

Table 1 - Public Exhibition Outcomes

Issue	The proposal will have economic impacts on the existing centre.
Comment	The rezoning is supported by a retail assessment that justifies up to 1000sqm of retail and business floorspace in the locality. Limiting the potential commercial floorspace to 1000sqm would not significantly impact upon the trade of the existing centre at 598 Hoxton Park Road and Carnes Hill Marketplace and proposed local centre at Middleton Grange. The site will not serve the majority of home-bound travellers and the proposed 1000sqm is only a small increase to the already approved 650sqm service station development. Further, the Liverpool Retail Hierarchy Report identifies retail demand growth on this catchment related to ongoing residential development. The size of the proposed centre will serve convenience needs of the local catchment. It would not be appropriate to increase the size any further as there is only limited land available a larger centre would have different traffic, social and economic impact that has not been justified by the background reporting.
Issue	Increased traffic
Comment	Hoxton Park Road is in the process of being upgraded; these works will accommodate projected increased traffic movements and will also allow for better access to the existing centre at 598 Hoxton Park Road. It would not be appropriate for a centre at 441 Hoxton Park Road centre to play a higher order role due to its limited access off Hoxton Park Road resulting from the RTA upgrade. The centre would however be well connected to the local walkable catchment, and have sufficient trade to remain viable.
Issue	Suggests that RTA road upgrade works contradicts the Leyshon report submitted with the rezoning application.
Comment	RTA road upgrade works includes a new service road between First Avenue and Dorrigio Avenue. This will undoubtedly improve access to the existing centre. The existing centre is located on the "drive home" side of Hoxton Park Road which provides the centre with a substantial competitive advantage over the proposed centre. The Leyshon report does however detail that there is adequate market share to support the centre at the site proposed.
Issue	The Leyshon report has unjustified assumptions related to retail spending in the trade area.
Comment	The Leyshon Consulting report, submitted with the rezoning proposal, identifies the potential trade area for the proposed development. The report states that "To the north of Hoxton Park Road the development would attract most of its trade from a triangular area bounded by Hoxton Park and Cowpasture Roads and the alignment of the West Link M7. To the south of Hoxton Park Road the development would attract from a residential area bounded broadly by Hoxton Park Road in the north, Cabramatta Creek in the east, Kurrajong Road in the south and

	Cowpasture Road in the west. This could be regarded as a Secondary Trade Area." This, combined with an expected increase in population in the area, and passing traffic means that the provision of 1000sqm of retail/commercial floorspace on the subject site would not substantially impact upon the economic viability of the existing centre of the existing centres in the locality.
Issue	Retail of convenience goods are already provided for by the existing centre. The proposal provides for an additional 350sqm of commercial floor space than what was originally approved.
Comment	Council previously approved a Development Application on the site for a service station and ancillary uses. This rezoning will permit a further 350sqm of retail/commercial floorspace. This increase is considered minor, especially considering that a service station is no longer proposed; service stations often pull customers away from other small centres as it is often more convenient for drivers to purchase fuel and convenience goods at the same time. In this regard, it is considered that the proposed rezoning will not substantially impact upon the economic viability of the existing centre. Further, there is additional residential development occurring on the area which generates retail demand. The proposed size of 1000sqm is however supported as should the centre be increased in size, there would be potential for other traffic, social and economic impact that have not been justified by the reporting.
Issue	The Sydney Metropolitan Strategy and RTA already identify the Hoxton Park/Dorrigo Avenue precinct as a 'small village'.
Comment	The precinct is identified by the Sydney Metropolitan Plan (draft South West Subregional Strategy) as a 'small village'. A small village is defined in the strategy as a small strip of shops and adjacent residential area within a 5 to 10 minute walk. The proposed rezoning is consistent with the Metropolitan Plan, and this site would be recognised at the same level serving a different catchment. It should be noted that as Liverpool continues to grow, new centres will emerge as the area matures.
Issue	There is no evidence to suggest that there is a net community benefit for the proposal. Also raises concerns about setting a precedent for the up-zoning of land.
Comment	The community will benefit from the provision of convenience goods and services in proximity to an emerging residential catchment. There will be less reliance on private car use for the surrounding residents, as the centre will be within walking distance. The Liverpool Retail Hierarchy Report identifies there is additional retail demand within this catchment which will continue to grow as homes are constructed on the remaining development sites. As such the rezoning proposal is considered to be justified.

Issue	The existing centre still has development potential.
Comment	The proposed rezoning will not have substantial impact on the future expansion of the existing centre. Particularly given ongoing development in the catchment and increases to passing traffic on Hoxton Park Road. Any future expansion of the existing centre will be assessed against the relevant matters of consideration and the relevant Environmental Planning Instruments and future economic analysis. It should be noted that the existing centre serves the needs of its catchment well but would not be appropriate to grow to a size that competed with centres like Carnes Hill, Cecil Hills or Middleton Grange.
Issue	The location of the proposal is inappropriate and multipurpose single trips are not promoted by this proposal.
Comment	The majority of trade derives from the immediate residential catchment and passing traffic. The proposed centre will be limited to 1000sqm of retail floor space and will provide convenience goods; furthermore there is no proposed anchor (e.g. major supermarkets or petrol station). This centre is not intended to provide a multi-purpose destination but service as a convenience outlet. At full development, there will be over 250 dwellings located within 400m from the site on the northern side of Hoxton Park Road along. The site also has exposure to significant commuter traffic on Hoxton Park Road and is in close proximity to an existing and proposed school.
Issue	Shop-top housing will significantly alter the built form when viewed from Hoxton Park Road and the surrounding dwellings.
Comment	The development of shop top housing in conjunction with commercial premises is considered ideal as it provides for an alternative form of housing close to services and retail outlets. It also facilitates a transition between shop and residential area. The height limits within the LEP ensure height is consistent with neighbouring properties.
Issue	The proposal is not consistent with the 117 directions - Business and Industrial lands.
Comment	The proposal is consistent with the 117 directions - Business and Industrial lands. The proposal: • Encourages employment growth in a suitable location; • Protects employment land; • Supports the viability of identified strategic centres by limiting the retail floor space to 1000sqm; • Retains the areas and locations of existing business and industrial zones; • Does not reduce the total potential floor space area for employment use and related public services in business zones; and • Ensures that proposed new employment areas are in accordance with a strategy that is approved by the Director-General of the Department of Planning (i.e. the Sydney Metropolitan Strategy).