.

The following productivity directions and objectives from the Greater Sydney Region Plan are relevant to the Planning Proposal:

- **Jobs and Skills for the City**
 - Greater diversity of job choice to enable required employment growth and number of new jobs across the Western Parkland City.
 - Supporting employment growth with access to freight rail and major road corridors to better improve connections, integration between industries and business innovation.
- **Integrated Land Use and Transport**
 - Drive opportunities for investment and business across the city and support a diverse economy.
 - Deliver the 30-minute city and strengthen the viability of existing and future planned economic corridors along main roads and rail lines.
 - Centre-serving corridors accommodating turn-up and go access to services.
- **Investment and business activity in Centres**
 - Jobs are closer to homes and optimising transport corridors to provide improved access to employment opportunities
 - Increased collaboration and productivity drive by business agglomerations
 - Significant demand for emerging retail and commercial lands – particularly in the Western Parkland City
 - Local centres play an important role in providing access to goods and services close to where people live

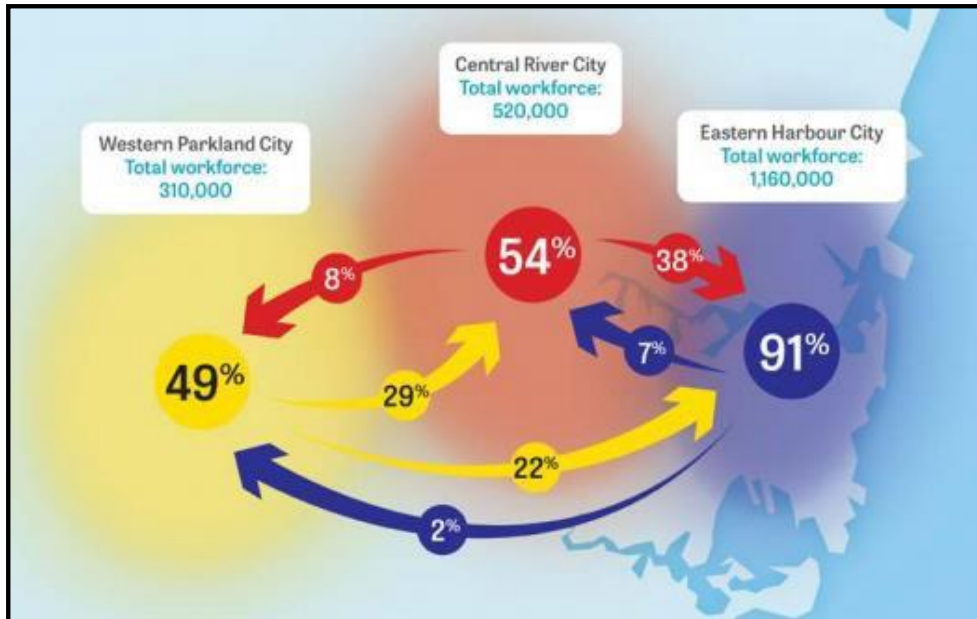


Figure 14 Distribution of resident workforce 2016 (Source: GSC)

The proposed changes to land use zoning, FSR and maximum building height will provide greater flexibility in existing and proposed site uses and employment opportunities. The proposed amendments to the Liverpool LEP 2008 will facilitate the retention of the existing on-site service station, convenience store and takeaway food outlets, whilst allowing future permissible development in the form of additional commercial space.

Changes to these controls align with Greater Sydney Region Plan objectives through improved provision of local business offerings and employment opportunities within the Western Parkland City. Locally, this Planning Proposal will contribute to the attainment of a 30-minute city by providing local employment opportunities for residents of Middleton Grange and surrounding areas. With reference to Figure 14, this will reduce the need for the Western Parkland City workforce to travel to the Central River City or Eastern Harbour City for employment opportunities.



4.1.1 Western City District Plan

The site is located within the Western City District of Greater Sydney. The Western City District Plan reflects the broader vision of Sydney as a three-city metropolis. The Western City District is earmarked to experience a once-in-a-generation economic boom, bringing together infrastructure, business and knowledge-intensive jobs. Liverpool is identified as a Metropolitan Cluster and will contribute between 36,000 to 39,000 jobs to the local community by 2036.

The District Plan identifies a number of planning priorities that support the provision of commercial and business zoned land to meet the everyday and employment needs of Liverpool residents. Relevant Planning Priorities include:

4.1.2 Liveability

Planning Priority W3: Providing services and social infrastructure to meet people's changing needs

- Residents need the right local mix of services to meet their needs
- Improving safety, accessibility and inclusion by co-locating activities
- Fine grain urban form and land use mix provides a greater diversity of uses

Planning Priority W5: Providing housing supply, choice and affordability, with access to jobs, services and public transport

- Liverpool is identified as a housing market demand area, including land release areas
- Housing supply must be coordinated with local infrastructure with direct and safe connections to shops, services and public transport

Planning Priority W6: Creating and renewing great places and local centres, and respecting the District's heritage

- Great places provide a mix of land uses including local services at the heart of the community
- Streets are important for movement of people and goods and also enhance social and economic participation
- Movement corridors, such as Cowpasture Road, provide safe, reliable and efficient movement between centres, neighbourhoods, whilst balancing the needs of places and the communities it passes through

4.1.3 Productivity

Planning Priority W7: Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City

- The vision for Greater Sydney is one where people can access jobs and services in their nearest metropolitan and strategic centre
- Integrated land use and transport planning will assist in creating 30-minute cities
- During the morning peak, 51 per cent of residents commute outside the District for work by car, reducing the District's residents choice about where to work



The above-mentioned Planning Priorities highlight the importance of developing local centres and services to support local residents. This is particularly relevant in expanding access to employment opportunities, in-line with local population growth and the attainment of a 30-minute city. The subject site currently provides limited services and employment capacity within an existing residential zone. Rezoning of the site to B6 Enterprise Corridor better reflects its current use and future capacity to expand its service and employment offerings.

With reference to Figure 15 included in support of Planning Priority W6, appropriate development adjacent to movement corridors provides safe reliable and efficient movement between centres and neighbourhoods, whilst balancing the needs of places and the communities it passes through. Development and retention of commercial and retail uses at the site aligns with the movement and place framework established by Future Transport 2056, as well as the GSC's Western City District Plan. Due to the sites position adjacent to Cowpasture Road, the site is not suitable for residential development and R1 General Residential zoning.

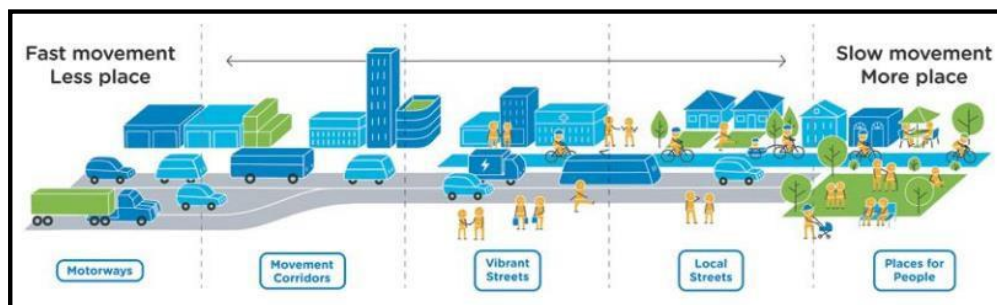


Figure 15 Movement and place framework (Source: Greater Sydney Commission)

4.1.2 Liverpool Local Strategic Planning Statement – Connected Liverpool 2040

The Liverpool LSPS seeks to provide a strategic vision for the future of the LGA, in-line with population growth and development. The LSPS identifies an expected population increase of 60% between 2019 and 2036 to 358,871 residents. Largely driven by the Western Sydney City Deal, an additional 200,000 jobs are required across the Western City District over the next 20 years, with Middleton Grange accounting for 500-1000 new jobs to 2036. It is estimated that this Planning Proposal will generate one hundred and six (106) direct and indirect jobs during the construction phase, and fifty-two (52) jobs on-site associated with the retail premises (Appendix G). The employment generation assumptions included in Appendix G are based on the revised concept plan which seeks 3,375m² two-storey retail space. The Liverpool LSPS in-part responds to the long-term structural imbalance of jobs across Greater Sydney and identifies the provision of local jobs for local people as a key priority.

The Liverpool LSPS identifies a number of connectivity and productivity related planning priorities relevant to this planning proposal, including:



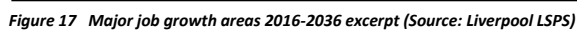
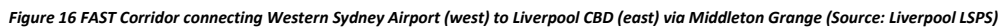
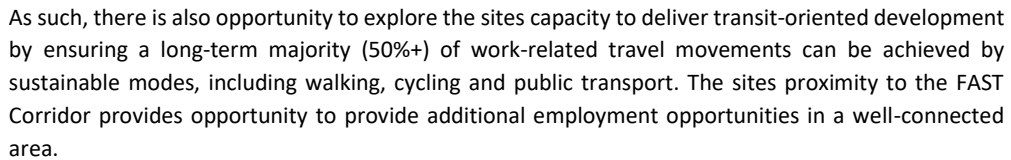
4.1.4 Connectivity – Our Connections

- **Local Planning Priority 1: Active and public transport reflecting Liverpool’s strategic significance**
 - Vision to have fast and frequent connections within Liverpool and to other centres
 - Ensure all residents and workers can access the benefits of the 30-minute city
- **Local Planning Priority 2: A rapid smart transit link between Liverpool and Western Sydney International Airport/Aerotropolis**
 - Progress the FAST Corridor to deliver a rapid transit connection to Western Sydney International Airport
 - Create transit-oriented development along the route at appropriate locations and at an appropriate scale
- **Local Planning Priority 3: Accessible and connected suburbs**
 - Link suburbs and centres with each other and Liverpool City Centre by a network of pathways and cycleways
 - Advocate for improvements to public transport connections and timetabling for suburban areas and centres
 - Use placemaking principles to ensure that public transport infrastructure and accessibility to suburban centres is optimised
 - Improve local road access to suburbs and centres

4.1.4.1 Productivity – Our Jobs

- **Local Planning Priority 11: An attractive environment for local jobs, business, tourism and investment**
 - Reduce the proportion of people leaving the LGA for work
 - Support small businesses including start-ups
 - Continue advocacy for city shaping transport infrastructure to boost jobsgrowth
- **Local Planning Priority 12: Industrial and employment lands meet Liverpool’s future needs**
 - Monitor land development to ensure there is enough employment land to meet future need for a number of price points
 - Prepare flexible planning controls to ensure future businesses are not unduly restricted
 - Strengthen connectivity between Liverpool City Centre and neighbourhood and district centres

Liverpool Council’s Fifteenth Avenue Smart Transit (FAST) Corridor project will provide residents with rapid bus connection from Liverpool City Centre to Western Sydney Airport by 2026. The FAST Corridor will better connect residents of suburbs historically impacted by poor public transport amenity, including Middleton Grange, to employment opportunities. The FAST Corridor traverses the Fifteenth Avenue, Hoxton Park and Cowpasture Road intersection located approximately 100m south of the site.





4.1.3 Liverpool Industrial and Employment Lands Strategy 2020

The Liverpool Industrial and Employment Land Strategy 2020 identifies the need for more business and jobs across the LGA in response to investment and population growth. Improved provision of goods and services, as well as employment opportunities are required to support the local population. In the context of this Planning Proposal, the Strategy relates to the sites existing and proposed service and retail offerings and its capacity to provide employment opportunities in a strategically significant location. The Draft Study draws on data, insights and recommendations presented in the Knight Frank Industrial Land Study 2016, SGS Economics and Planning Industrial Lands Study 2018 and APP Industrial Development Lands Study 2019.

This Planning Proposal seeks to retain the sites existing service station, convenience store and fast-food outlets, whilst exploring additional commercial and retail uses in alignment with objectives of the B6 Enterprise Corridor zone. This will contribute to providing employment opportunities for Liverpool's rapidly increasing population. Whilst the proposed B6 Enterprise Corridor zoning is classified as employment land under the Strategy, no industrial development is intended for the site, limiting the applicability of some aspects of the Strategy. This Planning Proposal aligns with the following action:

- *Plan and manage employment lands within the western portion of the Liverpool LGA.*

The Strategy also provides a Guiding Criteria for Planning Proposals. Applicable sections of the Guiding Criteria and the Planning Proposal's alignment with these sections are included in the Table 3 below.

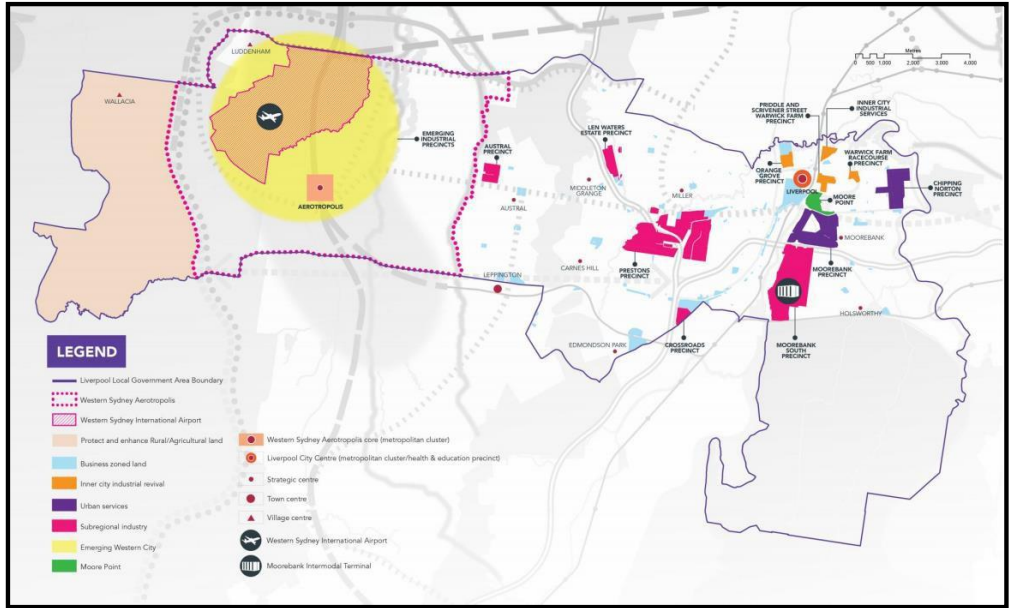


Table 3 Guiding Criteria for Planning Proposals (Source: Liverpool City Council)

	Guiding Criteria	Rationale	Compliance
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.	<p>This intent of the Planning Proposal to 'provide a more appropriate land use zoning to reflect the existing and future land uses', contributing to provision of local services and employment generating uses.</p> <p>This Planning Proposal is in-line with the aims and objectives of the B6 Enterprise Corridor zone, contributing to the provision of jobs service offerings within the zone. available within 30-minutes of the site.</p> <p>The proposed FAST Corridor will further support fulfillment of the 30-minute city concept by improving public transport connection to the site, in addition to existing public transport routes along Cowpasture Road.</p>
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.	<p>It is estimated that the site currently provides sixty (60) full-time and part-time jobs across the existing service station, convenience store, Pizza Hut restaurant and KFC restaurant.</p> <p>Under this Planning Proposal, it is expected that one hundred and six (106) jobs will be provided created during the construction phase and fifty-two (52) during operation, resulting in significant employment and economic benefit that will support growth at the site (Appendix G).</p> <p>Rezoning of the site to B6 Enterprise Corridor will ensure the site is protected as key local employment land providing commercial and retail uses.</p> <p>The modest uplift to development controls proposed will ensure an improved economic use of the site and continued viability of commercial and retail uses.</p> <p>As such, this Planning Proposal is considered to be within the best economic interest of the community, particularly as it relates to employment opportunity. and economic benefit.</p> <p>This Planning Proposal is supported by an EIA prepared by HillPDA and included in Appendix G. The EIA includes justification for the economic contributions of the proposed development during construction and post- construction phases.</p>
3	Proposals must be designed to avoid land use conflict.	This applies to industrial, commercial, retail, recreational and residential uses. Measures must be employed to avoid	<p>The subject site is currently located within an R1 General Residential zone and includes a service station, convenience store and two fast food outlets.</p> <p>The site's direct access and frontage exposure to Cowpasture Road (unlike other residential properties to the north and south) makes it more suited to a zoning which encourages commercial uses, given its regional and local accessibility and highly trafficable frontage.</p>



Guiding Criteria	Rationale	Compliance
		<p>Given the orientation and access arrangements of this site to Cowpasture Road, it is not considered suitable to support residential development, particularly with regard to noise and traffic impacts.</p> <p>The sites existing use as a service station limits its potential for residential development due to the potential risk of contamination resultant from chemicals associated with this type of land use and likely costs associated with any transition under a redevelopment.</p> <p>Adjacent land uses to the north and west are largely residential and acoustic screens are provided to mitigate impacts to these sensitive neighbours.</p> <p>Future development will ensure inclusion of an adequate landscaped setback to adjoining properties, providing an Impacts to adjoining land uses will be further assessed in support of any future DA and appropriate operational procedures and mitigation measures adopted appropriate buffer along the north and west site boundaries.</p> <p>The concept scheme has been prepared with acknowledgment of potential overshadowing impacts and will seek to retain all additional shadow within the site boundary.</p> <p>The concept scheme presents an appropriate bulk and scale of development to protect the visual and acoustic amenity of adjoining residential uses.</p>
4	<p>Proposals are to demonstrate that new development will facilitate sustainable transport choices</p>	<p>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.</p>
		<p>The site is accessed via Cowpasture Road. Existing local bus services currently service the site, in addition to access by private vehicles.</p> <p>The proposed FAST Corridor is located 100m south of the site and will provide rapid public transport access following its completion by 2026.</p> <p>There is an existing footpath lining the sites Cowpasture Road frontage, providing direct connection for pedestrians and cyclists to residential areas to the west.</p>



PLANNING PROPOSAL – 368-370 COWPASTURE ROAD MIDDLETON GRANGE | 30



4.1.4 Liverpool Centres and Corridors Strategy 2020

The Liverpool Centres and Corridors Strategy 2020 has been developed in response to Action 11.3 of the Liverpool LSPS. Liverpool is experiencing substantial growth and there is a need to ensure that our centres can respond to growth and emerging commercial and retail trends. It is estimated that 273,509m² of new retail supply is required to 2036 across the city centre and town centres. The Strategy includes a set of guiding criteria for Planning Proposals which are intended 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.

Table 4 identifies the Planning Proposals' alignment to the guideline:

Table 4 Liverpool Centres and Corridors Strategy 2020 – Guiding Criteria for Planning Proposals

Guiding Criteria	Rationale	Compliance
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>	<p>The Strategy specifically identifies Middleton Grange as a proposed town centre, earmarked for future development and acknowledges that current residents have limited access to retail facilities.</p> <p>The Planning Proposal pursues a rezoning of the site to B6, in-line with existing land use and to facilitate a plethora of future B6-compatible development, as well as modest expansion of maximum height of building and FSR controls.</p> <p>The Planning Proposal includes a preliminary concept plan which provides for a 3,375m² two-storey retail building with on-site parking at the ground floor.</p> <p>The site will largely service northbound motorists on Cowpasture Road, local residents and visitors and is therefore effectively serving a different role to the larger centres at Carnes Hill, Green Valley and the proposed centres at Middleton Grange and Austral.</p> <p>The Planning Proposal will therefore not have a significant negative impact on the retail operation of the Liverpool City Centre or existing town centres and local centres.</p>



Guiding Criteria	Rationale	Compliance
		Refer to the EIA prepared by HillPDA and included in Appendix G for further justification of economic benefits.
2 The creation of new out of centre retail developments are not encouraged.	Out of centre developments cannot take a broader place- based role in addition to their retail functions.	<p>The subject site is located on the eastern boundary of Middleton Grange and will largely service northbound motorists on Cowpasture Road.</p> <p>As such, any future development will not detract from the retail function of surrounding centres including Carnes Hill, Green Valley, Austral or Middleton Grange.</p>
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>	<p>Under this Planning Proposal, the existing site uses including the two takeaway food outlets and service station will be replaced with a specialised retail premises.</p> <p>The proposed 3,375m² two-storey commercial building is to be occupied by a specialised retailer and will constitute a more orderly and economically use of the site.</p> <p>The proposed amendments to building height and FSR controls are consistent with the proposed concept plan and surrounding B6 zoned sites, whilst ensuring flexibility in future use of the site (refer to section 3.8).</p> <p>Therefore, the Planning Proposal will effectively retain the retail character distributed across the LGA and promote accessibility to additional commercial/ retail facilities into the future.</p>



Guiding Criteria	Rationale	Compliance
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>	<p>The subject site is not directly connected to a town centre or local centre. The existing and proposed development predominantly services northbound motorists on Cowpasture Road.</p>



4.2 Statutory Planning Considerations

4.2.1 Liverpool Local Environmental Plan 2008

The Liverpool Local Environmental Plan 2008 (Liverpool LEP 2008) is the relevant local environmental planning instrument comprising controls relevant to both residential and business development. Under the Liverpool LEP 2008, the site is currently zoned R1 General Residential. The existing R1 General Residential provisions relevant to the site are included in Table 5. Figures 19-21 showcase the sites current land zoning, FSR and building height mapping under the Liverpool LEP 2008.

Table 5 Current Liverpool LEP 2008 Controls

Planning Standards	Development Control
Land Zoning	R1 General Residential
Objectives	<ul style="list-style-type: none"> To provide for the housing needs of the community. To provide for a variety of housing types and densities. To enable other land uses that provide facilities or services to meet the day to day needs of residents. To ensure that housing densities are broadly concentrated in locations accessible to public transport, employment, services and facilities. To facilitate development of social and community infrastructure to meet the needs of future residents.
Planning Standards	Development Control
Permitted with Consent	Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Dwelling houses; Educational establishments; Environmental facilities; Environmental protection works; Exhibition homes; Exhibition villages; Flood mitigation works; Group homes; Home businesses; Home industries; Hostels; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Pond-based aquaculture; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Residential flat buildings; Respite day care centres; Roads; Secondary dwellings; Semi-detached dwellings; Seniors housing; Serviced apartments; Shop top housing; Tank-based aquaculture
Floor Space Ratio	0.65:1
Height of Building	8.5m

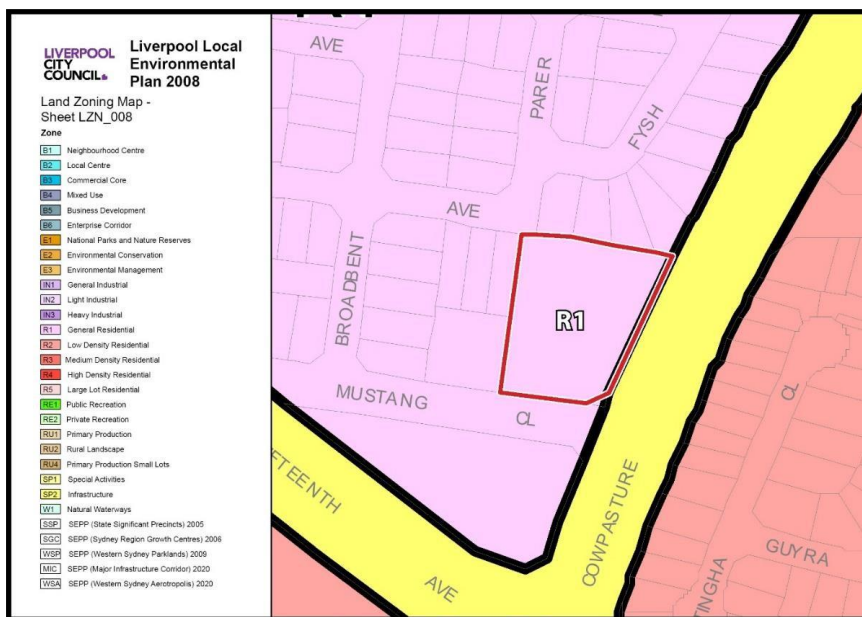


Figure 19 Land Zoning Map – Sheet LZN_008 with site highlighted (Source: Liverpool LEP 2008)



Figure 20 Floor Space Ratio Map – Sheet FSR_008 with site highlighted (Source: Liverpool LEP 2008)



Figure 21 Height of Buildings Map – Sheet HOB_008 with site highlighted (Source: Liverpool LEP 2008)

PLAN 02 Planning Proposal request to amend development standards in the Liverpool Local Environmental
Plan 2008 at 368-370 Cowpasture Road, Middleton Grange
Attachment 1 Attachment 1 Proponent Prepared Planning Proposal Report



Additionally, the site is identified as a key site under the Liverpool LEP 2008 Key Sites map – sheet KYS-008. The existing site uses are classified as additional permitted uses under Schedule 1 Clause 9 of the Liverpool LEP 2008 and are permitted with consent.

Table 6 Liverpool LEP 2008, Schedule 1 Additional permitted uses

Liverpool LEP 2008, Schedule 1 Additional permitted uses

9 Use of certain land for service stations and take away food and drink premises	<p>(1) This clause applies to land shown coloured yellow on the Key Sites Map.</p> <p>(2) Development for the following purposes is permitted with consent—</p> <p>(a) service stations,</p> <p>(b) take away food and drink premises if—</p> <p>(i) there will be no more than 1 take away food and drink premises at each of the areas shown coloured yellow on the Key Sites Map, and</p> <p>(ii) the gross floor area of the take away food and drink premises is not greater than 300m².</p>
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Under Sch. 1, Cl. 9 (2)(b)(i), no more than 1 takeaway food and drink premises is permissible at an identified key site. As a result, the permissibility pathway currently available under Sch. 1 Cl. 9 does not facilitate further expansion of the site for takeaway food or drink purposes. With reference to the revised Indicative Concept Plan included in Appendix B, the existing uses and buildings are proposed to be replaced with a 3,375m² two-storey retail building which is likely to be used for a range of specialised retail premises, suited to the site's context.

4.2.1 Liverpool Development Control Plan 2008

The Liverpool Development Control Plan 2008 (Liverpool DCP 2008) contains detailed objectives and controls to guide the operation of land uses and the design, layout and siting of developments. The site is currently zoned R1 General Residential and as such the site service station, convenience store and fast food outlets are classified as additional permitted uses under Schedule 1 Clause 9 of the Liverpool LEP 2008. As such, the site is currently subject to the following sections of the Liverpool DCP 2008:

- Part 1 – General Controls for all development;
- Part 2.5 – Middleton Grange; and
- Part 3.8 – Non Residential development in Residential zones.

Part 1 and Part 2.5 of the Liverpool DCP 2008 are applicable to all development within Middleton Grange. Part 3.8 applies to non residential development in residential zones and includes specific controls for child care centres, education establishments, health consulting rooms, neighbourhood shops and shop top housing, places of public worship, exhibition homes / villages, home businesses / industries and large vehicle, vessel and trailer parking. The sites current and proposed new use do not align with the land-use specific controls under Part 3.8.



Future development of the site, in-line with the aims and objectives of the B6 Enterprise Corridor zone, would benefit from assessment under relevant sections of the Liverpool DCP 2008 applicable to retail and commercial uses. Pursuant to this Planning Proposal, the site would be subject to Part 1 and Part

2.5 of the DCP, as well as *Part 6 – Development in Business Zones (Except Liverpool City Centre)*. Part 6 of the DCP includes relevant controls that address setbacks, building design, landscaping, pedestrian access, vehicular access and car parking applicable to the B6 Enterprise Corridor zone.

Proposed changes to the sites land use zoning, FSR and maximum building height controls as a result of this Planning Proposal will too result in more aligned assessment of future commercial and retail development under the Liverpool DCP 2008. Landscaped setbacks are recommended for the site.

4.2.2 Department of Planning, Industry and Environment Planning Reforms

The DPIE is reviewing and rationalising the business and industrial zones under the Standard Instrument Principal Local Environmental Plan (SI Principal LEP). The reform will better accommodate the changing needs of businesses, better support state and local strategic planning, increase investment, and boost jobs growth. Under the proposed employment zones framework, the existing B6 zone will be converted to an E3 Productivity Support zone which will be characterised by a mix of industrial, commercial creative, warehousing and emerging new industries that need larger floor space. The following works are permitted with consent within the E3 zone:

- Oyster aquaculture;
- Tank-based aquaculture;
- Garden centres;
- Hardware & building supplies;
- Neighbourhood shops;
- Industrial retail outlets;
- Light industries;
- Artisan food and drink industry;
- Creative industries;
- High technology industries;
- Data centre;
- Home industry;
- Domestic goods repair and reuse facilities;
- General industries;
- Depots;
- Warehouse or distribution centres;
- Local distribution centres;
- Freight transport facilities;
- Industrial training facilities;
- Building identification sign; and
- Business identification sign.



The new zones will come into place on December 1 2021 and the Government will work with councils to implement the framework within their local planning rules over the next 12 months. The E3 zone is aligned to the aims and objectives of the B6 zone, as well as the purpose and objectives of this Planning Proposal.



5. Proposed Amendments

This Planning Proposal seeks to apply a zoning and development standards that is more compatible with the current uses and development on the site. It is also required to enable the development of the subject site for retail and commercial uses, beyond the existing service station, convenience store and restaurants. Note, commercial premises include business premises, office premises and retail premises. The changes to the current zoning, FSR and building height standards are included in Table 7 below:

Table 7 Proposed Amendments to Liverpool LEP 2008 controls

Planning Standards	Development Control
Land Zoning	B6 Enterprise Corridor
Objectives	<ul style="list-style-type: none"> To promote businesses along main roads and to encourage a mix of compatible uses. To provide a range of employment uses (including business, office, retail and light industrial uses). To maintain the economic strength of centres by limiting the retailing activity. To provide primarily for businesses along key corridors entering Liverpool city centre, major local centres or retail centres. To ensure residential development is limited to land where it does not undermine the viability or operation of businesses. To provide for residential uses, but only as part of a mixed use development.
Permitted with Consent	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; Helipads; Home businesses; Hotel or motel accommodation; Information and education facilities; Landscaping material supplies; Light industries; Liquid fuel depots; 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
Floor Space Ratio	0.75:1
Height of Building	15m



5.1 Proposed Zoning

The site is currently zoned R1 General Residential which is in direct conflict with the existing use and development on the site. Relevant objectives are largely centred around meeting local housing needs. Given the sites position adjacent to a main road corridor, residential development is not an appropriate use for the site. Furthermore, the aims and objectives of the R1 zone are largely irrelevant. The most applicable of these zone objectives, being *“to enable other land uses that provide facilities of services to meet the day to day needs of residents”*, does not accurately reflect the sites capacity to provide services beyond a petrol station and takeaway food outlets.

As part of a suite of proposed amendments to the *Liverpool Local Environment Plan 2008* (Liverpool LEP 2012), this planning proposal seeks to rezone the site from R1 General Residential to B6 Enterprise Corridor in order to better reflect the existing use of the site and enable future expansion of business and retail activities. Therefore, the site is positioned to fulfill the following B6 Enterprise Corridor zone objectives:

- To promote businesses along main roads and to encourage a mix of compatible uses;
- To provide a range of employment uses (including business, office, retail and light industrial uses); and
- To provide primarily for businesses along key corridors entering Liverpool city centre, major local centres or retail centres.

The proposed change to zoning of the site will have a negligible impact on the amenity of surrounding residential properties considering the existing operation of the site and perimeter buffers in the form of walls and landscaped setbacks which will be retained.

Furthermore, the change of use to B6 Enterprise Corridor will provide additional social benefits through increased local employment opportunities and a greater diversity of local services beyond what is currently provided on the site.

As included in section 4.2.3, the B6 zone will be converted to E3 zoning over the next 12 months. The aims and objectives of the new E3 zone are aligned to the existing B6 zone.

The proposed amendment to the sites land zoning map is included in Figure 22 and Appendix C.

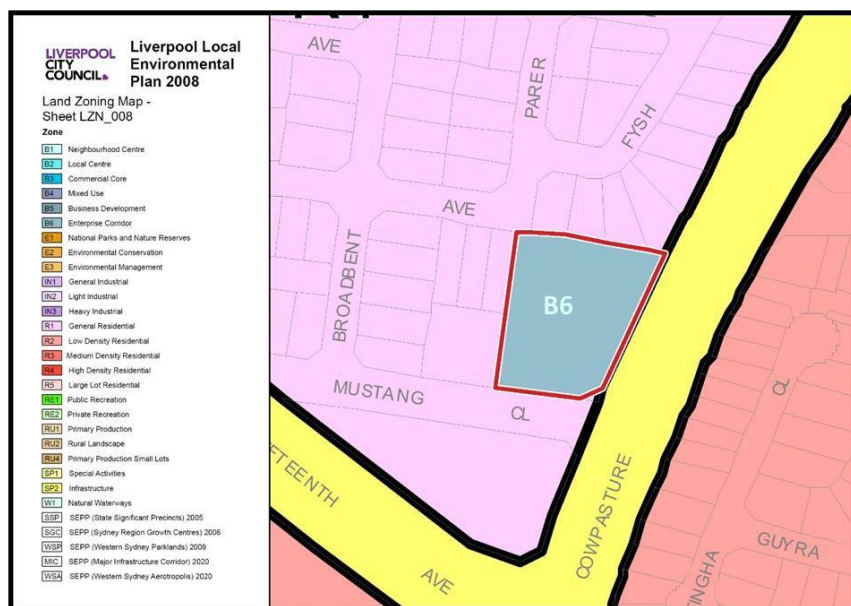


Figure 22 Amended Land Zoning Map – Sheet LZN_008 (Source: Liverpool LEP 2008 & APP)

5.2 Amendments to Development Standards

In addition to the above justification for rezoning, this planning proposal seeks amendment of the following development controls included in Liverpool LEP 2008 to better reflect the existing and proposed future land use of the site in line with surrounding character, site conditions and access. In addition to rezoning, the proposed amendments to the Liverpool LEP 2008 are as follows:

- Increase the maximum building height from 8.5m to 15m to facilitate future expansion and provision of business and retail uses; and
- Increase the maximum FSR from 0.65:1 to 0.75:1 to maximise site coverage and developable floor plates.

This planning proposal will add value to the subject site by facilitating the development of a plethora of B6 Enterprise Corridor compatible land uses including business and retail premises which will in turn boost local employment opportunities and help stimulate the local economy. The site is well positioned to benefit from its highly trafficable frontage to Cowpasture Road whilst still acting as a transitional zoning buffer to adjacent residential land uses. Future development will be sympathetic to surrounding land uses and provide local residents with enhanced service offerings.

The proposed amendment to the sites height of buildings map is included in Figure 23 and Appendix D. The proposed amendment to the sites FSR map is included in Figure 24 and Appendix E (Revised).



Figure 23 Amended Height of Buildings Map – Sheet HOB_008 (Source: Liverpool LEP 2008 & APP)



Figure 24 Amended Floor Space Ratio Map – Sheet FSR_008 (Source: Liverpool LEP 2008 & APP)



5.3 Concept Plan

This revised Planning Proposal is supported by a preferred concept plan prepared by Mosca Pserras Architects and included at Appendix B (Revised). The intent of the preferred concept plan is to present an approach to enhancing the sites flexibility by incorporating additional uses beyond the existing site offerings. The scheme shows the potential future development of the site within the building envelope of the proposed LEP amendments. The scheme would be the subject of further change and refinement and ultimately, assessment under a future Development Application (DA). Further detail on the preferred concept plan is included below.

5.3.1 Preferred Concept Plan

The indicative concept plan provides for a 3,375m² two-storey specialised retail premises in the north-west corner of the site, as well as on-site parking on the ground floor including twenty-three (23) parking spaces (eighteen (18) located within an undercroft and five (5) at-grade spaces). The proposed scheme includes a 3m landscaped setback to the northern retaining wall and a 1.275m landscaped setback to the western retaining wall, with a further 1.725m landscaped setback to the western boundary. The building will be used for a variety of specialised retail premises. Under the preferred concept plan, the existing service station, convenience store and two fast-food premises will be demolished and replaced.

The concept plan is indicative, and the intention of the proposal is to facilitate the retention of the existing on-site service station, convenience store and takeaway food outlets, whilst allowing future permissible development. The submitted concept plan illustrates that a use permissible within the B6 Enterprise Corridor zone is readily achievable on site consistent with the proposed development parameters.

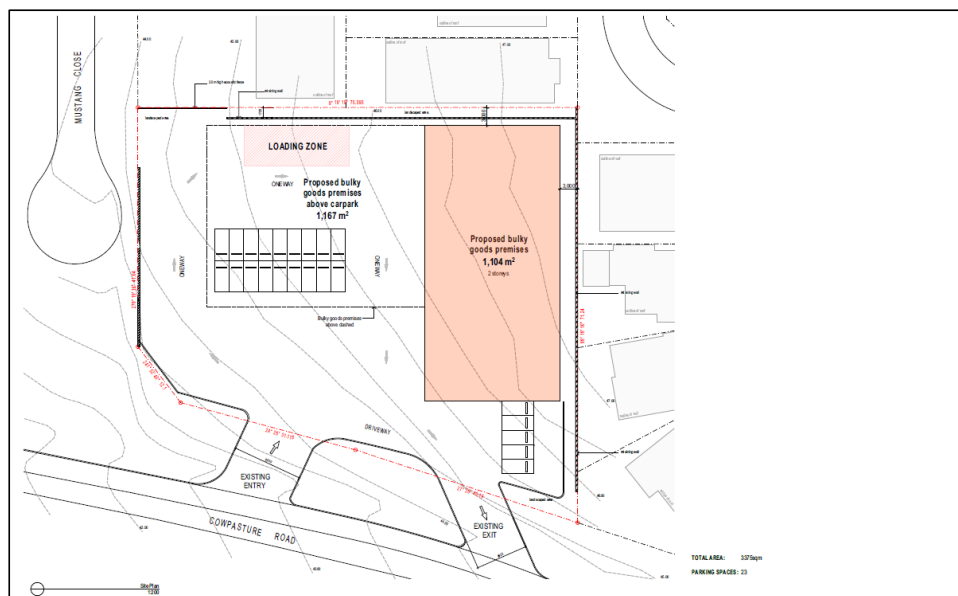


Figure 25 Preferred Concept Plan (Source: Mosca Pserras Architects)



6. Planning Proposal

Part 1 - Statement of the objectives of intended outcomes of the proposed amendment Objectives

The primary objective of the proposed amendment to Liverpool LEP 2008 is to amend relevant statutory controls to facilitate orderly development of the site at 368-370 Cowpasture Road, Middleton Grange. This Planning Proposal seeks to provide a more appropriate land use zoning to reflect the existing and future land use. The proposed increase to maximum building height and FSR controls will incentivise economic development of the site to expand the current commercial/retail uses by permitting a range of commercial development, contributing to local services provision and employment opportunity. Whilst the existing uses are permissible as additional permitted uses under Schedule 1 Clause 9 of the Liverpool LEP 2008, and any additional takeaway food and drink premises would exceed the allowances of this provision, the proposed new use will allow for increased economic benefits, including employment generating uses and growth.

The site is not currently suitable for residential development due to its access arrangements and exposed frontage to Cowpasture Road. Therefore, its continued use as a local retail offering is of high strategic value within an area earmarked for significant population growth and development. The proposed concept plan seeks a 3,375m² two-storey retail building with on-site parking located in the north-west corner of the site (Appendix B). The maximum 15m height of building limit and 0.75:1 FSR sought under this Planning Proposal can be easily accommodated on the site, allowing for flexibility for future redevelopment, and will not detrimentally impact neighbouring properties.

Furthermore, the proposed amendments will facilitate greater flexibility in development and user types that could accommodate the site in the future. This approach is in-line with recommendations included in the Liverpool Industrial and Employment Land Strategy 2020 to increase the supply of B6 zoned land across the Liverpool LGA. Furthermore, the supporting APP Liverpool Industrial Development Lands Study identifies that current FSR standards across industrial lands (including B6 zoned sites) may currently be too low, evidenced by the fact that maximum building height standards are often not reached. The FSR standards across the precincts are typically between 0.75:1 and 1:1. Due to DCP controls mandating extensive front setbacks in the order of 15-20m to main collector roads and 5-10m for local streets, site coverage for most existing sites would sit between 50-75%.

The proposed amendments sought under this planning proposal, including rezoning of the land in zone B6 Enterprise Corridor.

Intended Outcomes

The intended outcome of this planning proposal is to amend the Liverpool LEP 2008 to facilitate the rezoning of the site from R1 General Residential to B6 Enterprise Corridor, increase the maximum building height from 8.5m to 15m and increase the maximum FSR from 0.65:1 to 0.75:1. These amendments will allow modest expansion and orderly economic development of the site for Commercial activities. Future proposed development will exist within the proposed building envelope and align with the aims and objectives of the B6 Enterprise Corridor zone. This will ensure that the site responds to surrounding growth, providing additional service offerings and employment opportunities, in-line with relevant local and regional strategic planning objectives.



An EIA has been prepared by HillPDA to assess the economic input generated by the proposed development (Appendix G). The economic outcomes during construction and post-construction are substantiated as follows:

- During the construction phase the economic benefits are estimated to be:
 - 106 direct and indirect jobs years created and supported;
 - \$36.5 million in total economic output directly and indirectly created; and
 - \$15.2 million directly and indirectly contributed to the national economy (gross value added or GVA).
- On completion, the economic benefits resulting from development under the planning proposal are estimated to be:
 - A total of 52 jobs;
 - \$2.5 million in wage generation per annum, which is \$0.8 million more than the base case;
 - \$3.8 million in GVA per annum to the local economy, which is \$1.5 million more than the base case;
 - Constituting a more orderly and efficient use of the land which is more aligned with the existing uses on site and the State planning objectives to deliver additional employment generating uses and support growth.

The above figures are based on the revised concept plan included in Appendix G.

Part 2 - Explanation of the provisions that are to be included in the proposed amendment

This Planning Proposal seeks to amend the following controls outlined in the Liverpool LEP 2008 that apply to the site at 368-370 Cowpasture Road, Middleton Grange (Lot 4 in DP 1052704):

- Rezoning of the site from R1 General Residential to B6 Enterprise Corridor;
- Increase maximum building height from 8.5m to 15m; and
- Increase FSR from 0.65:1 to 0.75:1.

Part 3 - Justification for those objectives, outcomes and the process for their implementation

With reference to Part 1 and Part 2 of this Planning Proposal, the proposed amendments will allow for appropriate development of the site for commercial and retail uses. Given its position adjacent to Cowpasture Road, current and future development is well connected to key transport corridors, including the proposed FAST Corridor located 100m south of the site at the intersection of Fifteenth Avenue, Cowpasture Road and Hoxton Park Road. Implementation of the proposed amendments will facilitate additional employment opportunity, contributing to productivity outcomes identified in local and regional strategic plans. Future development will be subject to development assessment by Liverpool City Council and will need to align with the aims and objectives of the B6 Enterprise Corridor zone.



Section A – Need for the Planning Proposal

Question 1 - Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

Council's LSPS provides a 20-year vision for future land use planning across the Liverpool LGA. There are several planning priorities related to connectivity and productivity that directly relate to the site's unique local and regional context, including:

- Planning Priority 1: Active and public transport reflecting Liverpool's strategic significance
- Planning Priority 2: A rapid smart transit link between Liverpool and Western Sydney International Airport / Aerotropolis
- Planning Priority 3: Accessible and Connected Suburbs
- 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

Whilst this Planning Proposal is not directly endorsed under the Liverpool LSPS, its alignment with key planning priorities highlights the suitability of the future development proposed on the site.

Under the umbrella of 'Connectivity – Our Connections', the Liverpool LSPS identifies the 2040 vision for the LGA as a 'fast, efficient and productive city connected by rapid frequent transport, high speed digital networks and strong collaboration between community, business and government'. A critical element of this vision is to address historic disconnection of residential areas, including Middleton Grange, to strategic centres and employment opportunities.

This Planning Proposal aligns with the 30-minute city concept. As reflected by 'Planning Priority 1: Active and public transport reflecting Liverpool's strategic significance' and 'Planning Priority 2: A rapid smart transit link between Liverpool and Western Sydney International Airport/Aerotropolis', public transport across the LGA will be greatly improved over the next 20 years. The site's proximity to the proposed FAST Corridor as well as its position adjacent to Cowpasture Road will ensure it is easily accessed by surrounding communities. This Planning Proposal also relates to 'Planning Priority 3: Accessible and connected suburbs' in its intent to expand local service and employment opportunities at Middleton Grange.

Council intends to attract jobs, business, study, tourism and investment to the LGA. A major catalyst of this is Liverpool's proximity to the Western Sydney International Airport. This Planning Proposal seeks in-part to satisfy 'Local Planning Priority 11: An attractive environment for local jobs, business, tourism and investment' through its focus on expanding the site's commercial and retail offering, directly contributing to local employment opportunities.

In allowing for modest expansion of the site in-line with the proposed amendment to land use zoning, maximum building height and FSR controls, an estimated fifty-two (52) jobs will be provided at the site post-construction, resulting in \$2.5 million in wage generation per annum, which is \$0.8 million more than the base case. Additionally, it is expected that one hundred and six (106) direct and indirect jobs will be created and supported during the construction phase. In conjunction with improved public transport connectivity, the site is well located to support sustainable job growth.



As it relates to employment lands, 'Local Planning Priority 12: Industrial and employment lands meet Liverpool's future needs' highlights the need for Council to monitor land development to ensure sufficient employment land is provided for a diversity of uses. This is achieved by ensuring planning controls do not unduly restrict future business, particularly in the Liverpool CBD and well-connected neighbourhood and district centres. The sites existing and future proposed development aligns with the aims and objectives of B6 Enterprise Corridor zone and will ensure that scarce employment land is protected from future residential encroachment.

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

Yes.

The proposed changes to zoning, maximum building height and FSR controls under the Liverpool LEP 2008 will enable future development of the site to be appropriately assessed by Council. As explored in Section 4.2, the proposed amendments better align with the current and proposed future use of the site, than the controls currently applicable to the site. The aims and objectives of the R1 General Residential zone do not appropriately reflect the sites capacity to contribute to local services and employment opportunities provided along a major transport corridor.

Rezoning of the site to B6 Enterprise Corridor will also ensure the sites business and employment capacity is maintained and modestly expanded under the proposed height and floor space increases.

In July 2020, APP prepared a submission on behalf of the landowner to consider inclusion of the site in Amendment 82 of the Phase 1 LEP Review to request changes to the zoning and development standards applicable to the site. The request was interpreted by Council as being "outside the scope of the Phase 1 LEP Review" and could not facilitate the amendment within the required timeframes. Pursual of a proponent-led Planning Proposal to achieve the intended site outcomes was therefore recommended by Council and is appropriate.

Section B - Relationship to strategic planning framework

Question 3 - Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

The relevant Greater Sydney Region Plan, 'A Metropolis of Three Cities', establishes the overarching strategic vision for Greater Sydney as it relates to infrastructure, liveability, productivity and sustainability. The plan identifies three cities within the Metropolis, including the Western Parkland City where the site is located. The proposed development aligns with several directions and objectives outlined by the GSC, particularly as they relate to productivity. 'Jobs and skills for the city' is identified as a key focus to provide greater diversity of job choice throughout the Western Parkland City. The sites current connectivity to a major transport corridor serviced by existing bus routes, as well as the sites proximity to the proposed FAST Corridor, upholds objectives related to 'integrated land use and transport' and attainment of a 30-minute city. 'Investment and business activity in Centres' intends to provide Greater Sydney residents with improved access to jobs closer to home by optimising employment opportunities adjacent to transport corridors. The proposed development will result in the modest expansion of the sites existing commercial and retail offerings and will not detract from the viability of surrounding local centres.



The Western City District Plan identifies a number of planning priorities that align with the District's expected future population growth. This requires planning for the alignment of infrastructure, business and knowledge-intensive jobs to adequately meet the everyday and employment needs of District residents. A number of liveability related planning priorities strongly align with the intent of this Planning Proposal including 'providing services and social infrastructure to meet people's changing needs', 'providing housing supply, choice and affordability, with access to jobs, services and public transport' and 'creating and renewing great places and local centres, and respecting the District's heritage'. In a site-specific context, this Planning Proposal will allow the site to better respond to the future needs of district residents, providing for one hundred and six (106) direct and indirect jobs during the construction phase and fifty-two (52) jobs during operation, contributing to local employment opportunity. This also aligns with productivity related planning priorities, including 'Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City'.



Question 4 - Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

As explored in Section A, this Planning Proposal gives effect to a number of planning priorities and land use visions identified in the Liverpool LSPS. This includes, but is not limited to:

- Local Planning Priority 1: Active and public transport reflecting Liverpool's strategic significance;
- Local Planning Priority 2: A rapid smart transit link between Liverpool and Western Sydney International Airport/Aerotropolis;
- Local Planning Priority 3: Accessible and connected suburbs;
- Local Planning Priority 11: An attractive environment for local jobs, business, tourism and investment; and
- Local Planning Priority 12: Industrial and employment lands meet Liverpool's future needs.

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

This Planning Proposal is consistent with all relevant State Environmental Planning Policies (SEPPs) as discussed in the following sections. Relevant SEPPs include:

- State Environmental Planning Policy No. 55 – Remediation of Land;
- State Environmental Planning Policy No.64 – Advertising and Signage;
- State Environmental Planning Policy (Infrastructure) 2007; and
- Design and Place State Environmental Planning Policy.

State Environmental Planning Policy No. 55 – Remediation of Land

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) provides a State-wide planning approach to the remediation of contaminated land to reduce the risk of harm to human health and the environment. The site contains an existing service station, convenience store and two fast food restaurants. Pursuant to Table 1 of the *Managing Land Contamination: Planning Guidelines SEPP 55 – Remediation of Land* (SEPP 55 Guidelines), service stations are identified as an activity that may cause contamination. This is due to the presence of chemicals including aliphatic hydrocarbons BTEX, PAHs, phenols and lead, generally associated with the service station land uses. The service station is appropriately managed, does not have a history of contamination and is not identified as a contaminated site notified to the Environmental Protection Authority (EPA).

A Preliminary Site Investigation (PSI) was prepared by Aargus Pty Ltd on 8 March 2023 and is included in Appendix J. The PSI identified contaminants of moderate to low significance in terms of risk to the human and environmental receptors identified. The PSI concluded that as the site is proposed to have a change of land use to a less sensitive land use (i.e. residential to commercial), the information collected during the investigation, the site is suitable for a commercial use.

On this basis, it was considered that the site is suitable for the land rezoning. The PSI was peer reviewed by a CEnvP Certified Contaminated Land Specialist which verified this conclusion.



State Environmental Planning Policy No.64 – Advertising and Signage

State Environmental Planning Policy No.64 – Advertising and Signage (SEPP 64) aims to ensure that site signage is compatible with an area, is suitably located and is of a high quality. Additionally, SEPP 64 also aims to ensure that public benefits may be derived from advertising in and adjacent to transport corridors. Where relevant, any future DA for the site will include assessment of proposed site advertising and signage in-line with requirements set out in SEPP 64.

State Environmental Planning Policy (Infrastructure) 2007

The *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) facilitates the effective delivery of infrastructure across the State. The ISEPP identifies matters for consideration in the assessment of certain type of infrastructure, including development with frontage to classified road and traffic-generating development. Where necessary, future DAs will be referred to Transport for NSW (TfNSW) for comment. The following statutory requirements outlined in Table 8 are applicable to the future assessment of proposed development:

Table 8 State Environmental Planning Policy (Infrastructure) 2007 relevance to proposed development

ISEPP	Relevance to Proposed Development
<p>Division 17 Roads and traffic, Subdivision 2 Development in or adjacent to road corridors and road reservations, 101 Development with frontage to classified road</p> <p>(1) <i>The objectives of this clause are—</i></p> <p>(a) <i>to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and</i></p> <p>(b) <i>to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.</i></p> <p>(2) <i>The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—</i></p> <p>(a) <i>where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and</i></p> <p><i>the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of the design of the vehicular access to the land, or</i></p> <p>(i) <i>the emission of smoke or dust from the development, or</i></p>	<p>Subject to this Planning Proposal, the proposed development is located adjacent to Cowpasture Road and therefore has a frontage to a classified road under the <i>Roads Act 1993</i>.</p> <p>This Planning Proposal seeks rezoning of the site from R1 General Residential to B6 Enterprise Corridor, in-line with existing and future proposed commercial and retail uses.</p> <p>Pursuant to the requirements of Division 17(101), residential use is not suitable at the site given the potential impact of traffic noise and vehicle emissions on sensitive receivers.</p> <p>The site includes separate entry and exit point from Cowpasture Road, providing access to the existing service station, convenience store and fast-food restaurants.</p> <p>The construction process of the proposed specialised retail premises may increase traffic, noise, and dust; however, the development will adopt adequate steps to mitigate the extent of these impacts.</p> <p>The proposed commercial/ retail development will be sensitive to traffic noise and vehicle emissions from Cowpasture Road.</p> <p>The proposed concept building footprint is located at the north-west corner of the site, behind existing uses. As such, future development will benefit from increased setbacks to Cowpasture Road.</p>



ISEPP	Relevance to Proposed Development
<p>(ii) <i>the nature, volume or frequency of vehicles using the classified road to gain access to the land, and</i></p> <p>(c) <i>the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.</i></p>	<p>Division 17(2)(101) of the ISEPP will be extensively considered as part of any future DA. Subject to a future DA, the proposed use will be compatible with the sites position adjacent to a classified road.</p>
<p>Division 17 Roads and traffic, Subdivision 2 Development in or adjacent to road corridors and road reservations, 104 Traffic-generating development</p> <p>(1) <i>This clause applies to development specified in Column 1 of the Table to Schedule 3 that involves—</i></p> <p>(a) <i>new premises of the relevant size or capacity, or</i></p> <p>(b) <i>an enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity.</i></p> <p>(2) <i>In this clause, relevant size or capacity means—</i></p> <p>(a) <i>in relation to development on a site that has direct vehicular or pedestrian access to any road (except as provided by paragraph (b))—the size or capacity specified opposite that development in Column 2 of the Table to Schedule 3, or</i></p> <p>(b) <i>in relation to development on a site that has direct vehicular or pedestrian access to a classified road or to a road that connects to a classified road where the access (measured along the alignment of the connecting road) is within 90m of the connection—the size or capacity specified opposite that development in Column 3 of the Table to Schedule 3.</i></p> <p>(2A) <i>A public authority, or a person acting on behalf of a public authority, must not carry out development to which this clause applies that this Policy provides may be carried out without consent unless the authority or person has—</i></p>	<p>The subject site features a 79m frontage and direct vehicular and pedestrian access to Cowpasture Road- a State classified road.</p> <p>New premises of the relevant size or capacity is subject to provisions outlined in Division 17(2)(104) of the ISEPP.</p> <p>With reference to the table included in Schedule 3 Column 3, development for the following purposes and size or capacity is considered traffic-generating, requiring referral to TfNSW:</p> <ul style="list-style-type: none"> • Commercial premises - 2,500m² in GFA; • Food and drink premises (other than take away food and drink premises with drive- through facilities) – 300m² in GFA; • Service stations – any size or capacity; • Shops – 500m² in GFA; • Take away food and drink premises with drive-through facilities – Any size or capacity; and • Any other purpose – 50 or more motor vehicles per hour. <p>Division 17(2)(104).</p> <p>The future redevelopment of As such, future development for any of the relevant purposes included in Schedule 3 Column 3 will require referral and engagement with TfNSW in-line with the site will assess the impact of development on traffic flows, congestion and access to Cowpasture Road. Parking will be provided in accordance with Council requirements and Australian Standards.</p>



ISEPP

Relevance to Proposed Development

(a) given written notice of the intention to carry out the development to TfNSW in relation to the development, and

(b) taken into consideration any response to the notice that is received from TfNSW within 21 days after the notice is given.

(3) Before determining a development application for development to which this clause applies, the consent authority must—

(a) give written notice of the application to TfNSW within 7 days after the application is made, and

(b) take into consideration—

(i) any submission that RMS provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, TfNSW advises that it will not be making a submission), and

(ii) the accessibility of the site concerned, including—

(A) the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and

(B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and

(iii) any potential traffic safety, road congestion or parking implications of the development.

(4) The consent authority must give TfNSW a copy of the determination of the application within 7 days after the determination is made.



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

This Planning Proposal has been assessed against the applicable s.9.1 Ministerial Directions and is consistent with each of the relevant matters outlined in Table 9.

Table 9 Consistency of the Planning Proposal with the applicable s.9.1 Ministerial Directions

Direction and Objective	Comment
1 Planning Systems	
1.1 Implementation of Regional Plans <i>(1) The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.</i>	<p>As explored in Section B, this Planning Proposal aligns with the aims and objectives of the Greater Sydney Region Plan, 'A Metropolis of Three Cities.'</p> <p>The proposed development will protect jobs and skills for the city, protecting existing and providing additional employment opportunities to achieve a 30-minute city.</p> <p>The proposed development is well placed to benefit from the proposed FAST Corridor, as well as existing transport routes via Cowpasture Road, ensuring integration of land use and transport infrastructure.</p> <p>This will support investment and business activity in local such as Middleton Grange and regional centres such as Liverpool.</p>
1.3 Approval and Referral Requirements <i>(1) The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</i>	<p>Proposed amendment to the land use zoning applied to the site will ensure that future development is appropriately assessed in-line with the aims and objectives of the B6 Enterprise Corridor zone.</p> <p>In addition to modest increases to the maximum building height and FSR controls applicable to the site, this will ensure that future DAs are aligned with local and regional strategic objectives to protect employment land.</p>
4 Resilience and Hazards	
4.4 Remediation of Contaminated Land <i>(1) The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.</i>	<p>Table 1 of the SEPP 55 Planning Guideline identifies service stations as an activity that may cause contamination due to the presence of chemicals including aliphatic hydrocarbons BTEX, PAHs, phenols and lead, generally associated with the service station land uses.</p> <p>A Preliminary Site Investigation has been prepared by Aargus Pty Ltd, dated 8 March 2023 and is provided at Appendix J. The investigation identified contaminants of low significance in terms of risk to the human and environmental receptors.</p> <p>The investigation concluded that as the site is proposed to have a change of land use to a less sensitive land use, the site is suitable for the proposed land use and rezoning.</p> <p>The investigation was peer reviewed by a CEnvP certified Contaminated Land Specialist, which verified this conclusion.</p>



Direction and Objective	Comment
5 Transport and Infrastructure	
<p>5.1 Integrating Land Use and Transport</p> <p><i>(1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <ul style="list-style-type: none"> <i>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</i> <i>(b) increasing the choice of available transport and reducing dependence on cars,</i> <i>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and supporting the efficient and viable operation of public transport services, and providing for the efficient movement of freight,</i> <i>(d) supporting the efficient and viable operation of public transport services, and</i> <i>(e) providing for the efficient movement of freight.</i> 	<p>The site is located in a strategically significant location, adjacent to Cowpasture Road and within close proximity to surrounding residential and land release areas.</p> <p>In the context of local population growth, it is expected that demand for local services and jobs will increase.</p> <p>The site is accessed via Cowpasture Road and is serviced by a number of existing bus routes, as well as the future proposed FAST Corridor.</p> <p>This will ensure that residents of Middleton Grange and beyond can easily access the site using public transport. Existing pedestrian infrastructure includes a footpath lining the west side of Cowpasture Road.</p> <p>The proposed development will not impact the efficient movement of freight via Cowpasture Road. The current and proposed land uses will inherently support freight and logistic through provision of a service station and other essential commercial and retail offerings.</p>
6 Housing	
<p>6.1 Residential Zones</p> <p><i>(1) The objectives of this direction are:</i></p> <ul style="list-style-type: none"> <i>(a) encourage a variety and choice of housing types to provide for existing and future housing needs,</i> <i>(b) make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</i> <i>(c) minimise the impact of residential development on the environment and resource lands.</i> 	<p>Whilst the site is not intended for residential use, this Planning Proposed includes proposal to amend the site from R1 General Residential to B6 Enterprise Corridor.</p> <p>As discussed throughout this Planning Proposal, the site is not suitable for residential use due to a number of constraints including its proximity to Cowpasture Road.</p> <p>This Planning Proposal seeks to protect the operation of employment land at the site, better suiting the existing service station, convenience store and fast food restaurants and permitting an array of B6 zone compatible development. This will in turn provide employment opportunity and key services to surrounding residents.</p>



Direction and Objective	Comment
7 Industry and Employment	
<i>7.1 Business and Industrial Zones</i>	This Planning Proposal proposes rezoning of the site from R1 General Residential to B6 Enterprise Corridor.
<i>(1) The objectives of this direction are to:</i>	
<i>(a) encourage employment growth in suitable locations,</i>	The proposal intends to provide a better alignment to the existing use of the site, and also permit an array of additional development, permissible within the B6 zone. Protecting and providing employment opportunities for residents of Middleton Grange and Liverpool LGA in a strategically significant location.
<i>(b) protect employment land in business and industrial zones, and support the viability of identified centres,</i>	The site is appropriately located with regards to public transport and the planned FAST Corridor.
<i>(c) support the viability of identified centres.</i>	The site is easily accessed by motorists via Cowpasture Road, providing connection to major regional transport corridors, including the M5 and M7, as well as local roads.
	It is estimated that the proposed development will provide 50-100 additional jobs at the site in addition to the 60 existing jobs.



Section C - Environmental, social and economic impact

Question 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?

No. The site is fully developed for urban purposes and has been cleared of all native vegetation. Minimal site landscaping exists along the north and west boundary of the site, as well as ornamental hedging adjacent to the KFC drive-through. The site is not mapped as environmentally significant under the Liverpool LEP 2008. There are no known critical habitats, threatened species or ecological communities located on the site and therefore the likelihood of any negative impacts will be minimal.

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

Due to the modest nature of this Planning Proposal, there are no significant environmental effects expected as a result of rezoning from R1 General Residential to B6 Enterprise Corridor, increase of maximum building height from 8.5m to 15m or increase of FSR from 0.65:1 to 0.75:1. Any future development will be subject to Development Applications.

The Planning Proposal is supported by a Preliminary Site Investigation prepared by Aargus Pty Ltd, dated 8 March 2023. The investigation identifies contaminants of moderate to low significance in some areas.

It is noted that any contamination investigation required if the existing service station is to be demolished would be completed in support of a future Development Application. The residential uses to the north and west of the site are separated by boundary fencing and landscaped setbacks, as well as acoustic screening in higher impact areas. Given the existing site uses, as well as the sites position adjacent to Cowpasture Road, the proposed commercial and retail offerings will not significantly decrease the current amenity of neighbouring properties beyond their current level.

Pursuant to this Planning Proposal, all future development will include landscaped setbacks, providing an improved buffer to adjacent residential dwellings. Existing ornamental landscaping may be removed and replaced in-line with Council's preferred species. The more established trees and bushes located within the existing setbacks will be protected based on their retention value. Furthermore, the residential uses to the north and west have a reduced ground level due to increased excavation. In addition, the site features significant retaining walls located on the north and west boundary. These measures further mitigate potential environmental effects. Future development will be of an appropriate bulk and scale, within the modest increases to site maximum building height and FSR controls. Overshadowing impacts will be considered throughout the design process with the aim to contain all additional impacts internally. The modest expansion of commercial and retail uses on the site will not adversely impact the acoustic amenity of adjoining land uses.



Question 8 - Has the planning proposal adequately addressed any social and economic effects?

Yes. The Planning Proposal will contribute to local employment opportunities, providing social and economic benefit to the community. Rezoning of the site to B6 Enterprise Corridor will seek to protect valuable employment land in Middleton Grange, avoiding redevelopment for higher order uses such as residential. The site is one of the few in the locality of its scale with direct frontage and access to Cowpasture Road. Accordingly, the site is not only well suited to accommodating main road trading services, it also offers one of the few opportunities to provide local employment in Middleton Grange and support the future growth anticipated in the region. Under the new zoning, the site will act as a natural extension to the existing uses on site and commercial uses to the south of the site, whilst providing a transitional zoning buffer to adjacent residential land uses.

Furthermore, the sites connectivity to existing bus routes via Cowpasture Road, as well as its proximity to the proposed FAST Corridor, greatly benefits accessibility to the site via public transport. Upgrade of the existing footpath lining Cowpasture Road will be considered by the Proponent in order to improve pedestrian and cyclist access to the site. Provision of improved pedestrian connection to the site via Mustang Close will also be explored by the Proponent to further contribute to social benefits associated with this Planning Proposal.

Part D – State and Commonwealth Interest

Question 9 - Is there adequate public infrastructure for the planning proposal?

Yes. The site is located within 5m of established public and private services available within close proximity to the site, including schools, hospitals and health care, community and emergency services (refer to section 3.7).

In-line with the sites existing use, utility infrastructure is readily available at the site includes mains water, mains sewerage, electricity and telecommunications infrastructure. The scale of development envisioned for the site will be sufficiently supported by existing utilities and services, requiring only minor augmentation. Any augmentation, upgrade or new connection required will form detail provided in a future DA.



Question 10 - What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

No consultation with State or Commonwealth authorities has been carried out to date on the Planning Proposal. It is acknowledged that Liverpool City Council will consult with relevant public authorities following the Gateway Determination.

Part 4 - Supporting maps which identify the aspects of the Planning Proposal

The Planning Proposal seeks amendment to the following maps included in the Liverpool LEP 2008:

- Land Zoning Map – Sheet LZN_008 to reflect rezoning from R1 General Residential to B6 Enterprise Corridor;
- Height of Buildings Map – Sheet HOB_008 to reflect increase of maximum building height from 8.5m to 15m; and
- Floor Space Ratio Map – Sheet FSR_008 to reflect increase of FSR from 0.65:1 to 0.75:1 (revised).

The proposed amendments to the relevant Liverpool LEP 2008 maps are included in Appendix C to Appendix E.

Part 5 - Details of community consultation that is to be undertaken for the Planning Proposal

The Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of 'A Guide to Preparing Local Environmental Plans'. Council are responsible for exhibiting the Planning Proposal through the following means:

- A notice in the local newspaper;
- A notice on the Liverpool City Council website; and
- Written correspondence to neighbouring land owners.

The Proponent will review and respond to any matters raised by members of the general public or neighbouring land owners following the initial exhibition period as required.

Part 6 - Project Timeline

An indicative project timeframe is provided below in Table 10:



Table 10 Indicative Timeframe

Milestone	Date
Lodgement of Planning Proposal	December 2021
Preliminary Assessment by Council	December 2021– March 2022
Advisory comment from Local Planning Panel	November 2022
Matter reported to Council Meeting	February 2023
Planning Proposal referred to DPIE for Gateway Determination	March 2023
Gateway Determination issued by DPIE	June 2023
Applicant to address matters raised and address conditions of Gateway	June 2023 – August 2023
Public Exhibition	September 2023 – October 2023
Consideration of submissions	November 2023
Final Assessment	November 2023 – January 2024
Final Report to Council	February 2024
Submission to DPIE to finalise LEP	March 2024
Gazettal	May 2024



7. Conclusion

This Planning Proposal has been prepared by APP Corporation Pty Ltd on behalf of Cowpasture Road (2005) Pty Ltd, the Owners of 368-370 Cowpasture Road, Middleton Grange. It has been prepared in accordance with Section 3.3 of the EP&A Act and the Department of Planning's 'A Guide to Preparing Planning Proposals'.

The Planning Proposal seeks an amendment to the Liverpool Local Environment Plan 2008 (Liverpool LEP 2008) to rezone the land to ensure compatibility with the current use and development on the site. It will also facilitate the future orderly development of a modest commercial and retail space, in addition to the sites existing service station, convenience store and two fast-food outlets. The Planning Proposal seeks to amend the following controls under the Liverpool LEP 2008:

- Rezoning of the site from R1 General Residential to B6 Enterprise Corridor;
- Increase to maximum building height limit from 8.5m to 15m; and
- Increase of maximum floor space ratio from 0.65:1 to 0.75:1.

As addressed in section 4.2.3, as part of the current DPIE planning reforms, the B6 zone will be converted to a new E3 Productivity Support zone and will be implemented over the next twelve (12) months from December 1 2021. This zone seeks to better support state and local strategic planning, increase investment, and boost jobs growth and will be characterised by a mix of industrial, commercial creative, warehousing and emerging new industries that need larger floor space. The E3 zone is aligned to the aims and objectives of the B6 zone, as well as the purpose and objectives of this Planning Proposal.

A revised concept plan has been produced by Mosca Pserras Architecture to represent development opportunities viable through amendment of relevant zoning controls and development standards presented in this Planning Proposal. The development concept includes a two storey specialised retail premises with undercroft parking. The concept provides for a gross floor area of 3,375m², equating to a FSR of 0.75:1. The preferred concept plan will enable the following development outcomes:

- Pursuant to this Planning Proposal, future development of additional commercial offerings;
- A new land zoning, reflective of the existing uses on-site; and
- Parking at ground level in-line with Council requirements and relevant Australian Standards.

The Planning Proposal demonstrates both local and regional strategic merit as presented in Chapter 4 of this report. It aligns with relevant priorities included in the Liverpool LSPS and Western City District Plan, particularly as it relates to securing job opportunities, protecting employment land, aligning transport infrastructure and development, meeting the everyday needs of local residents and contributing to the economic growth of the Western Parkland City. It will facilitate provision of additional commercial offerings.



In addition to retention of the estimated sixty (60) existing full-time and part-time jobs at the site, fifty two (52) jobs are anticipated to be provided post-construction. The revised concept will further increase job generation. This will significantly contribute to Council's job target of 500 to 1,000 new jobs at Middleton Grange by 2041.

The site is well connected to a key infrastructure corridor, being Cowpasture Road, which is serviced by existing bus routes. The sites proximity to the proposed FAST Corridor will further improve the sites connection to the Western Sydney Airport / Aerotropolis, Liverpool CBD and surrounding residential areas. Proponent-led upgrade of the existing pedestrian footpath lining the sites Cowpasture Road frontage will be considered to enable improved pedestrian and cyclist access to the site from existing residential areas via Mustang Close.

Due to the modest increases in maximum building height and FSR proposed, future development will be of an appropriate bulk and scale, including landscaped setbacks to adjoining residential properties to the north and west in-line with the preferred concept plan included in Appendix B. The increased buffer will protect the visual and acoustic amenity of residents located at Fysh Avenue and Parer Avenue. All overshadowing impacts will be contained internally to further protect residential amenity.

The proposed amendments to the Liverpool LEP 2008 will ensure that future, partial development of the site will diversify the existing commercial and retail offerings in a strategically significant area of Liverpool and the Western Parkland City. Future development will conceptually align with the plans prepared by Mosca Pserras Architecture, as well as the public benefits outlined in this report.

Accordingly, we urge Council and DPIE to support the proposed amendments to the Liverpool LEP 2008.



Appendices



Appendix A. Site Survey



Appendix B. Preferred Concept Plan (Revised)



Appendix C. Amended Land Zoning Map



Appendix D. Amended Height of Buildings Map



Appendix E. Amended Floor Space Ratio Map (Revised)



Appendix F. Existing Site Plan



Appendix G. Economic Impact Assessment (Updated)



Appendix H. Detailed Site Investigation



Appendix I. Traffic Report (Updated)



Appendix J. Preliminary Site Investigation



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DAVIS STACK

UPDATED TRAFFIC REPORT FOR
AMENDED PLANNING
PROPOSAL FOR 368-370
COWPASTURE ROAD,
MIDDLETON GRANGE

SEPTEMBER 2022

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Colston Budd Rogers & Kafes Pty Ltd

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ATTACHMENT A: CONCEPT PLAN

Colston Budd Rogers & Kafes Pty Ltd

CHAPTER I

I. INTRODUCTION

- I.1 Colston Budd Rogers and Kafes Pty Ltd has been commissioned by Davis Stack to prepare an updated traffic report for the amended planning proposal for 368-370 Cowpasture Road, Middleton Grange, as requested by Liverpool City Council in the following email dated 3 May 2022:

Council's traffic and transport section requests that the traffic impact assessment is updated in line with the amended planning proposal

- I.2 The amended planning proposal would allow for a two level large format retail (bulky goods) development, which would replace the existing uses on the site. The updated traffic report is based on the concept plan prepared by MPA (drawing number AP01- REV F -dated 24 August 2022). A copy of this plan is provided in Attachment A.
- I.3 The traffic implications of the amended planning proposal are assessed in the following chapter.
-
-

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CHAPTER 2

2. TRAFFIC IMPLICATIONS

2.1 The traffic implications of the amended planning proposal are set out through the following sections:

- site location;
- amended planning proposal;
- public transport;
- parking provision;
- access, parking layout and servicing;
- traffic effects; and
- summary.

Site Location

2.2 The site is located on the western side of Cowpasture Road, between Sixteenth Avenue/Qantas Boulevard to the north and Fifteenth Avenue/Hoxton Park Road to the south, as shown in Figure 1. The site is currently occupied by a petrol station with attached Pizza Hut (some 300m² LFA), on the northern part of the site and a KFC (40 seats with a drive through), on the southern part of the site. 39 parking spaces are provided within the site. Access is provided from Cowpasture Road and is limited to left turns via separate entry and exit driveways. Surrounding land use is generally low density residential development, with a gym located to the west of the site and electricity substation south of the site.

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CHAPTER 2

Amended Planning Proposal

- 2.3 The amended planning proposal would allow for a two level large format retail (bulky goods) development, which would replace the existing uses on the site. A concept plan has been prepared by MPA (drawing number AP01 - REV F -dated 24 August 2022). A copy of the plan is provided in Attachment A. The concept plan provides some 3,375m² GFA bulky goods over two levels, with provision of 23 parking spaces (18 located within an undercroft and 5 at-grade spaces). No changes to the current access arrangements are proposed.

Public Transport

- 2.4 Interlink operate a number of services in the vicinity of the site. These include:
- Route 853 – connecting Carnes Hill with Liverpool CBD via Middleton Grange. This operates along Cowpasture Road past the site;
 - Route 855 - connecting Rutleigh Park/Leppington and Liverpool CBD via Carnes Hill. This operates along Fifteenth Avenue/Hoxton Park Road to the south of the site; and
 - Route 861 – connecting Carnes Hill and Willow Dale via Leppington. This operates along Fifteenth Avenue/Hoxton Park Road to the south of the site.
- 2.5 Access to bus stops on the opposite side of Cowpasture Road and Fifteenth Avenue/Hoxton Park Road is provided at the traffic signal controlled intersections of Cowpasture Road with Fifteenth Avenue/Hoxton Park Road and Qantas Boulevard/Sixteenth Avenue, located north and south of the site respectively.
-
-

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CHAPTER 2

2.6 Thus the site is accessible by public transport. The amended planning proposal will increase employment densities close to existing public transport services. It would therefore strengthen demand for these services. The amended planning proposal is therefore consistent with government policy and planning principles of:

- (a) improving accessibility to employment and services by walking, cycling and public transport;
- (b) improving the choice of transport and reducing dependence solely on cars for travel purposes;
- (c) moderating growth in the demand for travel and the distances travelled, especially by car; and
- (d) supporting the efficient and viable operation of public transport services.

Parking Provision

2.7 The Liverpool City Development Control Plan (DCP) 2008 provides the following parking requirements for large format retail (bulky goods):

- bulky goods greater than 3,000m² GFA - 1 space per 150m² GFA.

2.8 Applying this rate, the amended planning proposal would require 23 spaces. This is the proposed parking provision (including one accessible spaces). In addition, four employee and four visitor bicycle spaces will be provided, as required by DCP 2008.

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CHAPTER 2

Access and Parking Layout

- 2.9 No changes to the current access arrangements are proposed. There are separate entry and exit driveways, with a deceleration lane for entry. Vehicular circulation within the site will be one way clockwise. Reconfigured parking spaces will be a minimum of 5.4 metres long by 2.6 metres wide. Spaces with adjacent obstructions will be 0.3 metres wider. Disabled parking spaces will be 2.4 metres wide, with a 2.4 metre wide adjacent area for wheelchairs. Circulation aisles will be a minimum of 6.6 metres wide. These dimensions are appropriate, being in accordance with AS 2890.1:2004 and AS 2890.6:2009.
- 2.10 The new building will be serviced via a loading bay located within the undercroft area on the western of the site. Service vehicles will include garbage collection and deliveries, with the largest truck being an 12.5 metre long large rigid truck (HRV). Service vehicles will enter and exit in a forward direction.
- 2.11 Following approval, access arrangements, parking layouts, servicing and vehicle swept paths should be reviewed and confirmed for compliance.

Traffic Effects

- 2.12 Cowpasture Road is located along the eastern frontage of the site. Access from Cowpasture Road is left in/left out with separate entry and exit driveways with a deceleration lane for entry. Cowpasture Road provides a major link through Sydney's western and south western suburbs. Adjacent to the site, it provides a six lane dual carriageway, with three traffic lanes in each direction separated by median. Traffic signal controlled intersections of Cowpasture Road with
-

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CHAPTER 2

Fifteenth Avenue/Hoxton Park Road and Qantas Boulevard/Sixteenth Avenue are located north and south of the site respectively.

- 2.13 In order to establish existing traffic flows, traffic counts were undertaken during the weekday morning and afternoon peak periods at the intersections of Cowpasture Road/site accesses. The results are summarised in Table 2.1 and displayed in Figures 2 and 3.

Table 2.1: Existing Weekday Morning and Afternoon Hourly One Way Traffic Flows		
Location	Weekday AM	Weekday PM
Cowpasture Road (northbound) - north of Hoxton Park Road	3125	2650
Site Access		
- entry	45	95
- exit	40	80

- 2.14 Examination of Table 2.1 reveals that:

- ❑ Cowpasture Road (northbound) carried some 2,650 to 3,125 vehicles per hour (one way) during the weekday morning and afternoon peak hours;
- ❑ the existing uses on the site generated some 85 vehicles per hour (two way) during the weekday morning peak hour; and
- ❑ the existing uses on the site generated some 175 vehicles per hour (two way) during the weekday afternoon peak hour.

- 2.15 TfNSW guidelines suggest generation rates of some 1.01 to 2.44 vehicles per 100m² GFA for bulky goods development at peak times on a weekday. The amended planning proposal (with some 3,375m² GFA) would generate some than

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CHAPTER 2

35 to 85 vehicles per hour (two way) on a weekday. Therefore, the amended planning proposal would generate less traffic than the existing uses on the site of some 85 to 175 vehicles per hour (two way).

Summary

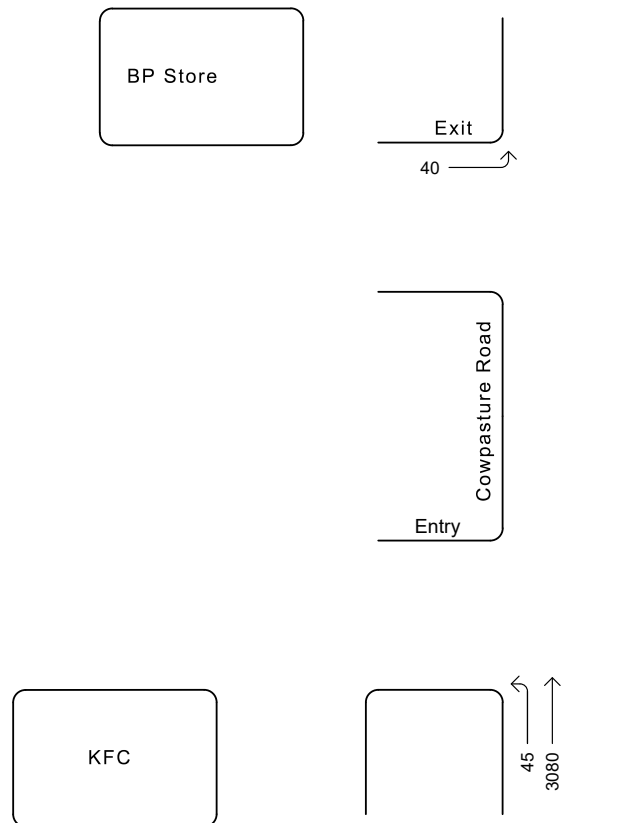
- 2.16 In summary, the main points relating to the traffic and parking implications of the amended planning proposal are as follows:
- i) the amended planning proposal is for a two level bulky goods development replacing the existing uses on the site;
 - ii) the proposed parking provision is appropriate;
 - iii) no changes are proposed to the existing site access arrangements;
 - iv) internal parking and circulation will be provided in accordance with AS 2890.1:2004 and AS 2890.6:2009;
 - v) the proposed service arrangements are appropriate;
 - vi) following approval, access arrangements, parking layouts, servicing and vehicle swept paths should be reviewed and confirmed for compliance; and
 - vii) the amended planning proposal would generate less traffic than the existing uses on the site.
-
-

Location Plan

Figure 1

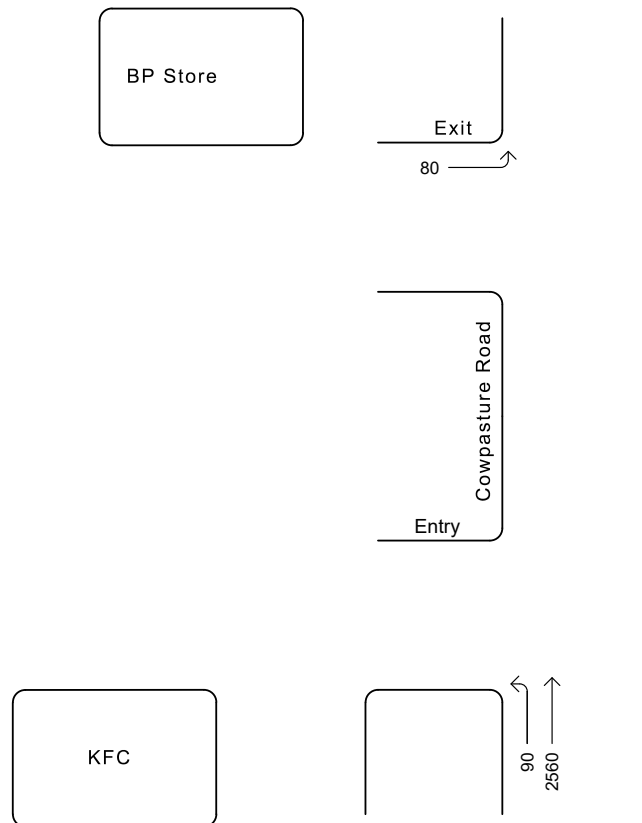
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11760 - KFC Middleton Grange



**Existing weekday morning
peak hour traffic flows**

11760 - KFC Middleton Grange



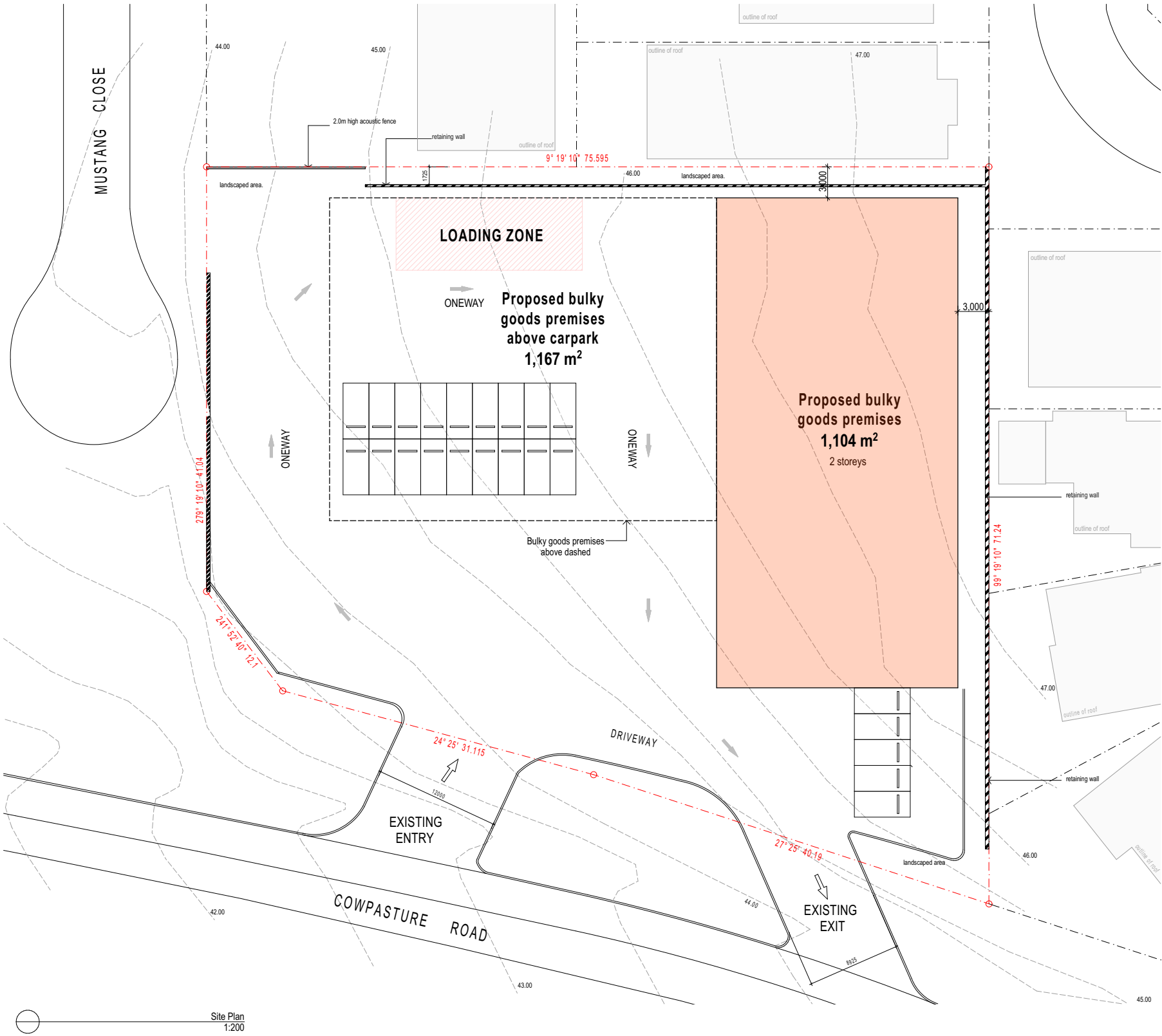
**Existing weekday afternoon
peak hour traffic flows**

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ATTACHMENT A

ATTACHMENT A

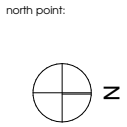
CONCEPT PLAN – DRAWING AP01 REV F



TOTAL AREA: 3375sqm
PARKING SPACES: 23

□ this drawing is copyright and the property of the author, and must not be retained, copied or used without the authority of mosca pseras architects.
□ larger scale drawings and written dimensions take preference.
□ do not scale from drawing
□ all dimensions to be checked on site before commencement of work.
□ all discrepancies to be brought to the attention of the author.

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Revision	Description	By	Date
A	Planning Proposal	MR	08.07.21
B	Planning Proposal	MR	08.11.21
C	Planning Proposal	MR	03.12.21
D	For Review	MR	11.02.22
E	For Review	RB	23.08.22
F	Planning Proposal	RB	24.08.22

key plan:

notes:

□ Concept building footprint for planning proposal

□ Loading zone entry



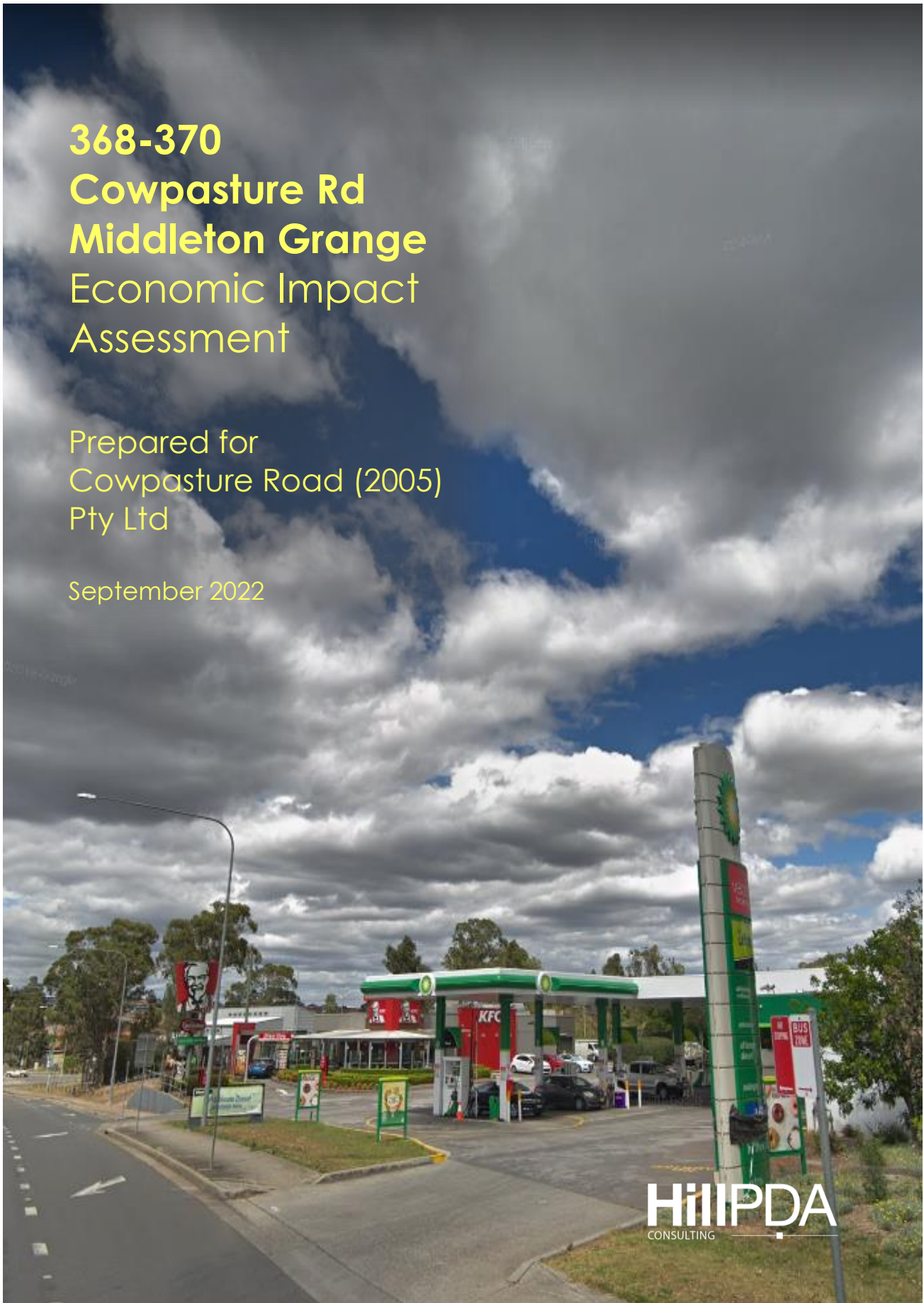
project
location
client
drawing title
scale
job no.
project architect
drawing no.
revision

Planning Proposal
368-370 Cowpasture Rd, Middleton Grange
Davis Stack
ARCHITECTURAL PLANS
Site Plan
1:200
21021
AP01
revision

368-370 Cowpasture Rd Middleton Grange Economic Impact Assessment

Prepared for
Cowpasture Road (2005)
Pty Ltd

September 2022



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Quality Assurance

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Quality Control

This document is for discussion purposes only unless signed and dated by a Principal of HillPDA.

Reviewer

Signature		Dated	06/09/22
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File Name	Middle Grange PP EIA
Date Printed	6 September 2022



EXECUTIVE SUMMARY

HillPDA have been commissioned by APP Corporation Pty Ltd (APP) on behalf of Cowpasture Pty Ltd (2005) Pty Ltd, to prepare an Economic Impact Assessment (EIA) for the Planning Proposal at 368-770 Cowpasture Road, Middleton Grange (referred to as the subject site hereafter).

The Planning Proposal

The Planning Proposal seeks to amend the Liverpool Local Environment Plan 2008 (Liverpool LEP 2008) to facilitate the orderly development and continued use of the site for a diverse range of commercial activities as follows:

- Rezone the land from R1 General Residential to B6 Enterprise Corridor;
- Increase the maximum height of building standard from 8.5m (under clause 4.3 of the Liverpool LEP 2008) to 15m; and
- Increase the maximum floor space ratio (FSR) standard from 0.65:1 (under clause 4.4 of the Liverpool LEP 2008) to 0.75:1.

The Planning Proposal is supported by a preliminary concept plan developed by Mosca Pserras Architects. The concept includes the replacement of the existing uses on site with 3,375sqm of bulky goods retailing in a two level building with on-site car parking.

Justification for Planning Proposal based on salient features of the site

The subject site has a total site area of 4,500sqm, with a 79m frontage to Cowpasture Road along its eastern boundary. A single storey BP service station (including an ancillary convenience store) and Pizza Hut restaurant currently occupy the northern end of the site, while a separate KFC restaurant occupies the southern end. The current commercial activities are estimated to employ 60 full time and part time jobs. The current uses on site are prohibited in the R1 zone yet are permissible as additional permitted uses under Schedule 1 Clause 9 of the Liverpool LEP 2008. The modest uplifts in building height and FSR will enable an increase in floor space on the site and support jobs in bulky goods retailing.

Low density residential, interspersed with limited retail, commercial and industrial uses surround the site. A small provision of industrial and commercial uses exist immediately to the south of the site. As such the Planning Proposal will act as natural extension to the existing uses on site and commercial uses to the south of the site, whilst providing a transitional zoning buffer to adjacent residential land uses. Moreover, the proposed zoning is considered more suitable than the current zoning of R1 (i.e. which promotes residential development), due to the noise and traffic impacts of Cowpasture Road. Finally, the Planning Proposal also responds to the projected growth in the region, through securing additional employment land (which are currently underprovided for) whilst delivering enhanced services for local residents.

The site has direct access and exposure to Cowpasture Road and is in close proximity (i.e. within 500m) to the northern on-ramps and southbound exit ramps of the M7 Motorway. As such the site is well positioned to capitalise on main road trade and visual exposure. Connectivity to the site is likely to further improve with the planned trackless trams proposed to operate near the site to the south along Hoxton Park Road. As such commercial uses are considered suitable on the site given its regional and local accessibility and highly trafficable frontage.

Economic benefits of Planning Proposal

The proposed development would have economic benefits during construction and post-construction. The following provides an estimate of these.



During construction

During the construction phase the economic benefits are estimated to be:

- 106 direct and indirect jobs¹ created and supported
- \$36.5 million in total economic output directly and indirectly created
- \$15.2 million directly and indirectly contributed to the national economy (gross value added or GVA)

Post-construction

On completion the economic benefits resulting from development under the planning proposal are estimated to be:

- A total of 52 jobs, around 8 less jobs than the base case (ie currently provided onsite)
- \$2.5 million in wage generation per annum, which is \$0.8 million more than the base case
- \$3.8 million in GVA per annum to the local economy, which is \$1.5 million more than the base case
- Constituting a more orderly and efficient use of the land which is more aligned with the existing uses on site and the State planning objectives to deliver additional employment generating uses and support growth.

Impacts on surrounding centres

The subject site will retail bulky goods and therefore effectively serve a different role to the larger centres at Carnes Hill, Green Valley and the proposed centres at Middleton Grange and Austral.

¹ Note that jobs in construction are not full time jobs given that the construction period is limited in time. Technically this refers to 'job years' where one 'job year' equals one full time job over one year. To calculate average FTE jobs, total job years can be divided by the number of years to complete the project. For example if the construction period is three years then 9 job years can be divided by three to derive an average of 3 jobs during the three year period of construction.

INTRODUCTION



1.0 INTRODUCTION

HillPDA have been commissioned by APP Corporation Pty Ltd (APP) on behalf of Cowpasture Pty Ltd (2005) Pty Ltd, to prepare an Economic Impact Assessment (EIA) for the Planning Proposal at 368-770 Cowpasture Road, Middleton Grange (referred to as the subject site hereafter).

The Planning Proposal seeks to amend the Liverpool Local Environment Plan 2008 (Liverpool LEP 2008) to facilitate the orderly development of commercial activities. The amendments include:

- Rezoning the land from R1 General Residential to B6 Enterprise Corridor;
- Increasing the maximum height of building standard from 8.5m (under clause 4.3 of the Liverpool LEP 2008) to 15m; and
- Increasing the maximum floor space ratio (FSR) standard from 0.65:1 (under clause 4.4 of the Liverpool LEP 2008) to 0.75:1.

A preliminary concept plan has been developed for the site, which includes redevelopment for 3,375sqm.

A more detailed account of the scheme is provided in Section 2.4.

1.1 Purpose and study structure

The primary objective of this study is to assess and quantify, where possible, the economic impacts attributable to developing the Planning Proposal. To capture the net economic impacts of the Planning Proposal, the economic contribution of development proposed is compared to the base case or the no action alternative (i.e. economic contribution of the current built form and land uses on site).

To meet the requirements of the brief, the study is set out in the following manner:

- **Chapter 1** | Provides an overview of the report and report structure
- **Chapter 2** | Reviews the subject site and the local context, followed by a description of the Planning Proposal, including key details and rationale for the proposed development
- **Chapter 3** | Examines the economic contribution that the subject site currently generates, referred to as the “Base Case”. The Chapter then examines the economic impacts of developing the site in accordance with the Planning Proposal during both the construction and operational phases. The economic implications are compared to the base case.
- **Chapter 4** | Provides commentary on the commercial centres hierarchy and considers the impact that the Planning Proposal will have on surrounding centres.

LOCAL CONTEXT AND PLANNING PROPOSAL



2.0 LOCAL CONTEXT AND PLANNING PROPOSAL

This Chapter considers the regional and local context of the subject site and outlines the salient features of the site in the context of supporting additional commercial uses on site. A detailed description of the Planning Proposal, including the rationale for the proposed development is also explored.

2.1 The subject site

The subject site is legally described as Lot 4 DP 1052704, 368-370 Cowpasture Road, Middleton Grange. The subject site has a total site area of 4,500sqm, with a 79m frontage to Cowpasture Road along its eastern boundary. A single storey BP service station (including an ancillary convenience store) and Pizza Hut restaurant currently occupy the northern end of the site, with a separate KFC restaurant occupying the southern end. The current commercial activities are estimated to employ 60 full time and part time jobs².

The subject site is currently zoned R1 General Residential under the Liverpool LEP 2008 and is subject to a maximum building height provision of 8.5m under Clause 4.3 and a maximum FSR of 0.65:1 under Clause 4.4. The current uses on site are prohibited in the R1 zone yet are permissible as additional permitted uses under Schedule 1 Clause 9 of the Liverpool LEP 2008.

2.2 Local context

The subject site is located some 6.5 km west of Liverpool Central Business District (CBD) and 33.3km west of Sydney CBD. The nearest retail centre to the site is Carnes Hill Shopping Centre, located approximately 2.8km to the south. 3km to the north of the site is the established industrial Len Waters Estate. Middleton Grange and surrounding suburbs including Carnes and Hoxton Park are characterised by low density residential, interspersed with limited retail, commercial and industrial uses. The site is also one of few sites in the locality with scale and direct frontage and access to Cowpasture Road. As such, the subject site is not only well suited to accommodating main road trading services due to these advantages; it also offers one of the few opportunities to provide local employment in Middleton Grange and support the future growth anticipated in the region.

Low density residential bound the site to the north and north-west and are generally separated by large acoustic barriers and landscape treatments. An established low density residential area also features to the east of the site on the eastern side of Cowpasture Road. An Anytime Fitness adjoins the site to the south-west, with a small provision of industrial and commercial uses to the south of the site including: a packaging company on the northern side of the Fifteenth Avenue and Cowpasture Rd intersection; and a Shell service station, Coles express and Hungry Jacks on the southern side of the Hoxton Park Rd and Cowpasture Rd intersection.

As such the Planning Proposal will act as natural extension to the existing uses on site and commercial uses to the south of the site, whilst providing a transitional zoning buffer to adjacent residential land uses. Moreover, the proposed zoning is considered to be more suitable than the current zoning of R1 (i.e. which promotes residential development), due to the noise and traffic impacts of Cowpasture Road on residential uses. Finally, the Planning Proposal also responds to the projected growth in the region, through securing additional employment land whilst delivering enhanced services for local residents, passing motorists and visitors.

2.3 Accessibility

The site is located on the western side of Cowpasture Road and is in close proximity (i.e. within 500m) to the northern on-ramps and southbound exit ramps of the M7 Motorway. Cowpasture Road also provides a regional connection to the M5 South Western Motorway. As such the site is supported by a strong road network providing

² APP (2020) Planning Proposal Application to Amend Liverpool LEP 2008, 368-370 Cowpasture Rd, Middleton Grange



strong connectivity and benefits from exposure to passing traffic along Cowpasture Road. As such the site is well positioned to capitalise on main road trading.

Vehicular and pedestrian access to the site is via Cowpasture Road. In terms of vehicular access into the site, left only access is provided via the southern driveway, with vehicles exiting left from the site via the northern driveway meaning the site is more conveniently positioned for north-bound traffic along Cowpasture Road.

In terms of public transport infrastructure, the site is serviced by numerous bus services including Route 853 Carnes Hill to Liverpool via Hoxton Park, which connects the site (with a bus stop immediately to the north of the site) to various local and regional centres and employment precincts. Connectivity to the site via public transport is likely to improve with the planned trackless trams proposed to be developed near the site to the south along Hoxton Park Road. The planned route will link the site to Liverpool and the catalytic Western Sydney Airport and Aerotropolis.

On this basis commercial uses are considered suitable on site given the site's regional and local accessibility and highly trafficable frontage.

2.4 Planning proposal

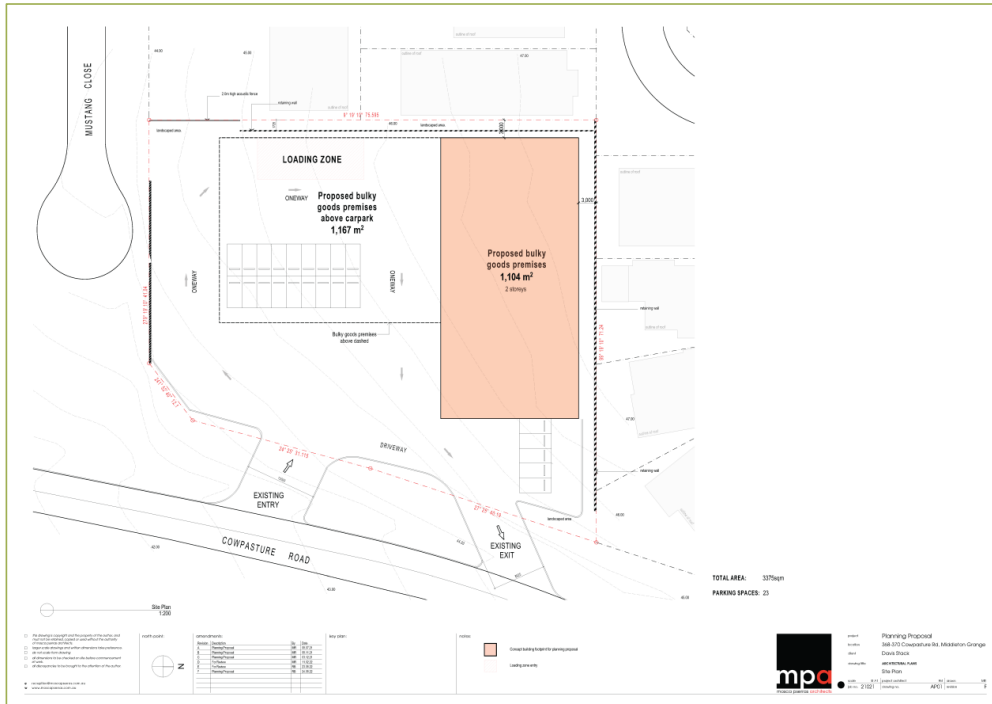
The Planning Proposal seeks to change the land use permissibility to enable the provision of employment generating land uses on the site and seeks to amend the Liverpool LEP 2008 as follows:

- Rezone the site from R1 General Residential to B6 Enterprise Corridor;
- Increase the maximum height of building standard from 8.5m (under clause 4.3 of the Liverpool LEP 2008) to 15m; and
- Increase the maximum floor space ratio (FSR) standard from 0.65:1 (under clause 4.4 of the Liverpool LEP 2008) to 0.75:1.

The primary objective of the Planning Proposal is to 'provide a more appropriate land use zoning to reflect the existing and future land uses,' and facilitate the development of additional employment generating uses, contributing to provision of local services and employment opportunities.

The Planning Proposal is supported by a preliminary concept plan developed by Mosca Pserras Architects. The concept (refer to figure below) includes the replacement of the existing fuel and fast food retailers with a two level building accommodating bulky goods retailers.

Figure 1: Planning Proposal's preferred concept plan



Source: Mosca Pserras Architects

ECONOMIC IMPACT ASSESSMENT



3.0 ECONOMIC IMPACT ASSESSMENT

The following Chapter assesses and where possible quantifies the potential economic impacts of the Planning Proposal measured against the “do nothing” or “status quo” option. Economic metrics estimates include employment, wages, GVA and construction multipliers (associated with the construction of the Planning Proposal).

3.1 Economic impacts during the construction phase

This section assesses the potential economic benefits during construction. The economic impacts during the construction phase are assessed for the Planning Proposal scenario only, as the base case involves no constructive costs and represents the study’s no action alternative.

The economic impacts of the construction stage are based on the estimated total construction cost of around \$11.6 million. This estimate has been sourced from Rawlinson Construction Handbook 2021 and calculated as follows:

Table 1: Estimated construction cost

Component	No.	Units	\$/unit	\$m
Bulky goods retailing	3,375	sqm	\$2,000/sqm	\$6.75
Fitout	3,375	Sqm	\$600/sqm	\$2.03
Site costs and carparking	4,500	sqm	\$220/sqm	\$0.99
Contingencies @ 10%				\$0.98
Design and other professional fees @ 8.5%				\$0.91
Total				\$11.65

The construction industry is a significant component of the economy, accounting for 5.96% of Gross Domestic Product (GDP) and employing just over one million workers across Australia³. The industry has strong linkages with other sectors, so the impacts on the economy go further than the direct contribution of construction. This is known as the multiplier effect. Multipliers refer to the level of additional economic activity generated by a source industry.

There are two types of effects captured by multipliers:

Production Induced Effects: which is made up of:

- *Direct effects:* which constitutes all outputs and employment required to produce the inputs for construction, and
- *Indirect effects:* which is the induced extra output and employment from all industries to support the increased production of the construction sector.

Consumption Induced Effects: which relates to the demand for additional goods and services due to increased spending by the wage and salary earners across all industries arising from employment.

The source of the multipliers adopted in this report is ABS Australian National Accounts: Input-Output Tables 2018-19 (ABS Pub: 5209.0).

Note that the multiplier effects are national, and not necessarily local. The ABS states that:

“Care is needed in interpreting multiplier effects; their theoretical basis produces estimates which somewhat overstate the actual impacts in terms of output and employment. Nevertheless, the estimates illustrate the high

³ Source: IBIS World Construction Industry Report 2018



flow-on effects of construction activity to the rest of the economy. Clearly, through its multipliers, construction activity has a high impact on the economy."

In particular, the multiplier impacts can leave the impression that resources would not have been used elsewhere in the economy had the development not proceeded. In reality, many of these resources would have been employed elsewhere. Note that the NSW Treasury guidelines state:

*"Direct or flow on jobs will not necessarily occur in the immediate vicinity of the project – they may be located in head office of the supplier or in a factory in another region or State that supplies the project"*⁴.

Nevertheless, economic multiplier impacts represent considerable added value to the Australian economy.

3.1.1 Construction – output impact

As discussed above the Planning Proposal will have a direct impact on construction output as well as indirectly stimulating other industries which assist in production or cater to increased consumption. The table below details the output multipliers and shows that the Planning Proposal would generate a further **\$1.2 million** of activity in production induced effects and **\$0.9 million** in consumption induced effects. The total economic activity generated by construction of the Planning Proposal would be around **\$3.1 million**.

Table 2: Construction output impact (\$m)

	Direct effects	Production induced effect	Consumption induced effect	Total
Output multipliers	1.000	1.235	0.901	3.136
Output (\$million)*	11.7	14.4	10.5	36.5

* Includes design costs and other professional fees related to construction at 8.5%

Source: Hill PDA Estimate using data from ABS Australian National Accounts: Input-Output Tables 2018-19 (ABS Pub: 5209.0)

3.1.2 Construction – Gross Value Added (GVA) impact

The Gross Value Added (GVA) of an industry refers to the value of outputs less the costs of inputs. It also measures the contribution that the industry makes to the economy or gross domestic product (GDP).

The proposed construction would directly contribute around \$3.7 million to GDP. Including the multiplier impacts, a total of \$15.2 million would be contributed to GDP (measured in 2019 dollars) as shown in the table below.

Table 3: Construction Gross Value Added impact

	Direct effects	Production induced effect	Consumption induced effect	Total
GVA multipliers	0.317	0.511	0.479	1.307
GVA (\$million)	3.7	6.0	5.6	15.2

* Includes design costs and other professional fees related to construction at 8.5%

Source: Hill PDA Estimate using data from ABS Australian National Accounts: Input-Output Tables 2018-19 (ABS Pub: 5209.0)

3.1.3 Construction related employment

Every million dollars of design and construction work undertaken generates 2.42 job years⁵. Based on the estimated construction cost, 28 job years⁶ would be directly generated by the proposed development as shown in the table below.

⁴ Source: Office of Financial Management Policy & Guidelines Paper: Policy & Guidelines: Guidelines for estimating employment supported by the actions, programs and policies of the NSE Government (TPP 09-7) NSW Treasury

⁵ Source: ABS Australian National Accounts: Input – Output Tables 2018-19 (ABS Pub: 5209.0) adjusted to 2019 dollars

⁶ Note: One job year equals one full-time equivalent job over one year



Table 4: Construction employment impact

	Direct Effects	Production Induced Effects	Consumption Induced Effects	Total
Multipliers	1	1.444	1.320	3.764
Job Years per \$million	2.424	3.501	3.199	9.124
Total Job Years Generated	28	41	37	106

Source: Hill PDA Estimate using data from ABS Australian National Accounts: Input-Output Tables 2018-19 (ABS Pub: 5209.0), ABS Census 2016 Data

From the ABS Australian National Accounts: Input-Output Tables 2018-19 HillPDA identified employment multipliers for production support and consumption induced effects of 1.44 and 1.32 respectively for every job year in direct construction. Including the multiplier impacts, the proposed expansion of businesses would support a total of **106 job years directly and indirectly**.

3.2 Economic performance of the base case

As sourced from APP Planning Proposal Report the site provides an estimated 60 full-time and part-time jobs, as follows:

- 10 full-time and part-time jobs associated with the service station and convenience store;
- 20 full-time and part-time jobs associated with the Pizza Hut restaurant; and
- 30 full-time and part-time jobs associated with the KFC restaurant⁷.

It is estimated that these jobs could generate an estimated \$1.7 million in salaries⁸ and contribute \$2.3 million in GVA per annum⁹.

3.3 Operational economic impacts of planning proposal

The following section estimates the potential economic contribution of the Planning Proposal once the land uses are fully operational as compared to the “do nothing” or “base case” scenario.

3.3.1 Employment

The Proposal would support permanent employment post-construction in bulky goods retailing – assumed at 67.5sqm GFA per worker.

The table below provides an estimate of the number of jobs that would be supported on the subject site in accordance with the Planning Proposal.

Table 5: Potential employment generation

Land use	Floorspace (NLA)	Employment density*	No. of workers
Bulky goods retailing	3,375sqm	1 worker / 65sqm	52
Total Employment			52

* Sources include ABS Retail Survey 1998-99, IBIS World reports and Hill PDA Research

The Planning Proposal has the capacity to accommodate around 52 jobs following building completion. As such, development as proposed would support 8 less jobs than the base case.

⁷ APP (2020) Planning Proposal Application to Amend Liverpool LEP 2008, 368-370 Cowpasture Rd, Middleton Grange

⁸ Weight average salary of comparable fuel retailing retailers and fast food and take away food services as sourced from IBIS World reports.

⁹ Weight average GVA of comparable fuel retailing retailers and fast food and take away food services as sourced from IBIS World reports.



3.3.2 Total remuneration

The total potential remuneration of workers on-site in accordance with the Planning Proposal is estimated at **\$2.5 million**, as shown in the table below. This is \$0.8 million more in remuneration than the base case (i.e. 44% increase).

Table 6: Potential salaries

Land use	No. of workers	Average wage	Total wage generation (\$m)
Bulky Goods retailing	52	\$48,000	\$2.5

Source: IBIS World Industry Reports

3.3.3 Gross value added

Gross value added of an industry refers to the value of outputs less the costs of inputs. It also measures the contribution that the industry makes to the wealth of the country, state or region – its contribution to GDP.

We estimate the potential gross value added from the employment generating uses in accordance with the Planning Proposal to be in the order of **\$3.8 million every year** as shown in the table below. This is \$1.5 million above the base case (i.e. 63% increase).

Table 7: Gross Value Added

Land use	No. of workers	GVA/worker	Total GVA (\$m)
Total GVA	52	\$73,500	\$3.8

Source: IBIS World Industry Reports and HillPDA Estimate.

3.3.4 Other construction impacts

The construction process may lead to short-term negative impacts in the locality, such as increased traffic, noise, dust and so on. We have assumed that the development would take the necessary steps to mitigate the extent of these impacts.

3.4 Other economic benefits

3.4.1 Investment stimulus

Where a significant property investment decision has been made, it is generally viewed as a strong positive commitment for the local area. Such an investment can, in turn, stimulate and attract further investment. Development of the Planning Proposal would support a wide range of economic multipliers which would, in turn, support investment in associated industries. It would also help to raise the profile of Middleton Grange for potential investors.

The Planning Proposal would create additional business opportunities in this locality. It would increase the profile of this area and, in so doing, increase the financial feasibility of surrounding developments, potentially acting as a catalyst on surrounding sites.

3.4.2 Other Considerations

The development of the subject site would be expected to provide other benefits at the community level, including the following:

- Enhanced service facilities for passing traffic, local residents and visitors
- Provision of greater employment self-sufficiency in the Middleton Grange region



- Workers and residents in the locality will generate expenditure on retail goods and services to the benefit of existing and future businesses in the Middleton Grange town centre.

IMPACTS ON THE RETAIL HIERARCHY



4.0 IMPACTS ON THE RETAIL HIERARCHY

This Chapter reviews the surrounding centres hierarchy and the environment within which the proposed commercial uses will operate, taking into account both existing and future commercial developments in the surrounding region.

4.1 Carnes Hill Town Centre

The Carnes Hill Town Centre is located about 2.8km to the north of the subject site¹⁰. The town centre provides some 37,000sqm of retail floorspace of which the majority of floorspace (i.e. 17,797sqm) located in Carnes Hill Marketplace. Carnes Hill Marketplace is a sub-regional shopping centre, anchored by a Big W discount department store (7,300sqm) and a Woolworths supermarket (4,414sqm) and includes a Dan Murphy's large format liquor store, 45 specialty stores and 957 at-grade car parking spaces¹¹. The centre trades strongly with a recorded total Moving Annual Turnover (MAT) of around \$165.35 million as at 2020, ranking it 8th in the country for similar sized centres¹². Moreover, this equates to \$10,160/sqm which is 14% above the median for similar sized centres. The town centre also accommodates a freestanding Aldi supermarket, along with surrounding pad-sites, including a medical centre, McDonalds, Pizza Hut and a service station. The town centre provides a substantially larger offer than the proposed centre at the subject site and serves a different function in the retail / commercial hierarchy.

4.2 Hoxton Park Neighbourhood Centre

A small parcel of B1 zoned land spanning over of 1.3Ha is located 1.9 km¹³ to the south-east of the subject site on the southern side of Hoxton Park Road. Hoxton Park Shopping Centre currently occupies the site and provides an estimated 2,000sqm of Gross Lettable Area (GLAR).¹⁴ The centre includes a small a liquor store, a newsagent, two hairdressers, a chemist, medical centre, small scale business services as well as three neighbourhood restaurants and cafes¹⁵.

The Planning Proposal has a different offer with bulky goods and hence would not impact this centre.

4.3 Green Valley Town Centre

Green Valley Town Centre is centrally located within the suburb of Green Valley, some 4.6 km¹⁶ north-east of the subject site. The retail and commercial floorspace is largely focused within The Valley Plaza, which provides 10,300sqm is anchored by a Coles (3,561sqm) and Woolworths (2,271sqm) and 34 speciality tenants¹⁷.¹⁸ As of December 2020 the centre reported a Moving Annual Turnover (MAT) of \$101.26 million, which equates to \$11,316/sqm. The \$MAT/sqm is 27% above the average for similar sized centres and ranks the centre 29th from 132 similar sized centres¹⁹.

There are also several pad sites around this centre including a service station, a McDonalds 24 hour restaurant, an Autobarn and a Carlovers car-wash²⁰.

¹⁰ Googlemaps drive time

¹¹ Property Council of Australia (2000) NSW Shopping Centre Directory

¹² Shopping Centre News 2021 Mini Guns

¹³ Googlemaps drive time

¹⁴ Floorspace estimated from SixMaps aerial images

¹⁵ Source: centre website and Google street view images

¹⁶ Googlemaps drive time

¹⁷ Property Council of Australia (2000) NSW Shopping Centre Directory

¹⁸ PCA Shopping Centre Directory 2020

¹⁹ Shopping Centre News 2021 Mini Guns

²⁰ Source Google street view



The proposed offer does not include retailers that would directly compete with the Plaza's offering (which serves a different function) and will service a different market to that of Green Valleys Service Station and fast food services.

4.4 Austral Town Centre

The Austral Town Centre is located 3.5 km²¹ west of the subject site, at the Fifteenth Road and Edmondson Avenue intersection. The town centre includes West Hoxton Shopping Village which provides around 2,800sqm of traditional retail floorspace. The centre is anchored by an IGA supermarket of 1,090sqm and includes around 20 specialty shops, a medical centre and allied health facilities. Adjacent to the centre, there is a Home Hardware store which fronts Fifteenth Avenue as well as an independent service station.

There are plans to expand Austral Town Centre to accommodate 20,000–30,000 sqm of retail floorspace with higher order retail and supporting ancillary non-retail uses²². It is anticipated that this will be a staged development, with each stage of development commensurate to market demand and growth.

Approximately 1km to the south of the town centre, some 5km from the subject site there is the Austral Village shopping centre at the Tenth Avenue and Edmondson Avenue intersection. The centre comprises 2,500 sqm of retail floorspace and is anchored by an 800sqm IGA and includes about 10 convenience based tenants (i.e. bottle shop, two cafes, newsagency, medical services and small scale business tenancies). There is also a small provision of retail and commercial floorspace on the western side of Edmondson Avenue opposite the centre²³.

Given the scale of the proposed development at the subject site, distance and function it is unlikely that it will compete with the Austral Town centre and Austral Village as they will effectively be servicing different markets.

4.5 Middleton Grange Shell service station

A Shell service station, with a Coles and Hungry Jacks Restaurant is provided 300m²⁴ south-west of the subject site at the southern side of the Hoxton Park Rd and Cowpasture Rd intersection.

The proposed offer does not include retailers that would directly compete with these businesses.

4.6 Other retail centres

Other retail facilities are also provided at Leppington, Edmondson Park, Preston and Liverpool. However due to differing roles in the retail hierarchy, scale and distance from the subject site, competition between these centre and the proposed centre on the subject site would be insignificant.

4.7 Middleton Grange Village/Town Centre (Proposed)

In addition to aforementioned existing facilities, Middleton Village/Town Centre is proposed 1km²⁵ north of the subject site and will be adjacent to Middleton Grange Public School, along Southern Cross Avenue. Based on the local retail hierarchy strategies the site was earmarked to accommodate a village centre of up to 5,000sqm. It is understood that a proposal has been submitted for the site seeking to extend the scale and role of the centre to a Town centre accommodating up to 36,900sqm of retail and commercial gross lettable area (GLA), including 21,260 sqm of retail floorspace, with up to two full-lined supermarkets and a small scale (4,000sqm) discount department store. The status and likelihood of this proposal proceeding is unknown at this point of time.

²¹ Googlemaps drive time

²² Austral and Leppington North precinct planning report 2013.

²³ Source: centre website and Google street view images

²⁴ Googlemaps drive time

²⁵ Googlemaps drive time



Notwithstanding the above, Middleton Grange Village or Town Centre provides a substantially larger offer than the existing and proposed retail facilities at the subject site and serves a different function in the retail / commercial hierarchy. Middleton Grange Village / Town centre role is to serve the day-to-day and higher order retailing needs of local residents, whilst the proposed uses on the subject site are selling bulky goods which is a different market.

4.8 Summary of key findings

Further to the above, the proposed bulky goods retailing on the subject site will effectively serve a different function in the retail /commercial hierarchy compared to the larger centres at Middleton Grange Village/ Town Centre, Carnes Hill Town Centre, Austral Town Centre and Hoxton Park.

On this basis there will be no impact of the Planning Proposal on surrounding centres.



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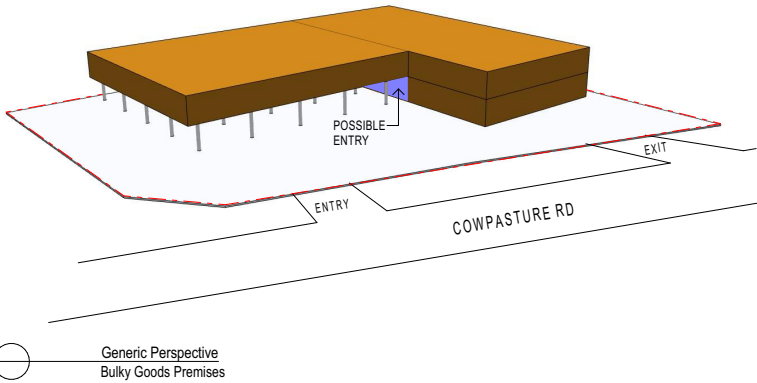
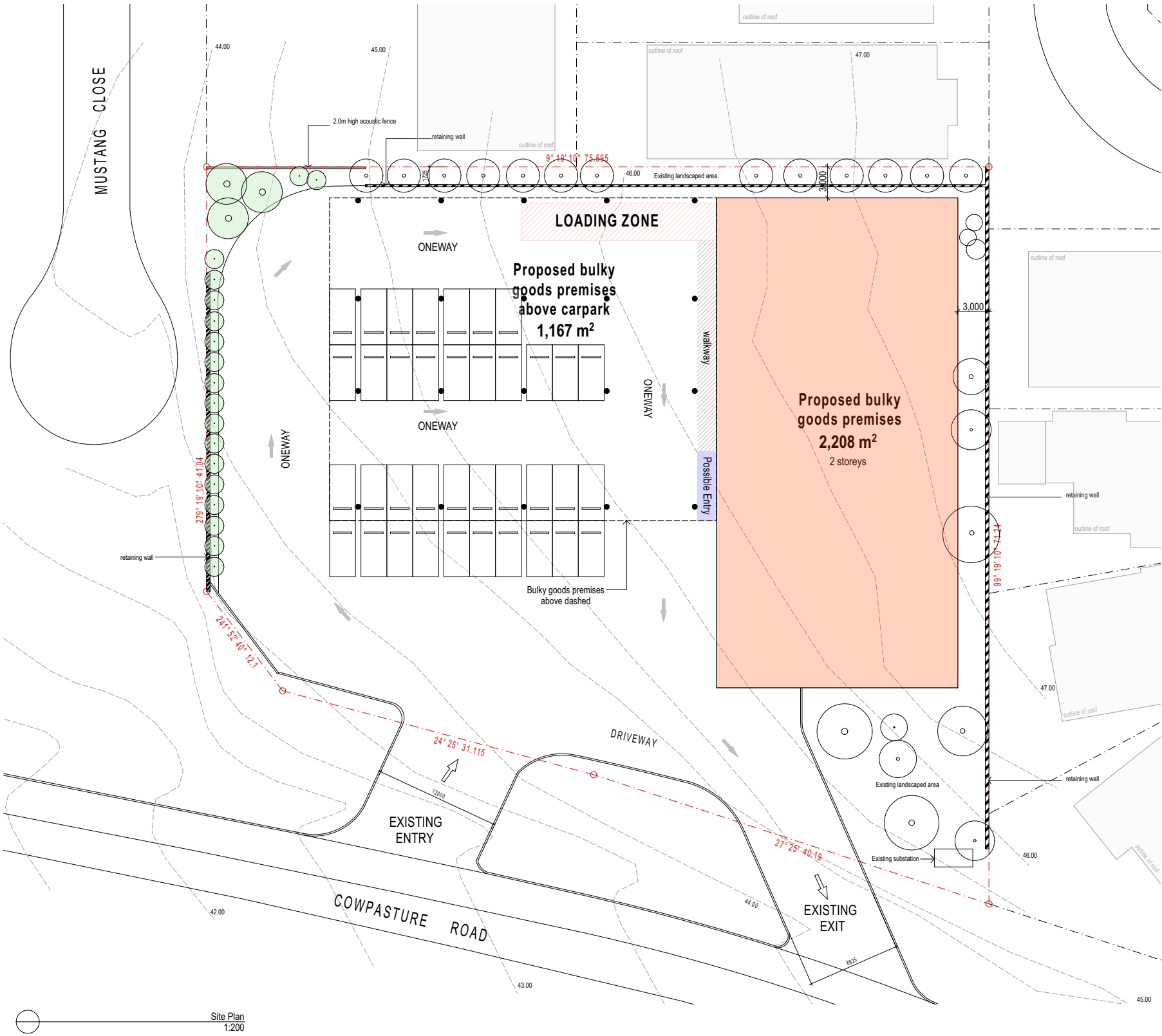
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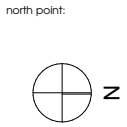
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TOTAL AREA: 3375sqm
PARKING SPACES: 37

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Revision	Description	By	Date
A	Planning Proposal	MR	08.07.21
B	Planning Proposal	MR	08.11.21
C	Planning Proposal	MR	03.12.21
D	For Review	MR	11.02.22
E	For Review	RB	23.08.22
F	Planning Proposal	RB	24.08.22

key plan:

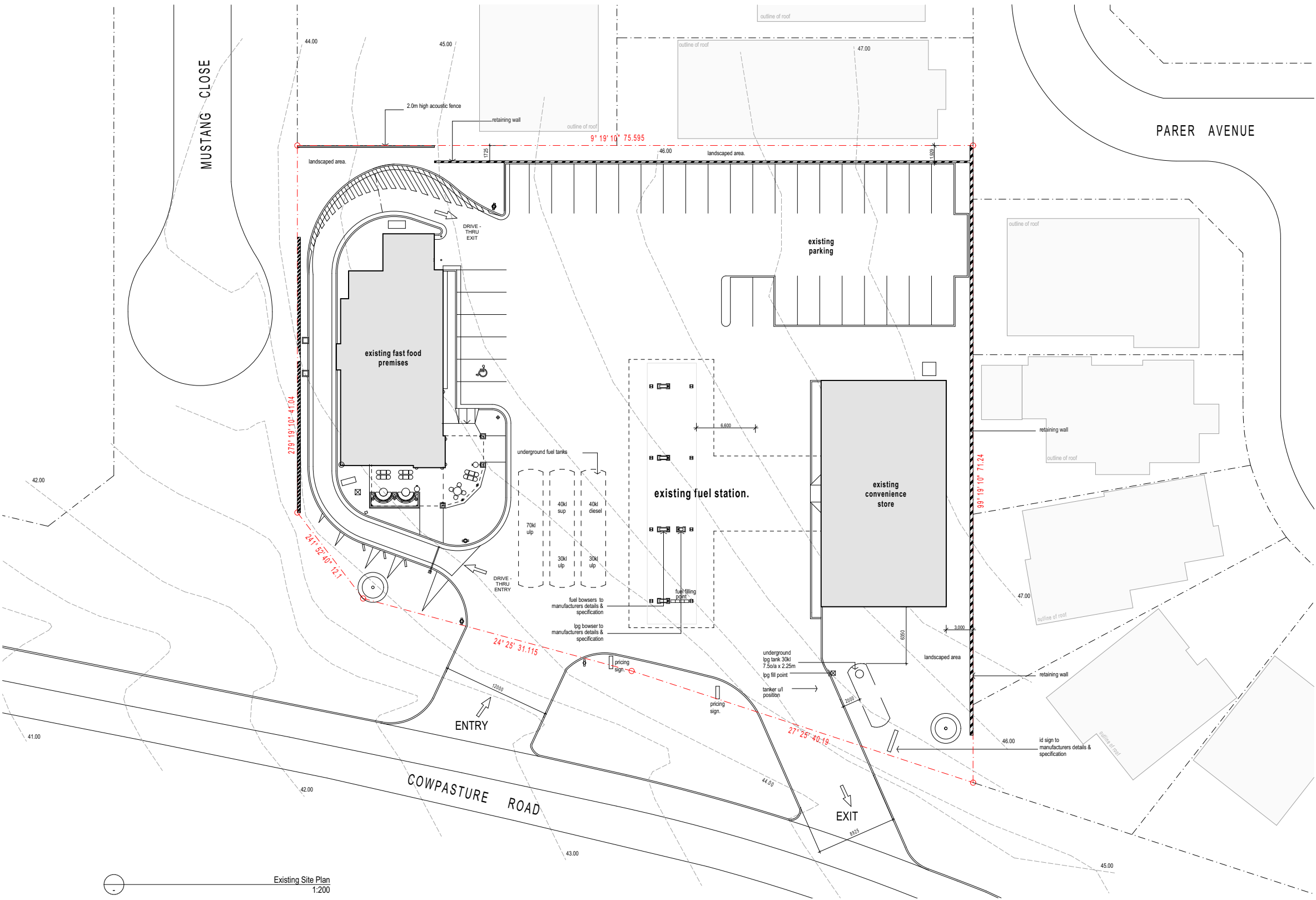
notes:

□ Concept building footprint for planning proposal
□ Loading zone entry



project
location
client
drawing title
scale
job no.
project architect
drawing no.
revision

Planning Proposal
368-370 Cowpasture Rd, Middleton Grange
Davis Stack
ARCHITECTURAL PLANS
Site Plan
1:200
21021
AP01
F



Existing Site Plan
1:200

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Revision	Description	By	Date
A	Planning Proposal	MR	03.12.21

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existing buildings



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Planning Proposal
368-370 Cowpasture Rd, Middleton Grange
Davis Stack
ARCHITECTURAL PLANS
Site Plan - Existing
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21021
AP04
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ENVIRONMENTAL - REMEDIATION - GEOTECHNICAL ENGINEERING - WORK HEALTH & SAFETY - LABORATORIES - DRILLING

PRELIMINARY SITE INVESTIGATION

**368-370 Cowpasture Road,
Middleton Grange NSW**

Prepared for

**Nathan Davis
c/o- Davis Stack
ES8708**

8th March 2023

8th March 2023

Preliminary Site Investigation, Ref: ES8708

Property: 368-370 Cowpasture Road, Middleton Grange, NSW

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Managing Director

Date:

8th March 2023

8th March 2023

Preliminary Site Investigation, Ref: ES8708

Property: 368-370 Cowpasture Road, Middleton Grange, NSW

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ABBREVIATIONS

ADWG	Australian Drinking Water Guidelines
ANZECC	Australian and New Zealand Environment and Conservation Council
AST	Aboveground Storage Tank
BGL	Below Ground Level
BTEX	Benzene, Toluene, Ethyl benzene and Xylene
COC	Contaminants of Concern
DLWC	Department of Land & Water Conservation
DNR	Department of Natural Resources
DQOs	Data Quality Objectives
POEO	Protection of the Environment Operations
DSI	Detailed Site Investigation
EPA	Environment Protection Authority
ESA	Environmental Site Assessment
HIL	Health-Based Soil Investigation Level
LGA	Local Government Area
NEHF	National Environmental Health Forum
NEPC	National Environmental Protection Council
NEPM	National Environmental Protection Measure
NHMRC	National Health and Medical Research Council
OCF	Organochlorine Pesticides
OPP	Organophosphate Pesticides
PAH	Polycyclic Aromatic Hydrocarbon
PCB	Polychlorinated Biphenyl
PID	Photo Ionisation Detector
PQL	Practical Quantitation Limit
PSH	Phase Separated Hydrocarbon
PSI	Preliminary Site Investigation
QA/QC	Quality Assurance / Quality Control
RAC	Remediation Acceptance Criteria
RAP	Site Remediation Plan
RPD	Relative Percentage Difference
SAC	Site Assessment Criteria
SCID	Stored Chemical Information Database
SEPP	State Environment Planning Policy
SMP	Site Management Plan
SVC	Site Validation Criteria
TCLP	Toxicity Characteristics Leaching Procedure
TPH	Total Petroleum Hydrocarbons
TRH	Total Recoverable Hydrocarbons
UCL	Upper Confidence Limit
UST	Underground Storage Tank
VOC	Volatile Organic Compounds
VHC	Volatile Halogenated Compounds

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EXECUTIVE SUMMARY

Aargus Pty Ltd (Aargus) was appointed by Mr Nathan Davis (the client) to undertake a Preliminary Site Investigation (PSI) for the property located at 368-370 Cowpasture Road, Middleton Grange NSW (the site). The site is proposed to be rezoned from residential existing use rights to commercial zoning with land-use remaining unchanged as a service station and fast food outlet. This is a change to less sensitive land use although the land use remains the same.

A PSI was requested by the client to determine the potential for onsite contamination. This report shall provide a preliminary assessment of any site contamination and, if required, provide a basis for a more detailed investigation.

At the time of the inspection (December 2022), the site was used for commercial purposes including a BP Service Station and Fast Food outlets including KFC and Pizza Hut. The site was operational with approximately 95% sealed with concrete, with unsealed areas only relating to garden bed areas around the perimeter. General rubbish and housekeeping showed rubbish located in gardens and carparking areas.

The land title and aerial information provided suggested that no significant changes had occurred on site over the last 20 years. In 2005, a Phase II Environmental Assessment was conducted (back then Caltex) as part of a due diligence for sale. Three groundwater wells were installed as part of this assessment with wells located on the site boundaries thus looking for gross pollutants. Inspection of all 3 wells when opened showed no HC odours evident.

The findings of the assessment indicated the following areas of potential environmental concern:

- Delineation of asbestos in fill underlying sealed surfaces.
- Hydraulic gradient of groundwater flow and analyte concentrations of GW1 the most downgradient location from USTs.

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The contaminants that may be present in some of these areas were considered to be of moderate to low significance in terms of risk to the human and environmental receptors identified. The historical Detailed Site Investigation (DSI) provided adequate information to determine if gross pollutants existed on the site and as the site is sealed, the main areas of concern being a hotspot of asbestos that has been delineated to one location is of no concern in-situ. The groundwater wells showed no petroleum hydrocarbon odours in all wells. GW1 was found to be constructed in a different geological medium to the other 2 wells. This means that GW1 may exist outside of the tank farm area or not constructed deep enough. With GW1 well being dry, the product inventory of records added to the fact that no product loss had occurred plus the Service Station complex is relatively new and new fibreglass double skinned tanks were installed when they were commissioned allowing for detection of product loss issues which provides comfort that no gross contamination exists.

As part of the service stations compliance, UPSS monitoring takes place at regular intervals. As 1 of the 3 groundwater monitoring wells has not been installed in accordance with UPPSS guidelines, it is recommended that prior to the next round of compliance UPSS reporting requirements, a groundwater well be installed to depth at or near the location of GW1. Whilst UPSS compliance monitoring and reporting does not always include analytical sampling, we recommend that a round of groundwater analytical sampling on all wells be conducted during the next UPSS reporting event to regulators to confirm the groundwater concentrations as compared to guidelines. It is recommended that only the first post GW1 re-installation sampling event for groundwater be conducted in approximately 3 months and dependent upon results meeting guidelines, no further sampling events other than UPSS compliance occur.

Based on the information collected during this investigation and in reference to rezoning from residential to commercial (less sensitive land use), **the site is suitable for the proposed land use and rezoning.**

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1 INTRODUCTION

1.1 Background

Mr Nathan Davis (the client) to undertake a Preliminary Site Investigation (PSI) for the property located at 368-370 Cowpasture Road, Middleton Grange NSW (the site). The site is proposed to be rezoned from residential existing use rights to commercial zoning with land-use remaining unchanged as a service station and fast food outlet. The location of the property is presented in Figure 1 of Appendix A.

The site is proposed to be rezoned from residential existing use rights to commercial zoning with land-use remaining unchanged as a service station and fast food outlets.

A site investigation was requested by Frank Mosca as part of the Council Application Process.

1.2 Objective

The primary objectives of this PSI are as follows:

- Identify potential areas where contamination may have occurred from current and historical activities;
- Identify potential contaminants associated with potentially contaminating activities;
- Assess the potential for soils and groundwater to have been impacted by current and historical activities; and
- Assess the suitability of the site for commercial rezoning keeping existing land use rights, based on its current condition and the findings of this investigation.

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1.3 Scope of Works

The scope of works for this PSI includes:

- Review of the physical site setting and site conditions based on a site inspection, including research of the location of sewers, drains, holding tanks and pits, spills, patches of discoloured vegetation, etc. (where applicable);
- Research and review of the information available, including previous environmental investigations, current and historical titles information, review of aerial photographs, groundwater bore searches, EPA notices, council records, SafeWork NSW records, anecdotal evidence, site survey and site records on waste management practices;
- Development of a preliminary Conceptual Site Model (CSM) to demonstrate the interactions between potential sources of contamination, exposure pathways and human/ecological receptors identified; and
- Recommendations for additional investigations should any data gaps be identified or possible strategies for the management of the site, where relevant.

This report was prepared with reference to the NSW Environment Protection Authority (EPA) "*Guidelines for Consultants Reporting on Contaminated Sites*" (2020).

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2 SITE IDENTIFICATION AND DESCRIPTION

2.1 Site Identification

Site identification information and land use is summarised in the table below.

Table 1: Site Identification

Lot and DP Number (Address)	Lot 4 in DP1052704 in NSW)
Coordinates (SE corner)*	Latitude: - 33.923480, Longitude: 150.848673
Approx. Site Area	3,900m ²
Local Government Area	Liverpool
Parish	Cumberland
Current Land Zoning**	Residential (existing use rights)
Proposed Land Use	Commercial
Current Site Owner	Cowpasture Road (2005) Pty Ltd
Site End Users	General Public (adults & children), workers

Notes: * refer to <http://maps.six.nsw.gov.au/>

** refer to Liverpool Zoning Map

The site boundary is presented in Appendix A.

2.2 Site Inspection

A site visit was carried out in December 2023 by an Aargus Principal scientist to inspect the site for any potential sources of contamination and document any observations made regarding the current site conditions. At the time of the site inspection, the following observations were made:

- The site is trapezoidal (near square) in shape and used for commercial purposes.
- The site is comprised of a service station and fast food outlet and is occupied by a main service station and connected Pizza Hut structure on the central northern

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boundary of the site, bowzers and tank farm within the centre of the site and a KFC fast food drive through and eat in restaurant on the southern boundary.

- Carparking is found to the western side of the land and shown to contain lots of rubbish and litter (not of significant concern).
- The main access to the site was along Cowpasture Road, on the eastern boundary with Fifteenth Avenue bounding the site along the southern boundary.
- Small planting areas and garden areas were located on site boundaries and only make up approximately 5% of the otherwise totally sealed surfaces. Some small cracks in the pavement throughout the site were observed on the sealed surface3s with no significant staining or olfactory HC evidence of gross pollutants.
- The site slope was found to flow from north west to south east.
- Stormwater drains were found to be clear of debri and no staining or olfactory evidence of gross pollutants flowing into drains.
- Three groundwater wells were found (gatic covers) and opened and inspected with PID readings showing zero evidence of HC odour (zero readings). 1 well was located on the western boundary in the parking area near the central of the western boundary and 2 wells were located downgradient and on the eastern and southeastern boundary with the groundwater well located closest to KFC found to be dry.
- Site boundaries were defined by metal fences, Cowpasture Road and Fifteenth Avenue.
- No surface standing water was noticed at the site with the inspections of the 3 groundwater wells showing the well closest to KFC being dry and the well also on the eastern boundary downgradient of the tanks having groundwater approximately 5.5m bgl and the well located on the western boundary having a groundwater level approximately 3.5m bgl.
- USTs were located in the centre of the site including dipping points and filling points for the three (3) USTs. Bowzers were located underneath the canopy with no staining observed on the majority of the sealed surface.

The site features are presented in Appendix A. Site photographs are included in Appendix B.

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2.3 Topography and Surface Water Drainage

The following observations were made during the site inspection carried out in December 2022:

- The site topography is generally flat, with a gentle slope towards the southeast towards Cowpasture Road (along the eastern perimeter) at approximately 5% slope.
- Stormwater runoff from the site is expected to flow in a similar direction captured by stormwater infrastructure along Cowpasture Road and Fifteenth Avenue.

Copies of the topographical survey plan can be found in Appendix A.

2.4 Surrounding Land Uses

The surrounding land uses identified are described in the table below:

Table 2: Surrounding Land Uses

Orientation	Description
North	Low Density Residential dwellings (upgradient)
East	Cowpasture Road then low density residential dwellings
South	Electrical Substation commercial
West	Commercial / Solar office then residential

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3 SITE HISTORY

3.1 Land Titles

A review of historical documents held at the NSW Department of Lands offices was undertaken to identify the current and previous land owners, and potential land uses. The results of the title search are summarised in the following table.

Table 3: Land Title Information

Date Purchased/Owned	Registered Proprietor	Occupation	Possible land Use
22.06.1905	Elizabeth Maud Murray	Married Woman	Rural/residential
07.04.1908	George Alfred Murray	Hotel Assistant	Rural/residential
(1908 to 1948)	Mary Jane Murray	Spinster	Rural/residential
08.11.1948	Leslie Grimson	Carrier	Rural/residential
14.01.1949	Frederick Jarman	Labourer	Rural/residential
28.06.1958	Richard Bell	Manager	Rural/residential
(1958 to 1967)	Marie Hynes Bell	Married Woman	Rural/residential
06.10.1967	Laurence John Birdsall	Advertising Artist	Rural/residential
(1967 to 1969)	Caroline Anne Birdsall	Married Woman	Rural/residential
18.04.1969	Nicole Zappacosta	Concretor	Rural/residential
(1969 to 1972)	Anotnietta Zappacosta	Married Woman	Rural/residential
21.07.1972	Agazio Mosca	Factory Worker	Rural/residential
(1972 to 1991)	Maria Mosca	Married Woman	Rural/residential
29.08.1991	Frank Paul Mosca		Rural/residential
(1991 to 1999)	Jessie Mosca		Rural/residential
05.11.1999	Mosgaz Pty Limited		Service station and Fast food outlets
15.01.2004	# Karim Investments Pty Ltd		Service station and Fast food outlets

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In summary, the land title information provided suggested that the site was owned by individual owners and used for residential and/or rural purposes up until 1999 where the site was developed into a Service Station and fast food outlets.

A copy of the land titles information can be found in Appendix C.

3.2 Aerial Photographs

Selected aerial photographs obtained from the NSW Department of Lands were reviewed to describe the site features and surrounding areas at various timelines. A summary of the review was conducted focusing on the years 1947, 1970, 1986, and 2002. The 1947 aerial photograph shows that the subject site is vacant with a few scattered trees and other plants. The surrounding area is also vacant and appears to be rural in nature. The 1970 aerial photograph shows that a small single storey home has been constructed in the south west corner of the site. The north eastern corner of the site appears to have a paddock or be agricultural in nature while the remainder of the site is covered in trees. The surrounding areas are rural in nature, with trees occupying large areas of the land.

The 1986 aerial photograph shows that no new construction developments have taken place at the subject site. However the majority of the trees have been removed resulting in the expansion of the paddock/agricultural portion of the site. The majority of the surrounding area has not undergone significant change with the exception of a few new buildings scattered throughout the area and the improvement of the surrounding roads. The 2002 aerial photograph shows significant change to the subject site and the surrounding area. The residential building that previously occupied the southern portion of the site has been demolished and replaced by a commercial building that is currently occupied by KFC. The northern half of the site has been redeveloped as a service station and the majority of the remainder of the site has been paved. The surrounding area, particularly to the east, south east and south of the site has been redeveloped from rural properties to single and double story residential buildings.

Copies of the aerial photographs are included in Appendix D.

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3.3 EPA Records

3.3.1 Section 58, CLM Act 1997

The NSW EPA publishes records of contaminated sites under Section 58 of the Contaminated Land Management (CLM) Act 1997. The notices relate to investigation and/or remediation of site contamination considered to pose a significant risk of harm under the definition in the CLM Act. However, it should be noted that the EPA record of Notices for Contaminated Land does not provide a record of all contaminated land in NSW.

A search of the EPA database revealed that the subject site is not listed.

3.3.2 Section 60, CLM Act

The NSW EPA also published records of the sites notified under Section 60 of the CLM Act. The published document as of the December 2022 revealed that the site was not listed.

3.3.3 POEO Register

The NSW EPA also have a public register under section 308 of the Protection of the Environment Operations Act 1997 (the POEO Act) that contains the licensed premises.

A search of the POEO Register revealed that the site was not listed.

3.3.4 Unlicensed Premises Regulated by the NSW EPA

The NSW Environment Protection Authority (EPA) maintain records of the premises where the NSW EPA is still the Appropriate Regulatory Authority (ARA) that are no longer required to be licensed under the Protection of the Environment Operations Act 1997 (POEO Act).

A search of the NSW EPA Records revealed that the site is not listed.

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3.4 NSW Government PFAS Investigation Program

A search of the EPA database revealed that the site is not listed on the NSW Government PFAS Investigation Program and/or the Contaminated Land Database.

<https://www.epa.nsw.gov.au/your-environment/contaminated-land/pfas-investigation-program>

3.5 Unexploded Ordnance

A review of the Department of Defence website for Unexploded Ordnance showed no records for the site.

<https://www.defence.gov.au/UXO/Where/Default.asp>

3.6 Naturally Occurring Asbestos

A review of the SafeWork NSW website showed that the site was not located in an area where naturally occurring asbestos might be located.

<https://www.safework.nsw.gov.au/resource-library/asbestos-publications/naturally-occurring-asbestos/residing-in-areas-of-naturally-occurring-asbestos-factsheet2>

3.7 SafeWork NSW Records

A WorkCover Dangerous Goods Search was conducted for the site to identify any dangerous chemicals that are or have been stored on the site. The WorkCover documents indicated that there was a licence for a 180 kg above ground Liquid petroleum gas tank from 2003 but there was no record of the petrol and diesel USTs observed on site.

A copy of the WorkCover Search results is attached in Appendix F.

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3.8 149 Planning Certificates

The 149(2) Certificates did not indicate any items of concern arising under the Contaminated Land Management Act 1997, under the Environmental Planning and Assessment Act. The certificate does however include a notation under Environmentally Significant Land, indicating that the site is located within rurally zoned land which may result in noise, dust and odours that may be offensive. The land is also subject to the Liverpool Local Environment Plan 1997, a number of Development Control Plans and a number of State Environmental Planning Policies (SEPPs).

Reference should be made to the Certificate included in Appendix G for the full details of which Development Control Plans and SEPPs are relevant.

3.9 Council Search Records

The Liverpool Council database was reviewed relating to the site and the search revealed the only significant record of application was in 1999 for the operations of a Service Station.

3.10 Industrial Processes and Products Manufactured

A review of the industrial processes and/or products manufactured at the site was conducted, and a summary of the information pertaining to the site only relate to operations of a service station.

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3.11 Chemical Storage and Transfer Areas

A review of the former chemical storage and transfer areas and/or products manufactured at the site was conducted, and a summary of the information pertaining to the site is provided below:

- One ULP
- One LPG
- One Premium unleaded 98
- One Diesel \One ULP E10
- 4 Pump bowsers and associated piping

3.12 Product Spill & Loss History

It was indicated by the client, that to their knowledge no serious land or water contamination had occurred.

The majority of the site is currently either occupied by a building and/ or sealed surfaces. At the time of the inspections, the sealed surfaces of the concrete slab were in generally good condition with only minor cracks observed. In addition, there were no visible signs of oil and/or chemical staining, indicating that any surface spills (if they did occur at all) were cleaned up immediately and did not appear to penetrate the existing slab.

A review of SIRA details showed product inventory to have no loss and tank and liune tests also showed tanks to be tight and lines pass vacuum tests.

3.13 Discharges to Land, Water and Air

No discharges to land, water and air were observed within the site.

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3.14 Complaints History

There were no complaints registered for the site.

3.15 Historical Use of Adjacent Land

It was indicated by the client that to their knowledge, the adjacent lands to the site have been used primarily for residential land use since the service station became operational.

3.16 Discussion and Summary of Site History

Based on available information, the site historical usage showed the only potential areas of concern are based upon current operations as a service station. The service station has been operating as a Service station for 20 years with new tanks double skinned installed and UPPS procedures put in place.

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4 ENVIRONMENTAL SETTING

4.1 Sensitive Environmental Receptors

The nearest watercourse is a canal, approximately 300m east of the site, that is a tributary of Hinchinbrook Creek located approximately 0.5km from the site. Hinchinbrook Creek flows to a network of small watercourses in the Hoxton Park area located a few kms away.

4.2 Soil & Geology

Reference to the Penrith 1:100 000 Geological Series Sheet indicates the site is on the boundary between Bringelly Shale, of the Wianamatta Group and recent (Quaternary) fluvial/ estuarine deposits. Bringelly Shale weathers to form highly plastic clays. Bringelly Shale consists of shale, carbonaceous claystone, laminite, fine to medium-grained lithic sandstone with rare coal. Bringelly Shale typically weathers to form clays of high plasticity and low permeability, which impede the migration of contaminants, if any. The recent (Quaternary) fluvial/ estuarine deposits consist of medium grained sand, clay and silt. These are likely to be underlain by Ashfield Shale. Field investigations indicated that the geological profile of the site is consistent with Bringelly Shale.

4.3 Acid Sulfate Soils

To determine whether there is a potential for acid sulphate soils to be present at the site, reference was made to the NSW Department of Land & Water Conservation (DLWC) *Acid Sulphate Soil Risk Maps* (Edition Two, December 1997, Scale 1:250,000). A review of the map indicated that there is a “low probability” of occurrence of acid sulphate soil materials at the site, and the presence of acid sulphate soils was considered to be unlikely.

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4.4 Hydrogeology

Groundwater was observed in two of the piezometers during the site inspection from pre-existing wells at a depth of 3.5 m below ground level (bgl) in BH3 and at a depth of 5.1 m bgl in BH2. BH1 was found to be dry. All wells had no evidence or signs of HC odours.

The registered groundwater bores were unlikely to be used for human consumption since the site is not located within the SEPP boundary for the Sydney Drinking Water Catchment.

A Department of Planning and Natural Resources (DIPNR) Groundwater Bore Search was conducted in and around the subject property. There were four upgradient groundwater bores (GW104078-GW104081) which were located approximately 5.3 km northwest of the site. These bores were drilled for monitoring purposes to 30 m but no groundwater information was recorded.

There are several monitoring groundwater bores located down gradient of the site. GW103799 — GW104805 are located approximately 5.9 km east of the site and were drilled to 3 — 5 m but no groundwater information was recorded. GW101280 and GW101283 were also located near this area with a groundwater bearing zone identified between 1 and 6 m.

A single, 9 m dewatering bores is located approximately 3.2 km south east of the site (GW102015) which did not encounter groundwater.

Three bores are located approximately 5.5-6.5 km south of the site. Two of these bores (GW058734 and GW058735) are for irrigation purposes and encountered a groundwater bearing zone between 152 and 167 m below the surface. The record also indicates that this water was saline. GW104018 is a Test Bore where groundwater was encountered at 19-20 m, 29-30 m and 172-173 m below ground level.

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It is anticipated that groundwater may exist around 4-5m around the site which would interact with the Hinchinbrook and Cabramatta Creeks located between the subject site and the above-mentioned down gradient groundwater bores.

A copy of the groundwater bore search records can be found in Appendix H.

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5 PREVIOUS ENVIRONMENTAL REPORT

A previous Phase 2 report was conducted by Douglas Partners in 2005 on the then Caltex service station site. The investigation comprised a site inspection, a review of site history, environmental sampling from eleven locations and the installation of three piezometers for the sampling of groundwater.

A summary of findings is summarized below.

The majority of the site was covered in concrete which was typically 0.2 m thick. The perimeter of the site, particularly along the eastern and southern boundaries also had small landscaped areas which were covered in a layer of red gravel and woodchip. The filling material observed on the site generally consisted of mottled red, orange and light grey silty clay filling and was typically limited to surficial deposits typically only extending to a maximum depth of 0.5 m, and 1.0 m in test bore BH2. Building rubble was not observed in the filling; however, subsequent analysis of the filling identified asbestos in Test Bores BH7 (see section 10.2.5 of Appendix I – previous report). The filling was also free of any chemical odours and/or staining which may typically indicate that there had been surficial leaks or spills from the bowzers, fuel lines or USTs. The natural material consisted of mottled orange, red and light grey silty clay, the grey brown shaly clay and the grey brown shale. The natural material was free of chemical odours and staining which indicated that it was unlikely that there are any leaks present in the UST's, however this can not be confirmed without conducting UST integrity testing which was outside the scope of the current investigation.

The detected levels of contaminants within the soils and groundwater were generally low and well within the site assessment criteria. It should be noted that asbestos was detected in the in one sample BH7/0.3-0.5, however this result is considered insignificant due to the small amount of asbestos detected (below the practical quantification limit of the analytical method), the limited extent of the detected asbestos and the concrete covering creating an effective capping covered in a concrete seal. It is therefore anticipated that this asbestos contaminated material does not pose a significant threat to human health and

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as such does not require any remediation, however further investigation may be warranted in the future if this area were to be disturbed

They found the analytical results, indicated heavy metal concentrations in the soil samples to generally be low and well within Health-based site criteria, for commercial and/or industrial sites.

The detected levels of TRH and BTEX from all samples analysed from both the filling and natural materials both up and down gradient of the USTs were below the practical quantification limits of the laboratory. Therefore it is considered that TRH and BTEX in soils are well with the adopted site assessment criteria and that the site is not negatively impacted by TRH and BTEX.

Results for total level PAHs and Benzo(a)pyrene in both the filling and natural material below the detection limits in all samples analysed and thus well within the health-based criteria for commercial and industrial sites.

Samples analysed for OCP, OPP, PCB, and phenols in both the filling and the natural material. are well within the adopted assessment criteria for commercial/industrial sites.

Asbestos was not observed in filling materials during drilling and logging. However, during subsequent laboratory analysis traces of possible "chrysotile asbestos" was detected in one near surface sample BH7/0.3-0.5 which was collected in the surficial shale immediately beneath the concrete slab.

It should be noted that the asbestos detected was "below the practical quantification limit of the analytical method" and therefore cannot be confirmed with scientific certainty. It should be further noted that the bore logs indicated the asbestos was detected with the surficial shale, which is unlikely to contain asbestos. It may, however, have been carried into the shale from the gravel base coarse by the auguring action during drilling.

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In view of the noted uncertainty of the traces of asbestos identified, three additional analysis were undertaken on sample BH7/0.3-0.5 for asbestos. No asbestos was detected in any of the three additional replicate sub samples of BH7/0.3-0.5.

Therefore in view of the following facts:

- The detected asbestos was below the practical quantification limit of the laboratory;
- Asbestos was not detected in any of the other test bores;
- No asbestos was detected in the three retests conducted on sub samples of BH7/0.3-0.5;
- The test bore logs indicate that the sample was natural shale which would not likely to contain asbestos; and
- No asbestos or building rubble was visually detected during drilling.

It is considered that the detected asbestos is insignificant and does not pose a serious threat of human harm.

In any case, given that a 0.2 m thick layer of concrete is present on the surface, the asbestos contaminated material is effectively capped and does not pose a significant threat to human health and therefore does not pose a significant threat to human health and therefore does not require any remediation. It is therefore recommended that if this area is disturbed in the future that additional testing should be conducted to confirm the presence and/or extent of asbestos present. If subsequent analysis were to confirm the presence of asbestos then the asbestos contaminated material it would need to be removed and validated by an Occupational Health and Safety (OHS) Consultant.

Groundwater was shallowest in test Bore BH3 and deepest in test bore BH1 which was dry.

The difference in the groundwater level may be the result of either:

- The test bores where the groundwater was deepest (BH1 and BH2) were down gradient of the USTs which may have impeded groundwater flow and subsequently locally depressed the groundwater; and/or

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- Test bore BH3 was adjacent to a 2-2.5 m cutting and retaining wall, which might indicate that the original topography was approximately 2 m higher than current. If this were the case then under natural conditions the depth of groundwater would be approximately 5.5 m and would be consistent with BH2.

Furthermore during groundwater sampling there was no separate phase observed.

It is considered that the groundwater system discharges into a fresh water system of creeks and rivers i.e. Hinchinbrook and Cabramatta Creeks, so therefore the relevant guidelines for assessing the groundwater conditions are the ANZECC 2000 trigger values for fresh waters for protection of 95% of species.

Results of groundwater samples for heavy metals in Test Bores BH2 and BH3 indicated concentrations of heavy metals that were generally low and well within the trigger values for groundwater, viz. ANZECC 2000 trigger values for fresh waters for protection of 95% of species.

Results for TRH and BTEX were compared to the Groundwater Intervention Levels (GILs) as set out in section 8.2. Results indicated that TRH and BTEX were below the practical quantification limits of the laboratory and hence within the adopted site assessment criteria. This result, particularly in test bore BH2 which is down gradient of the UST would indicate that there are no signs of leakage from the USTs.

Results for OCPs, OPPs and PAHs were compared to the Groundwater Intervention Levels (GILs) as set out in section 8.2. OCPs, OPPs and PAHs were below the detection limits in all samples analysed. It is therefore considered that the groundwater at the site is not significantly impacted by OCPs, OPP or PAHs.

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They concluded:

The report was conducted for pre-sale purposes only, with no new developments planned for the site which will continue to be used as a service station and a fast food outlet. For contamination assessment purposes the site had been assessed using site assessment criteria for commercial/industrial sites, supplemented by threshold concentrations for sensitive land use for petroleum hydrocarbons. The detected levels of contaminants within the soils and groundwater were generally low and well within the site assessment criteria. It was noted that asbestos was detected in the in one sample BH7/0.3-0.5, however this result is considered insignificant due to the small amount of asbestos detected (below the practical quantification limit of the analytical method), the limited extent of the detected asbestos and the concrete covering creating an effective capping covered in a concrete seal. It is therefore anticipated that this asbestos contaminated material does not pose a significant threat to human health and as such does not require any remediation, however further investigation may be warranted in the future if this area were to be disturbed.

No visual or analytical evidence of contamination was noted in any of the test bores, including those located down-gradient of the UST's.

Based on the site history, site observations and laboratory results, no signs of gross contamination were noted. On this basis, it was considered that the site was suitable for continued service station use and is suitable for continued commercial/industrial land-use.

If the site is to be developed for a more sensitive land use, and in particular if the concrete capping were to be removed then the asbestos contaminated material identified in test bore BH7 would need further assessment

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6 AREAS OF POTENTIAL ENVIRONMENTAL CONCERN

Based on the site inspection, site history, previous reports and review of available information from the historical Phase 2 assessment and desktop study, the potential Areas of Environmental Concern (AEC) and their associated Contaminants of Concern (CoC) for the site were identified. These are summarised in the following table.

Table 4: Summary of Potential Areas and Contaminants of Concern

Potential AEC	Potentially contaminating activity	Potential CoCs	Likelihood of Site Impact	Justification
Entire site	Importation of fill material from unknown origin	Metals, TPH, BTEX, PAH, OCP, PCB, Phenols, Cyanides, Asbestos	Low	Based on the site observations and site topography, the presence of imported fill material is likely to be minimal.
	Potential for pesticides to have been sprayed or injected on or underneath concrete slabs	OCP	Low	The site is not known for having been used for agricultural purposes from the 1950s when OCPs were first introduced into Australia. If use of OCPs has occurred, the impact is likely to have been localised and limited to the topsoil layer from previous residential use.
Vehicle Parking	Leaks from vehicles	Metals, TPH, BTEX, PAH	Low	Site inspection is needed to confirm if any staining is present
Former Building Structures	Potential Asbestos/Fibro Features from historical residential housing	Asbestos	Low	If present, likely within the near surface soils only.
Chemical Storage	Leaks from vehicles	Metals, TPH, BTEX, PAH, Phenols	Low	Sealed surfaces were noted on site. The majority of the sealed surfaces appeared to be in good condition. One sample was found and delineated
Car parking	Leaks from vehicles	Metals, TPH, BTEX, PAH	Low	Sealed surfaces were noted on site. Majority of the sealed surface appeared to be in good condition.

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Potential AEC	Potentially contaminating activity	Potential CoCs	Likelihood of Site Impact	Justification
Refuelling area under the canopy extending south from the main building Former car wash and detailing area under the canopy area extending west from the main building	Leaks from vehicles, USTs, bowsers, and associated pipelines	Metals, TPH, BTEX, PAH, phenols	Moderate to High	Given the motor oil and 'black sludge' reported by the adjacent site and Council's refusal to grant a permit for further car washing operations on the site in 2006, it is likely that the USTs and associated infrastructure had leaked sometime in the past.
Building Structures	Potential Asbestos/Fibro Features	Asbestos	Low	If present, these will be removed by licensed contractors.

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7 PRELIMINARY CONCEPTUAL SITE MODEL

7.1 Conceptual Site Model

The Preliminary Conceptual Site Model (CSM) presented in the table below provides a representation of the potential risks associated with the linkages between the following elements:

- Potential contamination sources and their associated contaminants of concern identified in Section 7. Only potential areas of concern with a significance rating of low to high were included;
- Potential human receptors that may be impacted by site contamination are current and future end-users, construction workers and the general public within the immediate vicinity;
- Potential environmental receptors identified in Section 4;
- Potential exposure pathways; and
- Whether each source-pathway-receptor pollution linkage are complete, limited or not present, based on current and future site conditions.

Table 5: Conceptual Site Model

Potential Sources	Potential Receptor	Potential Exposure Pathways	Complete Linkages	Risk	Justification
Hydrocarbon spills and leakages from service station operations mainly in the northern and centre of the site.	Site users or the general public	Dermal contact, inhalation or ingestion of exposed impacted soils	Limited (Current)	Low	Direct contact with impacted soils is limited to the small garden areas at the western portion of the site.
			No (Future)	Negligible	If present, contaminated soils are unable to be contacted unless sealed surfaces or redevelopment is to occur.
	The aquatic ecosystems at the nearby canal discharging into the Hinchinbrook	Migration of impacted groundwater and surface water run-off	Yes (Current)	Low	No obvious sources of contamination were observed on site that could migrate off site with surface water run-off. New tanks would limit the

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Potential Sources	Potential Receptor	Potential Exposure Pathways	Complete Linkages	Risk	Justification
	system				future occurrence as well as meeting UPSS monitoring requirements.
			No (Future)	Low	If present, contaminated soils and groundwater is likely to be remediated and any remaining residual contamination would likely be at acceptable concentrations upon reaching the canal
	Underlying Bedrock Aquifer	Leaching and migration of contaminants through groundwater infiltration	Limited (Current)	Low to Moderate	Depending on the thickness of the expected confining clay layer and leachability of metals and organic compounds, vertical migration of contaminants may be limited. However, suspected sub-surface hydrocarbon contamination by service station operations leakages may be present and extend into the bedrock aquifer.
			No (Future)	Low	If present, contaminated soils and groundwater is likely to be remediated and any remaining residual contamination would likely be at acceptable concentrations upon reaching the underlying aquifer
Contaminated soil from placement of uncontrolled fill across the site.	Site users or the general public	Dermal contact, inhalation or ingestion of exposed impacted soils	Limited (Current)	Low	Direct contact with impacted soils is limited to the garden areas at the northwestern portion of the site.
			No (Future)	Negligible	If present, contaminated soils are likely to be remediated and removed with the remaining soils from the basement excavation level for off-site disposal.
	The aquatic ecosystems at the nearby canal discharging into the Cooks River	Migration of impacted groundwater and surface water run-off	Yes (Current)	Low	No obvious sources of inorganic contamination were observed on site that could migrate off site with surface water run-off.
			No (Future)	Negligible	If present, contaminated soils and groundwater is likely to be remediated and any remaining residual

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Potential Sources	Potential Receptor	Potential Exposure Pathways	Complete Linkages	Risk	Justification
					contamination would likely be at acceptable concentrations upon reaching the canal
	Underlying Bedrock Aquifer	Leaching and migration of contaminants through groundwater infiltration	Limited (Current)	Low	Due to the existing hardstanding cover and depending on the thickness of the expected confining clay layer and leachability of metals and other inorganics vertical migration of contaminants is likely to be limited.
			No (Future)	Low	If present, contaminated soils and groundwater is likely to be remediated and any remaining residual contamination would likely be at acceptable concentrations upon reaching the underlying aquifer

7.1.1 Data Gaps

Based on the CSM, the following data gaps were identified with respect to the pollution linkages identified:

- The presence and thickness of imported fill material, if any.
- Confirmation if asbestos that has been delineated has occurred from current and/or historical site activities through detailed collection and laboratory analysis of soil.
- The presence and quality of groundwater is currently known in 2 of the 3 wells with no directional flow (hydraulic gradient) available. Whilst no HC odours were present in wells, GW1 was not constructed deep enough and as such the most downgradient well does not have information allowing conclusively the non existence of HC in groundwater and may be impacted by historical leakages from service station and car washing operations on site.

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8 CONCLUSION AND RECOMMENDATIONS

The contaminants that may be present in some of these areas were considered to be of moderate to low significance in terms of risk to the human and environmental receptors identified. The historical Detailed Site Investigation (DSI) provided adequate information to determine if gross pollutants existed on the site and as the site is sealed, the main areas of concern being a hotspot of asbestos that has been delineated to one location is of no concern in-situ. The groundwater wells showed no petroleum hydrocarbon odours and still with GW1 well being dry, the product inventory of records added to the fact that no product loss had occurred provides comfort that no gross contamination exists.

As the site is proposed to have a change of land use to a less sensitive land use (i.e. residential to commercial), the information collected during this investigation and in reference Clause 4.6 of the State Environmental Planning Policy (Resilience and Hazards) 2021, the site is suitable for a commercial land use. If however the site is proposed to be redeveloped and sealed surfaces removed as part of this process, a further supplementary DSI would be recommended.

Further, as part of the service stations operational compliance, UPSS monitoring for the NSW EPA takes place at regular intervals (every 6 months or yearly reporting cycle). As 1 of the 3 groundwater monitoring wells has not been installed in accordance with UPPSS guidelines, it is recommended that prior to the next round of compliance UPSS reporting requirements, a groundwater well be installed to the appropriate depth within the appropriate geology at or near the location of GW1. Whilst UPSS compliance monitoring and reporting does not usually include analytical sampling, we recommend that a round of groundwater analytical sampling on all wells be conducted during the next UPSS reporting event to regulators to confirm the groundwater condition as compared to regulatory guidelines. It is recommended that only the first post GW1 groundwater well re-installation sampling event for groundwater be conducted in approximately 3 months and dependent upon results meeting guidelines, no further sampling events other than UPSS compliance occur.

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Based on the information collected during this investigation and in reference to rezoning from residential to commercial (less sensitive land use), **the site is suitable for the proposed land use and rezoning.**

Thank you for the opportunity to undertake this work. We would be pleased to provide further information on any aspects of this report.

For and on behalf of

Aargus Pty Ltd



Nickolaos Kariotoglou

BAppSc, GDipMan, MBA, CPM, FAMI
Senior Principal Scientist
Managing Director

Peer Reviewed by



Miguel Zavaleta-Romero

CEnvP Certified No. 945
Contaminated Land Specialist: SC40946



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LIMITATIONS

The Aargus assessment is based on the result of limited site investigations and sample testing. Neither Aargus, nor any other reputable consultant, can provide unqualified warranties nor does Aargus assume any liability for site conditions not observed or accessible during the time of the investigations.

Despite all reasonable care and diligence, the materials encountered and concentrations of contaminants measured may not be representative of conditions between the locations sampled and investigated. There is always some disparity in subsurface conditions across a site that cannot be fully defined by investigation. Hence it is unlikely that measurements and values obtained from sampling and testing during environmental works carried out at a site will characterise the extremes of conditions that exist within the site. In addition, site characteristics may change at any time in response to variations in natural conditions, chemical reactions, truck movement or contractor movement of soils and other events, e.g. groundwater movement and or spillages of contaminating substances. These changes may occur subsequent to Aargus investigations and assessment.

This report and associated documentation and the information herein have been prepared solely for the use of the client at the time of writing the report and is valid (for the purposes of management or transport of material) for a period of one month only from the date of issue. Any other reliance assumed by third parties on this report shall be at such parties' own risk. Any ensuing liability resulting from use of the report by third parties cannot be transferred to Aargus.

Whilst this report provides a review of site conditions encountered at sampling locations within the investigation, it should be noted that if materials are proposed to be moved from site - Part 5.6, Section 143 of the Protection of the Environment Operations (POEO) Act 1997 states that it is an offence for waste to be transported to a place that cannot lawfully be used as a facility to accept that waste. It is the duty of the owner and transporter of the waste to ensure that all material removed from a site must be accompanied by an appropriate waste classification report and materials are disposed of appropriately. An environmental or validation report does not constitute a waste classification report and results are treated

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differently. Aargus accepts no liability for the unlawful disposal of waste materials from any site. Aargus does not accept any responsibility for the material tracking, loading, management, transport or disposal of waste from the site. If material is to be removed from a site, before disposal of any material to a licensed landfill is undertaken, the site owner must ensure an appropriate waste classification exists for all materials on the site planning to be removed, the waste producer will need to obtain prior consent from the licensed landfill/recycler. The receiving site should check to ensure that the material received matches the description provided in the report.

Opinions are judgements, which are based on our understanding and interpretation of current regulatory standards, and should not be construed as legal opinions.

Appendix K – Important information about your environmental site report should also be read in conjunction with this report.

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REFERENCES

This report was prepared with reference to the following guiding documents:

- NSW Department of Planning and Environment (2022) – The State Environmental Planning Policy (Resilience and Hazards) 2021: “Chapter 4 – Remediation of Land”.
 - “Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2018” (ANZECC);
- “Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZG, August 2018)
 - “Guidelines for Managing Risk to Recreational Waters 2008 (GMRRW); and
 - “National Environmental Protection (Assessment of Site Contamination) Amendment Measure 2013 (No.1)”, NEPC (2013).
- CRC Care Technical Report No. 13 – Soil Vapour Assessment (August 2009).
- Department of Urban Affairs and Planning – EPA (1998) “Managing Land Contamination – Planning Guidelines – SEPP 55 – Remediation of Land”.
- National Environment Protection (Assessment of Site Contamination) Amendment Measure 2013 (No.1).
- NSW DEC “Guidelines for the NSW Site Auditor Scheme” (2017, 3rd edition). NSW Environment Protection Authority, Sydney.
- NSW EPA (2014) – “Waste Classification Guidelines, Part 1: Classifying Waste”;
- NSW DECCW, “Vapour Intrusion: Technical Practice Note”, (September 2010);
- NSW EPA “Guidelines for Consultants Reporting on Contaminated Sites” (2020). NSW Environment Protection Authority, Sydney.
- NSW EPA “Guidelines on the Duty to Report Contamination under the Contaminated Land Management Act 1997” (2009). NSW Environment Protection Authority, Sydney;
- NSW EPA “Sampling Design Guidelines” (2022). NSW Environment Protection Authority, Sydney.

**Liverpool City Council
Local Planning Panel Report**

Item no	(leave blank)
Application Number	RZ-7/2021
Proposal	Planning Proposal to amend the zoning, HOB and FSR relating to land at 368-370 Cowpasture Road, Middleton Grange.
Site	Lot 4 DP 1052704 368-370 Cowpasture Road, Middleton Grange 2171
Applicant	APP Corporation
Owner	Cowpasture Road (2005) PTY LTD
Recommendation	Proceed to Gateway determination
Planning Officer	Brianna van Zyl – Strategic Planner

Executive Summary

In December 2021, APP Corporation lodged a planning proposal (**Attachment 1**) on behalf of the owners at 368-370 Cowpasture Road, Middleton Grange. Following additional information requests, the proposal was accepted in March 2022, and a revised planning proposal was submitted in September 2022.

The proposal has been submitted pursuant to Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A 1979), and the proposal is referred to the Local Planning Panel in accordance with Section 2.19 of the EP&A 1979 for advice. The subject site can be seen in Figure 1 below:



Figure 1: Subject Site Outlined in red. Source: Nearmap

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The planning proposal seeks to amend the zoning, height of building (HOB) and maximum floor space ratio (FSR) controls applying to the site. The proposed amendment includes:

- Land Use Zone: from R1 General Residential to B6 Enterprise Corridor;
- Floor Space Ratio (FSR): from 0.65:1 to 0.75:1; and
- Height of Building (HOB): from 8.5m to 15m.

It is noted that during consultation with Council in December 2021, and prior to lodgement of the planning proposal in March 2022, the proponent initially sought a HOB of 15m and FSR of 1:1. This was not considered appropriate given the adjoining residential context, therefore the planning proposal proposes a revised FSR of 0.75:1. Council staff do not consider the proposed 15m height to be appropriate, and are recommending the proposal proceed with a 12m height of building development standard. This recommendation is discussed further within the report.

The site is currently identified under Schedule 1, Clause 9 of the Liverpool Local Environmental Plan 2008, which allows for the additional permitted uses of service stations, and take away food and drink premises. If the site is rezoned, it is recommended the Additional Permitted Use no longer applies to this site, and is removed from the Key Site Map.

The proposed B6 Enterprise Corridor would reflect the type of development on site (service station and takeaway premises). However, the stated intent of the planning proposal is to facilitate the development of a 3,375m² specialised retail premises. Whilst this is indicative, under this proposal intent the existing service station, convenience store and two fast-food premises will be demolished.

Given the existing service station on site, and to ensure alignment with Ministerial Direction 4.4 Remediation of Contaminated Land a Preliminary Site Investigation (PSI) study is required. Council officers have requested this on two previous occasions, however have not yet received a report. The submitted Stage 2 Detailed Site investigation, is outdated and references superseded documents. Therefore, this report cannot be relied upon for this assessment. It should be noted the proposal will not be reported to the elected Council until a PSI study is received.

The planning proposal has been referred to internal teams within Council, all of whom are supportive of the proposal. However, Council traffic team request that the proposal be referred to TfNSW during the Gateway Assessment consultation.

The assessment within the report finds that the planning proposal demonstrates strategic merit. However, without a PSI study it is hard to ascertain site specific merit. Pending the outcomes of this study, it is believed site specific merit can be achieved. A letter dated 7 November 2022 was sent to the applicant requesting minor errors and inconsistencies be corrected before the planning proposal is presented to Council.

Council officers recommend that the planning proposal proceeds to Gateway, subject to the submission and the findings of a PSI Study, and consideration by the elected Council.

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Background Information

The Site

The planning proposal relates to 368-370 Cowpasture Road, Middleton Grange (Lot 4 DP 1052704). This site has the total area of approximately 4,500m², and a 4m slope from the north western corner down to the south eastern corner. The site has a primary road frontage of approximately 80m to Cowpasture Road which is a classified road and also contains TransGrid infrastructure. The site has no direct access from adjoining residential streets.

The site is currently zoned R1 General Residential under the *Liverpool Local Environmental Plan 2008* (LLEP 2008) (**Figure 2**), with a specified Floor Space Ratio of 0.65:1, and Height of Building of 8.5m. It is identified under Clause 9, Schedule 1 Additional Permitted Uses of the LLEP 2008, which allows for the additional permitted uses of service stations and take away food and drink premises on the site, subject to size restrictions of 300m². The site presently comprises of two take-away food drink premises and a service station with associated convenience store.

The site is mapped as having moderate salinity potential. A large proportion is mapped as having Biodiversity Certified Land.

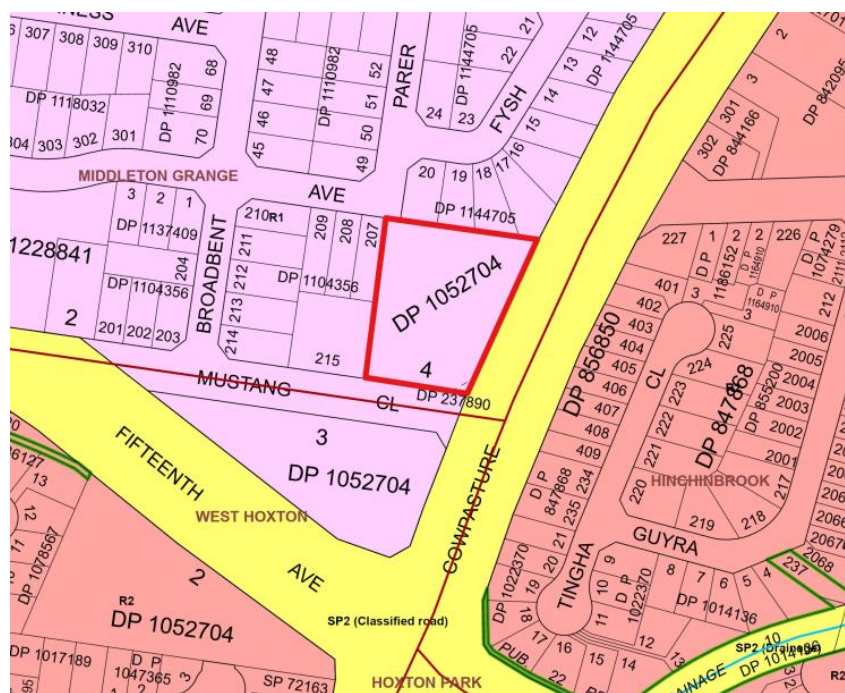


Figure 2: LEP2008 Zoning, subject site outlined in red. Source: Geocortex

The Locality

The site is located approximately 7.5km west of the Liverpool City Centre, and approximately 1.5km north of Carnes Hill Market Place. It also benefits from being located 200m from Fifteenth Avenue, a future transit corridor.

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The sites to the west of the subject site are zoned R1 General Residential, with the sites on the eastern side of Cowpasture Road zoned R2 Low Density Residential. Development within these residential zones are predominantly low scale detached dwellings, except for 20 Mustang Close, which is operating as a gym.

The context of the locality is shown below on figure 3 below.



Figure 3: Locality (Source: Nearmap)

Application Timeline

17 December 2021

The planning proposal was submitted via the NSW planning portal. After a preliminary review, Council listed a number of outstanding items to be addressed prior to lodgement. Some of the outstanding items included:

- The site plan and concept plan required more detail;
- Ministerial Direction 4.4 is required to be addressed and a Preliminary Site Report should be prepared and included within the planning proposal package;
- A traffic report should be included within the planning proposal package;
- An economic impact study should be included within the planning proposal package; and
- The relevant strategies including the centre and corridor strategy should be addressed.

17 January 2022

The Planning Proposal was re-submitted, and upon preliminary review, the following outstanding items were required to be addressed prior to Council accepting lodgement of the planning proposal:

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- A preliminary site investigation to be prepared in order for Ministerial Direction 4.4 to be addressed; and
- Council also flagged that the proposed development standards were significantly greater in scale than the development envisioned, and that flexibility of the site future is not alone a sufficient rationale for the increase in FSR and HOB sought. It was requested additional justification was required for the proposed development standards.

8 March 2022

The Planning Proposal was resubmitted, and officially lodged with Council. The proposal sought the following amendments to LLEP 2008:

- Rezoning to land from R1 General Residential to B6 Enterprise Corridor
- Amendment to HOB from 8.5m to 15m.
- Amendment to FSR from 0.65:1 to 0.75:1

Internal referrals were conducted and on 30 March 2022, Council staff requested that all the supporting documents including the Traffic Study, and Economic Impact Assessment were updated to reflect the amended planning proposal.

14 September 2022

The Planning Proposal and supporting documents were resubmitted. The majority of inconsistencies between documents were addressed, and subsequently an assessment was undertaken.

Development Applications

There are no recent Development Applications for the subject site, and previous applications are below:

- DA-1130/2013: Replacement and installation of signage associated with an existing service station;
- DA-682/2013: Alterations to an existing KFC restaurant; and
- DA-962/2008: re-image of existing KFC store including revised signage.

Details of the Planning Proposal

This Planning Proposal was resubmitted in March 2022, (and revised in September 2022) and seeks to amend the land use zone, height of building and floor space ratio development standards applying to the site. A summary of the proposed amendments and the existing planning controls are outlined below:

	Existing	Proposal	Council's Recommendations
Zone	R1 General Residential	B6 Enterprise Corridor	B6 Enterprise Corridor
FSR	0.65:1	0.75:1	0.75:1
Height	8.5m	15m	12m

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The rezoning of the site from R1 General Residential to B6 Enterprise Corridor will enable development of the site for uses which are currently prohibited under the R1 General Residential zone. Conceptual plans indicate the intended development of a specialised retail premises which is defined under the Standard Instrument LEP as:

*“**specialised retail premises** means a building or place the principal purpose of which is the sale, hire or display of goods that are of a size, weight or quantity, that requires—*

(a) a large area for handling, display or storage, or

(b) direct vehicular access to the site of the building or place by members of the public for the purpose of loading or unloading such goods into or from their vehicles after purchase or hire,

but does not include a building or place used for the sale of foodstuffs or clothing unless their sale is ancillary to the sale, hire or display of other goods referred to in this definition.

Note—

Examples of goods that may be sold at specialised retail premises include automotive parts and accessories, household appliances and fittings, furniture, homewares, office equipment, outdoor and recreation equipment, pet supplies and party supplies.

*Specialised retail premises are a type of **retail premises**—see the definition of that term in this Dictionary.”*

The original planning proposal (prior to lodgement), sought the floor space ratio of 1:1. However, Council staff advised these standards were significantly greater in scale than the development envisioned. It was then revised, requesting 0.75:1 FSR.

Under the current permissible FSR controls, the site could utilise a total of approximately 2,925m² of gross floor area. The proposed provisions of 0.75:1 would allow for approximately 3,375m² in gross floor area. An increase of roughly 450m².

The site will no longer use the provisions under Schedule 1 Clause 9 of the LLEP 2008 for additional permitted use of Service Station and Take-away food and drink premises as these will be permissible under the proposed land use zone.

It should also be noted, under the DPE Employment Land Reforms, the B5 Business Development and B6 Enterprise Corridor zones will merge into the new E3 Productivity Support zone. The draft objectives of the new zone are:

- *To provide a range of facilities and services, light industries, warehouses and offices.*
- *To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.*
- *To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.*
- *To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.*
- *To provide opportunities for new and emerging light industries.*

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- *To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.*

Some of the permissible uses currently proposed for the E3 Productivity Support zone include, but are not limited to, office premises, light industries, service stations, take away food and drink premises, specialised retail premises, vehicle repair stations and hotel and motel accommodation. The existing uses on site, as well as the proposed indicative conceptual plans meet the objectives on E3 Productivity Support zone.

The planning proposal is accompanied by supporting documents below:

- Attachment 1: Planning Proposal Report
- Attachment 2: Traffic Report
- Attachment 3: Economic Report
- Attachment 4: Concept Plan
- Attachment 5: Survey Plan
- Attachment 6: Existing Site Plan
- Attachment 7: Detailed Site Investigation (as noted in this report, Council has requested a current Preliminary Site Investigation (PSI) Study)

Conceptual Development Plan

The initial conceptual plans December 2021 (prior to lodgement) included a building footprint at the rear (western boundary) of the site in addition to the existing petrol station/takeaway onsite. However, the applicant advised Council, that after undergoing additional assessment it was discovered the parking arrangements of the DCP could not be met.

The current indicative concept plans provide for a 3,375m² two storey specialised retail premise in the north-west corner of the site, including 23 parking spaces. The proposed schemes include a 3m landscape setback. Under these conceptual plans, the existing service station and convenience store, and two take away food and drink premises will be demolished and replaced by a specialised retail premises. The revised plans are shown in figure 4 below.



Figure 4: Conceptual Plan (Source: MPA Architects)

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Consideration for Strategic Merit

The DPE Local Environmental Plan Making Guideline includes the following questions to assess the strategic merit of the proposal:

Section A – Need for the planning proposal

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

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

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

The planning proposal is the best means of achieving the intended outcomes. The site is currently zoned R1 General Residential, which is not reflective of the current uses on site (as the service station and takeaway food and drink premises are currently permissible through an additional permitted use). The rezoning will ensure the site can also facilitate redevelopment of a specialised retail premises which is the intended future use of the site.

Section B – Relationship to the strategic planning framework

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

Greater Cities Regional Plan: A Metropolis of Three Cities:

The Greater Sydney Regional Plan – A metropolis of Three Cities was released in March 2018 and prepared by the Greater Cities Commission (formally Greater Sydney Commission). The plan encompasses a global metropolis of three cities – the Western Parkland City, The Central River City and the Eastern Harbor City. The Liverpool LGA is located within the Western Sydney Parkland City. Consistency with the relevant parts of the regional plan is assessed below in the following table

Table 1: Consistency with A Metropolis of Three Cities

Planning Priority	Comment
Objective 6: Services and Infrastructure meet communities changing needs	This priority aims to make sure infrastructure and services are protected and meet the communities needs. The rezoning will facilitate the redevelopment of a specialised retail premises which aligns with the objectives of both B6 Enterprise Corridor, and E3 Productivity Support.

Western City District Plan:

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

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Table 2: Consistency with Western City District Plan

Planning Priority	Comment
Planning Priority W1: Planning for a city supported by infrastructure	<p>This priority aims to ensure existing infrastructure use is optimised. This rezoning will increase the capacity on site and protect the land in perpetuity for employment and business uses. Given the locality of the site with good access to road connections, it is deemed that the proposal will help to harness existing infrastructure present.</p> <p>Therefore, the proposal is consistent with this priority.</p>
Planning Priority W3: Providing services and social infrastructure to meet peoples changing needs	<p>The rezoning will ensure the site is zoned appropriately and increases the range of commercial and light industrial permissible. Whilst still indicative, the supplied conceptual plans indicate a development of a specialised retail premises servicing the local population.</p>
Planning Priority W11 Growing investment, business opportunities and jobs in strategic centres	<p>The proposal is generally consistent with this direction. The additional HOB and FSR provisions, and the rezoning will create more capacity for employment uses.</p> <p>The submission economic study does indicate a loss of jobs on site; however these are believed to be easily replicated through the LGA and minor in nature.</p> <p>The rezoning is considered important given the land would be expensive and complex to remediate for a residential use in alignment with the existing zone. Therefore, the proposal will ensure the current and future uses on site align with the objectives and permissible uses of the zone.</p>

Is the planning proposal consistent with a Council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Connected Liverpool 2040 – Local Strategic Planning Statement

Councils Local Strategic Planning Statement (LSPS) was endorsed in 2020. Assessment of consistency with the LSPS is provided below:

Table 3: Consistency with Local Strategic Planning Statement

Planning Priority	Comment
3. Accessible and connected suburbs	<p>Planning Priority 3 states that Council is committed to development along popular transport routes in the right location and ensuring these are maintained and improved. Rezoning the subject site to B6 Enterprise Corridor will ensure this site is protected and maintained for urban service / light industrial uses into the future. Therefore, it is seen as consistent with this priority.</p>
12. Industrial and employment lands	<p>Planning Priority 12 states that Council will review LEP controls to ensure flexible planning controls to ensure businesses are not</p>

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meet Liverpool's futures needs	unduly restricted. This planning proposal will improve flexibility on site and ensure the zoning accurately reflects the existing and future intended use. It will also increase the amount of business land in the LGA. Therefore, the proposal is seen as consistent with this priority.
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Liverpool Centre and Corridor Strategy 2020:

The Liverpool Centre and Corridor Strategy has been developed in response to Action 11.3 of Councils LSPS. The strategy categorises Liverpool Centres and Corridors and provides direction for future planning. Specifically, the strategy outlines the guiding criteria for planning proposal which is assessed below:

Table 4: Liverpool Centre and Corridor Strategy guiding criteria

Guiding Criteria	Comment
1. Proposals must not have a significant impact on the retail operations of the Liverpool City Centre, town centres and local centres (including planned future centres)	The site is already operating as a Service Station and Take-away food and drink premises. The planning proposal requests a rezoning of the site to B6, in line with the existing and intended future land uses. The site's current operations will not impact any immediate centres, and the submitted economic study identifies that the proposed specialised retail premises would serve a different function to the existing local centres in the nearby area.
2. The creation of new out of centre retail developments are not encouraged	The planning proposal was accompanied by an economic report which stated the proposal will serve a different function in the retail / commercial hierarchy compared to the large centre planned at Middleton Grange Village and at Carnes Hill Town Centre. On this basis, there will be no adverse impact on the surrounding centres.
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	The planning proposal will increase the allowable floor space on site.
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	The site is not connected to a town or local centre and does not propose an expansion of an existing centre. Rather, a rezoning is proposed to ensure the current and future land uses on the site meet the objectives on the applicable zone.
5. Allow additional retail uses in B5 zone if it can be demonstrated they could not reasonably locate in	N/A

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another centre and they constitute a small proportion of the total retail floorspace	
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Liverpool Industrial and Employment Land Strategy 2020

Liverpool Industrial and Employment Lands Strategy 2020 aims to improve existing and attract new industrial development to meet the current and future demands of Liverpool. The strategy identifies 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 specialised innovation and creative industries. Specifically, the strategy identifies guiding criteria for planning proposals, which the subject planning proposal has been assessed against below.

Table 5: Liverpool Industrial and Employment Land Strategy Guiding Criteria

Guiding Criteria	Comment:
Any rezoning application is to result in a sustainable job increase	<p>The intent of this planning proposal is to ensure the land use zoning of the site reflect the existing and future land uses and facilitate redevelopment of a specialised retail premises. The supporting economic report stated that there are currently 60 full time and part time jobs generated on the site.</p> <p>If the site was developed as per the supplied conceptual plans, it would result in 106 direct and indirect jobs during the construction phase, and a total of 52 jobs on completion. This is a minor reduction of 8 jobs.</p> <p>Whilst technically inconsistent with this principle, the rezoning is necessary to protect the land into the future for employment uses, and ensure it is not inappropriately developed as residential.</p> <p>The existing and proposed land uses on site meet the objectives of both the current B6 and future E3 zone. Therefore, the proposal is considered justifiably inconsistent with this criterion.</p>
Rezoning proposals must be supported by an Economic Impact Study	The planning proposal is supported by an Economic Impact Study.
Proposal must be designed to avoid land use conflicts	The site is directly adjacent to residential dwellings. Acoustic screens are currently provided to mitigate impacts to these sensitive land uses. Given the site is already operating as a service station and two take away food and drink premises it is considered appropriate to rezone to B6 Enterprise Corridor. However, any future DA will have to carefully consider the sensitive interface with adjoining dwellings.
Proposals are to demonstrate that new	The conceptual development is expected to generate an additional 10 trips per hour. Whilst technically inconsistent with

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Guiding Criteria	Comment:
development will facilitate sustainable transport choice	this principle, the subject site is already developed and operating. It is deemed that this minor inconsistency is negligible given the scale of the proposal .
Proposal must contribute to and improve the public domain	This will be assessed as part of a future DA.
Proposal for the adaptive reuse of older industrial stock must consider and respect existing character	N/A

Is the planning proposal consistent with any other applicable State and regional studies or strategies:

The planning proposal has been assessed against relevant state and regional studies, a shown in Table 6 below.

Table 6: Consistency with state and regional strategies:

Policy	Comment
Cumberland Plain Conservation Plan (CPCP)	The CPCP is a conservation plan for Western Sydney that identifies strategically important biodiversity areas within the Cumberland subregion to offset the biodiversity impacts of future urban development. The subject site is located within the CPCP boundary. However, the site is not identified as having high conservation value. As such, this policy is not applicable
Future Transport Strategy 2056	The future transport strategy sets out direction for continuing to improve the transport system. It lists 14 strategic direction and links to the Greater Cities Commission region plans. Given the proposal is of a small scale and won't increase trip generation substantially, it is considered sufficiently consistent with this strategy. =

Is the planning proposal consistent with the applicable SEPPs?

The planning proposal is not inconsistent with SEPPS applying to the land. Further justification can be viewed under Table 7:

Table 7: Consistency with SEPPS

Policy	Comment
Housing SEPP	Not applicable.
Transport and Infrastructure SEPP	Not applicable.

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Primary Production SEPP	Not applicable.
Biodiversity and Conservation SEPP	This SEPP includes planning controls that require the CPCP to be considered. The site is located within the CPCP area, however, it is not identified under the conservation mapping. Therefore, consistency with the SEPP is not applicable.
Resilience and Hazard SEPP	Chapter 4 of the Resilience and Hazard 2021 SEPP provides a state-wide planning approach to the remediation of contaminated land. Pursuant to Table 1 of the Managing Land Contamination: Planning Guidelines, Service Stations are identified as an activity that may cause contamination. Given, there is an operating service station on site this SEPP is applicable and must be considered. A PSI Study must be provided prior to Gateway Assessment. The proposal will not be reported to the elected Council until the PSI is received and can demonstrate consistency with the SEPP and relevant Ministerial Direction in relation to contamination.
Industry and Employment SEPP	Not applicable.
Resources and Energy SEPP	Not applicable.
Planning System SEPP	This SEPP includes requirements for State Significant Development. This SEPP may be applicable at a Development Assessment Stage.

Is the planning proposal consistent with applicable Ministerial Directions (Section 9.1).

In Table 8, below the relevant 9.1 Direction has been assessed, and the proposal is deemed consistent.

Table 8: Assessment of 9.1 Directions

Section	Comment	Consistency
1. Planning Systems		
1.1 Implementation of regional plans	The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans. This has been assessed in Table 2 of this report and the proposal has demonstrated consistency with this plan.	Consistent.
1.4 Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive site-specific planning controls. This planning proposal will result in a spot-rezoning, however the rezoning will allow for a wider range of land-use, and greater gross floor area. Furthermore, the rezoning will enable an existing additional permitted use	Consistent.

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	to be removed on the site. Therefore, the proposal is consistent with this direction.	
4. Resilience and Hazards		
4.4 Remediation of Contaminated Land	<p>The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.</p> <p>The planning proposal is accompanied by a Stage 2 Detailed Site Investigation from 2005. When considering the age of the Stage 2 Detailed Site Investigation, the report is unlikely to be representative of the site's current conditions. As such, Council has requested a PSI be prepared prior to the proposal being referred to Council. The submitted PSI will need to demonstrate consistency with this direction in order for the proposal to progress.</p>	N/A
5. Transport and Infrastructure		
5.1 Integrating Land Use and Transport	<p>The objective of this direction is <i>"to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <ul style="list-style-type: none"> • <i>improving access to housing, jobs and services by walking, cycling and public transport, and</i> • <i>increasing the choice of available transport and reducing dependence on cars, and</i> • <i>reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i> • <i>supporting the efficient and viable operation of public transport services, and</i> • <i>providing for the efficient movement of freight."</i> <p>The planning proposal is deemed consistent given the site is already operating as a service station and take-away food and drink premises. This rezoning will ensure the zoning reflects the current uses on site, and will allow redevelopment of other similar uses into the future.</p> <p>The conceptual plans supplied with the planning package indicate redevelopment of the site as a specialised retail premise. The traffic implications of the indicative plans are minor in nature and considered appropriate.</p>	Consistent.
6. Housing		

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6.1 Residential Zones	<p>The site is currently zone R1 General Residential and is proposed to be rezoned to B6 Enterprise Corridor. Residential is currently permitted in both zones, and thus this direction is applicable.</p> <p>This planning proposal does not reduce development standards, rather increases development standards on the site. Whilst the site is currently zone for residential uses, the land uses on site are not of a residential nature. Residential would not be considered appropriate for this site given contamination concerns. The proposed rezoning will help protect the land as urban service / light industrial land in alignment with the current and intended future use of the site.</p>	Consistent.
7. Industry and Employment		
7.1 Business and Industrial Zones	<p>This planning proposal is seeking to rezone the site from R1 General Residential to B6 Enterprise Corridor, therefore this direction is applicable.</p> <p>The rezoning will ensure the site is maintained as urban service land and increase the potential floor space permissible on the site.</p>	Consistent.

Consideration for Site Specific Merit

Section C – Environmental, social and economic impact

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

The site is already occupied by a service station and two take-away food and drink premises. No critical habitat or threatened species are present, nor will be affected.

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

Contamination

Pursuant to Table 1 of the managing land contamination: planning guidelines SEPP 55 – Remediation of Land, service stations are identified as an activity that may cause contamination.

According to the *Liverpool Local Environment Plan 2008*, sensitive uses such as serviced apartments, shop top housing and education establishments are currently permitted with consent in the B6 Enterprise Corridor. The contaminated land planning guidelines indicate that it would not be appropriate to proceed with the rezoning unless the land was proven suitable for the development or it could be demonstrated that the land can, and will be, remediated to make the land suitable.

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In order to address the Ministerial Direction and the contamination guidelines, the planning authority is required to consider contamination, and have regard to a report specifying the findings of a preliminary investigation.

Council staff have previously requested a PSI be prepared and submitted with the planning proposal. It is noted that this requirement is not strictly stipulated to occur prior to a Gateway determination. Nonetheless, Council requires this assessment to ensure consistency with Ministerial Direction 4.4 can be achieved. Without this report, Site Specific Merit can not be demonstrated.

Council has notified the proponent that this planning proposal will not be referred to Council for endorsement unless a PSI is received and can demonstrate the site is suitable for the proposed rezoning. In addition, the guidelines made and approved by the NSW EPA under the contaminated *Land Management Act 1997* have changed since the preparation of the Stage 2 Detailed Site Investigation. Consequently, the submitted report is outdated and irrelevant to the assessment of this planning proposal.

Council staff support the Local Planning Panel including advice that a PSI be supplied prior to referral to the elected Council.

Traffic and Parking

The planning proposal is accompanied by a Traffic Report that analysed the traffic implications of the additional floor space and building heights. The traffic report considered both the proposed and future development on site, stating the existing uses on site generated 85 vehicles per hour during the weekday morning peak hour, and 175 vehicles per hour during the weekend afternoon peak.

In addition, the traffic report stated that, the conceptual plans provide a 3375m² specialised retail premises with the provisions of 23 parking spaces. As per Transport for NSW guidelines, the conceptual development would generate some 35 to 85 vehicles per hour. It concludes the proposed development facilitated by this planning proposal would generate less traffic than the existing uses on site.

Council's assessment of the traffic report indicated in the last 10 years, three car crashes occurred in front of the subject site due to the existing site access arrangements Council staff also identified discrepancies between the applicants traffic report and their assessment. As per Council's assessment, the proposal is expected to use the existing access and generate an additional 10 vehicles trips per hour. This traffic increase is minor and not expected to have a noticeable impact on the operation of the adjacent road work. In addition, the proposed development will the need 36 parking spaces as per the Liverpool DCP.

Council's transport management team, raised no objection to the planning proposal subject to:

- A safety gap analysis being carried out for the existing entry and exit access arrangements at Development Assessment Stage; and
- The planning proposal being referred to TfNSW, and indicating support for the existing access arrangements.

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Development Controls

The planning proposal seeks an increase in allowable HOB and FSR for the site. Whilst there is strategic merit in rezoning the site to B6 Enterprise Corridor, the proposed height of building standard of 15m will result in unreasonable amenity and overlooking impacts on the adjoining residential lots.

In addition, on 2 February 2022, Council endorsed the “*Mayor’s 100 Day Revitalisation Action Plan*” which included:

- Prepare a planning proposal to lower the height of building development standards in the Liverpool Local Environmental Plan 2008 down to 12m in the following suburbs:
 - Chipping Norton
 - Wattle Grove
 - Hammondville
 - Casula
 - Prestons
 - Carnes Hill
 - Cecil Hill
 - Green Valley.

Following this, on 27 July 2022, Council endorsed the following principles for the Local Environmental Plan Review:

- “ 2. *Adopt the following principles for managing commercial land under the new LEP:*
- a. *Provide for the retail needs of the Liverpool LGA into the future*
 - b. *Enable redevelopment of centres which will provide both commercial and residential uses, with high quality design encouraged*
 - c. *All centres, regardless of their hierarchy, are to have a height of building development standard of 12m or less to limit the height of buildings across all centres within the LEP, with exclusions as noted within this report, such as the Liverpool City Centre centres subject to planning proposals.*

The 15m height proposal does not align with the above principles endorsed by Council for a new LEP. Given the low-density residential context directly adjacent, and the endorsed principles of the LEP review, a 12m height is more suitable. This will allow for additional design flexibility, whilst still managing the sensitive interface.

Visual Impact / Zone Transition:

There is a 4m slope across the site from the residential properties on the adjoining western boundary, and the proposed 15m HOB control would have a moderate / high impact on the low scale residential properties adjoining the site.

As stated above, Council is willing to support a 12m HOB standard on site but believes 15m would result in an unreasonable impact on adjoining neighbours.

At the design stage, the proposal should include measures to reduce the bulk and visual impacts including landscape setbacks, planting of mature trees and façade and articulation design elements. The current DCP will help to guide this outcome at the DA stage.

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

Economic effects

The site is currently operating successfully as a service station and associated convenience store, as well as two take away food and drink premises. Rezoning the site to B6 Enterprise Corridor will seek to protect the land as employment land, avoiding redevelopment of residential uses on site.

The planning proposal was accompanied by an Economic Study which concluded that the proposal would result in a minor net loss of jobs. Given the minor nature of this job loss, it is considered inconsequential when considering the merit of the proposal.

The conceptual plans indicate that the site could be redeveloped as a specialised retail premises and given the site connectivity, this will be well suited for trading.

Social effects

The proposal is not anticipated to have any negative social effects. The site is already operating for non-residential purposes, and the rezoning will ensure the site is appropriately zoned and provide more flexibility for light industrial and commercial uses. The proposed conceptual development is not anticipated to have any negative social impacts. Therefore, the social effects are adequately addressed. The planning proposal will be subject to community consultation, and any future DA assessed in further detail.

Section D – State and Commonwealth Interests

Is there adequate public infrastructure for the planning proposal?

Given the site is already operating as a service station and two take-away food and drink premises, the rezoning to a business zone will not increase demand for public infrastructure. As part of the Gateway Assessment, referral to TfNSW, Sydney Water and Endeavour Energy is recommended to ensure there is capacity for servicing.

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

Views of the State and Commonwealth public authorities will be considered should a Gateway determination be issued. Relevant public authorities will be determined by DPE as part of a future Gateway Determination.

Next Steps

Following the Panel's consideration, the planning proposal will be reported to Council for consideration. It is noted that this is subject to the receipt of a PSI justifying the proposal on contamination grounds. Should the planning proposal request be endorsed by Council, it will be forwarded to DPE seeking a Gateway Determination.

Following a Gateway determination in support of the planning proposal, there will be public authority and community consultation and a further report to Council, prior to proceeding with the making of any amendment to the LLEP 2008. It is noted that the provision of various additional studies and clarification may be required by DPE prior to exhibition occurring.

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It should be noted, Council has noticed several discrepancies throughout the planning proposal, including inconsistencies of the desired outcome and use of outdated definitions. Council staff will require these to be updated prior to referral to the elected Councillors.

Conclusion

Pursuant to the requirements of a Guide to Preparing Planning Proposals and relevant Ministerial directions, this report provides a merit assessment of the planning proposal request.

Subject to the submission of a PSI that demonstrates the land is suitable for further development, and update the planning proposal for other minor errors and inconsistencies, this report finds the followings amendments can be supported to proceed to with the planning proposal process:

- Rezone to the site from R1 General Residential to B6 Enterprise Corridor;
- Increase the FSR from 0.65:1:1 to 0.75:1; and,
- Increase the HOB from 8.5m to 12m.

The planning proposal request is presented to the panel for consideration.

Attachment 1: Applicant Prepared Planning Proposal

Attachment 2: Traffic Report (September 2022)

Attachment 3: Economic Report

Attachment 4: Conceptual Plans

Attachment 5: Survey Plan

Attachment 6: Existing Site Plan

Attachment 7: Detailed Site Investigation



MINUTES AND DETERMINATION OF THE LIVERPOOL LOCAL PLANNING PANEL MEETING

14th November 2022

Held online via
MS Teams

Panel: Michael Mantei (Chair)
 Jason Perica
 Marjorie Ferguson
 Aaron Colley

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

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14th November 2022

ITEM No:	1
APPLICATION NUMBER:	RZ-7/2021
SUBJECT:	PLANNING PROPOSAL TO AMEND THE ZONING, HOB AND FSR RELATING TO LAND AT 368-370 COWPASTURE ROAD, MIDDLETON GRANGE
LOCATION:	368-370 COWPASTURE ROAD, MIDDLETON GRANGE NSW 2171
OWNER:	COWPASTURE ROAD (2005) PTY LTD
APPLICANT:	APP CORPORATION
AUTHOR:	BRIANNA VAN ZYL

ISSUES RELATED TO THE PLANNING PROPOSAL

The panel has considered the Council officers' report and attachments, including the applicant-initiated planning proposal. The Panel received a briefing from Council officers. The owner and his consultants attended the meeting and answered questions from panel members.

The panel considers the planning proposal has strategic merit given the location of the site on a major traffic thoroughfare adjacent to other non-residential uses to the south and south-west, while changes associated with Western Sydney International Nancy-Bird Walton Airport and Bradfield will change the nature of the wider area and connections over time. The site is currently used for non-residential purposes rendering the current R1 general residential zone somewhat anomalous. The proposed B6 Enterprise Zone formalises the current uses, while providing opportunities for other non-residential uses, generally consistent with the wider zoning regime and hierarchy.

The panel supports the Council officers' recommendation to reduce the maximum height of buildings on the site from 15m proposed to 12 metres. The reduced height is consistent with the elected Council's recent policy decision to lower height limits in commercial zones outside the Liverpool CBD and is particularly appropriate on this site being adjacent to residential uses to the north and north-west. The reduced maximum height limit will cater for the expected gross floor area of a future building on the site to a maximum FSR of 0.75:1.

The panel has carefully considered the site-specific merits of the proposal. The panel is particularly interested in the potential contamination of the site and the interface of future development with residential uses to north west and north. The panel notes that Local Planning Direction 4.4 – Remediation of Contaminated Land imposes a mandatory obligation of Council to "*obtain and have regard to a report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines*". Council must also be satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used.

The panel supports Council's request to the applicant to provide Council with a preliminary site investigation in accordance with Direction 4.4. It is a matter for Council to determine what

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14th November 2022

further information, in addition to a preliminary site investigation, that Council requires to be satisfied that the land is suitable either in its contaminated state or after remediation for the proposed B6 zone.

The panel is aware that Council's development control plan requires a future commercial building on the site to be setback at least 5 metres from the residential zone boundary to the north and north east, including a minimum landscaped setback of 3 metres. While the site layout and design of future development on the site is a matter to be dealt with at the development application stage, the panel is satisfied that these development controls will assist in mitigating impacts of further development on those residential uses. The panel assumes the immediately adjoining residential land owners will be afforded the opportunity to comment on the planning proposal after gateway determination. The panel noted there is a draft concept plan for the site prepared by the applicant. The panel is of the view this should concept plan should not be endorsed and is otherwise provided for illustrative purposes only.

The panel also notes the potential risk for retail creep into this enterprise zone. If the LEP is amended to zone this site as B6 enterprise zone, Council officers should be careful to ensure in the assessment and determination of future commercial uses on the site that only those uses that squarely meet the definition of specialised retail premises are approved on the site. Similarly, care is needed to ensure an appropriate landscape and tree-canopy outcome for the site, in due course.

VOTING NUMBERS:

4 – 0

ADVICE OF PANEL:

That the planning proposal to amend the zoning, HOB and FSR standards relating to land at 368-370 Cowpasture Road, Middleton Grange:

- a. has strategic and site specific merit; and
- b. proceed to a gateway determination subject to the applicant providing Council with a preliminary site investigation report as required by Local Planning Direction 4.4 before submission to gateway.

Planning Proposal

2 Macarthur Drive, Holsworthy

Draft Amendment 80 of Liverpool Local Environmental Plan 2008 to amend development standards and enable 9000sqm of retail on land located at 2 Macarthur Drive, Holsworthy

3 April 2023

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Foreword

This report has been based on a Planning Proposal Report that was prepared by Architectus Pty Ltd on behalf of Holsworthy Developments Pty Ltd (the Proponent) to initiate an amendment to the Liverpool Local Environmental Plan 2008 (LLEP 2008).

The planning proposal request was received by Liverpool City Council (LCC) on 11 October 2017. Advice was sought from the Liverpool Local Planning Panel (LPP) at its meeting on 26 August 2019. After considering the assessment report, the LPP provided their advice that the proposal has both strategic and site-specific merit and supported the planning proposal proceeding to a Gateway determination. The planning proposal was then considered at Council's Ordinary Meeting on 28 October 2019 where it received in principle support to be forwarded to the then Department of Planning, Industry and Environment (DPIE) (now the Department of Planning and Environment (DPE)) seeking a Gateway determination.

The letter accompanying the Gateway Determination also recommends that the cover page of the proposal is amended to include Council's name, logo and details. Furthermore, it is recommended that *"Council gives consideration to reformatting the proposal, including section numbering, to be consistent with 'A guide to preparing local environmental plans' (Department of Planning, Industry and Environment, 2021, particularly ensuring that reference is made to current sections of the Act and that the parts of the proposal clearly follow the requirements of section 3.33(2) of the Act.*

To assist with the community's understanding of the proposal, Council should consider including thumbnail mapping of the existing and proposed controls under the explanation of provision section of the planning proposal."

Consequently, the Planning Proposal Justification Report prepared by Architectus has been formatted using Council's template and updated to address the recommendation of DPE. It should be noted that some additional changes have been made from the Architectus report. However, these changes are minor in nature and seek to update references and provide clarity only. The planning proposal was exhibited as proposing a site specific clause under Schedule 1 for a 9,000sqm cap on 'non-residential uses', however during the exhibition period, the proponent requested for the clause to only apply to 'shops'. The submitted Economic Impact Assessment (EIA) considers a future development comprising a full-line supermarket of 3,962m² and a smaller discount supermarket of 1,584m², specialty retail/commercial floorspace of about 3,129m², and as such it is proposed to have a 9,000sqm cap on retail premises. As such, the post exhibition planning proposal has been amended to show the intent for a site specific clause in the LLEP 2208, with a 9,000sqm cap on retail premises, rather than non-residential uses.

It is noted that on 9 September 2021, a letter was received from DPE advising that the Gateway Determination was removed due to delays in finalising the assessment of local infrastructure provision. These discussions were focussed on the intersection treatment to the site, however it has been negotiated that this issue can be resolved during the detailed development application stage, when specific land uses and final built form outcomes are known.

Introduction

A planning proposal was received from the proponent, Holsworthy Developments Pty Ltd, to rezone land at 2 Macarthur Drive, Holsworthy (Lot 5 DP 825745). The planning proposal prepared by Architectus on behalf of the proponent seeks to increase development standards and impose a maximum threshold for non-residential development of 9000sqm in gross floor area.

The planning proposal, as amended post exhibition, proposes to amend the Liverpool Local Environmental Plan (LLEP) 2008 in the following way -

- Amend the maximum permissible Floor Space Ratio from 1.5:1 to 2.15:1;
- Amend the maximum permissible height from 21m to part 25m and part 45m; and
- Include a site-specific provision stipulating a maximum retail premises gross floor area of 9,000sqm on the site.

This proposal seeks to develop the site as a mixed-use precinct incorporating podium level commercial and retail uses with residential towers of varying heights above.

Council received the Gateway Determination for this planning proposal on 8 June 2022. The DPE included multiple conditions in the Gateway Determination, including;

1. Provision of adequate communal open space within the site; and
2. Safe and direct pedestrian connectivity from the site to the Holsworthy station.

These conditions have been addressed through the proposed amendments to Part 2.6 of the Liverpool Development Control Plan 2008. The proposed amendments to Part 2.6 of the Liverpool Development Control Plan 2008 are included in the documents exhibited under this application. Refer Section C of this report for further discussion.

Background

This Planning Proposal is based on a master plan prepared for the site by Architectus, and informed by the inputs, assessment and analysis of the site by various specialist consultants.

The master plan design was developed following consultation with Liverpool City Council. Consultation occurred on 14 December 2015, 10 August 2016, and 8 May 2017. Key issues raised included:

- Analysis of the existing urban context to and ability to support the proposed increased density.
- Connectivity to the locality, including to surrounding residential development, areas of open space and to Holsworthy railway station.
- Undertake a Traffic Impact Assessment to ascertain the capacity of and integration with the surrounding road network, specifically Heathcote Road and Macarthur Drive.
- Undertake a Social Impact Assessment to determine the extent and capacity of social infrastructure and community facilities that are available in the area and what may be needed to support the proposed increase in residential density.

- Undertake an Economic Impact Assessment to determine the extent and capacity of surrounding retail and commercial centres and the likely impacts of the proposed development on customer trade of these centres.

Following lodgement of the Planning Proposal, Council provided comments on 18 May 2018 in relation to the following matters:

- Scale of the proposed development relative its surroundings
- Three storey podium typology was not supported
- Economic impacts on existing nearby centres
- Landscaping within the road reserve

A follow up meeting occurred on 22 June 2018 to discuss the above matters. Additional to the above, the quality of the pedestrian connection to the railway station was identified as a key issue.

To address Council's concerns, the scale of the proposed development has been significantly reduced in the amended Master Plan (Attachment A). The proposed podium scale has been reduced from three-storeys to a single storey and the residential component of the development significantly reduced, meaning a reduction in overall building heights.

The proposed maximum building height adjacent Macarthur Drive has been reduced to provide an area of transition between existing low-scale residential development to the west of Macarthur Drive and proposed taller buildings (up to 12-storeys) at the east of the subject site.

There is no proposed increase in non-residential floor space above what has been already approved on the site and for which there is a current and commenced DA. It is therefore asserted that there are no additional economic impacts proposed, beyond what would result from existing approvals on the site.

Gateway Determination was issued by DPE on 15 July 2020. On 9 September 2021 however, a letter was received from DPE advising that the Gateway Determination was removed due to delays in finalising the assessment of local infrastructure provision. Specifically, the local infrastructure provisions relate to the proposed intersection treatment for the Macarthur Dr, The Boulevarde and Morningside Pde intersection. Whilst different intersection treatment options were considered, it was considered premature to determine an intersection design for the site at the PP stage. Rather, detailed design will be further investigated at the DA stage, once specific land use, development yields and built forms are proposed. These discussions have progressed to a stage where the PP can progress, and a VPA is being negotiated.

Meanwhile, a draft DCP has been prepared for the site. The draft DCP was reviewed by Council's Design Excellence Panel (DEP) on 11 March 2021 and has been amended post exhibition.

Report Structure

This Planning proposal has been prepared in accordance with Section 3.33 of the EP&A Act with consideration of DPE's 'A Guide to Preparing Planning Proposals' (December 2021). Accordingly, the proposal is discussed in the following parts:

- Site Description
- Statutory Planning Framework
- Part 1 – A Statement of the Objectives and Intended Outcome
- Part 2 – Explanation of Provisions
- Part 3 – Justification
- Part 4 – Mapping
- Part 5 – Community Consultation
- Part 6 – Project timeline

Site Description

The site the subject of this planning proposal is located at 2 Macarthur Drive, Holsworthy within the Liverpool Local Government Area (LGA). The site has an area of 1.862 hectares and is currently vacant, however has been partially excavated to the level of the basement of the previously approved mixed-use development on the site.



Figure 1: Aerial view of subject site (marked red)

Development surrounding the site to the north west consists of the Mornington Estate, a master planned residential community completed by Mirvac in 2008. Development to the west of the subject site is a multi-storey commuter car park, bus stop and secure storage lockers associated with and servicing the Holsworthy Station. It is noted the site abuts the East Hills rail line along the southern (rear) boundary.

The Holsworthy Army Barracks and military reserve are located directly to the south of the site, only separated from the site by the railway line. The Holsworthy Barracks are a major Defence facility within Sydney, having undergone a significant upgrade and expansion of facilities in recent years (completed in 2015).

There is minimal development existing to the north east or east of the site, consisting of several sporting fields, vacant land parcels and areas of bushland.



Figure 2: Locality map (site marked red)

Statutory Planning Framework

Liverpool Local Environmental Plan 2008

The subject site is zoned B2 – Local Centre in accordance with the zoning map of the LLEP 2008 (refer to Figure 3).



Figure 3: Existing land use zoning in the LLEP2008 (subject site outlined in purple)

The objectives of the B2 Local Centre zone are:

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To allow for residential and other accommodation while maintaining active retail, business or other non-residential uses at street level.
- To facilitate a high standard of urban design and a unique character that contributes to achieving a sense of place for the local community.

The B2 zone facilitates land uses related to the provision of mixed-use developments that encourage walkability. The intended future development (shop top housing) for the site is consistent with the objectives of the B2 Local Centre zone.

Delegation of plan making functions

A Gateway determination was issued on 15 July 2020 in which plan making functions pursuant to Section 3.36 of the *Environmental Planning and Assessment Act 1979* ("EP&A Act") were delegated to the Minister.

Part 1 – Objectives and Intended Outcomes

The intended outcome of the Planning Proposal is to amend the LLEP 2008 to increase the maximum building height and FSR controls applicable to the site, to facilitate its eventual development, as demonstrated by the Urban Design Study and Master Plan (Attachment A).

Land use activity

The intended outcome of the Planning Proposal is to facilitate a mixed-use retail and residential development on the site, as demonstrated by the Urban Design Study and Master Plan, comprising the following:

- Basement car parking;
- Multiple residential towers of differing heights (six to twelve storeys); and
- Podium levels under the towers providing approximately 8,804sqm of retail area at ground level.

The eventual development will have a total GFA of 40,000sqm, including approximately 31,035 sqm of residential uses. The proposed uses are permitted with consent in the B2 - Local Centre zone and are consistent with the objectives of the zone.

Built form

The Urban Design Study and Master Plan submitted as part of the Planning Proposal demonstrates that the site may provide for six integrated residential towers above a mixed-use podium, with retail uses proposed at the ground floor addressing Macarthur Drive. The internal component of the ground floor retail may include provision for a large supermarket and a small supermarket, with multiple smaller specialty retail tenancies.

Based on an assumed apartment mix, the proposal would provide for around 350 apartments in the towers with a mix of 1 bedroom, 2 bedroom and 3 bedroom units. Courtyard apartments may be provided on the roof of the podium.

Car parking (retail and residential) is proposed to be provided in basement. The submitted masterplan shows all car parking would be accessed by an upgraded signalised intersection at Macarthur Drive and The Boulevard. An expansive area of landscaped communal open space for the residents of the site could be provided on the podium level.

The Urban Design Study and Master Plan demonstrates residential towers of differing heights up to twelve (12) storeys (including the podium level) with potential lift overruns and/or rooftop plant, resulting in a maximum building height of 45 metres.

Part 2 – Explanation of provisions

The objectives of this planning proposal will be achieved through changes proposed to the development standards of the land identified in *Figure 1*. These proposed changes are:

- Amend the maximum permissible Floor Space Ratio from 1.5:1 to 2.15:1; and

- Amend the maximum permissible height from 21m to part 25m and part 45m.

Draft maps are provided in Part 4 of this report. To facilitate the proposed changes, the following LLEP 2008 maps are to be amended:

Floor Space Ratio

- 4900_COM_FSR_015_020_20210318

Height of Building

- 4900_COM_HOB_015_020_20210318

A new site specific clause under part 7, division 2 will also be inserted as follows:

7.43 Use of certain land at Holsworthy in Zone B2

(1) This clause applies to Lot 5 in Deposited Plan 825745 in Zone B2 Local Centre at 2 Macarthur Drive, Holsworthy.

(2) Development consent must not be granted to development if it would result in the gross floor area for 'retail premises', exceeding 9,000m².

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?

The planning proposal is not a result of any strategic planning statement, strategic study or report. However, the planning proposal aligns with state and regional strategic documents that set out goals seeking to protect, increase and enhance industrial and urban services land. Additionally, the proposal is aligned with Council strategies and studies. These documents include the following:

- Greater Sydney Regional Plan – A Metropolis of Three Cities
- Western City District Plan
- Local Strategic Planning Statement - Connected Liverpool 2040
- Liverpool Centres and Corridors Strategy
- Liverpool Local Housing Strategy

Further detail in respect of the alignment with these documents is set out in Section B (Relationship to strategic planning framework).

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

The planning proposal is considered the best means of achieving the objectives and intended outcomes as indicated in Part 1 of this planning proposal. There are no alternative processes to achieve the intent of this Planning Proposal due to the current planning controls that apply to the site under the LLEP 2008.

Section B – Relationship to strategic planning framework.

DPE's Planning Circular (PS 16-004) notes that a key factor in determining whether a proposal should proceed to Gateway determination should be its strategic merit and site-specific merit. It is considered that the planning proposal meets these tests as outlined in the following sections.

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

a. Strategic Merit

The planning proposal is consistent with relevant regional, sub-regional or district plan or strategies. The most relevant State and District plans that guide the land use direction for the site, are

- Greater Sydney Regional Plan – A Metropolis of Three Cities
- Western City District Plan

Greater Sydney Regional Plan – A Metropolis of Three Cities

The current metropolitan strategy applicable to the site is the NSW Government's Greater Sydney Region Plan (2018). Relevant directions from the metropolitan strategy are noted at Table 1 below.

Table 1 – Consistency with Greater Sydney Regional Plan

Objective	Comment
<i>Objective 4: infrastructure use is optimised</i>	<p>The Planning Proposal will encourage and support the use of existing transport infrastructure as the site is conveniently serviced by the Holsworthy Railway Station (< 250m walking distance from site).</p> <p>The site is located 20 minutes by train from Campbelltown and Liverpool, and 30 minutes from the Sydney CBD. Its location within walking distance to both the train station and Holsworthy Army Barracks will reduce car dependency and promote active transport.</p>
<i>Objective 6: Services and infrastructure meet communities' changing needs</i>	<p>The Urban Design Study and Master Plan demonstrates that the Proposal can provide for a development highly liveable place where daily shopping, social and recreational amenities are consolidated to meet the changing needs of the precinct and its immediate surrounding community and infrastructure.</p> <p>The proposal provides an opportunity to better service the nearby Holsworthy Army Barracks, which has grown significantly over the past decade and has been historically underserved by retail and social services.</p>
<i>Objective 7: Communities are healthy, resilient and socially connected</i>	<p>The Urban Design Study and Master Plan demonstrates that the Proposal can provide for a development embedded into its context by a new active square at the heart of the centre, activated by a retail frontage along Macarthur Drive with the opportunity for alfresco dining. Improved pedestrian connections to the station will be provided, along with high quality landscaping of Macarthur Drive which will result in positive visual impact and allow for shading by trees in summer.</p>
<i>Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods</i>	<p>The Urban Design Study and Master Plan demonstrates that the Proposal can provide for a development with a vibrant mix of uses and has the potential to accommodate a diverse community reflective of Liverpool LGA and Sydney.</p> <p>A range of housing types will be provided to attract a broad demographic at different stages in their lives, including key workers, students, recent graduates, retirees and families. locality and surrounding suburbs of Hammondville and Wattle Grove.</p>
<i>Objective 10: Greater housing supply</i>	<p>The Planning Proposal seeks to grow the availability of high quality housing at the site. The Urban Design Study and Master Plan demonstrates that proposal can provide for a future development would provide a mix of housing types and sizes that can suit varying lifestyle options.</p>
<i>Objective 11: Housing is more diverse and affordable</i>	<p>Liverpool City Council's Local Housing Strategy was prepared and endorsed in 2020. The strategy proposes to accommodate most housing growth concentrated within 14 local and strategic centres at transport hubs. The strategy promotes the provision of high-quality dwelling types in proximity to existing centres and transport infrastructure. The site is well located adjacent to the Holsworthy Train</p>

Objective	Comment
	Station and will introduce a range of dwelling typologies to the locality, giving effect to the vision of the Strategy. See Section 3.4 for further discussion.
<i>Objective 12: Great places that bring people together</i>	<p>The Urban Design Study and Master Plan demonstrates that the proposal can facilitate a development that includes an active square (Holsworthy Square), creating a focal space for people.</p> <p>This Planning Proposal will support a more efficient outcome at the site by providing for an appropriate balance of residential accommodation with Council's long term vision for the site as a retail centre.</p> <p>Proposed development envisaged under the controls would deliver well-designed, high quality buildings, contributing to a mix of dwelling types in the locality, which is currently comprised predominantly of single detached dwellings and where there are currently no apartment dwellings.</p>
<i>Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities</i>	<p>The Urban Design Study and Master Plan demonstrates that the proposal can create a new strategically located centre adjacent to Holsworthy Railway Station, provide improved pedestrian connections to the station, delivery of approximately 350 apartments with excellent amenity, and an attractive and successful retail centre.</p> <p>Outside of the Liverpool centre, the site is one of only three centres within walking distance to a train station in the Liverpool LGA. Of these centres, Holsworthy has the best rail connectivity to Central Sydney.</p>
<i>Objective 22: Investment and business activity in centres</i>	The proposal will enable the development of the long vacant Holsworthy Local Centre, delivering local retail and commercial jobs to a predominantly suburban area. The locality, including the growing suburbs of Voyager Point and Sandy Point, and the rapidly growing Holsworthy Army Barracks, has been historically underserved by retail and commercial offerings. The proposal will strengthen the local centre and increase the availability of local services to the community.
<i>Objective 30: Urban tree canopy is increased</i>	The proposal will facilitate viable redevelopment of the vacant site, which includes landscaped embellishments, contributing to increased tree canopy.
<i>Objective 33 A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</i>	The development aligns land use with transport planning by facilitating an increase in density within a designated local centre well serviced by public transport, helping to slow emissions and encourage active transport. The proposed increase in density on the site will also better manage congestion, improve air quality and increase mobility across the broader region.
<i>Objective 34 Energy and water flows are</i>	The site is located in the Holsworthy Town Centre which is already serviced by utilities. The proposed density will consume services at a more efficient rate than the traditional low rise suburban development. Subject to detailed design at the DA stage, the proposed built form will meet specified BASIX targets, with

Objective	Comment
<i>captured, used and re-used</i>	opportunities for the provision of renewable energy and WSUD principles across the site.

Western City District Plan (WCDP)

The site is located within the Western City District and the applicable District Plan is the Western City District Plan (2018), as established by the Greater Sydney Commission in March 2018. Relevant directions from the Western City District Plan are noted at Table 2 below.

Table 2 – Consistency with Western City District Plan

Criteria	Comment
<i>A city supported by infrastructure</i>	The Planning Proposal will encourage and support the use of existing transport infrastructure as the site is conveniently serviced by the Holsworthy Railway Station (< 250m walking distance from site).
<i>A city for people</i>	The proposal will provide retail and commercial offerings in a predominantly suburban locality. The site will provide a meeting place for the local community that can facilitate social interaction and socially connected communities. The site's location adjacent to the Holsworthy train Station and Holsworthy Army Barracks, as well as existing active transport connections along Harris Creek and Heathcote Road will enable walkable access to the centre.
<i>Housing the city</i>	<p>The proposal is located on a long term vacant site and provides a unique opportunity to provide strategic housing supply, to be integrated as part of a mixed-use development and within proximity to established transport infrastructure.</p> <p>The indicative apartment mix under the Urban Design Study and Master Plan comprises 23% one bedroom, 50% two bedroom, and 27% three bedroom apartments.</p> <p>This mix is influenced by current and forecast trends in household composition in Holsworthy and the wider Liverpool LGA. In Holsworthy, couple family with children has changed from 55% of total families in 2001, to 61.5% in 2016. In addition, one parent families have also increased from 8.6% of all families in 2011, to 12.5% in 2016. Furthermore, notable forecast household types in Liverpool LGA between 2011 to 2036 include a proportional increase in lone person households (14% to 17%), and in couple only households (17% to 19%).</p>
<i>A city of great places</i>	<p>The Urban Design and Master Plan demonstrates that the proposal can provide for a development strategically centred adjacent to Holsworthy Railway Station, opportunity for improved pedestrian connections to the station, delivery of approximately 350 apartments with diversity of dwelling sizes and an attractive retail centre.</p> <p>The Proposal would deliver a precinct that is activated by a vibrant mix of uses and designed to welcome a diverse community reflective of the Liverpool LGA and Sydney.</p>

Criteria	Comment
	As noted earlier, future development may feature an active square (Holsworthy Square) that will create a focal space for the existing and future community in Holsworthy.
<i>A well connected city</i>	<p>The Planning Proposal will deliver a transit-oriented development, increasing the number of dwellings located within 30 minutes by public transport of a strategic centre, given its location adjacent to the existing Holsworthy Railway Station (< 250m walking distance from site).</p> <p>The site is located 20 minutes by train from Campbelltown and Liverpool, and 30 minutes from the Sydney CBD. Its location within walking distance to both the train station and Holsworthy Army Barracks will reduce car dependency and promote active transport.</p>
<i>Jobs and skills for the city</i>	The proposal will deliver local retail and commercial jobs to the growing Holsworthy locality, providing job opportunities within the predominantly suburban area. The proposed up-lift will increase the number of jobs to be created in the town centre, representing a modest intensification of activity in a suitable location that is well serviced by public transport.
<i>A city in its landscape</i>	The proposal will facilitate viable redevelopment of the vacant site, which includes landscaped embellishments, contributing to increased canopy.
<i>An efficient city</i>	The proposed density will consume services at a more efficient rate than the traditional low rise or medium density built form development. The development will be well connected to existing transport networks, whilst providing a much needed town centre to service locals, and thereby avoiding additional trips outside the locality and consolidating built form into a genuine town centre.
<i>A resilient city</i>	The site is not located in an area subject to environmental hazards such as bushfire or flooding. The site will facilitate the delivery of dwellings in the Sydney Region that does not increase population in area subject to natural or urban hazards.

Planning Priorities mentioned in Western City District Plan

Relevant priorities from the Western City District Plan are noted at Table 3 below.

Table 3 – Consistency with relevant priorities of the Western City District Plan

Criteria	Comment
<i>W5 Providing housing supply, choice and affordability,</i>	The proposal will provide more housing in the right locations within the Liverpool LGA, as desired by the Priority. Apartments will be delivered to a locality dominated by low rise dwelling houses, genuinely improving housing supply, choice and diversity.

Criteria	Comment
<i>with access to jobs, services and public transport</i>	<p>The proposal will deliver up to 350 dwellings in an underdeveloped town centre that is well serviced by public transport and open space infrastructure. The proposal will also provide retail and commercial to the Holsworthy town centre for the first time, improving access to jobs and services for the surrounding area.</p> <p>The location is conducive to the delivery of higher density residential dwellings, given the high level of amenity offered by existing open space infrastructure, creek corridors and surrounding bushland.</p>
<i>W15 Increasing urban tree cover and delivering green grid connections</i>	<p>The proposal will facilitate viable redevelopment of the vacant site, which includes landscaped embellishments, contributing to increased canopy.</p> <p>The proposed public domain embellishments, such as street tree planting will improve connections to the local green grid, including a shared pathway provided to link to Holsworthy Station and onwards to the existing Harris Creek corridor.</p>
<i>W18 Delivering high quality open space</i>	<p>The Holsworthy Town Centre currently lacks a central civic space. The proposal will deliver a publicly accessible 1,000sqm town square on the site, embellished with high quality landscape features and highly activated. The square will provide a contextually appropriate space that will cater for the local community, supporting healthy lifestyles and fostering social interaction.</p>
<i>W19 Reducing carbon emissions</i>	<p>As discussed above, the proposed density will consume services at a more efficient rate the traditional low rise suburban development. Subject to detailed design at the DA stage, the proposed built form will meet specified BASIX targets, with opportunities for the provision of renewable energy and WSUD infrastructure across the site.</p>
<i>W20 Adapting to natural hazards and climate change</i>	<p>As discussed above, the site is not located in an area subject to environmental hazards such as bushfire or flooding. The site will facilitate the delivery of dwellings in the Sydney Region that does not increase population in area subject to natural or urban hazards.</p>

Local Strategy

Assessment of the proposal with regards to the Local Strategic Planning Statement (LSPS) is detailed in Section 3.4.

b. Site Specific Merit

In addition to meeting at least one of the strategic merit criteria, a Planning proposal is required to demonstrate site-specific merit against the following criteria in Table 4 below.

Table 4 - Site Specific Merit

Criteria	Planning Proposal Response
<i>Does the planning proposal have site specific merit with regard to: the natural environment (including known significant environmental values, resources or hazards)?</i>	<p>The site holds minimal environmental constraints as it is largely devoid of any vegetation, is not identified with significant flood impacts, does not contain any endangered ecological communities, and by virtue of surrounding infrastructure, is generally isolated from surrounding areas of bushland.</p> <p>A portion of the site is, however, identified as being bushfire prone, with the eastern portion of the site identified as a 'vegetation buffer' pursuant to Council's Bushfire Prone Land map. This affectation has influenced the Master Plan and will not preclude, the undertaking of future development. This would be further analysed, and appropriate mitigation measures put in place as part of any future DA.</p>
<i>The existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?</i>	<p>This Planning Proposal seeks the redevelopment of a long term vacant and generally unconstrained site, and where no similar opportunities exist to surrounding sites or within the locality.</p> <p>As noted within this report, there is a strong and timely need for redevelopment of the site, which holds site-specific merit to accommodate the uplift in density sought by this Planning Proposal. As reflected by both current and historical zoning, the site has been identified for development for the purposes of a mixed-use centre for over fifteen years, following the release and private sale of the site from Commonwealth ownership and military control in approximately 2001.</p> <p>The site benefits from several existing development approvals, specifically DA-1839/2005 (as amended) and DA-582/2009 for the purposes of a retail centre. The site is currently vacant, having existed in a partially excavated and desolate state for approximately eight (8) years, with excavation works approved under DA-1839/2005 understood to have been undertaken in 2009. Accordingly, whilst the site remains undeveloped it is otherwise known by both Council and the general community as the site of 'Holsworthy Plaza'.</p> <p>The Planning Proposal is accompanied by an Economic Impact Assessment prepared by Leyshon Consulting (Attachment D) which concludes that the proposed development will not lead to the loss of retail facilities at Wattle Grove and Moorebank or in other centres. Residents will still have easy access to the same (or a better) range of retail facilities compared with those they currently enjoy including access to a full-line supermarket and a discount supermarket. Further, the assessment concludes that the impacts of the proposal will be mitigated by the significant public benefits associated with creating a new mixed-use, transit-oriented centre at Holsworthy anchored by a full-line supermarket and a discount supermarket.</p> <p>Historically, the site is somewhat fragmented as a result of its location adjacent to the East Hills railway line to the south, whilst also being</p>

Criteria	Planning Proposal Response
	<p>triangularly defined by Heathcote Road and Macarthur Drive, which bound the site to the north, east and west. The site is therefore standalone, being uniquely positioned against the rail corridor, bushland and with adequate separation to surrounding development and is of a size and capacity capable of accommodating the proposed increase in density without unreasonable environmental impact.</p> <p>By virtue of the unique setting and history of the site, there are no comparable sites in the Liverpool LGA that possess equivalent strategic merit for a high-density mixed-use development, nor where such a development is possible. The subject site is under single ownership, is near a railway station and future development under the amended controls will not impact on amenity and function of surrounding uses.</p> <p>The Holsworthy Barracks to the south of the site is a key military asset, having recently undergone significant redevelopment, with development into the future likely to be restricted to Defense uses only. The Proposal would not affect the on-going Defense uses.</p> <p>Development to the west of the site, the Mornington Estate, has only recently been constructed (2008), and is under Community Title, therefore having minimal development potential in the medium term. Further, and despite recent upgrades, whilst development associated with the Holsworthy railway station and commuter carpark is likely, any such development will be related to transport infrastructure only and not capable of any significant outward expansion (i.e. any development is likely to be uplift only).</p> <p>Development to the north through east of the site consists of remnant bushland, the Holsworthy sewerage treatment plant and sports playing fields, zoned SP2 – Defence and RE1 – Public Recreation respectively. It is considered that development of this land is unlikely in the short to medium term, with any future development likely to be residential in nature only and dictated by significant flooding and ecological constraints burdening this land.</p> <p>On this basis, there is no likely future development that would affect the uplift in density sought by this Planning Proposal, nor would the proposal affect nor preclude the development capability of surroundings site. Conversely, the proposed development is considered to result in a high-quality outcome for the site providing a range of retail, commercial uses to serve the needs of people who live in, work in and visit the local area, without unreasonable environmental, economic or social impact. The site therefore has site specific merit to support the Planning Proposal.</p>
<i>The services and infrastructure that are or will be available to meet</i>	There is adequate infrastructure to support the Planning Proposal. The site is well located and seeks to utilise existing public transport infrastructure and road connections to the site. Existing service

Criteria	Planning Proposal Response
<i>the demands arising from the proposal and any proposed financial arrangements for infrastructure provision?</i>	<p>provisions also exist for electricity, water, sewer, gas, stormwater infrastructure and telecommunications infrastructure at the site.</p> <p>The site is well located to areas of public open space, specifically Kokoda Oval, Hammondville Oval and associated playing fields as well as areas of open space and bushland associated with Harris Creek and Williams Creek to the north of the site.</p> <p>As detailed within the accompanying Social Impact Assessment (Attachment C), the site is also well located to a variety of community facilities, child care centres, sports clubs and associations, churches and schools (pre, primary and high schools) within the locality and surrounding suburbs of Hammondville and Wattle Grove.</p>

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 Local Strategic Planning Statement (LSPS)

The Local Strategic Planning Statement (LSPS) is Council's long-term plan to shape Liverpool's future which will help guide the development of Liverpool's suburbs and balance the need for housing, jobs and services as well as parks, open spaces and the natural environment.

Local Planning Priority 7, under the Liveability goal of the LSPS, includes the planning priority: '*Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport.*' The planning proposal would support additional housing choice. The planning proposal would deliver approximately 350 dwellings in proximity of Holsworthy train station which would assist in meeting Liverpool City Council's five-year housing supply target. The proposal will also introduce new apartment dwelling types to the dwelling house dominated Holsworthy locality, increasing affordability and diversity of product.

Local Planning Priorities mentioned in LSPS

Relevant priorities from the Liverpool LSPS are noted at Table 5 below.

Table 5 – Consistency with relevant priorities of the Liverpool LSPS

Criteria	Comment
<i>6 High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth</i>	<p>The Holsworthy Town Centre currently lacks a central civic space. The proposal will deliver a publicly accessible 1,000sqm town square on the site, embellished with high quality landscape features. The square will provide a contextually appropriate space that will cater for the local community, supporting healthy lifestyles and fostering social interaction.</p> <p>The proposal will also provide for improved pedestrian connections around the site and town centre, connecting to the train station and existing Harris Creek green grid corridor.</p>

Criteria	Comment
<i>7 Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport</i>	The planning proposal would support additional housing choice. The planning proposal would deliver approximately 350 dwellings in proximity of Holsworthy train station which would assist in meeting Liverpool City Council's five-year housing supply target. The proposal will also introduce new apartment dwelling types to the dwelling house dominated Holsworthy locality, increasing affordability and diversity of product.
<i>11 An attractive environment for local jobs, business, tourism and investment</i>	<p>The proposal will facilitate viable redevelopment of the vacant site, which includes landscaped embellishments, contributing to increased canopy.</p> <p>The proposal will provide opportunities for local investment in the locality, with retail and commercial floor space to be provided in the town centre for the first time. Given the lack of commercial floor space in the locality, location adjacent to the train station and proximity to the Holsworthy Army Barracks, it is anticipated that the site will present as an attractive local investment opportunity.</p>
<i>15 A green, sustainable, resilient and water-sensitive city</i>	<p>As discussed above, the proposed density will consume services at a more efficient rate than the traditional low rise suburban development. Subject to detailed design at the DA stage, the proposed built form will meet specified BASIX targets, with opportunities for the provision of renewable energy and WSUD infrastructure across the site.</p> <p>Further, the site is not located in an area subject to environmental hazards such as bushfire or flooding. The site will facilitate the delivery of dwellings in the Sydney Region that does not increase population in area subject to natural or urban hazards.</p>

Liverpool Local Housing Strategy (LHS) 2020

The Liverpool Housing Vision promotes the provision of high-quality dwelling types in proximity to existing centres and transport infrastructure. Relevant directions from the Local Housing Vision are noted at Table 6 below.

Table 6 –Liverpool Local Housing Strategy

Criteria	Planning Proposal Response
<i>Housing Priority 1: Diverse housing to meet the needs of the community</i>	The proposal will introduce apartment dwelling opportunities to Holsworthy, which is currently dominated by detached and attached dwelling typologies. Apartments will provide more affordable dwellings compared to traditional detached dwelling houses, and will enable a more diverse population, including students and senior citizens, to live and work in the area.
<i>Housing Priority 2: Focus growth in and around town and strategic</i>	The proposal seeks a modest intensification of commercial and residential land uses within the currently undeveloped Holsworthy town centre. The development will provide a walkable town centre that provides access to retail and commercial opportunities to both the residents of Holsworthy, Voyager Point and Sandy Point and military

Criteria	Planning Proposal Response
<i>centres close to transport and services</i>	<p>personnel of the rapidly growing Holsworthy Army base in a historically underserved locality.</p> <p>The centre is serviced by the Holsworthy Train Station, which provides 20 minute travel times to Liverpool and Campbelltown, and 30 minute services to the Sydney CBD, the most competitive in the Liverpool LGA.</p>
<i>Housing Priority 3: The low scale character of suburban areas is respected</i>	The site is zoned B2 Commercial Centre, whilst adjoining land is zoned R4 High Density Residential and developed for attached dwellings. The proposal does not seek to rezone existing low density land and will provide density within a planned town centre well serviced by existing transport and open space infrastructure.
<i>Housing Priority 4: Increase affordable housing across Liverpool</i>	As discussed, the proposal will introduce more affordable apartment dwelling typologies to a locality dominated by detached and attached dwelling houses.
<i>Housing Priority 5: Ensure sustainability principles and climate resilience in new development</i>	<p>The proposed density is considered appropriate as this location is already well serviced by open space infrastructure, specifically Kokoda Oval, Hammondville Oval and associated playing fields as well as areas of open space and bushland associated with Harris Creek and Williams Creek to the north of the site.</p> <p>The reduction in car use afforded by a strategically located development will decrease transport associated emissions, encourage active transport use, and contribute to climate resilience in the broader LGA.</p>
<i>Housing Priority 6: Support housing growth with appropriate infrastructure</i>	The site is already well serviced by existing community, open space and transport infrastructure, as noted in the supporting Social Impact Assessment. The proposal will be accompanied by a number of local infrastructure upgrades to support the development.

Liverpool Centres and Corridors Strategy

Liverpool Centres and Corridors Strategy (LCCS) 2020

The Liverpool Centres and Corridors Strategy seeks to ensure that there are adequate, appropriate and accessible retail services for Liverpool's residents into the future whilst maintaining the viability of existing functioning centres.

Relevant directions from the LCSS are noted at Table 7Table 6 below.

Table 7 –Liverpool Centres and Corridors Strategy

Criteria	Planning Proposal Response
<i>Ensure that there are adequate, appropriate and accessible retail services for Liverpool's residents into the future</i>	The proposal will introduce retail and commercial uses to the Holsworthy Town Centre for the first time, as envisioned by the site's B2 zoning. The site will provide a greater range of services and businesses than the nearby Wattle Grove and Hammondville local centres, and will be utilised by commuters using Holsworthy Station, personnel from the nearby Holsworthy Army Barracks and passing regional traffic from Heathcote Road.
<i>Maintain and strengthen the viability of existing centres</i>	<p>An Economic Impact Assessment has been prepared and is provided at Attachment D to this report. The Economic Impact Assessment notes that the proposal will provide the opportunity for a new district retail centre in south-eastern Liverpool, which the area currently lacks. The further advantage of the site is its co-location with Holsworthy Railway Station.</p> <p>The proposal will generate estimated annual sales of \$70 million, which may have an impact on other existing centres at Wattle Grove and Moorebank, however the impact is unlikely to lead to a significant reduction in retail services at these locations.</p>
<i>Ensure that centres have a high level of amenity for workers, shoppers, residents and visitors</i>	The centre will be designed to provide a high level of amenity to the local community. The proposal will deliver a publicly accessible 1,000sqm town square on the site, embellished with high quality landscape features and public domain improvements. The square will provide a contextually appropriate space that will cater for the local community, supporting healthy lifestyles and fostering social interaction.
<i>Ensure that future centres are well planned and connected.</i>	As demonstrated throughout this report, the proposal represents an appropriate level of uplift in an underdeveloped, but strategically located town centre. The development is located adjacent to the Holsworthy Train Station and conveniently fronts Heathcote Road. Upgrades to the local sidewalks will improve access to the centre.

The LCCS identifies Holsworthy as a 'Local Centre' within the 'Proposed Retail Hierarchy' located in Table 1. The proposal is consistent with the proposed hierarchy as it will meet local convenience retailing needs whilst acting as a community gathering space, through the provision of the town square. In line with the hierarchy, the proposal provides for a supermarket, a range of retail offerings and improved pedestrian connectivity to local residential areas, active transport networks, Holsworthy Train Station and the Holsworthy Army Barracks.

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

Several State Environmental Planning Policies (SEPPs) apply to the land. The consistency of the planning proposal with pertinent SEPPs has been provided in Table 8 below. SEPPs which the planning proposal will not materially impact nor undermine, where it is deemed that the planning proposal is consistent or not inconsistent with the SEPP objectives are omitted from Table 8.

Table 8 – Consistency with State Environmental Planning Policies

State Environmental Planning Policy	Comment / Consistency
<i>SEPP (Transport and Infrastructure) 2021</i>	The proposal has been designed having regard to SEPP Transport and Infrastructure, considering the proximity of the site to the adjacent railway line and scale of the development overall (considered to be traffic generating development). The proposal is supported by a Traffic Impact Assessment prepared by Terraflow (Attachment E) demonstrating the proposal will not result in any unreasonable impact to the local road network.
<i>SEPP (Resilience and Hazards)</i>	The aim of this policy is to ensure the appropriate management and remediation of contaminated land. Contamination can be further addressed, and mitigation measures implemented for any future development, at the DA stage, in accordance with the provisions of clause 4.6 of the SEPP.
<i>SEPP No. 65 – Design Quality of Residential Apartment Development</i>	The proposal has been designed to ensure consistency with the provisions of SEPP 65 and the ADG, specifically relating to building massing, setbacks and provision of landscaping and open space at the site.
<i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>	The SEPP applies to land zoned B2 Local Centre in Liverpool Local Government Area. Consistency with this SEPP will be subject to future DAs, although there is very limited vegetation on the site, a result of minor groundworks undertaken under the consent of extant DAs for the site.

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

Table 9 – Consistency with Ministerial Directions

Ministerial Direction	Justification
<i>1.2 Implementation of Regional Plans</i>	Consistency with Greater Sydney Region Plan - A Metropolis of Three Cities is demonstrated in Section 3.3 of this report.
<i>1.4 Approval and Referral Requirements</i>	The Planning Proposal does not contravene the objectives of this direction.
<i>1.5 Site Specific Provisions</i>	The Planning Proposal does not propose any unnecessarily restrictive site-specific planning controls, and will use standard built form controls to amend the LLEP 2008.
<i>4.3 Planning for Bushfire Protection</i>	<p>The Planning Proposal applies to land that is partially bushfire prone, with the eastern portion of the site identified as a 'vegetation buffer' pursuant to Council's Bushfire Prone Land map.</p> <p>This affectation has been considered in the design of the proposal, with a future development capable of complying with Rural Fires Act 1997</p>

	and the NSW Rural Fire Service 'Planning for Bushfire Protection' guidelines.
<i>4.4 Remediation of Contaminated Land</i>	The conclusions and recommendations presented in the Preliminary Site Investigation (PSI) identified a need for more detailed investigations of the site. However, given that Ministerial Direction 2.6 only requires the submission of a PSI, a detailed site investigation can be procured at DA stage.
<i>4.5 Acid Sulfate Soils</i>	The site is identified as containing Class 5 Acid Sulfate Soils pursuant to Cl.7.7 LLEP 2008. The proposed development is not considered to have the potential to disturb, expose or drain acid sulfate soils, nor cause environmental damage.
<i>5.1 Integrating Land Use and Transport</i>	<p>The site is within 100 metres of Holsworthy railway station and transport interchange, which provides fast connections.</p> <p>The Planning Proposal will provide for residential accommodation across a variety of dwelling types in a well-connected site and encourage use of public transport.</p>
<i>5.2 Reserving Land for Public Purposes</i>	The Planning Proposal does not propose to create, alter or reduce any existing zoning or reservation on the land for public purposes.
<i>5.3 Development Near Regulated Airports and Defence Airfields</i>	<p>The site is located approximately 4.2km south of Bankstown Airport, 20km south east of Sydney Kingsford Smith Airport and approximately 25km east of the proposed Western Sydney Airport at Badgerys Creek. The site is not burdened by any ANEF restriction at the site.</p> <p>The proposed increase in height sought under this Planning Proposal (up to RL.55.0m AHD) is significantly below the OLS limitations applying to the site (Approx. RL. 100m AHD).</p> <p>The proposal will not affect the operation of any aerodromes.</p>
<i>6.1 Residential Zones</i>	<p>The site is zoned B2 - Local Centre, which although not a residential zone, otherwise provides for the undertaking of some forms of residential development, including residential flat buildings as permissible within the zone.</p> <p>The Planning Proposal will facilitate the delivery of high quality housing of this type, currently not present within the suburb of Holsworthy or broader locality. The development will increase housing supply and improve the variety and choice of dwelling types available.</p>
<i>7.1 Business and Industrial Zones</i>	The Planning Proposal will support a retail centre on a site having been long identified for this purpose and already appropriately zoned.

Section C – Environmental, social, and economic impact

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

The site does not contain any critical habitat, threatened species, population or ecological communities or their habitats. Whilst some areas of threatened ecological communities have been identified in areas of bushland adjacent to Williams Creek to the north east of the site, the Planning Proposal is not considered to result in any impact to these areas.

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

The Planning Proposal seeks an increase in the height and floor space ratio controls applicable to the site to facilitate future development, as demonstrate by the Urban Design Study and Master Plan at Attachment A. It is anticipated that subject to a future, detailed design, that the development has the potential to result in environmental impacts.

Should this Planning Proposal be supported, a detailed design and future Development Application (or applications) will be lodged seeking development consent for a proposed mixed-use development and will be subject to the applicable planning framework, including the provisions the EP&A Act 1979 and detailed controls of Liverpool City Council. It is anticipated that potential environmental impacts will be fully explored, with appropriate mitigation measures implemented, as to ensure that the development will result in no unreasonable effects.

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

The social and economic effects of this Planning Proposal have been considered and addressed.

An Economic Impact Assessment has been prepared and is provided at Attachment D to this report. The Economic Impact Assessment notes that the proposal will provide the opportunity for a new district retail centre in south-eastern Liverpool, which the area currently lacks. The further advantage of the site is its co-location with Holsworthy Railway Station. The proposal will generate estimated annual sales of \$70 million, which may have an impact on other existing centres at Wattle Grove and Moorebank, however the impact is unlikely to lead to a significant reduction in retail services at these locations. The Economic Impact Assessment notes that the potential economic impacts of the proposal will be mitigated by the significant public benefits associated with creating a new, mixed use development, close to the railway station and anchored by a full line supermarket.

A Social Impact Assessment has been prepared and is provided at Attachment C. The planning proposal is considered to have an overall positive social impact, whilst potential negative impacts can be appropriately mitigated.

The proposal will result in an increased residential density on the site stipulating a higher demand for communal open space and increased foot traffic between the site and Holsworthy station. The proposed increase in density is justifiable as 1,000sqm of public open space is being provided as part of the proposal, for a public plaza and improved pedestrian connections. This is detailed in Part 2.6 of Liverpool Development Control Plan 2008 (LDCP 2008) which include the following controls;

- a) Provision of a public plaza along Macarthur Drive with a minimum size of 1,000sqm; and

- b) Preparation of a pedestrian accessibility and safety plan with any development application for the local centre, clearly showing how pedestrians and cyclists can connect safely and efficiently between the town centre and Holsworthy station.

The proposed amendments to Part 2.6 of the Liverpool Development Control Plan 2008 are included in the documents exhibited under this application.

Section D – State and Commonwealth interests

3.10 Is there adequate public infrastructure for the planning proposal?

It is considered there is adequate public infrastructure to support the Planning Proposal. The site is well located and seeks to utilise existing public transport infrastructure and road connections to the site. As detailed within the Servicing and Utilities Infrastructure Strategy Report, prepared by ARUP (Attachment I), existing service provisions exist for electricity, water, sewer, gas, stormwater infrastructure and telecommunications infrastructure at the site.

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

As a result of the Gateway Determination, relevant public authorities have been identified for early consultation to satisfy ministerial directions 3.5 - *Development Near Regulated Airports and Defence Airfields*, and 4.4 - *Planning for Bushfire Protection*. Consultation occurred between 20 July and 25 August 2020.

Table 10 - Public Authority Consultation

Authority	Submission	Officer response
NSW Rural Fire Service	No objections to the planning proposal. Further consideration of bushfire prone land will be addressed at the Development Assessment stage.	No action required.
Department of Defence	Defence does not support the proposed amendment to increase density and height at the subject site. However, if Council is inclined to support the proposal, Defence would seek to ensure that appropriate conditions are imposed as part of any future development proposal as follows: <ul style="list-style-type: none"> • no surveillance or communications equipment or products can be erected on the building without prior approval by Defence; • any future buildings must be designed to ensure minimal overview of Defence land by generally facing apartments away from the barracks and through the use of architectural privacy treatments to avoid any direct overview. 	Relevant design considerations will be addressed in the site-specific development control plan (DCP). Defence will be consulted when the DCP is exhibited.
Bankstown Airport	No objections to the planning proposal.	No action required

Pursuant to the Gateway determination issued on 15 July 2020, the following government agencies, or utility owners, have also been identified as being potentially interested parties and will be consulted during the public exhibition period:

- Sydney Water: The site is currently vacant and will require water and sewer services to be developed and connected with reticulated water and sewer services.
- APA Group: The site is adjacent to the Moomba to Sydney natural gas pipeline along its southern boundary.
- Transport for NSW: Heathcote Road is situated along the north eastern boundary of the site. Heathcote Road is currently being widened to four lanes, thereby impacting on access to the site.

Part 4 – Mapping

The existing and the proposed changes to the LLEP 2008 are shown in the maps below.

Floor Space Ratio Maps

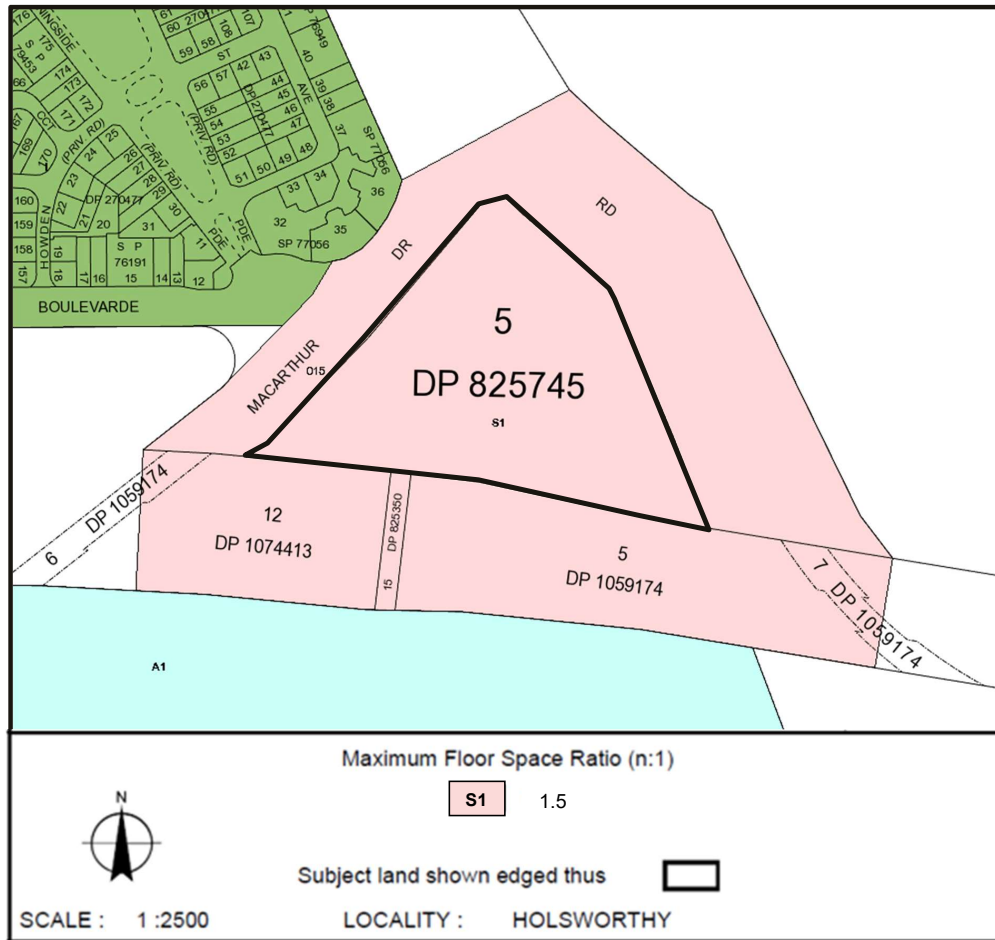


Figure 4: Existing floor space ratio map for the subject site

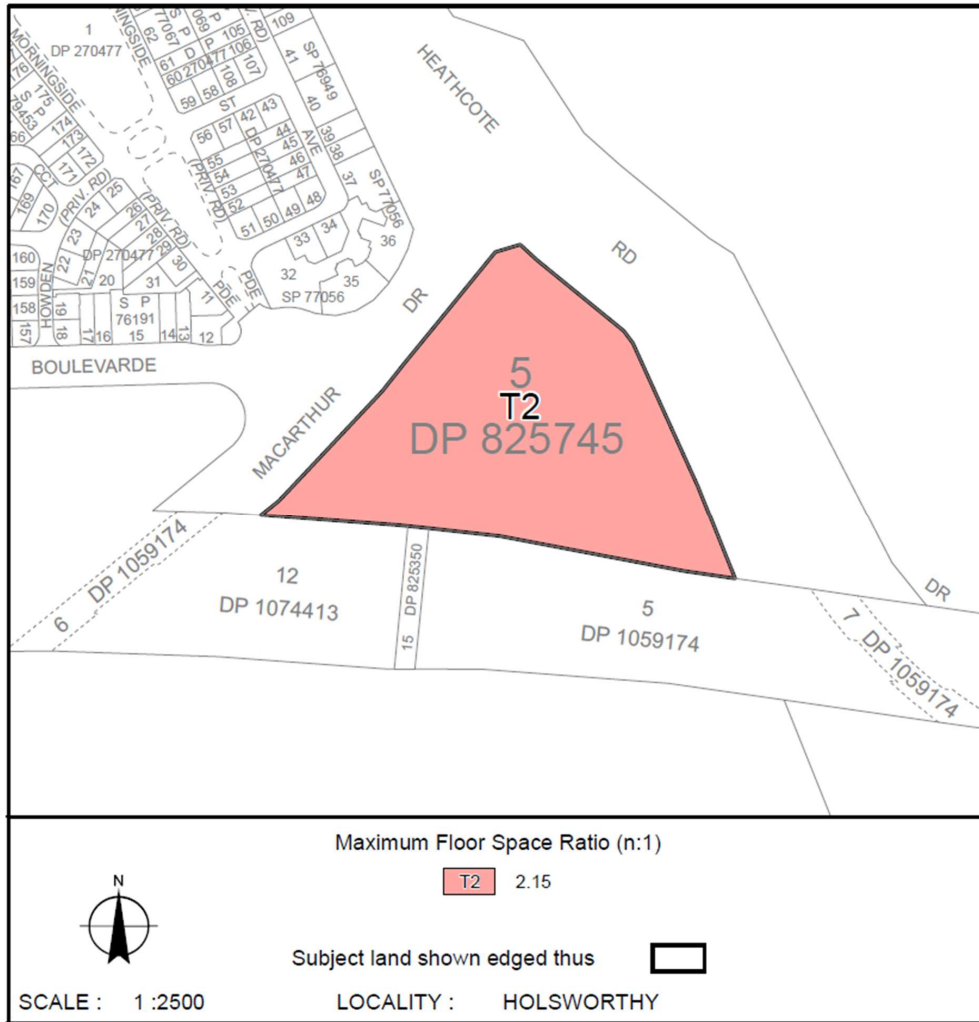


Figure 5: Proposed floor space ratio map for the subject site

Height of Building Maps

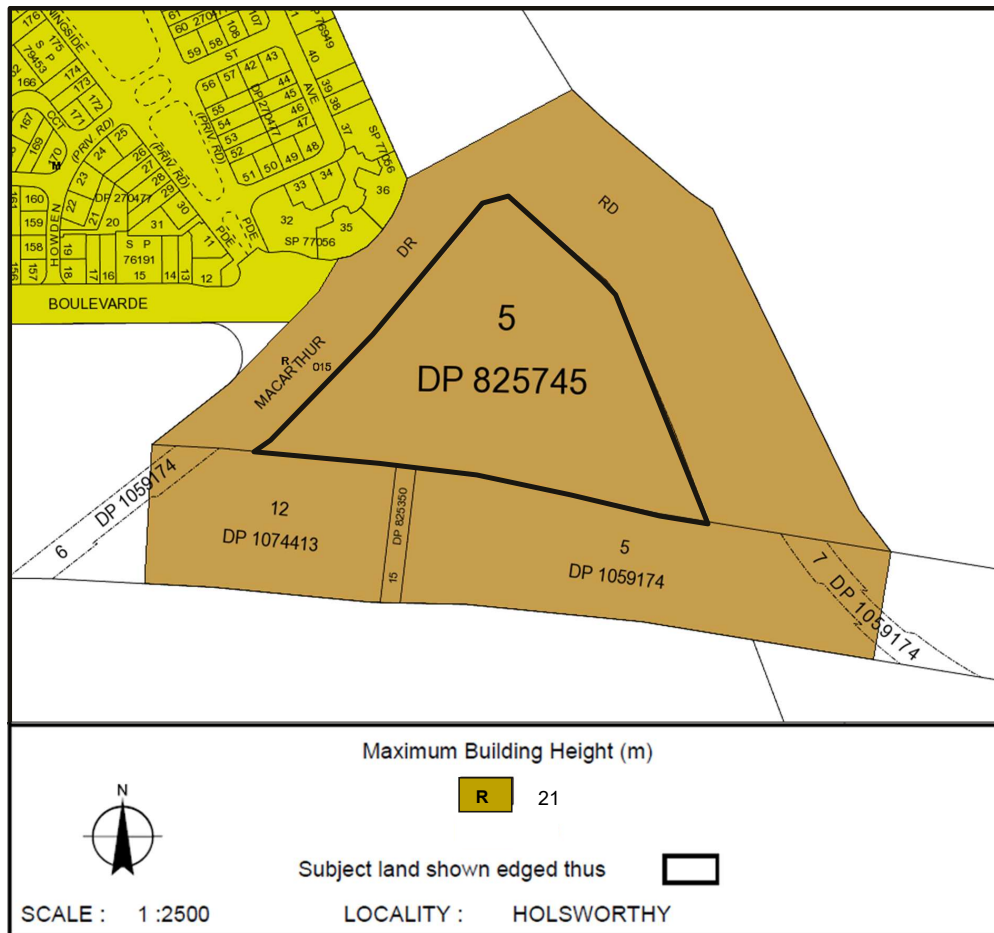


Figure 6: Existing height of building map for the subject site

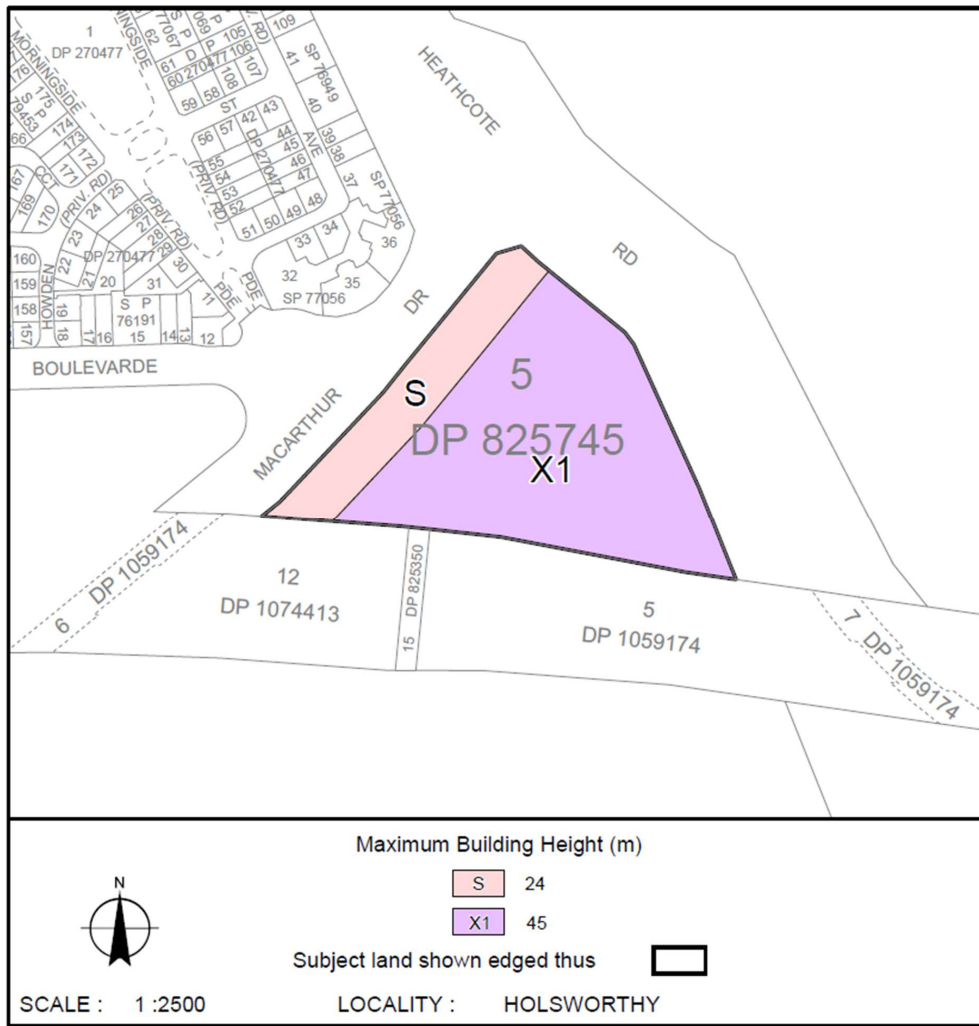


Figure 7: Proposed height of building map for the subject site

Part 5 – Community Consultation

Schedule 1, Clause 4 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the Gateway determination. The planning proposal will be publicly exhibited for at least 28 days in accordance with DPE's A Guide to Preparing Local Environmental Plans. The planning proposal exhibition will also be carried out in accordance with Council's Community Participation Plan.

At a minimum, the notification of the public exhibition of the Planning proposal is expected to involve:

- Notification on the Liverpool City Council website

Part 6 – Project Timeline

The past actions and an anticipated project timeline is shown in Table 11.

Table 11 – Anticipated Project Timeline

Timeframe	Action
26 August 2019	Presented at the Local Planning Panel meeting
28 October 2019	Presented to Liverpool City Council
December 2019	Submission of Planning Proposal to DPE
15 July 2020	Gateway Determination issued (As explained in this document above, this Gateway Determination has been removed.)
July 2020 – August 2020	Early consultation with RMS, RFS, Bankstown Airport and Defence
1 April 2021	An altered Gateway determination was issued with finalisation time frame of 15 August 2021
9 September 2021	DPE removed the Gateway determination
April 2022	Resubmission of Planning Proposal to DPE
8 June 2022	Gateway Determination
November 2022 February 2023	Public Exhibition, Community and public agency consultation
February March 2023	Consideration of submissions and proposal post-exhibition
April 2023	Post-exhibition report to Council
May-June 2023	Legal drafting and making of the plan

Attachments

- A. Master Plan and Urban Design Study
- B. Landscape Master Plan
- C. Social Impact Assessment
- D. Economic Impact Assessment
- E. Traffic Impact Assessment
- F. Flood Study
- G. Bushfire Constraints Assessment
- H. Noise and Vibration Impact Assessment
- I. Servicing and Utilities Infrastructure Strategy
- J. Report Preliminary Site Investigation

ECONOMIC IMPACT ASSESSMENT

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PROPOSED RETAIL CENTRE DEVELOPMENT, HOLSWORTHY

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DISCLAIMER

This Report has been prepared solely for the purposes recorded at Section 1 of the Report and solely for the benefit of the party to whom the report is addressed. No third party is entitled to rely upon this Report for any purpose without the written consent of Leyshon Consulting Pty Ltd having first been sought and obtained.

This Report involves the making of future projections. Those projections are grounded upon the facts and matters contained in this Report. Some or all of those facts and matters comprise assumptions and/or representations upon which Leyshon Consulting Pty Ltd has relied but about which it has no knowledge of its own. By reason of this, Leyshon Consulting Pty Ltd cannot warrant or represent the correctness or accuracy of such assumptions and/or representations. It follows that, while the projections contained in this Report are made with care and judgment, Leyshon Consulting Pty Ltd cannot confirm, warrant or guarantee that actual results achieved will be consistent with the results projected by this Report.



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EXECUTIVE SUMMARY

Introduction

This Report has been prepared by Leyshon Consulting Pty Ltd for Prestdel Developments Pty Ltd (Prestdel). The Report presents an Economic Impact Assessment (EIA) of a proposed mixed-use development containing a component of retail floorspace on a site at Holsworthy, New South Wales.

In 2009 Prestdel obtained development consent for a mixed-use development with 7,235m² of retail and 1,600m² of commercial floorspace. The 2009 approval was based on the centre having two supermarkets.

The development now being proposed will be anchored by a full-line supermarket of 3,962m² and a smaller discount supermarket of 1,584m². Specialty retail/commercial floorspace of about 3,129m² is also proposed plus 400 residential units.

Trade Area

The defined trade area for the proposed Holsworthy centre consists of two components, namely:

- ▶ **PTA**—includes the suburbs of Holsworthy, Wattle Grove, Voyager Point, Pleasure Point and Hammondville; and
- ▶ **STA**—the suburb of Moorebank.

The Holsworthy site's location fronting Heathcote Road means the centre will almost certainly attract a significant proportion of its sales from so-called 'passing trade'.

The average household income for the trade area in 2011 (latest available) was \$93,073—almost 10% higher than the Greater Sydney average.

Population

The estimated resident population (ERP) is projected to grow to 32,133 residents in 2021 which equates to an average annual growth (AAG) rate of +1.94% per annum.

Available Spending

Total available annual retail spending in the Holsworthy trade area in 2016 is estimated at \$371.3 million (\$2016). This is projected to increase to \$423.5 million per annum (\$2016) by 2021. The estimated real growth (that is, adjusted for inflation) in annual available spending between 2016-21 is some +\$52.2 million.

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EXECUTIVE SUMMARY

Annual available supermarket spending generated in the trade area in 2021 is estimated to be \$135.5 million. This would be sufficient to support 12,900m² of supermarket floorspace based on contemporary average sales levels in the Australian supermarket sector of \$10,500 per m² per annum (\$2016).

At present the Holsworthy trade area contains only some 4,950m² of supermarket floorspace.

Accordingly, a significant level of 'escape supermarket spending' must be flowing out of the trade area at present.

The trade area will continue to be under-supplied with supermarket floorspace of at least 7,950m² by 2021 if the proposed development does not proceed.

Existing Retail Hierarchy

The largest centre of relevance is the Liverpool CBD located some 5.3km to the north-west. The Liverpool CBD contains a reported 121,656m² of retail floorspace and had estimated sales in the order of \$670.0 million per annum in 2016 (\$2016).

The CBD contains three national chain supermarkets (Woolworths, Coles and Aldi) plus a large Asian supermarket (Udaya Spices) and several small ethnically-based grocery/food stores.

Casula Mall is a sub-regional centre located approximately 7.4km to the south-west of the subject site. Casula Mall contains a reported 20,391m² of retail floorspace and had sales of \$199.4 million per annum in 2016 (\$2016). The centre is anchored by a Kmart discount department store (DDS) and Coles and Aldi supermarkets.

Wattle Grove Plaza is the centre closest to the subject site. Wattle Grove contains an estimated 3,730m² of retail floorspace and is anchored by a relatively small Coles supermarket. The centre's annual sales are currently in the order of \$48.4 million per annum.

Moorebank Village is located at the intersection of Stockton and Maddecks Avenues, Moorebank. The centre is a large, older-style neighbourhood centre containing about 7,300m² and anchored by a small Woolworths supermarket of about 2,200m². We estimate centre achieved sales of about \$56.0 million per annum in 2016 (\$2016).

The only other centre in the trade area is located on Walder Road at Hammondville. The centre has 17 convenience-related tenancies with its total retail floorspace estimated at 1,300m². Hammondville does not have a 'major' tenant but does contain a small IGA store of some 250m².

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EXECUTIVE SUMMARY

In November 2012 Liverpool City Council endorsed the *Liverpool Retail Centres Hierarchy Review* prepared for Council by consultants Hill PDA.

The Review document specifically identifies the existing approval for a new centre on the subject site which is to be known as Holsworthy Plaza. The Review identified the centre could contain some 7,000m² of retail floorspace including Aldi and Coles supermarkets.

In this context, we consider the current Planning Proposal to be consistent with the established and proposed hierarchy of centres in Liverpool Local Government Area.

Impact Assessment

Assuming the proposed centre's first full year of trading is 2020, its annual sales are estimated at \$70.0 million. The majority of these sales (\$54 million or 77.1%) would be generated by the centre's supermarkets.

Of projected total centre sales of \$70.0 million in 2020 approximately \$60.5 million or 86.4% is estimated to be sourced from the trade area. The balance (\$9.5 million, 13.6%) originates from spending by shoppers living outside the trade area.

Sales of \$60.5 million originating from the trade area equates to the centre achieving a market share of 14.7% in terms of total available annual resident spending in 2020 (\$412.5 million).

The potential dollar and percentage impacts of the proposed Holsworthy centre on relevant nearby centres in 2020 are estimated to be:

▶ Wattle Grove	...	-\$7.5 million	(-14.5%)
▶ Moorebank	...	-\$7.4	(-12.5%)
▶ Casula Mall	...	-\$7.9	(-3.6%)
▶ Westfield Liverpool	...	-\$8.8	(-1.6%)
▶ Liverpool CBD Balance	...	-\$5.1	(-3.7%)
▶ Liverpool CBD Total	...	-\$13.9	(-2.0%)
▶ Chipping Norton	...	-\$4.1	(-7.9%)
▶ Hammondville	...	-\$0.3	(-5.1%).

The majority of impacts will fall on supermarket operators in the affected centres. It is highly unlikely, however, that the impacts noted above would lead to the closure of supermarkets in any of the nominated centres.

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EXECUTIVE SUMMARY

The estimated sales impact in 2020 of the proposed Holsworthy centre on Wattle Grove (-14.5%) and Moorebank (-12.5%) would be classified as being in the medium/high range. The estimated impact on Casula Mall, Hammondville, Westfield Liverpool and the balance of the Liverpool CBD all fall in the very low range. The projected impact on the Chipping Norton centre (-7.9%) falls in low/medium range of impact.

Conclusion

In our opinion, the proposed development will not lead to the loss of facilities at Wattle Grove and Moorebank or in other centres. Residents will still have easy access to the same (or a better) range of retail facilities compared with those they currently enjoy including access to a full-line supermarket and an Aldi discount supermarket.

The impacts of the proposal will be mitigated by the significant public benefits associated with creating a new mixed-use, transit-oriented centre at Holsworthy anchored by a full-line supermarket and an Aldi discount supermarket.



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1

INTRODUCTION

1.1 Background

This Report has been prepared by Leyshon Consulting Pty Ltd for Prestdel Developments Pty Ltd (Prestdel). The Report presents an Economic Impact Assessment (EIA) of a proposed mixed-use development containing a component of retail floorspace proposed for a site at Holsworthy, New South Wales. We have previously prepared EIAs in relation to this site in 2005 and 2009.

We understand that Prestdel control a site immediately adjacent to the existing Holsworthy railway station (FIGURE 1.1 refers). The site also has a frontage to Heathcote Road, the only regional road link between Liverpool and Sutherland Shire. As Heathcote Road carries substantial traffic volumes, the proposed development can be expected to attract a significant component of its sales from passing trade.

We are advised that in 2009 Prestdel obtained development consent for a mixed use development with 7,235m² of retail and 1,600m² of commercial floorspace. The 2009 approval was based on the centre having two supermarkets.

This Report has been prepared to accompany a Planning Proposal to be submitted to Liverpool City Council (Council). As such, it is intended to meet the requirements of Section 79C of the New South Wales Environmental Planning and Assessment Act 1979.



FIG 1.1: HOLSWORTHY SITE

1.2 Proposed Development

TABLE 1.1 provides a detailed breakdown of the project's proposed floorspace.

TABLE 1.1 FLOORSPACE – PROPOSED HOLSWORTHY CENTRE (Net Leasable Area [NLA])	
Tenancy ...	Area (Sq.M.)
Supermarket	3,962
Discount supermarket	1,584
Specialty Retail/Commercial	3,129
Total	8,675
Source: Prestdel Pty Ltd Developments, 2017.	

In total, 8,675m² of retail and commercial space is proposed. Car parking for 462 vehicles also will be provided.

The proposed development will be anchored by a full-line supermarket of 3,962m² and a smaller discount supermarket of 1,584m². Specialty retail/commercial floorspace of about 3,129m² is proposed.

In addition to the retail and commercial space, we understand the proposal involves 400 residential units to be developed above the retail and parking levels.

The centre as proposed will be larger than most neighbourhood centres which usually contain <5,000m². In our opinion, it will have more of the characteristics of a small district centre.



TRADE AREA

2.1 Introduction

A trade area for the proposed centre at Holsworthy has been defined. The trade area encompasses both a primary trade area (PTA) and a secondary trade area (STA). We expect that more than 80% of the centre's sales will originate from these two areas combined.

In defining the trade area account has been taken of the location and nature of existing competitive centres, the nature of the road network in the surrounding region and any barriers to vehicular movement.

This section of the Report provides estimates of expected population growth in the trade area during the period 2016-21, reviews the demographic characteristics of the trade area population and provides estimates of existing and forecast retail spending in the trade area to 2021.

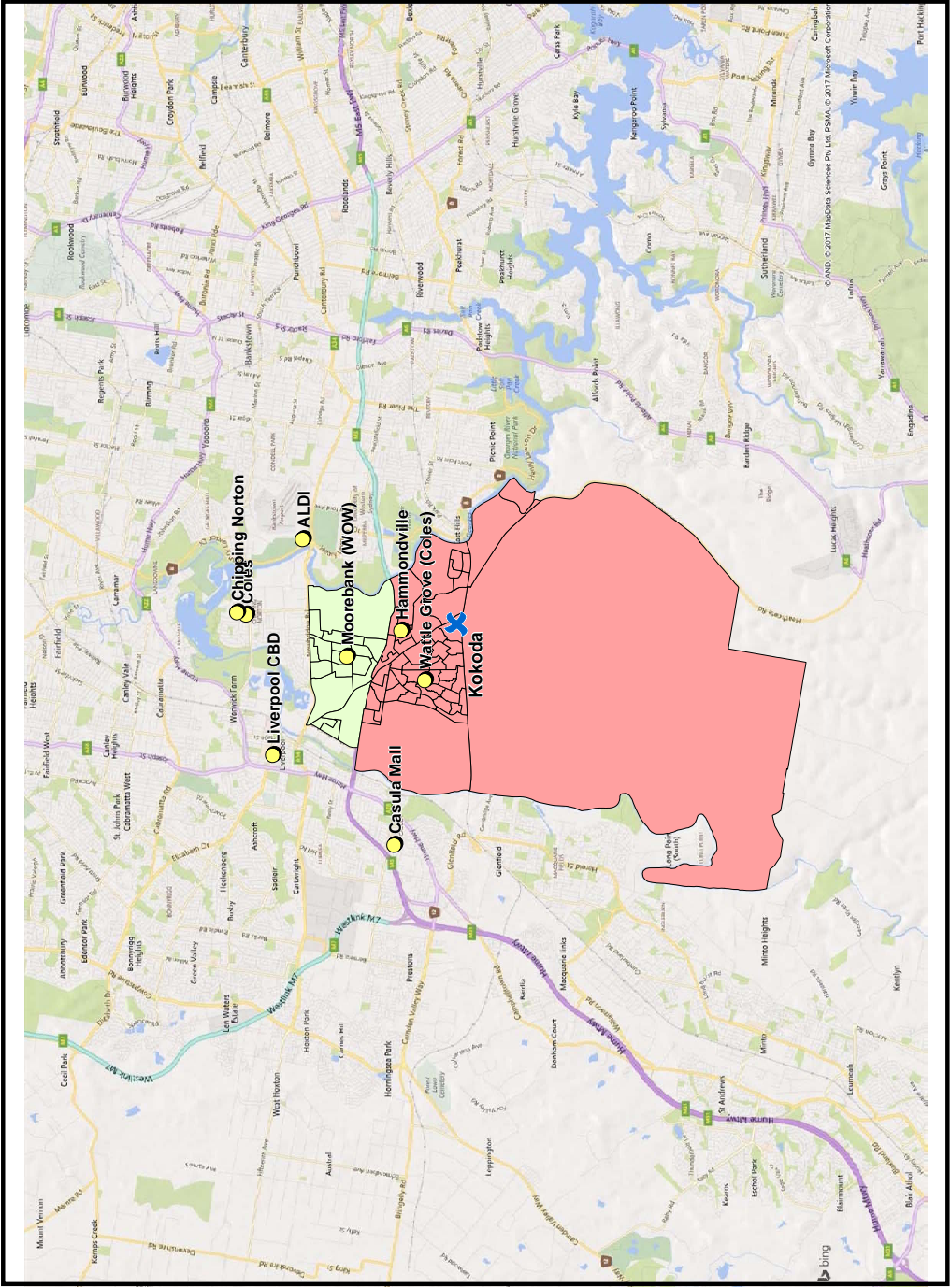
2.2 Trade Area Definition

The defined trade area for the proposed Holsworthy centre is depicted in FIGURE 2.1. It consists of two components, namely:

- ▶ **PTA**—includes the suburbs of Holsworthy, Wattle Grove, Voyager Point, Pleasure Point and Hammondville; and
- ▶ **STA**—the suburb of Moorebank.

As noted earlier, given the site's location fronting Heathcote Road, it is almost certain the centre will attract a significant proportion of its sales

FIG 2.1: Holsworthy Trade Area



Data Source:

Legend

Site

Site Coordinates

Longitude/X: 150.958501

Latitude/Y: -33.962158

N

0 2.5 5
Kilometres

AnySite®

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Print Date: 3 July 2017

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from so-called 'passing trade'. This refers to motorists using Heathcote Road who live well outside the defined trade area but find the centre convenient to shop at either associated with a trip to or from work or, alternatively, while on a leisure-based trip.

The subject site is also very close to the Holsworthy Army Barracks which have personnel living on base and a significant number of personnel living off base.

2.3 Demography

The demographic characteristics of a given population exert significant influence over the volume and nature of retail spending. We have reviewed the key demographic characteristics of the Holsworthy trade area population at the 2011 Census (latest available; TABLE 2.1 refers). Comparative data for the Greater Sydney Capital City Area (Greater Sydney) are also provided.

In summary, compared with Greater Sydney in 2011, the trade area was distinguished by the following:

- ▶ a younger age profile with a high proportion of persons aged 0-9 years in 2011 (16.2%) compared with 13.1% in Greater Sydney. Only 12.7 of the population was aged 60+ years in 2011 compared with 18.0% in Greater Sydney.
- ▶ a higher concentration of traditional families (that is, couples plus dependent children)—40.8% compared with 36.1% in Greater Sydney.

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- ▶ a high proportion of couple families without children—37.5% compared with 27.4% in Greater Sydney
- ▶ a lower proportion of employed persons in upper white collar job categories—31.6% compared with 38.8% in Greater Sydney
- ▶ an average household income level (\$98,073) which was +9.6% above the Greater Sydney average in 2011 (\$89,465).

TABLE 2.1
 SELECTED KEY DEMOGRAPHIC ATTRIBUTES of HOLSWORTHY TRADE AREA
 POPULATION and COMPARATIVE DATA for SYDNEY GREATER CAPITAL CITY
 STATISTICAL AREA (SYDNEY), 2011 (% Population)

Variable ...	PTA	STA North	Total Trade Area	(Sydney GCCSA)
Population Count, 2011 (No. Persons)	19,542	6,801	26,343	4,391,674
Age Structure				
0-9 years	16.3	15.8	16.2	13.1
10-19	15.7	11.5	14.7	12.4
20-29	15.0	12.6	14.4	14.8
30-39	16.5	16.3	16.3	15.3
40-49	16.2	12.7	15.3	14.3
50-59	10.4	10.6	10.4	12.1
60+	9.9	20.5	12.7	18.0
Total	100.0	100.0	100.0	100.0
Household Structure				
Couples & Children	40.6	41.6	40.8	36.1
Couples Only	40.9	26.6	37.5	24.7
Single Parents	8.1	13.0	9.3	11.6
Other	0.6	1.0	0.7	1.4
Total Family	90.2	82.2	88.3	73.8
Non-Family Households				
Lone Person	9.0	15.4	10.5	22.0
Group	0.8	2.4	1.2	4.2
Total Non-Family	9.8	17.8	11.7	26.2
Total Households	100.0	100.0	100.0	100.0

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TABLE 2.1
SELECTED KEY DEMOGRAPHIC ATTRIBUTES of HOLSWORTHY TRADE AREA
POPULATION and COMPARATIVE DATA for SYDNEY GREATER CAPITAL CITY
STATISTICAL AREA (SYDNEY), 2011 (% Population)

Variable ...	PTA	STA North	Total Trade Area	(Sydney GCCSA)
Average Household Size (persons/dwelling)	3.10	2.88	3.04	2.74
Occupational Structure				
Managers	11.4	9.9	11.1	13.3
Professionals	20.2	16.4	19.3	25.5
Technicians & Trade Workers	14.6	16.4	15.0	12.2
Community & Personal Service Workers	14.1	8.0	12.6	8.8
Clerical & Administrative Workers	19.1	19.1	19.1	16.2
Sales Workers	7.8	9.8	8.2	9.0
Machinery Operators & Drivers	6.1	10.0	7.0	5.7
Labourers	5.2	8.0	5.9	7.3
Inadequately Described/ Not Stated	1.5	2.4	1.8	2.0
Total	100.0	100.0	100.0	100.0
Unemployment Rate	4.1	4.3	4.1	5.7
Annual Household Income				
Average Annual Household Income (\$2011)	\$103,897	\$83,038	\$98,073	\$89,465

Source: ABS Census, August 2011.

In 2011, the population in the PTA had an average household income well above that of the STA population (\$103,897 compared with \$83,038). As can be noted from TABLE 2.1, the average household income for the trade area as a whole in 2011 was \$93,073—almost 10% higher than the Greater Sydney average.

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2.4 Population

Based on the 2011 Census results, the trade area's estimated resident population (ERP) was 27,010 persons in 2011. The ERP makes allowance for the under-enumeration affecting Census population counts in New South Wales in general and Liverpool LGA in particular. It also makes allowance for military personnel living on-base in the adjacent Holsworthy Barracks.

The trade area is continuing to experience above average population growth. This is largely due to in-fill housing development which has been occurring in the eastern part of Moorebank and in Wattle Grove.

As can be noted from TABLE 2.2, the Australian Bureau of Statistics (ABS) has provided up-to-date estimates of the resident population in the following Statistical Level 2 areas (SA2s) namely:

- ▶ Holsworthy/Wattle Grove
- ▶ Chipping Norton/Moorebank.

The ABS (preliminary) estimates are that the resident population in these areas has, on a combined basis, increased from 36,617 people in 2011 to 39,273 in 2016.

The estimated average annual growth rate the period 2015-16 was as follows:

- ▶ Holsworthy/Wattle Grove ... 2.2% per annum
- ▶ Chipping Norton/Moorebank ... 2.7% per annum.

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These two SA2s are, on a combined basis, larger than the defined Holsworthy trade area. They nevertheless give an excellent insight into current growth rates in the Holsworthy area.

We anticipate the rate of population growth in the defined trade area will slow in the period to 2021 as new opportunities for in-fill housing diminish.

TABLE 2.2

ESTIMATED RESIDENT POPULATION – HOLSWORTHY SUB-REGION, 2006-16 (No. Persons)

Statistical Area Level 2 ...	2006	2011	2016 ^P	Annual Average Growth Rate 2015-16
Holsworthy/Wattle Grove	18,530	20,408	21,336	2.2%
Chipping Norton/Moorebank	14,920	16,209	18,387	2.7%
Total	33,450	36,617	39,723	2.5%

P=Preliminary.

Source: ABS March, 2017.

As noted in TABLE 2.3, we project the ERP is likely to have increased to 32,133 residents in 2021 which equates to an average annual growth (AAG) rate of +1.94% per annum.

TABLE 2.3

ESTIMATED RESIDENT POPULATION –
HOLSWORTHY TRADE AREA, 2011-21 (No. Persons)

Year ...	PTA	STA	Total
2011	20,045	6,965	27,010
2016	21,350	7,841	29,191
2018	22,215	8,270	30,485
2021	23,227	8,906	32,133

Source: Leyshon Consulting Estimates, June 2017.

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It should be noted that the population estimates detailed in TABLE 2.3 do not take into account the 400 units proposed on the subject site. Clearly, if the Planning Proposal is approved this will result in a further increase in the PTA's population—by about 800 to 1,000 additional residents.

2.5 Available Retail Spending

Estimates of average annual per capita retail spending levels in the trade area in 2016 have been made. These estimates take into account 2011 Census data on average household incomes and average household size in the trade area as well as data from the ABS's 2008-09 *Household Expenditure Survey* (HES). The HES provides data on the expenditure profiles of Australian households and individuals with different socio-economic characteristics.

In summary, we estimate per capita annual retail spending in the trade area in 2016 to be as follows:

- ▶ PTA ... \$13,281 (\$2016)
- ▶ STA ... \$11,075.

By combining per capita spending with the population projections shown in TABLE 2.3, estimates can be obtained of total available retail spending generated in the Holsworthy trade area in 2016, 2018 and 2021 (APPENDIX A, TABLES A1-A3, \$2016).

As indicated in TABLE A1, total available retail spending in the Holsworthy trade area in 2016 was estimated at \$371.3 million. This is projected to increase to \$423.5 million per annum (\$2016) by 2021 (TABLE A3 refers). As summarised in TABLE 2.4 the estimated real

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growth (that is, adjusted for inflation) in annual available spending between 2016-21 is some +\$52.2 million.

TABLE 2.4
CHANGE in AVAILABLE RETAIL SPENDING –
HOLSWORTHY TRADE AREA, 2016-21 (\$2016; \$ Mil.)

Year ...	PTA	STA	Total
2016	\$283.6	\$87.7	\$371.3
2018	\$301.0	\$89.5	\$390.5
2021	\$324.2	\$99.3	\$423.5
Increase 2016-21	\$40.6	\$11.6	\$52.2

Source: Tables A1-A3, APPENDIX A.

2.6 Available Supermarket Spending

Of critical importance to the evaluation of demand for additional retail facilities at Holsworthy is the availability of spending in the supermarket sector.

Broadly, supermarkets and grocery stores capture approximately 32% of available retail spending in New South Wales. As set out in TABLES A1-A3, APPENDIX A, annual available supermarket spending in the Holsworthy trade area is estimated to increase as follows (\$2016):

►	2016	...	\$118.8 million per annum
►	2018	...	\$124.9
►	2021	...	\$135.5
►	Increase 2016-21	...	\$16.7.

By 2021, this volume of spending (\$135.5 million per annum) broadly would be sufficient to support 12,900m² of supermarket floorspace

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based on contemporary average sales levels in the Australian supermarket sector of \$10,500 per m² per annum (\$2016).

At present the Holsworthy trade area contains only some 4,950m² of supermarket floorspace vis:

- ▶ Coles Wattle Grove ... 2,500m²
- ▶ Woolworths Moorebank ... 2,200m²
- ▶ IGA Hammondville ... 250m².

Accordingly, the supermarket sector must be experiencing a significant level of 'escape spending' flowing out of the trade area at present.

As a general principle, therefore, the trade area will continue to be under-supplied with supermarket floorspace of at least 7,950m² by 2021 if the proposed development does not proceed.

3

EXISTING RETAIL HIERARCHY

3.1 Introduction

The purpose of this section of the Report is to review the existing provision of retail centres in and adjacent to the Holsworthy trade area. Particular reference has been paid to the two neighbourhood-scale centres closest to the subject site (Wattle Grove and Moorebank) as they are more likely to be directly affected by the proposed development than centres either larger or further away.

3.2 Existing Centres

There are a number of centres of regional, sub-regional and local/neighbourhood-scale within 10km of the Holsworthy site. The details of these centres are provided in TABLE 3.1 and their location depicted in FIGURE 2.1.

The largest centre of relevance is the Liverpool CBD which is located some 5.3km to the north-west. The Liverpool CBD contains a reported 121,656m² of retail floorspace and had estimated sales in the order of \$650.0 million per annum in 2016 (\$2016). The centre consists of two major components—namely Westfield Liverpool and an additional area of shopfront retailing generally bounded by Elizabeth Street in the north, Bigge Street in the east, Terminus Street in the south and Bathurst Street in the west.

The Liverpool CBD contains three national chain supermarkets (Woolworths, Coles and Aldi) plus a large Asian supermarket (Udaya Spices) and several small ethnically-based grocery/food stores.

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TABLE 3.1
EXISTING RETAIL CENTRES – HOLSWORTHY SUB-REGION

Centre/Type ...	Distance from Site (Kms)	Area (Sq.M.) (GLA)	Estimated Sales (\$.Mil.pa)	Major Tenants
Regional				
Liverpool CBD ²	5.3	130,000	\$650.0	Myer, Target, Woolworths, Coles, Aldi
Sub-Regional				
Casula Mall ¹	7.4	20,391	\$199.4	Kmart, Coles, Aldi
Local/Neighbourhood				
Wattle Grove Plaza ¹	2.5	3,730	\$48.4	Coles
Moorebank Village ²	4.1	7,300	\$56.0	Woolworths
Hammondville ²	1.8	1,300	\$5.8	Nil

Sources:

1. Property Council of Australia, *NSW and ACT and Shopping Centre Directory and Shopping Centre News "Little Guns Survey"*, 2016
2. Leyshon Consulting Estimates, 2017.

Casula Mall is a sub-regional centre located approximately 7.4km to the south-west of the subject site. Despite this distance Casula Mall is readily accessed by residents of the trade area using the M5 and the Hume Highway. Casula Mall contains a reported 20,391m² of retail floorspace and had sales of \$199.4 million per annum in 2016 (\$2016). The centre is anchored by a Kmart discount department store (DDS) and Coles and Aldi supermarkets.

Casula Mall achieved average sales of \$10,610 per sq.m per annum in the year to September 2016. This ranked the centre 6th out of 96 centres in Australia in terms of average sales according to Shopping Centre News's "Little Guns 2016" survey.

Of more immediate relevance, in terms of the impact of the proposed Holsworthy development, are the two neighbourhood/local centres within the trade area—namely those at Wattle Grove and at Moorebank.

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Wattle Grove Plaza is the centre closest to the subject site. Wattle Grove contains an estimated 3,730m² of retail floorspace and is anchored by a relatively small Coles supermarket. At present there are no vacancies in the centre. Adjoining the centre is an hotel and associated community facilities. The centre had estimated sales of \$48.4 million per annum (\$2016) in 2016.

Wattle Grove Plaza is located near the intersection of Australis Avenue and Village Way, Wattle Grove and essentially serves the resident population of the suburb and part of the adjoining Holsworthy residential area. A limited volume of sales are also likely to be captured from Moorebank.

Moorebank Village is located at the intersection of Stockton and Maddecks Avenues, Moorebank. The centre is a large, older-style neighbourhood centre containing about 7,300m² and anchored by a small Woolworths supermarket of about 2,200m². We estimate centre achieved sales of about \$56.0 million per annum in 2016 (\$2016). The centre primarily caters to the shopping needs of Moorebank residents; it is not well located to attract trade from the population residing to the south of the M5.

A recent inspection of Moorebank Village found the centre had only one vacancy. We understand the Woolworths supermarket is trading at capacity and is unable to expand to cater for the increase in customers now residing in the area. We understand that Moorebank Village is subject to strata-title which inhibits its redevelopment/refurbishment.

The only other centre in the trade area is located on Walder Road at Hammondville. The centre has 17 convenience-related tenancies with its total retail floorspace estimated at 1,300m². Hammondville does not have a 'major' tenant but does contain a small IGA store of some

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250m². We would expect only limited competitive overlap between Hammondville and the proposed centre at Holsworthy as Hammondville essentially provides a localised community-based convenience retail/service function.

To the north of the trade area a Coles-anchored shopping centre is located in Chipping Norton. This centre is located at the intersection of Ernest Avenue and Barry Road and comprises some 5,520m². The Coles supermarket occupies approximately 2,900m².

The centre primarily meets the shopping needs of residents of Chipping Norton and workers from the adjacent Chipping Norton employment area which borders the centre.

Elsewhere within the trade area there are two fresh food shops on Newbridge Road, Moorebank which trade under the name of Fresh Food Stop (Gonca) and the Food Lovers Market respectively. These two businesses offer a range of fresh food, deli items and some groceries. The stores have floorspace of approximately 600m² and 1,000m² respectively.

3.3 Retail Hierarchy

In November 2012 Liverpool City Council endorsed the *Liverpool Retail Centres Hierarchy Review* which was prepared for Council in 2012 by consultants Hill PDA.

The adopted policy as far as Council is concerned is encapsulated in a document published by them—*Business Centres and Corridors Strategy – Review 2013* (the Review document).

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The Review document specifically identifies the existing approval for a new centre on the subject site which is to be known as Holsworthy Plaza. The Review document identifies that the centre could contain some 7,000m² of retail floorspace including Aldi and Coles supermarkets. The Review document specifically states:

“The Holsworthy Plaza development will address the immediate undersupply of supermarket floorspace and will negate the need for any additional supermarket floorspace in the area to 2031 based on current population projections.”

The Review document goes on to identify Holsworthy Plaza as a “Village Centre” with the same planning status as other Village Centres such as Wattle Grove, Chipping Norton, Cecil Hills, Flowerdale and Middleton Grange.

In this context, we consider the current Planning Proposal to be consistent with the established and proposed hierarchy of centres in Liverpool Local Government Area.



IMPACT ASSESSMENT

4.1 Introduction

The purpose of this section of the Report is to assess the potential impact of the proposed Holsworthy development on existing centres in and adjacent to the trade area. An important component of any impact assessment is a forecast of the likely sales of the proposed development. This issue is discussed in detail below.

4.2 Forecast Centre Sales

In preparing an estimate of the proposed Holsworthy centre's likely sales, we have assumed the major centre's supermarket of 3,962m² NLA is occupied by one of the major supermarket traders—that is, Coles or Woolworths.

We have further assumed the second supermarket is intended to be an Aldi and occupy about 1,584m² NLA.

As indicated in TABLE 4.1, assuming the centre has its first full year of trading in 2020, we estimate it could generate annual sales of \$70.0 million with the majority of these sales (\$54.0 million) being generated by the proposed supermarkets. The average sales rate we estimate will be achieved by the overall development is \$8,615 per m² per annum (\$2016).

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TABLE 4.1
ESTIMATED RETAIL SALES – PROPOSED HOLSWORTHY RETAIL CENTRE, 2020 (\$2016)

Retail Component ...	Area (GLA Sq.M.)	Estimated Sales (\$ Mil pa)	Sales Rate (\$/Sq.M./pa)
Supermarket 1	3,962	\$37.5	\$9,465
Supermarket 2	1,584	\$16.5	\$10,417
Specialty Retail	2,579	\$16.0	\$6,204
Specialty Commercial	550	n.a.	n.a.
Total Centre – Retail	8,125	\$70.0	\$8,615
Total	8,675		

Source: Leyshon Consulting Estimates, June 2017.

4.3 Origin of Sales

We have also prepared an estimate of the likely origin of sales for the proposed centre assuming its first full year of trading is in 2020. This assessment identifies the volume and proportion of sales which would be captured from trade area residents and that which could be captured from spending by people residing outside the trade area.

In preparing these estimates we have taken account of data held by ourselves in relation to the performance of supermarket-based centres located on or close to arterial or sub-arterial roads (such as Heathcote Road). We have also taken account of the fact that the proposed centre will be located adjacent to an important commuter car park. This, together with the nearby military base, will lead to the centre attracting a higher proportion of non-trade area sales than would be the case for a centre not situated close to public transport facilities.

As indicated in TABLE 4.2, of projected total centre sales of \$70.0 million in 2020 approximately \$60.5 million or 86.4% is estimated to

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be sourced from the trade area with the balance (\$9.5 million, 13.6%) coming from spending by shoppers living outside the trade area.

TABLE 4.2
ESTIMATED SOURCE of SALES – PROPOSED HOLSWORTHY CENTRE,
2020(\$2016)

Component ...	Estimated Sales (\$ Mil pa)	From Trade Area (\$ Mil pa)	From Other Areas (\$ Mil pa)	From Trade Area (%)
Supermarket 1	\$37.5	\$32.0	\$5.5	85.3%
Supermarket 2	\$16.5	\$14.0	\$2.5	84.8%
Specialty Retail	\$16.0	\$14.5	\$1.5	90.6%
Total Centre (Retail)	\$70.0	\$60.5	\$9.5	86.4%

Source: Leyshon Consulting Estimates, June 2017.

In broad terms, the capture of \$60.5 million in sales from the trade area equates to a market share of 14.7% in terms of total available annual resident spending estimated for 2020 (\$412.5 million).

The forecast supermarket sales captured by the centre from the trade area in 2020 (\$46.0 million) will be equivalent to 34.8% of total available annual supermarket spending generated by trade area residents in 2020 (\$182.0 million per annum).

4.4 Impact on Centres

An assessment has been made of the potential impact of the proposed development at Holsworthy on the sales of relevant centres in the trade area and those adjacent to the trade area. These centres include the following:

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- ▶ Wattle Grove
- ▶ Moorebank
- ▶ Casula Mall
- ▶ Chipping Norton
- ▶ Westfield Liverpool
- ▶ Balance of Liverpool CBD
- ▶ Hammondville.

In preparing this assessment we have made the following assumptions:

- ▶ the Holsworthy centre is constructed in one stage
- ▶ the centre has 2020 as its first full year of trading
- ▶ the centre is anchored by a full-line supermarket of at least 3,960m² NLA which is operated by either Coles or Woolworths and a smaller supermarket of 1,584m² such as an Aldi.

We have made no other assumptions regarding approval or otherwise of proposed developments such as the expansion of the Orange Grove centre.

TABLE 4.3 provides our estimates of relevant centre sales in 2017 and 2020 (\$2016) assuming the Holsworthy centre has opened. TABLE 4.3 also provides a comparison between the sales that existing centres might have been expected to achieve in 2020 without the proposed Holsworthy centre, and their estimated sales in 2020 assuming the opening of the Holsworthy centre as proposed.

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TABLE 4.3
IMPACT ANALYSIS – PROPOSED HOLSWORTHY CENTRE, 2020

Centre ...	2017	2020 Pre	2020 Post	Change (\$ Mil. p.a.)	% Change
Holsworthy Centre	\$0.0	\$0.0	\$70.0	\$70.0	n.a.
Westfield Liverpool	515.0	\$562.8	554.0	(\$8.8)	(1.6)%
Liverpool CBD Balance	135.0	139.1	134.0	(\$5.1)	(3.7)%
CBD Total	650.0	701.9	688.0	(\$13.9)	(2.0)%
Casula Mall	199.4	217.9	210.0	(\$7.9)	(3.6)%
Wattle Grove	48.4	51.4	43.9	(\$7.5)	(14.5)%
Moorebank	56.0	59.4	52.0	(\$7.4)	(12.5)%
Chipping Norton	50.1	51.6	47.5	(\$4.1)	(7.9)%
Hammondville	5.8	6.0	5.7	(\$0.3)	(5.0)%
Other Centres	n.a.	n.a.	n.a.	(\$15.0)	n.a.

Source: Leyshon Consulting Estimates, June 2017.

TABLE 4.3 also summaries the projected change in centre sales as a consequence of the opening of the proposed Holsworthy development. As indicated in TABLE 4.3, for some centres the change in sales will be relatively significant. In summary, the projected change in the sales of nominated centres are as follows:

►	Wattle Grove	...	-\$7.5 million
►	Moorebank	...	-\$7.4
►	Casula Mall	...	-\$7.9
►	Westfield Liverpool	...	-\$8.8
►	Liverpool CBD Balance	...	-\$5.1
►	Liverpool CBD Total	...	-\$13.9
►	Chipping Norton	...	-\$4.1.

In percentage terms the relevant changes are as follows:

►	Wattle Grove	...	-14.5%
►	Moorebank	...	-12.5%
►	Casula Mall	...	-3.6%

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▶ Westfield Liverpool	...	-1.6%
▶ Liverpool CBD Balance	...	-3.7%
▶ Liverpool CBD Total	...	-2.0%
▶ Chipping Norton	...	-8.0%
▶ Hammondville	...	-4.6%.

In the case of all centres, but particularly those at Wattle Grove and Moorebank, the majority of the impact will mostly fall on their supermarket/s. Nevertheless, as Wattle Grove contains a Coles and Moorebank a Woolworths, some of the impact effectively will be 'internalised' within whichever chain is the eventual major supermarket operator at Holsworthy. Some flow-on impacts to specialty tenants located in each of the relevant centres will nonetheless result due to reduced levels of supermarket activity at Wattle Grove and Moorebank.

In our experience it is highly unlikely that the impacts discussed above would lead to the closure of supermarkets in the nominated centres. The primary reason for this is that major chain supermarkets generally have very long leases and it is thus uncommon for them to cease trading merely as a result of competition. We also understand (from evidence given by Woolworths and Coles Myer in litigation in the Queensland Planning and Environment Court) that impacts of up to -25% are regularly experienced in the supermarket sector immediately following the opening of new stores nearby without this leading to the closure of the major chain store affected.

4.5 Implications of Impact

There is no widely agreed definition of what constitutes either an acceptable or unacceptable impact on existing shopping centres. This derives from the fact that no research has been able to codify what a

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particular percentage reduction in sales means to various types of shopping centres. Much depends, for instance, on the competitive response of affected centres and the individual merchants within those centres, their existing profitability levels and the financial structures underpinning tenants. For example, established retailers who may own their own premises or have very low debt levels and are reasonably profitable should have the capacity to absorb a greater impact than those who may be paying high rents and/or operating on low profit margins.

Based on our experience, we classify retail impacts as follows:

- ▶ 0-5.9% ... very low
- ▶ 6-10.9% ... low/medium
- ▶ 11-15.9% ... medium/high
- ▶ 16%+ ... high/very high.

Measured in terms of the above scale, the sales impact in 2020 of the proposed Holsworthy centre on Wattle Grove (-14.5%) and Moorebank (-12.5%) would be classified as being at the upper end of the medium/high range of impact. The estimated impact on Casula Mall, Hammondville, Westfield Liverpool and the balance of the Liverpool CBD all fall in the very low range. The projected impact on the Chipping Norton centre (-7.9%) would be in the middle of the low/medium range of impact.

The estimated impact on the Liverpool CBD would mainly fall on that centre's supermarkets but will be mitigated by significant growth in annual available retail spending generated in the CBD's trade area between 2016-21.

In any event, it must be recognised that retail sales are dynamic in nature and significant changes in the volume of retail sales can occur

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due to general economic conditions when there has been no change in the size and configuration of shopping centres in a particular area.

Even if some existing stores within centres in and adjacent to the Holsworthy area are detrimentally affected by competition from the proposed development to the extent that they cease trading, there is no evidence that trade area residents would be significantly disadvantaged.

In our opinion, the proposed development will not lead to a loss of facilities at Wattle Grove, Moorebank or other centres. Residents will still have easy access to the same (or a better) range of retail facilities compared with those they currently enjoy. For example, in our opinion, the proposed addition of retail facilities adjacent to Holsworthy railway station will significantly improve the access of one group of residents, namely rail travellers, to convenience retail facilities.

In particular the assessed impacts are off-set by the introduction of a full-line supermarket into this trade area (something that currently does not exist at either Wattle Grove or Moorebank) and an ALDI discount supermarket. The introduction of these two traders will significantly enhance competition, choice and convenience as far as supermarket shopping by trade area residents and visitors/workers is concerned

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CONCLUSION

The proposed development of a new mixed-use centre at Holsworthy will provide the opportunity to create a new district centre in south-eastern Liverpool and provide the area with a focus for retailing and related activity which it currently lacks.

While there are two small retail centres in the trade area (Wattle Grove and Moorebank) neither centre currently performs this role.

The major advantage of the Holsworthy site is its co-location with Holsworthy rail station. This provides a unique opportunity to create a new, small district centre in Liverpool LGA which is already serviced by high quality public transport services.

The proposed development is projected to attract estimated annual sales of \$70.0 million on opening and clearly will have an impact on the existing centres at Wattle Grove and Moorebank.

While the impacts on Wattle Grove in particular, and Moorebank to a lesser degree, are relatively high, they are nonetheless highly unlikely to lead to any significant reduction in retail services: the majority of the impact will relate to the performance of the supermarket in each centre.

In our opinion, the impacts of the proposal will be mitigated by the significant public benefits associated with creating a new mixed-use, transit-oriented centre at Holsworthy anchored by a full-line supermarket and an ALDI discount supermarket.



APPENDIX A

APPENDIX A

Table A1: Projected Retail Spend - Holsworthy Trade Area - 2016 (\$2016)

TABLE	PTA	PTA NORTH	TOTAL TRADE AREA
Population	21,350	8,270	29,620
Average Spending (\$2016)	13,281	10,607	12,534
Total Retail Spend (\$m) (\$2016)	283.5	87.7	371.3
Spending by Category			
Food/Groceries	114.6	35.5	150.0
Food Out	18.4	5.7	24.1
Alcohol (Off Licence)	7.3	2.4	9.6
Tobacco	23.6	7.2	30.8
Clothing & Accessories	31.6	9.6	41.3
Household Furnishings & Equipment	8.6	2.7	11.3
Household Non Durables	7.4	2.9	10.2
Medical/Pharmacy	4.6	1.5	6.1
Vehicle Accessories	34.0	10.1	44.2
Recreation	6.0	1.8	7.8
Personal Care	14.1	4.3	18.4
Miscellaneous Goods & Services	13.4	4.1	17.5
Total Retail Spend	283.5	87.7	371.3
Supermarket	90.7	28.1	118.8

Table A2: Projected Retail Spend - Holsworthy Trade Area - 2018 (\$2016)

TABLE	PTA	PTA NORTH	TOTAL TRADE AREA
Population	22,215	8,270	30,485
Average Spending (\$2016)	13,548	10,821	12,808
Total Retail Spend (\$m) (\$2016)	301.0	89.5	390.5
Spending by Category			
Food/Groceries	121.6	36.2	157.8
Food Out	19.5	5.8	25.3
Alcohol (Off Licence)	7.7	2.4	10.1
Tobacco	25.0	7.4	32.4
Clothing & Accessories	33.6	9.8	43.4
Household Furnishings & Equipment	9.1	2.7	11.9
Household Non Durables	7.8	2.9	10.7
Medical/Pharmacy	4.9	1.5	6.4
Vehicle Accessories	36.1	10.3	46.5
Recreation	6.4	1.9	8.2
Personal Care	15.0	4.4	19.3
Miscellaneous Goods & Services	14.2	4.2	18.4
Total Retail Spend	300.97	89.49	390.45
Supermarket	96.3	28.6	124.9

Table A3: Projected Retail Spend - Holsworthy Trade Area - 2021 (\$2016)

TABLE	PTA	PTA NORTH	TOTAL TRADE AREA
Population	23,227	8,906	32,133
Average Spending (\$2016)	13,958	11,149	13,180
Total Retail Spend (\$m) (\$2016)	324.2	99.3	423.5
Spending by Category			
Food/Groceries	131.0	40.1	171.1
Food Out	21.0	6.4	27.5
Alcohol (Off Licence)	8.3	2.7	11.0
Tobacco	26.9	8.2	35.1
Clothing & Accessories	36.2	10.9	47.1
Household Furnishings & Equipment	9.9	3.0	12.9
Household Non Durables	8.4	3.2	11.7
Medical/Pharmacy	5.3	1.7	7.0
Vehicle Accessories	38.9	11.5	50.4
Recreation	6.8	2.1	8.9
Personal Care	16.2	4.8	21.0
Miscellaneous Goods & Services	15.3	4.6	20.0
Total Retail Spend	324.21	99.29	423.50
Supermarket	103.7	31.8	135.5

Source: Leyshon Consulting Estimates June 2017



HOLSWORTHY TOWN CENTRE
MACARTHUR DRIVE
HOLSWORTHY

REFERENCE PLAN
MP G-001
SCALE: 1=250 (A3)
DATE: 15-03-23
DRAWN: LOPR

90 Pitt Street Sydney NSW 2000
+61 2 92230280 f +61 292230283
e:prudence@arcarchitects.com.au



NO.	DATE	DESCRIPTION	BY	CHECKED	NO.	DATE	DESCRIPTION	BY	CHECKED
1	15/03/23	ISSUE FOR CONCEPT							
2	15/03/23	ISSUE FOR CONCEPT							
3	15/03/23	ISSUE FOR CONCEPT							
4	15/03/23	ISSUE FOR CONCEPT							
5	15/03/23	ISSUE FOR CONCEPT							
6	15/03/23	ISSUE FOR CONCEPT							
7	15/03/23	ISSUE FOR CONCEPT							
8	15/03/23	ISSUE FOR CONCEPT							
9	15/03/23	ISSUE FOR CONCEPT							
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17	15/03/23	ISSUE FOR CONCEPT							
18	15/03/23	ISSUE FOR CONCEPT							
19	15/03/23	ISSUE FOR CONCEPT							
20	15/03/23	ISSUE FOR CONCEPT							



HOLSWORTHY TOWN CENTRE
MACARTHUR DRIVE
HOLSWORTHY

SITE REFERENCE PLAN - BLOCK G
MP- G-002
SCALE: 1:500 (A1) 1:1000 (A3)
DATE: APR 2022
DRAWN: LOPR

90 Pitt Street Sydney NSW 2000
+61 2 92230280 f +61 292230283
e:prudolph@arcarchitects.com.au



DATE	DESCRIPTION	DATE	DESCRIPTION
17/10/16	BASE FOR DOING		
14/10/16	BASE FOR DOING		
15/10/16	BASE FOR COORDINATION		
11/10/16	BASE FOR Q&A REVIEW		
18/10/16	PRE ON SITE		



HOLSWORTHY TOWN CENTRE
MACARTHUR DRIVE
HOLSWORTHY

BLOCK G - LEVELS 3-6

MP G-004
SCALE: 1=250 (A3)
DATE: 15-03-23
DRAWN: LOPR

90 Pitt Street Sydney NSW 2000
+61 2 92230280 1+61 292230283
e:prudence@arcarchitects.com.au



NO.	DESCRIPTION	DATE	BY	NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMIT			1	ISSUED FOR PERMIT		
2	ISSUED FOR PERMIT			2	ISSUED FOR PERMIT		
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9	ISSUED FOR PERMIT			9	ISSUED FOR PERMIT		
10	ISSUED FOR PERMIT			10	ISSUED FOR PERMIT		





SOUTH FACING ACOUSTIC BDE WALLS

VERTICAL PRIVACY LOUVRES TO DESIGN GUIDELINE



OFFSET DOUBLE GLAZED ACOUSTIC VENT WINDOWS

HOLSWORTHY TOWN CENTRE

BLOCK G - LEVELS 3-6

MACARTHUR DRIVE
HOLSWORTHY

MP G-004

SCALE: 1=250 (A3)
DATE: 15-03-23
DRAWN: LOFR

90 Pitt Street Sydney NSW 2000
+61 2 92230280 1+61 292230283
e:prudoiph@arcarchitects.com.au



NO.	DESCRIPTION	DATE	BY	NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR TENDERS			1	ISSUED FOR TENDERS		
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9	ISSUED FOR TENDERS			9	ISSUED FOR TENDERS		
10	ISSUED FOR TENDERS			10	ISSUED FOR TENDERS		





NO.	DATE	DESCRIPTION	BY	CHECKED	NO.	DATE	DESCRIPTION	BY	CHECKED
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9	10/10	ISSUE FOR PERMIT			9	10/10	ISSUE FOR PERMIT		
10	10/10	ISSUE FOR PERMIT			10	10/10	ISSUE FOR PERMIT		

HOLSWORTHY TOWN CENTRE
MACARTHUR DRIVE
HOLSWORTHY

BLOCK G - LEVELS 3-6 TYPICAL
MP- G-003

SCALE: 1:500 (A1) 1:1000 (A3)
DATE: APR 2022
DRAWN: LOPR

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MASONRY BLADE WALLS WITH OFFSET TRIANGULAR VENT WINDOW BOX TO RAIL CORRIDOR

POSSIBLE VENTED BALCONY WALL ABOVE 1800 FOR VISUAL PRIVACY



FULL HEIGHT OFFSET VISUAL PRIVACY LOUVRE BLADES



NO.	DESCRIPTION	DATE	BY	NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMIT			1	ISSUED FOR PERMIT		
2	ISSUED FOR PERMIT			2	ISSUED FOR PERMIT		
3	ISSUED FOR PERMIT			3	ISSUED FOR PERMIT		
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HOLSWORTHY TOWN CENTRE
MACARTHUR DRIVE
HOLSWORTHY

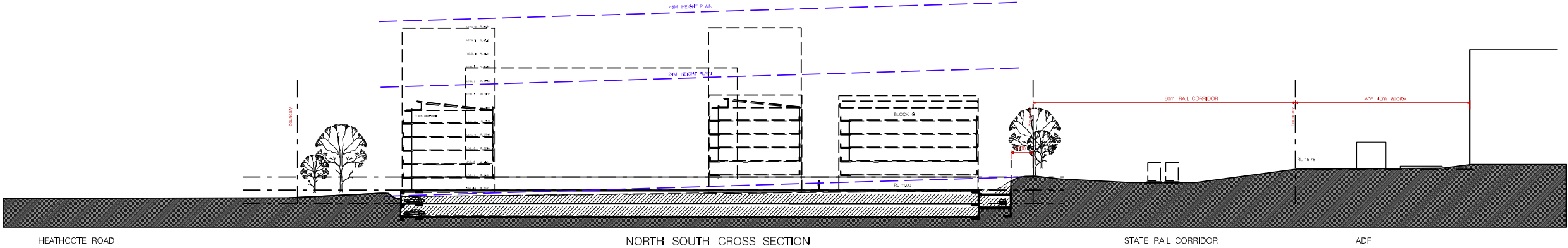
BLOCK G - LEVELS 3-6

MP G-004

SCALE: 1:500 (A1) 1:1000 (A3)
DATE: APR 2022
DRAWN: LOPR

90 Pitt Street Sydney NSW 2000
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e:prudence@arcarchitects.com.au







Gateway Determination

Planning proposal (Department Ref: PP-2020-1519): *The proposal is to amend the Liverpool Local Environmental Plan (LEP) 2008 to amend the existing planning controls applying to the site at 2 Macarthur Drive, Holsworthy.*

I, the Director, Central (Western) Western Parkland City at the Department of Planning and Environment, as delegate of the Minister for Planning, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Liverpool Local Environmental Plan (LEP) (2008) to amend the existing planning controls applying to the site at 2 Macarthur Drive, Holsworthy should proceed subject to the following conditions:

1. Prior to public exhibition, Council is to:
 - (a) update the planning proposal to demonstrate the proposal provides adequate open space within the site; and
 - (b) demonstrate safe and direct pedestrian connectivity from the site to the railway station (noting that this may be demonstrated through the site-specific DCP).
2. Public exhibition is required under section 3.34(2)(c) and Schedule 1 Clause 4 of the Act as follows:
 - (c) the planning proposal is classified as low impact as described in A guide to preparing local environmental plans (Department of Planning, Industry and Environment 2016) and must be made publicly available for a minimum of **28 days**; and
 - (d) 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. Consultation is required with the following public authorities and organisations under section 3.34(2)(d) of the Act and/or to comply with the requirements of relevant section 9.1 Directions:
 - Transport for NSW;
 - APA Group;
 - Bankstown Airport;
 - NSW Rural Fire Service; and
 - relevant infrastructure service providers.

Each public authority/organisation is to be provided with a copy of the planning proposal and any relevant supporting material and given at least 21 days to comment on the proposal.

4. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
5. The timeframe for completing the LEP is to be **12 months** from the date of the Gateway determination.
6. Given the nature of the planning proposal, Council should not be authorised to be the local plan-making authority to make this plan.

Dated 8th day of June 2022.



Christine Gough
Director Central (Western)
Metro West
Strategic Land Use Planning
Department of Planning and
Environment

Delegate of the Minister for Planning

OFFICIAL**Australian Government**
Defence

ASEP-ID/OUT/2023/BS38119520

Mr John Ajaka
Chief Executive Officer
Locked Bag 7064
LIVERPOOL BC NSW 1871

Dear Mr Ajaka

RE: DRAFT LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008 (AMENDMENT 80) AND AMENDMENTS TO SECTION 2.6 OF THE LIVERPOOL DEVELOPMENT CONTROL PLAN 2008

Thank you for providing the Department of Defence (Defence) the opportunity to comment on the revised planning proposal for a Local Centre at 2 MacArthur Drive, Holsworthy (subject site). Defence understands this planning proposal is seeking to amend the Liverpool Local Environment Plan (LLEP) 2008 to increase the maximum building height from 21 metres to 25-45 metres and allowing for a range of retail, commercial and residential development. This proposal is located adjacent to the Liverpool Military Area (LMA) and, as noted in my previous correspondence dated 10 August 2020, gives rise to a number of concerns for Defence.

The LMA, including Holsworthy Barracks, is a primary Defence facility and a significant contributor to Australia's long term Defence capabilities and national security. The Government is committed to retaining Holsworthy as an ongoing base for significant Special Operations capabilities. Holsworthy Barracks is also the staging location for all domestic operations including bushfire, flood and COVID assistance.

The LMA is a major operational and support hub for Army acting as the primary east-coast base for consolidated special operations capabilities and related training. Holsworthy Training Area, which adjoins Holsworthy Barracks, is approximately 20,000 Ha in size and attracts approximately 50,000 defence visitors annually including Army, Special Forces, Navy, Airforce, NSW Police, AFP, Cadets and a number of other organisations. In 2022, the following types of ammunition and explosives were expended during annual training:

- Over 1.3 million rounds of live ammunition
- Over 44,500 rounds of Blank ammunition
- Over 870 grenades and other explosive devices
- Over 2.5 tonnes of various explosive charges

In the same year, Defence received a number of noise complaints from members of the community. This highlights the impact that can result from increased urban encroachment of the Defence estate. The proposed amendment essentially doubles the size and capacity of the building; Defence's concerns around the development have increased to a similar scale.

The LMA is home to the 6th Aviation Regiment, which is in the process of transitioning to a new heavier helicopter platform and acquiring additional light helicopters in coming years. The opportunities to modify training flight paths in the east, including low level flying training over the eastern part of the LMA, are limited through restrictions posed by existing

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residential development north and west of the LMA and constraints on the approach and departure profiles associated with the airfield runway.

Luscombe Airfield, also known as the Holsworthy Military Airport, is located towards the south of the LMA and is approximately 3.5km from the subject site. In addition to the helicopters permanently based at Holsworthy, other military and civilian aircraft (both fixed wing and rotary) also visit Holsworthy Military Airport on a regular basis. As such, any future development on the subject site must take into consideration the noise impacts from flight operations associated with current and future operations out of the LMA. Given the nature of Defence capabilities using the airfield there is a greater likelihood of night flying operations; these typically increase noise impacts and complaints.

The concerns raised by Defence in our previous correspondence to Liverpool City Council regarding the planning proposal are still relevant and should be considered as part of this consultation process. Defence is concerned about the potential consequences of residential and commercial development being proximate to a working military establishment.

I understand that Council is under increasing pressure to meet residential and commercial demand for the broader Holsworthy area and I therefore thank Council for its demonstrated commitment to addressing Defence's concerns. In the interest of ensuring the protection of both future residents and Defence operations, Defence propose the following additional considerations.

Security

Defence is concerned that the height and orientation of any future development on the subject site could pose a security risk, as it will provide overview opportunities to sensitive installations and operations. As such, Defence requests that no public access is to be provided to areas of buildings which provide a vantage point to overlook Defence lands to the south. This includes limiting roof access to authorised maintenance staff only, no opening windows and no public access to external structures such as platforms, staircases or balconies that would allow for the installation of listening devices or provide views overlooking Defence lands to the south. Defence also request an amendment to the proposed Control 2 under 3.2 Building Design:

All buildings are to be designed in a way that removes or significantly obscures vision of Defence lands to the south.

Impact to aviation

There is an ongoing need to obtain and maintain accurate information about tall structures so that this information can be marked on aeronautical charts. Marking tall structures on aeronautical charts assists pilot navigation and enhances flight safety. Airservices Australia (ASA) is responsible for recording the location and height of tall structures. The information is held in a central database managed by ASA and relates to the erection, extension, or dismantling of tall structures, the top of which is above:

- a. 30 metres AGL, that are within 30 kilometres of an aerodrome; and
- b. 45 metres AGL elsewhere.

The proposed 45m building will meet the above definition of a tall structure. Therefore, Council will need to submit a development application form to Airservices Australia for their team to conduct an assessment and coordinate with aviation and local stakeholders (6AVN, DASA, Pol Air, NSW RFS, Toll Ambulance, Sydney Airport (SACL), Aerial Management (Bankstown and Camden Airports)) before any such agreement could be approved. Defence notes this process can take up to six weeks from lodgement of an application.

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Defence also note that the proposed building sits within the boundary for mandatory obstacle lighting. It would be the responsibility of the building owner to install and maintain approved red obstacle lighting to delineate tall structures within the proximity of an active aerodrome.

Traffic

The proposal indicates that all traffic will enter/exit the precinct via MacArthur Drive. If this is the case, Defence request the implementation of appropriate traffic controls to ensure minimal disruption to Heathcote Road as the main arterial. Any impacts should be mitigated at no cost to Defence.

Noise

Defence recommends that any future proposal would need to prepare an acoustic report to determine the impact of noise and vibration resulting from Defence activities to the south. The building should be designed to incorporate appropriate acoustic treatments to mitigate the anticipated level of noise and vibration.

In relation to the request to amend the LLEP, Defence does not support the proposed amendment to increase density and height at the subject site due to the concerns outlined above and in earlier correspondence to Council. However, if Council is inclined to support the proposal, Defence would seek to ensure that appropriate conditions such as those identified above be imposed on any future development proposal.

Should you wish to discuss the content of this advice further, my point of contact is Timothy Hogan at land.planning@defence.gov.au.

Yours sincerely,



Pat Sowry
Assistant Secretary Estate Planning
Security and Estate Group

Brindabella Park-1-B001
PO Box 7922
Canberra BC ACT 2610
Australia

pat.sowry1@defence.gov.au

17 February 2023

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Transport for NSW

20 December 2022

TfNSW Reference: SYD18/00346/06

John Ajaka
General Manager
Liverpool City Council
Locked Bag 7064
Liverpool BC NSW 1871



RE: PLANNING PROPOSAL – HOLSWORTHY LOCAL CENTRE 2 MACARTHUR DRIVE, HOLSWORTHY

Attention: Riz Afzal

Dear Mr Ajaka

Transport for NSW (TfNSW) appreciates the opportunity to provide comments on the subject planning proposal (**Proposal**) as referred to us on the NSW Planning Portal on 14 November 2022.

TfNSW has reviewed the submitted documentation and notes that the Proposal at 2 MacArthur Drive, Holsworthy (**Site**) intends to amend the Liverpool Local Environmental Plan 2008 (**LLEP**) as follows:

- amend the maximum permissible Floor Space Ratio from 1.5:1 to 2.15:1;
- amend the maximum permissible height from 21m to part 25m and part 45m; and
- include a site-specific provision under Schedule 1 stipulating a maximum non-residential Gross Floor Area (**GFA**) of 9,000m² on the Site.

It is understood that the mixed-use development will indicatively comprise of 350 residential units, 8,965m² GFA of retail and 848 car spaces.

Detailed comments on the Proposal are provided in **Attachment A** for Liverpool City Council's (**Council**) consideration.

Thank you for the opportunity to provide advice on the draft planning proposal. Should you have any questions or further enquiries, Dipen Nathwani – A/Senior Land Use Planner would be pleased to take your call on 0418 514 166 or email: development.sydney@transport.nsw.gov.au

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Mann".

Peter Mann
Senior Manager Strategic Land Use
Land Use, Network & Place Planning

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27-31 Argyle Street
PO Box 973

Parramatta NSW 2150
Parramatta CBD NSW 2124

P 131782
W transport.nsw.gov.au

Appendix A – Detailed Comments on the Proposal at 2 MacArthur Drive, Holsworthy

Section/Page ref	Comment/suggestion
General	The NSW Government is upgrading the 2.2km section of Heathcote Road between Infantry Parade, Holsworthy and The Avenue, Voyager Point. The project includes upgrading the existing roundabout at Heathcote Road and MacArthur Drive to a signalised intersection. The Heathcote Road Upgrade (HRU) project is currently under construction and is anticipated to be completed in late 2024. Further information on the project can be found at below website: https://roads-waterways.transport.nsw.gov.au/projects/heathcote-road-upgrade/index.html
General	It should be noted that a shared path will be provided along the frontage of the Site on MacArthur Drive and Heathcote Road as part of the HRU project.
General	It should be noted that an access track will be provided adjacent to the westbound carriageway of Heathcote Road as part of the HRU project to provide access to the rail corridor and bridge. This access track will be situated entirely within the existing road reserve.
Traffic Impact Assessment prepared by The Transport Planning Partnership dated 18 October 2018 Figure 2.4, page 6	It is noted that the indicative concept plan of the Heathcote Road/ MacArthur Drive intersection upgrade in Figure 2.4 of the Traffic Impact Assessment (TIA) does not accurately reflect the proposed intersection layout currently being delivered by TfNSW.
Traffic Impact Assessment prepared by The Transport Planning Partnership dated 18 October 2018 Section 2.6, page 6	The TIA indicates that the turning movement counts at the two surveyed intersection were conducted in 2016. TfNSW highlights that the traffic survey conducted six (6) years ago is unlikely to be representative of the current traffic volumes and travel patterns, especially considering the potential impact of Covid-19. Council should consider the appropriateness of relying on old traffic data to ascertain the likely impact of the Proposal.
Traffic Impact Assessment prepared by The Transport Planning Partnership dated 18 October 2018 Section 5.3, page 14	The Sydney Traffic Forecasting Model (STFM) growth factors have been used to inform the future background traffic growth on the surrounding road network. TfNSW highlights that the STFM plots have been provided to the Transport Planning Partnership under a data licence agreement and therefore should not be included in the TIA. Appendix B of the TIA should therefore be deleted.
Traffic Impact Assessment prepared by The Transport Planning Partnership dated 18 October 2018 Section 5.4, page 15	TfNSW notes that four (4) modelling scenarios have been prepared for the two modelled intersections. TfNSW considers that it is inappropriate to adopt 'Existing' modelling scenarios (2018 'with' and 'without development') assuming that the Heathcote Road/MacArthur Drive intersection has already been upgraded to a signalised intersection, given that this upgrade is anticipated to be delivered by late 2024. TfNSW considers that the 'Existing' modelling scenarios should be for 2022 with a roundabout at the Heathcote Road/MacArthur Drive intersection and the 'Future' modelling scenario (100% development) should be with a signalised intersection post 2024. The 10-year horizon assessment should then be conducted based on the adopted future horizon year when the 100% development is anticipated to be delivered.
Traffic Impact Assessment prepared by The Transport Planning Partnership dated 18 October 2018	Section 5.5 of the TIA presents warrants assessment in support of the proposed signalised intersection at the Site access, MacArthur Drive, The Boulevard and Morningside Parade.

Section 5.5, page 21	<p>TfNSW highlights that an incomplete warrants assessment has been conducted using only one-hour AM and PM peak hour flows instead of four one-hour periods in accordance with the TfNSW Traffic signal design guideline, Section 2 – Warrants (2008).</p> <p>Furthermore, Figure 5.3 of the TIA indicates that warrants are not met for The Boulevard approach in the AM peak hour in the 2028 assessment year with development.</p>
Traffic Impact Assessment prepared by The Transport Planning Partnership dated 18 October 2018 Section 5.4.3, page 18	<p>The TIA, in relation to the future Heathcote Road/ MacArthur Drive signalised intersection, states that <i>“The actual operation of the signals in relation to phasing and timing is unavailable, however TTPP have undertaken an assessment of the potential operation of the future intersection to assess the impact of the proposed development to the intersection.”</i></p> <p>TfNSW requested Council on 22 November 2022 to provide SIDRA modelling files (.sip) for our review and feedback. Given that the modelling files were not available for TfNSW review, we are unable to confirm whether the signalised intersection layout adopted for the modelling is reflective of the proposed intersection layout currently being delivered by TfNSW.</p> <p>Similarly, the phasing and cycle times adopted in the modelling have not been reviewed by TfNSW and therefore we are unable to confirm the adequacy and appropriateness of the SIDRA modelling conducted for the Proposal.</p>
Traffic Impact Assessment prepared by The Transport Planning Partnership dated 18 October 2018 Appendix C	<p>Noting that SIDRA modelling files were not available, the review of SIDRA movement summaries in Appendix C of the TIA indicates that 95% Back of Queue length on MacArthur Drive (east approach) at the proposed Site Access/ MacArthur Drive/ The Boulevard/ Morningside Parade signalised intersection will exceed the storage length available up to the future Heathcote Road/ MacArthur Drive signalised intersection with development.</p> <p>TfNSW is unable to support the proposed signalised intersection at the Site Access, MacArthur Drive, The Boulevard and Morningside Parade for the following reasons:</p> <ul style="list-style-type: none"> • Section 5.4.2 of the TIA indicates that the existing roundabout with inclusion of an additional arm would continue to operate well with a LoS B; • incomplete warrants assessment has been conducted for the proposed signalised intersection; • warrants assessment conducted for the proposed signalised intersection indicates that traffic volume warrants are not met on The Boulevard approach in the AM peak hour in the 2028 assessment year with development; • SIDRA modelling files have not been provided for TfNSW review; and • the safety, efficiency and operation of the future Heathcote Road/ MacArthur Drive signalised intersection will be adversely impacted as the 95% Back of Queue length on MacArthur Drive (east approach) at the proposed signalised intersection of the Site Access, MacArthur Drive, The Boulevard and Morningside Parade will exceed the storage length available up to Heathcote Road with development; <p>TfNSW is open to consider any new evidence in the future which may indicate that a signalised intersection is warranted at the Site Access and it would not adversely impact the safety, efficiency and operation of the future Heathcote Road/ MacArthur Drive signalised intersection.</p>
Holsworthy Mixed Used Development – Landscape	The landscape report appears to indicate an access into the Site directly from Heathcote Road.

Report prepared by Architectus Landscape Report Various pages	TfNSW is not supportive of any direct vehicular access on the Site to/from Heathcote Road. All relevant documents of the Proposal should be updated accordingly.
Holsworthy Mixed Used Development – Landscape Report prepared by Architectus Landscape Report Various pages	The landscape report indicates a left-in/ left-out access on MacArthur Drive in proximity of the Heathcote Road/ MacArthur Drive roundabout. Given that the roundabout is proposed to be upgraded to a signalised intersection as part of the HRU project, TfNSW raises concern with the likely operational and road safety impact of the proposed left-in/ left-out access. It is also noted that the proposed left-in/ left-out access has not been assessed in the TIA prepared by The Transport Planning Partnership.
Holsworthy Mixed Used Development – Landscape Report prepared by Architectus Landscape Report Various pages	The landscape report indicates trees and native grass planted on TfNSW (RMS) land i.e. road reserve of Heathcote Road. TfNSW is not supportive of any works, including landscaping, being undertaken on the State road reserve. All relevant documents of the Proposal should be updated accordingly.
Planning Proposal report prepared by Liverpool City Council dated 11 November 2022 Table 8, page 24	Table 8 indicates that the Proposal is supported by a TIA prepared by Terraflow (Attachment E). TfNSW highlights that the TIA made available for TfNSW review during the public exhibition was prepared by The Transport Planning Partnership dated 18 October 2018. The planning proposal should be updated accordingly.
Planning Proposal report prepared by Liverpool City Council dated 11 November 2022 Part 6, page 33	The planning proposal report states that <i>“It should be noted that a draft DCP amendment and VPA are being progressed concurrently to support this planning proposal. It is envisioned that these supporting components be exhibited concurrently with the planning proposal.”</i> Notwithstanding the above statement, TfNSW highlights that the draft DCP amendment and VPA were not available for review and feedback concurrently with the public exhibition of the Proposal.

**NSW RURAL FIRE SERVICE**

Liverpool City Council
Locked Bag 7064
LIVERPOOL BC NSW 1871

Your reference: (PP-2022-1519) Ref-1947
Our reference: SPI20230124000011

ATTENTION: Stephen Peterson

Date: Tuesday 14 February 2023

Dear Sir/Madam,

**Strategic Planning Instrument
LEP Amendment - Planning Proposal
Amendment to Liverpool Local Environmental Plan 2008**

I refer to your correspondence dated 24/01/2023 inviting the NSW Rural Fire Service (NSW RFS) to comment on the above Strategic Planning document.

The NSW RFS has considered the information submitted and provides the following comments.

Based on the review of information provided, the NSW RFS raises no specific objections subject to compliance of future development on the site with relevant section(s) of *Planning for Bush Fire Protection (PBP) 2019*. This includes, but is not limited to:

1. Provision of Asset Protection Zones (APZs) within the subject lot in accordance with Table A1.12.1 & Table A1.12.2 of *PBP 2019*.

- In this regard, the proposed mixed-use development involving a multi-unit residential development needs to address the provisions of s8.2.2 Multi-storey residential development of *PBP 2019*.
- Any radiant heat modelling undertaken as part of future bush fire assessment, must use fuel loads in accordance with NSW RFS Fact Sheet *Comprehensive Vegetation Fuel Loads*, March 2019.
- Where adjoining property is considered as part of APZ, a Plan of Management or an APZ easement in support of additional offsite APZs shall be provided in accordance with section 3.2.5/3.2.6 of *PBP 2019* for it to be considered managed in perpetuity;

2. Access for residential development and special fire protection purpose (SFPP) development to be provided in accordance with the design specifications set out in Table 5.3b of *PBP 2019*;

3. Services to be provided in accordance with Table 5.3c *PBP 2019*; and,

4. A Bush Fire Emergency Management and Evacuation Plan is to be prepared in accordance with 6.8d of *PBP 2019*.

1

Postal address

NSW Rural Fire Service
Locked Bag 17
GRANVILLE NSW 2142

Street address

NSW Rural Fire Service
4 Murray Rose Ave
SYDNEY OLYMPIC PARK NSW 2127

T (02) 8741 5555
F (02) 8741 5550
www.rfs.nsw.gov.au

The bush fire report provided with the referral assesses the proposal against the superseded document *PBP 2006* and therefore does not identify the appropriate requirements including but not limited to the required separation distance(s) and fuel loads. As such, any future bush fire assessment report for further stages of the referral must be assessed against the currently legislated document *PBP 2019*.

For any queries regarding this correspondence, please contact Surbhi Chhabra on 1300 NSW RFS.

Yours sincerely,

Kalpana Varghese
**Supervisor Development Assessment & Plan
Built & Natural Environment**



Gorodok Pty Limited ABN 30 057 156 157
Level 1, 121 Wharf Street
Spring Hill, QLD 4000
GPO Box 1390, QLD 4001
APA Group | apa.com.au



21 February 2023

APA Ref: 439833, 500914

Council Ref: 1789

Stephen Peterson
Liverpool City Council
Locked bag 7064
Liverpool BC NSW 1871

EMAIL OUT: Petersons@Liverpool.nsw.gov.au

Dear Stephen,

RE: Planning Proposal – 2 Macarthur Drive, Holsworthy
Draft amendment 80 of Liverpool LEP 2008 to amend development standards

Thank you for your referral request dated November 2022 regarding the above mentioned development proposal.

APA Group (**APA**) is Australia's largest natural gas infrastructure business and has direct management and operational control over its assets and investments. APA's gas transmission pipelines span across Australia, delivering approximately half of the nation's gas usage. APA owns and operates over 15,000 km's of high pressure gas transmission pipelines across Australia.

Gorodok Pty Ltd (APA) has one pipeline located APA has one pipeline located adjoining the southern boundary of the subject site being the Moomba to Sydney Ethane Pipeline (see Table 1 for details):

Table 1: Transmission pipelines in the area of consideration

Pipeline	Pipeline Licence	Easement Width (m)	Diameter (mm)	Measurement Length (m)
Moomba to Sydney Ethane	15	6	200	600
Note: measurement length is applied to either side of the pipeline.				

APA's Role

As a Licensee under the *Pipelines Act 1967*, APA is required to operate pipelines in a manner that minimises adverse environmental impacts and protects the public from health and safety risks resulting from operation of our high pressure gas transmission pipelines (**HPGTP**). Once a HPGTP is in place, APA is required to constantly monitor both the pipeline corridor and also a broader area within which we are required to consider land use changes and development and to assess what such changes means to the risk profile of the HPGTP.

APA has a number of responsibilities and duties to perform under a complex framework of legislation, standards and controls across Federal, State and Local Government landscapes. In particular, the *Pipelines Act 1967*, cites Australian Standard 2885 (**AS2885**) as a mandatory safety standard for the design, construction, operation and maintenance of transmission pipelines. In discharging our regulative responsibilities, APA needs to continuously review what is happening around its assets, what land use changes are occurring and what development is taking place to ensure it remains in a position to comply with applicable operational and safety standards and legislation whilst meeting its commercial obligations and imperatives.

APA Group comprises two registered investment schemes, Australian Pipeline Trust (ARSN 091 678 778) and APT Investment Trust (ARSN 115 585 441), the securities in which are stapled together. Australian Pipeline Limited (ACN 091 344 704) is the responsible entity of those trusts. The registered office is HSBC building, Level 19, 580 George Street, Sydney NSW 2000.

Pipeline Risk Profile and the Measurement Length

In managing HPGTP's and considering land use changes, APA must focus on that area geographically defined by AS2885 as the Measurement Length (**ML**). The ML area is the heat radiation zone associated with a full-bore pipeline rupture. APA is mandated to consider community safety in the ML due to the high consequences of pipeline rupture to life, property and the economy.

The ML is determined by the diameter and the Maximum Allowable Operating Pressure (**MAOP**) of the pipe. APA must consider any changes of land use within the ML area to determine the effect of a new use on the risk profile of the pipeline.

For reference, the ML of the Moomba – Sydney Ethane Pipeline is 600m. Note that the ML is a radial dimension, and therefore applies to both sides of the pipe.

Sensitive Uses

APA seeks to limit sensitive uses from establishing within the ML so as to retain a high level of compliance with applicable safety standards. AS2885 defines a sensitive use as one which may increase the consequences of failure due to its use by members of the community who may be unable to protect themselves from the consequences of a pipeline failure.

To this end, APA's preferred position is that all land uses listed below be located outside of the ML:

- | | |
|------------------------|-----------------------------|
| • Child care centres | • Place of worship |
| • Detention facility | • Residential care facility |
| • Educational facility | • Retirement facility |
| • Function facility | • Service station |
| • Health care services | • Shop |
| • Hospital | • Shopping centre |
| • Hotel | • Theatre |

Safety Management Study

AS2885 requires a Safety Management Study (**SMS**) to be undertaken whenever the land use classification of land within the ML. The purpose of an SMS is to assess the risk associated with a change in land use, including both construction risks and ongoing land use risks. The SMS will also develop appropriate controls to reduce risks to 'as low as reasonably practicable' (**ALARP**).

The current location class for the Moomba to Sydney Ethane Pipeline at the subject location is **Residential (T1)**, and the proposed development will result in a change in the location class to **Residential (T2) / Sensitive (S)**.

Following the determination of the planning proposal (rezoning) and prior to any subsequent development applications, APA will require the proponent to undertake an SMS.

The cost of undertaking an SMS is to be borne by the proponent as the 'agent of change'. APA has developed a list of preferred SMS facilitators. This ensures facilitators are both independent and satisfactorily qualified to undertake this assessment. This list is available from APA on request.

Easement Management

APA's pipeline and associated easement are located along the southern boundary of the site and within Railway land. The following details regarding easement management are therefore provided for general information.

To ensure compliance with the safety requirements of AS2885, APA needs to ensure our easement is managed to an appropriate standard. This includes:

- Ensuring the easement is maintained free of inappropriate vegetation and structures.
- Place warning signs at various mandated points along the pipeline route, including any change in property description/boundaries.
- Maintain a constant line of sight between warning signs.
- Undertake physical patrols and inspections of the easement.

APA will not accept outcomes that do not enable us to achieve our safety responsibilities to the surrounding community. Crossing of the pipelines should be at 90 degrees and minimised as much as possible.

Any proposed works within the easement must be approved prior to works occurring, by APA through our Third Party Works Authorisation process. This process will ensure all works are undertaken in a safe manner that does not physically impact on the pipeline. Anyone seeking to undertake works on property containing a pipeline, or are seeking details on the physical location of the pipeline, please contact Dial Before You Dig on 1100 or <https://www.1100.com.au/> or APA directly at APAProtection@apa.com.au.

Planning Proposal

The details of the Planning proposal, which form the basis of this letter, are shown on the following documents:

- Planning Proposal prepared by Liverpool City Council, dated 11 November 2022.
- Urban Design Report, Holsworthy Centre prepared by Architectus, Revision B dated October 2018.

Original Planning Proposal Request and Gateway Determination

The planning proposal request was received by Liverpool City Council (LCC) on 11 October 2017. Council considered the proposal and provided advice in October 2019 that the proposal had both strategic and site-specific merit and supported the planning proposal proceeding to a Gateway determination by the Department of Planning and Environment.

Delays in finalising Councils report caused the Gateway Determination process to stall and this current Planning Proposal is to support the Gateway Determination to progress.

The current Planning Proposal seeking to rezone land at 2 Macarthur drive, Holsworthy by increases to development standards and a maximum threshold for development of 9000sqm in gross floor area.

The planning proposal proposes to amend the Liverpool Local Environmental Plan (LLEP) 2008 in the following way -

- Amend the maximum permissible Floor Space Ratio from 1.5:1 to 2.15:1;
- Amend the maximum permissible height from 21m to part 25m and part 45m; and
- Include a site-specific provision under Schedule 1 stipulating a maximum non-residential gross floor area of 9,000sqm on the site.

Development Overview

APA appreciates the proponents recognition of APA's pipeline easement and commentary regarding the original Planning proposal in 2017. It is understood this current planning proposal will not involve Construction of a sensitive use (Childcare Centre) as part of the proposed Holsworthy Centre development.

APA notes the proposed zoning for the site, B2 (Local Centre) is not proposed to change, but instead the proponent is seeking increases in the height and floor space ratio allowances. The B2 zoning permits centre based childcare with consent. APA's preference is for planning controls relating to the

subject site to limit the establishment of sensitive uses, or at least require the input of APA in such development proposals.

Within the current Planning Proposal and of specific interest to APA is proposed construction works in proximity to the pipeline easement are the following:

- Construction of future commercial and residential structures that involves increased floor space, height and density.
- Public domain improvements – landscaping and pedestrian links to southwest corner of site;
- Associated cut and fill; and
- Construction of the additional access road, pathways and amenities buildings

Ethane Pipeline Notation on Plan

While the plans outline the development area, APA's Moomba to Sydney Ethane pipeline is not identified as being for a high pressure ethane transmission pipeline. The level of risk associated with any intrusion into the easement is not adequately communicated to those undertaking site works. The easement should be clearly identified as an easement for a high-pressure ethane transmission pipeline on all relevant plans. In addition the easement should be hatched and notated as 'no works to occur without the prior authorisation of the pipeline operator'.

Future Development Consents

APA will have a continued interest in the overall site development including future development applications.

In review of the masterplan – design intent, it would appear future buildings, car parks, roadways and play areas are to be located adjacent APA's pipeline easement. No structures or works will be permitted on the easement, without prior APA authorisation.

Comments

APA requests notification of future Development Applications lodged with Council for the development, in accordance with clause 2.77 SEPP (Transport and Infrastructure) 2021

Conditions of Approval

1. Safety Management Study (SMS)

An SMS will be required to be undertaken by the proponent prior any future development approval being completed on site.

2. No improvements within Easement

Buildings, structures, roadway, pavement, pipeline, cable, fence, change in ground level, or any other improvement on or under the land within the ethane transmission pipeline easement must not be constructed without prior consent in writing from APA. No structure or vegetation will be permitted on the easement that prohibits maintenance of line of sight along the pipeline easement.

3. No Earthworks within easement

No earthworks or changes in ground level are permitted within the easement without prior consent in writing from APA. Earthworks near the easement must not alter or concentrate water flows which may cause erosion of the easement and loss of cover over the pipeline.

4. Third Party Works Authorisation

Prior to the commencement of any works, including earthworks, vegetation clearing or plantings within the ethane pipeline easement, the proponent must obtain a third party works authorisation from APA. Authorised works must comply with any conditions attached to the third party works approval.

5. Access

The ethane transmission pipeline easement will not be permitted to be used for movements of construction traffic or for ongoing vehicular access. The ethane transmission pipeline easement must not be used for storage of material or parking of vehicles.

6. Road Crossings Engineering Plans required

Prior to development commencing for any stage which include the ethane transmission pipeline, detailed engineering plans for the proposed road crossings over transmission ethane pipeline easement must be submitted to and approved by APA. These crossings must not result in any reduction in the cover over the pipeline asset. Council will seek the view of the APA in this matter.

7. Landscape Plans

Prior to development commencing for any stage which includes the ethane transmission pipeline easement, landscape plans depicting any planned landscaping, including the planting of vegetation, species details, surface treatments, furniture, structures or improvements on or immediately abutting the ethane transmission pipeline easement be submitted to and approved by the assessment manager. A three metre minimum clearance between the pipeline and any vegetation with a mature height greater than 0.5 metres must be maintained. The assessment manager will seek the view of APA in this matter.

8. Easement Delineation On Site

During construction, the boundary of the easement must be clearly delineated on site by temporary fencing (or other means as agreed by APA), and clearly marked as a hazardous work zone/ restricted area.

9. Notation of Ethane Pipeline on Plans

All plans which include the ethane pipeline must have it clearly notated as 'high pressure ethane transmission pipeline - no works to occur without the prior authorisation of the pipeline operator'.

10. Services

The design of any infrastructure mains and reticulation shall be designed to minimise encroachment on the ethane transmission pipeline (either crossing or within three metres). Any such encroachments will require the approval of APA. The assessment manager will seek the view of APA in considering any operational works applications required for services.

Note

If you are planning on undertaking any physical works on property containing or proximate to a pipeline, or are seeking details on the physical location of a pipeline, please contact Dial Before you Dig on 1100, or APA directly on APAProtection@apa.com.au.

Note

An early works agreement from APA is required for any assessments/approvals that require greater than 1 day assessment or supervision. Lead in times for agreements can be up to 12 weeks. Please contact APA at APAProtection@apa.com.au or 1800 103 452.

Note

Any improvements within the ethane transmission pipeline easement undertaken by third parties is at the risk of the proponent who will remain liable. APA will not be liable for any costs associated with the reinstatement of any vegetation and/or infrastructure constructed on the easement.

Note

APA has a suite of standard engineering drawings to assist with detailed design. These are available upon request. Please contact APA at APAprotection@apa.com.au or 1800 103 452.

Conclusion

APA does not seek to unnecessarily inhibit future development proximate to our assets and is willing to work with Council and development proponents to achieve mutually acceptable and compliant outcomes that maintain the safety of development within the pipeline ML. Any interested parties are strongly encouraged to contact APA early to discuss the process of integrating APA assets into future urban developments.


Please contact me on 07 3223 3385 or planningnsw@apa.com.au should you wish to discuss the contents of this correspondence.


Yours faithfully,




John Lawson
Senior Urban Planner
Infrastructure Planning and Approvals

PP Online (PP-2022-1519)

 **Referral for Bankstown Airport Limited** Reference number: Ref-1790 Decision provided

Actions  Close and home

✓ Assessment  ✓ Decision

Proposal case details Referral case details Documents Action summary

Following a preliminary review, is the detail provided complete and is the case ready for a decision?
Yes, the application is ready for decision

What is the outcome of your review?
Decision not required

Comments
No height issues for Bankstown Airport, no further action required.



22 Dec 2022

Our Ref:

Ian Stendara
Senior Strategic Planner
Liverpool City Council
stendarai@lcc.nsw.gov.au

RE: Planning Proposal PP-2022-1519 at 2 Macarthur Drive, Holsworthy

Thank you for notifying Sydney Water of the planning proposal listed above which seeks to amend the Liverpool LEP 2008 through amending the maximum FSR from 1.5:1 to 2.15:1 and amend the maximum permissible height from 21m to part 25m and part 45m. The intended outcome of this planning proposal is to facilitate a mixed-use retail and residential development on site, with multiple residential towers of differing heights, ranging from six to twelve storeys. The development would have a total GFA of 40,000m² and facilitate the delivery of 350 apartments. We have reviewed the application based on the information supplied and provide the following comments for your information to assist in planning the servicing needs of the proposed development.

Water Servicing

- The development site is under the Hammondville Elevated Water Supply Zone.
- The closest watermain to service this development is a DN250 watermain running parallel to the north side of Heathcote Road. This watermain has the capacity to service the potential uplift proposed.

Wastewater Servicing

- The development site is under the Liverpool Wastewater Catchment. The existing DN225 sewer in the northern corner boundary has the capacity to service this development.
- The site will drain to SP1094. **Upgrades to SP1094 and its rising main may be required to service future developments on the site.** Any upsizing will be confirmed during the Section 73 stage.

This advice is not a formal approval of our servicing requirements. Detailed requirements, including any potential extensions or amplifications, will be provided once the development is referred to Sydney Water for a Section 73 application. More information about the Section 73 application process is available on our [Land Development](#) web page.

The development servicing advice provided by Sydney Water is based on the best available information at the time of referral (eg. planning proposal) but will vary over time with development and changes in the local systems. This is particularly important in systems with limited capacity and it is best to approach Sydney Water for an updated capacity assessment (especially where an approval letter is more than 12 months old).



If you require any further information, please contact the Growth Planning Team at urbangrowth@sydneywater.com.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "KL", enclosed within a large, loopy oval stroke.

Kristine Leitch

Commercial Growth Manager
City Growth and Development, Business Development Group
Sydney Water, 1 Smith Street, Parramatta NSW 2150

Attachment 11: Response to Submissions

Exhibition – Submission		Officer Comment
Transport Matters – Traffic, Road, Parking		
Public Transport <ul style="list-style-type: none"> - Current Train services are beyond capacity without an increased population using public transport. Need to increase train services. - Traffic Assessment Impact Report little consideration for how additional trips will impact train and bus services. - Public transport time frames from Holsworthy Station to Central. Liverpool and Campbelltown station are inaccurate. 		<p>The subject site is located adjacent to Holsworthy Railway Station providing direct public transport access to Campbelltown and Central station and public transport connectivity to Liverpool CBD. Further, Holsworthy Railway Station is serviced by various bus routes providing public transport between Holsworthy Railway Station and Liverpool CBD via either Wattle Grove or Moorebank.</p> <p>In August 2019 the planning proposal was supported by the Liverpool Local Planning Panel to have strategic and site specific merit. The Planning Proposal is consistent with Council's Local Strategic Planning Statement including Planning Priority 3 for Accessible and connected suburbs, and Planning Priority 7 for Housing choice for different needs, including density focused in centres well serviced by public transport.</p> <p>The proponent clarified the frequency of public transport services post exhibition in a response to public submissions document and addendum letter to the Traffic Impact Assessment Report. Council continues to advocate to the relevant authorities for additional services and infrastructure to cater for the Liverpool Local Government Area population.</p>
Road traffic/Access/Exit <ul style="list-style-type: none"> - Congestion - Pedestrian safety from extra vehicles - One way entry/exit to/from Heathcote Road for proposed development, Mornington Estate and vehicles using Holsworthy railway station car park. - Traffic Assessment Impact Report data out of date being from 2018 - Increased traffic - Infrastructure including roads needs upgrading for number of units proposed 		<p>The planning proposal was submitted with architectural plans, draft site specific DCP and a Traffic Impact Assessment (TIA) report. During the assessment of the planning proposal, the proposal was referred internally to Council's Traffic Planning department and externally to Transport for New South Wales (TfNSW). In December 2022, TfNSW provided correspondence to Council indicating that no vehicular access is to be provided from Heathcote Road and raised concerns predominantly regarding the date and accuracy of the data/modelling used within the TIA being from 2018.</p> <p>Following public exhibition and all correspondence from State Agency's being received, the documentation for the proposal was amended including a letter from the proponents Traffic Consultant dated March 2023, in response to TfNSW correspondence dated December 2022, which was reviewed internally by Traffic Planning department and should the Planning Proposal proceed, will be reviewed by DPE as the plan making authority who will likely refer the planning proposal to TfNSW for further review.</p>

Exhibition – Submission	Officer Comment
<p><u>Parking</u></p> <ul style="list-style-type: none"> - Excess cars parked on street from units having multiple cars - Lack of parking as most residents will have more than 1 vehicle each - Lack of retail parking proposed - Limited room of streets for movement of waste collection vehicles - Excess vehicles will park in the existing Holsworthy station carpark. 	<p>A site specific DCP provides objectives and development controls to prioritise pedestrians and provide safe connectivity between Heathcote Road, Macarthur Drive, the subject site and Holsworthy Railway Station. Further, any development at the subject site will be subject to a future DA which will include detailed design plans and further detailed assessment of a development proposal at the subject site.</p> <p>The planning proposal was referred externally to TfNSW and internally to Council's Traffic Planning section for comment. Should the planning proposal proceed, specific required parking numbers and layout, vehicular access, loading/unloading areas, residential and commercial waste vehicle access etc will be subject of a future development application assessment. Currently, Liverpool Development Control Plan 2008 specifies the parking rates required for types of development within the Liverpool Local Government Area. The use of vehicles parking within the Holsworthy Station carpark is a matter for Transport for New South Wales.</p>

Exhibition – Submission	Bulk and Scale matters – Height, scale, type of development, overshadowing	Officer Comment
<ul style="list-style-type: none"> - Some mixed use development on the site is supported however the size and scale proposed is excessive. - Development out of place and not suitable - Height not consistent with vicinity or outside of Liverpool CBD - Proposed height should be limited to Liverpool CBD - No other high rise within vicinity - 6-8 stories with commercial level more appropriate for vicinity - Area is low and medium density developments with no high-rise units. - Infrastructure is at capacity and cannot cope with proposed number of units - Height will affect helicopters from Army base - Increase existing Wattle Grove shopping Village instead of condensing into subject site. - High rise buildings should continue to be built in our city centres, not in a village next to bushland. 		<p>The subject site is located adjacent to Holsworthy Railway Station providing direct public transport access to Campbelltown and Central station and public transport connectivity to Liverpool CBD. In August 2019 the planning proposal was supported by the Liverpool Local Planning Panel to have strategic and site specific merit. The Planning Proposal is consistent with Council's Local Strategic Planning Statement including Planning Priority 3 for Accessible and connected suburbs, and Planning Priority 7 for Housing choice for different needs, including density focused in centres well serviced by public transport.</p> <p>Following an assessment of the Planning Proposal, Public Exhibition and all State Agency correspondence being received, Council issued a letter to the proponent on 1 March 2023 requesting response to submissions, including their consideration of revised height and FSR in relation to community concerns. A meeting was held on 3 March 2023 with the proponent, landholders, Council, Defence and DPE at which the proponent advised reduced development standards were not viable for the development to proceed.</p> <p>In this regard, amendments to the site specific DCP were made, including design solutions to ensure a future development is designed to ensure the bulk and scale will not have adverse impacts to the Morningson Estate (where majority of concerns were raised), and to reduce the bulk and scale impact on the streetscape and vicinity, maintain amenity to the surrounding Morningson Residential Estate and protect the operations and security of the Army Base.</p> <ul style="list-style-type: none"> • There is approximately a 37m distance between the proposed development to the nearest existing dwelling within Morningson Estate, and approximately 60m distance from the subject site to Holsworthy Army Base boundary; • Along Macarthur Drive, near the Morningson Estate, there is to be a 2m landscape buffer, followed by the next 3m being limited to 1 storey and following 20m to be a maximum of 6 storeys fronting Macarthur Drive; • The site is limited to 12 storeys maximum and an indicative site plan indicates approximately 11 separate buildings separated by open space, with the tallest proposed buildings to be orientated away from Morningson Residential Estate towards the eastern portion of the subject site; and • The Morningson Residential Estate is located north of the subject site and is not expected to be impacted by overshadowing.

Exhibition – Submission		Officer Comment
Services and Infrastructure – Capacity and availability		
<ul style="list-style-type: none"> - Schools, Trains, train station - commuter carpark, Childcare Centres, Medical Centre's, Hospital, Dentists, Grocery shops etc are at capacity 		<p>The Planning Proposal was submitted with a Social Impact Assessment, Servicing and Utilities Infrastructure Strategy Report and an Economic Impact Assessment which was reviewed through the Planning Proposal assessment including by Councils Economic Development unit and Liverpool Local Planning Panel. The planning proposal was found to have site and strategic specific merit.</p>
		<p>The subject site is Zoned B2 Local Centre under Liverpool Local Environmental Plan 2008 which permits a variety of commercial uses including medical centres. Council continues to advocate to the relevant authorities for additional services and infrastructure to cater for the Liverpool Local Government Area population.</p>
Privacy and Security matters – Residential and to Holsworthy Army Base		
<ul style="list-style-type: none"> - View from units including balconies to existing low density dwellings within vicinity. - Privacy/security to army base from overlooking from apartments including balconies. - National security risks from potential future residents within close proximity to Amy Base. 		<p>The nearest building to a residential dwelling within the Mornington Estate is approximately 37m and the subject site is approximately a minimum of 60m to the boundary for the Holsworthy Army Base, with the buildings proposed to front Macarthur Drive being a maximum of 6 storeys.</p>
		<p>Post exhibition and State Agency Correspondence, a draft site specific DCP has been amended to further implement design solutions to protect privacy and security to existing dwellings within Mornington Estate and the operations of the Holsworthy Army Base. Refer to public authority consultation section of main body of report regarding the Department of Defence, for design solutions to address security and privacy to the Holsworthy Army Base.</p> <p>Privacy will be further assessed at the development application stage for any future development application at the subject site.</p>
Environmental matters – Flooding, bushfire, Koala protection, contaminated soil, Pollution		
<ul style="list-style-type: none"> - Site is located within a flood and bushfire prone area. - Area flooded multiple times in 2021/2022. 		<p>The site is bounded by Heathcote Road and bushland to the north and east, Holsworthy Army Base to the south, Holsworthy Railway Station to the west and Mornington Estate to the north. As the only residential developments within the vicinity to the north, solar access will continue to be provided to the residential developments to the north. Further solar access including for future</p>

Exhibition – Submission	Officer Comment
<ul style="list-style-type: none"> - Whilst site is not flood affected, the immediate area floods from Harris creek and Williams creek which cuts access to/from Macarthur Drive and Heathcote Road and isolates the area. - Overshadowing to surrounding low density housing. - Impact to surrounding bushland and wildlife corridors - Contaminated soil - Koala habitat - The area is part of Georges River and tributary wetlands - Air and noise pollution - Shopping trolly's being left on streets - Rubbish pollution including flowing into nearby creeks 	<p>residential units on the subject site will be subject to assessment at the development application stage for any development on the subject site regardless of the outcome of the planning proposal.</p> <p>The planning proposal was submitted with a bushfire preliminary assessment and flood study which was reviewed by council's flooding section and NSW Rural Fire Service of which no significant issues were raised subject to further review and conditions to be imposed at a development application stage. An Evacuation Management Plan, Evacuation Report and Plan of Management may be required at the development application stage.</p> <p>The matter of shopping trolleys being left on streets is to be managed by the respective tenant and supermarkets etc have a process for reporting trolleys left outside of the subject premises.</p> <p>Regarding contamination, the planning proposal was submitted with a Preliminary Site Investigation which was reviewed by Council's Environmental Health Unit. Further, for any development application on the subject site, contamination including further review of a Preliminary Site Investigation will be undertaken to ensure the site is suitable for development.</p> <p>The planning proposal was submitted with a Noise Impact Assessment and controls are included within Liverpool Development Control Plan and the site specific DCP as part of the planning proposal regarding Acoustic assessment for development at the subject site. At a development application stage, the subject site will be subject to a Noise Impact Assessment and air quality assessment particularly for any food and drink premises on the subject site and waste storage areas.</p>
Overcrowding and Property Values	
<ul style="list-style-type: none"> - Overcrowding from proposed number of apartments - Decrease of property values - Overcrowding 	<p>The matter of decreased property values is not a matter for consideration in accordance with the Environmental Planning and Assessment Act 1979 or Environmental Planning and Assessment Regulation 2021. In August 2019 the planning proposal was supported by the Liverpool Local Planning Panel to have strategic and site specific merit. The Planning Proposal is consistent with Council's Local Strategic Planning Statement including Planning Priority 3 for Accessible and connected suburbs, and Planning Priority 7 for Housing choice for different needs, including density focused in centres well serviced by public transport.</p>
Emergency Evacuation matters	

Exhibition – Submission		Officer Comment
<ul style="list-style-type: none"> - One road in/out for residents/visitors of subject site, Mornington estate and Holsworthy station. Concerns regarding emergency evacuation. 		The planning proposal was submitted with a Bushfire preliminary assessment and a flood study which were reviewed by NSW Rural Fire Service and Council's flood section. Further, an Evacuation Management Plan, Evacuation Report and Plan of Management may be required at the development application stage.
Availability of open space, parks and walkability		
<ul style="list-style-type: none"> - Public Open Space areas such as sporting fields and parks are at capacity - Need new sporting facilities, parks, bike paths etc - Proposed open space is inadequate - Loss of greenery/serenity and open space 		The subject site is currently vacant and not accessible by the public as such there is no loss of open space. The planning proposal as submitted with a servicing report and social impact assessment and further the planning proposal concept design proposes public open spaces including a plaza. Additional open space such as sporting fields will be reviewed by Council in the future and Council continues to advocate for community services.
Noise		
<ul style="list-style-type: none"> - Noise from additional residents on balconies etc 		The planning proposal was submitted with a Noise Impact Assessment and controls are included within Liverpool Development Control Plan and the site specific DCP as part of the planning proposal regarding Acoustic assessment for development at the subject site. At a development application stage, the subject site will be subject to a Noise Impact Assessment which will be reviewed during the assessment process to ensure amenity is maintained to residents within the vicinity of the subject site.
Pedestrian Safety		
<ul style="list-style-type: none"> - Pedestrian Safety from increase in residential and commercial uses, families riding bikes etc 		The planning proposal was submitted with a Noise Impact Assessment and controls are included within Liverpool Development Control Plan and the site specific DCP.
Crime		
<ul style="list-style-type: none"> - Increased crime from higher population 		A future development application may be reviewed by NSW Police and any future development will be subject to assessment for design to ensure crime opportunities are minimised including by ensuring building and place design is guided by the Crime Prevention through Environmental Design (CPTED principles): Provide provision of opportunities for casual surveillance, provide

Exhibition – Submission	Officer Comment
	pedestrians with direct and well used traffic routes with good night lighting and control of public spaces within the subject site.
Safety form APA Gas Line - Site adjoins the Moomba-Sydney ethanol pipeline	<p>APA has one pipeline located adjoining the southern boundary of the subject site being the Moomba to Sydney Ethane Pipeline. APA group provided comments on the initial planning proposal in March 2018 and current proposal in February 2023. APA raised no significant objection subject to future review at a development application stage regarding that future Development considers AS2885, undertakes a Safety Management Study (SMS) and easement management.</p> <p>The DCP has been amended post exhibition with a section for APA Group requirements as per the APA group correspondence dated February 2023 including reference to AS2885 and SMS.</p>
Stormwater - Increased stormwater runoff from increased hard surfaces	Currently Liverpool Development Control Plan 2008 contains controls regarding stormwater management. Any future development application will be subject to review against the current Development Control Plan at time of lodgement and will be assessed for stormwater management to ensure no stormwater impacts arise from a future development on the subject site.
Social impact Assessment Report - Social impact Assessment nominated 438 apartments and Planning Proposal nominates 350 apartments.	The Social Impact Assessment was submitted at the time of lodgement of the original planning proposal of which, at the time of lodgement of the original planning proposal, a higher development yield was proposed including increased development standards regarding height and floor space ratio. Following an initial assessment, the planning proposal proposed development standards regarding height and floor space ratio were reduced and as such the development yield (estimated number of residential units) was reduced.
Notification of Planning Proposal - Never consulted about the original development	In accordance with the Environmental Planning & Assessment Act 1979, a planning proposal is not required to be publicly exhibited until a Gateway determination is issued. In this regard the planning proposal was amended prior to gateway determination and as such the original planning proposal was not publicly notified.

Exhibition – Submission	Officer Comment
	<p>In accordance with the above, the current planning proposal was publicly exhibited post gateway determination for the period of 14 November 2022 to 12 December 2022.</p> <p>Further information regarding the planning proposal process can be found at: https://www.planning.nsw.gov.au/Plans-for-your-area/Local-Planning-and-Zoning/Making-and-Amending-LEPs</p>
<p>Proposed site specific schedule</p> <p>- Change wording of site specific schedule from, 'a site-specific provision under Schedule 1 stipulating a maximum non-residential gross floor area of 9,000m² on the site'. To 'a site-specific provision under Schedule 1 stipulating a maximum shop gross floor area of 9,000m² on the site</p>	<p>The planning proposal was exhibited as proposing a site specific clause under Schedule 1 for a 9,000sqm cap on 'non-residential uses'.</p> <p>The submitted Economic Impact Assessment proposes a full-line supermarket of 3,962m² and a smaller discount supermarket of 1,584m² and specialty retail/commercial floorspace of about 3,129m², and as such it is proposed to have a 9,000sqm cap on retail premises.</p> <p>As such, the post exhibition planning proposal has been amended to show the intent for a site specific clause in the LLEP 2208, with a 9,000sqm cap on retail premises, rather than non-residential uses.</p>

ITEM NO: EGROW 03
FILE NO: 251505.2019
SUBJECT: Planning Proposal - Holsworthy Town Centre

RECOMMENDATION

That Council:

1. Notes the advice of the *Liverpool Local Planning Panel*;
2. Endorses in principle the planning proposal, subject to a detailed site contamination investigation being prepared;
3. Delegates to the CEO to make any typographical or other editing amendments to the planning proposal if required;
4. Delegate to the CEO authority to negotiate a planning agreement with the proponent, agree the terms of the offer with the proponent and report back to Council the details of the planning agreement prior to exhibition of the planning proposal, consistent with Council's Planning Agreements Policy;
5. Endorses in principle the proposed public benefit contributions of the planning agreement, to be negotiated further, including:
 - Upgrade of the existing roundabout (Macarthur Drive / The Boulevard / Morningside Parade) to a signalised crossing to facilitate vehicular entry to the site, a safer pedestrian environment and improved traffic conditions;
 - Removal of redundant roadway connecting the existing roundabout and existing rail bridge, including associated earthworks;
 - Embellishment of the Macarthur Drive road reserve including provision of a shared path and landscaping;
 - Landscaping of the road reserve along Heathcote Road adjacent to the site (with RMS concurrence);
 - Provision of publicly accessible open space on the site with a minimum area of 1,000m².
6. Forwards the planning proposal to the Department of Planning, Industry and Environment, pursuant to Section 3.34 of the *Environmental Planning and Assessment Act 1979*, seeking a Gateway determination with a recommendation that a site specific DCP be included as a Gateway condition to be satisfied prior to public exhibition; and
7. Receive a further report on the outcomes of public exhibition and community consultation.

COUNCIL DECISION**Motion:****Moved: Cllr Hadchiti****Seconded: Cllr Ayyad**

That Council:

1. Notes the advice of the *Liverpool Local Planning Panel*;
2. Endorses in principle the planning proposal, subject to a detailed site contamination investigation being prepared;
3. Delegates to the CEO to make any typographical or other editing amendments to the planning proposal if required;
4. Delegate to the CEO authority to negotiate a planning agreement with the proponent, agree the terms of the offer with the proponent and report back to Council the details of the planning agreement prior to exhibition of the planning proposal, consistent with Council's Planning Agreements Policy;
5. Endorses in principle the proposed public benefit contributions of the planning agreement, to be negotiated further, including but not limited to:
 - Upgrade of the existing roundabout (Macarthur Drive / The Boulevard / Morningside Parade) to a signalised crossing to facilitate vehicular entry to the site, a safer pedestrian environment and improved traffic conditions;
 - Removal of redundant roadway connecting the existing roundabout and existing rail bridge, including associated earthworks;
 - Embellishment of the Macarthur Drive road reserve including provision of a shared path and landscaping;
 - Landscaping of the road reserve along Heathcote Road adjacent to the site (with RMS concurrence);
 - Provision of publicly accessible open space on the site with a minimum area of 1,000m².
6. Forwards the planning proposal to the Department of Planning, Industry and Environment, pursuant to Section 3.34 of the *Environmental Planning and Assessment Act 1979*, seeking a Gateway determination with a recommendation that a site specific DCP be included as a Gateway condition to be satisfied prior to public exhibition; and
7. Receive a further report on the outcomes of public exhibition and community consultation.

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Vote for: Mayor Waller
 Clr Ayyad
 Clr Balloot
 Clr Hadchiti
 Clr Hagarty
 Clr Harle
 Clr Kaliyanda
 Clr Karnib
 Clr Rhodes

Vote against: Clr Shelton

Note: Clr Hadid was not at the meeting.

Appendix 2: Response to submissions

A response to submissions is contained within **Table 1** below.

It should be noted that while Mecone has received a copy of the submission provided by the Australian Defence Force (**Defence**), copies of submissions from members of the public have not been provided. A summary of the issues provided by Council has therefore been used, and the comments within Table 1 are provided in response to those summarisations.

Table 1 - Response to submissions	
Community submissions	
Issue	Mecone Response
Public Transport	
<i>Address in detail, within traffic Impact Assessment and other relevant documentation, adequate capacity on current railway and bus network for proposed development numbers including from commercial and residential number of persons particularly in AM and PM peak Monday to Friday including for accessible customers of the railway and bus network.</i>	Reference is made to the Traffic Impact Assessment (TIA) (prepared by Stantec, dated 21 March 2023) is to be submitted as part of a further additional information.
<i>Address railway network transport timeframes with statistics to/from Holsworthy to Campbelltown, Liverpool and Central stations.</i>	<p>The subject site is well-serviced by public transport, given its proximity to Holsworthy railway station and the adjacent Holsworthy station bus stop (Stop ID: 217357). Public transport routes that operate from these stops and their frequencies are as follows:</p> <ul style="list-style-type: none"> • Holsworthy railway station (operates between Campbelltown and the Sydney CBD) <ul style="list-style-type: none"> ○ T8 Airport & South Line <ul style="list-style-type: none"> ▪ This line provides daily services between the Sydney CBD and Campbelltown. ▪ Services generally operate every 15 minutes in both directions, with increased services Monday-Friday during peak times (spacing between services during such periods is as little as 3-5 minutes).

Table 1 - Response to submissions	
Community submissions	
	<ul style="list-style-type: none"> • Holsworthy Station, Access Road, The Boulevard (Stop ID: 217357)) <ul style="list-style-type: none"> ○ Route 901 (To Liverpool via Wattle Grove) Service frequency: <ul style="list-style-type: none"> ▪ Monday to Friday: <ul style="list-style-type: none"> ○ Peak: Approximately every 30 minutes ○ Off-peak and weekends: Approximately one per hour ○ Route 902 (To Liverpool via Moorebank) <ul style="list-style-type: none"> ▪ Monday to Friday: <ul style="list-style-type: none"> ○ Peak: Approximately every 30 minutes ○ Off-peak and weekends: Approximately one per hour
Road traffic/Access/Exit	
Address how congestion will be limited and managed.	<p>Reference is made to both the Traffic Impact Assessment (TIA) prepared by The Transport Planning Partnership (dated 18 October 2018) and an updated Traffic Assessment (prepared by Stantec, dated March 2023) which shows that there is adequate capacity both within the local road network and the intersection of MacArthur Drive and Heathcote Road (which is to be upgraded as part of the Heathcote Road widening works that are currently underway) to accommodate traffic from:</p> <ul style="list-style-type: none"> • The existing Mornington Estate, • The existing Holsworthy Station commuter carpark, and • The proposed development. <p>This planning proposal will result in the part of Holsworthy that is encompassed by Harris Creek, Heathcote Road and the railway line becoming fully developed. As such, following this proposal there will be no further upscaling of development density within this locality (i.e. if the subject site is developed as proposed, there will be no further density increases that could have the potential to exceed the capacity of the local road network).</p>
Address pedestrian safety from extra vehicles.	<p>The design of future development on the site (including pedestrian and vehicular access and egress points) will be designed in accordance with relevant Council specifications and Australian Standards. Further, the planning proposal includes upgrades to the intersection at MacArthur Drive, Morningside Parade and The Boulevard; this will further ensure the safe movement of pedestrian traffic around the subject site and the locality more broadly.</p>

Table 1 - Response to submissions

Community submissions

<p><i>Address how the one way entry/exit to/from Heathcote Road for proposed development, Mornington Estate and vehicles using Holsworthy railway station car park is adequate particularly in times of evacuation or emergency.</i></p>	<p>A TIA (prepared by The Transport Planning Partnership (dated 18 October 2018) and an updated Traffic Assessment (prepared by Stantec, dated March 2023) are submitted as part of this proposal; such information demonstrates how the local road network is capable of accommodating additional traffic generated by the development.</p> <p>With regard to evacuations from the area during an emergency (e.g. a bushfire), reference is made to the response to submissions expressing concern regarding emergency evacuation from the site (see below).</p>
<p><i>Address how access to waste services, Emergency services etc will be managed.</i></p>	<p>All vehicular access to the site is to be provided in accordance with Council technical requirements and Australian Standards (e.g. AS2890), which apply to all vehicles, including waste management and emergency vehicles.</p>
<p>Parking</p>	
<p><i>Address adequacy of proposed number of retail parking including for staff and visitors.</i></p>	<p>The future design and operation specifics of proposed retail facilities will be the subject of a future DA. It is therefore not possible to specify the required and proposed car parking spaces for such a use at this time; these will subsequently be detailed within a future DA(s) for construction and use of the site. Future car parking allocation will be proposed in accordance with Council's DCP requirements.</p>
<p><i>Address how parking will be adequate Including excess cars parked on street from units having multiple cars.</i></p>	<p>The subject Planning Proposal does not detail the specific mix of apartments that is to be provided, however the majority of such dwellings are to likely consist of one-and-two-bedroom apartments.</p> <p>Future car parking allocation will be proposed in accordance with Council's DCP requirements, also noting that future development is likely to promote lower car ownership due to both the site's highly accessible location and the onsite provision of retail services.</p> <p>While the design and car-parking provision of future residential development will be subject to future assessment, the development will provide sufficient car parking facilities to both accommodate future residential parking demand and minimise parking within surrounding areas.</p>

Table 1 - Response to submissions	
Community submissions	
<p><i>Address how parking for the development will not affect adjoining Mornington estate.</i></p>	<p>The design specifics of future residential and commercial development at the site are not yet finalised. Such designs will however provide for onsite car-parking rates that are in accordance with DCP requirements.</p> <p>While it is not possible to predict the actions of individual residents, it is unlikely that residents will park within the surrounding area with regard to the following:</p> <ul style="list-style-type: none"> • Future residential development on the site is to consist of residential apartments. Unlike larger residences (e.g. dwelling houses), the sizes of future apartments (consisting mostly of one-to-two bedrooms designs) are such that they do not accommodate large numbers of residents. Smaller household sizes are likely to correlate with lower car ownership rates; such carparking demand will therefore be capable of being met by proposed car-parking facilities, • In addition to the first point: <ul style="list-style-type: none"> ◦ The subject site is located in a highly accessible locality (being very well connected by public transport from Holsworthy Station (which includes direct heavy rail services to the Sydney Central Business District (CBD), multiple bus connections to numerous local centres and is the subject of investigation for a future FAST corridor to the Liverpool City Centre)) and ◦ Future development of the site is to include onsite retailers (i.e. a supermarket) for the provision of day-to-day goods and services. <p>Future development on the site will therefore provide for residential accommodation that is not dependant on private vehicle ownership to access areas of employment and everyday retail needs, and</p> • There are existing time limitations for on-street parking within the Mornington Estate, which will dissuade persons residing in the proposed development from parking their vehicles within the surrounding area, particularly for longer periods of time.
<p><i>Address how excess vehicles from the development will not park within the existing Holsworthy station carpark.</i></p>	<p>As indicated within responses above, it is unlikely that the future development of the subject site would result in residents parking their vehicles within the surrounding area.</p> <p>Further, future buildings on the subject site will be approximately 300-400 metres walking to Holsworthy railway station. Such short walking distances mean that future residents at the subject site will not utilise private vehicles to access the station, and the proposed</p>

Table 1 - Response to submissions	
Community submissions	
	development will not increase demand upon the commuter parking facilities at Holsworthy station.
Bulk/Scale/height from proposed height	
<i>Address how proposed height and scale is suitable for the area and how development is not out of place and consistent with other town centres within Liverpool Local Government Area (LGA).</i>	<p>The height and scale being proposed by the planning proposal is well suited for the area.</p> <p>As they are not specified, it is not possible to compare this proposal to other town centres within the Liverpool Local Government Area (LGA); as addressed elsewhere within this response, the increases to height and scale are to provide for increased dwelling density for this site.</p> <p>The subject site's location is both:</p> <ul style="list-style-type: none"> On the southern side of residential areas within Holsworthy, and Significantly separated from dwellings within the Mornington Estate due to the substantial width of the MacArthur Drive road reserve. <p>The site is therefore well-suited for the proposal, as such considerations will prevent any adverse impacts that are typically associated with height increases (such as solar access, visual privacy and visual amenity) on surrounding residences.</p>
<i>Address how the height is consistent with areas outside of Liverpool CBD.</i>	Each local centre outside of the Liverpool CBD needs to be considered on a site-by-site basis on the individual merits. It is important to have a diverse range of zones and associated building height standards within different areas throughout the Liverpool LGA, rather than a one size fits all.
<i>Address how height will not affect army operations including from helicopter flight paths.</i>	Refer to responses to the Defence submission (see below), which includes a detailed response to concerns regarding aviation safety associated Holsworthy Barracks to the south of the site.
<i>Address need for approximately 350 units within Liverpool LGA (noting the existing capacity for residential development under the existing controls).</i>	<p>Liverpool Council's <i>Connected Liverpool 2040</i> predicts that the population of the Liverpool LGA will increase by approximately 60% between 2019 and 2036.</p> <p>The location of the subject site is well-placed for increases to housing density, as the planning proposal is consistent with Planning Priorities</p>

Table 1 - Response to submissions

Community submissions	
	<p>2, 3 and 7 within <i>Connected Liverpool 2040</i>, which for reference are as follows:</p> <ul style="list-style-type: none"> • Planning Priority 2: A rapid smart transit link between Liverpool and Western Sydney International Airport/Aerotropolis • Planning Priority 3: Accessible and connected suburbs • Planning Priority 7: Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport <p>The subject site is already well serviced by public transport within an area that is well connected to the Liverpool City Centre, noting that Planning Priority 2 also seeks to investigate an extension of the Fifteenth Avenue Smart Transit (FAST) corridor to Holsworthy Station, which if undertaken would further improve the accessibility and connectivity of the Holsworthy area.</p>
Open space	
Address how loss of open space will be offset.	<p>As part of the original rezoning that enabled the redevelopment of the Mornington Estate and the subject site, land was dedicated to Council to provide for public open space and recreation facilities; these are located to the northeast of the site on the opposite side of Heathcote Road (Kokoda Oval). Further open space was dedicated adjoining the Mornington Estate, along Harris Creek.</p> <p>The subject site also does not contain any publicly accessible open space, noting that it has been fenced off from surrounding areas since the early 2000s. The planning proposal will therefore not result in the loss of any open space.</p>
Address how sporting facilities within close proximity will cope with extra patronage.	<p>Land was dedicated to Council to provide for public open space and recreation facilities as part of the original rezoning of the Mornington Estate and the subject site. The very substantive size and range of sporting facilities within the local area (Hammondville Oval, Moorebank soccer and baseball fields, Kokoda Oval) provides adequate capacity for population growth both within the local area and the LGA more broadly.</p>
Address how proposed amount of open space is adequate.	<p>While communal and public open spaces within the site would be subject to design revisions as part of a future DA(s) for development of the site, open space on the site is generally dictated by setbacks, internal building separation, necessary landscape and deep soil</p>

Table 1 - Response to submissions	
Community submissions	
	areas and open space requirements as stipulated by the Apartment Design guide (ADG).
Services	
<i>Address how services within close proximity including Schools, Childcare Centres, Medical Centres, Hospital, Dentists etc will cope with increased patronage when some services are at capacity.</i>	<p>The future redevelopment of the subject site will include onsite retail facilities that will provide additional services onsite that will benefit the wider area.</p> <p>Given the site's high level of connectivity to the wider area and proximity to numerous local centres including those at Wattle Grove, Moorebank and Liverpool, it is unlikely that future residents at the site will exclusively use businesses and services within the immediate proximity; they are instead likely to use a wider range of service providers, and it is therefore unlikely that increased residential densities at the site will result in excess utilisation of such local services.</p>
Privacy Impacts to adjoining areas	
<i>Address how the development will not impact privacy/overlooking to the adjoining Mornington estate and low density developments.</i>	<p>The location of the subject site's northwest boundary provides for approximately 40 metres separation distance to the nearest dwelling house within the Mornington Estate.</p> <p>While final setbacks will be established by a future DA(s), the concept plans indicate that residential setbacks to Macarthur Drive of approximately 10 metres are to be provided.</p> <p>Future development will therefore provide minimum separation distances to the nearest neighbouring dwelling of approximately 45-50 metres. Such distances are sufficient for maintaining visual privacy to lower-density residential development, noting that Part 3F of the ADG stipulates that only 24 metres of separation is required between buildings above 25 metres in height and lower-density residential development in order to maintain adequate visual privacy.</p> <p>It should also be noted that minimum separation distances are measured to the front of nearest neighbouring dwellings; separation distances to sensitive areas (such as private open space areas) would therefore be even greater if measured to such areas.</p>

Table 1 - Response to submissions

Community submissions

<i>Address privacy to adjoining army base particularly from security perspective.</i>	Refer to responses to the Defence submission (see below), which includes a detailed response to concerns regarding overlooking and security of the Holsworthy Barracks to the south of the site.
Safety from Gas Pipeline	
<i>Site adjoins the Moomba-Sydney ethanol pipeline. Address how safety of future occupants and visitors of the development will not be affected from the pipeline in an emergency.</i>	The design and construction of future development (including protection of any nearby easements and/or infrastructure) will be subject to future design specifications that form part of a DA for the construction of future development. The location of any pipelines in close proximity to the site will be considered as part of site evacuation routes.
Pollution	
<i>Address how additional Air and noise pollution will be adequately managed.</i>	Any development facilitated by the Planning Proposal would be subject of a future DA(s). Such applications would be accompanied by information demonstrating how: <ul style="list-style-type: none"> • Construction works will prevent adverse environmental impacts, and • Ongoing operations at the site (e.g. waste collection, commercial activities, plant equipment etc.) will not adversely affect the site and surrounding area.
<i>Address how future occupants of the commercial premises will manage shopping trolleys being left on streets.</i>	The construction and/or operation (including any management processes) of any commercial activities at the site would be subject to a future DA(s). It is therefore not possible for the Planning Proposal to establish management practices for shopping trolleys at this time.
<i>Address how rubbish pollution including flowing into nearby creeks will be mitigated.</i>	Any development facilitated by the Planning Proposal would be subject of a future DA(s). Such applications would be accompanied by engineering plans (prepared in accordance with Liverpool technical specifications) regarding: <ul style="list-style-type: none"> • Stormwater management, and • Stormwater treatment and pollution mitigation measures.
<i>Address noise pollution partially from future occupants on balconies.</i>	The final design of apartments (and any associated noise attenuation measures) would be the subject of a future DA(s). The residential nature of the apartments is such that they will not give rise to significant levels of noise. Further, should future residential

Table 1 - Response to submissions

Community submissions

	apartments be strata-subdivided, then excessive noise caused by a resident would be the subject of compliance action taken by the strata committee managing the site in accordance with relevant by-laws.
Environmental Concerns	
<i>How will increase of visitors to the commercial and occupants of the residential component be evacuated in time of emergency from the one road in/out including from gas pipeline, Defence base and natural disasters such as bush fire and flood when Heathcote Road floods/bushfires and is isolated.</i>	<p>A response to referenced hazards is as follows:</p> <p>Bushfire</p> <p>Reference is made to the Preliminary Bushfire Assessment (prepared by RPS Australia East) which forms part of this Planning Proposal. This document demonstrates that the development and existing road infrastructure satisfies performance criteria and acceptable solutions within <i>Planning for Bushfire Protection</i> for firefighting access during resident evacuation from the site.</p> <p>Flood</p> <p>While the detailed design of future development on the site would be the subject of a future DA(s), a flood study (prepared by Xavier Knight Consulting Engineers) undertaken for the site as part of this Planning Proposal indicates that while the site is affected by an overland flow hazard, it is not located within a major floodway.</p> <p>Information prepared as part of a future DA(s) for the site will therefore be capable of demonstrating that the design of future development can mitigate any flood hazard, that residents will be able to shelter in place during a flood event, and that evacuation of the site will not be required.</p>
<i>Address overshadowing to neighbouring developments.</i>	<p>The site is located immediately to the north of the railway corridor that contains the T8 Airport and South Line, beyond which is Holsworthy Barracks. Shadows cast by the future development during mid-winter will therefore be both:</p> <ul style="list-style-type: none"> • Internalised within the site, and • Will affect both the railway corridor and the northern-most parts of the Holsworthy Barracks (noting that affected areas contain only landscaped areas and outbuildings associated with museums). <p>As the site is located to the south of surrounding residential areas, there will be no overshadowing impact on any surrounding dwellings.</p>

Table 1 - Response to submissions	
Community submissions	
<p><i>Address how additional population will not impact upon koala habitats.</i></p>	<p>Successive development and site modifications since at least the early 1940s has removed any significant vegetation from the site. Further, the site has been fenced off from surrounding areas since the early 2010s.</p> <p>The area surrounding the site is also highly developed, noting that two of the subject site's frontages adjoin roads (one of which is being substantially widened) with the third adjoining a railway line. Areas further to the west and north of the site are also heavily developed, with such areas containing residential development and a multi-storey carpark.</p> <p>As such:</p> <ul style="list-style-type: none"> • The subject site and adjoining sites do not contain suitable koala habitat, and • With regard to existing conditions on both the subject site and surrounding sites, it is extremely unlikely that the subject site would be traversed by koalas attempting to access potential habitats and/or food sources. <p>The proposal will subsequently not have any impact on any local koala populations.</p>
Defence Submission	
Note: This response is in response to Defence Ref. ASAP-ID/OUT/200223/BS38119520	
Issue	Mecone Response
Noise impacts on proposed development	<p>It is acknowledged that activities on the Holsworthy Barracks site (e.g. live fire exercises, etc.) may result in acoustic events that have the ability to affect residential areas in close proximity to this defence site. It is however noted that areas of the Barracks site that are likely to generate significant levels of noise (e.g. gun ranges, the military airport, etc.) are located considerable distances (i.e. approximately three-plus kilometres) from the subject site.</p> <p>Irrespective of Holsworthy Barracks, the subject site's location is in close proximity to a number of environments that are considered by the Apartment Design Guide (ADG) to be noisy or 'hostile'. These include:</p> <ul style="list-style-type: none"> • Heathcote Road, which adjoins the northwest boundary of the subject site and is in the process of being upgraded,

Table 1 - Response to submissions	
Community submissions	
	<ul style="list-style-type: none"> ○ It should also be noted that in addition to progressively carrying higher volumes of traffic between southern and south-western Sydney, the duplication of the road will also move the road corridor closer to the subject site, and • The T8 Airport & South Line, which adjoins the southern boundary of the site. <p>To satisfy relevant requirements of the ADG, the design of future residential flat buildings on the site will be required to incorporate additional acoustic attenuation measures to mitigate noise impacts from the adjacent road and railway line. Such measures will also have the effect of reducing noise impacts from defence activities on future residences at the site.</p> <p>Further, the orientation of the site is such that future dwellings will be oriented to the north, east and west (i.e. in directions that face away from Holsworthy Barracks) in order to maximise internal solar access during mid-winter in accordance with ADG requirements. The orientation of windows away from the Holsworthy Barracks site will therefore also reduce the potential for defence activities to adversely affect acoustic amenity at the subject site.</p>
Security and overlooking	<p>While Defence's concerns regarding overlooking are acknowledged, it is submitted that the proposal will not result in significant overlooking into the Holsworthy Barracks site.</p> <p>While the Planning Proposal does not seek approval for building design, both the layout of the site and the design of future buildings can generally orient views away from the Holsworthy Barracks. In this regard, potential site layout and building design solutions are outlined as follows:</p> <ul style="list-style-type: none"> • The concept layouts for the site intend to locate communal open space and publicly accessible areas at lower levels (i.e. at ground level and/or on podiums), rather than significantly elevated points and/or on the roofs of the buildings (refer to the architectural plans for further detail), • The oblique angles of future buildings to the rear boundary are such that windows (and associated devices such as screens) can be designed to orient views towards the east and west of the site, instead of towards the south. Further, the site's orientation will promote the placement and design of dwellings with windows (particularly those associated with living areas) that are oriented towards the north, east and west of the site (i.e. away from the Holsworthy Barracks site) in order to maximise solar access to such areas during mid-winter in accordance with the ADG (refer to the architectural plans for further detail), and

Table 1 - Response to submissions	
Community submissions	
	<ul style="list-style-type: none"> The layouts of the future buildings are likely to centralise communal areas (e.g. hallways) on each level, thereby minimising views from such areas. Any windows that provide views towards Holsworthy Barracks can be appropriately treated (i.e. through the use of obscure glazing and/or screens) to further mitigate any potential concerns. <p>In addition to design measures, opportunities for direct overlooking of Holsworthy Barracks from the subject site will be limited, with regard to the following:</p> <ul style="list-style-type: none"> Significant spatial separation between the two sites is provided by the location of the T5 Airport and South railway line; this rail corridor provides a large buffer between the two sites, with approximate widths of between 55 and 70 metres, Northern sections of the Holsworthy Barracks site (i.e. those closest to the subject site on the northern side of Alec Campbell Drive) contain areas that are unlikely to be highly sensitive, noting that such areas include publicly accessible buildings (refer to Figure 1). Areas of note within this northern part of this site include: <ul style="list-style-type: none"> The Australian Army Military Police Museum, The Australian Army Museum of Military Engineering, Internal roadways and car parks, and Landscaped areas. <p>If such features were excluded as areas of concern within Holsworthy Barracks, then separation distances between the southern boundary of the subject site and potentially sensitive areas (i.e. buildings, etc. on the southern side of Alec Campbell Drive) increases to approximately 250-plus metres. Such significant distances will not provide opportunities for immediate overlooking of the Holsworthy Barracks site.</p>

Table 1 - Response to submissions

Community submissions



Figure 1: An aerial image of the subject site (centre-top of image) and the surrounding area, including the northern part of the Holsworthy Barracks site (located towards the bottom of the image below the train line that bisects the centre of the image). For reference, the two museums referred to above are outlined by the red borders, while the route of Alec Campbell Drive through relevant parts of the site is denoted by the green line.

Image source: 13 June 2022 (modified by Mecone, 17 March 2023)

Defence submission

Impact to Aviation

While Defence's concerns regarding potential air-safety issues are acknowledged, it is submitted that future development on the site (undertaken within the building envelopes established by the Planning Proposal) will not adversely affect the safety or operations of aviation activities at Holsworthy Barracks.

The site is located approximately 3.45 kilometres north/northwest of Holsworthy Military Airport (**Holsworthy Airport**; also referred to as Luscombe Airfield). This airport features a runway length of approximately 670 metres that limits aircraft movements in and out of this airport to helicopters and small planes. It is also noted that the submission from Defence does not identify any helipads (or similar such landing areas) within northern parts of the Holsworthy Barracks site that are in close proximity to the subject site.

While not specifically detailed, the submission from defence alludes to concerns regarding air safety (i.e. relating to the height of the

Table 1 - Response to submissions	
Community submissions	
	<p>development and potential for air-safety issues). There is no evidence suggesting that the airspace above the subject site is within an area that is subject to instances of frequent and/or low-altitude overflights, noting the submission indicates that "...opportunities to modify training flight paths in the east, including low level training over the eastern part of the LMA, are limited through restrictions posed by existing residential development north and west of the LMA and constraints on the approach and departure profiles associated with the airfield runway."</p> <p>Noting that the subject site is located along well-established residential areas to the north of the Holsworthy Barracks site, it is unclear how further residential development would affect flightpaths over the east of the site. In addition to the significant spatial separation between this Holsworthy Airport and the subject site, the runway at this airport is also oriented in a northwest/southeast direction (i.e. approach and departure flightpaths for the runway are directed away from the subject site). It is therefore considered very unlikely that flightpaths for the airport would require aircraft to pass in close proximity to the site at low altitudes.</p> <p>Further, Obstacle Limitation Mapping (OLS) is not provided for Holsworthy Airport, and there are no aviation-related restrictions imposed by Environmental Planning Instruments (EPIs) on the site (for example, like those applied to certain sites by cl. 7.17A (Hospital helicopter airspace) within LLEP 2008).</p> <p>As is indicated by Defence's submission, future buildings on the site could be designed to provide for navigation and/or aviation obstruction (i.e. anti-collision) lighting if necessary, and the design and placement of such features could form conditions of consent as part of future development on the site.</p> <p>Noting comments within the submission regarding the recording of 'tall structures' within established distances of aerodromes, it is also expected that Council will submit an application(s) to Airservices Australia (ASA) where required.</p>
Traffic	<p>As Defence's submission correctly asserts, all vehicular traffic associated with the Planning Proposal and associated future development will access the site via the intersection of MacArthur Drive and Heathcote Road.</p> <p>The Planning Proposal will have no impact on the operation of Heathcote Road, noting that this intersection is to be upgraded as part of the upgrade and duplication works currently being undertaken along this section of Heathcote Road.</p>

Table 1 - Response to submissions

Community submissions

Noise	The Planning Proposal does not include consent for the construction of future development to occur on the site. Any future Development Applications(s) will provide design details and information related to construction either at the Development Application or Construction Certificate stages of the development. Such information will also provide details regarding construction noise and vibration.
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Liverpool Development Control Plan 2008

Part 2.6

Development in the

Holsworthy Station Local Centre Site

19 February 2014

Part 2.6 must be read in conjunction with Part 1

Refer to Part 6 for Development in Business Areas

Refer to Part 3.2 – 3.7 for residential development in residential zones

Refer to Part 3.8 for non-residential development in residential zones

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Key for the text colours

This document provides all the proposed changes to the existing Part 2.6 of the Liverpool Development Control Plan 2008. Different text colours are used to enhance the legibility as explained in Table 1 below.

Table 1 – Key for the text colours

Text colours	Reason/ Interpretation
Black Text	Existing text to remain
Red Text with strikethrough	Existing text to be deleted prior to exhibition
Green Text	New text added prior to exhibition
Green text Yellow background	New text added post exhibition
Red text Yellow background with strikethrough	Text proposed to be deleted post exhibition

Liverpool Development Control Plan 2008

Part 2.6 ~~Holsworthy Station Area~~ ~~Holsworthy~~ ~~Local Centre~~

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1. Preliminary

Applies to

1. This Part applies to land identified ~~on Appendix 4~~ in Figure 1, being the Holsworthy Local centre.
2. Part 1 ~~(General controls for all development)~~ also applies.
- ~~3. Controls on Non-Residential Development in Residential Zones in this locality are in Part 3.8.~~
4. Controls on Non Business Development within Business Zones in this locality are in Part 6.

Background

The Holsworthy Station Area was rezoned under Liverpool LEP 1997 Amendment No 45. The area was originally subject to Liverpool DCP No. 43, which came into force on 27th February 2002. A portion of the site was developed between 2002 and 2008. ~~The Holsworthy Local Centre is the remaining area that is not yet developed and is accordingly incorporated into this DCP in Section 3 – Controls for Private Domain. The remaining area that is not yet fully developed and is accordingly incorporated into this DCP.~~

Objectives

To ensure that:

- a) A high quality standard of development is carried out.
- ~~b) Traffic mitigation measures are implemented.~~
- ~~c) Design responds to Security of the Holsworthy Army Base.~~
- ~~d) Sufficient visual privacy to residential development in the vicinity of the development is provided.~~
- ~~e) Waste mitigation measures are implemented and protect the amenity of the area.~~
- f) The development of land parcels is co-ordinated.
- g) A framework for a high quality amenity and character for the new neighbourhood is set.
- h) The environmental integrity of the area is protected.
- i) High quality landscaped areas are provided in public spaces.

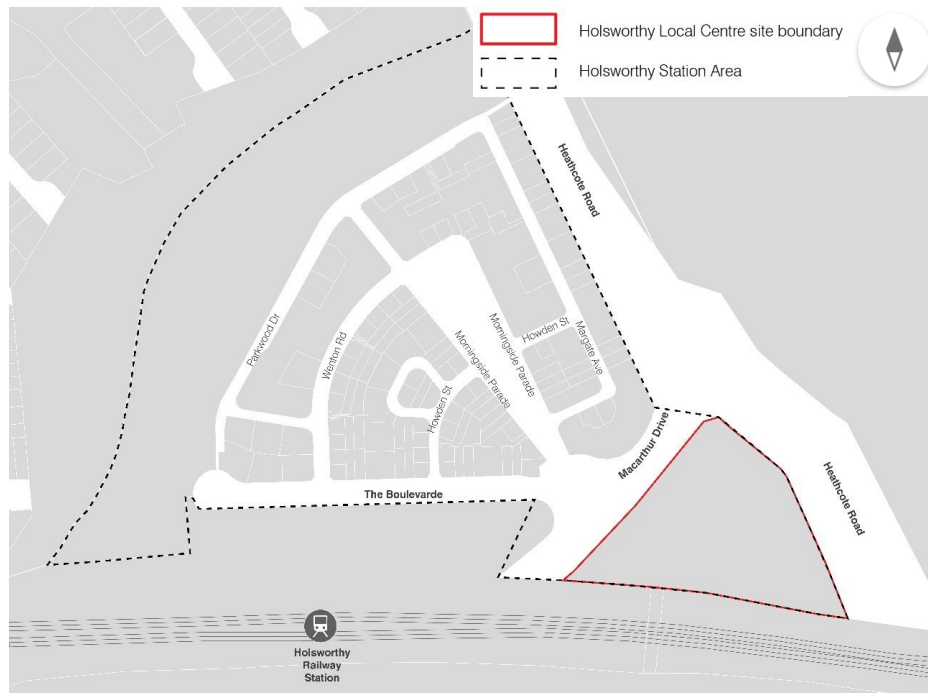


Figure 1 – Land to which this Part applies

2. Controls for Public Domain

2.1 Streets and Pathways

Objectives

- ~~a) To provide an attractive residential street environment.~~
- a) To provide for the safe and efficient circulation of traffic including visitors, occupants, emergency vehicles, waste vehicles and loading/unloading commercial vehicles.
- b) To provide for the safe, efficient and prioritised movement of pedestrians with particular regard to the provision of clear and safe access routes for people who have a disability.
- c) To provide for efficient movement of local bus services and direct pedestrian access for all members of the community including those with disabilities.
- d) The town centre development shall provide for a strong visual and physical connection, with the Holsworthy station precinct to provide and encourage adequate pedestrian circulation.
- e) To provide connectivity in the street layout.
- ~~f) To provide for adequate drainage paths.~~
- f) To provide for the safe and efficient movement of cyclists.

- g) Encourage Water Sensitive Urban Design (WSUD) and provide a dedicated allocated space for vegetation/planting along the streets.
- h) To provide streets that prioritise pedestrians, cyclists and use of public transport.
- i) To ensure streets and pathways are activated and embellished.

Controls

Pedestrian

1. Streets other than those shown in **Figure 1** shall be located and designed to the satisfaction of Council and informed by the Western Sydney Street Design Guidelines.
2. A pedestrian accessibility and safety plan shall be prepared with any development application for the local centre, clearly showing how pedestrians and cyclists can connect safely and efficiently between the town centre and Holsworthy station.
3. The pedestrian/cyclist pathway shall have clear sight lines and incorporate CPTED principles.
4. Activate the street edge to encourage activity and safety with the street and pedestrian network including footpaths, seating, shelter, drinking facilities for both humans and animals and planting.
5. Ensure that street trees and other plantings within the road reserve integrates with the pedestrian network and do not obstruct pedestrian or vehicular sight lines.

Roads

1. Road access to the Holsworthy Local Centre shall be clear, legible and generally in accordance with **Figure 3**.
2. The future intersection treatment of the existing Macarthur Drive roundabout shall be designed to meet expected traffic flow to ensure the safe and efficient operation of the road network.
3. TfNSW shall be consulted regarding any intersection treatment for the town centre.
4. Transport for NSW shall be consulted prior to determination for any development application regarding any intersection treatment for the local centre.

~~Subdivision~~

- ~~1. All applications to subdivide and/or develop land shall be generally in accordance with the street layout shown in Appendix 1.~~
- ~~2. Streets other than those shown in Appendix 1 shall be located and designed to the satisfaction of Council.~~

~~Variations to street layout~~

- ~~1. To approve a development application which proposes to change the location of the streets shown in Appendix 1 or locate streets that are not shown in Appendix 1, Council must be satisfied that:~~
 - ~~— The streets provide for a safe movement system.~~
 - ~~— Intersections are "safety designed".~~
 - ~~— Other property owners are not unduly disadvantaged by the change.~~
 - ~~— Street location does not close off options for future development of adjoining land.~~
 - ~~— Drainage paths are adequately maintained.~~
 - ~~— The requirements of servicing authorities are met.~~

~~2. For changes or additions to the proposed road system, which Council considers minor, Council will consult with affected property owners prior to determining the application.~~

2.2 ~~Open Space & Environment Protection~~ Public Open Space

Objectives

- a) To ensure adequate provision and distribution of public open space to meet the needs of the residents, workers and visitors.
- b) To provide primary active retail frontages along Macarthur Drive centred around a new public plaza.
- c) To provide links between the open space areas and community and retail facilities.
- d) To ensure public art is integrated into the design of public open spaces.
- ~~b) To retain and integrate existing landscape elements, such as vegetation and topographic features, in the design of new development~~
- ~~e) To provide links between the open space areas and community and retail facilities.~~
- ~~d) To ensure adequate provision for native riparian vegetation to maintain and improve the ecological sustainability of Harris Creek.~~
- ~~e) To provide a link for other biological areas and communities.~~
- ~~f) To preserve, enhance and protect native bushland.~~

Controls

1. A new central plaza shall be provided along Macarthur Drive which must:
 - i. Be a minimum size of 1,000sqm;
 - ii. Be provided with a minimum of 50% of direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June (mid winter);
 - iii. Include a combination of soft and hard landscaping with tree plantings for shading and cooling;
 - iv. Be activated with retail uses overlooking and facing the plaza including direct pedestrian access.
 - v. Be visible and accessible from Macarthur Drive and the station precinct;
 - vi. Include universal design provisions; and
 - vii. Include passive irrigation measures for tree planting and vegetation within the public domain.
2. Public art is to be proposed and integrated onto any blank wall facades or electrical substations within any proposed public space as an option for activating public spaces. Public art may be proposed elsewhere in addition to blank walls and electrical substations.
3. Trees shall be planted which screen views to Holsworthy Army Base.
- ~~1. Where the removal of remnant vegetation on land zoned RE1 - Public Recreation or E2 - Environment Protection is proposed this may invoke the provisions of State Environmental Planning Policy No 19 - Bushland in Urban Areas. It is advisable to consult Council in this regard.~~
- ~~2. Open space areas are to be generally provided as shown on Liverpool LEP 2008 Map.~~

- ~~3. The open space zone adjacent to Harris Creek shall be dedicated in full to Council within six (6) months of the issue of the subdivision certificate for the creation of the open space. The open space shall be embellished to Council's satisfaction prior to such dedication.~~
- ~~4. The environmental protection zone adjacent to Harris Creek shall be dedicated in full to Council within six (6) months, after a Management Plan has been approved by the Department of Natural Resources (DNR) and implemented by the applicant. This plan will include the measures to fund, restore, enhance and improve, and the maintenance of the riparian vegetation, upon completion of any flood mitigation works, agreed upon by Council and DNR.~~

POST PUBLIC EXHIBITION

3. Controls for Private Domain

3.1 Holsworthy Local Centre Site Planning

Objective

- a) To provide an attractive, accessible mixed-use centre providing for retail, commercial, residential, recreation, community facilities and public transport adjacent to Macarthur Drive, Holsworthy.
- b) ~~The site must function~~ To function as a local ~~neighbourhood~~ centre that allows for a range of uses including retail, commercial, residential, community and recreation uses to support the existing and future community.
- c) ~~To~~ reduce visual, built form on neighbouring low scale residential properties to the west.
- d) ~~To minimise traffic impacts upon the locality including to visitors, the commuter carpark, residents, emergency vehicles and waste collection vehicles.~~

Controls

1. The location of the centre shall be as shown in ~~Appendix~~ Figure 2.
- ~~2. The maximum gross leasable retail floor area within the centre shall not exceed 7,250sqm. The maximum gross leasable floor area for commercial use shall not exceed 1,200sqm.~~
- ~~3. The design of the centre shall comply with the urban design guidelines as depicted in the Holsworthy Local Centre Principles Plan (refer to Appendix 3) and, in doing so, recognise and provide for the following:~~
 - ~~— The centre shall be compatible with the adjoining residential area.~~
 - ~~— The centre shall be capable of permitting individual shops to trade outside normal business hours.~~
 - ~~— The centre's car parking area and its surrounds are landscaped to Council's satisfaction.~~
 - ~~— The design and location of the centre's loading area minimises any adverse impacts on the amenity of the adjoining residential area.~~
 - ~~— Convenient and inclusive access is provided between the retail centre and points of access to public transport.~~
 - ~~— All areas of the centre are to be safe and secure.~~
 - ~~— The design of the centre's Macarthur Drive precinct addresses that street in such a manner as to create a distinct "main street" identity.~~
 - ~~— Inclusive pedestrian access is provided to the centre by way of Macarthur Drive.~~
 - ~~— Principles of Crime Prevention Through Environmental Design (CPTED) are to be incorporated into the design of the centre.~~
- ~~4. A minimum 2 m wide landscape strip is required along the site frontages to enhance the streetscape as shown in Appendix 3. The design of the centre and architectural elements will minimise the impact of building bulk, loading docks and hard paved areas. Landscaping is required to soften the visual impact of the centre, as appropriate.~~

- ~~5. The character of the buildings, and the scale and bulk of the overall site's development shall be made to relate to a human scale of proportion by observance of the following requirements:

 - ~~— Any parapet walls provide visual relief by the incorporation of variations to height and mass in elevation.~~
 - ~~— Concepts of articulation are observed in the form of detail work stopping, and increased facade articulation.~~
 - ~~— Entry points to the centre are visually obvious and inviting, with features such as protruding porches, verandahs or canopy form structures assisting this purpose.~~~~
- ~~6. Residential development is encouraged in conjunction with the retail and commercial development. In this regard, Council may consider a variation of the building height limit (refer to Appendix 3).~~
- ~~7. Signage for the site development is to be an integral part of the overall concept that provides for consistency.~~
- ~~8. One pole or pylon sign not exceeding 5m in height from the ground level is permitted. The sign is not to exceed 5sqm in area. The sign is to be located within an area of 5m, (frontage dimension) by 3m (depth dimension) on either side of the ingress / egress points, subject to compliance with site distance requirements.~~
- ~~9. Signs are not permitted at locations where they are hazardous to traffic.~~
- ~~10. Roof signs or fins above the roofline are prohibited.~~
- ~~11. Signage is not to extend laterally beyond or vertically above the top of the wall to which it is attached and is not to cover any windows or architectural features.~~
- ~~12. Appropriate directional signage will be provided in the vicinity of the interchange, walking paths, the Local Centre, and adjoining residential areas.~~
2. Development shall incorporate elements as shown in the key principles diagram in **Figure 3.**
3. Development shall generally be consistent with the building height and layout as shown in **figure 4.**
4. Development through its design shall encourage pedestrian and cycling access from the development to the railway station.



Figure 2 – Location of Holsworthy Local Centre (site boundary in red)





Figure 4 – Site overview and building layout/height

3.2 Building Design

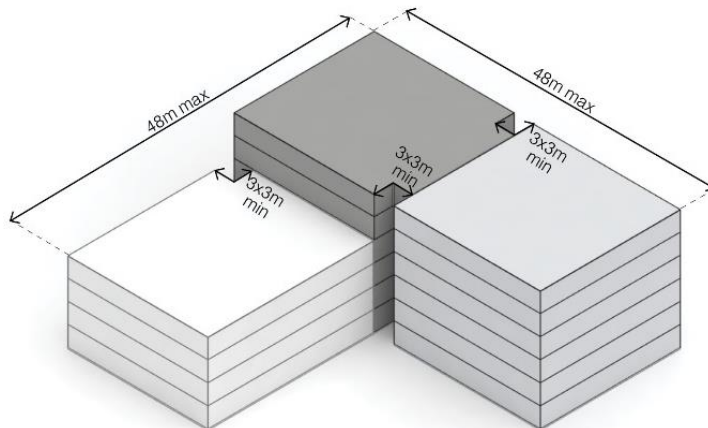
Objectives

- a) To promote high architectural quality on the site.
- b) To ensure that new developments have facades which define and enhance the public domain and desired street character.
- c) To ensure that building elements are integrated into the overall building form and facade design.
- d) To allow for generous lobbies with good access to the retail at ground and to Holsworthy station.
- e) To minimise visual impact to adjoining residential uses.
- f) To maximise solar access to the site and surrounding land uses.

Controls

1. Blank facades are to be avoided on the Macarthur Drive frontage and minimised on the Heathcote Road frontage.
2. Residential buildings are to be designed to minimise overlooking of defence lands to the south from the commercial and residential component of development on the subject site. Refer to 3.6 (Security and Privacy).
3. Non-residential uses are to provide primary active retail frontages along Macarthur Drive and centred around a new public plaza.

4. The main entry points to any retail premise on the ground level along Macarthur Drive shall be provided at street level and not require the use of stairs or a ramp to enter the commercial premises.
5. The design of developments shall comply with Disability (Access to buildings- Premise-Buildings) Standards 2010.
6. Design buildings to comply with Australian Standards (SS1428 Parts 1 & 2) Design for Access and mobility).
7. The minimum floor to floor height for ground floor commercial development is to be 4.5m.
8. The maximum height of any podium is to be 8m above ground level.
9. The following controls are illustrated in **Figure 5** and apply to the tower component above the podium level.
 - i. The maximum permissible street frontage length of a residential building shall be 48m, after which a separation distance of minimum 6m shall be required between buildings.
 - ii. If the building length exceeds 35m, it should be broken into two or more components, so no length is longer than 35m, before which a minimum 3x3m inset is to be provided for all levels.



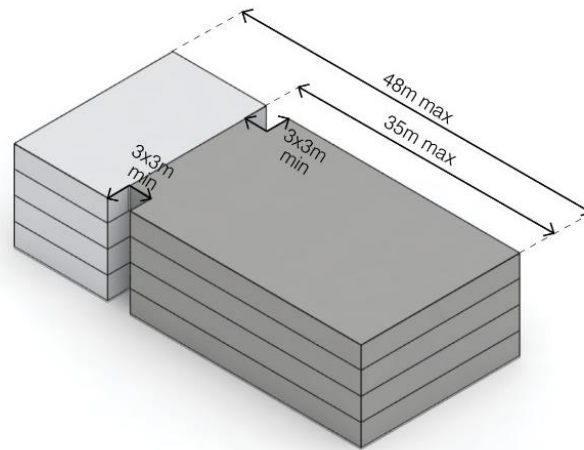


Figure 5 Maximum building dimensions

3.3 Setbacks

Objectives

- a) To provide adequate space for landscaping and public domain works.
- b) To ensure that the development is sensitive to adjoining development.
- c) To provide adequate separation between different land uses.
- d) To maintain an effective landscape buffer along Heathcote Road and the rail corridor to protect against noise impacts.
- e) To allow for a high-quality built form and landscaping treatment that reflects the unique gateway location of the site into the Liverpool Local Government Area as viewed from the rail corridor and Heathcote Road.
- f) To ensure that streetscape amenity is achieved along Macarthur Drive.
- g) To ensure an adequate level of security is maintained to Holsworthy Army Base.

Controls

1. Minimum 6m landscape setback from the boundary along the north eastern Heathcote Road frontage, as per the Holsworthy Local Centre Design Principles diagram at Figure 3.
2. Minimum 2m built form setback from the boundary along Macarthur Drive to provide public domain works.
3. Residential tower component to be setback a further 3m to provide separation from retail uses at ground level.

4. An average building setback of 3m is to be achieved along the southern boundary adjacent to the railway line, with no more than 45% of the building mass being located on the boundary line. Screen tree planting is to occur within the southern boundary setback with a mature tree height a minimum of 15m to obscure views to Holsworthy Army Base

3.4 Car Parking and Access

Objectives

- To provide convenient, accessible, and safe onsite car parking for residents and visitors.
- To ensure that car parking and pedestrian access is integrated into the development.
- To ensure that street character, landscaping, pedestrian amenity, and safety are not compromised.

Controls

- Direct public pedestrian access is to be provided between the public space along Macarthur Drive, the station, existing residential neighbourhoods to the northwest and future connections to the east.
- Vehicular and servicing access is to be provided off Macarthur Drive in the southwestern corner of the site.
- Carparking is to be provided below ground or wholly integrated into the design of the development while ensuring deep soil planting can be achieved.
- The development shall nominate and incorporate street level drop off and pick up locations which is easily identifiable on Macarthur Drive or on site at street level, for use by private vehicles and public transport including ride sharing and taxi's as well as a bicycle parking area.

3.5 Landscaping

Objectives

- To reduce the amount of impervious areas.
- To enhance the existing streetscape and soften the visual appearance of the development.
- Assist in improving the climate of the local environment.

Controls

- Extensive planting is to be provided within the setback along Heathcote Road (subject to the agreement of TfNSW) and along the southern/southwestern elevation adjoining the railway corridor.
- Deep soil zones should be incorporated on the site and integrated in the building design and car parking layout.
- High quality landscaping is to be provided between the road carriageway and the site, along Macarthur Drive. *Note: this includes land off site and is to be discussed with Council.* Landscaping on Macarthur Drive should include the following:

- i. Canopy trees, terrace planting and lawn areas. *Note: Street trees and open space planting should provide generous shade for pedestrians during summer and allow adequate sunlight during winter'*
- ii. Paved areas for through site access and passive recreation.
- iii. Footpath, shelter, seating areas to be provided.

3.6 Security and privacy

Objectives

- a) To provide privacy for residents and neighbouring development.
- b) To ensure that the development is sensitive to adjoining development.
- c) To minimise overlooking of the Holsworthy Army Base.

Controls

1. No surveillance or communication equipment or products are to be erected on buildings above podium level without prior approval from the Department of Defence.
1. No surveillance or communication equipment or products including drones, cameras, listening devices or the like are to be installed without prior approval from Department of Defence and are only to be proposed on the ground floor including commercial premises or public open space. Internal cameras on all levels may be proposed.
2. Any habitable floor area of apartments orientated towards the southern/southwest boundary (adjacent to the railway and not obstructed by another building), shall incorporate design features on windows, balconies, decks and other features that prevent overlooking into the Army Base. These measures may include (but not limited to) fixed screen/louvers, glass blocks, frosted glass, blade, vertical fins, offset vent windows and the like. These design measures to prevent overlooking at to be provided in future DAs.
3. Any external communal open space, either public or private, orientated towards the southern/south-western boundary (Railway line), above ground level, is to incorporate fixed screening devices, or other similar measures to prevent overlooking into the Army base. Any external area accessible by the public including open space/ communal areas are to be located on the commercial level or ground residential level only.
4. No external staircase is to be provided on the south/southwestern elevation.
5. No public access is to be provided to areas of buildings which provide a vantage point to overlook Defence lands to the south. This includes limiting roof access to authorised maintenance staff only, no opening windows for windows which are south facing and not obstructed by another building and no public access to external structures such as platforms, staircases or balconies that would allow for the installation of listening devices or provide views overlooking Defence lands to the south and south/west.

4. External agency consultation

Objectives

- a) To ensure external agency consultation occurs.
- b) To ensure that the development is designed to the satisfaction of relevant state agencies.

Controls

1. As per or in addition to external referrals required in accordance with any State Environmental Planning Policy, Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulation 2021, external referrals for any development application must occur to Transport for New South Wales, Bankstown Airport, NSW Rural Fire Service, Sydney Water, APA Group (Gorodok Pty Ltd) and the Department of Defence.

4.1 APA Group (Gorodok Pty Ltd)

Gorodok Pty Ltd (APA) has one pipeline located APA has one pipeline located adjoining the southern boundary of the subject site being the Moomba to Sydney Ethane Pipeline

Objectives:

- a) To ensure that the development is notified to APA Group (Gorodok Pty Ltd).

Controls

1. APA seeks to limit sensitive uses from establishing within the ML so as to retain a high level of compliance with applicable safety standards. AS2885 defines a sensitive use.
2. A Safety Management Study (SMS) is required as per AS2885. The purpose of an SMS is to assess the risk associated with a change in land use, including both construction risks and ongoing land use risks. The SMS will also develop appropriate controls to reduce risks to 'as low as reasonably practicable' (ALARP). The cost of undertaking an SMS is to be borne by the proponent.
3. APA's pipeline and associated easement are located along the southern boundary of the site and within Railway land. Any proposed works or earthworks within the easement must be approved prior to works occurring, by APA.

4.2 Department of Defence

The Liverpool Military Area (LMA), including Holsworthy Barracks, is a primary Defence facility and a significant contributor to Australia's long term Defence capabilities and national security. The Government is committed to retaining Holsworthy as an ongoing base for significant Special Operations capabilities. Holsworthy Barracks is also the staging location for all domestic operations.

The LMA is a major operational and support hub for Army acting as the primary east-coast base for consolidated special operations capabilities and related training. Holsworthy Training Area, which adjoins Holsworthy Barracks.

Objectives.

- a) To ensure that the development is designed to minimise overlooking upon the operations of Holsworthy army base.
- b) To ensure any development application is notified to the Department of Defence.

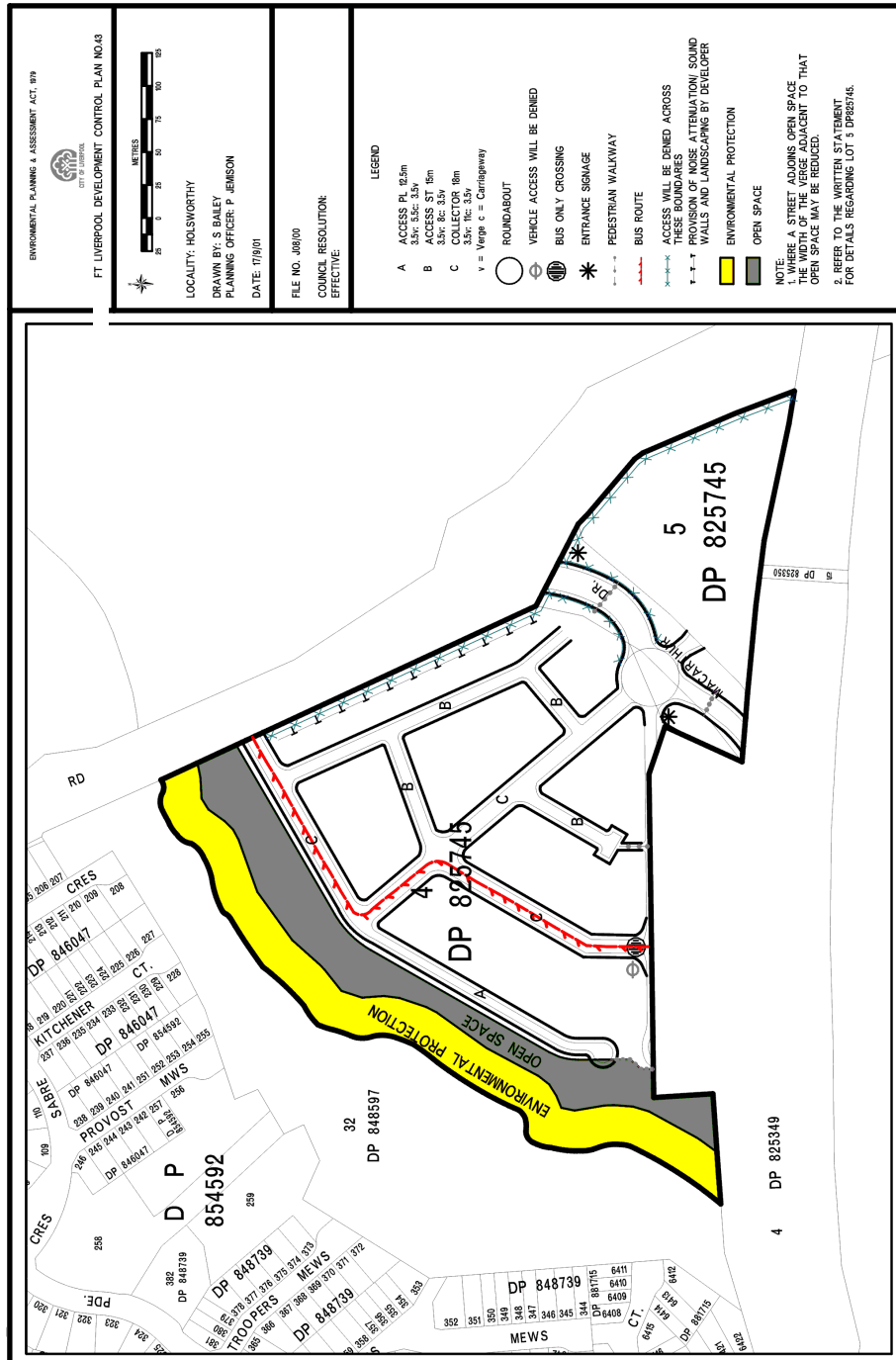
Controls

1. Any development application on the subject site must take into consideration the noise impacts from flight operations associated with current and future operations out of the Liverpool Military Area. Given the nature of Defence capabilities using the airfield there is a greater likelihood of night flying operations; these typically increase noise impacts.

A Noise Impact Assessment Report is to be submitted with any development application which incorporates strict recommendations beyond a minimum standard. The Noise Impact Assessment Report is to determine the impact of noise and vibration resulting from Defence activities to the south. The building should be designed to incorporate appropriate acoustic treatments to mitigate the anticipated level of noise and vibration.

2. The consent authority is to be satisfied that the development will meet the indoor design sound levels shown in Table 3.3 (Indoor Design Sound Levels for Determination of Aircraft Noise Reduction) in AS 2021—2015, Acoustics—Aircraft noise intrusion—Building siting and construction as applicable.
3. Any development application is to adequately demonstrate mitigation measures through design to ensure potential consequences from residential and commercial development being within close proximity to a working military establishment are mitigated.
4. A development application form is to be submitted to Airservices Australia for their assessment and coordinate with aviation and local stakeholders (6AVN, DASA, Pol Air, NSW RFS, Toll Ambulance, Sydney Airport (SACL), Aerial Management (Bankstown and Camden Airports)).
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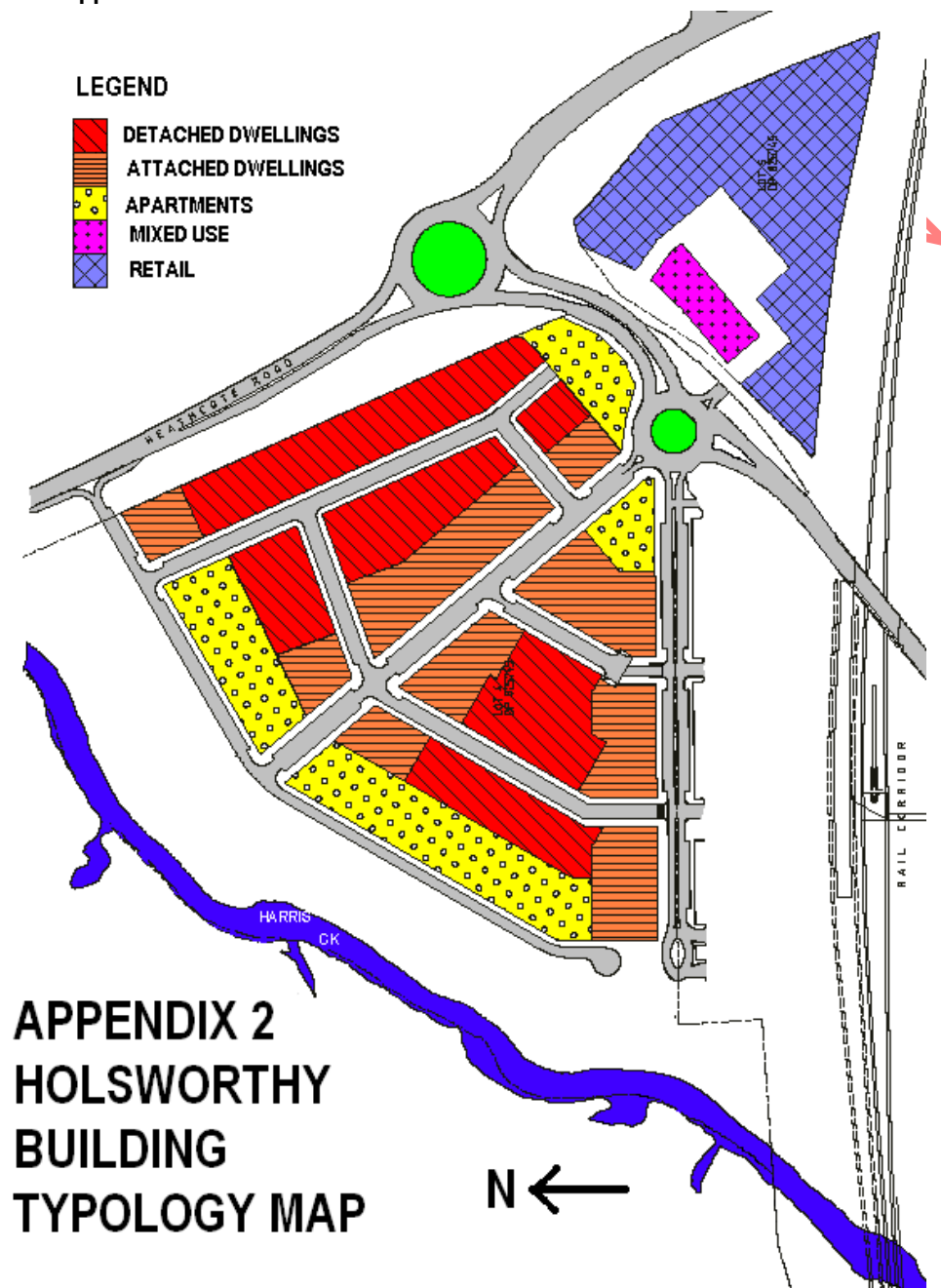
Appendix 1 — Street Layout



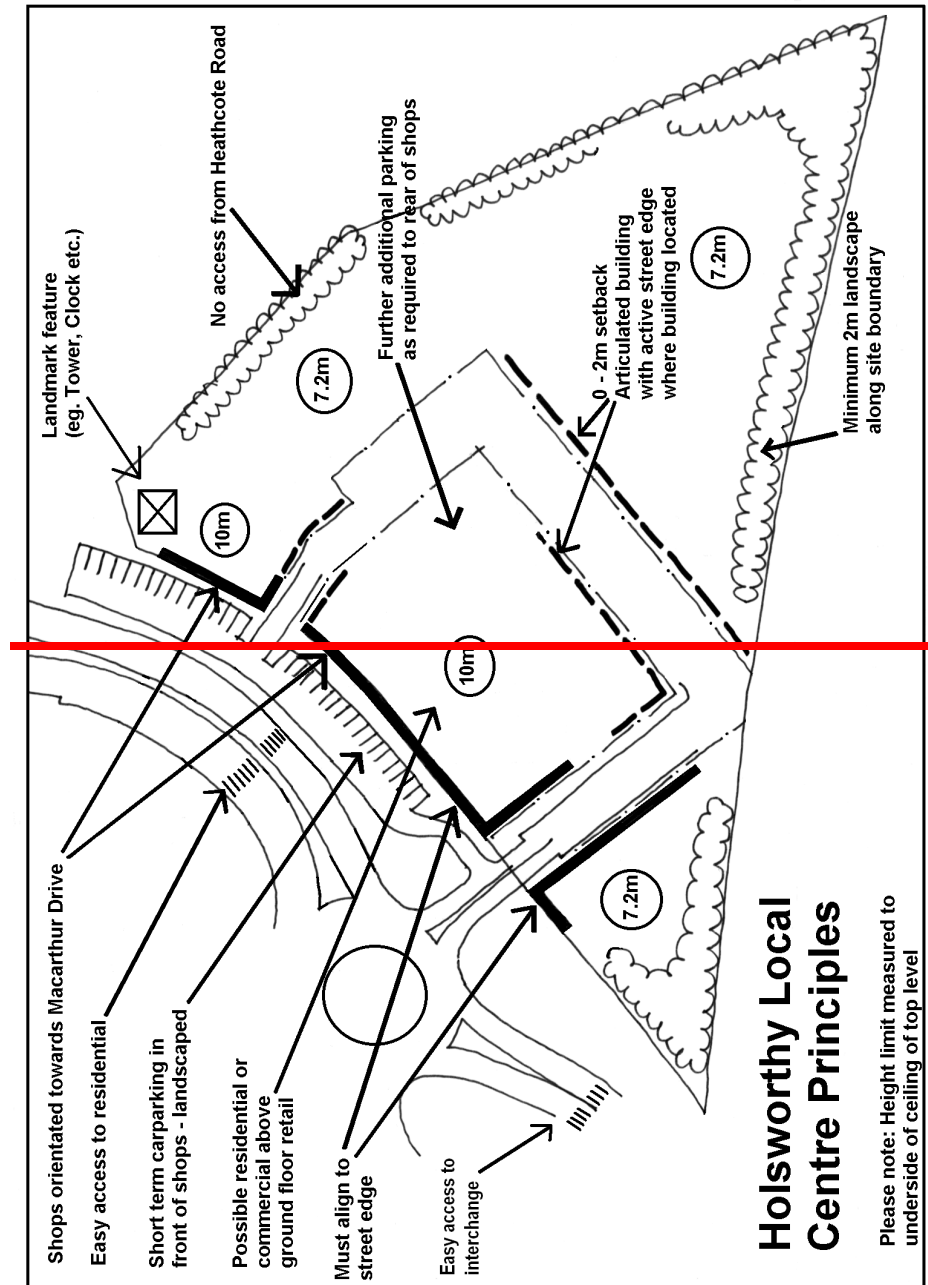
POST PUBLIC EXHIBITION

Appendix 2 - Holsworthy Building Typology

Approximate Scale 1:3300



Appendix 3 - Holsworthy Local Centre Principles



POST PUBLIC EXHIBITION

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Liverpool Development Control Plan 2008

Part 2.6

Development in the

Holsworthy Local Centre

Part 2.6 must be read in conjunction with Part 1

Refer to Part 6 for Development in Business Areas

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Liverpool Development Control Plan 2008

Part 2.6 Holsworthy Local Centre

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1. Preliminary

Applies to

1. This Part applies to land identified in **Figure 1**, being the Holsworthy Local centre.
2. Part 1 (General controls for all development) also applies.
3. Controls on Non Business Development within Business Zones in this locality are in Part 6.

Background

The Holsworthy Station Area was rezoned under Liverpool LEP 1997 Amendment No 45. The area was originally subject to Liverpool DCP No. 43, which came into force on 27th February 2002. A portion of the site was developed between 2002 and 2008. The Holsworthy Local Centre is the remaining area that is not yet developed and is accordingly incorporated into this DCP.

Objectives

To ensure that:

- a) A high quality standard of development is carried out.
- b) Traffic mitigation measures are implemented.
- c) Design responds to Security of the Holsworthy Army Base
- d) Sufficient visual privacy to residential development in the vicinity of the development is provided.
- e) Waste mitigation measures are implemented and protect the amenity of the area.
- f) The development of land parcels is co-ordinated.
- g) A framework for a high quality amenity and character for the new neighbourhood is set.
- h) The environmental integrity of the area is protected.
- i) High quality landscaped areas are provided in public spaces.

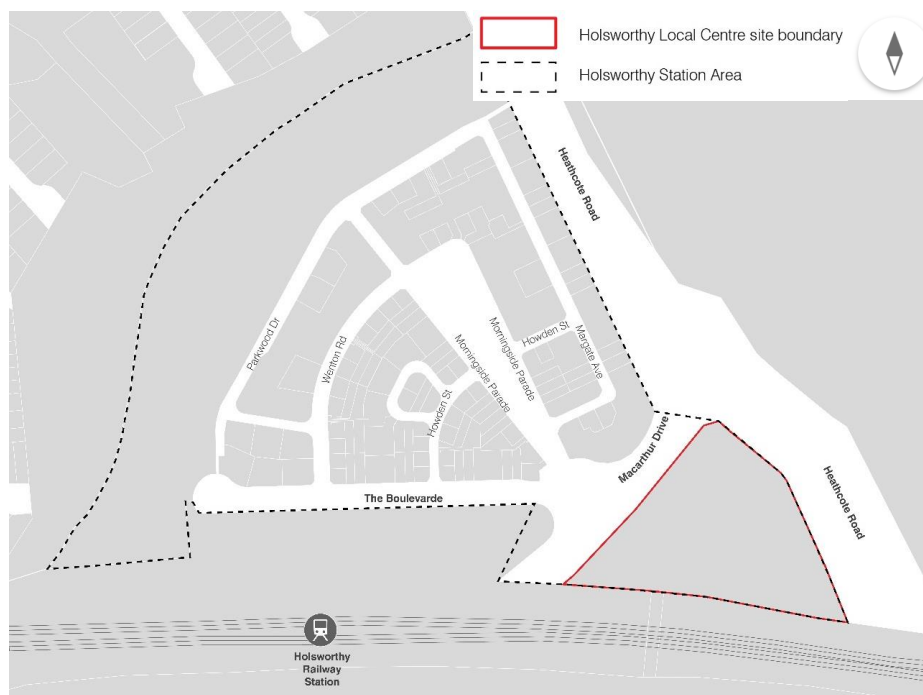


Figure 1 – Land to which this Part applies

2. Controls for Public Domain

2.1 Streets and Pathways

Objectives

- a) To provide for the safe and efficient circulation of traffic including visitors, occupants, emergency vehicles, waste vehicles and loading/unloading commercial vehicles.
- b) To provide for the safe, efficient and prioritised movement of pedestrians with particular regard to the provision of clear and safe access routes for people who have a disability.
- c) To provide for efficient movement of local bus services and direct pedestrian access for all members of the community including those with disabilities.
- d) The town centre development shall provide for a strong visual connection with the Holsworthy station precinct to provide and encourage adequate pedestrian circulation.
- e) To provide connectivity in the street layout.
- f) To provide for the safe and efficient movement of cyclists.
- g) Encourage Water Sensitive Urban Design (WSUD) and provide a dedicated allocated space for vegetation/planting along the streets.
- h) To provide streets that prioritise pedestrians, cyclists and use of public transport.
- i) To ensure streets and pathways are activated and embellished.

Controls**Pedestrian**

1. Streets other than those shown in **Figure 1** shall be located and designed to the satisfaction of Council and informed by the Western Sydney Street Design Guidelines.
2. A pedestrian accessibility and safety plan shall be prepared with any development application for the local centre, clearly showing how pedestrians and cyclists can connect safely and efficiently between the town centre and Holsworthy station.
3. The pedestrian/cyclist pathway shall have clear sight lines and incorporate CPTED principles.
4. Activate the street edge to encourage activity and safety with the street and pedestrian network including footpaths, seating, shelter, drinking facilities for both humans and animals and planting.
5. Ensure that street trees and other plantings within the road reserve integrates with the pedestrian network and do not obstruct pedestrian or vehicular sight lines.

Roads

1. Road access to the Holsworthy Local Centre shall be clear, legible and generally in accordance with **Figure 3**.
2. The future intersection treatment of the existing Macarthur Drive roundabout shall be designed to meet expected traffic flow to ensure the safe and efficient operation of the road network.
3. Transport for NSW shall be consulted prior to determination for any development application regarding any intersection treatment for the local centre.

2.2 Public Open Space**Objectives**

- a) To ensure adequate provision and distribution of public open space to meet the needs of the residents, workers and visitors.
- b) To provide primary active retail frontages along Macarthur Drive centred around a new public plaza.
- c) To provide links between the open space areas and community and retail facilities.
- d) To ensure public art is integrated into the design of public open spaces.

Controls

1. A new central plaza shall be provided along Macarthur Drive which must:
 - i. Be a minimum size of 1,000sqm;
 - ii. Be provided with a minimum of 50% of direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June (mid winter);
 - iii. Include a combination of soft and hard landscaping with tree plantings for shading and cooling;
 - iv. Be activated with retail uses overlooking and facing the plaza including direct pedestrian access.

- v. Be visible and accessible from Macarthur Drive and the station precinct;
 - vi. Include universal design provisions; and
 - vii. Include passive irrigation measures for tree planting and vegetation within the public domain.
2. Public art is to be proposed and integrated onto any blank wall facades or electrical substations within any proposed public space as an option for activating public spaces. Public art may be proposed elsewhere in addition to blank walls and electrical substations.
 3. Trees shall be planted which screen views to Holsworthy Army Base.

3. Controls for Private Domain

3.1 Site Planning

Objective

- a) To provide an attractive, accessible mixed-use centre providing for retail, commercial, residential, recreation, community facilities and public transport adjacent to Macarthur Drive, Holsworthy.
- b) To function as a local centre that allows for a range of uses including retail, commercial, residential, community and recreation uses to support the existing and future community.
- c) To reduce visual, built form on neighbouring low scale residential properties to the west.
- d) To minimise traffic impacts upon the locality including to visitors, the commuter carpark, residents, emergency vehicles and waste collection vehicles.

Controls

1. The location of the centre shall be as shown in **Figure 2**.
2. Development shall incorporate elements as shown in the key principles diagram in **Figure 3**.
3. Development shall generally be consistent with the building height and layout as shown in **Figure 4**
4. Development through its design shall encourage pedestrian and cycling access from the development to the railway station.



Figure 2 – Location of Holsworthy Local Centre (site boundary in red)



Figure 3 – Holsworthy Local Centre Principles



Figure 4 – Site overview and building layout/height

3.2 Building Design

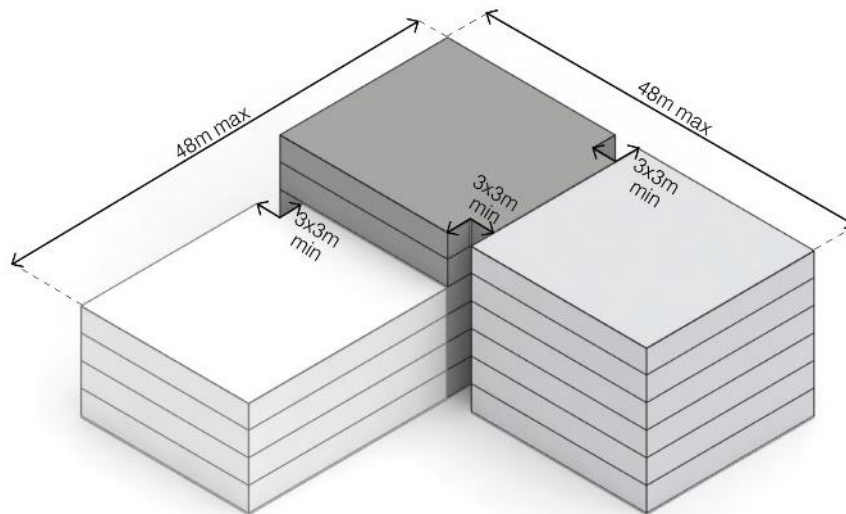
Objectives

- a) To promote high architectural quality on the site.
- b) To ensure that new developments have facades which define and enhance the public domain and desired street character.
- c) To ensure that building elements are integrated into the overall building form and facade design.
- d) To allow for generous lobbies with good access to the retail at ground and to Holsworthy station.
- e) To minimise visual impact to adjoining residential uses.
- f) To maximise solar access to the site and surrounding land uses.

Controls

1. Blank facades are to be avoided on the Macarthur Drive frontage and minimised on the Heathcote Road frontage.
2. Buildings are to be designed to minimise overlooking of defence lands to the south from the commercial and residential component of development on the subject site. Refer to 3.6 (Security and Privacy).
3. Non-residential uses are to provide primary active retail frontages along Macarthur Drive and centred around a new public plaza.

4. The main entry points to any retail premise on the ground level along Macarthur Drive shall be provided at street level and not require the use of stairs or a ramp to enter the commercial premises.
5. The design of developments shall comply with Disability (Access to buildings- Premise-Buildings) Standards 2010.
6. Design buildings to comply with Australian Standards (SS1428 Parts 1 & 2) Design for Access and mobility).
7. The minimum floor to floor height for ground floor commercial development is to be 4.5m.
8. The maximum height of any podium is to be 8m above ground level.
9. The following controls are illustrated in **Figure 5** and apply to the tower component above the podium level.
 - i. The maximum permissible street frontage length of a residential building shall be 48m, after which a separation distance of minimum 6m shall be required between buildings.
 - ii. If the building length exceeds 35m, it should be broken into two or more components, so no length is longer than 35m, before which a minimum 3x3m inset is to be provided for all levels.



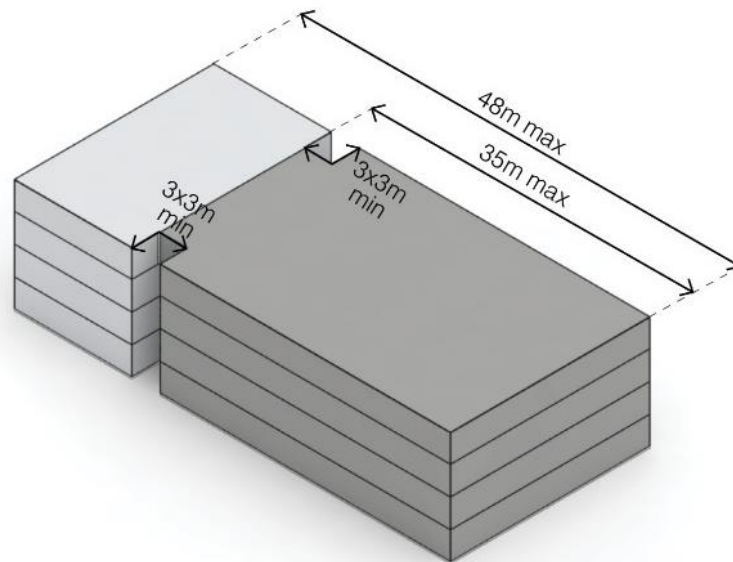


Figure 5 Maximum building dimensions

3.3 Setbacks

Objectives

- a) To provide adequate space for landscaping and public domain works.
- b) To ensure that the development is sensitive to adjoining development.
- c) To provide adequate separation between different land uses.
- d) To maintain an effective landscape buffer along Heathcote Road and the rail corridor to protect against noise impacts.
- e) To allow for a high-quality built form and landscaping treatment that reflects the unique gateway location of the site into the Liverpool Local Government Area as viewed from the rail corridor and Heathcote Road.
- f) To ensure that streetscape amenity is achieved along Macarthur Drive.
- g) To ensure an adequate level of security is maintained to Holsworthy Army Base.

Controls

1. Minimum 6m landscape setback from the boundary along the Heathcote Road frontage, as per the Holsworthy Local Centre Design Principles diagram at **Figure 3**.

2. Minimum 2m built form setback from the boundary along Macarthur Drive to provide public domain works.
3. Residential tower component to be setback a further 3m to provide separation from retail uses at ground level.
4. An average building setback of 3m is to be achieved along the southern boundary adjacent to the railway line, with no more than 45% of the building mass being located on the boundary line. Screen tree planting is to occur within the southern boundary setback with a mature tree height a minimum of 15m to obscure views to Holsworthy Army Base.

3.4 Car Parking and Access

Objectives

- a) To provide convenient, accessible, and safe onsite car parking for residents and visitors.
- b) To ensure that car parking and pedestrian access is integrated into the development.
- c) To ensure that street character, landscaping, pedestrian amenity, and safety are not compromised.

Controls

1. Direct public pedestrian access is to be provided between the public space along Macarthur Drive, the station, existing residential neighbourhoods to the northwest and future connections to the east.
2. Vehicular and servicing access is to be provided off Macarthur Drive in the southwestern corner of the site.
3. Carparking is to be provided below ground or wholly integrated into the design of the development while ensuring deep soil planting can be achieved.
4. The development shall nominate and incorporate street level drop off and pick up locations which are easily identifiable on Macarthur Drive or on site at street level, for use by private vehicles and public transport including ride sharing and taxi's as well as a bicycle parking area.

3.5 Landscaping

Objectives

- a) To reduce the amount of impervious areas.
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- c) Assist in improving the climate of the local environment.

Controls

1. Extensive planting is to be provided within the setback along Heathcote Road (subject to the agreement of TfNSW) and along the southern/southwestern elevation adjoining the railway corridor.
2. Deep soil zones should be incorporated on the site and integrated in the building design and car parking layout.

3. High quality landscaping is to be provided between the road carriageway and the site, along Macarthur Drive. *Note: this includes land off site and is to be discussed with Council.* Landscaping on Macarthur Drive should include the following:
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1. No surveillance or communication equipment or products including drones, cameras, listing devices or the like are to be installed without prior approval from Department of Defence and are only to be proposed on the ground floor including commercial premises or public open space. Internal cameras on all levels may be proposed.
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Objectives

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Controls

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LEP Review Early Engagement Exhibition Outcomes

Community Exhibition
19 Sept – 13 Nov 2022

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Attachment A: Response to Submissions

Attachment B: Submissions with Site Specific Requests (Confidential)

Attachment C: Exhibition Promotional Material

Attachment D: Medium Density Housing Workshop Findings

Executive Summary

Community engagement for the Liverpool Local Environmental Plan Review (LEP Review) was conducted from 19 September to 13 November 2022. This exhibition period was the first stage of community engagement on the LEP Review, and exhibited the LEP Review Scoping Report which was endorsed by Council on 31 August 2022.

The exhibition period was run in accordance with Council's Community Participation Plan, which requires the exhibition of large proposals prior to Council determining whether to submit the proposal to the Department of Planning and Environment (the Department) for a Gateway determination.

A range of engagement methods were used, primarily an LEP Review survey which addressed the main issues being targeted by the LEP Review, and allowed for general comments to be submitted. An interactive website was also created, which allowed comments to be directly made regarding the specific aspects of the LEP Review, (e.g. their suburb). The exhibition also had a focus on Medium Density Housing, with a targeted survey to residents of multi dwelling housing, and an industry workshop on medium density housing design and delivery.

A number of advertising methods were used to promote the exhibition, including social media, emails from Council's distribution lists, a Mayoral promotional video, digital advertising and the distribution of flyers and documents at Customer Service and at all Liverpool Libraries. Presentations were made at the various District Forums, as well as the Aboriginal Consultative Committee. It is noted that further engagement on the LEP Review will be conducted after a Gateway determination has been issued by the Department, anticipated at this stage for late 2023.

Summary of Key Findings

A total of 198 LEP Review surveys and 53 Medium Density Housing surveys were submitted. Written submissions totaled 132, comprising of 94 comments made through the LEP Review survey, 17 submissions through the LEP Review interactive webpage, 14 direct submissions to Council and 7 agency submissions.

Key themes from the Early Exhibition include:

- Natural environment matters, e.g. trees, open space and sustainability;
- Transport matters, e.g. road widths and car parking issues;
- Opposition to proposed 12m height reduction for high density residential land;
- Requests for further reductions in high density residential development;
- Medium density housing matters, including support, opposition, lot size and design improvement suggestions; and
- Commercial land matters including in relation to the City Centre, Town Centres, other suburban centres and opposition to reduced development standards.

This report summarises outcomes of the exhibition results, including survey results and written submissions. Detailed submissions and responses to submissions are available at Attachment A and B. Attachment C contains the promotional material that was used for the exhibition. Attachment D details outcomes of the Medium Density Design Workshop.

1. Background

On 2 February 2022, Council endorsed their 100 Day Plan which included the commitment to prepare a new Liverpool Local Environmental Plan, and to lower heights of buildings in a number of suburbs to 12m. Four workshops and an LGA bus tour was conducted with Councillors during May and June 2022 to determine the scope of the Liverpool Local Environmental Plan Review (LEP Review). Principles for the new LEP were endorsed by Council at its meeting on 27 July 2022.

At its meeting on 31 August 2022, Council resolved to endorse the Scoping Report for the LEP Review, in order to conduct community engagement, including engagement with the Department. It was also resolved to report back on the outcomes of the community and stakeholder engagement.

The Community Engagement Action Plan for the LEP Review contains the 'engagement touchpoints' throughout the LEP Review project as noted in Figure 1 below.

This report details the outcomes of the 'Stage 1: Early Engagement' conducted 19 September to 13 November 2022. This stage exhibited the LEP Review Scoping Report, with the aim of informing the community on how Council is implementing their ideas for future strategic planning (captured in the previous engagement stage), and to gather feedback for the principal planning proposal.

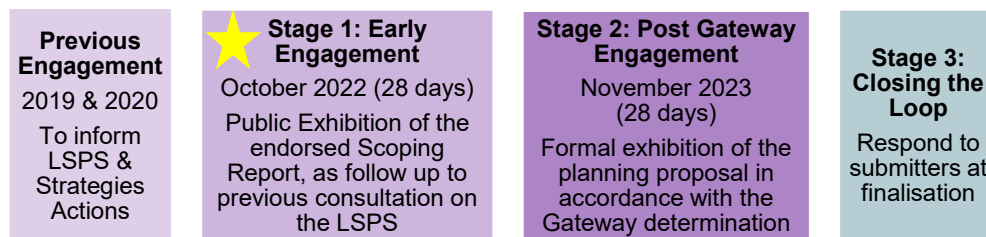


Figure 1: Engagement Touchpoints (star is engagement for this report)

A variety of methods were used to engage with the community during this period, as detailed in this report. In summary, the following was received:

- 198 LEP Review survey responses
- 94 comments made through the LEP Review survey
- 17 submissions via the LEP Review interactive webpage
- 14 direct submissions to Council
- 53 survey responses from targeted medium density housing mail out
- 7 State Gov and Agency submissions

2. Engagement Methods

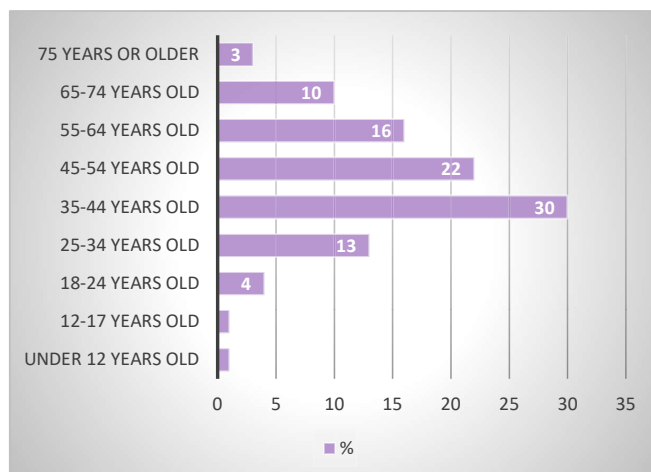
The following methods were used to engage with the community and stakeholders during the Early Engagement period. Refer to Attachment C for a summary of promotional material.

- LEP Review flyer with Councils yearly rates notice
- Presentations at Councils District Forums:
 - Eastern – 23 August 22 & 25 October 22
 - 2168 – 7 September 22
 - New and Established – 20 September 22
 - Rural – 13 October 22
- Presentation at Aboriginal Consultative Committee – 20 October 2022
- Notification emails to:
 - Email addresses registered for LEP Review updates
 - City Economy stakeholder contact list (e.g. local businesses)
 - District Forum contact list
- Social Media Posts – Facebook, Instagram and LinkedIn
- Liverpool Life Newsletter – September 2022 edition
- Mayor Media Release
- Mayoral Promotional Video
- Interactive Exhibition Webpage (click and comment on your suburb)
- General LEP Review Survey
- Targeted Medium Density Housing Survey
- Industry Workshop on the future of Medium Density Housing in Liverpool
- Digital advertising in Macquarie Mall and Customer Service display screens
- Posters in Customer Service window display
- Posters and printed copies of exhibition material at each Council library
- Promotion on Councils webpage – home page banner, Liverpool Listens, ePlanning
- Flyers (Customer Service and Libraries) with QR code linking to the exhibition webpage
- Letters sent to:
 - Department of Planning and Environment
 - Essential Energy
 - Sydney Water
 - NSW Land and Housing Co
 - Transport for NSW
- Responses to phone calls and emails through the exhibition period
- Internal Council promotion – ‘In the Loop’ Newsletter and Yammer

3. General LEP Review Survey Results

A total of 198 surveys were completed, with results and analysis as follows:

Q1: What is your age?



Results

Most participants were 35-44 years, followed by 45-54 years.

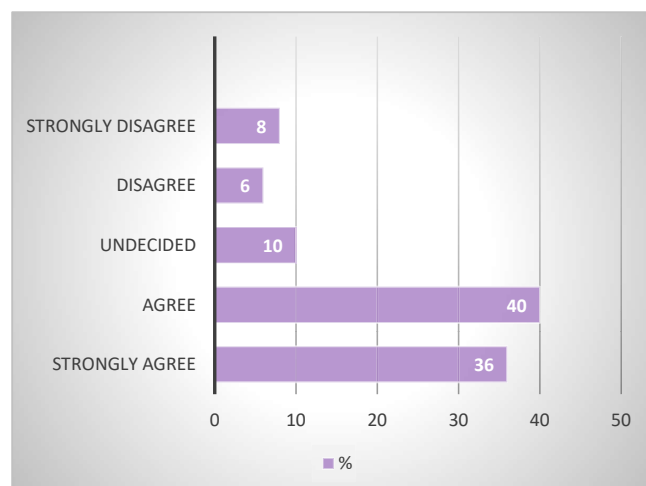
Analysis

The age breakdown is generally reflective of the overall Liverpool LGA population, except for people aged 0-19 years which were under-represented in the survey results.

Q2: WE HAVE HEARD: 64% of people surveyed agree that “*New apartment buildings should be built in the Liverpool City Centre and other areas close to public transport and services*” (2019 Strategic Planning Community Exhibition).

WE PROPOSE: New apartment buildings are located around:

- The Liverpool City Centre
- Large shopping areas with public transport and services (libraries, parks etc)
- Along main roads and train stations



Results

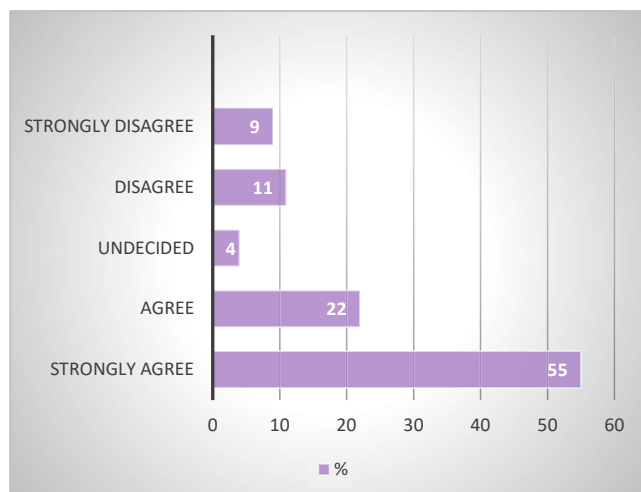
36% Strongly agree
40% Agree
10% Undecided
6% Disagree
8% Strongly disagree

Analysis

These results are stronger than the previous LSPS survey and show the communities support for densities in the right location and around services. This approach is to be continued into the Principal LEP Planning Proposal.

Q3: WE HAVE HEARD: Heights of new apartment buildings in suburban areas are too high and don't reflect the suburban character of these places.

WE PROPOSE: Reduce the height of buildings to a maximum of 12m (example in picture) in suburban areas (certain exceptions apply e.g. near the City Centre).



Results

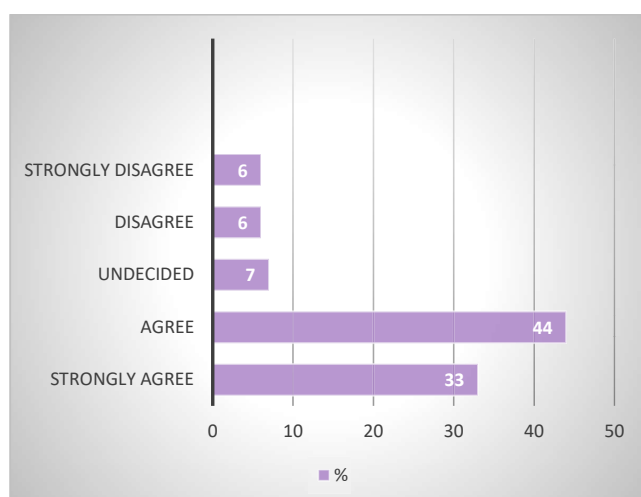
55% Strongly agree
22% Agree
4% Undecided
11% Disagree
9% Strongly disagree

Analysis

There is strong community support for the proposed reductions in height in R4 zones, which is an outcome of Councils 100 Day Plan. This is to be continued within the Principal LEP Planning Proposal.

Q4: WE HAVE HEARD: 68.8% of people surveyed agree "There should be a greater variety of housing options in the Liverpool LGA" (2019 Strategic Planning Community Exhibition).

WE PROPOSE: Incentives to encourage town houses to be built near shops, public transport and other services (libraries, parks etc.)



Results

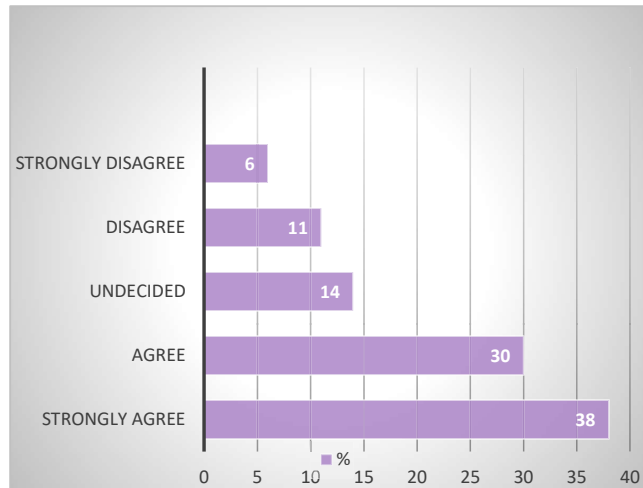
33% Strongly agree
44% Agree
7% Undecided
6% Disagree
6% Strongly disagree

Analysis

Strong results demonstrate the community's willingness to have housing diversity around centres. The encouragement of medium density housing in the vicinity of centres is to be continued in the Principal LEP Planning Proposal. The nature of medium density controls and potential incentives require further investigation.

Q5: WE HAVE SEEN: An emerging trend of single sites being redeveloped into town houses.

WE PROPOSE: To introduce planning controls which would generally require two sites to be combined for town houses (rather than on single sites).



Results

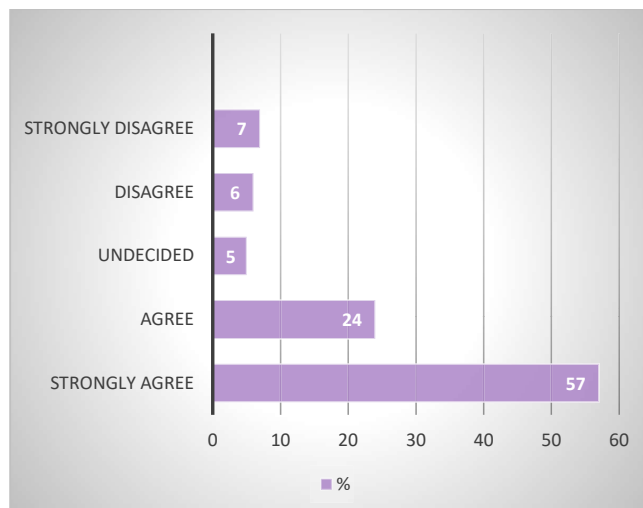
38% Strongly agree
30% Agree
14% Undecided
11% Disagree
6% Strongly disagree

Analysis

Whilst majority selected strongly agree or agree, there is more of a range of undecided/disagree results in this question. Further investigation will occur on medium density residential development to inform the Planning Proposal, as the extent of development which can occur on single sites is to be design tested taking these results into consideration.

Q6: WE HAVE HEARD: 68% surveyed agree "The local character of our suburbs should be protected" (2019 Strategic Planning Community Exhibition).

WE PROPOSE: To increase the minimum lot size in low density areas from 300sqm to 400sqm, so new lots are larger and reflect the low density character of the area.



Results

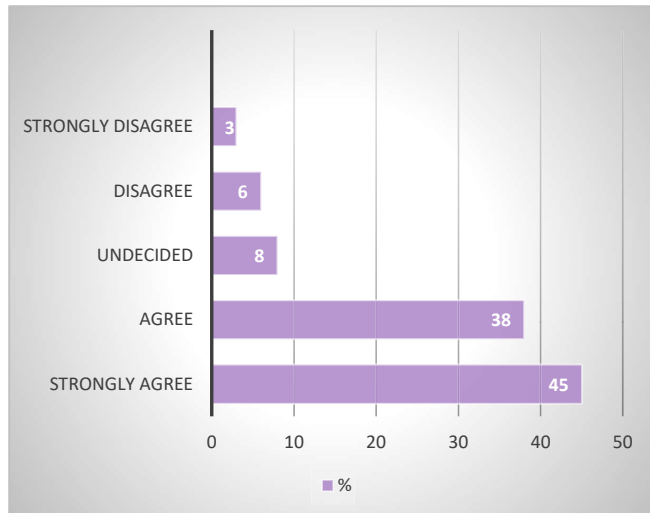
57% Strongly agree
24% Agree
5% Undecided
6% Disagree
7% Strongly disagree

Analysis

This had the highest strongly agree answer of all residential related questions, which shows a priority for protecting the low density suburban areas. The Principal LEP Planning Proposal is to prioritise controls which protect the suburbs.

Q7: WE HAVE SEEN: Low Density Residential areas have poor access to retail.

WE PROPOSE: Allowing 'neighbourhood shops' (corner shops) to be built in low density suburban areas.



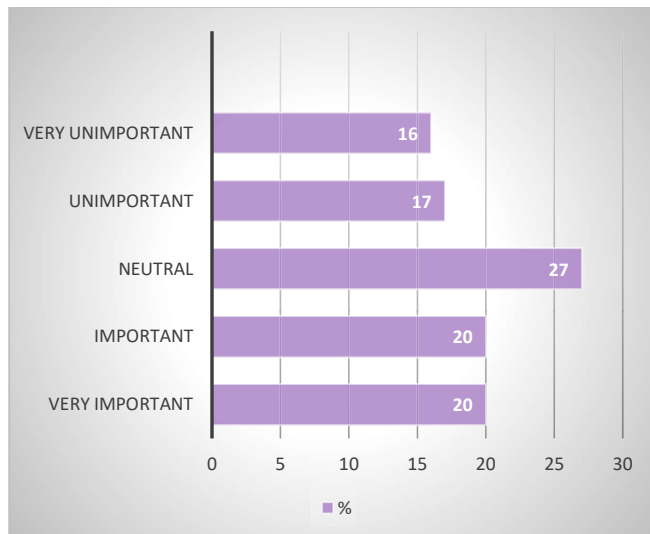
Results

45% Strongly agree
38% Agree
8% Undecided
6% Disagree
3% Strongly disagree

Analysis

Majority of respondents have strongly agreed or agreed. This shows interest in provision of retail within 'retail cold spots', and this proposal is to be continued within the Principal LEP Planning Proposal.

Q8: How important do you believe redevelopment potential should be in residential areas? (e.g. knock down a single dwelling and build additional dwellings on a single site)



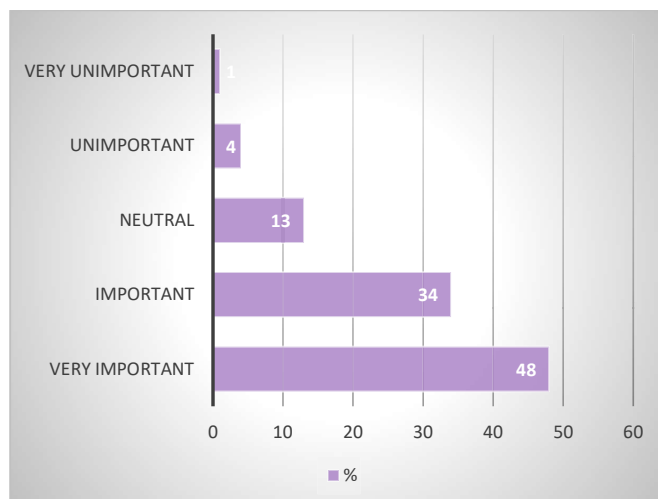
Results

20% Very important
20% Important
27% Neutral
17% Unimportant
16% Very unimportant

Analysis

This question had the most variation across all answers, with important and unimportant sides being very similar, and neutral being the most common. This indicates mixed views in the community about how land should be developed. The Principal LEP Planning Proposal is to allow single sites to be redeveloped in an appropriate manner suited to the area. Further design testing will occur to determine controls.

Q9: How important is redevelopment of Commercial areas to you? (e.g. revitalised Town and Local Centre Shops)



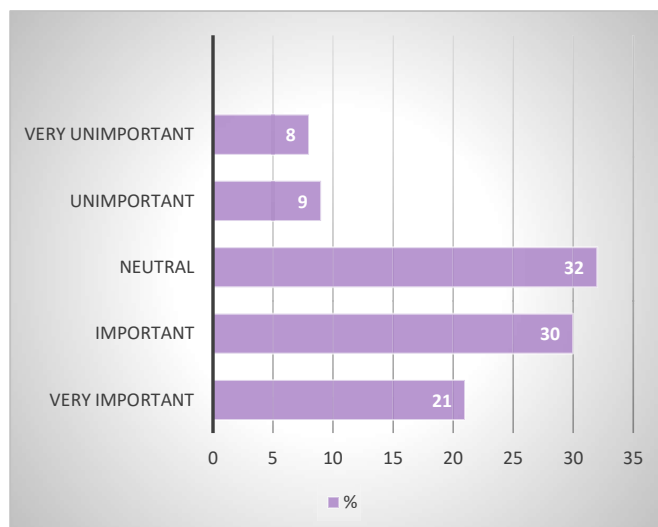
Results

48% Very important
34% Important
13% Neutral
4% Unimportant
1% Very unimportant

Analysis

There was generally strong opinion to the redevelopment of centred being 'important' and 'very important'. This would require reconsideration of the proposed reduced height controls for this to occur, in order to allow redevelopment of commercial areas.

Q10: How important is redevelopment of Industrial areas to you?

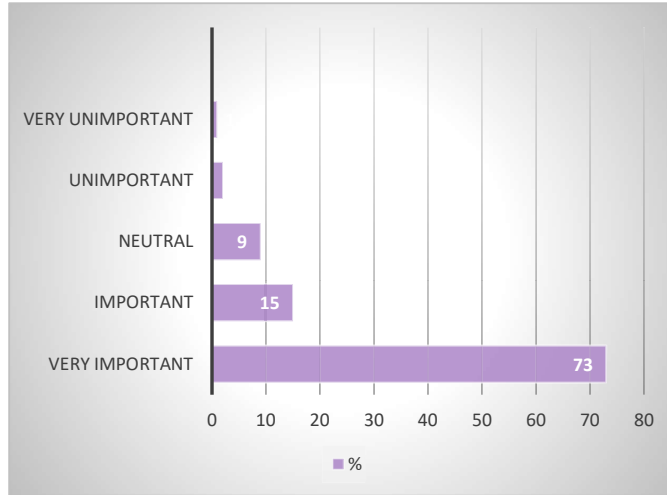


Results

21% Very important
30% Important
32% Neutral
9% Unimportant
8% Very unimportant

Analysis

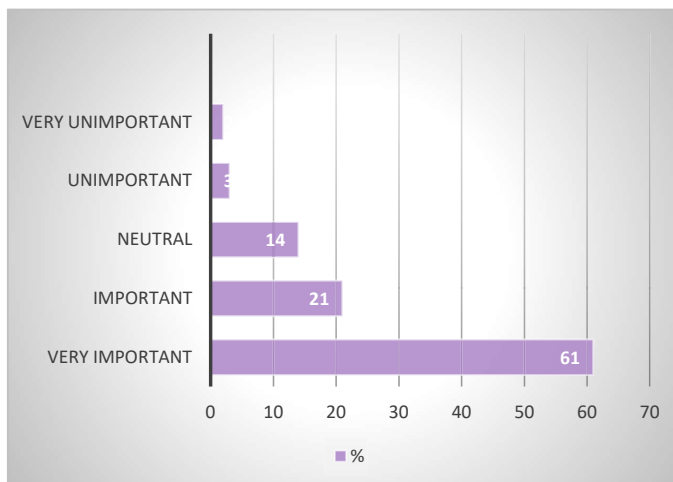
Whilst majority of respondents were neutral or above, this response is to be expected, as redevelopment of industrial areas may not be seen as a community priority but should still be pursued as part of the Principal LEP Planning Proposal.

Q11: How important is protecting waterways, trees and vegetation to you?**Results**

73% Very important
15% Important
9% Neutral
2% Unimportant
1% Very unimportant

Analysis

This question had the highest 'very important' response from all questions. This shows the communities priority for protection of the natural environment. The Principal LEP Planning Proposal is to ensure the new LEP protects the natural environment and encourages green space within developments.

Q12: How important is managing Urban Heat to you?**Results**

61% Very important
21% Important
14% Neutral
3% Unimportant
2% Very unimportant

Analysis

This had a high response showing support for the management of urban heat. The Principal LEP Planning Proposal is to implement ways to ensure urban heat is managed and future development incorporates green space.

4. Written Submissions

A total of 132 written submissions were received during the exhibition period. These came through the following channels:

- 94 submissions via 'Optional Comments' in the LEP Review Survey
- 17 via the LEP Review Exhibition Website
- 14 via direct submissions to Council
- 7 State Government and other agency comments

Attachment A categorises and responds to each submission, with a summary provided below.

a) Natural Environment Matters (trees, open space & sustainability)

Submission Summary

A strong message received during this exhibition period was the importance of trees and green space across the LGA. This was also seen in the strongest survey question response being in relation to protection of the natural environment. These submissions requested the following:

- Increased tree canopy
- Retention of trees
- Redevelopment containing mature vegetation
- Bush regeneration
- More recreation areas/parks
- Urban heat management
- Improved sustainability e.g. water tanks and solar panels

Response to Submissions

- The new environmental mapping is being investigated, as well as the introduction of an urban heat clause. The design of residential development is being reviewed with the intent to improve landscaping outcomes.
- Whilst the LEP does contain areas for recreation land, other Council documentation also manages the protection of natural areas, parks and trees. For example, Council's Development Control Plans contain landscaping controls for new development, the Tree Management Policy establishes the process for tree removal, and masterplans across the LGA are planning for improved parks, access to open space and tree canopy cover in the LGA (e.g. Brickmakers Creek, Lighthouse Park, and City Centre Public Domain masterplan).
- Council is currently reviewing the Tree Management Policy, which will support expanding tree canopy cover across the LGA.
- Council has undertaken several initiatives to plant trees within the LGA and will continue to expand the overall canopy cover as part of annual tree planting. Recently Council installed more than 335 trees in ground and planter boxes throughout the City Centre as part of various State Government grant programs and will be installing an additional 232 trees within the peripheral areas of the City Centre to increase overall canopy cover.

b) Transport Matters (Road widths & car parking issues)

Submissions Summary

The impact of new development on parking, streets and traffic was a key matter raised during the exhibition. Numerous comments below requested the following:

- Wider streets in residential areas
- Provision of car parking spaces with new developments
- Increased car parking spaces for new residential developments
- More consideration of the impacts of increased density on local traffic

Response to Submissions

- As part of the Liverpool LEP Review, it is proposed that residential densities within suburban areas are reduced in comparison to what the LLEP 2008 currently allows for, which is in consideration on the impacts of traffic on suburban areas. This includes proposing:
 - o certain high density residential zones to become medium density residential;
 - o certain medium density residential zones to become low density residential zones;
 - o lowering the maximum heights of buildings down to a maximum of 12m in certain high density areas; and
 - o larger lot sizes (reducing small lot subdivision) in low density areas.
- The design of medium density housing is being reviewed in early 2023, which will also consider the design and extent of car parking for this type of development.
- Council has endorsed a Liverpool Bike Plan 2018-2023 to improve active transport network within the LGA and continuously advocates for improves public transport networks within the Liverpool LGA.
- The following upgrades are occurring to ensure roads can cater for increased growth: Governor Macquarie Drive, Edmondson Avenue, and the completion of Middleton Drive under the M7. Council has also been working with TfNSW to upgrade some major roads including Fifteenth Avenue and Hoxton Park Road connection, Heathcote Road (between Infantry Parade and The Avenue), the M5 Motorway westbound improvement works (between Heathcote Road and Hume Highway), and the M7 Motorway upgrade.
- Council manages roads, parking and traffic through other documents in addition to the LEP. For example, car parking requirements and street widths are addressed in Development Control Plans, and Councils Parking Strategy provides actions for improving car parking within the City Centre. Whilst there are no broad plans to widen existing local roads, Council has endorsed Guidelines for *Assessment of Parking Spaces along Narrow Streets* in order to assess and provide additional parking spaces along some narrow streets. Local residents are able to apply to Council to fund the construction of on-street parking along their street frontage, subject to the design being approved by Council.

c) High Density Residential – Opposition to 12m height reduction

Submissions Summary

Various submissions requested the height of buildings are not reduced, and the development of apartment buildings are encouraged. The reasons provided include:

- Concerns over the delivery of affordable and diverse housing forms to cater for a range of people within the community
- The importance of delivering units near public transport stops (train stations, T-Way, major bus corridors etc.)
- Importance of delivering units around retail to create 'density hubs' around centres
- Provision of accessible dwellings (installation of lifts)
- Ability for apartments to deliver deep soil landscaping due to its vertical design

Response to Submissions

- When the LLEP 2008 came into effect, it proposed high density residential areas within the suburbs. Since this time, Amendment 52 was finalised, which rezoned the City Centre to B4 Mixed Use, allowing for the development of Sydney's '3rd CBD' in Liverpool. This created a high capacity for housing growth in the form of apartments within the Liverpool City Centre, removing the need for high density development within suburban areas.
- Previous engagement with the community during exhibitions, at forums, and via other interactions e.g. representations at Council meetings, Planning Panels etc, Council has heard the development of tall apartment buildings in suburban areas are not supported by the community. As part of Council's 100 Day Plan, and through subsequent Councillor workshops, it was decided to reduce the height of buildings to a maximum of 12m in suburban areas (with certain exceptions).
- The new LEP intends to ensure there is diverse and affordable housing forms across the City Centre and also in suburban areas (of an appropriate scale). The location of R4 High Density Residential Land under the new LEP is to be focused around major transport corridors (roads, T-Way, train stations) as well as around retail hubs with services and infrastructure (Town Centres such as Moorebank, Casula, Edmondson Park, Miller, Green Valley). This is to ensure there is housing diversity to provide for more affordable types of dwellings in areas outside of the City Centre. However, they are generally not required to a scale of greater than 12m in suburban areas (Moorebank, Casula, Green Valley etc.) as their development is for the purposes of providing diversity.
- Comments were made regarding the need for heights of greater than 12m to ensure all new housing is accessible (e.g., lifts) to the community (elderly, disabled families etc). The Building Code of Australia only requires residential buildings over 25m to have a lift for emergency purposes. Despite this, all Class 2 (e.g. certain town house and apartment) development is still required to be deemed to meet accessibility requirements under the BCA, which may require the need for a lift and/or ramps.
- In relation to comments regarding design and ability for deep soil landscaping, Residential Flat buildings will still be a permissible use within the R4 High Density Residential zone and can still be delivered in certain areas outside of the City Centre. It is recognised that this housing form can be designed to add value to the streetscape in terms of deep soil landscaping. These submissions will be considered under the comprehensive DCP review which will follow and complement the new LEP.

d) High Density Residential – Requests for reduced high density

Submissions Summary

Numerous submissions were in support of the proposed changes to limit the development of tall apartment buildings within suburban areas, and certain submissions opposing this type of development generally. The submissions raised the following:

- Opposition to the height of high density development within the Liverpool City Centre, (e.g. new developments along the Hume Highway)
- Opposition to apartments being developed within the suburbs, with the 12m height reduction still being too high
- A preference for the suburban character of Liverpool to be retained with less apartments and more houses
- Agreement with location of apartments within the City Centre and along corridors
- Requirement to improvements to services, infrastructure, and the public domain to cater for new development

Response to Submissions

- As noted in the section above, the new LEP intends to ensure there is diverse and affordable housing forms across the City Centre and also in suburban areas, of an appropriate scale. Whilst the delivery of high density residential land in suburban areas is no longer deemed to be required for delivering housing targets (due to City Centre rezoning for Am. 52 in 2018), it is still important to deliver housing diversity broadly within the LGA.
- The areas around Town Centres have been selected to contain future R4 High Density Residential land, as they are the areas outside of the City Centre with the highest quality retail, public transport services, services and infrastructure such as recreation areas, community centres and libraries etc. These areas are highly suitable for diverse forms of housing, other than single dwelling housing, to ensure the future population has access to these services.
- In relation to development in the City Centre, the height of apartment buildings have been recently implemented under Am. 52. This extent of development is catering for the delivery of a large extent of housing targets within the Liverpool LGA. This development means that the suburban areas of the LGA can be protected from overdevelopment. It also meets the vision of Liverpool City Centre becoming Sydney's 3rd CBD is achieved, by providing population to support the City Centre economy and future development.
- The new LEP has a focus on protecting the character of suburban areas, which was a theme presented in these submissions. In addition to the reduction in height to a maximum of 12m in certain high density areas, it includes the rezoning from high to medium density residential, and from medium to low density residential, as well as increased minimum lot size requirements in low density areas. This will mean the new LEP has lower densities in residential areas in comparison to the LLEP 2008, whilst still allowing redevelopment for diverse housing forms, of an appropriate scale for the suburb.
- As previously noted in Council's responses, there are also other methods for managing development, such as the Development Control Plan, the City Centre Public Domain Masterplan, masterplans for parks etc.

e) Medium Density Housing – Support/opposition, lot size and design

Submissions Summary

Numerous submissions had a focus on the development and design of medium density type housing forms, such as town houses, dual occupancies and secondary dwellings. Submissions included the following matters:

- The need for and importance of more medium density housing within the Liverpool LGA, for housing diversity, to suit a variety of needs, including downsizing
- Medium density housing should be attractive and easy to develop, with less restrictive controls, including ability to develop as Complying Development, and incentives under the LEP to develop single sites
- Certain submissions raised concerns with Complying Development, with concerns that private certification is changing the shape of suburbs
- Support for granny flats (secondary dwellings) as well as duplexes (dual occupancies) being developed for housing diversity
- Concerns over the impacts of emerging medium density housing forms, including:
 - o overcrowding of lots
 - o new lots being too small
 - o not enough room for car parking onsite
 - o opposition to knocking a single house down and redevelop two or more dwellings
 - o overshadowing
 - o amenity and privacy concerns
- Comments were also made regarding the emerging large two storey single dwellings which are changing traditional suburbs

Response to Submissions

- This matter is a significant issue raised in the LEP Scoping Report, as the design and delivery of medium density housing is to be addressed within a new LEP.
- The Liverpool Local Housing Strategy has a focus on providing for housing diversity, through the development of quality medium density housing, and as part of the LEP Review, an in-depth review of medium density development is occurring. This includes an analysis of lot sizes and widths within the R3 Medium Density and R2 Low Density Residential zones, to determine how to apply *SEPP (Exempt and Complying Development Codes) 2008* (i.e. Complying Development for multi dwellings, manor houses and dual occupancies).
- Design testing for Councils controls for multi dwelling housing will occur, with consideration of the matters raised by the community as part of this exhibition.
- It is noted certain R3 Medium Density Residential areas under the LLEP 2008 are proposed to be R2 Low Density Residential, to reflect the existing low density nature of these areas.

f) Commercial Land – City Centre, Town Centres, and other retail

Submissions Summary

A number of submissions were made in relation to the development of commercial land, both within the City Centre and in suburban areas.

- Submissions in relation to the City Centre were in support of providing employment opportunities to attract a future population, as well as a request to review opportunity sites for future mixed use development
- Site specific comments were received in relation to a number of centres, and the proposed height reduction
- Other comments mentioned existing planning proposals for the proposed Holsworthy and Middleton Grange centres
- Request for advertising to become a permissible use within commercial zones

Response to Submissions

In early 2023, a review of the City Centre controls will be undertaken as part of the LEP Review. The proposed height of building reduction for commercial land will be reconsidered in the Post Exhibition Council Report, and feasibility testing will be required if a height reduction is proposed. Sites relating to planning proposals (Holsworthy/Middleton Grange) are being separately addressed through their own planning proposal process, with targeted engagement within their communities. Land Use Tables specifying permissible uses under the new LEP will be prepared and will enable advertising within the B2 Local Centre zone, and reviewed in other zones.

g) Miscellaneous

Submission Summary

A number of submissions included miscellaneous comments received through the exhibition period. Some indicated support for the LEP Review, whilst other comments criticised the review. A number of submissions stated the need to deliver infrastructure (schools, hospitals, roads, sewerage, parks etc) to support development.

Response to Submissions

Infrastructure delivery is a priority for Liverpool City Council. Council will continue advocating for quality infrastructure to support development. The Liverpool Hospital Precinct is being redeveloped, and plans are being considered for a private hospital in Liverpool. Council has a number of masterplans for parklands and open space, as well as for upgraded roads and community facilities.

5. Site Specific Submissions & Rezoning Requests

Attachment B (confidential) provides additional analysis of Site Specific Requests, where further justification on the recommendation is required for clarity. They are summarised below.

Submission Summary		Officer Comment
Liverpool		
A	Owner of [REDACTED] Liverpool requested extension of the R4 High Density Residential Zone, to include all of the lots in Maryvale Avenue Liverpool.	Retain the existing R3 Medium Density zone along Maryvale Avenue, as there is redevelopment potential within the current zone, delivery of medium density housing is important for housing diversity, and the introduction of the R4 zone will result in interface issues with adjoining lots.
B	Various requests for the proposed 12m heights reduction in R4 High Density Residential areas west of the T-Way in Liverpool to not occur, given existing and future redevelopment of this area.	Recommended not to proceed with 12m height of building reduction in the R4 High Density Area west of the T-Way, as noted in the Scoping Report, and retain existing permissible heights.
C	[REDACTED] is exploring a re-development opportunity at [REDACTED] Liverpool, for a mixed-use commercial building, which will deliver jobs within the City Centre, achieve Design Excellence and contributes to City Centre activation. The current controls under the LLEP 2008 are restrictive for a commercial mixed use building, and do not maximise the planning benefits the site can deliver. Request to amend controls to provide for increased development potential.	No change to height and FSR required, as this site has the maximum allowable development standards (10:1 FSR and unlimited height of building) under the LLEP 2008. A review of City Centre controls, such as the commercial floorspace requirements is being conducted as part of the LEP Review. Phone call with submitter occurred for clarification on submission, and they do not have preferred controls for the site as of yet.
D	[REDACTED] on behalf of [REDACTED] requesting increased development standards at [REDACTED] Increased height of approx. 25% (+16.1m) and 41.6% (+32m) for each building, and increase in FSR by 25%. A planning agreement has been offered to [REDACTED] within the extent of the site, with footpaths, tree planting and a public car park, and provide passive recreation opportunities through the embellishment of [REDACTED]	No change to the LEP is recommended. Slight variations to development standards can occur through the Development Application process, alternatively a separate planning proposal can be lodged if the changes require an amendment to the LEP.
E	Submission by [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	It is recommended that a separate planning proposal is prepared so targeted community engagement and assessment can occur given the scale of this project and the strategic significance of such a proposal.

Submission Summary		Officer Comment
Warwick Farm		
F	Request for densification around Warwick Farm Station. The submission requested 'up-zoning' to mixed use buildings with tall building heights on the western side of the station (not the racing precinct). It noted that certain new development in the City Centre is 100m tall over 1km from Liverpool Train Station, however a building 200m from Warwick Farm Station is limited to 35m.	No change recommended. Retain the existing height of building and floor space ratio. It is noted the site is located within the Liverpool Place Strategy Collaboration Area, as the 'Liverpool City Centre - Frame' which intends to contain high density residential land. Significant residential capacity for development exists already within the CBD.
G	Request to review the R4 High Density Residential zone to the north of the Hume Highway in Warwick Farm, to align it with the R3 Medium or R2 Low Density Residential zones in the area, or alternatively heights be limited to 2 - 3 storeys. This is to prevent development damaging the character of the area with high rise buildings. NSW Land & Housing Co. should redevelop as townhouse/villa housing, as there are few shops and services in Warwick Farm. Raised an interface issue between R3/R4 land.	No changes are recommended to planning controls in Hargrave Park prior to additional precinct planning being undertaken to determine the future development in this area in collaboration with NSW Land and Housing Co.
H	Request for certain land in Hargrave Park, to be rezoned from R3 Medium to R4 High Density Residential. The land is within 150m of Warwick Farm railway station, at least 30% is owned by NSW Land & Housing Co. The LEP Review provides an ideal opportunity to look at the bigger picture and align planning decisions that support an increase in social affordable housing for the greater community good.	No changes are recommended to planning controls in Hargrave Park, prior to additional precinct planning being undertaken to determine the future development in this area.
Cartwright		
I	Submission supporting the retention of existing planning controls in Cartwright, and requesting increased density along Hoxton Park Road, as it is a future transit link to the airport. Requested 18-21m height of buildings, as certain developments have surpassed the existing 15metre height limit.	Retain the existing height of buildings in Cartwright along Hoxton Park Road. The ability for additional floorspace can still be achieved through the <i>SEPP (Housing) 2021</i> .
Casula		
J	Submission prepared by [REDACTED] on behalf of [REDACTED] detailing the significance and success of the Casula Town Centre. The proposed reduced height of the Town Centre to 12m, will impact upon the future potential for Casula Mall to continue to meet the retail and local employment needs of the local community. Recommend retention of existing LLEP 2008 controls,	It is recommended that reconsideration of the height reduction for commercial land is considered prior to the development of a new LEP. It is recommended continue with the proposed 12m heights for high density residential land surrounding the Town Centre.

Submission Summary		Officer Comment
	exemption of Town Centres from height reductions (same as exemptions to planning proposal sites), and retention of R4 High Density Residential and existing heights around the Town Centre.	
K	Support the limiting of height of buildings within the R4 zone in Casula, however request to rezone away from R4 High Density Residential. Reasons provided include there are better places to put these buildings, suburban privacy with overlooking, and development occurring in cul-de-sacs.	It is recommended continue with the proposed 12m heights for high density residential land, and reduction of R4 High Density Residential land in Casula where interface issues arise.
L	██████ prepared the submission on behalf of ████████████████████ regarding ████████ at ████████████████████. The ████████████████████ site can readily support a mixed-use precinct with greater density than the current controls, delivering diverse housing, employment and a bespoke retail experience, without impacting the amenity and character of surrounding low-density housing. Ingham House site is ideally suited to development to offset the reduced density if the proposed downzoning of land surrounding Casula Mall.	A separate planning proposal is to be submitted to Council, with details of the proposed changes to development standards (height, FSR etc) and relevant supporting documents. Any significant planning proposal will be publicly exhibited for community feedback prior to being presented to Council.
Carnes Hill		
M	Request for increased height limits and density in the immediate vicinity of the Carnes Hill B2 Local Centre zone (Carnes Hill Shopping Centre), for residential development. Carnes Hill is a commercial hub, and improved infrastructure will support its capacity to increase density.	Due to recent development, there is limited opportunity to increase height limits in Carnes Hill. No increase to heights of buildings around Carnes Hill Town Centre is recommended.
Green Valley		
N	Remove R4 High Density Residential and change to the R3 Medium Density in Green Valley. It would be more beneficial if the R4 zoned land around Whitford Rd was made R3 to support the redevelopment of land, and R4 zoning for Falcon Cct is not suitable for the low density nature of the area.	Green Valley is a Town Centre and is supported by associated infrastructure including the T-Way. It is recommended to retain the R4 High Density zone along Whitford Rd and Bulbul Ave, limited to a height of 12m, and investigate the area south of the Town Centre for R4 High Density Residential zoning.
Edmondson Park		
O	Supports rezoning from R3 to R4 to pockets of land in Edmondson Park for the creation of Village Centres ████████████████████. The eastern part provides opportunities for an increased development yield given its surrounded by public open space on 3 sides. Focus some of its possibilities	Note support for proposed amendments and proceed with the application of the R4 High Density Residential Land and additional permitted uses for these sites.

Submission Summary		Officer Comment
	around educational, community, medical land uses at the lower levels, with residential/seniors housing above taking advantage of the surrounding open space.	
Moorebank		
P	Support of the Moore Point development, and requests that industrial land to the south of Liverpool is similarly proposed to become residential land, via urban renewal such as Barangaroo and Camelia developments. Submission queries why industrial land is retained near the City Centre, when instead urban renewal should be occurring, as there is other industrial land to service the population, and this land could be redeveloped for housing.	No change is required, as Industrial Land in Moorebank should be retained, and not transition to residential uses. The Moore Point planning proposal is progressing separately to the LEP review given the scale and complexity of this precinct.
Q	are supportive of the proposed relaxation of the height/FSR controls for industrial zoned land, allowing flexibility for multi storey warehouses, which is an efficient land use. Request rezoning of sites along Moorebank Avenue for mixed use rather than the current large format warehouse and distributions use.	Support is noted for flexible industrial development standards, this will be investigated further as part of the LEP Review. No change is recommended to land use zones, as Industrial Land in Moorebank should be retained, and not transition to residential or mixed use type uses.
Cecil Park		
R	Industrial Land at The primary focus of changes is to add retail and takeaway food and drink premises to the site to serve people working and/or visiting the site or using the major roads. This will reinforce the vitality and appeal of the precinct, ensuring the community has access to services in a convenient location.	It is noted a take away food and drink premises component is being progressed through a separate planning proposal Any envisioned changes to the site are to be addressed by the existing planning proposal under assessment.
Holsworthy		
S	Owners of requested rezoning from R3 Medium Density Residential to R4 High Density Residential.	Retain existing R3 Medium Density Residential Zone, as there is sufficient medium density development potential on these sites, and along Heathcote Road, which is in line with the future character of the area.
T	Submission regarding the site, supporting recommendations for no change to the development standards as it is subject to a separate planning proposal.	Notes support for the Scoping Report. The planning proposal for will continue through its separate process, and correction of map errors can occur during this process. No change required.
Prestons		
U	Submission regarding Requesting the maximum height of buildings control of 15m be retained with no other changes to planning controls applying	It is recommended that reconsideration of the height reduction for commercial land is considered prior to the development of a planning proposal for the LEP Review.

Submission Summary		Officer Comment
	to the centre. The proposed reduction will prevent feasible redevelopment of the site.	
Hoxton Park		
V	Submission regarding [REDACTED], which is part of a 'stand-alone centre'. This submission requests that the current maximum height of buildings control of 21m be retained as part of the LEP review, with no other changes to planning controls applying to the centre. It was also requested that this be reclassified as either a local centre or town centre, not as a stand-alone centre.	No changes to the existing height of building standard are being proposed as part of this LEP Review, as the site is leading into the City Centre and the height can be retained. The classification under Centres & Corridors Strategy as a standalone centre is due to the sites lack of pedestrian connectivity and social infrastructure in proximity to the site.
Wattle Grove		
W	Submission regarding mostly vacant B1 Neighbourhood Centre site at [REDACTED]. The submission does not support a rezoning to B6 Enterprise Corridor, and requests the site retains its existing development standards (18m height and 1:1 FSR) in order to deliver a mixed-use development.	Recommended to retain the site as a business zone in the LEP Review, and apply development standards in accordance with other centres in the LEP Review. It is recommended that the reduction to heights for commercial areas is reconsidered prior to the preparation of the LEP Review Planning Proposal.
Bringelly		
W	Submission regarding [REDACTED] requesting the site be rezoned from RU4 Primary Production Small Lots to employment generating uses. The concept plan envisions a full-line Service Station including food and drink premises, and 19 light industrial units, and 120 full-time employees.	No change proposed. Rezoning to industrial uses is not recommended, as the site is located within the non-initial precinct of Dwyer Road.
Other		
X	Submission from [REDACTED] recommending numerous changes, including rezoning around Casula, retention of commercial and business zoned heights, and wholistic review of residential land instead of 12m height reduction.	Support for retention of City Centre controls is noted. Reduction in building heights in the suburbs has community support, as confirmed through this exhibition. A number of exceptions to 12m building heights have been made in certain areas. Land for new centres is available, for example the new Middleton Grange and Holsworthy Centres, as well as land in Wattle Grove not yet developed. It is recommended that development standard changes are reconsidered carefully for commercial centres.
Y	Submission from [REDACTED] regarding land in Ashcroft, Liverpool and Green Valley. Support no changes to Miller and Warwick Farm until collaboration can occur. Request flexible land use zone in the R3 Medium Density Residential zone, to encourage a range of development to occur.	Comments regarding Dual Occupancies in Low Density Areas will be taken into consideration. The planning proposal will investigate retaining the R4 High Density Residential land with reduced development standards from 18m height, (e.g. 9m) in line with future development vision of Land & Housing. Dwelling diversity in land use tables will be considered as part of the LEP Review.

6. Forums and Committees

District Forums

The Liverpool LEP Review was presented at the following Councils District Forums during the exhibition period:

- Eastern District – 23 August 22 & 25 October 22
- 2168 District – 7 September 22
- New and Established District – 20 September 22
- Rural District – 13 October 22

The main aspects of the LEP Review and links to the LEP Review Survey was shared. There was general support for the proposed amendments during the District Forums, particularly in relation to the proposed height reduction in residential areas. Matters raised included requests for improved design of medium density housing, where town houses are not overdeveloped on single sites, the relationship between the LEP and *SEPP (Exempt and Complying Development Codes) 2008* and other legislation, the need for increased landscaping and accessible dwellings for all people in the community.



Figure 2: Hybrid Presentation at Eastern District Forum August 2022

Aboriginal Consultative Committee

A presentation of the LEP Review was made at the Extraordinary Aboriginal Committee Meeting on 20 October 2022. The following matters were raised:

- Significant areas, parks and views to be protected, including:
 - o Georges River
 - o Collingwood Place
 - o Old Liverpool showground
 - o Lurnea Radio Towers
 - o Elizabeth Road Water Tower (noted that height reduction in Ashcroft will not disturb views)
- Support the proposed reduction to building heights in the suburbs, and large heights should not be supported elsewhere, e.g. Papermill heights are too high
- More green space is required in all developments
- Support for the reintroduction of neighbourhood shops
- Need for more Affordable and Social Housing
- Need to address parking concerns

Aboriginal Consultative Committee (Continued)

A number of significant sites and views were discussed at the workshop. A number of these areas currently have an RE1 Public Recreation zone applied under the LLEP 2008. The site at 245 Wonga Road Prestons, currently containing private radio towers (see below) was noted as significant. It is recommended engagement with landowners occurs prior to the planning proposal, to understand the future intent for the site.



Figure 3: 245 Wonga Road, Prestons

7. Medium Density Housing Survey

Background

At the Phase 2 LEP Review Councillor Workshop held on 30 May 2022, it was suggested that data be collected on medium density housing design preferences. A survey comprising 21 questions was prepared for people living in medium density developments, specifically multi dwelling housing (3 or more dwellings). The intent of the survey is to understand occupant preferences, with a particular focus on dwelling design and car parking. To inform the questions in the survey, background research was undertaken using the HillPDA Medium Density Review 2021, as well as external resources.

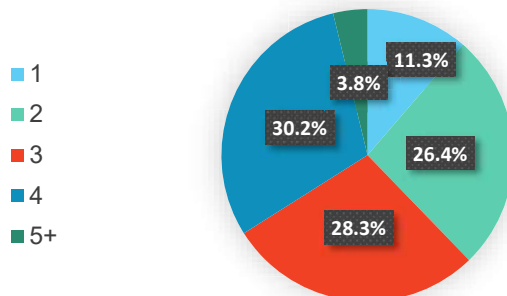
Approximately 800 letters were mailed out to medium density properties across the Liverpool LGA. Recipients of the letters were asked to complete an online survey, with the opportunity to go in the running to win a \$250 voucher. The survey was publicly accessible between 19 September 2022 to 1 November 2022. During this period a total of 53 submissions were received.

Introductory Questions

Q1. What is your address?

(Requested to ensure respondents resided in medium density housing and to provide context for the data where useful).

Q2. How many people live in the dwelling?

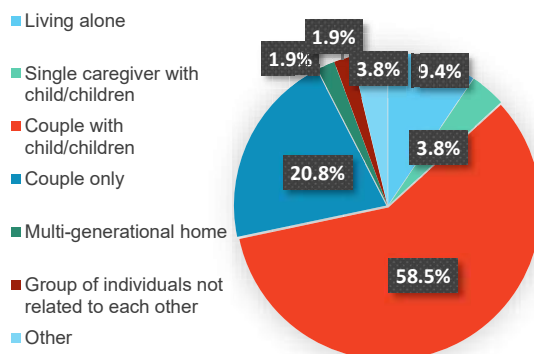


Analysis

Most people surveyed (30.2%) are living in a 4 person household. This is closely followed however by 3 person (28.3%) and 2 person (26.4%) households.

The majority of new medium housing development should be designed with consideration to a 2-4 person household.

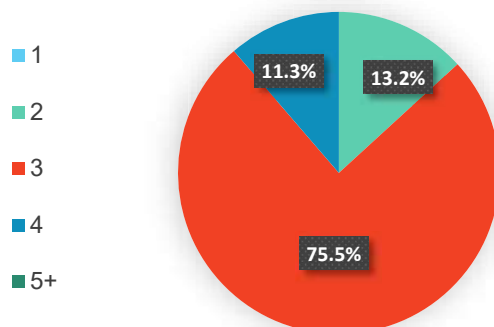
Q3. Which of the below options best describes your dwelling composition?



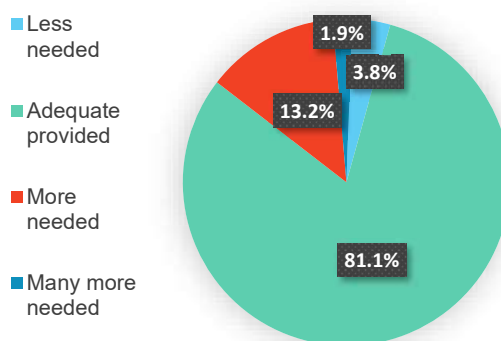
s

alf (58.5%) of respondents were with a child/children. The second mmon response was couple only . This is consistent with the of Q2 which found most olds are comprised of 2 - 4 people.

ajority of new medium housing ment should be designed with ration to couples and couples with children.

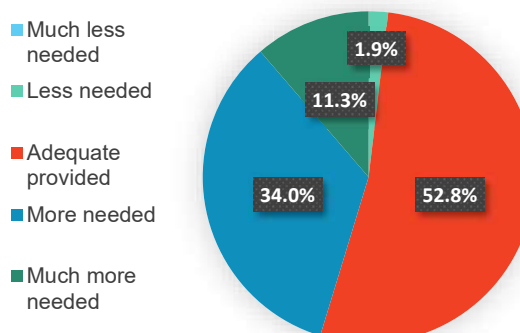
Q4. How many bedrooms does your dwelling have?**Analysis**

The large majority (75.5%) of dwellings contain 3 bedrooms. No respondents selected one bedroom or five+ bedrooms.

Dwelling Design**Q5. How well does the number of bedrooms meet the needs of the household?****Analysis**

A large majority (81.1%) of people surveyed are satisfied with the number of bedrooms provided. Seven respondents (13.2%) said more bedrooms are needed and one (1.9%) said much more is needed.

This suggests that the number of bedrooms provided is generally responsive to the dominant family size and composition living in medium density. New medium density housing should continue to reflect this.

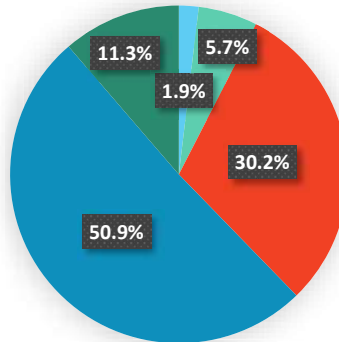
Q6. How well does the amount of internal space (living, dining, kitchen areas, bathroom etc but not bedrooms) meet the needs of the household?**Analysis**

Over half (52.8%) of the respondents said there is adequate internal space. However, 45.3% respondents either said more (34%) or much more (11.3%) space was needed.

New medium density housing therefore should not seek to reduce internal space.

Q7. How well does the amount of storage space meet the needs of the household?

- Much less needed
- Less storage needed
- Adequate provided
- More needed
- Much more needed

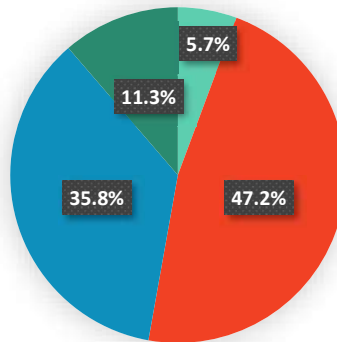
**Analysis**

Over half (50.9%) of the people surveyed need more storage space and 11.3% need much more space. 30.2% said the amount of storage space provided is adequate.

New medium density housing should therefore not seek to reduce storage space and this should be a key focus for improvement.

Q8. How well does the size of private open space (e.g. private garden located at the side or rear of the dwelling) meet the needs of the household?

- Much less needed
- Less needed
- Adequate provided
- More needed
- Much needed

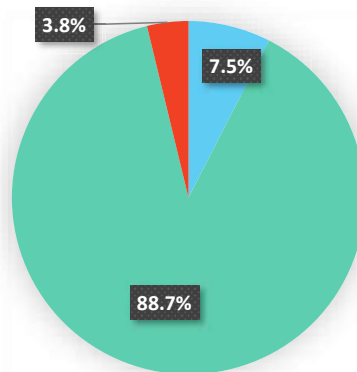
**Analysis**

Of the people surveyed, most (47.2%) are satisfied with the size of their private open space (POS) area. However, 47.1% respondents said either more (35.8%) or much more (11.3%) POS space is needed.

New medium density housing should therefore not seek to reduce POS area.

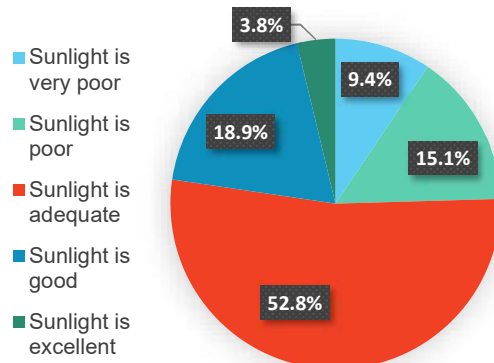
Q9. Does the number of storeys (levels) of your dwelling meet the needs of the household?

- Less needed
- Adequate provided
- More needed

**Analysis**

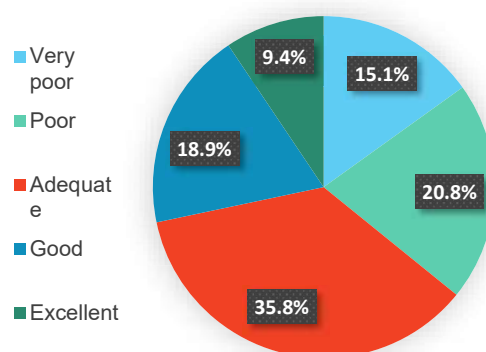
A large majority (88.7%) of respondents were satisfied with number of levels, and 7.5% preferred their dwelling have less levels. A search of the addresses entered by respondents revealed that most people surveyed are living in two storey developments.

This indicates there is potentially some preference for single storey development, however not to the same extent as two storey development. New medium density housing stock should reflect this split.

Q10. Does your dwelling receive quality natural sunlight?**Analysis**

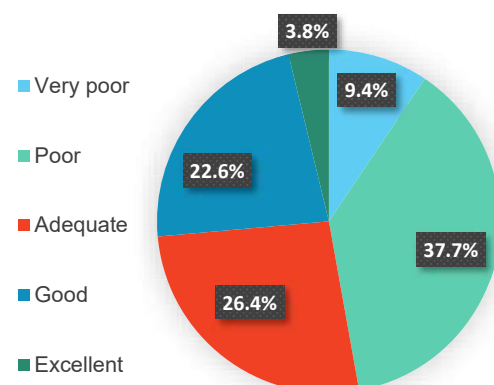
Over half (52.8%) surveyed said the amount of natural sunlight their dwelling receives is adequate. Second to this, 24.5% of respondents said they receive poor (15.1%) or very poor sunlight (9.4%) and 22.7% said sunlight is good (18.9%) or excellent (3.8%).

A reduction in solar access would not be supported for new medium density dwelling type buildings.

Q11. How well does the dwelling provide visual privacy from neighbouring dwellings?**Analysis**

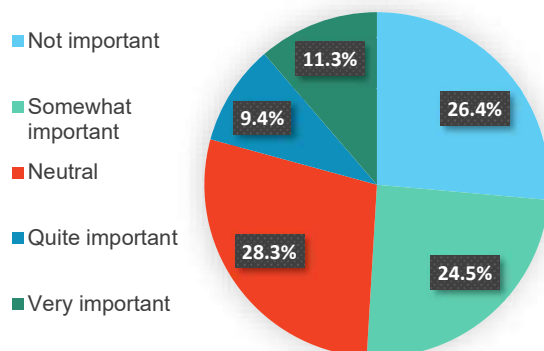
The majority (35.8%) of respondents believe visual privacy is adequate. Overall, 35.9% people said it is poor (9.4%) or very poor (15.1%) and 28.3% saying it is good (18.9%) or excellent (9.4%).

Given the mixed responses, further consideration is required on preferences for medium density housing.

Q12. How well does the dwelling provide acoustic (noise) privacy from neighbouring dwellings?**Analysis**

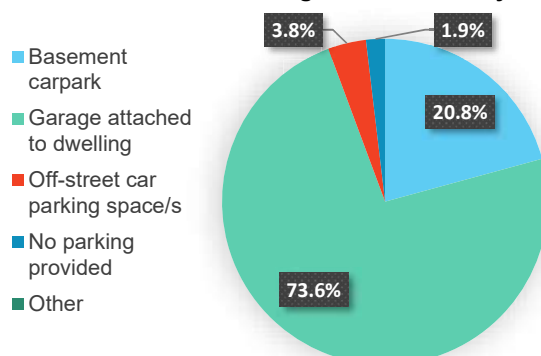
Most of the people surveyed noted acoustic privacy to be poor (37.7%). The second most common response was adequate (26.4%).

Medium density housing should not seek to reduce acoustic mitigation measures / design solutions and this should be a focus for improvement.

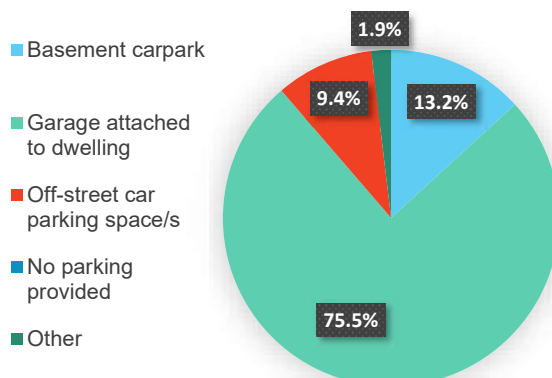
Q13. How important is it to you that your dwelling faces the street?**Analysis**

When asked about the importance of a street facing property, the most common response was neutral (28.3%), followed by not important (26.4%) and somewhat important (24.5%).

This suggests that street facing dwellings may not be a key consideration for majority of medium density occupants. Where a site is constrained and good design outcomes may still be achieved, medium density housing should reflect this consideration.

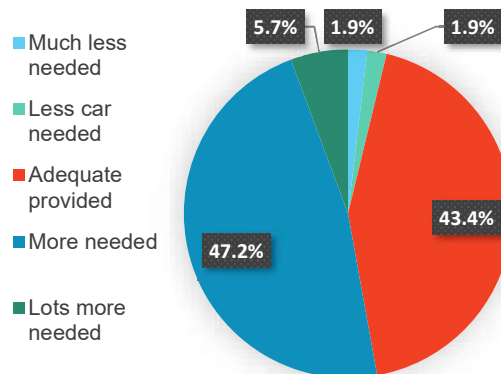
Car Parking**Q14 Which of the following best describes your car parking arrangement?****Analysis**

The majority of respondents (73.6%) are living in dwellings with an attached garage. The second most common arrangement was basement parking (20.8%).

Q15 Which of the following would be your preferred parking arrangement?**Analysis**

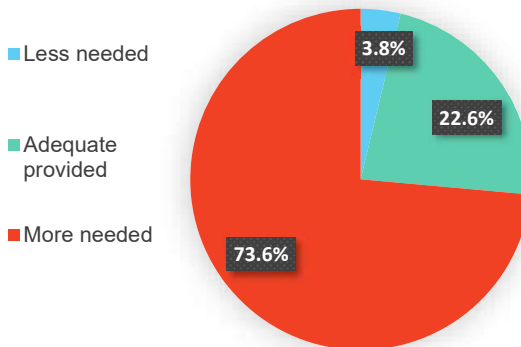
The most preferred parking arrangement is an attached garage (75.5%), followed by basement parking (13.2%).

Together with Q14, this suggests that the provision of developments with an attached garage is relatively balanced with the demand for this arrangement.

Q16. How well does the amount of car parking spaces meet the needs of the household?**Analysis**

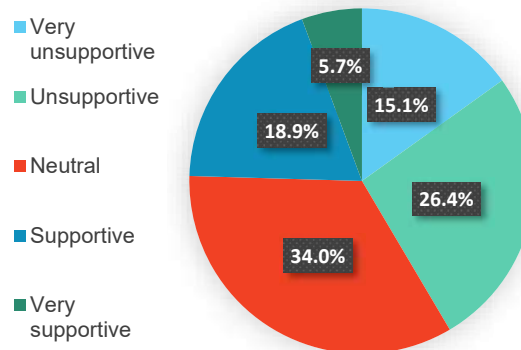
Most respondents (52.9%) expressed an overall need for more parking. 43.4% of people surveyed said the provided car parking is satisfactory and 3.8% preferred less parking be provided.

Parking spaces in new medium density housing should therefore not be reduced and where possible increased.

Q17. How well does the amount of visitor car parking spaces meet the needs of the household?**Analysis**

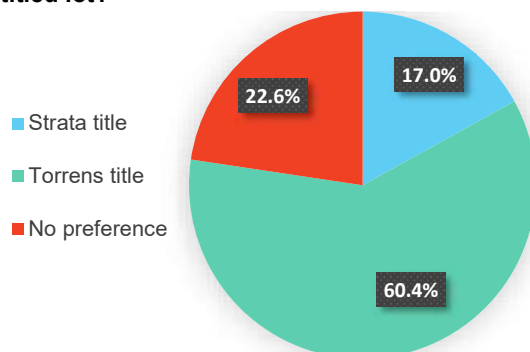
A notable majority (73.6%) indicated the need for more visitor parking. 22.6% were satisfied with the provision of visitor parking and 3.8% would prefer less.

Visitor parking requirements should therefore not be reduced, and this should be a key area for improvement.

Q18. Would you support car parking being centralised in a nearby location to your home, if it meant you were able to have more space for other uses at your home?**Analysis**

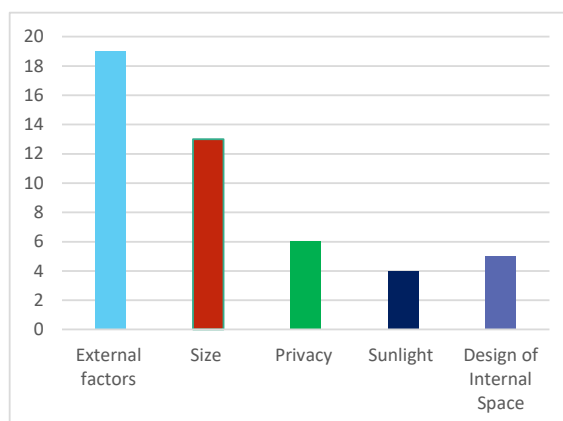
Of the people surveyed, many did not favour this scenario of centralised car parking, with 41.5% either unsupportive (26.4%) or very unsupportive (15.1%) and 34% neutral.

This suggests there is lesser preference for this alternative solution. However, the extent of people noting neutral may indicate a lack of knowledge in this area, to make an informed decision and at least 20% of residents are open to centralised parking which is a future opportunity.

Concluding Questions**Q19. Would you prefer your dwelling to be located on a Strata titled lot or a Torrens titled lot?**

Over half (60.4%) of respondents preferred a dwelling located on a Torrens titled lot, 22.6% had no preference and 17.0% preferred Strata title.

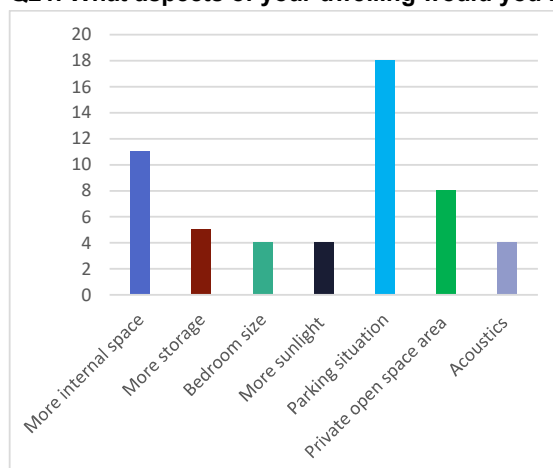
Options regarding Torrens and Strata subdivision of medium density housing will be reviewed.

Q20. What aspects of your dwelling do you like the most?**Analysis**

A wide range of responses were received, including design, affordability and structural integrity.

The most common theme was external factors to the house, includes proximity / location of the dwelling near key services, good neighbours and / or neighbourhood.

The second most common theme was size of the dwelling, including the size of internal spaces e.g. living areas and bedrooms. The third most common response was privacy, which is assumed to mean visual privacy.

Q21. What aspects of your dwelling would you like to change?**Analysis**

The most commonly cited issue was the parking situation, including need for more resident parking, visitor parking or an alternative parking arrangement.

Second to parking was more internal space, such as the size of the kitchen, bathroom and lack of study.

The third and fourth most common themes were more private open space area and storage space.

8. Stakeholder Engagement

Table 1: Summary of Government/Agency Stakeholder Engagement

State Government	
Department of Planning & Environment	<p>General: Council's proposal to establish a new LEP constitutes a comprehensive LEP amendment, however comprehensive LEP amendments are only supported in the case of Council amalgamations or de-amalgamations.</p> <p>Housing: Council's LEP principles to encourage high density around town centres and transport corridors, and promote high quality medium density near centres are considered generally consistent with the strategies and actions of the District and Regional plans, and Council's LSPS and LHS.</p> <p>Centres: An overall reduction in floorspace across multiple centres is not considered to be in alignment with the Regional and District plans, or the LSPS. It is considered that the proposed amendments may result in undue restriction on future investment and growth. It is recommended that the planning proposal be submitted with a robust feasibility assessment of the proposed control changes to affected centres.</p> <p>Industrial and Employment Lands: It is recommended that the planning proposal provide further justification for the proposed control amendments, including consideration of appropriate zoning for industrial lands given the future employment opportunities in the Liverpool Collaboration Area and the Innovation Precinct.</p> <p>Sustainability and Resilience: further discussion with the Department is required in relation to environmentally sensitive mapping. DPE Water Group provided suggestions for new LEP clauses.</p> <p>Transport and Infrastructure: The proposal meets the objectives and actions of the Region and District plans as the proposal seeks to deliver increased density in areas that are well serviced, thereby and optimising existing infrastructure. Development is also identified for areas that are close to existing centres, which helps to achieve 30-minute cities.</p> <p>Further consultation: consultation and support from the following is required from Greater Cities Commission, Transport for NSW, DPE Environment and Heritage, DPE Housing, Local Aboriginal Land Council and Relevant utility providers.</p>
Environment and Heritage Group (DPE)	<p>Submission received. Numerous comments including that the proposed LEP clauses for Terrestrial Biodiversity and Riparian Land will have limited success in protecting biodiversity and waterway health, and further protections such as application of Conservation zones is required. It is noted the LLEP 2008 currently contains an Environmentally Significant Land layer, which the Scoping Report intended to update, and various Councils in NSW contain similar clauses as was proposed. It is recommended further discussion occur with the Department regarding their recommendations. Further studies may include a review of Conservation zones under the LEP to support the planning proposal.</p>
Endeavour Energy	<p>Submission received. Supported proposed changes to rezoning Endeavour Energy sites to SP2 Infrastructure, with update to property details noted for one site.</p>

Sydney Water	Submission received. Request for liason regarding population forecasts within the LGA to assist with future servicing and upgrades, and support for rezoning a Sydney Water asset to SP2 Infrastrucutre, as requested.
Land & Housing NSW	Submission received. Refer to Attachment B.
Department of Education	Submission received. Refer to Attachment B.
Transport for NSW	Recommends that local centres have the capacity to evolve and provide fine grain urban form, diverse land use, high walkability and to meet future demand for services and amenities by local communities which supports the 15-minute neighbourhood and 30-minute city concept. Further consultation within TfNSW will occur in relation to specific sites within the LEP.
Greater Cities Commission	No submission received at the time of exhibition close. Further consultation will occur prior to planning proposal.

9. Conclusion

Next Steps

The results of the Liverpool LEP Review Early Exhibition will be reported to Council, and submitters will be notified. Following this, additional investigation and development of the Liverpool LEP Planning Proposal will occur. The Planning Proposal will be submitted to the Liverpool Local Planning Panel and Council, then to the Department of Planning for a Gateway determination.

Future Engagement

Additional engagement will occur after a Gateway determination has been received, allowing the Planning Proposal to undergo community engagement.

Attachment A: Response to Submissions

Early Exhibition – LEP Review – Submission		Officer Comment
Environmental Matters – Trees, Water, Heat, Sustainability etc.		
1. (Survey) It is essential to preserve large trees as it is simply not effective to replace them with seedlings which take 20 years or more to reach maturity. We need those trees to help control pollution as well as urban heat and the wildlife needs them too.		Council is currently developing a tree management framework that directly supports expanding tree canopy cover across the LGA. The framework will recommend targets for canopy cover, identify areas with deficits in canopy cover, establish framework for protecting, removing, replacing, planting trees, and provide guidance to council staff on how to manage trees.
2. (Survey) Planting of vegetation and trees should be a requirement under the LLEP. In addition, a percentage of trees should be retained when redeveloping the site.		The New LEP proposes to include an Urban Heat clause to ensure the mitigation of the urban heat island effect is considered. Council is currently developing a tree management framework that directly supports expanding tree canopy cover across the LGA.
3. (Survey) More bush land to maintain that rural country look rather than a concrete jungle. Parklands and in suburbs median strips and roundabouts to be maintained properly with bushes and flowers gardens all over Liverpool to be maintained regularly. Liverpool is looking very scruffy right now especially the strips in the middle of the road and nature strips.		The New LEP proposes to include a Vegetation clause and mapping to protect significant land from development. Maintenance comments will be passed on to City Presentation.
4. (Survey) Please have more parks and playgrounds In Edmondson Park. For such a large suburb there is very few parks.		There are approx. 13 planned parks in the Edmondson Park catchment area. Comment passed to Community Planning for consideration in their future planning for recreation areas.
5. (Survey) More open space, more trees less concrete means a lot of heat reduction. Stop approving building on flood plain areas.		The New LEP proposes to include an Urban Heat clause to ensure the mitigation of the urban heat island effect is considered. Council is currently developing a tree management framework that directly supports expanding tree canopy cover across the LGA.
		The Liverpool LGA is located on a number of floodplains, with many areas subject to flooding. Council has adopted plans to safeguard flood-prone areas in the Liverpool LGA in accordance with the NSW Government's Flood Prone Land Policy.

Early Exhibition – LEP Review – Submission	Officer Comment
6. (Survey) Stop cutting down what little tree areas there are left around Preston's and Casula.	As noted above, Council is currently developing a tree management framework that directly supports expanding tree canopy cover across the LGA.
7. (Survey) We have to do more to protect the environment. More trees to reduce heat. Every time they knock down an existing home to build townhouses it means more people with more cars, who have to park on the already packed street. This affects garbage collection etc. We cannot let Liverpool become a ghetto.	<p>The New LEP proposes to include an Urban Heat clause to ensure the mitigation of the urban heat island effect is considered. Council is currently developing a tree management framework that directly supports expanding tree canopy cover across the LGA.</p> <p>Council's Development Control Plan 2008 (DCP) contains detailed controls and guidelines, which includes the desired objectives for parking rates. The design for medium density development will be reviewed in early 2023, which will consider the design and extent of car parking for this type of development.</p>
8. (Survey) Urban Heat is one the great risks to our local area in Western Sydney. Council needs to take this issue very seriously. Urban Heat is one the great risks to our local area in Western Sydney. Council needs to take this issue very seriously. Urban Heat is a risk similar to Flooding and Bushfire risk. Please consider a Urban Heat Clause in the LEP and the DCP.	The New LEP proposes to include an Urban Heat clause to ensure the mitigation of the urban heat island effect is considered. Council is currently developing a tree management framework that directly supports expanding tree canopy cover across the LGA.
9. (Survey) Pls increase tree cover in Liverpool LGA. Currently the tree covers in Liverpool LGA is appalling. Look to Inner-West Council areas like Marrickville and Stanmore for inspiration.	Council is currently developing a tree management framework that directly supports expanding tree canopy cover across the LGA.
10. (Survey) All trees should be kept healthy and inspected for disease and planted wisely, trees can be planted into outdoor car parking spaces, to provide needed shade and assisting cooling the area. Please provide undercover car parking to give protection from weather. Make sure guttering in car parks facilitate easy parking not get in the road of the vehicle parking. Thanks.	<p>Council is currently developing a tree management framework that directly supports expanding tree canopy cover across the LGA. The framework will establish legislation for protecting, removing, replacing, planting trees, and provide guidance to council staff on how to manage trees.</p> <p>Council's Development Control Plan 2008 (DCP) contains the detailed controls and guidelines, which includes the desired objectives for car parking. The current car parking objectives will be reviewed as after the completion of the LEP review Phase 2 project.</p>

Early Exhibition – LEP Review – Submission	Officer Comment
11. (Survey) Bush regeneration is going backwards. Do more, or you'll lose what you already have, and any future "Pocket Parks", to invasive species like African Olive.	The Environment Volunteer Program (EVP) is a part of the Council's Environment Restoration Plan (ERP) which provides an opportunity for community members to be directly involved in restoring Liverpool's natural environment.
12. (Survey) All new dwellings should have water tanks and solar panels this includes houses townhouses factories and high-rise.	Council's Development Control Plan 2008 (DCP) contains detailed controls, which includes the desired design objectives for new dwellings. The current DCP will be reviewed after the completion of the LEP Review 2 project. The Basix Certificate aims to accommodate for more resilient dwellings this includes requiring water tanks etc. This is State controlled therefore Council has limited control over these standards.
13. (Survey) Liverpool and specifically new/recent developments (e.g. Middleton Grange) needs more and better trees and landscaping. For example: 1. Developers must be required to plant suitably sized nature strip shrubs (suggest avoid trees as they will be problematic in long run and residents generally do not want a large tree in front of their house) 2. A scheme allows existing residents to request a nature strip tree/shrub that Council will plant 3. Tree planting along canals 4. Tree planting on nature strips outside commercial buildings/shops etc 5. More trees on Council lands where appropriate I live in Middleton Grange. The area is devoid of trees and shrubs as there are very few nature strip trees and no room on residential blocks to plant sizeable shrubs. Anything to soften the look of the suburb and provide some cooling in summer would be good. The new park on Affleck Gardens is excellent.	Council is currently developing a tree management framework that directly supports expanding tree canopy cover across the LGA. Council's Development Control Plan 2008 (DCP) contains the detailed controls and guidelines, which includes the desired objectives for landscaping. Developers are required to plant street trees as part of new development. The DCP will be reviewed after the completion of the LEP Review.
14. (Survey) The block sizes are too small and there is no room to plant trees. The council should be mandating tree plantings and do more for street trees. Parks should have more trees planted in them.	The new LEP is also proposing larger lot sizes in low density areas, to ensure future lots have sufficient room for landscaping. Council is currently developing a tree management framework that directly supports expanding tree canopy cover across the LGA.

Early Exhibition – LEP Review – Submission		Officer Comment
15. (Survey) This project sound like a vanity one. A pat on the back for yourselves, so remember you are being watched and judged. We want our green spaces, council housing and LESS town crap. A lot of us will never use it, we don't have the money or the access. We would love to see some healthy takeaways in suburb areas and much stricter hygiene regulation. Overall, making building smaller has no effect on the buildings impact on green spaces though. So you are wasting money doing that. Implement more green spaces in general though, that would help. More flower beds and lamppost baskets etc. Use light colour tarmac/building materials instead of black. There is alot you can do if you just listen to us.		Maintenance comments passed on to City Presentation team.
Transport Matters – Parking, Roads etc		
16. (Survey) Building must come with parking spaces.		Council's Development Control Plan 2008 (DCP) contains detailed controls, which include the desired objectives for parking rates. The design for medium density development will be reviewed in early 2023, which will consider the design and extent of car parking for this type of development.
17. (Survey) Car parking should be given greater importance to any developments. 4 car spaces for every new dwelling minimum. Streets are becoming too crowded with parked cars.		When considering car parking rates there is a need to achieve a balance between the need to minimise adverse impacts on the immediate neighbourhood, the street network and adjoining developments. The current car parking design for multi dwelling development will be reviewed as part of the LEP Review, followed by a wider DCP Review.
18. (Survey) Build more roads on Badgerys Creek airport before it's too late.		Road provision and general alignment as part of the development of the Western Sydney Aerotropolis (which includes Badgerys Creek) is regulated under State Government controls such as the Western Sydney Aerotropolis Precinct Plan. The LEP does not apply to the Western Sydney Aerotropolis and as such the review of the Liverpool LEP will not impact on road provision and alignment within Badgerys Creek and the Western Sydney Aerotropolis.

Early Exhibition – LEP Review – Submission	Officer Comment
<p>19. (Survey) Before building and approving subdivision of land please fix the current roads. Plz expand the current roads look at the traffic congestion in the city and main road of Liverpool and how people use back roads and clog them up to avoid traffic. Please look at the city's infrastructure and expansion of roads before approving any further residential buildings of any size either in the city or suburban area. Please ensure the roads and paths are wide enough and clean. Please ensure before any buildings and built and population increase in the area that our roads are also upgrade and under and over passed built to assist with the traffic flow.</p>	<p>Council has prepared a Liverpool City Centre Transport Strategy, which identifies a list of road improvement works and upgrades in and around the Liverpool CBD.</p> <p>Council in conjunction with TfNSW continue to improve public and active transport infrastructure and services to and from the Liverpool CBD and its connections to the wider LGA.</p>
<p>20. (Survey) Before council can approve these multi story apartments on main roads it should be a requirement that they give up frontage of a few metres so that roads can be widen in the future for increased traffic caused by having so many people in the same space.</p>	<p>The design of medium density housing is being reviewed in early 2023, which will consider the design objectives and frontage requirements for this type of development.</p>
<p>21. (Survey) Ensure off street parking and allow cars to park halfway off the road to allow narrow roads to be safer. Under existing laws, two cars parked legally are blocking narrow roads making it unsafe to drive through!</p>	<p>The LEP is a planning instrument, which does not have jurisdictions over the <i>Roads Act 1993</i> and the <i>NSW Road Rules</i>. The NSW Road Rule No. 197 prohibits parking on footpaths and nature strips.</p> <p>Council has endorsed a policy <i>Guidelines for Assessment of Parking Spaces along Narrow Streets</i> in order to assess and provide additional parking spaces along some narrow streets. Local residents are able to apply to Council to fund the construction of on-street parking along their street frontage, subject to the design being approved by Council.</p>
<p>22. (Survey) Please make roads in residential area wider too many cars park and sometimes no access.</p>	<p>Currently Council does not have plans to widen existing local roads with the exception of installing parking treatments, upon a request as noted above.</p>
<p>23. (Survey) Wider roads!!</p>	<p>Currently Council does not have plans to widen existing local roads with the exception of installing parking treatments, upon a request as noted above.</p>

Early Exhibition – LEP Review – Submission	Officer Comment
24. (Survey) Look at the overall climate, air quality and density in Liverpool. Smaller lots are also contributing to increased parked traffic on suburban streets. Residents are parking their cars on driveways as there isn't ample space to park on their roads due to lots being too narrow and not accommodating cars. Transport is still an ongoing issue within the area. Wider roads and increased lane space would be great.	The LEP review is protecting character of low density areas by proposing to increase the minimum lot size for subdivisions, in low density areas this will assist by reducing small lot subdivisions, which have a negative impact on streetscape and parking in low density areas.
25. (Survey) In reviewing and approving large property developments, please consider the road infrastructure and lack of transport. Such as Middleton Grange, yes we need a town centre desperately but cannot cope with 400+ units being built here. It is already difficult enough getting out to Cowpasture road during peak times.	Council has developed the Liverpool City Centre Transport Strategy to ease traffic congestions within and around the Liverpool CBD as well as improve public transport services to connect the Liverpool CBD and surrounding suburbs within the LGA. Council has also endorsed a Liverpool Bike Plan 2018-2023 to improve active transport network within the LGA. Council in conjunction with TfNSW is currently in process of upgrading some major regional roads including but not limited to Governor Macquarie Drive, Edmondson Avenue and the extension of Middleton Drive Fifteenth Avenue and Hoxton Park Road. This is anticipated to mitigate some traffic congestion. Refer to comment above.
26. (Survey) Please consider the road impacts as sort of this - no public transport bigger issues with more cars on the road getting from A to Z. We require better access to motorways & expanding artery & main roads within the Liverpool LGA.	

Early Exhibition – LEP Review – Submission		Officer Comment
27. (Website Submission) Lurnea - If your going to re-zone areas, its important to fix traffic situations for proper traffic flow and widen the roads so that when cars are parked its easy to pass, see webster road is a perfect example, when there are cars parked on both sides of the road, traffic is impacted, I expressed my concerns to <i>redacted name</i> and they ignored my request to only allow parking on one side of the road, in addition to this, there should be proposed works to widen the road so that parking is allowed on both sides.. additional development in the area should not be allowed until traffic flow is addressed and fixed beforehand. Hume highway is gridlock at peak times, do you actually enjoy sitting in traffic?		Refer to comment above. Currently Council does not have plans to widen existing local roads with the exception of installing parking treatments, upon a request as noted further above.
28. (Survey) Ensure adequate parking spaces for each dwelling		The DCP sets car parking rates for new development.
29. (Survey) Town houses cause parking issues on the road		The DCP sets car parking rates for new development.
30. (Survey) You must take into account how street parking affects garbage collection and access through narrow streets in older suburbs		The DCP sets car parking rates and design for new development.
High Density Residential – Submissions not supporting the 12m height reduction		
31. (Survey) 12m is too low, and should be capped at 15metres instead in r4 zoned areas. Moreover suburban areas such as Liverpool (west) lead onto the cbd yet have a proposed 12metre height which doesn't make sense considering existing built developments (of 5 storeys) and neighbouring suburbs retaining the 15 metre limit. Character should be considered in certain areas, however some areas proposed in the downzoning/ reduced height benefit from nearby public transport (TWAY) and it would be negligible to reduce housing supply there. Overall, reduced height, and downzoning near public transport stops/ tway/trains is a bad idea that should be deterred for transit accessible areas. Liverpool should be thinking more progressively to house more people due to increased population growth and move away from an outdated urban sprawl/ low density unwalkable/unsustainable model of planning. - Young, concerned resident		Several submissions were received in relation to Liverpool West. Please refer to Attachment B for the response.

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32. (Survey) There should not be a 12m height restriction as this restricts new housing development which we desperately need in greater Sydney. Essential workers are currently priced out of the market in many suburbs and this will exacerbate the shortage of housing.	New housing can occur under 12m height, or higher in the CBD and some town centres. The LEP is promoting delivery of medium density dwellings to deliver housing diversity around shops in suburban areas, and high density development in the Liverpool CBD close to transport.
33. (Survey) Do not reduce the maximum building height. We need more housing and affordable housing. Apartments provide for greater deep soil and landscaping as opposed to townhouse development that will create increased urban heat island effect	New housing can occur under 12m height, or higher in the CBD. The LEP is promoting delivery of medium density dwellings to deliver housing diversity around shops in suburban areas, and high density development in the Liverpool CBD close to transport. Council is currently developing a tree management framework that directly supports expanding tree canopy cover across the LGA.
34. (Survey) Liverpool City Council Australia the right development should NOT be limited to 12 meter - 3 story walk up unit blocks in the suburbs while all the high rise units are limited to the Liverpool CBD. The Mayor of Liverpool is wrong and there should be a Five Story limit in the Suburbs to ensure Unit blocks have lift access rather than stairs. This will allow older tenants, single parent families and disabled people to have access to a wider range of units via a lift where they would be limited by the stair access in a walk up building.	The development controls within DCP will be reviewed after the LEP Review. The Building code of Australia, The Nation Construction Code and The Disability Discrimination Act all government access requirements. Specifically, The BCA specifies access controls for Class 2 buildings. Given both a 12m and a 15m Residential Flat Building are categorised as Class 2 building, the requirements are the same. Therefore, the reduction of height will not result in less accessible building requirements. The comprehensive DCP review will investigate more options for adaptable housing design.
35. (Website Submission) There should not be reductions in building heights, especially at a time when supply needs to increase. Increases in building heights where appropriate should occur. If council is worried about over development, that can be addressed at the DA stage. There needs to be increased density along train corridors, major bus corridors and around retail centres to ensure 15 minute, walkable neighbourhoods.	The LEP review focuses on protecting low scale residential character, and encourage high density residential in the City Centre. The City Centre has been identified as a good place for density given it has good access to transport and services. It is not practical to assess overdevelopment at a DA stage, this must be addressed through the LEP controls.
36. (Survey) Ensure that down zoning doesn't occur and Council is stuck paying for developers compensation on unrealised	Similar amendment around Moorebank Town Centre, as part of Phase #1 LEP Review where certain land was rezoned from R4 High Density to R3 Medium Density. This change was to ensure

Early Exhibition – LEP Review – Submission	Officer Comment
development opportunity. That would be a terrible waste of ratepayers money.	residential flat buildings were only developed in appropriate locations. The same is occurring through this LEP review at a wider scale.
37. (Survey) Need to allow for up to five storey apartments 400 metres around neighbourhood centres with access to a 5,000sqm neighbourhood park. Density hubs need to be located throughout the City to offer people housing choice. The apartments on Hoxton Park Road along Tway is what future form should look like on these transport corridors. Apartments need to be set back from main roads by 7.5 to allow public shared paths and a boulevard of trees to be formed.	The CBD will continue to offer high density options greater than 12m. High Density Development is still being retained along the T-way. However, the LEP will try to limit high density development in low residential context where public transport options are limited.

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43. (Survey) Apartment buildings should continue to be built in the city centers & near public transport lines. We need to leave the suburbs free from low rise or high rise apartments. Shopping centers & town centers should be no more than 2 levels & positioned away from schools, parks etc. Medical & Hospital buildings also should be located in & around city centers.	The LEP review aims to balance the need for housing, whilst protecting low density character. The implementation of a 12m height limit will encourage development of appropriate scale. The height and FSR is not proposed to change in R2 Low Density Areas.
44. (Survey) Limit high rise apartments in residential suburbs, in particular cul de sacs	A key priority for the LEP Review is retaining the suburban character of low density areas.
45. (Survey) Please also consider reducing the number of units in unit blocks. The large unit developments around the southern end of Liverpool has made that area feel similar to Green Square, Zetland and Wolli Creek. We have to remember that we are not an inner-city local government area and we should try and preserve the feeling of a suburban government area. Liverpool's focus should be on revitalising the Liverpool CBD area. The whole cbd looks tired and run down and not appealing. If we are to compete with areas such as Paramatta we should be investing in what is on offer in our shopping and restaurant districts. Right now what is on offer is very unappealing	The LEP review has a focus on protecting suburban character of the R2 Low Density Zone. It will limit high density development to the Liverpool CBD, and around Town Centres (to a lesser scale). This is expected to balance the delivery of additional housing whilst still protecting low scale residential areas. Development of units are important to deliver housing diversity. The city centre offers high amenity with a variety of retail options, accessible transport and community facilities.
46. (Survey) The height of some apartment living in Liverpool makes the area look unattractive. The amount of space Australia (Liverpool) has, it is ridiculous how small some houses/dwellings are. Along with all this apartment living, there does not seem to be an improvement on the roads or even street parking. All new areas seem to not be wide enough for more than 2 cars (1 parked, 1 passing). There needs to be better consideration on the roads/traffic/parking to support all these apartments/dwellings. Ed Square is a great example of how busy Soldiers parade is to enter/exit the car part, especially during peak hours.	The LEP review has a focus on protecting suburban character of the R2 Low Density Zone. A large proportion of Liverpool's growth is anticipated to occur in and around the city centre. This will mean suburban character can be protected. Council will continue to work with TfNSW and other state agencies to advocate for infrastructure delivery.
47. (Survey) I strongly agree high density housing should be built in Liverpool City Centre and near public transport. Disagree that it should be built on main roads as this is a poor outcome for residents. The large towers near the Hume Highway are terrible	The endorsed principles of the LEP Review encourage this outcome. Further consideration will be given to design controls during the comprehensive DCP review.

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and I can't imagine living near the Hume Highway and the difficulty of being able to access green space.		
48. (Survey) I believe that Liverpool Council has lost it's way. Over development, traffic nightmares, too many poorly built units which will become dilapidated, run down and bring the value of surrounding properties down. Important things like lack of parking (especially for elderly) and hospital facilities in Liverpool are overlooked.		The LEP has a focus of protecting low density residential character, whilst still encouraging high density development in the City Centre. The DCP contains detailed controls and guidelines for urban design and parking, which will be considered during the DCP review.
49. (Survey) There are too many flats and townhouses already. Too many flats and townhouses scrap the CBD, build council headquarters and Westfield's type centres in the suburbs.		The Liverpool CBD will continue to cater for a large proportion of Liverpool's housing. This will ensure development is concentrated close to jobs, open space and transport. The Civic place development is currently progressing, and under construction in the Liverpool City Centre.
50. (Survey) Reduce high density living and increase spending on infrastructure		It is important a diverse mix of housing is delivered to cater for all households. Under this LEP, high density will be limited to the CBD and low density residential character will be protected. Council will continue to work with state agencies to advocate for infrastructure delivery.
51. (Survey) High density residential buildings		High density development will continue to be delivered in the Liverpool City Centre.
52. (Survey) If we can stop building the high rise buildings would be great, how many homeless people live in them, we need to work from the bottom fix the creeks and more housing for homelessness.		The LEP review aims to balance the need for housing, whilst protecting low density character The Liverpool CBD will continue to delivery a large extent of the housing target for the LGA. This will ensure that the suburban areas of the LGA can be protected from overdevelopment.
Medium Density Housing – Support & Opposition, lot size and design considerations		
53. (Survey) There is a housing crisis. we need more medium density housing. Building heights are far too high in the main CBD and need to be reduced.		The new LEP is seeking to improve the design and delivery of medium density housing within the Liverpool LGA.
54. (Survey) Greater variety of housing in low density areas will help people stay close to families i.e. low rise 2 storey apartments (manor homes), shop-top housing in local neighbourhood centres, etc. This will provide greater opportunity for people to downsize		The new LEP has a focus on the importance of more medium density housing and housing diversity within Liverpool. Secondary Dwellings are currently permissible in R3 and R2 zones and will continue to be in the new LEP.

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<p>their existing large home to a small dwelling close to their family in the low density areas rather than living a significant distance away in areas where smaller dwellings are permitted. Granny flats aren't an option for many as they wish to live independently and continue to own their own home.</p> <p>55. (Survey) There generally needs to be a change to allow townhouse style development within more areas of the Liverpool LGA. One of the biggest issues in Sydney Metro in general is that nearly all Councils rushed and removed medium density housing after the Low-Rise Housing Diversity Code was introduced to "protect" their suburbs. This, in my opinion, has been one of the biggest contributors to Sydney's housing shortage and price rises. Diverse medium density housing is a stepping stone for many living in apartments who cannot or do not want to make the move to a single detached home or duplex. There should be variety in the type of medium density housing able to be developed, particularly row housing or terrace style housing which can already be done under the code. Council needs to offer an incentive for those wanting to do smaller scale triplexes for example which will drive interest in the LGA and attract development. This needs to be balanced with the low density options, for example, 200sqm lot sizes of even slightly smaller since you can build a detached house on 300sqm and duplex on 2x250sqm lots elsewhere in the LGA (Austral for example) and neighbouring LGAs. This is the general missing development opportunity which if planned right, can succeed. The DCP controls however cannot be too limiting. They need to make development easy to attract people to want to build these housing types, not be over prescriptive and kill of innovation and creativity. The less prescriptive the DCP is, the faster assessments can also be turned around.</p> <p>56. (Survey) Reduce density. No more clearing a block and putting 2 town houses on it. No more flats they are future slums. fix up access around Liverpool. A bypass was planned 40 years ago.</p>	<p>As noted above, the Liverpool Local Housing Strategy has a focus on providing for housing diversity, through the development of quality medium density housing, and as part of the LEP Review, an in-depth review of medium density development is occurring. An analysis of lot sizes and widths within the R3 Medium Density and R2 Low Density Residential zones is being undertaken to determine how to apply the Codes SEPP (i.e. Complying Development for multi dwellings, manor houses and dual occupancies).</p> <p>The ability for single site development in new LEP is being reviewed, as well as appropriate lot sizes and DCP controls. Design matters raised will be taken into consideration as part of design testing and other investigations raised by the community as part of this exhibition.</p>
	<p>Comments regarding single site redevelopment will be taken into consideration when investigating medium density controls under the new LEP.</p>

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57. (Survey) Replacing single dwellings with duplexes, etc, is not just about visual amenity or housing density - it is about impact on traffic, parking and capacity of local services.	Comments regarding dual occupancy will be taken into consideration as part of ongoing reviews into medium density housing controls.
58. (Survey) Stop the building of granny flats in already developed areas or on lots smaller than 600 sqmtrs	Council has limited control over the development of secondary dwellings as they permissible under the Housing SEPP 2021. No changes are proposed under the LEP review to secondary dwelling controls.
59. (Survey) ...I don't consider it a good thing to knock down a single house and develop multi-dwellings on itit is important that he DOES NOT happen	The new LEP is seeking to protect the character of low density residential areas, whilst allowing quality medium density development near centres. Design of medium density housing is also being reviewed. Council is seeking to increase the minimum lot size to prompt better design outcomes.
60. (Survey) If this is about turning industrial complexes into town houses then that would be accepted. It is clear where new multi-family dwellings are located. The streets are crowded with cars, they are unfriendly for kids and teenagers and poses a risk to local residents. This does not reflect the character of the local suburbs which was quiet and family friendly. I see many older neighbours being forced out by having these unsightly buildings constructed right next to them. The town houses not only crowd the street and risk unsafe traffic conditions, but provides no privacy for their existing neighbours with multiple dwellings looking straight into their homes. What was once a suburb that you couldn't wait to move into is slowly becoming a suburb that you can't move out of fast enough.	The new LEP is seeking to protect the character of low density residential areas, whilst allowing quality medium density development near centres. The design of medium density housing is also being reviewed.
61. (Survey) Please consider the impacts that allowing strata subdivision on existing low density residential areas. Canterbury Bankstown allows this where as The Hills does not, dual occupancies should be allowed however they should be maintained under the existing title subdivision should be allowed in B3 zones that have wider streets or existing townhouses. I have found that this subdivision on lower order streets leads to clogged roads that are only wide enough to fit one way	The application of the Codes SEPP is being reviewed as part of the LEP Review, including how the character of low and medium density areas will be impacted by the Codes SEPP (e.g. dual occupancies).

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<p>62. (Survey) We should also consider the proximity of medium density dwellings (apartment complex) to low density dwelling areas also. Close proximity dilutes the neighbourhood feel and with the smaller streets, increases the safety risk to children. These apartment blocks aren't smaller blocks but rather look to be built with multiple buildings within the same complex.</p>	<p>Comments regarding design of multi dwelling housing being crowded will be taken into consideration.</p>
<p>63. (Survey) Stop making houses so tiny and trying to cram many people in smaller blocks without providing enough community services, green spaces, safe roads and footpaths. While there are a lot of sub-division and redevelopment across Liverpool, more pressure should be placed in ensuring these areas are livable. Building thousands of houses in areas with single lane entry and exits caused more congestion, allowing the roads to be destroyed and poor water management for flooding is ridiculous. Not providing enough safe walking paths, green spaces or lighting on roads during the night is dangerous consisting Liverpool has a lower than average median age population with higher numbers of families moving to the area there should be safe spaces allocated and prioritised in the building process. Also the idea of making land sales so small that majority of houses can only have a single car garage is idiotic. Liverpool is not an inner city LGA where walkability and public transport is easily available and reliable. Majority of households have at LEAST 2 cars, so by allowing companies and developers to sell and approve priorities so tiny that it forces more cars to park in residential streets that are barely wide enough for 2 cars to drive past each other without cars parked in the shoulder which causes further traffic congestion and potential damage to property. Liverpool needs to take responsibility and ensure that greedy developers aren't allowing our population to be stacked together like sardines and then not provided with any local parks, services and basic safe spaces to have a GOOD quality of life. Collaboration with health services have shown that green spaces and walkability are essential in</p>	<p>Livability is a key priority for Council, and the LEP Review is reviewing development to ensure it is of an appropriate scale. The new LEP is seeking to protect the character of low density residential areas. The design of medium density housing is also being reviewed and Council is seeking to increase the minimum lot size to prompt better design outcomes.</p> <p>Council's Development Control Plan 2008 (DCP) contains the detailed controls, which includes the desired objectives for parking rates. The design for medium density development will be reviewed in early 2023, which will consider the design and extent of car parking for this type of development.</p>

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preventative care, so it is up to councils to prioritise health over profits or developers	
64. (Survey) Large houses (double story) are changing traditional suburbs for the worse. Eyesores. We need control over what type of house is allowed	As noted above, the LEP Review is proposing to increase lot sizes in low density areas and consider permissibility of medium housing dwelling types.
65. (Website Submission) Wattle Grove - The change back to R2 is very much welcomed and will be a good policy, Wattle Grove has narrow streets and small block sizes often with existing parking constraints, a minimum subdivision block size of 400sqm per subdivision is appropriate to match existing lot sizes and keep the character of the area. Dual occupancy should also follow the same principals with a large minimum lot size at 400sqm per duplex side, there are streets with many 300sqm blocks directly opposite the large blocks so in those locations parking is already at a premium, street widths across wattle grove are incredibly narrow so this needs to also be taken into consideration.	Council acknowledges the support for proposed R2 zoning in Wattle Grove. The LEP review has a focus on protecting suburban character of the R2 Low Density Zone and dual occupancy controls will be reviewed as part of the process.
66. (Website Submission) Hi, the issue of private certifiers I have not been able to find. These PC s approve buildings that are totally out of character for the street and suburb. Some comments by council staff I find hard to swallow "these new designs are a transition to newer type of homes" meaning they are out of character, but no one wants to or can say NO to the proposed development approved by a PC prior to its approval. These PC s get away with murdering our status Quo just to help the developers make better profits at the expense of existing residents' peaceful enjoyment of their amenities. What's being approved recently I can't see as having any pleasing aesthetic benefits, the townhouses are downright ugly without any sense of style and some single homes have frontages that put "Mark Foy's" to shame!	Private certifiers are governed by NSW Fair Trading. Council notes the concern raised, however complaints regarding individual certifiers should be directed to NSW Fair Trading.
(Direct Submission) <ul style="list-style-type: none"> 11m Height Incentive: <ul style="list-style-type: none"> In terms of the 11m height, a NCC compliant residential building only requires 2.4m floor-to-ceiling height and a 2.7m floor-to-floor height within habitable areas. 	Matters raised will be taken into consideration when design testing.

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<ul style="list-style-type: none"> ○ It means that an 11m height limit would allow 3 or possibly 4 residential floors within the building typology. ○ The concern is such height will create a 'residential flat building' as defined by the SEPP 65 Apartment Design Guide. As defined in the ADG on Page 9 - "development that has 3 or more storeys and 4 or more dwellings. ○ Introduction of 'residential flat buildings' on R3 zones may be contrary to the medium density zone objectives which will need to be checked. • 1:1 FSR Incentive: <ul style="list-style-type: none"> ○ The 1:1 FSR incentive seems to be quite a huge number and can be problematic. A 1:1 FSR typically equates to a 4 storey residential building, considering there are setbacks, building separations and open spaces. ○ The residential walk-ups in the inner city areas built during the interwar period and also post ww2 are mostly 2-3 storeys, sometimes with a carpark underneath. These have a FSR around 0.8:1 and work quite well with 3 to 4.5m side setbacks. And the medium density zones should really limit the FSR to 0.9:1. • Design Testing for Planning Controls: It would be best if Council tests different design scenarios before formalising their medium density residential - LEP and DCP controls. Typical sites -e.g. 600m, 1,200m, 15m or 18m frontages, etc should be tested and then the controls be formulated, so it allows a design-led planning outcome. Solar access, natural cross ventilation, residential amenity, car parking and other parameters should also be tested by Council in such scenarios. 	

Early Exhibition – LEP Review – Submission	Officer Comment
<ul style="list-style-type: none"> Developer Incentives: Council should also seek public benefits from developers and applicants, while offering any FSR and height incentives. E.g. public domain upgrades, street trees, street furniture, pocket parks, signage, street lighting 	
67. (Survey) In regards to height of buildings- I think that high rise apartments are OK in Liverpool City Central but Not elsewhere in the surrounding suburbs. Town house or duplex buildings are acceptable but Not triplex! they are squished together on a small block & parking becomes a problem especially if there is more than one car. There is hardly enough room for traffic to pass when cars are forced to park on the street because there is not enough space in their driveways.	The areas around Town Centres have been selected to contain future R4 High Density Residential land, as they are the areas outside of the City Centre with the highest quality retail, public transport services, services and infrastructure such as recreation areas, community centres and libraries etc. These areas are highly suitable for diverse forms of housing, other than single dwelling housing, to ensure the future population has access to these areas.
68. (Survey) Get rid of private certified development. It's just corrupt and everyone knows it. Development of multiple townhouses on one property is ruining the area. And somehow Mirvac get to develop whole community in a flood zone area on Newbridge rd.!	Private certifiers are governed by NSW Fair Trading. The Liverpool LGA is located on a number of floodplains, with many areas subject to flooding. Council has adopted plans to safeguard flood-prone areas in the Liverpool LGA in accordance with the NSW Government's Flood Prone Land Policy.
69. (Survey) Stop the building of granny flats in already developed areas or on lots smaller than 600 sqmtrs	Comments regarding lot size and development will be taken into consideration as part of the LEP Review.
70. (Survey) Replacing single dwellings with duplexes, etc, is not just about visual amenity or housing density - it is about impact on traffic, parking and capacity of local services.	Comments regarding redevelopment potential will be taken into consideration as part of the LEP Review.
Commercial Matters – Liverpool City Centres, Town Centres, and other retail	
71. (Survey) Liverpool CBD needs lots of employment opportunities to attract people to live here	Inline with LEP Review. A further investigation will occur in relation to appropriate controls in the City Centre as part of the LEP Review.
72. (Survey) Allow mixed use sites with more favourable outcomes for CBD sites classified as opportunity sites currently over 15,000 sqm	Further investigation will occur in relation to appropriate controls in the City Centre as part of the LEP Review.
73. (Survey) Would love to see the Holsworthy Town Centre development proceed. This is much needed!!	The Holsworthy Town Centre Planning Proposal is undergoing a separate process to the LEP Review.
74. (Survey) We need retail shops near Holsworthy station and Probably a 4-storey residential building is enough for the space and roads we have. Already got a lot of traffic around especially	The Holsworthy Town Centre Planning Proposal is undergoing a separate process to the LEP Review.

Early Exhibition – LEP Review – Submission		Officer Comment
<p>during peak hours. Having one passage/road going to the retail shops/apartment (as proposed), train station and Mornington estate will add more stress and inconvenience to the commuters and residents around the area. In addition, adding building will affect the water level and affect the flooding issue in Harris Creek. The road widening is still to be tested once finished.</p>		
75. (Survey) what is happening to empty monstrosity at Lurnea shops what a eyesore		The Lurnea shops are low scale neighbourhood shops with key features including an independent supermarket, butchers and take away food and drink premises. It is acknowledged that the building stock within the neighbourhood zone is old. Council has limited scope to encourage redevelopment besides zoning and floor space provisions. The zoning currently permits a range of commercial and business uses including: food and drink premises, neighbourhood supermarket, office premises, and shop top housing. This is considered appropriate given the character of the neighbourhood.
76. (Survey) Stop allowing greedy developers to bypass laws and build monstrosities that lead to an increase in crime and illegal dumping. No to the proposed town centre in Middleton Grange, create more green space on that land for families to enjoy and a single level retail space with a dining precinct.		The Middleton Grange Town Centre Planning Proposal has undergone a separate process to the LEP Review. No additional changes to the Middleton Grange Town Centre are proposed, given the recent approvals.
77. (Website Submission) Business Corridors - Part of the B6 corridor at the corner of Camden Valley Way and Bernera Road allows for a building height of 15m not 8.5m as stated in the table under Business Corridors.		The B6 Enterprise Zoned land at Camden Valley Way has a permissible building height of 8.5m, floor space ratio of 0.6:1 and minimum lot size of 200sqm. It is noted no. 5 Camden Valley Way Edmondson Park does have 15m height and floor space ratio of 1:1.
78. (Website Submission) Neighbourhood Centres - For almost 50 years we had advertising signage on our corner shops and up until last year, when we asked a new sign business to take over, it was never an issue. We found out that B2 Zoning didn't allow for advertising signage. I see signage all over Liverpool on buildings the same height and I don't understand the ruling. It does not affect anyone or anything. Signage should be allowed on B2 zoned buildings.		LEP Review will review land use tables to ensure signage is permissible in the B2 Local Centre zones.
Miscellaneous Comments – Complying Development, Infrastructure Delivery		

Early Exhibition – LEP Review – Submission	Officer Comment
79. (Survey) Redeveloped land e.g. Austral is the most disgraceful development to date. How can council allow this to happen. Infrastructure a mess, how can a community be built on this.	Austral is not part of the Liverpool LEP Planning area, as it is falls under the <i>State Environmental Planning Policy (Precincts - Western Parkland City) 2021</i> , which is not the focus of this review.
80. (Survey) Council need to pay attention to not just developments but services the suburbs waterways also! Liverpool sewerage treatment plant is swapped and required major upgrade before any further development occurs. Bridges across either side of the George's river also require immediate attention	Infrastructure delivery is a priority for Liverpool City Council. Council will continue advocating for quality infrastructure to support development.
81. (Survey) Too many overdeveloped housing options in overpopulated areas. No infrastructure to cope with extra people. Roads, shopping centres and schools should be the priority, NOT overdeveloped density housing.	The LEP Review intends to locate density around infrastructure, and reduce density where it is not appropriate for it to be located.
82. (Survey) Common sense should be applied to any redevelopment and how it will affect the local neighbours and infrastructure.	As above, the LEP Review has looked at existing services, and appropriate location of redevelopment.
83. (Survey) We need more schools and medical facilities, parks and play areas ... all these estates are being developed and our local schools are overcrowded and our local hospital can't cope. We don't have enough outside activity places with these young families coming into our areas	Upgrades to the Liverpool Hospital Precinct are underway, and plans are being considered for a private hospital in Liverpool. Masterplans for recreation areas are being made by Council.
84. (Survey) The most important matter to be attended to by Liverpool council is the DA process. It is taking too long for simple DA's to be assessed and determined.	This comment will be considered when reviewing LEP and DCP controls.
85. (Survey) Stop people being allowed to just put up another building on their property close too and on top of another persons property line	Setbacks for dwellings are within Councils DCP, but most dwellings are approved by complying development, which uses State Government setbacks within <i>SEPP (Exempt and Complying Development Codes) 2008</i> .
86. (Survey) Liverpool Council should educate its own planning staff to its own policy. Liverpool Council planning is so out of touch that it creates problems between neighbours and bend to developers demands and over looking at its own planning faults	This comment will be considered when reviewing LEP and DCP controls.
87. (Survey) Stop the state government having more control on planning the mess they created in Sydney centre is now being replicated out west	A review of Complying Development (State Government planning controls) and its impact on the LEP area is being reviewed as part of this process.

Early Exhibition – LEP Review – Submission		Officer Comment
88. (Survey) Its disappointing the focus is clearly about building the CBD. I thought Liverpool LGA extends outside the CBD!!! What is being done for outside this area to help develop the area which in turn will raise necessary revenue for the Liverpool LGA as a whole. However, there is little faith by many residents who reside outside the CBD our views will be taken into account and our area outside the CBD included into future strategic planning and development. Very little.		The LEP Review extends beyond the areas of the CBD, with a significant focus on planning for appropriate development within the established suburbs in the Liverpool LGA.
89. (Survey) I am happy with all the questions		Support for LEP Review will be taken into consideration.
90. (Survey) The review should be evidence based and not based 'on what we have been hearing'.		The LEP Review is based on Liverpool's endorsed Land Use Strategies (LSPS, Housing, Centres, Industrial etc).
91. (Website Submission) Please provide the evidence, background studies/ data, to support the matters taken into account in the review.		Links to information have been provided to submitter.
92. (Survey) Please clean up stairs and pathways along Lighthouse park		Request passed onto City Presentation team.
93. (Survey) The Introduction of FOGO and more recycling bin checks before collection. Have noticed there are lots of people contaminating with non recyclables in houses.		Request passed onto City Presentation team.
94. (Survey) Thanks for taking care of Liverpool and its residents. It's a vibrant and beautiful suburb.		Noted.
95. (Survey) It's a bit late to introduce restrictions Liverpool is already an eyesore		Periodic reviews of LEPs are required, and this LEP is being reviewed to implement Local Land Use Strategies, such as the Local Housing Strategy.
96. (Survey) Too many people are being crammed in to suburbs without the infrastructure to support it		This matter has been considered through the LEP Review process.
97. I think it comes down to common sense in a lot of these strategies. We need more schools with these growing areas. More green spaces for our families eg bbq areas, walking and nature areas. We can truly make Liverpool and beautiful green sustainable area with smart planning. Ask parents what they would like to see for their families in there areas. Ask the older generation (like me) what we need, as in a man's shed and the craft shed etc. We can		The matters raised have been considered through the LEP Review process, houses near services/parks etc, as well as engagement with people and families who live in medium density housing, to ensure future development can cater to the needs of families.

Early Exhibition – LEP Review – Submission		Officer Comment
do this as a collective community. Use our multiculturalism to its utmost.		
98. (Survey) Kick out Ned Mannoun		Mayor Mannoun was the popularly elected Mayor. This comment is not relevant to the LEP Review.
Site Specific & Other Submissions		
99. (Direct Submission) [REDACTED] modelling indicates that Council will need more than 150 public fast public EV chargers by 2030. Accordingly, the LEP should be drafted to ensure the roll out of this critical community infrastructure is not restricted by planning law. We encourage Liverpool Council to include new exemptions in Schedule 2 for both EV charging infrastructure where deployed on, on behalf or in collaboration with Council, and signage, where attached to EV chargers (including illumination and design requirements in accordance with Council requirements). It is noted Ryde Council are implementing these controls. [REDACTED] EV chargers operate using an advertising funded model, which means the permissibility of third-party advertising is critical.		Investigation into exempt signage will occur as part of the LEP Review, and this matter will be considered in the drafting of the Principal Planning Proposal.
100. (Website Submission) Owner of [REDACTED] requested extension of the R4 High Density Residential Zone, to include all of the lots in [REDACTED] Liverpool.		Retain the existing R3 Medium Density zone along Maryvale Avenue, as there is redevelopment potential within the current zone, delivery of medium density housing is important for housing diversity, and the introduction of the R4 zone will result in interface issues with adjoining lots.
101. (Survey) We should be looking at extending the R4 envelope around the Maryvale avenue area.		As above.
102. (Survey) Densities/heights increases should be considered in the case of the future Fifteenth Avenue smart transit (Cartwright, Lurnea (Hoxton Park Rd etc..)) and potential metro for housing along transit stops/corridors. Also helps commensurate for the height reduction and downzoning proposed for many other suburbs. Considering this would help deliver more dwellings near public transport, work. etc... Also, the areas west of the t-way in Liverpool should keep its current height due to its proximity to the t-way and Liverpool cbd. (Multiple apartment buildings over the proposed 12m height limit have already been built.		A few submissions were received in relation to R4 High Density Residential land in Liverpool, west of the T-Way. Recommended not to proceed with 12m height of building reduction in the R4 High Density Area west of the T-Way, as noted in the Scoping Report, and retain existing permissible heights.

Early Exhibition – LEP Review – Submission	Officer Comment
<p>103. (Survey) One thing to consider when downzoning is the existing built developments which will stick out. Eg. Flowerdale road 5 storey apartment block etc... Also, street tree plantings should especially be focused within high and medium density areas which are impacted by the urban heat island effect.</p>	<p>A few submissions were received in relation to R4 High Density Residential land in Liverpool, west of the T-Way. Recommended not to proceed with 12m height of building reduction in the R4 High Density Area west of the T-Way, as noted in the Scoping Report, and retain existing permissible heights.</p>
<p>104. (Direct Submission) [redacted] is exploring a re-development opportunity at [redacted], for a mixed-use commercial building, which will deliver jobs within the City Centre, achieve Design Excellence and contributes to City Centre activation. The current controls under the LLEP 2008 are restrictive for a commercial mixed use building, and do not maximise the planning benefits the site can deliver. Request to amend controls to provide for increased development potential.</p>	<p>No change to height and FSR required, as this site has the maximum allowable development standards (10:1 FSR and unlimited height of building) under the LLEP 2008. A review of City Centre controls, such as the commercial floorspace requirements is being conducted as part of the LEP Review.</p>
<p>105. (Direct Submission) [redacted] on behalf of [redacted] requesting increased development standards at [redacted] Increased height of approx. 25% (+16.1m) and 41.6% (+32m) for each building, and increase in FSR by 25%. A planning agreement has been offered to upgrade [redacted] within the extent of the site, with footpaths, tree planting and a public car park, and provide passive recreation opportunities through the embellishment of [redacted]</p>	<p>Phone call with submitter occurred for clarification on submission, and they do not have preferred controls for the site as of yet.</p> <p>No change to the LEP is recommended. Slight variations to development standards can occur through the Development Application process, alternatively a separate planning proposal can be lodged if the changes require an amendment to the LEP.</p>
<p>106. (Agency Submission) Submission by [redacted] [redacted] [redacted] [redacted] [redacted]</p>	<p>It is recommended that a separate planning proposal is prepared so targeted community engagement and assessment can occur given the scale of this project and the strategic significance of such a proposal.</p>
<p>107. (Website Submission) Request for densification around Warwick Farm Station. The submission requested 'up-zoning' to mixed use buildings with tall building heights on the western side of the station (not the racing precinct). It noted that certain new development in the City Centre is 100m tall, yet over 1km from</p>	<p>No change recommended. Retain the existing height of building and floor space ratio. It is noted the site is located within the Liverpool Place Strategy Collaboration Area, as the 'Liverpool City Centre - Frame' which intends to contain high density residential land. Significant residential capacity for development exists already within the CBD.</p>

Early Exhibition – LEP Review – Submission	Officer Comment
<p>Liverpool Train Station, however a building 200m from Warwick Farm Station is limited to 35m.</p> <p>108. (Website Submission) Request to review the R4 High Density Residential zone to the north of the Hume Highway in Warwick Farm, to align it with the R3 Medium or R2 Low Density Residential zones in the area, or alternatively heights be limited to 2 - 3 storeys. This is to prevent development damaging the character of the area with high rise buildings. NSW Land & Housing Co. should redevelop as townhouse/villa housing, as there are few shops and services in Warwick Farm. Raised an interface issue between R3/R4 land.</p>	<p>No changes are recommended to planning controls in Hargrave Park prior to additional precinct planning being undertaken to determine the future development in this area in collaboration with NSW Land and Housing Co.</p>
<p>109. (Website Submission) Request for certain land in Hargrave Park, to be rezoned from R3 Medium to R4 High Density Residential. The land is within 150m of Warwick Farm railway station, at least 30% is owned by NSW Land & Housing Co. The LEP Review provides an ideal opportunity to look at the bigger picture and align planning decisions that support an increase in social affordable housing for the greater community good.</p>	<p>No changes are recommended to planning controls in Hargrave Park, prior to additional precinct planning being undertaken to determine the future development in this area.</p>
<p>110. (Website Submission) Submission supporting the retention of existing planning controls in Cartwright, and requesting increased density along Hoxton Park Road, as it is a future transit link to the airport. Requested 18-21m height of buildings, as certain developments have surpassed the existing 15metre height limit.</p>	<p>Retain the existing height of buildings in Cartwright along Hoxton Park Road. The ability for additional floorspace can still be achieved through the <i>SEPP (Housing) 2021</i>.</p>
<p>111. (Direct Submission) Submission prepared by [redacted] on behalf of [redacted] detailing the significance and success of the Casula Town Centre. The proposed reduced height of the Town Centre to 12m, will impact upon the future potential for Casula Mall to continue to meet the retail and local employment needs of the local community. Recommend retention of existing LLEP 2008 controls, exemption of Town Centres from height reductions (same as exemptions to planning proposal sites), and retention of R4 High Density Residential and existing heights around the Town Centre.</p>	<p>It is recommended that reconsideration of the height reduction for commercial land is considered prior to the development of a new LEP. It is recommended continue with the proposed 12m heights for high density residential land surrounding the Town Centre.</p>

Early Exhibition – LEP Review – Submission	Officer Comment
112. (Website Submission) Support the limiting of height of buildings within the R4 zone in Casula, however request to rezone away from R4 High Density Residential. Reasons provided include there are better places to put these buildings, suburban privacy with overlooking, and development occurring in cul-de-sacs.	It is recommended continue with the proposed 12m heights for high density residential land, and reduction of R4 High Density Residential land in Casula where interface issues arise
113. (Direct Submission) [redacted] prepared the submission on behalf of [redacted]. The [redacted] site can readily support a mixed-use precinct with greater density than the current controls, delivering diverse housing, employment and a bespoke retail experience, without impacting the amenity and character of surrounding low-density housing. Ingham House site is ideally suited to development to offset the reduced density if the proposed downzoning of land surrounding Casula Mall.	A separate planning proposal is to be submitted to Council, with details of the proposed changes to development standards (height, FSR etc) and relevant supporting documents. Any significant planning proposal will be publicly exhibited for community feedback prior to being presented to Council.
114. (Website Submission) Request for increased height limits and density in the immediate vicinity of the Carnes Hill B2 Local Centre zone (Carnes Hill Shopping Centre), for residential development. Carnes Hill is a commercial hub, and improved infrastructure will support its capacity to increase density.	Due to recent development, there is limited opportunity to increase height limits in Carnes Hill. No increase to heights of buildings around Carnes Hill Town Centre is recommended.
115. (Survey) Remove R4 High Density Residential and change to the R3 Medium Density in Green Valley. It would be more beneficial if the R4 zoned land around Whitford Rd was made R3 to support the redevelopment of land, and R4 zoning for Falcon Cct is not suitable for the low density nature of the area.	Green Valley is a Town Centre and is supported by associated infrastructure including the T-Way. It is recommended to retain the R4 High Density zone along Whitford Rd and Bulbul Ave, limited to a height of 12m, and investigate the area south of the Town Centre for R4 High Density Residential zoning.
116. (Website Submission) Supports rezoning from R3 to R4 to pockets of land in Edmondson Park for the creation of Village Centres [redacted]. The eastern part provides opportunities for an increased development yield given its surrounded by public open space on 3 sides. Focus some of its possibilities around educational, community, medical land uses at the lower levels, with residential/seniors housing above taking advantage of the surrounding open space.	Note support for proposed amendments and proceed with the application of the R4 High Density Residential Land and additional permitted uses for these sites.
117. (Website Submission) Support of the Moore Point development, and requests that industrial land to the south of	No change is required, as Industrial Land in Moorebank should be retained, and not transition to residential uses. The Moore Point

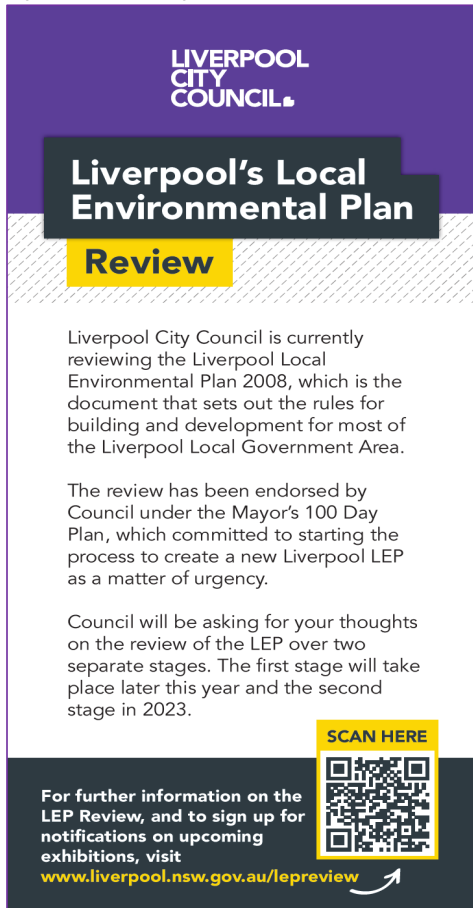
Early Exhibition – LEP Review – Submission	Officer Comment
<p>Liverpool is similarly proposed to become residential land, via urban renewal such as Barangaroo and Camelia developments. Submission queries why industrial land is retained near the City Centre, when instead urban renewal should be occurring, as there is other industrial land to service the population, and this land could be redeveloped for housing.</p>	<p>planning proposal is progressing separately to the LEP review given the scale and complexity of this precinct.</p>
<p>118. (Website Submission) [redacted] are supportive of the proposed relaxation of the height/FSR controls for industrial zoned land, allowing flexibility for multi storey warehouses, which is an efficient land use. Request rezoning of [redacted] sites along [redacted] for mixed use rather than the current large format warehouse and distributions use.</p>	<p>Support is noted for flexible industrial development standards, this will be investigated further as part of the LEP Review. No change is recommended to land use zones, as Industrial Land in Moorebank should be retained, and not transition to residential or mixed use type uses.</p>
<p>119. (Direct Submission) [redacted]. The primary focus of changes is to add retail and takeaway food and drink premises to the site to serve people working and/or visiting the site or using the major roads. This will reinforce the vitality and appeal of the precinct, ensuring the community has access to services in a convenient location.</p>	<p>It is noted a take away food and drink premises component is being progressed through a separate planning proposal [redacted] Any envisioned changes to the site are to be addressed by the existing planning proposal under assessment.</p>
<p>120. (Direct Submission) Owners of [redacted] requested rezoning from R3 Medium Density Residential to R4 High Density Residential.</p>	<p>Retain existing R3 Medium Density Residential Zone, as there is sufficient medium density development potential on these sites, and along Heathcote Road, which is in line with the future character of the area.</p>
<p>121. (Direct Submission) Submission regarding the [redacted] site, supporting recommendations for no change to the development standards as it is subject to a separate planning proposal.</p>	<p>Notes support for the Scoping Report. The planning proposal for [redacted] will continue through its separate process, and correction of map errors can occur during this process. No change required.</p>
<p>122. (Direct Submission) Submission regarding [redacted] Requesting the maximum height of buildings control of 15m be retained with no other changes to planning controls applying to the centre. The proposed reduction will prevent feasible redevelopment of the site.</p>	<p>It is recommended that reconsideration of the height reduction for commercial land is considered prior to the development of a planning proposal for the LEP Review.</p>
<p>123. (Direct Submission) Submission regarding [redacted] which is part of a 'stand-alone centre'. This submission requests that the current maximum height of buildings</p>	<p>No changes to the existing height of building standard are being proposed as part of this LEP Review, as the site is leading into the City Centre and the height can be retained. The classification under</p>

Early Exhibition – LEP Review – Submission	Officer Comment
<p>control of 21m be retained as part of the LEP review, with no other changes to planning controls applying to the centre. It was also requested that this be reclassified as either a local centre or town centre, not as a stand-alone centre.</p>	<p>Centres & Corridors Strategy as a standalone centre is due to the sites lack of pedestrian connectivity and social infrastructure in proximity to the site.</p>
<p>124. (Direct Submission) Submission regarding mostly [REDACTED] The submission does not support a rezoning to B6 Enterprise Corridor, and requests the site retains its existing development standards (18m height and 1:1 FSR) in order to deliver a mixed-use development.</p>	<p>Recommended to retain the site as a business zone in the LEP Review, and apply development standards in accordance with other centres in the LEP Review. It is recommended that the reduction to heights for commercial areas is reconsidered prior to the preparation of the LEP Review Planning Proposal.</p>
<p>125. (Direct Submission) Submission regarding [REDACTED] requesting the site be rezoned from KU4 Primary Production Small Lots to employment generating uses. The concept plan envisions a full-line Service Station including food and drink premises, and 19 light industrial units, and 120 full-time employees.</p>	<p>No change proposed. Rezoning to industrial uses is not recommended, as the site is located within the non-initial precinct of Dwyer Road.</p>
<p>126. (Direct Submission) Submission from [REDACTED] recommending numerous changes, including rezoning around Casula, retention of commercial and business zoned heights, and wholistic review of residential land instead of 12m height reduction.</p>	<p>Support for retention of City Centre controls is noted. Reduction in building heights in the suburbs has community support, as confirmed through this exhibition. A number of exceptions to 12m building heights have been made in certain areas. Land for new centres is available, for example the new Middleton Grange and Holsworthy Centres, as well as land in Wattle Grove not yet developed. It is recommended that development standard changes are reconsidered carefully for commercial centres.</p>
<p>127. (Agency Submission) Submission from [REDACTED] regarding land in Ashcroft, Liverpool and Green Valley. Support no changes to Miller and Warwick Farm until collaboration can occur. Request flexible land use zone in the R3 Medium Density Residential zone, to encourage a range of development to occur.</p>	<p>Comments regarding Dual Occupancies in Low Density Areas will be taken into consideration. The planning proposal will investigate retaining the R4 High Density Residential land with reduced development standards from 18m height, (e.g. 9m) in line with future development vision of Land & Housing. Dwelling diversity in land use tables will be considered as part of the LEP Review.</p>
<p>128. (Agency Submission) Endeavour Energy</p>	<p>Refer to Consultation Report</p>
<p>129. (Agency Submission) Department of Planning and Environment – Environment and Heritage Group</p>	<p>Refer to Consultation Report</p>

Early Exhibition – LEP Review – Submission		Officer Comment
130. (Agency Submission) Department of Planning and Environment		Refer to Consultation Report
131. (Agency Submission) Sydney Water		Refer to Consultation Report
132. (Agency Submission) Transport for NSW		Refer to Consultation Report

Attachment C: Exhibition Promotional material

Flyer with Yearly Rates Notice



LIVERPOOL CITY COUNCIL

Liverpool's Local Environmental Plan Review

Liverpool City Council is currently reviewing the Liverpool Local Environmental Plan 2008, which is the document that sets out the rules for building and development for most of the Liverpool Local Government Area.

The review has been endorsed by Council under the Mayor's 100 Day Plan, which committed to starting the process to create a new Liverpool LEP as a matter of urgency.

Council will be asking for your thoughts on the review of the LEP over two separate stages. The first stage will take place later this year and the second stage in 2023.

SCAN HERE

For further information on the LEP Review, and to sign up for notifications on upcoming exhibitions, visit www.liverpool.nsw.gov.au/lepreview

Flyer at Customer Service & Libraries



LIVERPOOL CITY COUNCIL

HAVE YOUR SAY

Liverpool Local Environment Plan (LEP) Review

Tell us what you think about the *Liverpool Local Environmental Plan Review* to help us plan for the future of our great city!

We have heard that protecting local character, providing a variety of housing options, creating local jobs and protecting the environment are important to our community.

A number of draft changes to local planning rules are being investigated to address these priorities. This is your chance to tell us what you think about these draft changes.

Submissions close 31 October 2022.

Complete our two-minute survey and submit your comments online by 31 October.

SCAN HERE

lepreview2022.liverpool.nsw.gov.au

Customer Service and Macquarie Mall Digital Carousel



LIVERPOOL CITY COUNCIL

HAVE YOUR SAY

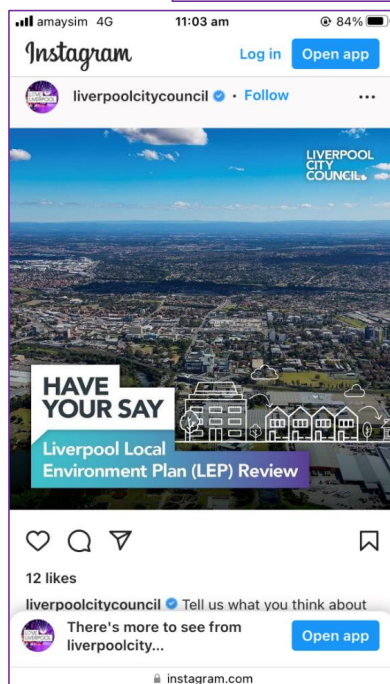
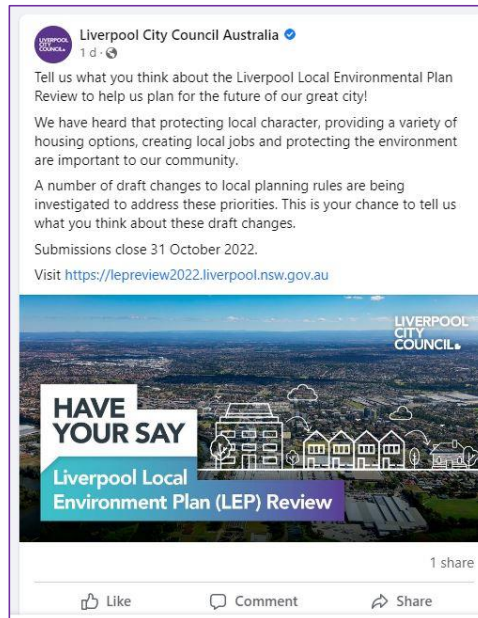
Liverpool Local Environment Plan (LEP) Review

Tell us what you think about the *Liverpool Local Environmental Plan Review* to help us plan for the future of our great city!

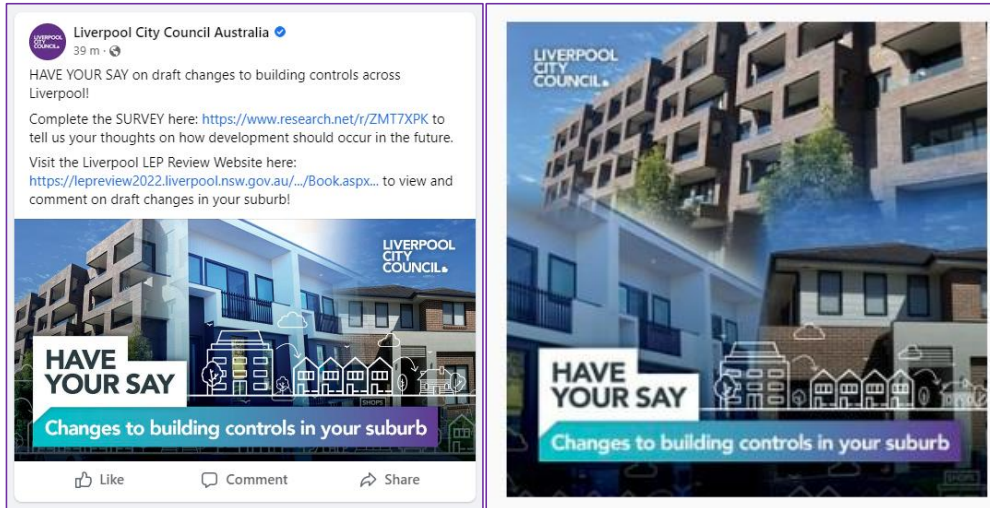
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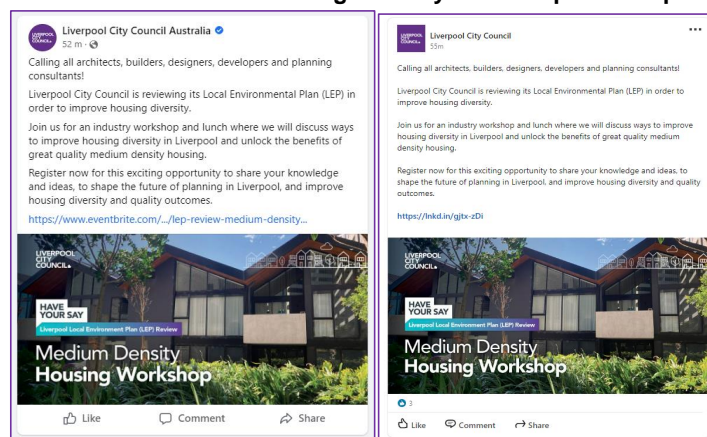
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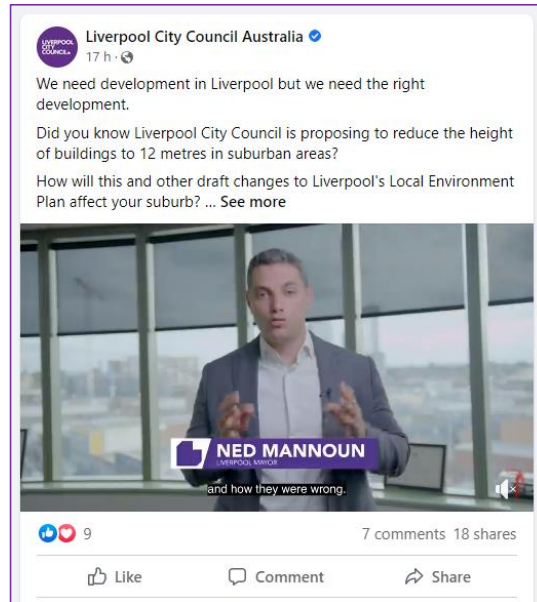
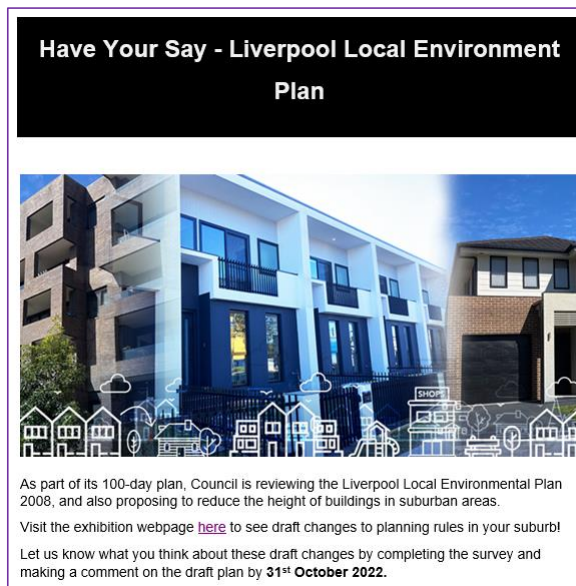
Facebook and Instagram Posts - 19th September 2022

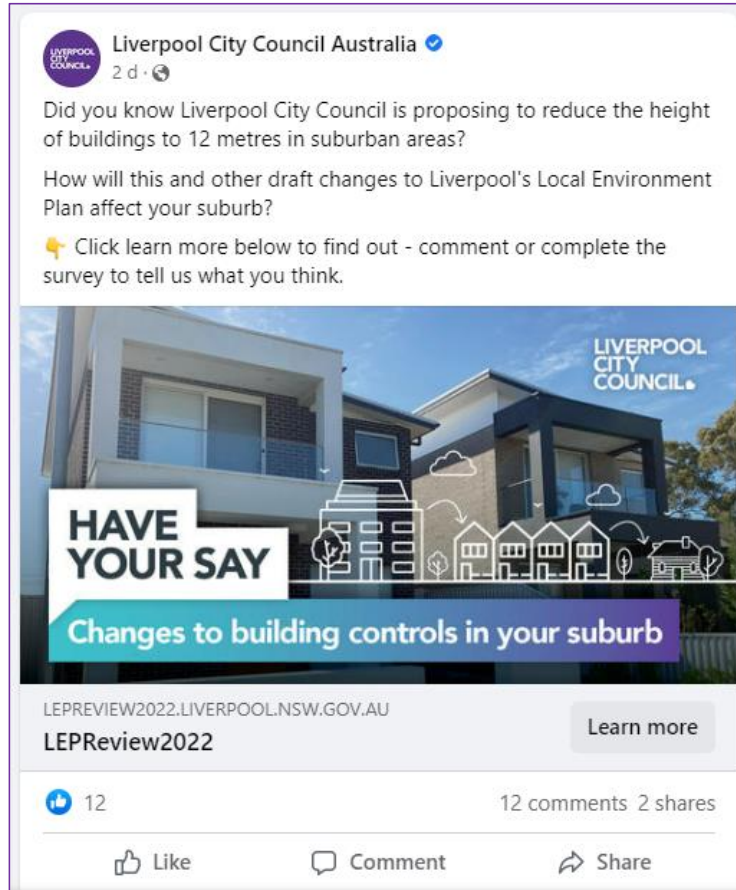
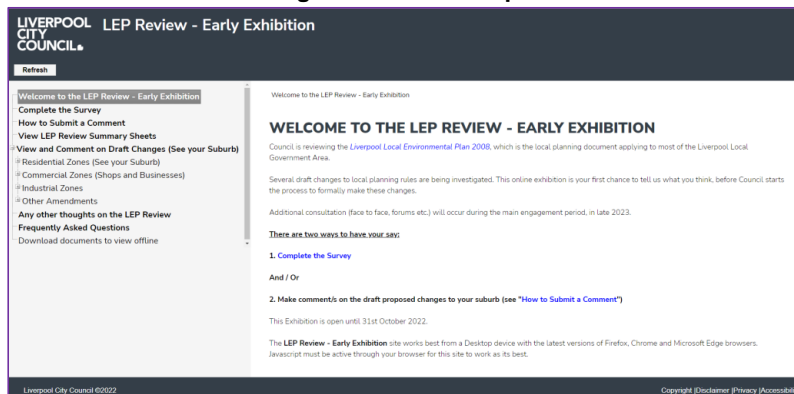
Facebook, Instagram and LinkedIn Posts – 4 October 2022



Website Banner – throughout the exhibition period

Facebook and LinkedIn Posts - Advertising Industry Workshop - 21st September 2022

Mayor Video – Posted to Facebook, Instagram and LinkedIn on 17 October 2022**Liverpool Life September 2022 Edition**

Facebook Post (boosted) – 31 October 2022**Interactive Council Website – during entire exhibition period**

Workshop Summary

Medium Density Housing Workshop by Liverpool City Council
Casula Powerhouse Arts Centre on 26 October 2022



Participants

Facilitator: Scott Newton, Gauge Consulting

Liverpool City Council

- Mayor Ned Mannoun
- Councillor Peter Harle
- Councillor Fiona Macnaught
- Councillor Karess Rhodes
- Councillor Richard Ammoun
- David Smith, Director Planning & Compliance
- Luke Oste (LO), Coordinator Strategic Planning
- Nancy-Leigh Norris (NN), Executive Planner
- Tim Hayes, Healthy Planner
- Brianna van Zyl, Strategic Planner
- Lilyan Abosh, Strategic Planner

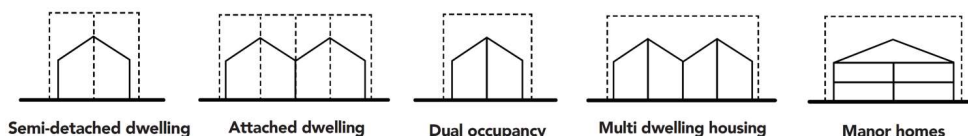
Workshop Participants

Approximately 20 workshop participants, across architecture, landscape architecture, planning, development industry and government backgrounds.

Welcome and Introduction

Mayor Mannoun: Acknowledgement of Country and welcome participants to the workshop.

NN: Introduced the Question of the Day: *“How might we all encourage development of great quality medium-density housing typologies in the Liverpool LGA?”*



NN & LO: Brief context of the Workshop in relation to the Liverpool context, including the Local Strategic Planning Statement, Local Housing Study and Strategy, Local Environmental Plan Review, the extent of R3 Medium Density Zoned land across the LGA, and the HillPDA study on Medium Density Housing within the Liverpool LGA.

Activity 1 - Defining the Challenge & Outcome

Task: Write down 'good outcomes' and 'greatest challenges' for design and delivery of medium density housing on post-it notes (individually and then discuss in partners). In groups of four discuss the priority outcomes and challenges. Followed by discussion across the room.

Summary of Good Outcomes for Medium Density Housing

- Establishing a positive identity of Liverpool, with community pride in built form, the streetscape, and their choice to live in LGA as a place where they want to be.
- Creation of places which deliver all types of housing for all life stages, as local connections are created when there are diverse designs which accommodate the whole of the community.
- A cohesive neighbourhood where most residents are pleased with the mix and ensure medium density is accepted.
- Diversity of product to meet diversity of demand, including lots of terrace homes to suit the older, younger, people with/without kids, people with pets, disabled, single parent families etc.
- Accessibility in new housing enables us to care for those less able, such as ground floor options and use of ramps.
- Great streets and streetscapes with trees, people, and environmental comfort.
- Ground floor garages can use modern design and technology to create great visual outcomes for the street.
- Consistency in application of controls and assessment process for Development Applications.
- Prescriptive controls can be difficult to change, and flexible controls are needed so each development can suit the site.
- Complying Development Certificates are easier and faster than Development Applications.
- Greater flexibility in design (e.g. relax the 80sqm and carport requirement, articulation of wall length and rear single storey requirement).
- Provision for different forms such as 3-bedroom dual occupancies.
- Cost efficient development with Floor Space Ratio incentives for density, which reflects the highest and best use of land.
- Sustainable outcomes such as low carbon materials.

Summary of Greatest Challenges for Medium Density Housing

- Lot widths of development sites in Liverpool means that amalgamation is usually needed.
- Basements are limiting and there is little incentive to build due to being a Class 2 development and expensive/complex. There are also safety and accessibility concerns relating to basements. It was noted that new modern design products and finishes allow ground floor garages to still look good from the street.
- Slow approval times for Development Applications with Council.
- The R2 Low Density Residential zone and minimum lot sizes are stopping diversity, as there is competition with big houses over the development of medium density. There are social expectations with the size of what a house should be.
- Single dwellings are already valuable, so the commercial viability of development within the R3 Medium Density Residential zone is reduced by the existing single dwellings in the zone being expensive.
- Challenges with Class 2 development, as home owners warranty makes development too hard (e.g. Manor Homes).
- Car dependency & lack of public transport investment.
- Failure of local facilities to expand when older neighbourhoods transform to medium density.

Activity 2 - Proposing Solutions

Task: Group discussions to propose design solutions for medium density housing, to answer the question of - *"How might we overcome our challenges to deliver our outcomes?"*. Followed by sharing ideas in a broader discussion with the room.

Community Education on Value of Medium Density

- It is important to educate and/or re-educate the community on what can be a good outcome, and the value of medium density housing types, so they are more empathetic to the delivery of medium density housing. The community should be informed about what they have to gain from this type of development.
- Belief that 'dodgy developers' create bad publicity, and concern that being next to a town house devalues their property. Reframing perspectives that this type of housing is not just for 'other people', but is suitable for most in the community, and that a big house and backyard is not always ideal for everyone.
- Embrace the cycle of medium density housing, allowing for your house to change as you move through different periods of life. Include design features which benefit the community:
 - Improving accessibility (lifts, ability to retrospectively add in lifts for longevity of the house and ageing in place)
 - Adaptable dwellings for elderly, downsizers, less mobile
 - Cater for work from home, need to have a formal study room
- Show the community example projects, precincts, design testing or open houses, to take the community on a journey. Examples for inspiration - Edmondson Park, Anglicare etc.

Medium Density Streetscape

- The current streetscape is low density residential despite the R3 Medium Density Residential zone. There is a need to cater for future character and establish what a medium density streetscape should look like.
- Height:
 - There should be a higher height limit
 - ~11m is an appropriate height in an R3 Medium Density zone
 - 3 storey built forms are deemed appropriate
 - Instead of the LEP specifying a height limit, impose a storey limit (i.e. 2 or 3 storeys)
- Bulk, Scale & Setbacks:
 - Current assessment is too harsh
 - Reassess setbacks in line with the future character
 - Less setback required to achieve better outcome (i.e. front/side setbacks)
- Façade:
 - Not a bad outcome to have the same façade along the development, it is also cost effective, as additional articulation and material adds to cost.
 - Fashion on facades changes every 6 months, so a control on a certain façade is restrictive.
 - Street facing development is preferred by the market.

Aligning Liverpool LEP & DCP with the Codes SEPP

- The current Complying Development Certificate (CDC) controls are more reflective of current market, and DCP controls should be aligned with the SEPP.
- Solar Access:
 - People should expect less amenity in a medium density zone, and solar access shouldn't be a consideration for townhouses.
 - The SEPP measures solar access to Private Open Space, rather than 2 hours per dwelling. This should be implemented in the DCP.

Activity 2 - Proposing Solutions (Continued)**Car Parking**

- Parking rates in Council DCP are too high. People don't use their basement, as its easier just to park on the street. No one uses their garage for their car, and it often gets turned into a child playroom or storage.
- Reduce car parking, or provide flexibility in controls, such as specifying a maximum instead of a minimum, or introduce trade offs (e.g. provide 2 car spaces or alternatively 1 car space and increase POS).
- Use of laneways to encourage rear loaded development (instead of basements):
 - See developments in Middleton Grange, Austral, Edmondson Park etc.
 - Safer outcome as cars away from pedestrian activity and enough casual surveillance to not present a CPTED concern
 - Front facades are better with laneways
 - Note: Council should have responsibility of maintaining rear lane
- Electric charging facilities is the future.
- Decentralised parking is not practical for certain dwelling compositions (e.g. family with kids), and is likely to be met with community backlash as it seeks to shift ways of life.

Flexibility in Controls

- "FLEXIBILITY, FLEXIBILITY, FLEXIBILITY".
- DCP could be more objective based rather than control base, to suit different sites.
- However also need certainty in what will be approved by Council.
- Flexibility in ranges of controls, such as:
 - 2 car spaces or 1 car space, or other alternative solutions to parking
 - Scale of landscaping to provide more or less in different areas
 - Scale for a range of allotment size
 - Dwelling size - the 80sqm DCP control is too small, as it is a two bed unit and not creating diversity. A 95 or 100sqm control, or a scale of ranges could work better.
- Floor Space Ratio:
 - Needs to be reassessed, as it is too restrictive and puts pressure on design outcomes.
 - Less focus on floorspace will improve flexibility in the DA pathway, and allows for greater ability to focus on amenity.
 - Remove FSR and rely on strict envelopes (height, setbacks, POS, parking etc) to control bulk and scale but still shift away from floor space numbers. However, this puts pressure on design outcomes, becomes a merit exercise and therefore can lead to lengthier assessment times. Developers may revert to the same numbers as previous approvals to make the assessment faster.
 - Changes to FSR should be design tested to determine appropriate numbers.

Feasibility

- Requiring a 1,000sqm minimum lot size would be an issue, and would stop medium density housing delivery. Merging two 600sqm sites to create a 1200sqm site would need more than 8 town houses to make it feasible.
- Negotiation with neighbours is costly, and difficult. Once they see a developer coming they double their expectations.
- Subdivision Torrens Title can be more cost effective.
- Make sure DCP controls allow for full FSR to be achieved.
- Society wanted bigger homes – with new Work From Home challenges, everyone needs home offices etc, and want larger footprints.
- Manor Homes aren't being delivered due to them being a Class 2 building. Needs reform to National Construction Code for this type of housing to be feasibly delivered.

Activity 3 - Incentives & Innovation

Task: Review the example of a potential medium density development incentive by HillPDA (increased heights and FSR for amalgamation of multiple sites), and as a table decide as a table how satisfied you are along the L-Scale (Love, Like, Live with, Lament, Loathe). Propose up to three additional incentives.

Comments on HillPDA Medium Density Incentive

Love	Like	Live With	Lament	Loathe
	***	***	****	*****

- Lot Sizes: The proposed lot sizes needed to meet the example incentive are too large. Consolidation will not occur to meet the required size as it is too expensive. The incentive will not deliver dwellings, but will continue to encourage single site development as it is easier and land costs are cheaper. Preference is for redevelopment of single sites.
- Frontages: Agree that street orientation is good, and gun barrel design is not a preferred outcome. The frontages listed in the incentives are too large, and not required if there is a percentage required for street orientation. The long frontages can be difficult to make active, and some streets aren't long enough to meet the incentive requirement (e.g. 90m).
- Centre: An incentive would need to be more specific regarding definition of centre and where the incentive applies. The example of 200m or 400m distance from a centre should be increased.
- Other: Requiring a basement changes the building class. Need to accommodate more height to accommodate lift overruns. Needs to be accompanied by quicker approval times. Needs to be tested with designs.

Alternative Incentives for Medium Density Housing

- Provide a higher height limit.
- If consolidating two blocks and providing more diversity, provide three storeys instead of current height limit.
- Provide service/parking on ground floor, two floors on top and an apartment on ground floor for elderly.
- Faster assessment turnarounds for diverse housing types.
- Promoting development of types other than Class 2 buildings.
- Increased Floor Space Ratio if providing shop/mixed uses.
- Reduce amount of Private Open Space because it is a medium density area and it is to be expected to have less than a single dwelling.
- Appropriate controls to facilitate the redevelopment of an existing site, rather than additional incentives.
- Higher FSR for larger sites.

Next Steps

The consultation work from this workshop will help to inform the details of the LEP review going forward. This will be combined with the feedback provided by the community and state agencies.

In early 2023 Council will be undertaking further design testing of Medium Density Housing as part of the Liverpool LEP Review.

A Principal Planning Proposal for a new Liverpool LEP will be prepared and an exhibition will occur post-Gateway. To sign up for updates on the LEP Review process, please visit the following link – [Liverpool's Local Environmental Plan Review | Liverpool City Council \(nsw.gov.au\)](https://liverpoolcitycouncil.nsw.gov.au/liverpools-local-environmental-plan-review)

If you have questions regarding the Liverpool LEP Review, please contact Nancy-Leigh Norris, Executive Planner on 8711 7794, or email the team at lepreview@liverpool.nsw.gov.au.

Thank you for your contribution to Liverpool City Council's Medium Density Housing Workshop.



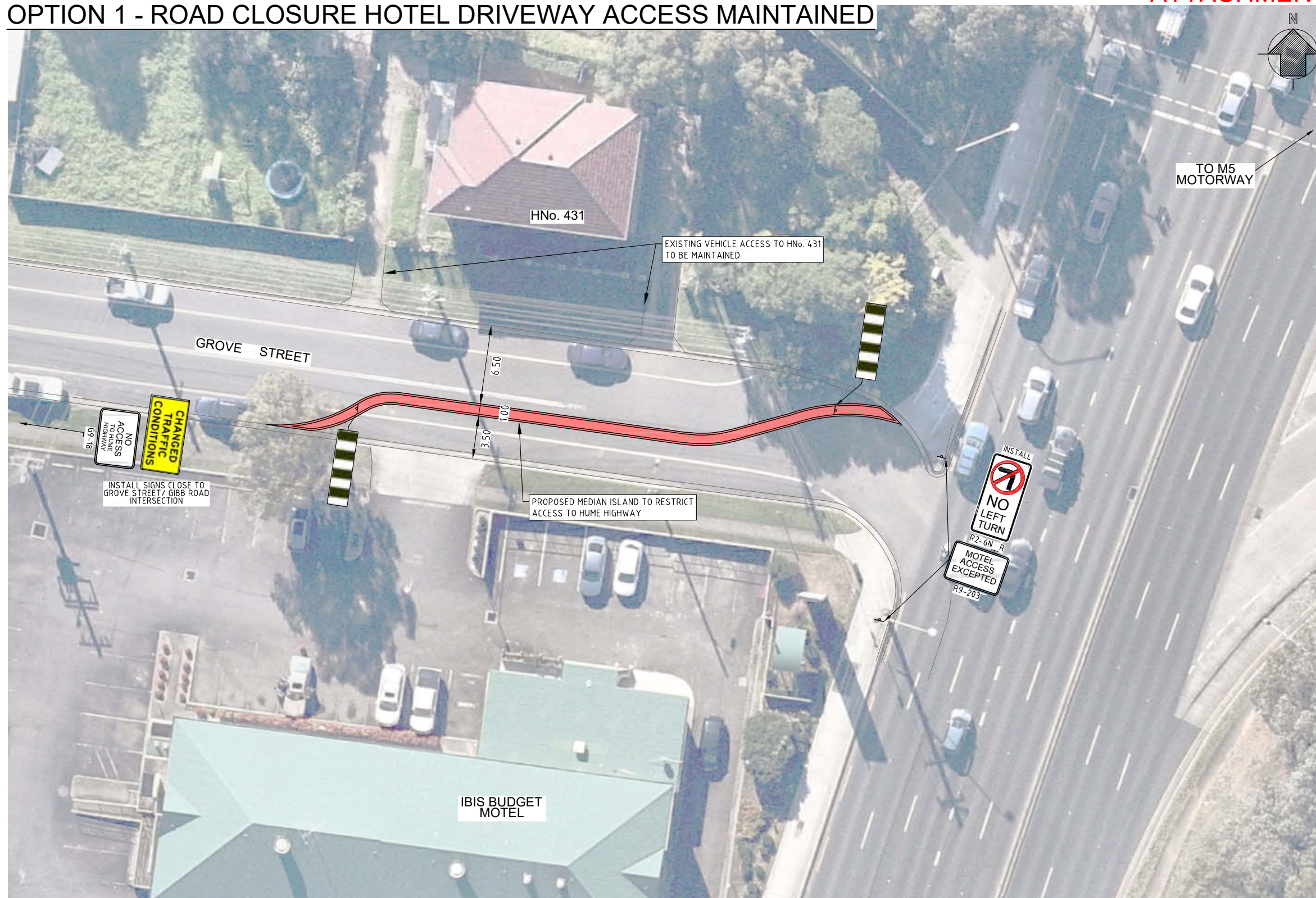


Agenda Attachments

Liverpool Local Traffic Committee Meeting Agenda Attachment Booklet of 15 March 2023

ATTACHMENT 1.1

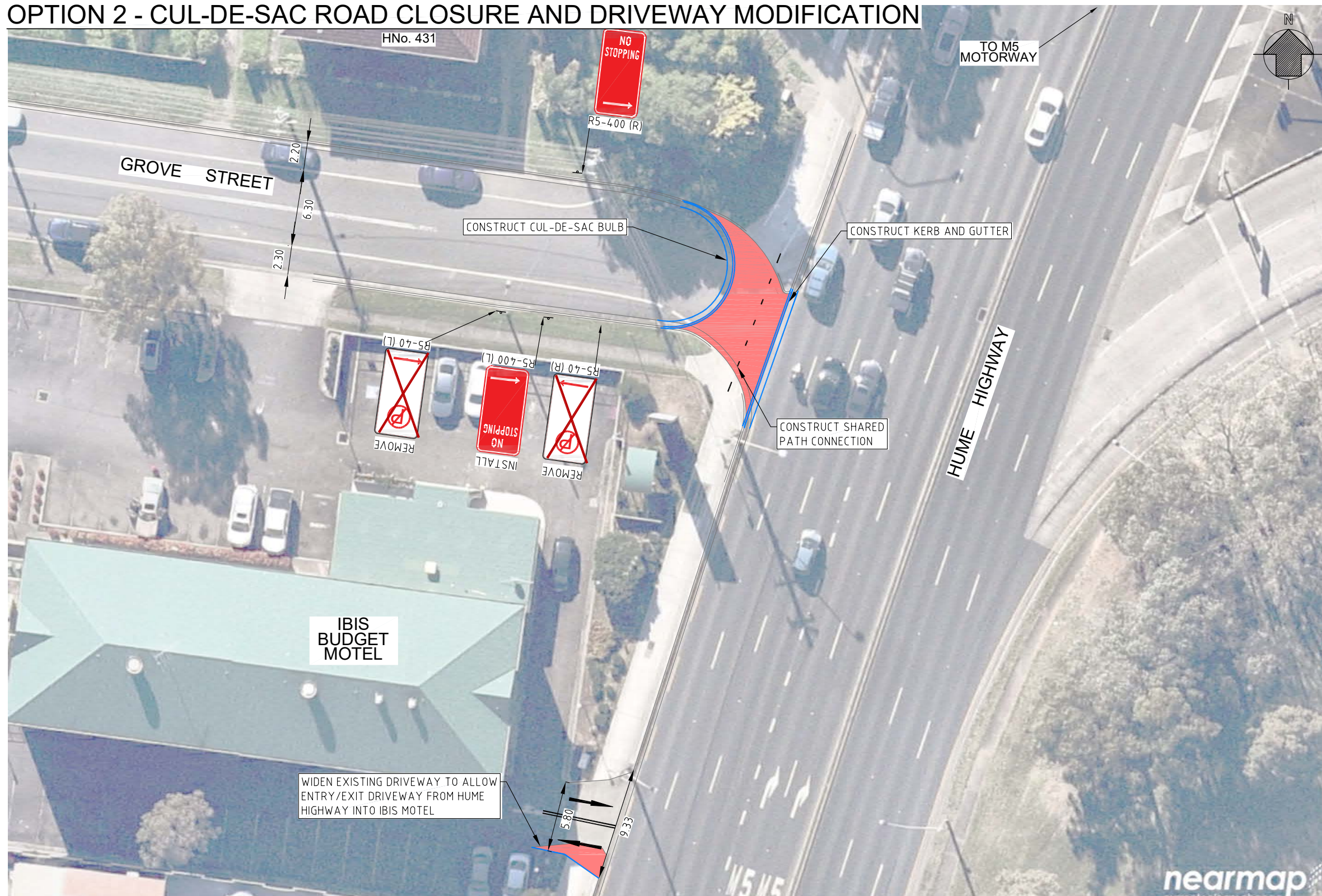
OPTION 1 - ROAD CLOSURE HOTEL DRIVEWAY ACCESS MAINTAINED



CONCEPT PLAN
SCALE 1:150 @ A1

ATTACHMENT 1.2

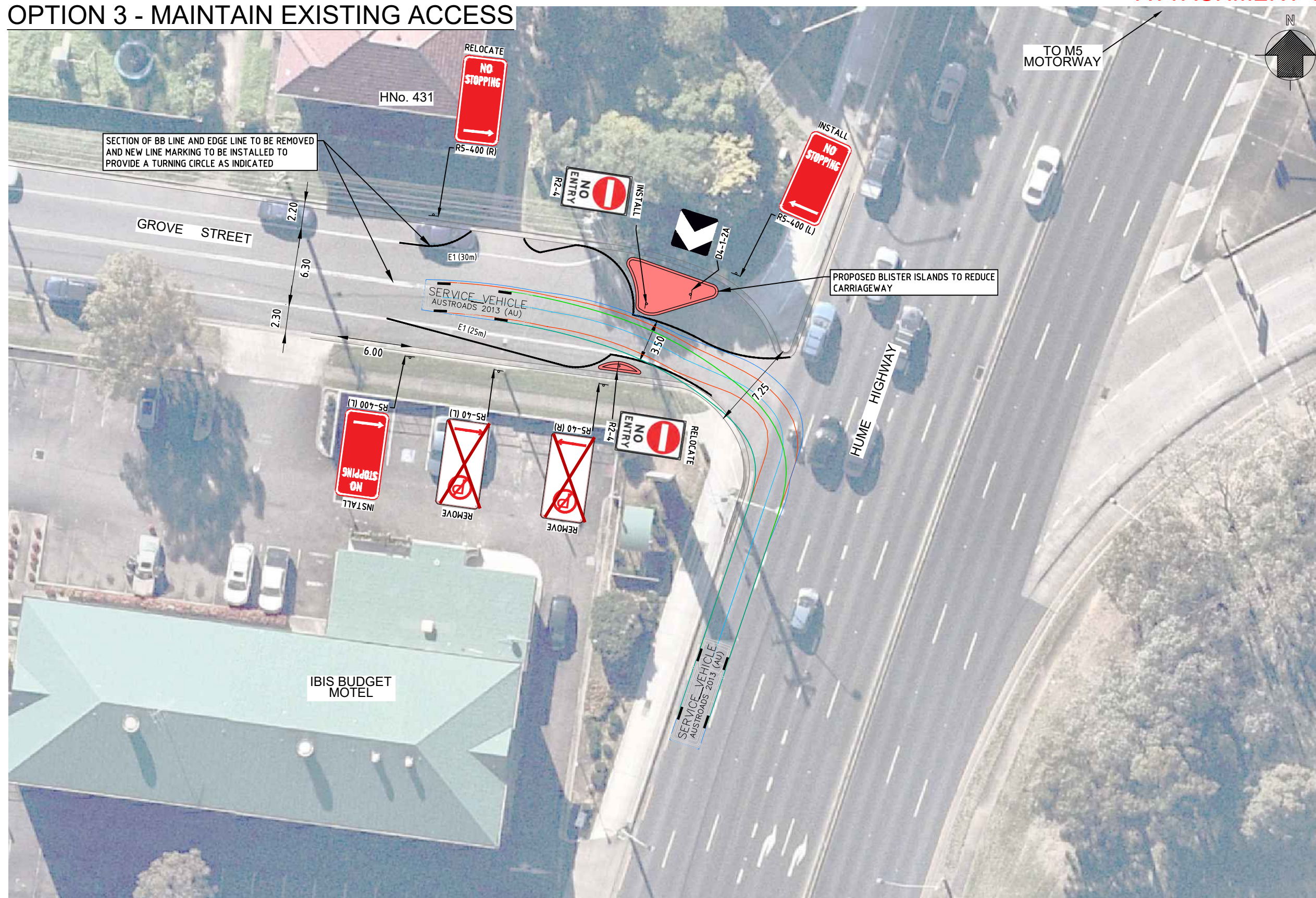
OPTION 2 - CUL-DE-SAC ROAD CLOSURE AND DRIVEWAY MODIFICATION



CONCEPT PLAN

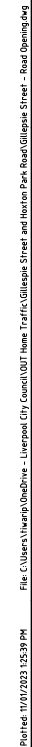
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OPTION 3 - MAINTAIN EXISTING ACCESS



CONCEPT PLAN

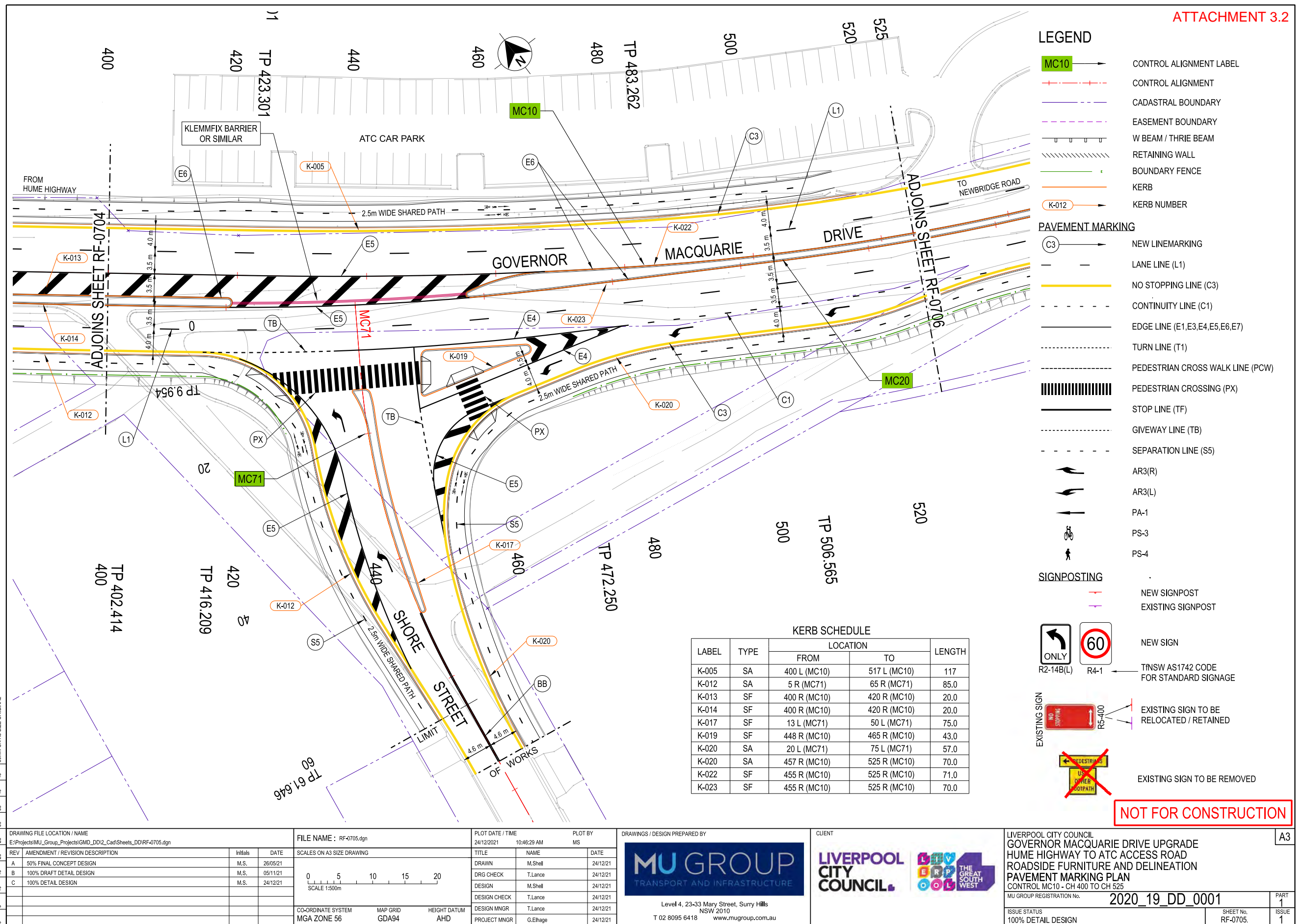
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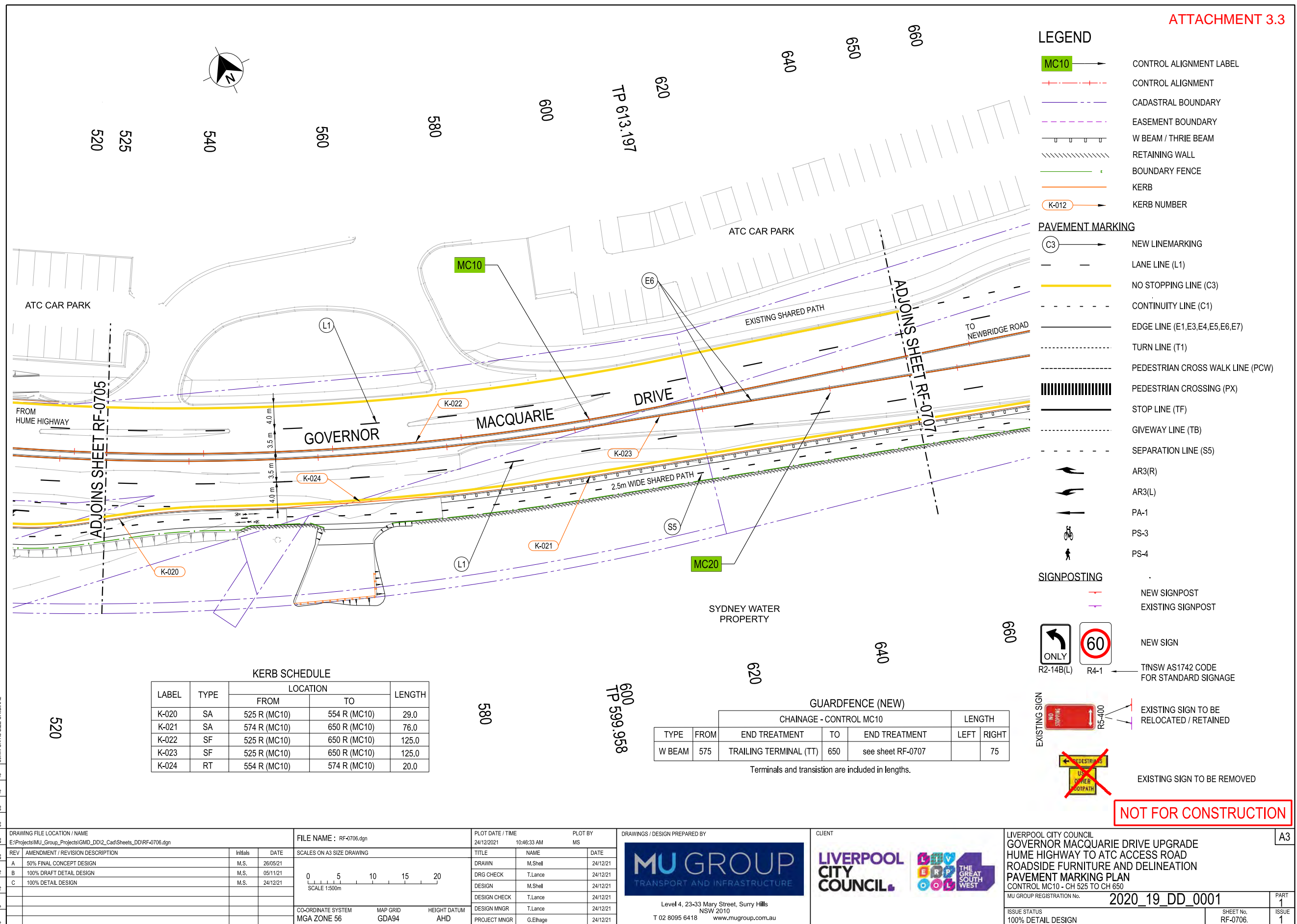


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LEGEND

- MC10 → CONTROL ALIGNMENT LABEL
- +—+—+— CONTROL ALIGNMENT
- CADASTRAL BOUNDARY
- EASEMENT BOUNDARY
- W BEAM / THRIE BEAM
- RETAINING WALL
- BOUNDARY FENCE
- KERB
- K-012 → KERB NUMBER

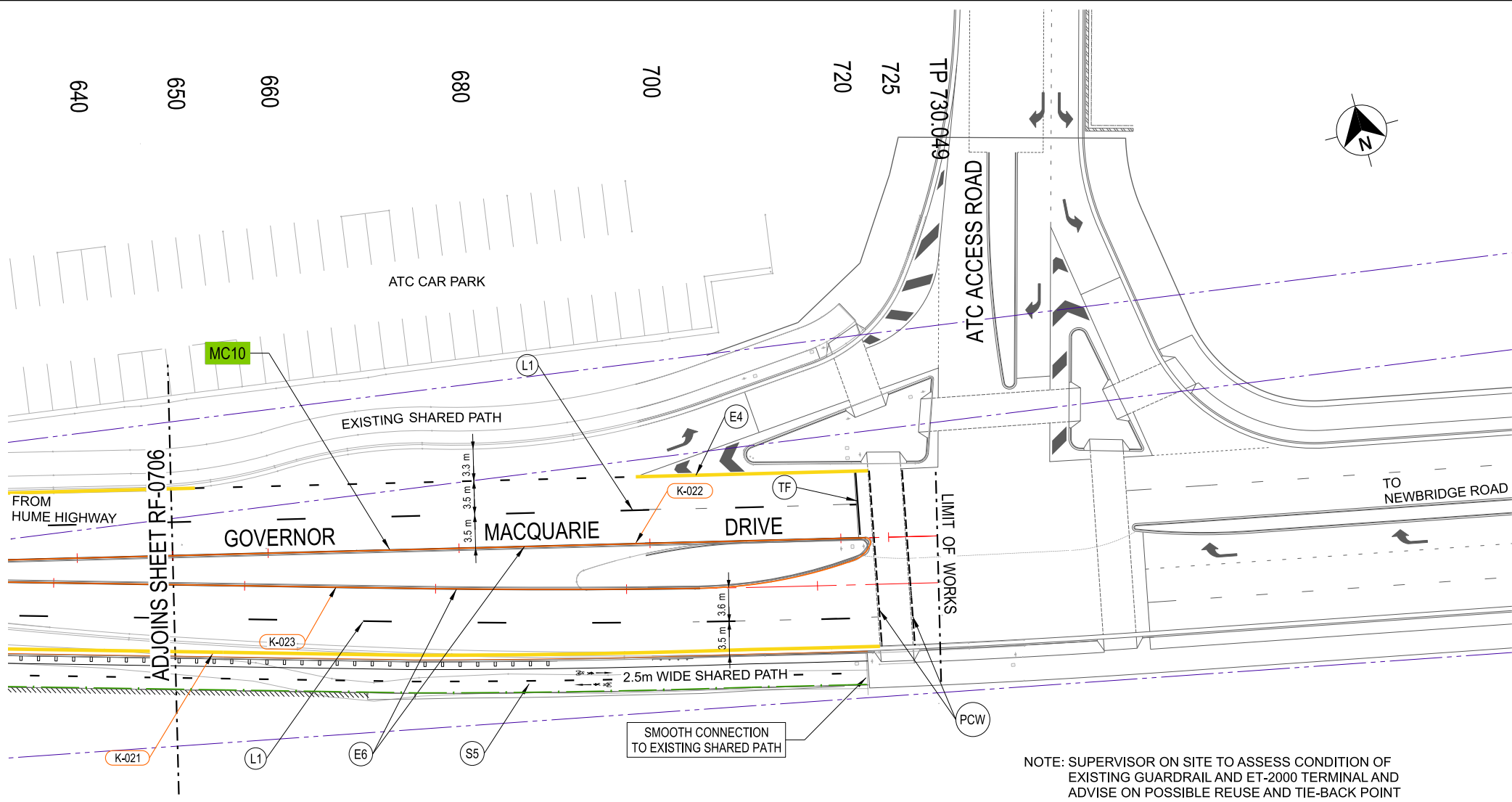
PAVEMENT MARKING

- C3 → NEW LINEMARKING
- LANE LINE (L1)
- NO STOPPING LINE (C3)
- CONTINUITY LINE (C1)
- EDGE LINE (E1,E3,E4,E5,E6,E7)
- TURN LINE (T1)
- PEDESTRIAN CROSS WALK LINE (PCW)
- PEDESTRIAN CROSSING (PX)
- STOP LINE (TF)
- GIVEWAY LINE (TB)
- SEPARATION LINE (S5)
- AR3(R)
- AR3(L)
- PA-1
- PS-3
- PS-4

SIGNPOSTING

- NEW SIGNPOST
- EXISTING SIGNPOST
- NEW SIGN
- TNSW AS1742 CODE FOR STANDARD SIGNAGE
- EXISTING SIGN TO BE RELOCATED / RETAINED
- EXISTING SIGN TO BE REMOVED

NOT FOR CONSTRUCTION



NOTE: SUPERVISOR ON SITE TO ASSESS CONDITION OF EXISTING GUARDRAIL AND ET-2000 TERMINAL AND ADVISE ON POSSIBLE REUSE AND TIE-BACK POINT

GUARDFENCE - see note

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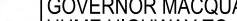
Terminals and transition are included in lengths.

KERB SCHEDULE

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K-021	SA	574 R (MC10)	650 R (MC10)	76.0
K-022	SF	525 R (MC10)	650 R (MC10)	125.0
K-023	SF	525 R (MC10)	650 R (MC10)	125.0
K-024	RT	554 R (MC10)	574 R (MC10)	20.0

SYDNEY WATER PROPERTY

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

DRAWING FILE LOCATION / NAME E:\Projects\MU_Group_Projects\GMD_DD\2_Cad\Sheets_DD\RF-0707.dgn				FILE NAME : RF-0707.dgn		PLOT DATE / TIME 23/12/2021 5:28:52 PM		PLOT BY MS		DRAWINGS / DESIGN PREPARED BY			CLIENT			LIVERPOOL CITY COUNCIL GOVERNOR MACQUARIE DRIVE UPGRADE HUME HIGHWAY TO ATC ACCESS ROAD ROADSIDE FURNITURE AND DELINEATION PAVEMENT MARKING PLAN CONTROL MC10 - CH 650 TO CH 730 MU GROUP REGISTRATION No. 2020_19_DD_0001			A3				
REV	AMENDMENT / REVISION DESCRIPTION			Initials	DATE	SCALES ON A3 SIZE DRAWING			TITLE		NAME		DATE		  								
A	50% FINAL CONCEPT DESIGN			M.S.	26/05/21	0 5 10 15 20 SCALE 1:500m			DRAWN		M.Shell		24/12/21										
B	100% DRAFT DETAIL DESIGN			M.S.	05/11/21				DRG CHECK		T.Lance		24/12/21										
C	100% DETAIL DESIGN			M.S.	24/12/21				DESIGN		M.Shell		24/12/21										
									DESIGN CHECK		T.Lance		24/12/21										
									DESIGN MNGR		T.Lance		24/12/21										
									PROJECT MNGR		G.Ehage		24/12/21										
CO-ORDINATE SYSTEM MGA ZONE 56						MAP GRID GDA94		HEIGHT DATUM AHD		Level 4, 23-33 Mary Street, Surry Hills NSW 2010 T 02 8095 6418 www.mugroup.com.au											PART 1		
ISSUE STATUS 100% DETAIL DESIGN												SHEET No. RF-0707.						ISSUE 1					

ATTACHMENT 3.5

LEGEND

- MC10

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- CONTROL ALIGNMENT LABEL
- +—+—

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- CONTROL ALIGNMENT
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- CADASTRAL BOUNDARY
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- EASEMENT BOUNDARY
- |||||

→
- W BEAM / THRIE BEAM
- |||||

→
- RETAINING WALL
- →
- BOUNDARY FENCE
- →
- KERB
- K-012

→
- KERB NUMBER
- C3




→
- PAVEMENT MARKING
- →
- NEW LINEMARKING
- →
- LANE LINE (L1)
- →
- NO STOPPING LINE (C3)
- →
- CONTINUITY LINE (C1)
- →
- EDGE LINE (E1,E3,E4,E5,E6,E7)
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- TURN LINE (T1)
- →
- PEDESTRIAN CROSS WALK LINE (PCW)
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→
- PEDESTRIAN CROSSING (PX)
- →
- STOP LINE (TF)
- →
- GIVEWAY LINE (TB)
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- SEPARATION LINE (S5)
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- AR3(R)
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- AR3(L)
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- PA-1
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- PS-3
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- PS-4
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-
- SIGNPOSTING
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- NEW SIGNPOST
-
- EXISTING SIGNPOST
-
-
- NEW SIGN
-
- TNSW AS1742 CODE FOR STANDARD SIGNAGE
-
- EXISTING SIGN TO BE RELOCATED / RETAINED
-
- EXISTING SIGN TO BE REMOVED

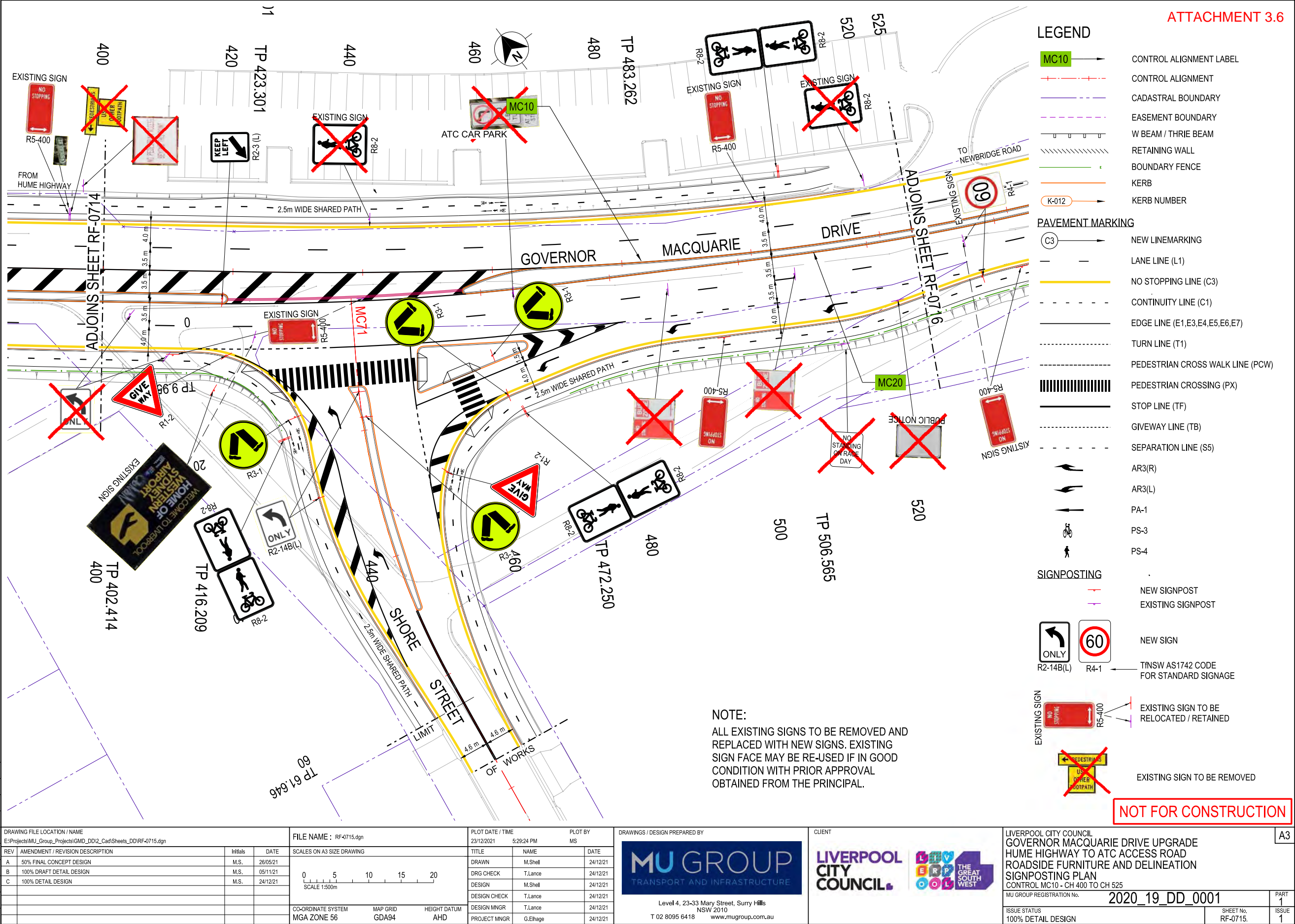
NOTE:
ALL EXISTING SIGNS TO BE REMOVED AND REPLACED WITH NEW SIGNS. EXISTING SIGN FACE MAY BE RE-USED IF IN GOOD CONDITION WITH PRIOR APPROVAL OBTAINED FROM THE PRINCIPAL.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

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REV	AMENDMENT / REVISION DESCRIPTION			Initials	DATE	SCALES ON A3 SIZE DRAWING			TITLE	NAME	DATE	  				PART 1					
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B	100% DRAFT DETAIL DESIGN			M.S.	05/11/21				DRG CHECK	T.Lance	24/12/21										
									DESIGN	M.Shell	24/12/21										
C	100% DETAIL DESIGN			M.S.	24/12/21				DESIGN CHECK	T.Lance	24/12/21										
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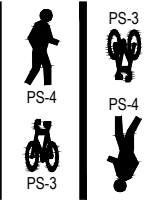
ATTACHMENT 4.1

LEGEND

- DP OVERLAY BOUNDARY
- MC10 CONTROL ALIGNMENT LABEL
- LM LINEMARKING TYPE LABEL
- EXISTING SIGN & POST
- EXISTING SIGN TO BE REMOVED
- INSTALL NEW SIGN
- APPLY NEW LINEMARKING ARROW - ASR
- APPLY NEW LINEMARKING ARROW - UA3L
- APPLY NEW LINEMARKING ARROW - UA3R

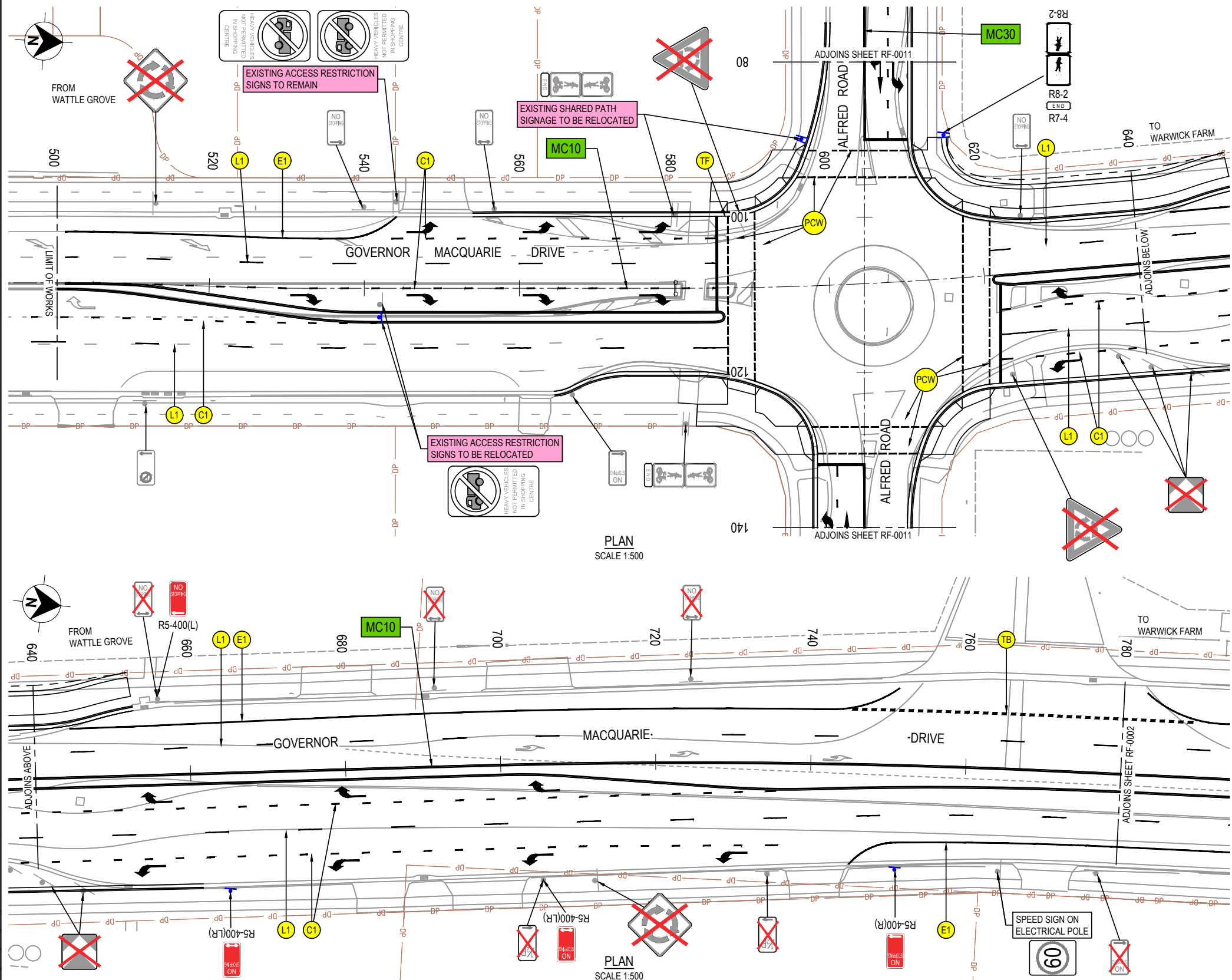
NOTES

- REFER TO SHEET RD-0201 FOR ROAD TYPICAL SECTIONS.
- PAVEMENT MARKING & SIGNPOSTING TO BE IN ACCORDANCE WITH RMS GUIDELINES & SPECIFICATIONS
- INSTALL PAINTED CHEVRONS IN ACCORDANCE WITH RMS DELINEATION GUIDELINES
- ALL EXISTING LINEMARKING BETWEEN LIMITS OF WORKS WILL BE REMOVED AS PART OF PAVEMENT WORKS. REFER TO PV SERIES DRAWINGS FOR EXTENTS.
- ALL PROPOSED SIGNAGE TO BE SIZE 'B' UNLESS OTHERWISE NOTED
- ALL NEW LINEMARKING TO BE RAISED REFLECTIVE PAVEMENT MARKING IN ACCORDANCE WITH RMS DELINEATION GUIDELINES




TYPICAL SHARED PATH DETAIL
PS-3 & PS-4
NOT TO SCALE

NOT FOR CONSTRUCTION



PLAN
SCALE 1:500

PLAN
SCALE 1:500

DRAWING FILE LOCATION / NAME s:\300312\DWG\Engineering\ENG\detailed design\300312-DD-RF-0001.dwg				DESIGN LOT CODE ...		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING S:\300312\DESIGN\12\GOVERNOR MACQUARIE DRIVE\DESIGN		PLOT DATE / TIME 12/5/2022 10:28 AM		PLOT BY jacobj		CLIENT <div> LIVERPOOL CITY COUNCIL GOVERNOR MACQUARIE DRIVE ROAD UPGRADE WORKS ALFRED ROAD TO CHILDS ROAD, CHIPPING NORTON SIGNPOSTING AND PAVEMENT MARKING SIGNAGE AND MARKING PLAN - SHEET 1</div>		DESIGN PROJECT No. 300312		ISSUE STATUS DETAILED DESIGN		EDMS No. -		SHEET No. RF-0001		ISSUE NO. 0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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x_SHT x_LABELS x_DESIGN x_SURVEY x_DRAINAGE x_UTILITIES																										0 5 10 15 20 HORIZONTAL SCALE 1:500m		 <div>Central Coast 5 Pioneer Avenue, P.O. Box 3717, Tuggerah N.S.W. 2259 Phone: (02) 4359 4350 Fax: (02) 4359 4359 email: coast@adwjohnson.com.au www.adwjohnson.com.au ABN: 62 129 445 398</div>		DRAWN J.JACKSON 05.12.22		DRG CHECK I.BROWN 05.12.22		DESIGN N.WALL 05.12.22		DESIGN CHECK I.BROWN 05.12.22		DESIGN MNGR I.BROWN 05.12.22		PROJECT MNGR I.BROWN 05.12.22																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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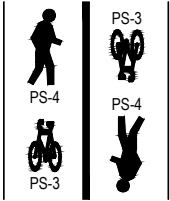
ATTACHMENT 4.2

LEGEND

- DP OVERLAY BOUNDARY
- MC10 CONTROL ALIGNMENT LABEL
- LM LINEMARKING TYPE LABEL
- EXISTING SIGN & POST
- EXISTING SIGN TO BE REMOVED
- INSTALL NEW SIGN
- APPLY NEW LINEMARKING ARROW - ASR
- APPLY NEW LINEMARKING ARROW - UA3L
- APPLY NEW LINEMARKING ARROW - UA3R

NOTES

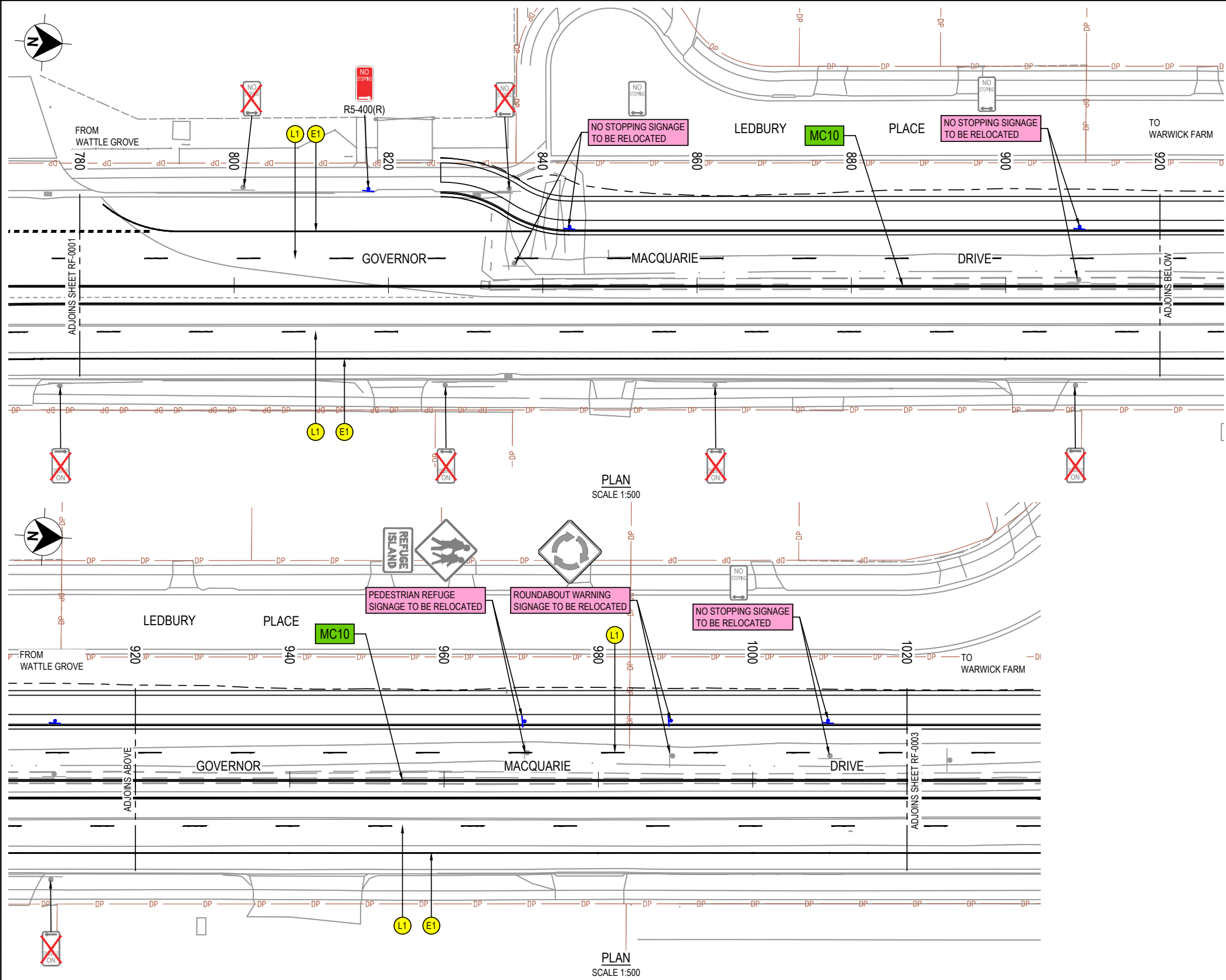
- REFER TO SHEET RD-0201 FOR ROAD TYPICAL SECTIONS.
- PAVEMENT MARKING & SIGNPOSTING TO BE IN ACCORDANCE WITH RMS GUIDELINES & SPECIFICATIONS
- INSTALL PAINTED CHEVRONS IN ACCORDANCE WITH RMS DELINEATION GUIDELINES
- ALL EXISTING LINEMARKING BETWEEN LIMITS OF WORKS WILL BE REMOVED AS PART OF PAVEMENT WORKS. REFER TO PV SERIES DRAWINGS FOR EXTENTS.
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- ALL NEW LINEMARKING TO BE RAISED REFLECTIVE PAVEMENT MARKING IN ACCORDANCE WITH RMS DELINEATION GUIDELINES



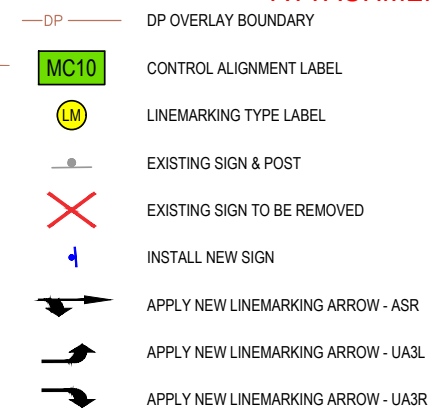
TYPICAL SHARED PATH DETAIL
PS-3 & PS-4
NOT TO SCALE

NOT FOR CONSTRUCTION

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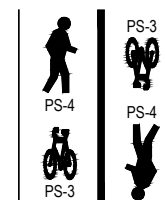


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EXTERNAL REFERENCE FILES x_SHT x_LABELS x_DESIGN x_SURVEY x_DRAINAGE x_UTILITIES				REV 0		DATE 05.12.22		AMENDMENT / REVISION DESCRIPTION DETAILED DESIGN - ISSUED FOR REVIEW				WVR No.		APPROVAL		SCALES ON A3 SIZE DRAWING <div>0 5 10 15 20 HORIZONTAL SCALE 1:500m</div>				DRAWINGS / DESIGN PREPARED BY COMPANY NAME / LOGO <div><div>Central Coast 5 Pioneer Avenue, P.O. Box 3717, Tuggerah N.S.W. 2259 Phone: (02) 4305 4300 Fax: (02) 4305 4399 email: central@adwjohnson.com.au www.adwjohnson.com.au ABN 62 129 445 398</div></div>				TITLE NAME DATE DRAWN J.JACKSON 05.12.22 DRG CHECK I.BROWN 05.12.22 DESIGN N.WALL 05.12.22 DESIGN CHECK I.BROWN 05.12.22 DESIGN MNGR I.BROWN 05.12.22 PROJECT MNGR I.BROWN 05.12.22				CO-ORDINATE SYSTEM MGA ZONE 56				HEIGHT DATUM AHD				DESIGN PROJECT No. 300312				PART -	
ISSUE STATUS DETAILED DESIGN				EDMS No. -		SHEET No. RF-0002				ISSUE 0																															



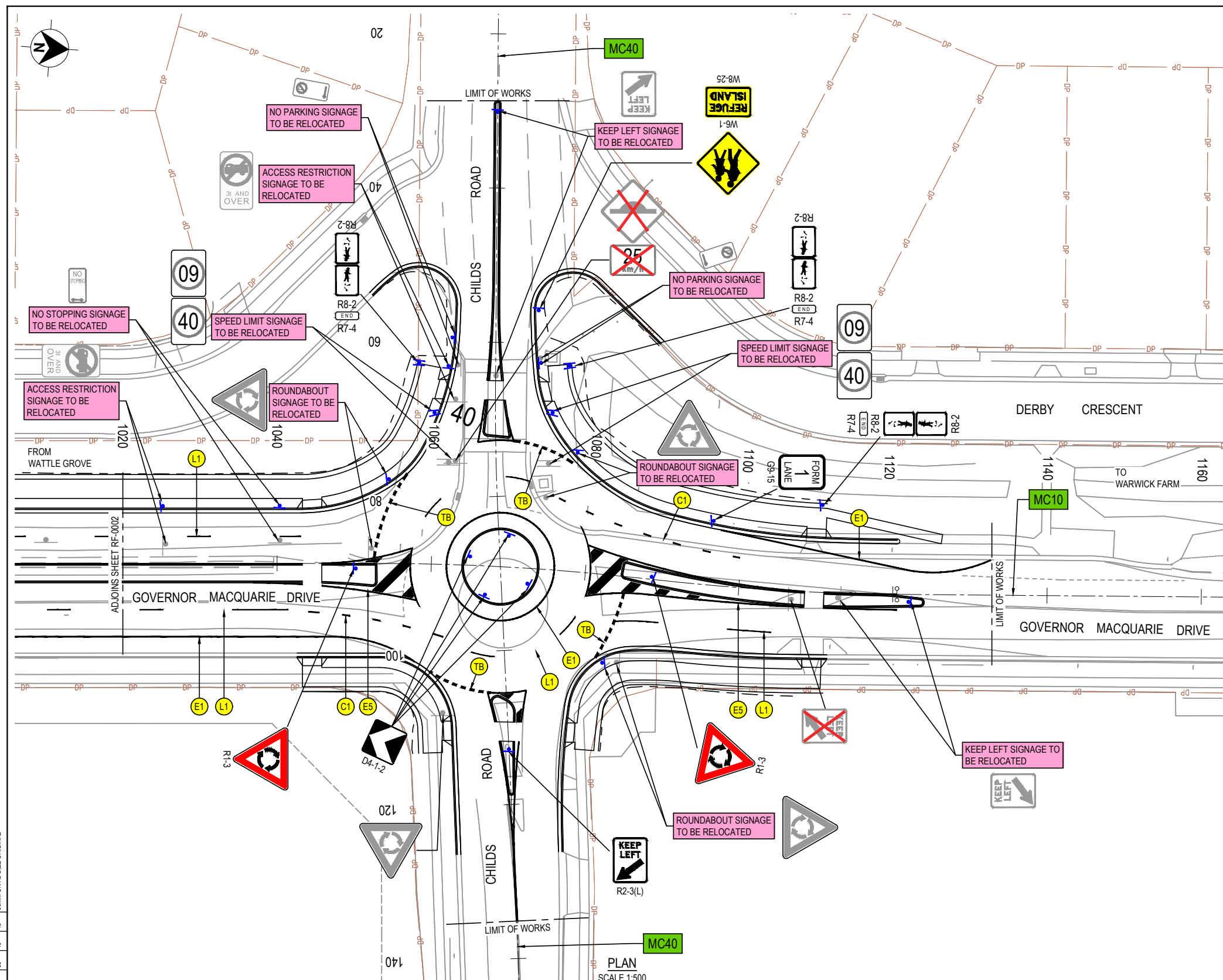
NOTES

1. REFER TO SHEET RD-0201 FOR ROAD TYPICAL SECTIONS.
2. PAVEMENT MARKING & SIGNPOSTING TO BE IN ACCORDANCE WITH RMS GUIDELINES & SPECIFICATIONS
3. INSTALL PAINTED CHEVRONS IN ACCORDANCE WITH RMS DELINEATION GUIDELINES
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5. ALL PROPOSED SIGNAGE TO BE SIZE 'B' UNLESS OTHERWISE NOTED
6. ALL NEW LINEMARKING TO BE RAISED REFLECTIVE PAVEMENT MARKING IN ACCORDANCE WITH RMS DELINEATION GUIDELINES





TYPICAL SHARED PATH DETAIL
PS-3 & PS-4
NOT TO SCALE

NOT FOR CONSTRUCTION



THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

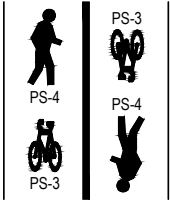
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EXTERNAL REFERENCE FILES			REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	DRAWINGS / DESIGN PREPARED BY		COMPANY NAME / LOGO		DRAWN		TITLE	NAME	DATE
x_SHT x_LABELS x_DESIGN x_SURVEY x_DRAINAGE x_UTILITIES			0	05.12.22	DETAILED DESIGN - ISSUED FOR REVIEW	-	-			 Central Coast 5 Pioneer Avenue, P.O. Box 3717, Tuggerah N.S.W. 2209 Phone: (02) 4305 4300 Fax: (02) 4305 4399 email: coast@adwjohson.com.au www.adwjohson.com.au ABN 62 129 445 398		DRG CHECK	I.BROWN	05.12.22	J.JACKSON	05.12.22
												DESIGN	N.WALL	05.12.22		
												DESIGN CHECK	I.BROWN	05.12.22		
												DESIGN MNGR	I.BROWN	05.12.22		
												PROJECT MNGR	I.BROWN	05.12.22		
																ISSUE STATUS DETAILED DESIGN
																EDMS No. -
																SHEET No. RF-0003
																ISSU 0

LEGEND

- DP OVERLAY BOUNDARY
- MC10 CONTROL ALIGNMENT LABEL
- LM LINEMARKING TYPE LABEL
- EXISTING SIGN & POST
- EXISTING SIGN TO BE REMOVED
- INSTALL NEW SIGN
- APPLY NEW LINEMARKING ARROW - ASR
- APPLY NEW LINEMARKING ARROW - UA3L
- APPLY NEW LINEMARKING ARROW - UA3R

NOTES

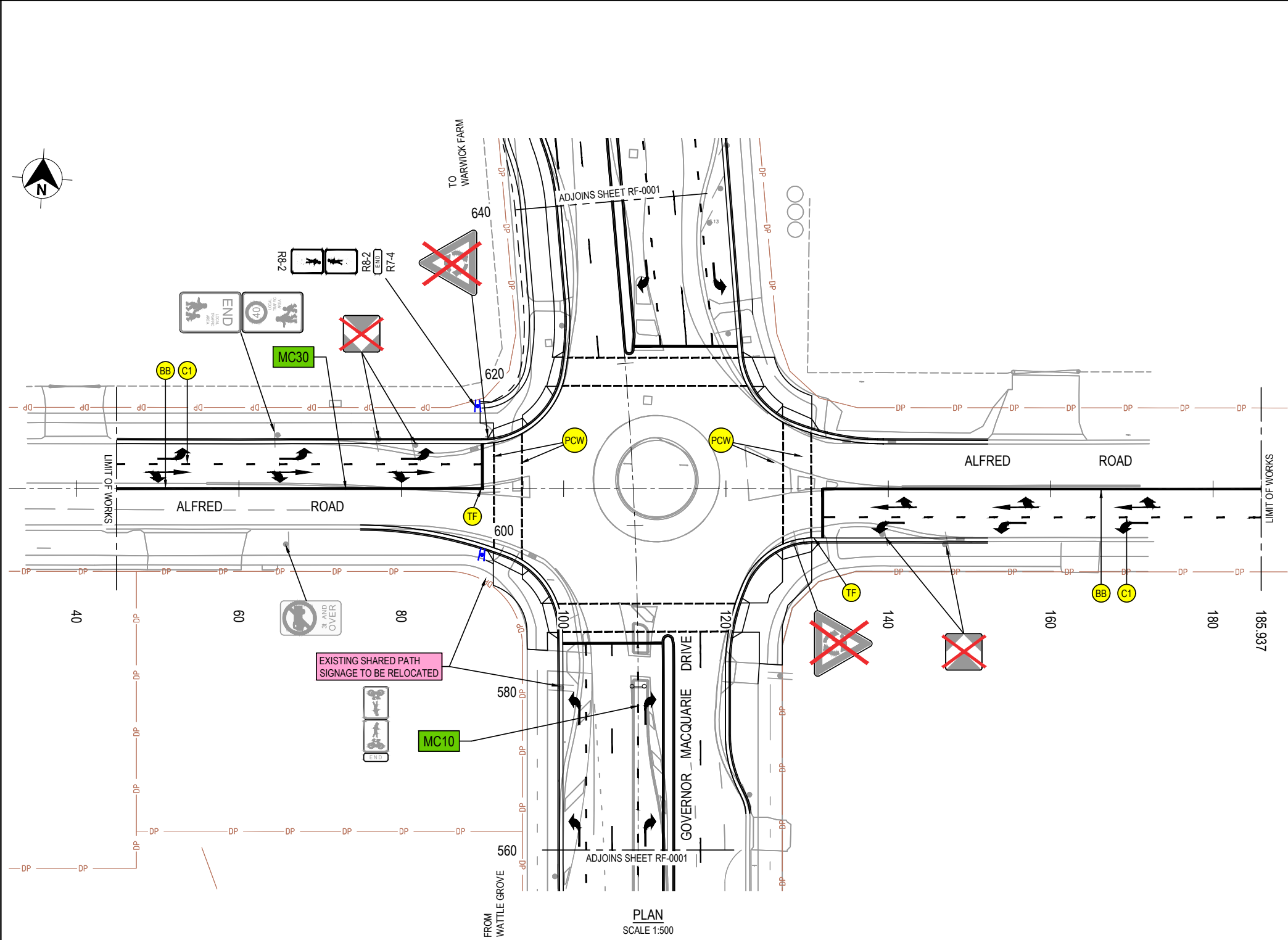
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TYPICAL SHARED PATH DETAIL
PS-3 & PS-4
NOT TO SCALE

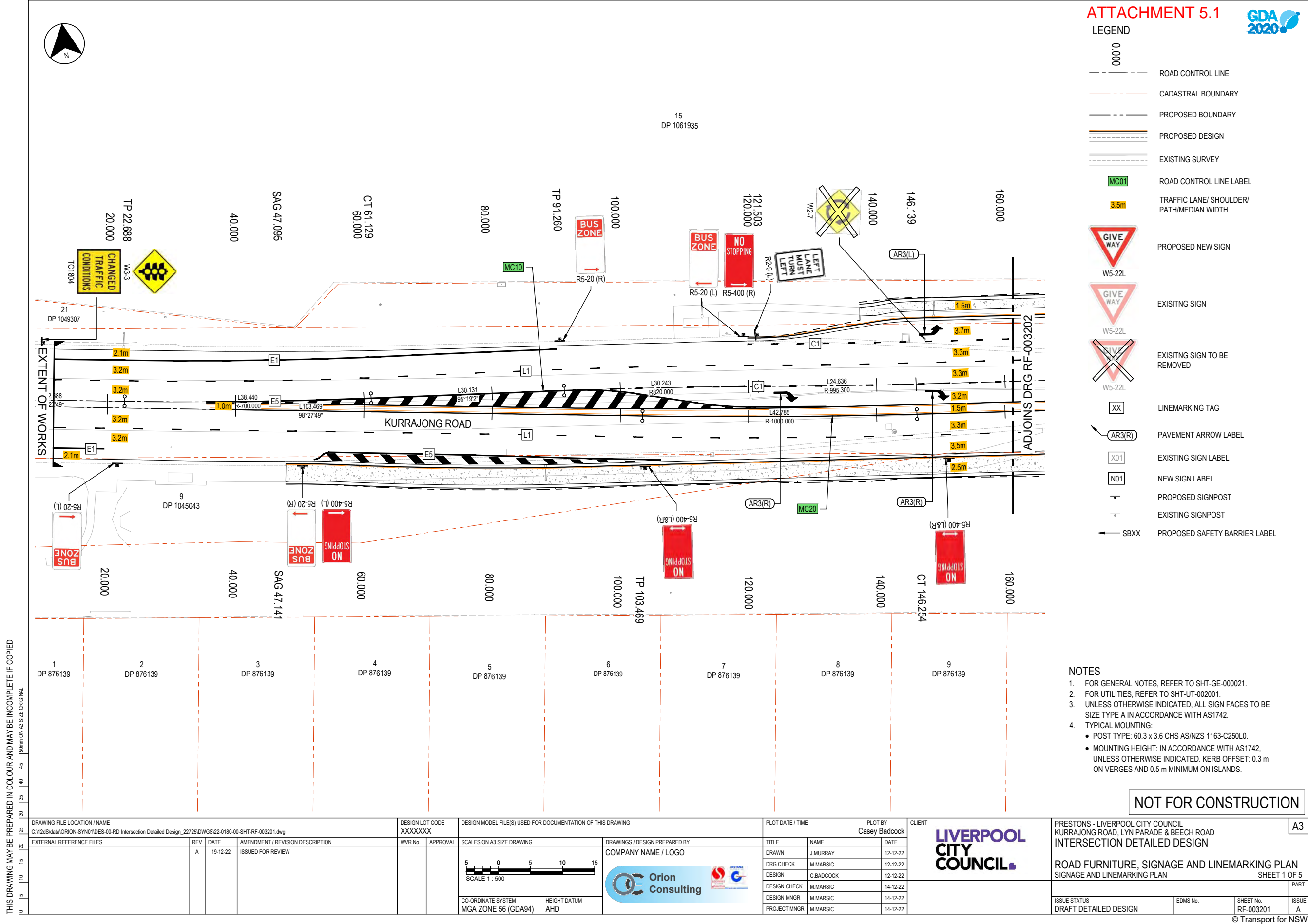
NOT FOR CONSTRUCTION

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PLAN
SCALE 1:500

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EXTERNAL REFERENCE FILES		REV	DATE	AMENDMENT / REVISION DESCRIPTION		WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING				DRAWINGS / DESIGN PREPARED BY				TITLE		NAME		DATE	
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												DRG CHECK		I.BROWN		05.12.22					
												DESIGN		N.WALL		05.12.22					
												DESIGN CHECK		I.BROWN		05.12.22					
												DESIGN MNGR		I.BROWN		05.12.22					
												PROJECT MNGR		I.BROWN		05.12.22					



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150mm OR A3 SIZE ORIGINAL

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3 DP 876139

4 DP 876139

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6 DP 876139

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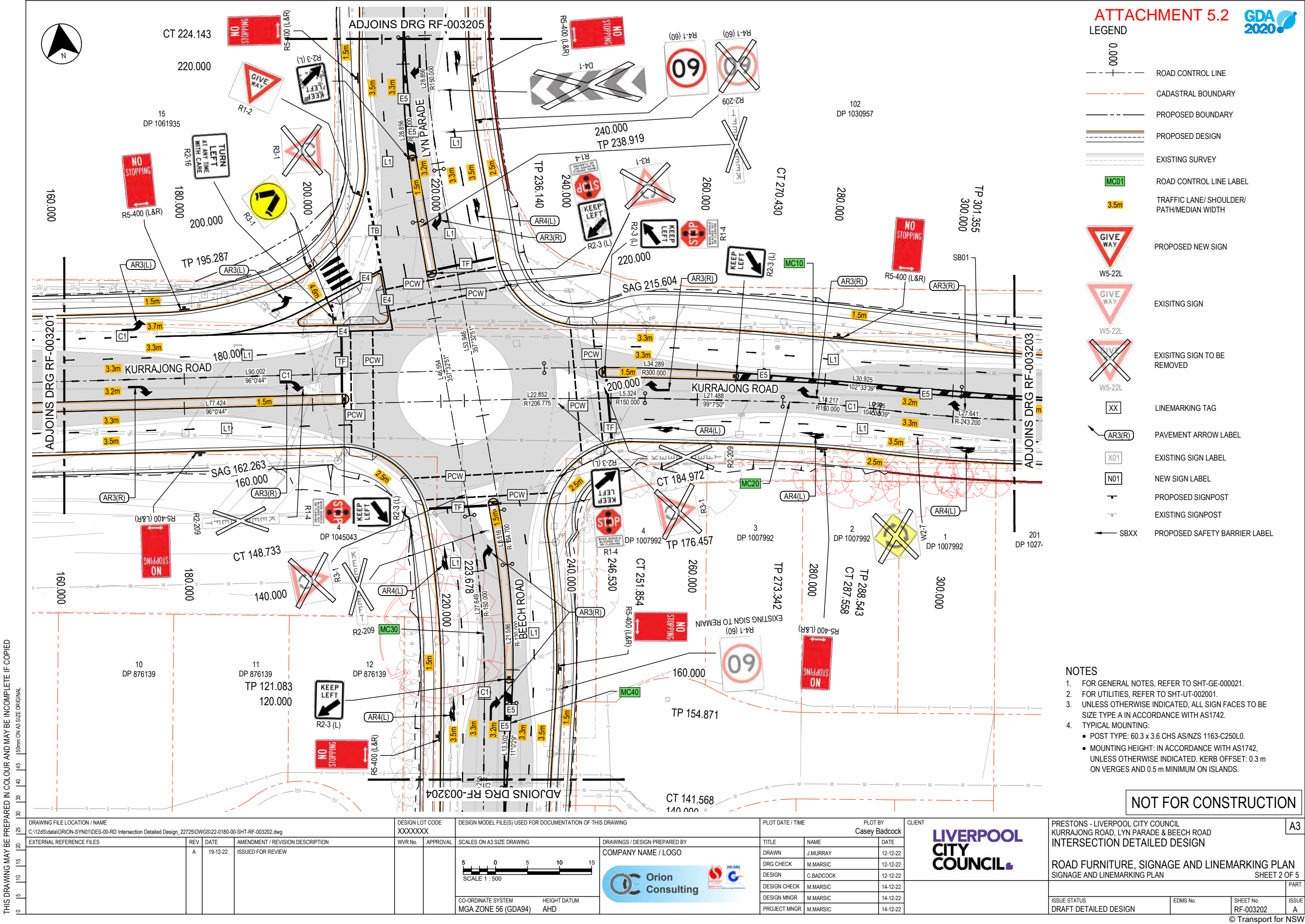
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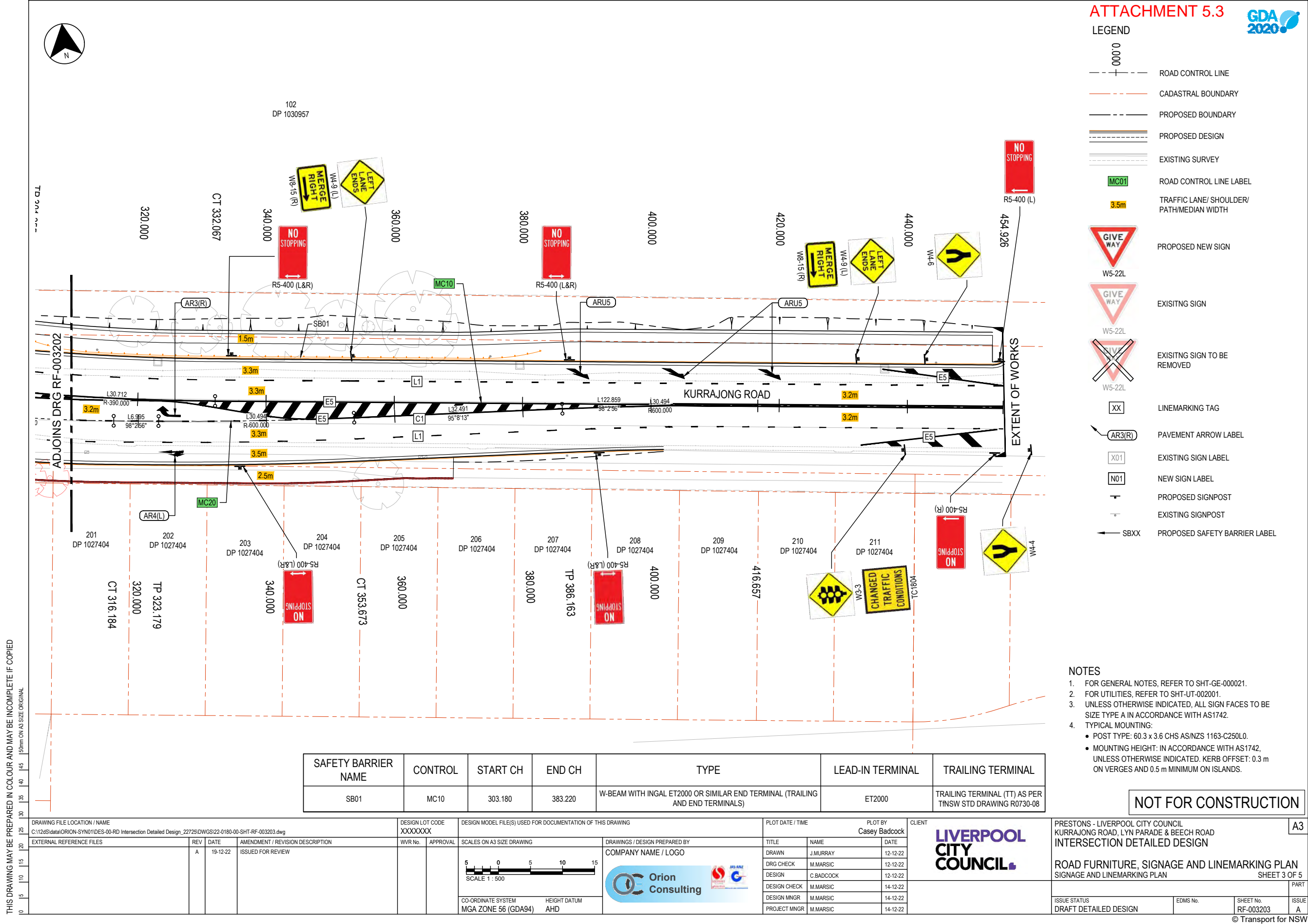
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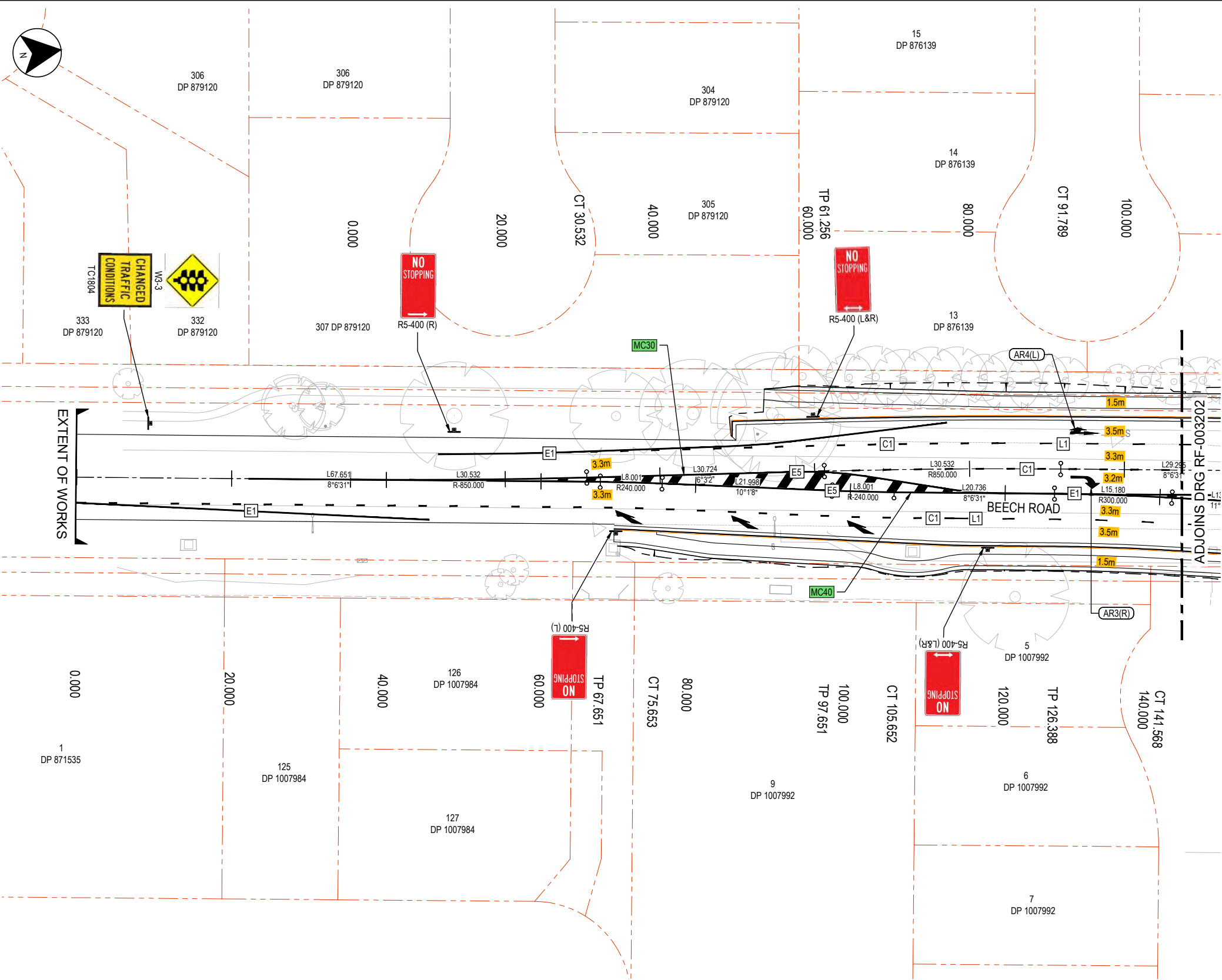
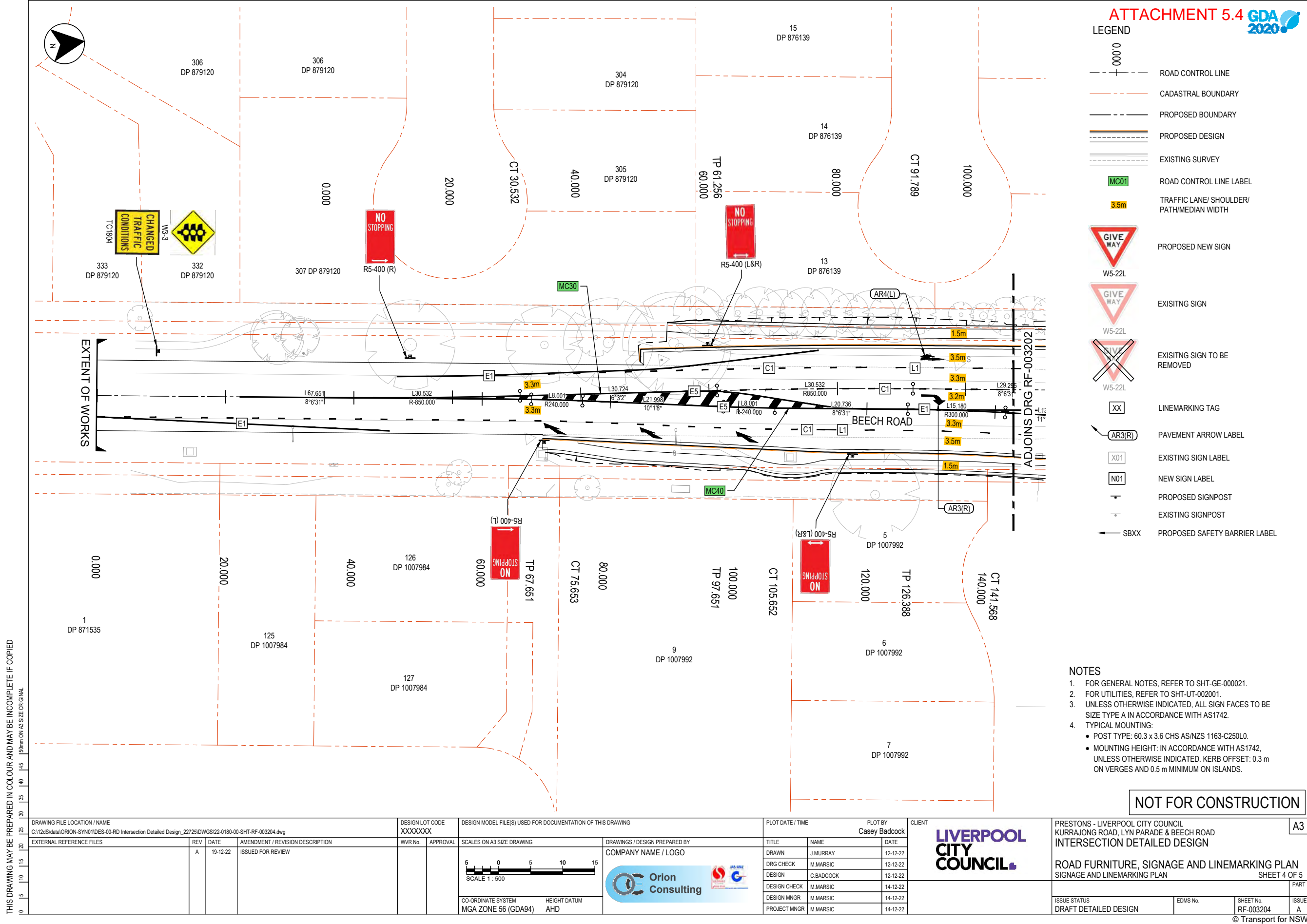
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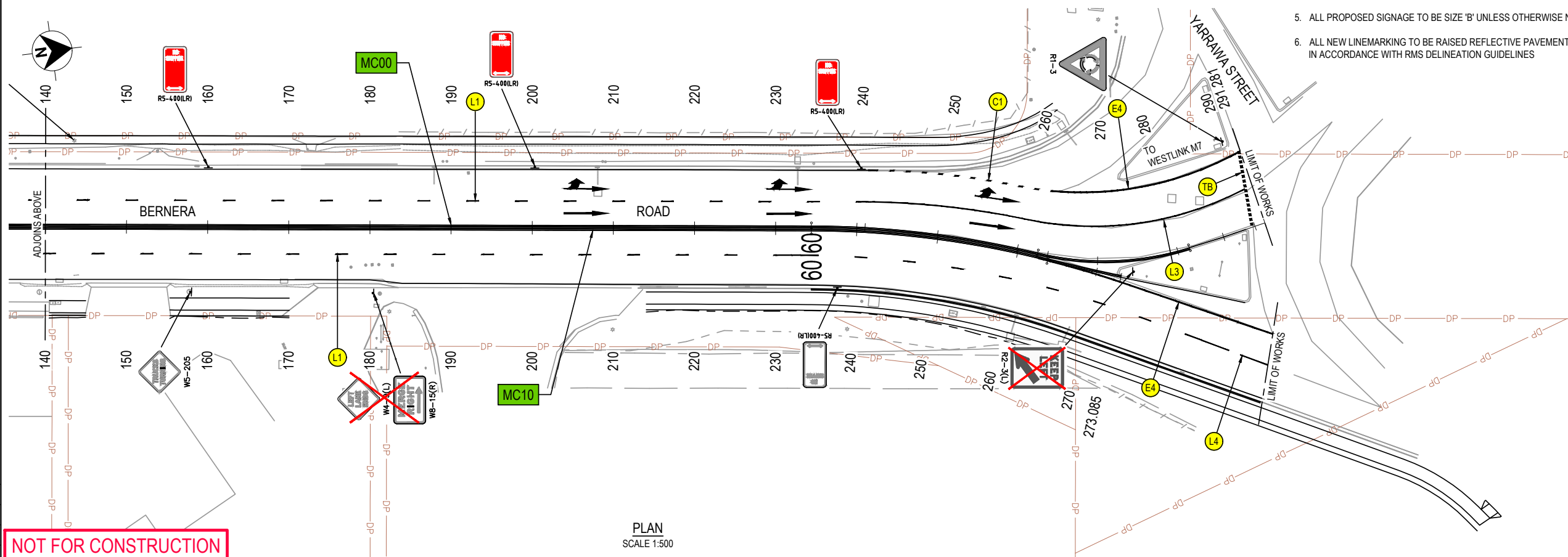
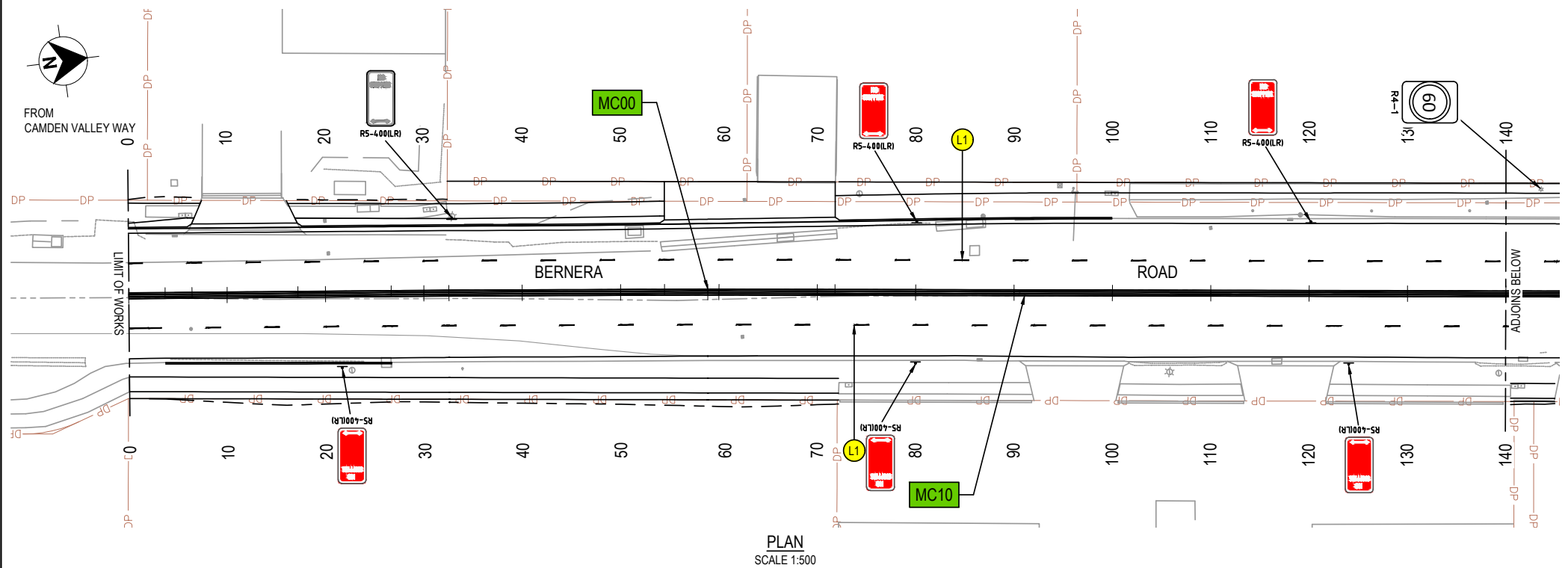
ATTACHMENT 6

LEGEND

- DP DP OVERLAY BOUNDARY
- MC00 CONTROL ALIGNMENT LABEL
- LM LINEMARKING TYPE LABEL
- EXISTING SIGN & POST
- EXISTING SIGN TO BE REMOVED
- INSTALL NEW SIGN
- APPLY NEW LINEMARKING ARROW - ASR
- APPLY NEW LINEMARKING ARROW - UA3L
- APPLY NEW LINEMARKING ARROW - UA3R

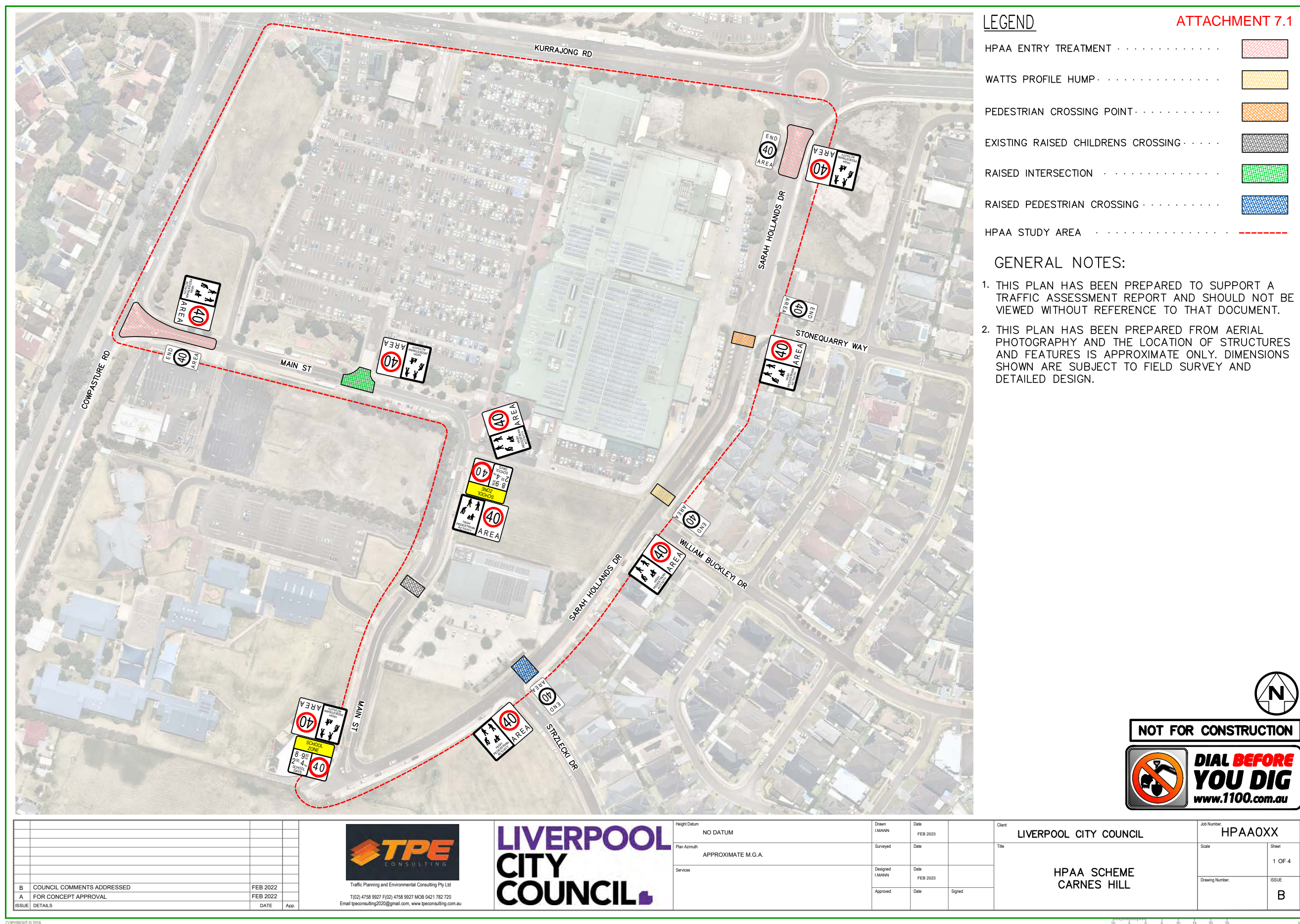
NOTES

- REFER TO SHEET RD-0001 FOR ROAD TYPICAL SECTIONS.
- PAVEMENT MARKING & SIGNPOSTING TO BE IN ACCORDANCE WITH RMS GUIDELINES & SPECIFICATIONS
- INSTALL PAINTED CHEVRONS IN ACCORDANCE WITH RMS DELINEATION GUIDELINES
- ALL EXISTING LINEMARKING BETWEEN LIMITS OF WORKS WILL BE REMOVED AS PART OF PAVEMENT WORKS. REFER TO PV SERIES DRAWINGS FOR EXTENTS.
- ALL PROPOSED SIGNAGE TO BE SIZE 'B' UNLESS OTHERWISE NOTED
- ALL NEW LINEMARKING TO BE RAISED REFLECTIVE PAVEMENT MARKING IN ACCORDANCE WITH RMS DELINEATION GUIDELINES

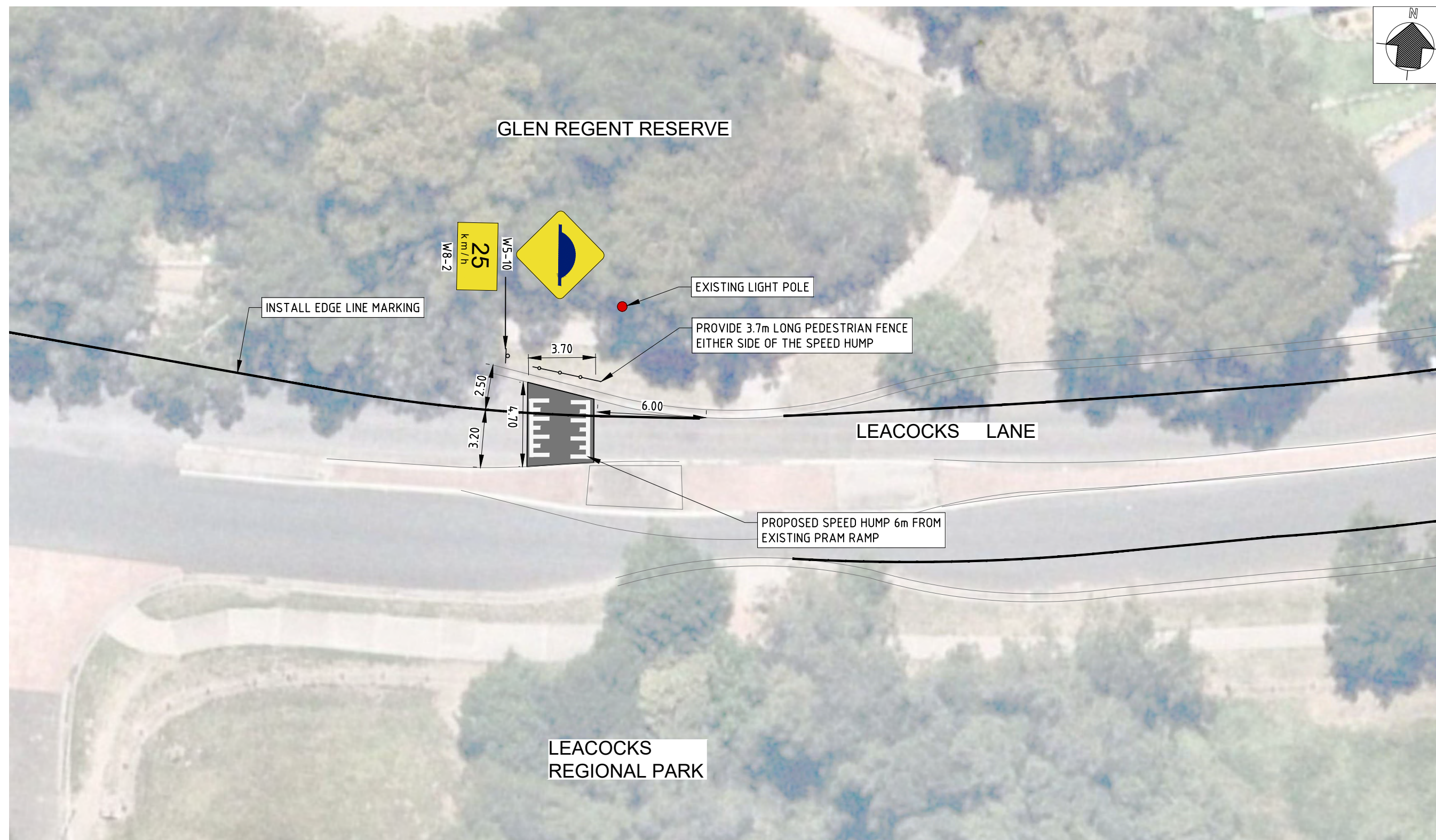


NOT FOR CONSTRUCTION

DRAWING FILE LOCATION / NAME \\pserver06\drafting\300332\DWG\engineering\DC\300332-DC-RF-0001.dwg			DESIGN LOT CODE ...		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING S:\300332\DESIGN\12D\BERNERA ROAD\DESIGN			PLOT DATE / TIME 12/19/2022 2:59 PM		PLOT BY chriss		CLIENT <div>LIVERPOOL CITY COUNCIL BERNERA ROAD ROAD UPGRADE WORKS YARRAWA STREET TO YARUNGA STREET, PRESTONS ROADSIDE FURNITURE AND LINEMARKING SIGNAGE AND MARKING PLAN</div>		A3							
EXTERNAL REFERENCE FILES x_SHT x_LABELS x_DESIGN x_SURVEY x_DRAINAGE x_UTILITIES			REV 0		DATE 16.12.22		AMENDMENT / REVISION DESCRIPTION CONCEPT DESIGN - ISSUED FOR REVIEW			WVR No. -		APPROVAL -		DESIGN PROJECT No. 300332							
							SCALES ON A3 SIZE DRAWING <div></div>			DRAWINGS / DESIGN PREPARED BY COMPANY NAME / LOGO <div>Central Coast 5 Pioneer Avenue, P.O. Box 3717, Yuggerah NSW 2259 Phone: (02) 4305 4300 Fax: (02) 4305 4399 email: coast@adwjohnson.com.au www.adwjohnson.com.au ABN: 62 129 445 396</div>			TITLE DRAWN DRG CHECK DESIGN DESIGN CHECK DESIGN MNGR PROJECT MNGR			NAME M.HOYLAND I.BROWN R.BROWN I.BROWN I.BROWN I.BROWN			DATE 16.12.22 16.12.22 16.12.22 16.12.22 16.12.22 16.12.22		
							CO-ORDINATE SYSTEM MGA ZONE 56			HEIGHT DATUM AHD			EDMS No. -			SHEET No. RF-0001		PART -		ISSUE 0	

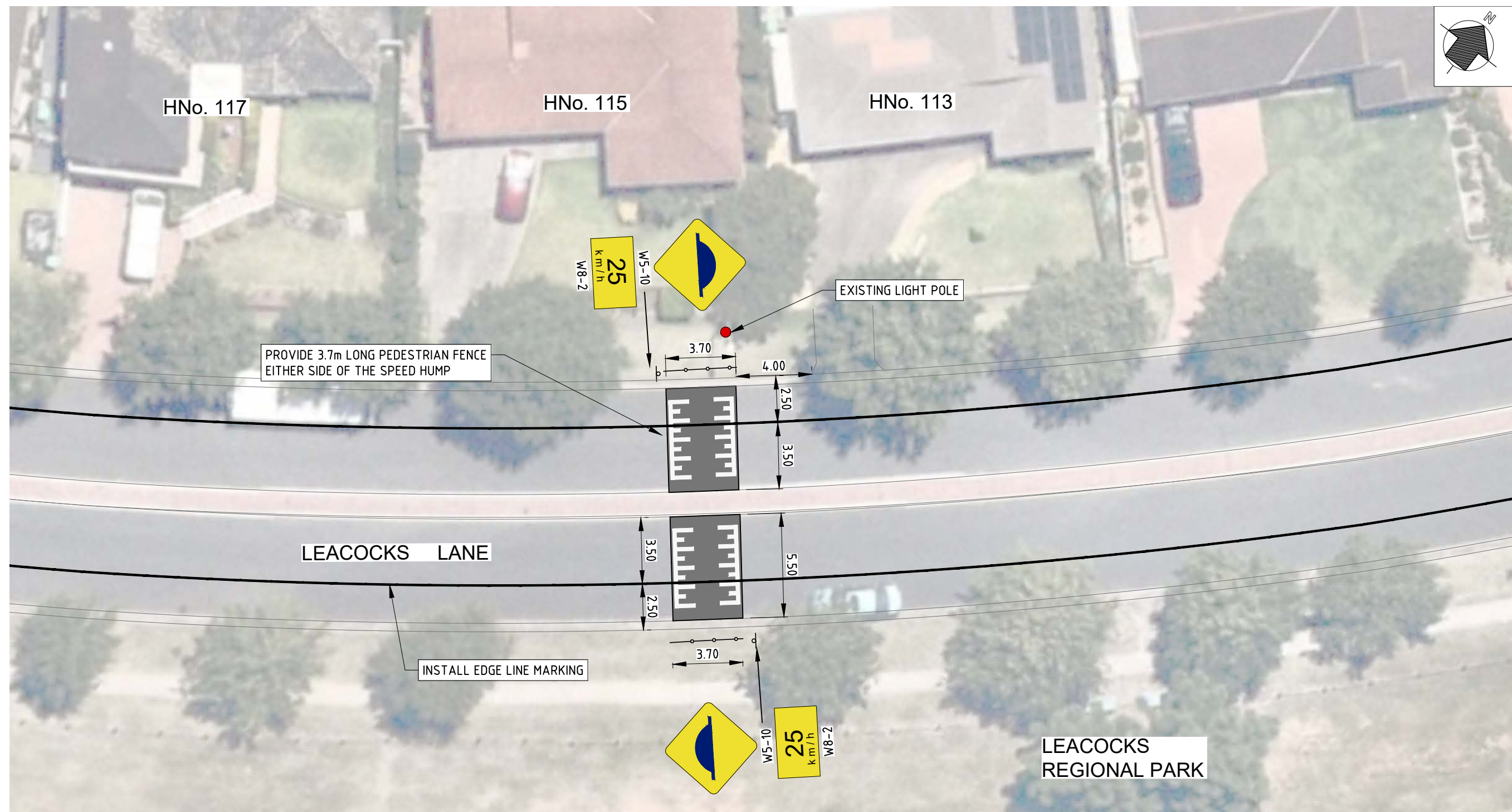


ATTACHMENT 8.1



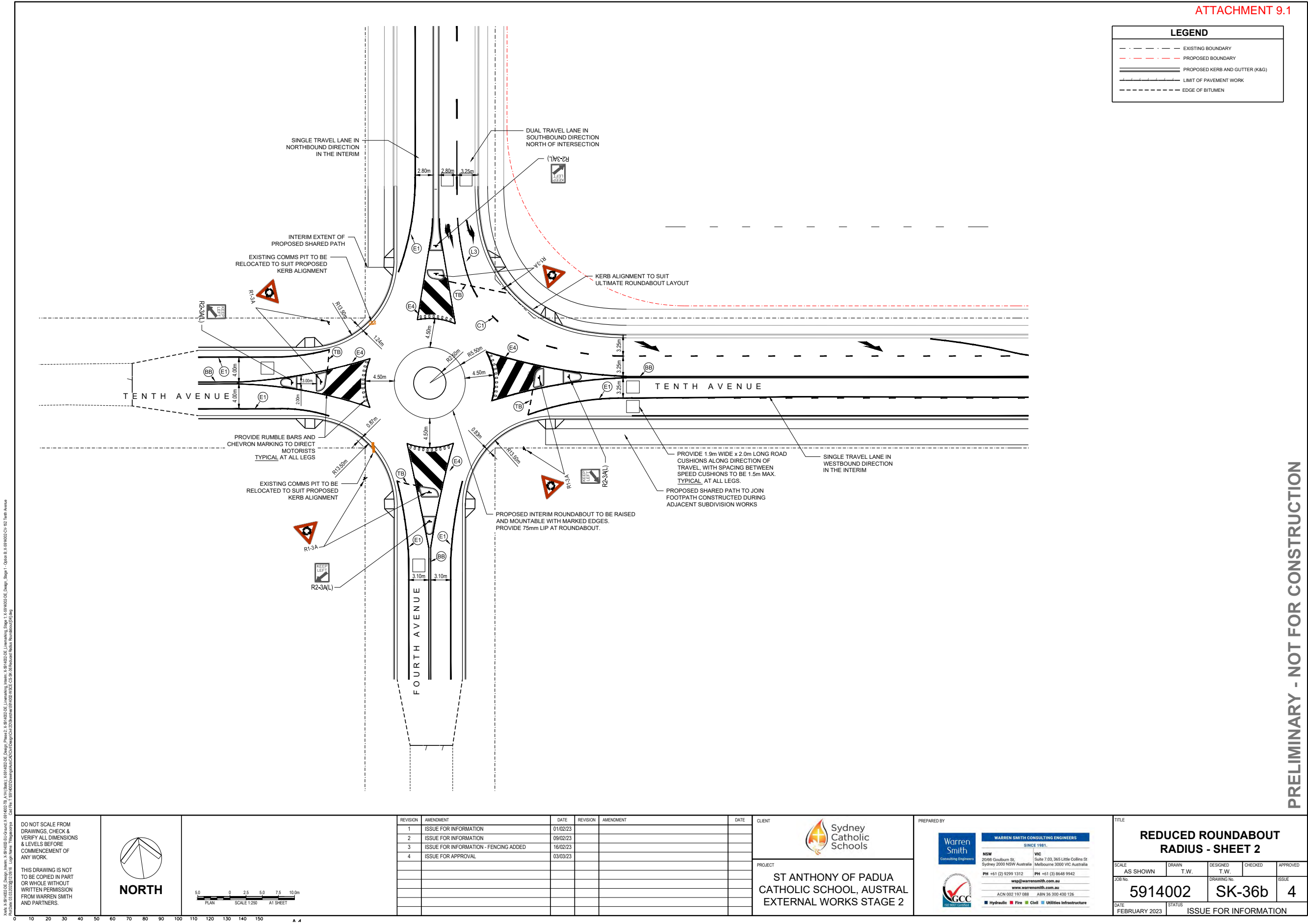
CONCEPT PLAN
SCALE 1:100 @ A1

ATTACHMENT 8.2

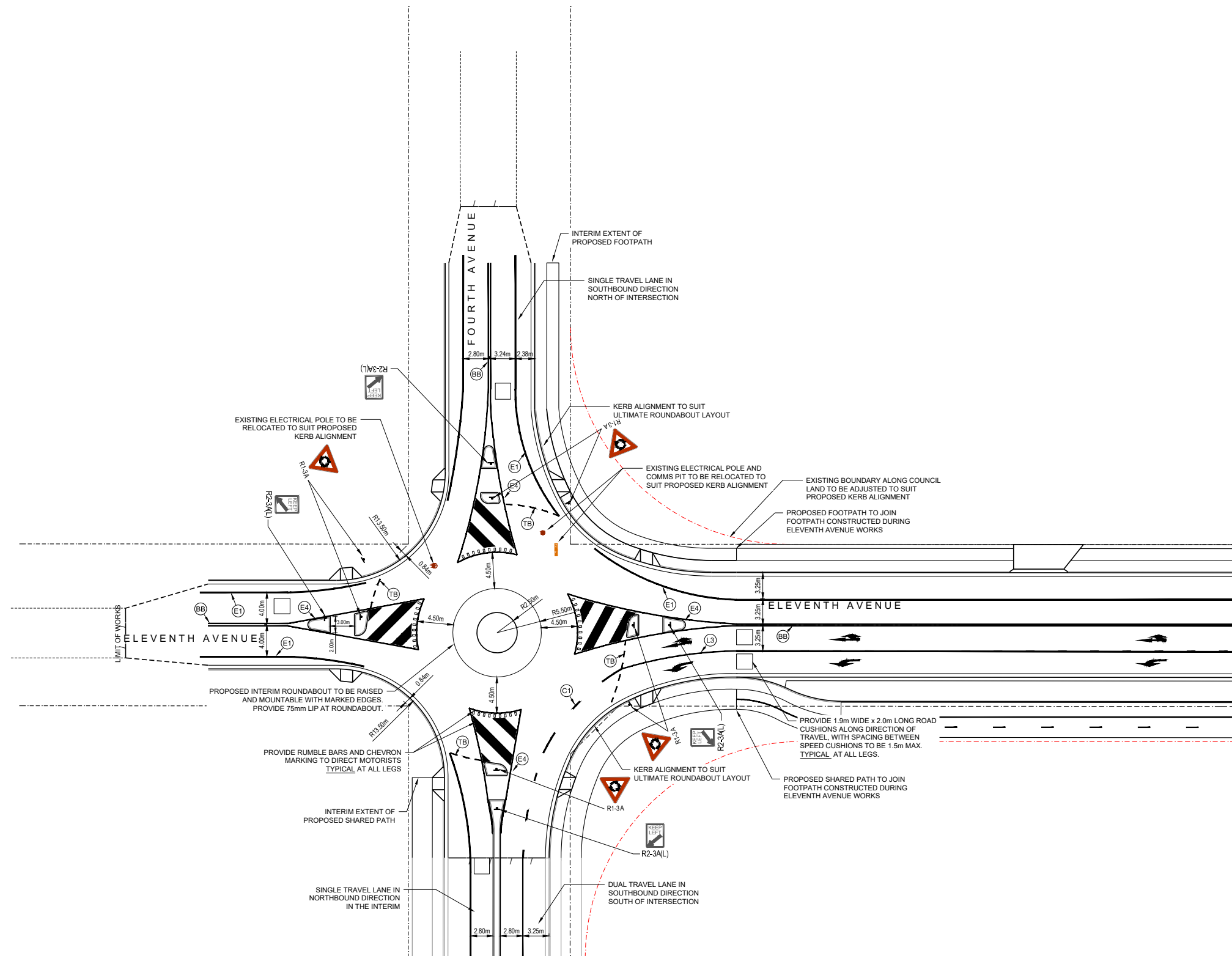
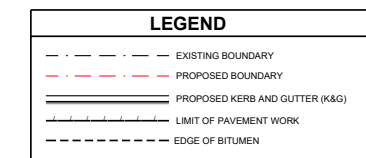


CONCEPT PLAN
SCALE 1:100 @ A1

ATTACHMENT 9.1



PRELIMINARY - NOT FOR CONSTRUCTION




PRELIMINARY - NOT FOR CONSTRUCTION

Refs: X-914002-DE Design Inform; X-916002-SU Ground; X-9914002-TB A VH (State); X-9914002-DE Design Phase 2; X-9914002-DE Liningmark Inform; X-9914002-DE Design Stage 1; X-9914002-CV 452 Tenth Avenue
Cad File: T:9914002\Drawings\Ausc40\CH\Design\CH 20\Schedas\9914002-WSCS-CS-SK-36Reduced Radius Roundabout[04].dwg
Log Date: 03.03.2007 12:08:18 Login Name: Vilagasi@oia

DO NOT SCALE FROM
DRAWINGS, CHECK &
VERIFY ALL DIMENSIONS
& LEVELS BEFORE
COMMENCEMENT OF
ANY WORK.


THIS DRAWING IS NOT
TO BE COPIED IN PART
OR WHOLE WITHOUT
WRITTEN PERMISSION
FROM WARREN SMITH
AND PARTNERS

[illegible]

CLIENT	 Sydney Catholic Schools
PROJECT	ST ANTHONY OF PADUA CATHOLIC SCHOOL, AUSTRAL EXTERNAL WORKS STAGE 2

PREPARED BY

Warren Smith
Consulting Engineers



WARREN SMITH CONSULTING ENGINEERS

SINCE 1981.

<p>NSW</p> <p>20489 Croubairn St. Sydney 2000 NSW Australia</p> <p>PH +61 (2) 9299 1312</p>	<p>VIC</p> <p>Suite 7.03, 365 Little Collins Melbourne 3000 VIC Australia</p> <p>PH +61 (3) 8648 9942</p>
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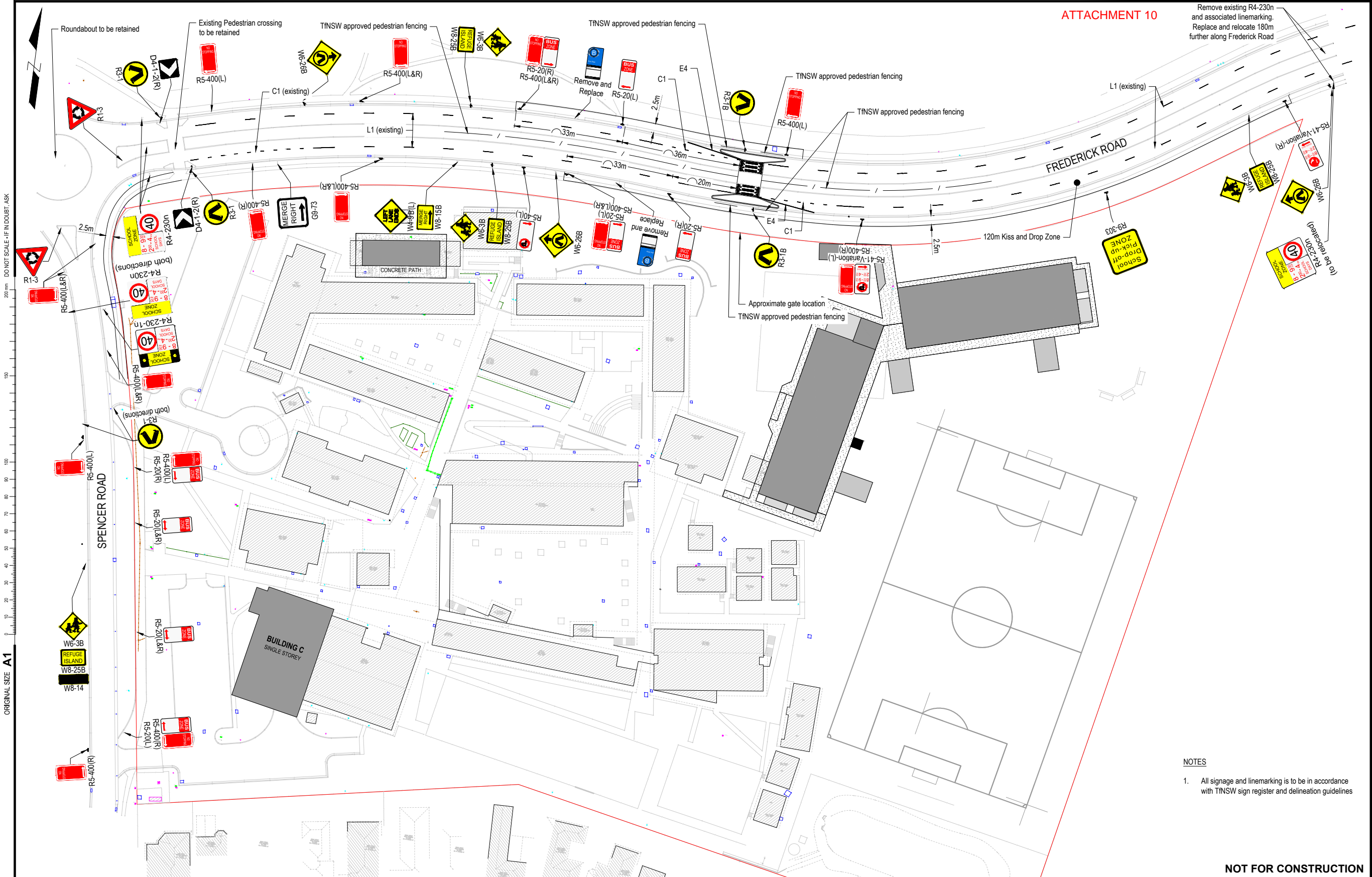
wsp@warrensmith.com.au

www.warrensmith.com.au

ACN 002 197 088 ABN 36 300 430 126

[A](#) [Australia](#) [B](#) [Brazil](#) [Canada](#) [China](#) [France](#) [Germany](#) [India](#) [Indonesia](#) [Japan](#) [Korea](#) [Malaysia](#) [Mexico](#) [New Zealand](#) [Philippines](#) [Singapore](#) [South Africa](#) [Taiwan](#) [Thailand](#) [USA](#) [Vietnam](#)

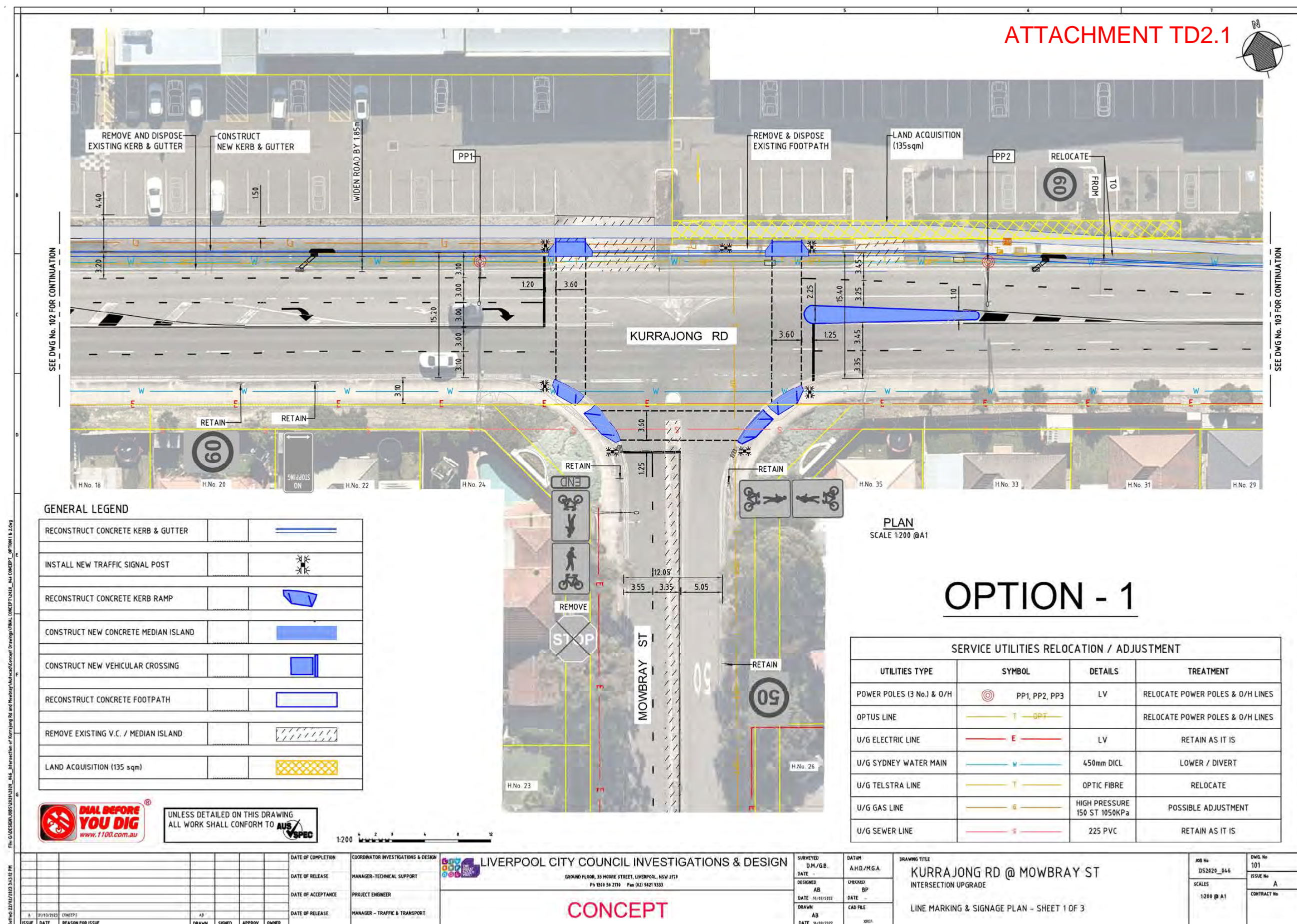
TITLE				
REDUCED ROUNDABOUT RADIUS - SHEET 1				
SCALE AS SHOWN	DRAWN T.W.	DESIGNED T.W.	CHECKED	APPROVED
JOB No. 5914002	DRAWING No. SK-36a		ISSUE 4	
DATE FEBRUARY 2023	STATUS ISSUE FOR APPROVAL			



- NOTES
1. All signage and linemarking is to be in accordance with TNSW sign register and delineation guidelines

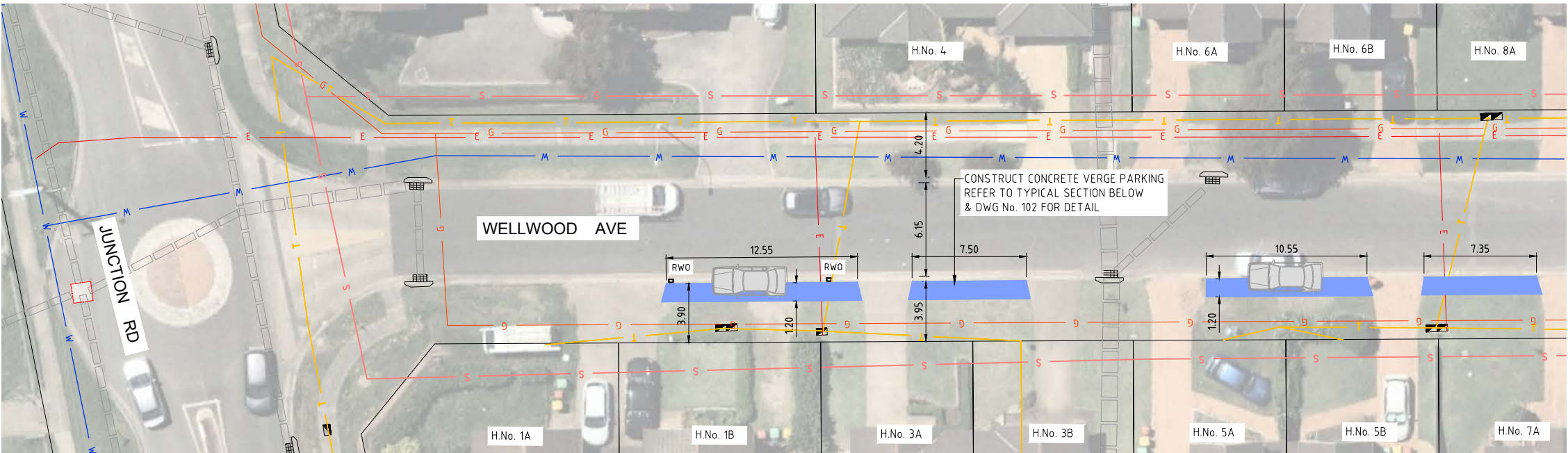
NOT FOR CONSTRUCTION

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										DESIGNED		S WATERS					02/03/23		FOR TC REVIEW								
										DRAWN		S WATERS					06/03/23		Date Stamp								
										CAD REVIEW		B BLACKER					06/03/23		06/03/23								
										DESIGN CHECK		B BLACKER					03/03/23		Scales								
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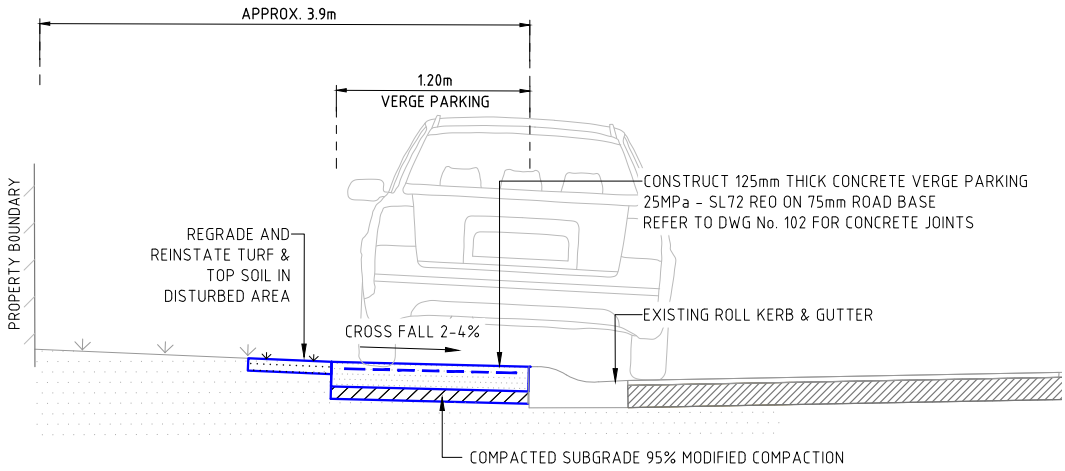




ATTACHMENT GB4.1



PLAN
SCALE: 1:150 @ A1



TYPICAL SECTION
SCALE: 1:20 @ A1

- NOTE: 1
1. DRAWINGS ARE BASED ON AERIAL MAP ONLY.
NO SURVEY WAS UNDERTAKEN. DIMENSIONS SHOWN ARE APPROXIMATE ONLY.

- NOTE: 2
1. THE CROSS FALL ON A VERGE PARKING SHALL VARY FROM 2% TO 4%.
 2. VERGE PARKING TO BE 150mm THICKNESS WITH SL72 MESH AT 40mm TOP COVER ON 75mm THICK DGB20 95% MODIFIED COMPACTION.
 3. CONCRETE TO BE MINIMUM COMPRESSIVE STRENGTH F'C 25MPa AT 28 DAYS.
 4. USE CONNOLLY KEY JOINT AS SHOWN ON SECTION ON DWG No. 102 OR AS DIRECTED BY LCC ENGINEER.
 5. INSTALL TRIP STOP (IF REQUIRED) IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATION.
 6. IF THE DISTURBED AREA WIDTH IS GREATER THAN 0.5m, PLACE TOP SOIL AT MIN. 50mm DEPTH AND TURF THIS AREA.
 7. MAINTAIN MIN. 1m CLEARANCE FROM DRAINAGE LINTEL.

GENERAL LEGEND

CONSTRUCT CONCRETE VERGE PARKING		
EXISTING RAIN WATER OUTLET		RW0

U/G SERVICE LEGEND

U/G STORMWATER PIPE		
U/G SYDNEY WATER LINE (100 DICL)		w
U/G TELSTRA MAIN OPTIC FIBRE		T
U/G ELECTRICITY MAIN LOW RISK		E
U/G GAS MAIN (32 NY 210kPa)		G
U/G SEWER MAIN (150Ø VC)		S

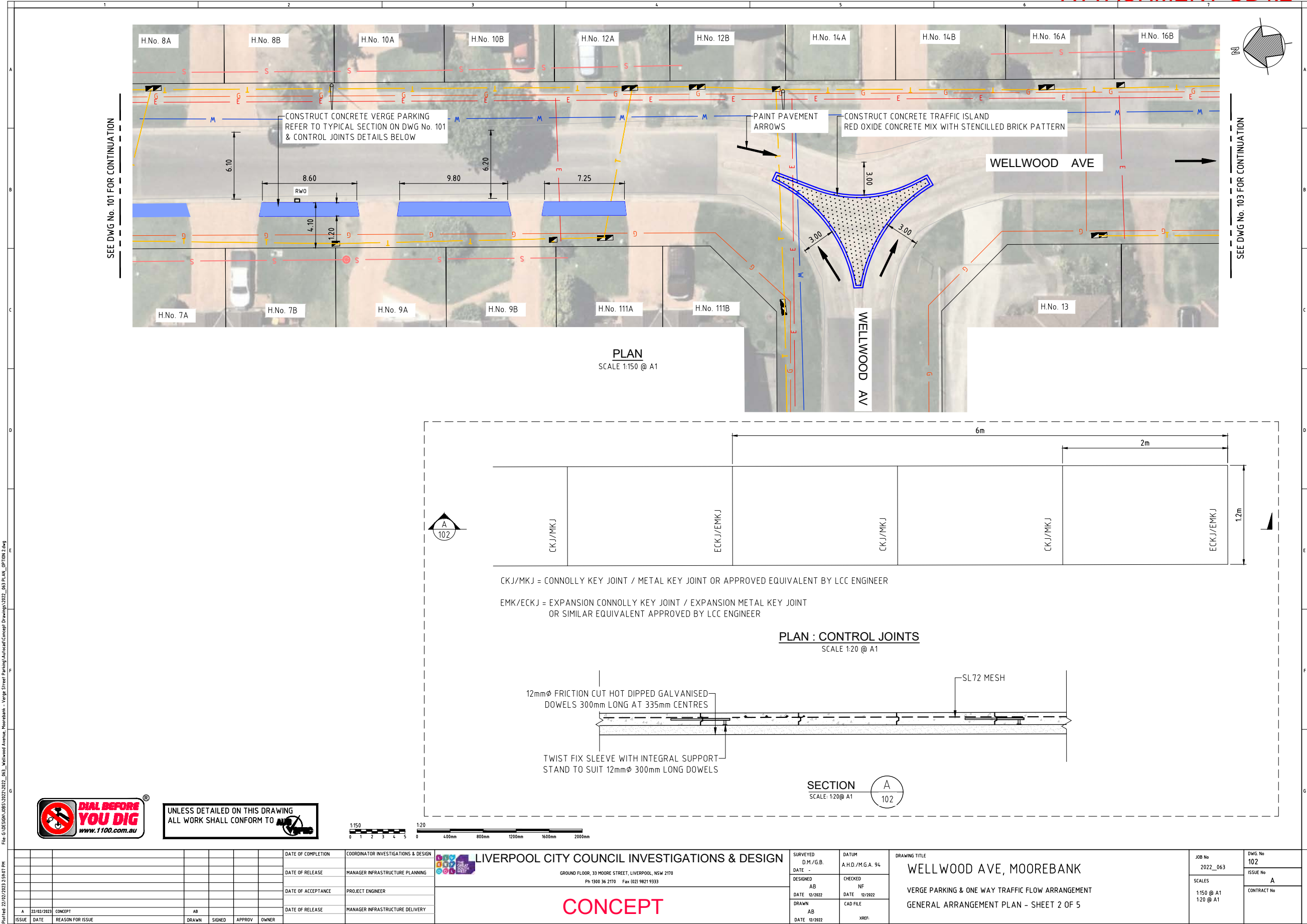


UNLESS DETAILED ON THIS DRAWING
ALL WORK SHALL CONFORM TO

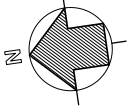


										DATE OF COMPLETION										COORDINATOR INVESTIGATIONS & DESIGN										<div><div>LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN</div><div>GROUND FLOOR, 33 MOORE STREET, LIVERPOOL, NSW 2170</div><div>Ph 1300 36 2170 Fax (02) 9821 9333</div></div>										SURVEYED D.M./G.B.										DATUM A.H.D./M.G.A. 94										<div>DRAWING TITLE</div> <div>WELLWOOD AVE, MOOREBANK</div> <div>VERGE PARKING & ONE WAY TRFFIC FLOW ARRANGEMENT</div> <div>GENERAL ARRANGEMENT PLAN - SHEET 1 OF 5</div>										JOB No 2022_063										DWG. 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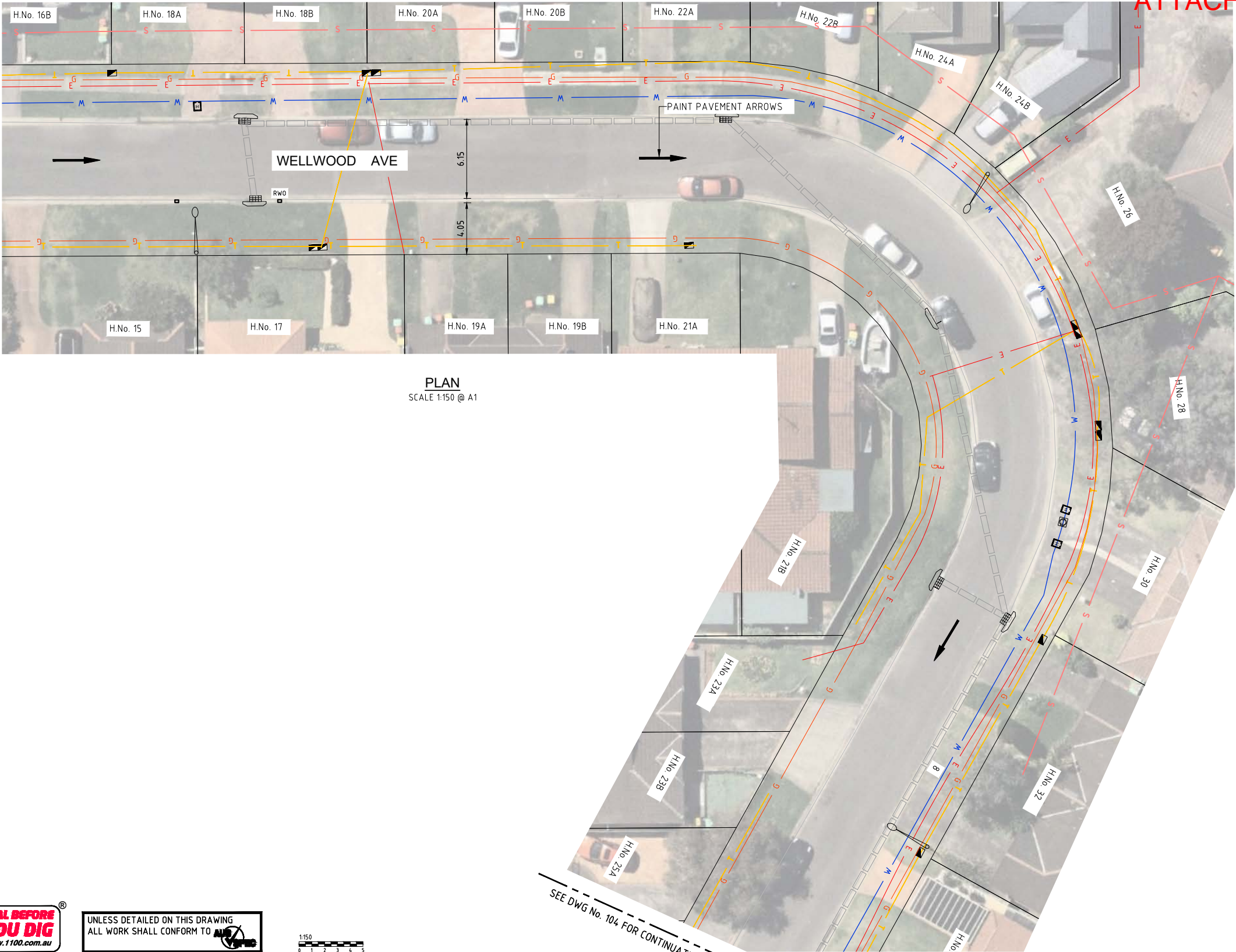
ATTACHMENT GB4.2



ATTACHMENT GB4.3



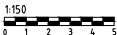
SEE DWG No. 102 FOR CONTINUATION



SEE DWG No. 104 FOR CONTINUATION



UNLESS DETAILED ON THIS DRAWING
ALL WORK SHALL CONFORM TO



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				DATE OF COMPLETION	COORDINATOR INVESTIGATIONS & DESIGN
				DATE OF RELEASE	MANAGER INFRASTRUCTURE PLANNING
				DATE OF ACCEPTANCE	PROJECT ENGINEER
				DATE OF RELEASE	MANAGER INFRASTRUCTURE DELIVERY
A	22/02/2023	CONCEPT	AB		
ISSUE	DATE	REASON FOR ISSUE	DRAWN	SIGNED	APPROV OWNER

**LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN**
GROUND FLOOR, 33 MOORE STREET, LIVERPOOL, NSW 2170
Ph 1300 36 2170 Fax (02) 9821 9333

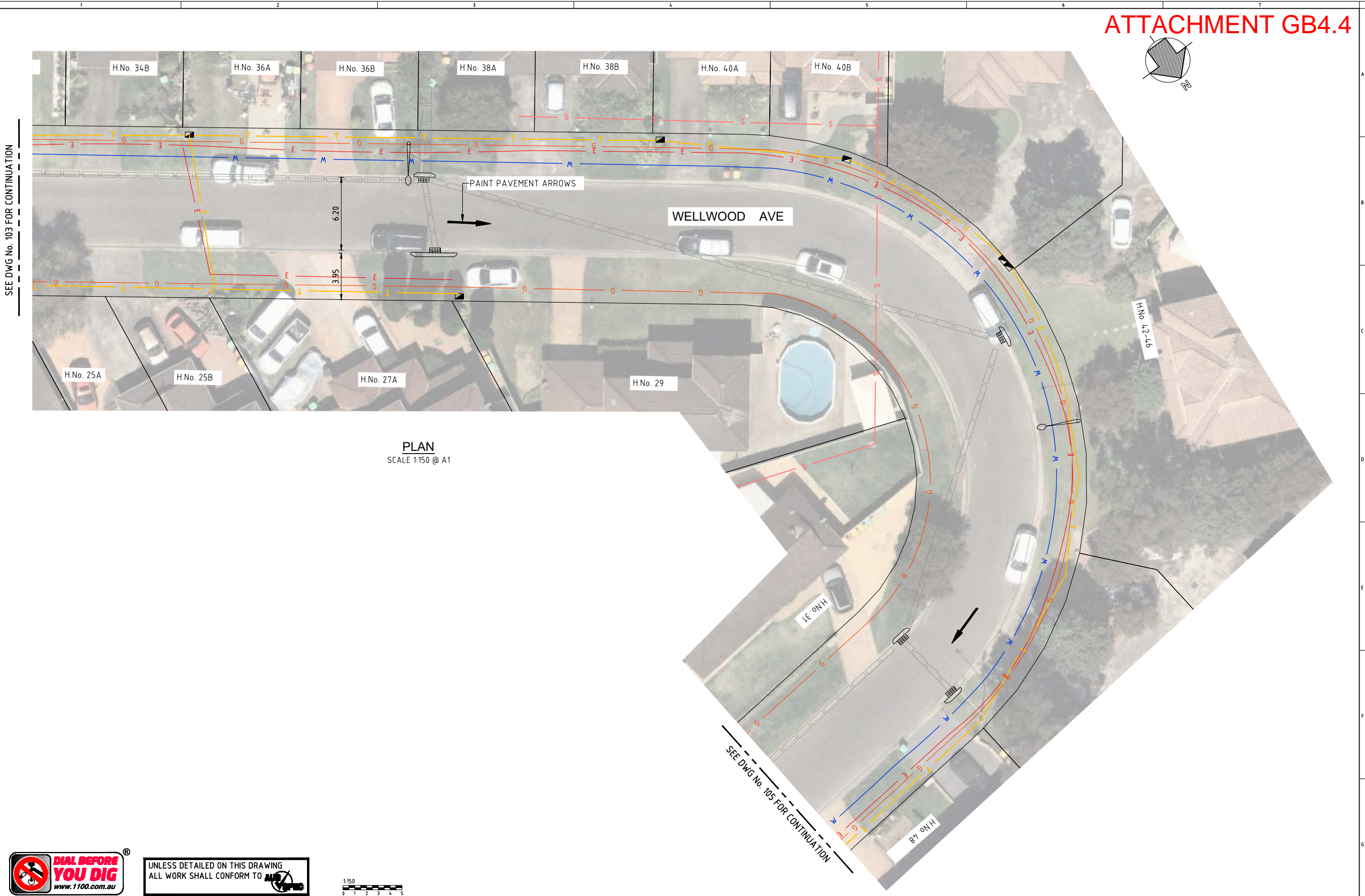
CONCEPT

SURVEYED	D.M./G.B.	DATUM	A.H.D./M.G.A. 94
DATE	-	CHECKED	NF
DESIGNED	AB	DATE	12/2022
DATE	12/2022	CAD FILE	
DRAWN	AB	XREF	
DATE	12/2022		

DRAWING TITLE	
WELLWOOD AVE, MOOREBANK	
VERGE PARKING & ONE WAY TRAFFIC FLOW ARRANGEMENT	
GENERAL ARRANGEMENT PLAN - SHEET 3 OF 5	

JOB No	DWG No
2022_063	103
SCALES	ISSUE No
1:150 @ A1	A
	CONTRACT No

ATTACHMENT GB4.4



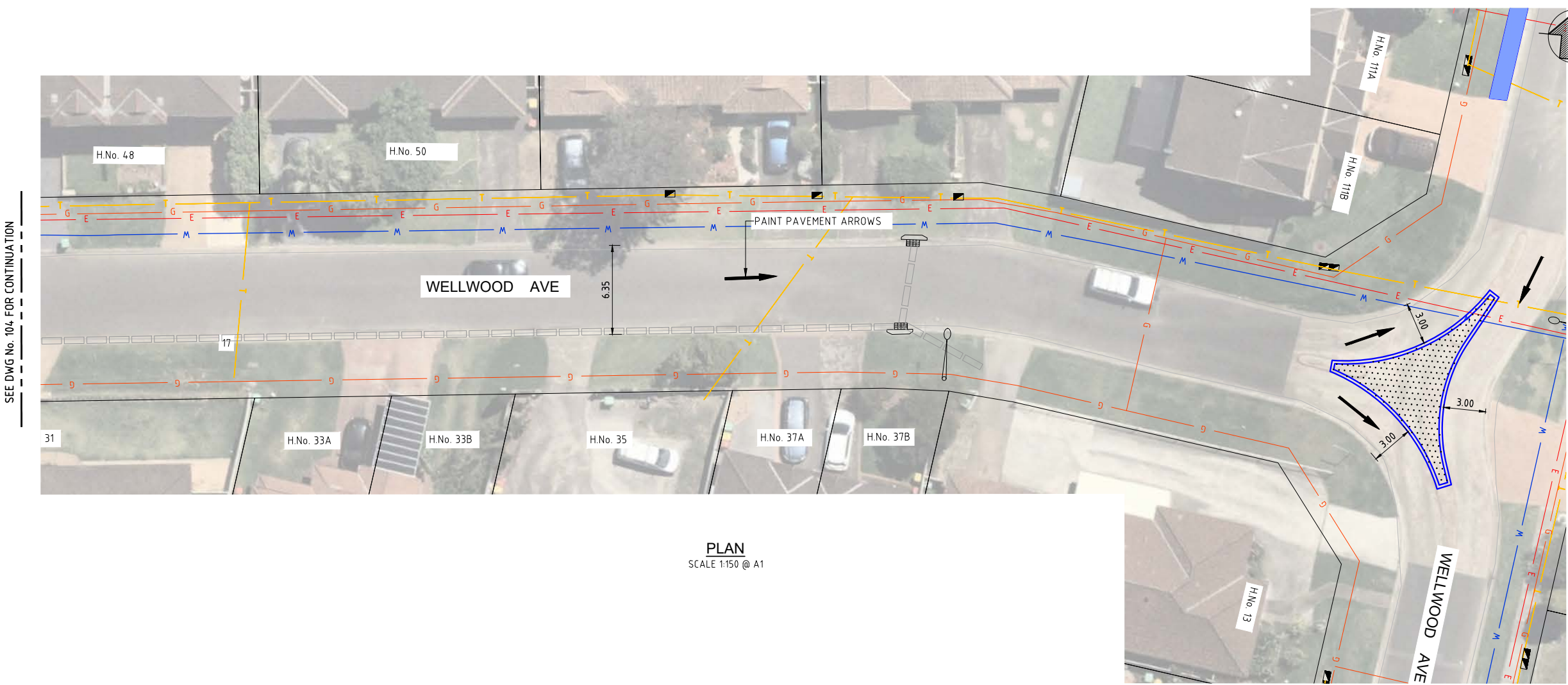
UNLESS DETAILED ON THIS DRAWING
ALL WORK SHALL CONFORM TO



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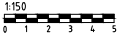
ATTACHMENT GB4.5



PLAN
SCALE 1:150 @ A1



UNLESS DETAILED ON THIS DRAWING
ALL WORK SHALL CONFORM TO



				DATE OF COMPLETION	COORDINATOR INVESTIGATIONS & DESIGN		 <div>LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN</div> <div>GROUND FLOOR, 33 MOORE STREET, LIVERPOOL, NSW 2170</div> <div>Ph 1300 36 2170 Fax (02) 9821 9333</div> <div>CONCEPT</div>	SURVEYED D.M./G.B.	DATUM A.H.D./M.G.A. 94	<div>DRAWING TITLE</div> <div>WELLWOOD AVE, MOOREBANK</div> <div>VERGE PARKING & ONE WAY TRAFFIC FLOW ARRANGEMENT</div> <div>GENERAL ARRANGEMENT PLAN - SHEET 5 OF 5</div>	JOB No 2022_063	DWG No 105
				DATE OF RELEASE	MANAGER INFRASTRUCTURE PLANNING			DESIGNED AB	CHECKED NF		ISSUE No A	
				DATE OF ACCEPTANCE	PROJECT ENGINEER			DATE 23/11/2022	DATE 12/2022		CONTRACT No	
				DATE OF RELEASE	MANAGER INFRASTRUCTURE DELIVERY			DRAWN AB	CAD FILE			
								DATE 23/11/2022	XREF			