

Planning Proposal

240 Governor Macquarie Drive (Lot 1 DP1162276), Warwick Farm

Amendment to the Liverpool Local Environmental Plan 2008:

- *Rezone the site from B5 Business Development to part B4 Mixed Use and part R4 High Density Residential;*
- *Increase the maximum floor space ratio development standard applying to the site from 0.75:1 to 2:1;*
- *Increase the maximum height of buildings development standard applying to the site from 15m to 50m;*
- *Reduce the minimum lot size development standard applying to the site from 2ha to 1,000 m²; and*
- *Add a site-specific clause to the LEP, which would enable development of the site to access bonus FSR provisions equivalent to clause 4.4 (2B) of LLEP 2008 up to a maximum of 3:1*

25 February 2020

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Foreword

Council has resolved to prepare a planning proposal following a request made to it by SJB Planning on behalf of Warwick Farm Central (Projects) Pty Ltd (the Proponent).

The planning proposal request was received by Liverpool City Council (Council) on 10 July 2018. An assessment report was prepared for the Liverpool Local Planning Panel (LLPP) by Cityplan Strategy and Development P/L.

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April 2019, Council was informed by the Department of Planning, Industry and Environment (DPIE) that the proponent had withdrawn the request for a rezoning review.

Advice was sought from the Liverpool Local Planning Panel (LLPP) at its meeting of 24 June 2019 on whether the planning proposal should proceed to a Gateway determination. The LLPP provided their advice, by majority vote (3-1) that the planning proposal request lacked strategic merit. A minority of the LLPP (1 of the 4) considered that the highest and best use of the site, given its proximity to Warwick farm railway station is mixed use including high density residential.

The planning proposal request was considered by Council at its meeting of 31 July 2019. While Council endorsed the planning proposal “in principle”, it did not direct the CEO to forward the planning proposal to the DPIE seeking a Gateway determination at that time.

On 20 August 2019, DPIE informed Council that the proponent had renewed their request for a rezoning review. The matter was considered by the Sydney Western City Planning Panel on 10 September 2019. The panel determined that the proposal should not be submitted for a Gateway determination because the proposal has not demonstrated strategic merit.

Legal advice was sought by Council that confirmed that the Panel's determination did not prevent Council from reconsidering the planning proposal request. The planning proposal request was considered at Council's Ordinary Meeting of 11 December 2019. Council endorsed the planning proposal request “in principle” with the following amendments:

A maximum floor space ratio (FSR) of 2:1 equating to approximately 58,600m² GFA or 500 dwellings with access to the bonus FSR provisions contained within Clause 4.4(2B) of the Liverpool Local Environmental Plan (LEP) (up to 3:1), a maximum height of buildings of 50m and the preparation of a site specific Development Control Plan.

Council further resolved to:

Delegate authority to the CEO to finalise the above amendments to the planning proposal request and submit a planning proposal to the Department of Planning, Industry and Environment for a Gateway determination with a recommendation that detailed traffic modelling, an economic impact assessment, a noise mitigation strategy and a site specific DCP be included as Gateway conditions to be satisfied prior to public exhibition.

Consequently, the planning proposal request prepared by SJB has been amended according to the requirements of Council resolution EGROW 09 and formatted using Council's template. It should be noted that some additional changes have been made from the SJB planning proposal request. However, these changes are minor in nature and seek to update references and provide clarity only.

Introduction

A planning proposal request has been prepared for land at 240 Governor Macquarie Drive, Warwick Farm ('the site'). The site has a legal description of Lot 1 in DP 1162276. The site has an area of approximately 2.93ha and is bordered by Governor Macquarie Drive, Munday Street, Manning Street, the Hume Highway and Warwick Street, and is located within the locality of Warwick Farm. The site is currently vacant.

The planning proposal request seeks to amend the Liverpool Local Environmental Plan (LLEP) 2008, in the following manner:

- Amend the land zoning map to rezone the site from B5 Business Development to part R4 High Density Residential and Part B4 Mixed Use;
- Amend the Height of Buildings Map to apply a maximum height of buildings development standard of 50m to the site;
- Amend the FSR map to apply a Floor Space Ratio (FSR) development standard of 2:1 across the site;
- Amend the Lot Size Map to apply a minimum lot size development standard of 1,000m²; and
- Add a site-specific clause to LLEP 2008, which would enable development of the site to access bonus FSR provisions equivalent to clause 4.4 (2B) of LLEP 2008 up to a maximum FSR of 3:1.

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

Support for this planning proposal is based on the following merits:

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

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

- Housing and employment opportunities are provided on the fringe of the Metropolitan cluster of Liverpool;

- The site has excellent public transport and walkable connections to employment, health and education opportunities;
- The site is highly accessible to Greater Parramatta and the future Western Sydney International (Nancy-Bird Walton) Airport;
- The proposal does not undermine the primacy of the Liverpool CBD or core employment areas; and
- The site in its vacant state is making no positive economic or social contribution to the locality.

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

The planning proposal is also supported by:

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

It is requested that a Gateway determination be issued for this planning proposal by the NSW Department of Planning, Industry and Environment (DPIE).

Project Background

A previous planning proposal request (PGR_2017_LPOOL_001_00) was considered by the Sydney Western City Planning Panel (SWCPP_) on 5 February 2018. That proposal sought to rezone the site from B5 Business Development to part R4 Height Density Residential and part B4 Mixed Use. That proposal sought a floor space ratio (FSR) of 3.5:1 and height of buildings of 45m and 100m. The concept anticipated achieving approximately 950 dwellings. The SWCPP did not endorse the planning proposal request to proceed to Gateway determination.

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

In response to the concern of excessive scale of the previous scheme, the current proposal contemplates buildings of up to 15 storeys, which is consistent with the scale of development contemplated and being delivered to the west, along the Hume Highway. The scale of the proposal ranges between 4 and 15 storeys. These heights do not challenge the primacy of the Liverpool CBD, and the contemplated building heights of up to 100m.

Report Structure

This planning proposal has been prepared in accordance with Section 3.33 of the Environmental Planning & Assessment Act 1979 with consideration of DPIE's *A guide to preparing planning proposals* (December 2018). 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

Overview

- **Address:** 240 Governor Macquarie Drive, Warwick Farm
- **Legal description:** Lot 1, DP 1162276
- **Site area:** 2.93ha
- **Road network:** bound by Warwick Street to the north, Governor Macquarie Drive to the east, Munday Street to the south, and Manning Street to the west.

Site Context and Locality

The subject site is a 2.93-hectare triangular shaped allotment located on Governor Macquarie Drive in the suburb of Warwick Farm located approximately 1.5km to the east of the Liverpool City Centre, and 100m from Warwick Farm Station. The Liverpool City Centre plays a major commercial and cultural role in the local area and includes Liverpool Hospital, Westfield Liverpool, and Macquarie Street Mall. The site is well serviced by several bus routes which service the Hume Highway.

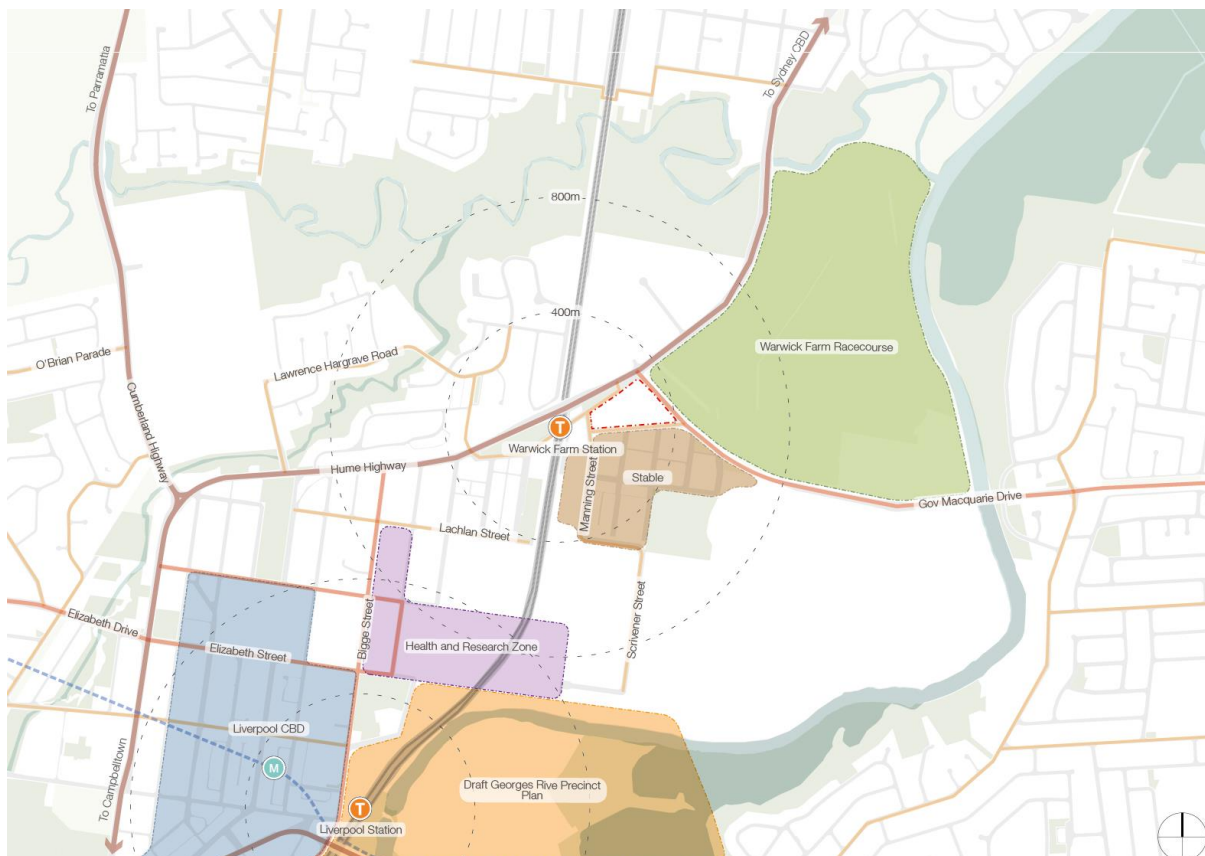


Figure 1: Regional Context (Source: SJB Urban)

Site Description

The site has recently been cleared of all vegetation under a previous development consent and is currently vacant.

The site has the following street frontages:

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

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



Figure 2: Development Boundary Outlined in Blue (Source: Geocortex)

Context

The site is in a precinct supporting a range of uses including automotive, bulky goods retailing, and low and medium density residential uses, as well as the Warwick Farm Racecourse and ancillary horse stabling and training facilities. The Hume Highway adjoining the northern boundary of the site is the main east-west vehicle access route through Warwick Farm and a main transport route through the Liverpool local government area (LGA), which supports several major regional bus routes.

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

The following properties and development surround the site:

Table 1: Surrounding Development

| Direction | Surrounding Development |
|------------------|--|
| North | <p>The Hume Highway is directly north of the site, and includes a T-intersection with Governor Macquarie Drive at the northern corner of the site, the intersection includes a dedicated right-turn lane and traffic signals;</p> <p>Land to the north of Hume Highway is commonly referred to as the Sappho Road Precinct and is primarily utilised for vehicle sales and related uses, and bulky good retailing. This area contains a large car sales centre, an exhibition home centre, a bulky goods retail centre and associated parking; and</p> <p>Further north of the Sappho Road precinct is a large recreational area including Stroud Park and Jacquie Osmond Reserve, which occupy the Cabramatta Creek floodplain.</p> |
| South | <p>Munday Street is directly to the south of the site, and is a designated B-Double transport route servicing the mixed industrial area located further south of the site bound by the rail line, Priddle Street, and Scrivener Street;</p> <p>The properties immediately south of the site are zoned R2 Residential Low Density. These properties are occupied by horse stables and training facilities associated with the Warwick Farm Racecourse and are interspersed with some residential uses;</p> <p>Rosedale Oval is located to the south east, bound by Stroud Avenue and National Street;</p> <p>Land zoned IN1 General Industrial is located further to south, which abuts the Georges River, and includes the Liverpool Water Recycling Plant, and the eastern portion of Liverpool Hospital; and</p> <p>Liverpool Central City is located approximately 1.5km to the south west of the site.</p> |
| East | <p>Governor Macquarie Drive is directly to the east of the site with Warwick Farm Racecourse occupying the eastern side of the road. The racecourse is bound by Governor Macquarie Drive, the Hume Highway, and the Georges River.</p> |
| West | <p>Manning Street is directly to the west of the site and a two (2) storey townhouse style development is located on the western side of Manning Street;</p> <p>Warwick Farm Railway Station is located behind this residential development on Manning Street; and</p> <p>To the west of the rail line are areas zoned R4 High Density Residential. These areas include older style residential flat buildings of three (3) to four (4) storeys. Further to the west are newer residential flat buildings up to 15 storeys in height.</p> |

Statutory Planning Framework

Liverpool Local Environmental Plan 2008

The principal statutory planning instrument applying to the site is the Liverpool Local Environmental Plan 2008 (LLEP 2008).

Zoning and Permissibility

The site is currently zoned B5 Business Development under LLEP 2008 (refer to Figure 3 below).

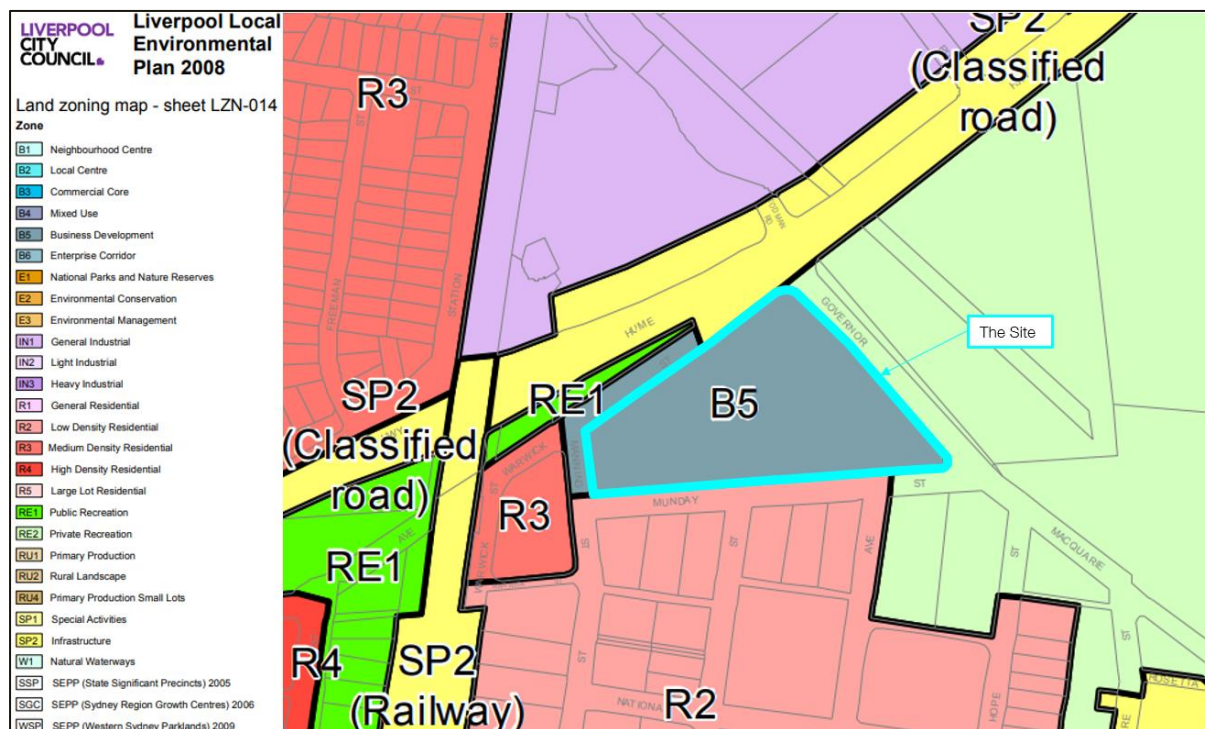


Figure 3: Zoning Map (Source: NSW Legislation)

The existing zoning controls applying to the site are summarised in Table 2 below.

Table 2: Summary of Zoning Provisions

| Provisions | B5 Business Development |
|-------------------|---|
| Zoning Objectives | <ul style="list-style-type: none"> To enable a mix of business and warehouse uses, and specialised retail premises that require a large floor area, in locations that are close to, and that support the viability of, centres. To maintain the economic strength of centres by limiting the retailing of food and clothing. To provide for a larger regionally significant business development centre in a location that is highly accessible to the region. To ensure a reasonable concentration of business activity. |

| Provisions | B5 Business Development |
|---------------------------|--|
| Permitted without consent | <i>Nil</i> |
| Permitted with consent | <i>Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Food and drink premises; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Landscaping material supplies; Light industries; Liquid fuel depots; Office premises; Oyster aquaculture; Passenger transport facilities; Places of public worship; Plant nurseries; Public administration buildings; Pubs; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Restaurants or cafes; Roads; Specialised retail premises; Storage premises; Tank-based aquaculture; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres.</i> |
| Prohibited | <i>Pond-based aquaculture Any development not specified in item 2 or 3</i> |

Minimum Lot Size (Clause 4.1)

The site is currently subject to a minimum lot size of 2ha under LLEP 2008 (refer to Figure 4 below).

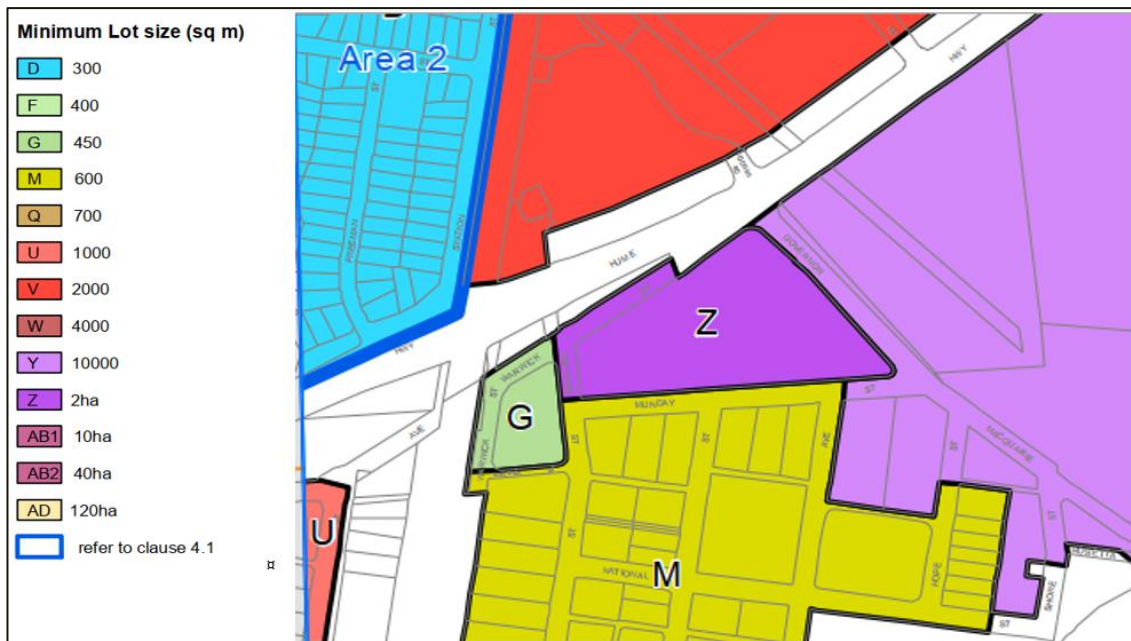


Figure 4: Extract from LLEP 2008 Minimum Lot Size Map

Height of Buildings (Clause 4.3)

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

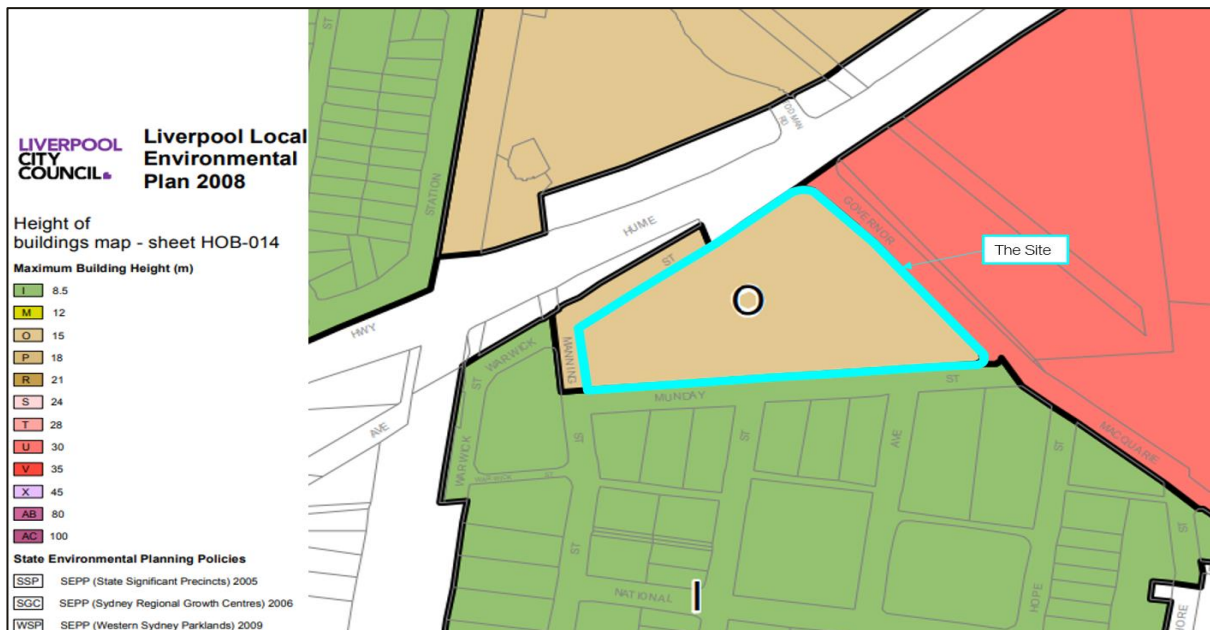


Figure 5: Extract from LLEP 2008 Height of Buildings Map

Floor Space Ratio (Clause 4.4)

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

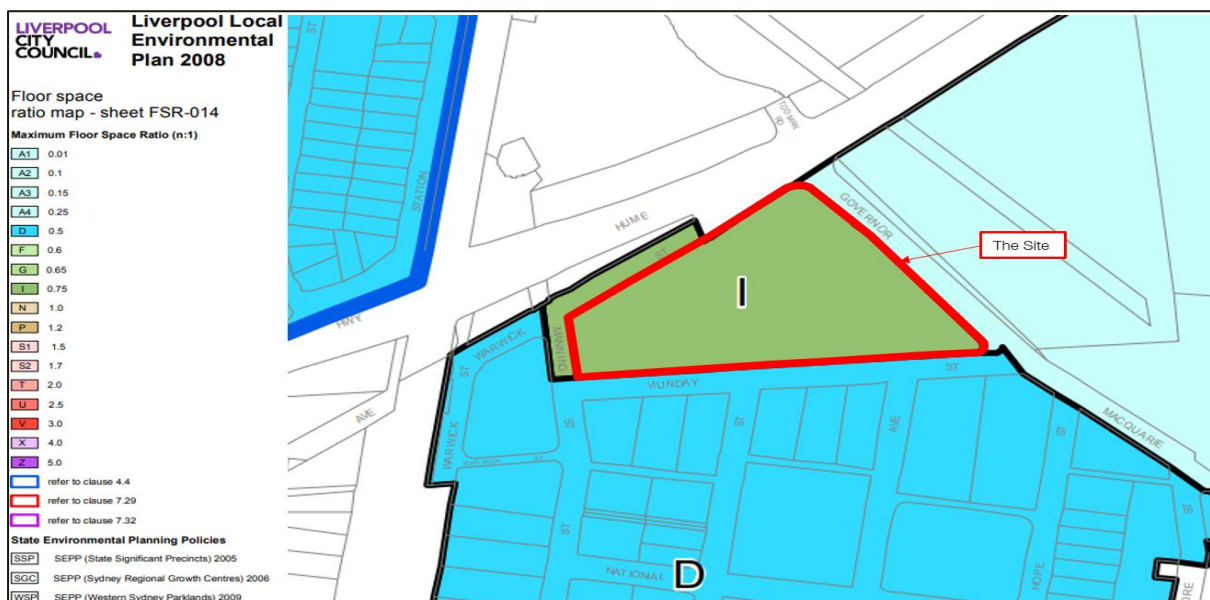


Figure 6: Extract from LLEP 2008 Floor Space Ratio Map

Heritage Conservation (Clause 5.10)

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

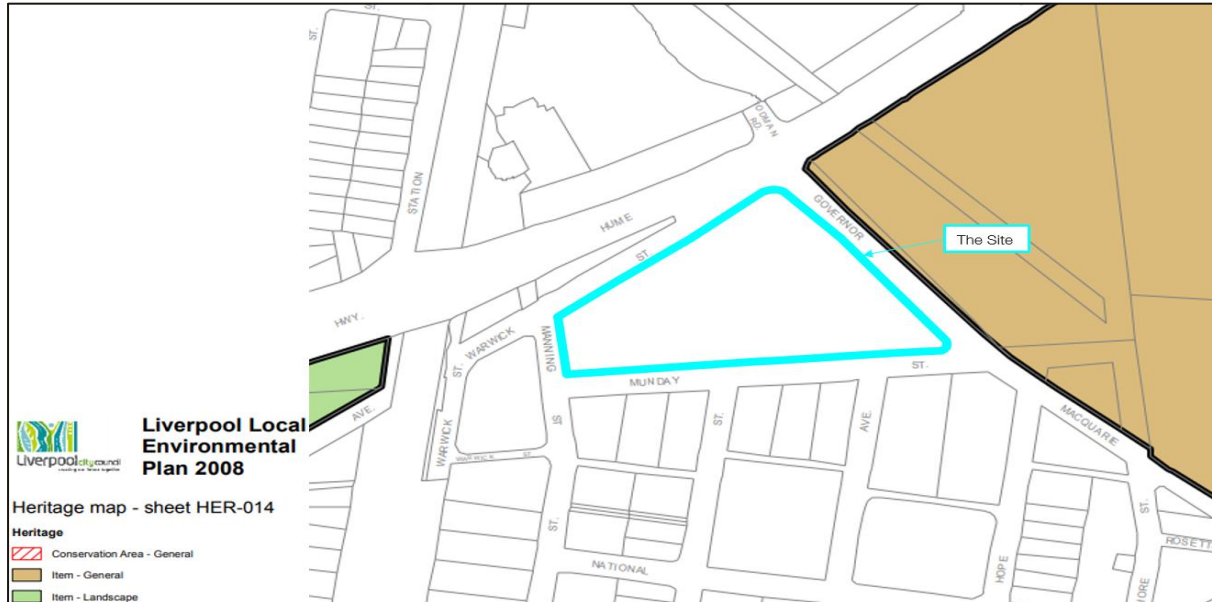


Figure 7: Extract from LLEP 2008 Heritage Map

While the site is not a heritage item, it is in the vicinity of a heritage item, being the Warwick Farm Racecourse. Clause 5.10(5) requires that development in the vicinity of a heritage item have consideration of the impact of the development on the heritage significance of the Warwick Farm Racecourse, being the heritage item. This will be a matter for consideration with any future Development Application (DA).

Acid Sulfate Soils (Clause 7.7)

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

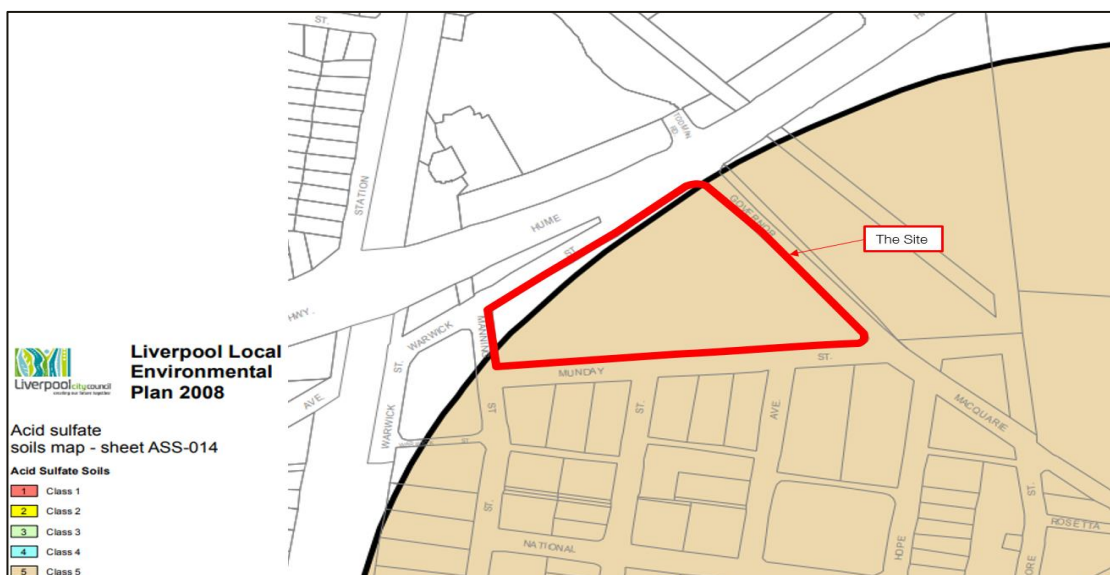


Figure 8: Extract from LLEP 2008 Acid Sulfate Soils Map

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

The site is flood prone land and is within a flood planning area.

Therefore, Clauses 7.8 and 7.8A of the LLEP 2008 will be applicable to the assessment of future DAs.

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

The report concludes:

It is proposed to fill most of the site to the 100-year flood level, and to develop a number of high-rise residential apartments. It is considered that the development of the site can comply with the requirements of Part 1 of Liverpool DCP 2008, Section 9 – Flooding Risk, subject to the following recommendations:

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

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

Minimum building street frontage (Clause 7.14)

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

Airspace operations (Clause 7.17)

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

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

The planning proposal proposes height of buildings of 50m which will comply with the OLS.

Consultation with the Civil Aviation Safety Authority (CASA) is anticipated as part of the consultation phase, should the planning proposal receive Gateway determination.

Liverpool Development Control Plan (LDCP) 2008

Development on the site will be subject to the provisions of LDCP 2008. Council has resolved to prepare a site specific DCP for this site.

Future development will be required to address the site specific DCP and respond to:

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

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

Part 1 – Objectives and Intended Outcome

The subject site is currently unoccupied by any buildings or active land uses. The site has previously benefitted from land use consent for the development of a Master's Hardware Store. This approval was not completed due to the exit from the market of that operator.

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

The objectives and intended outcomes are to facilitate the development of the site for approximately 500 dwellings, and provision of approximately 5000m² of retail space.

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

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

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

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

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

Part 2 – Explanation of provisions

The objectives of this planning proposal can be achieved through the inclusion of the following amendments to LLEP 2008. It should be noted that these clauses are subject to change following legal drafting.

- Amend the land zoning map to zone the site part R4 High Density Residential and Part B4 Mixed Use;
- Amend the Height of Buildings Map to apply a maximum height of buildings development standard to 50m on the site;
- Amend the FSR map to apply a floor space ratio development standard (FSR) of 2:1 across the site, with access to the bonus FSR provisions contained within Clause 4.4 (2B) of the Liverpool Local Environmental Plan (LLEP) 2008 (up to 3:1); and
- Amend the Lot Size Map to apply a minimum lot size development standard of 1,000m².

It is noted that the subject site is not located within the Liverpool City Centre and therefore the provisions of Clause 4.4 (2B) of the LLEP 2008 do not apply. Nonetheless, Council has resolved to include provisions equivalent to those contained within Clause 4.4 (2B) in order to provide opportunity to access a maximum FSR of 3:1. This can be achieved through the inclusion of an equivalent Clause within Part 7 Additional Local Provisions or by amending Clause 4.4 (2B) to apply to the subject site.

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 consistent with the draft Liverpool Local Strategic Planning Statement which has been endorsed by Council.

The planning proposal is also supported by:

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

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

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

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

Section B – Relationship to strategic planning framework.

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

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

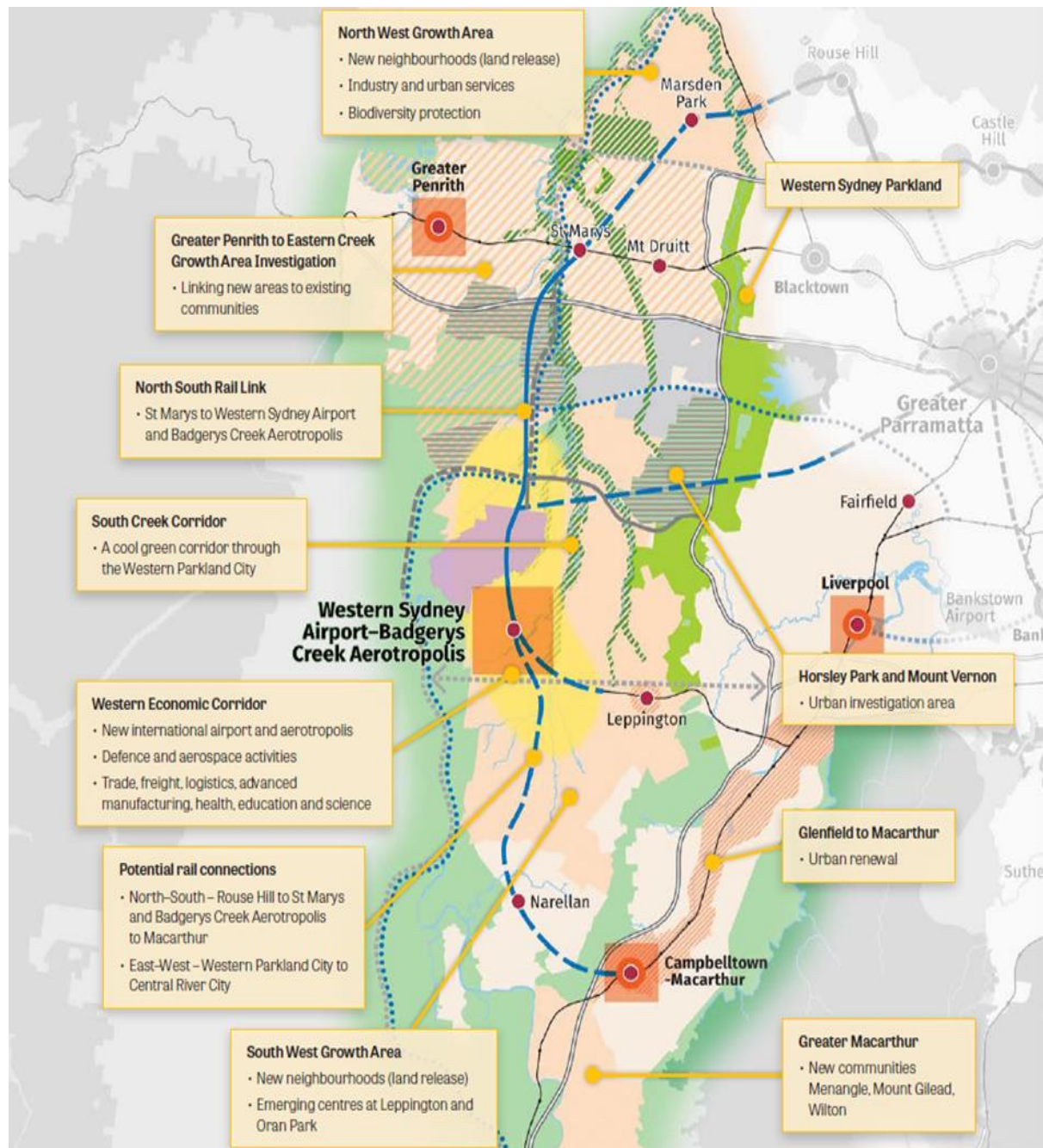


Figure 9: Extract from *Western Parkland City Vision, A Metropolis of Three Cities*

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

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

- The provision of additional residential floor space within the Liverpool Metropolitan Cluster outside any identified core employment areas;
- Assisting the state government in achieving its target of an additional 725,000 new dwellings for the metropolitan region by 2036, in an area well connected to employment and transport;
- Facilitating development of a site which is highly accessible by public transport;
- Improving resident access to jobs, services and recreation opportunities;
- Accelerating housing supply, choice and affordability and building great places to live; and
- Supporting the role of Liverpool as an area to continue to provide services and employment opportunities for the Western Parkland City.

Table 3: Strategic Plan Merit Test

| Criteria | Planning Proposal Response |
|---------------------------------|---|
| Regional / District Plan | <p>The proposal will respond to the key priorities and directions which underpin the following strategic planning documents:</p> <ul style="list-style-type: none"> • Greater Sydney Region Plan (GSRP) • Western City District Plan <p>The key Priorities of relevance to the planning proposal are outlined below:</p> <p>Greater Sydney Region Plan (2018)</p> <p><i>Direction 1 – A city supported by Infrastructure</i></p> <p>“Infrastructure supporting new developments”</p> <p><i>Objective 4: Infrastructure use is optimised</i></p> <p>Warwick Farm is served by heavy rail and Sydney Bus Services. The provision of residential accommodation is consistent with the form and scale of development to the west of Warwick Farm Rail Station. The inclusion of retail options provides convenience service retail potential for the existing population, as well as providing employment opportunities. The proposal is consistent with this action and is entirely consistent with current FSR and height controls in the locality for sites fronting the Hume Highway.</p> <p><i>Direction 2 – A collaborative city</i></p> <p>“Working together to grow a Greater Sydney”</p> <p><i>Objective 5: Benefits of growth realised by collaboration with governments, community and business</i></p> <p>The planning proposal is supported by an offer to enter into a VPA with Liverpool City Council. The VPA will deliver affordable housing and directly provides accessible open space on the site. The VPA also offers to embellish existing open space landscape buffers in the vicinity of the site.</p> |

| Criteria | Planning Proposal Response |
|----------|--|
| | <p><i>Direction 3 – A city for people</i></p> <p><i>“Celebrating diversity and putting people at the heart of planning”</i></p> <p><i>Objective 7: Communities are healthy, resilient and socially connected</i></p> <p>The site is in a highly accessible area with easy walkable access to a wide range of employment, education, health, entertainment and service facilities. The location fosters ready access to these services and facilities by means other than the private vehicle as well as ready access to Greater Parramatta and the future Western Sydney International (Nancy-Bird Walton) Airport.</p> <p><i>Direction 4 – Housing the city</i></p> <p><i>“Giving people housing choices”</i></p> <p><i>Objective 10: Greater housing supply</i></p> <p>The proposal has the potential to provide approximately 500 dwellings, in a well serviced location, close to jobs and support facilities. The proposal provides the additional housing opportunities outside of the retail and commercial core of the Liverpool CBD.</p> <p>The residential opportunities are on the periphery of the Liverpool Metropolitan Cluster and will assist in creating diverse activity hubs and support of the transport investment in the area. It also provides additional open space and employment opportunities within the locality.</p> <p>The additional housing capacity is within the established area of Warwick Farm, including the provision of affordable housing as part of the overall development. The site is vacant and ready to proceed to the development phase.</p> <p><i>Objective 11 – Housing is more diverse and affordable</i></p> <p>The proposal includes the provision of 5% of the total uplift as affordable housing, in a well serviced location. It will also provide many apartments near transport, employment, education, health and retail facilities promoting active travel and reducing cost of living on future residents.</p> <p><i>Direction 6 – A well-connected city</i></p> <p><i>“Developing a more accessible and walkable city”</i></p> <p><i>Objective 14 – A Metropolis of Three Cities – integrated land use & transport creates walkable & 30-min cities</i></p> <p>The site is highly accessible to a range of public transport options including rail and bus future connections to the Western Sydney International (Nancy-Bird Walton) Airport. This transport accessibility in conjunction with ready walkable access to a diverse range of education, health and employment services supports ready accessibility to many facilities well under 30 minutes. The transport access provides ready connectivity to Greater Parramatta, and Liverpool CBD.</p> |

| Criteria | Planning Proposal Response |
|----------|---|
| | <p>The site is in an area suitable to encourage walking and cycling as alternate modes of transport. The site planning also proposes to accommodate a central open space link that improves connectivity for residential areas to the south.</p> <p><i>Western City District Plan</i></p> <p>Liverpool City Council is located within the Western City District identified under the District Plans prepared by the Greater Sydney Commission. The plans include a number of Planning Priorities that are to be considered by planning authorities in making strategic planning decisions.</p> <p>Warwick Farm is identified in the District Plan as part of the Liverpool Metropolitan Cluster.</p> <p>The relevant Planning Priorities to the proposal are addressed below.</p> <p><i>Planning Priority W1</i></p> <p><i>“Planning for a city supported by infrastructure”</i></p> <p>The opportunity to increase the housing density is in a location well serviced by public transport infrastructure which will be enhanced by future connections to the Western Sydney International (Nancy-Bird Walton) Airport. In addition to the transport infrastructure, Warwick Farm is extremely well served with tertiary education and health services in Liverpool, affording employment and support facilities.</p> <p><i>Planning Priority W3</i></p> <p><i>“Providing services and social infrastructure to meet people’s changing needs”</i></p> <p>The planning proposal includes an offer to enter into a VPA for the provision of affordable rental housing.</p> <p>The proposal includes retail services to provide convenience for the existing and future residential population in an environment that with a range of open spaces foster varying levels of social interaction.</p> <p><i>Planning Priority W4</i></p> <p><i>“Fostering healthy, creative, culturally rich and socially connected communities”</i></p> <p>The addition of residential housing supply in Warwick Farm will assist in diversifying land uses in the area, as well as expanding upon the provision and utilisation of services and facilities that support a more diverse population in a well-connected, readily walkable area. The retail offering provides employment and convenience services as well as informal meeting and gathering opportunities.</p> <p><i>Planning Priority W5</i></p> |

| Criteria | Planning Proposal Response |
|----------|---|
| | <p><i>“Providing housing supply, choice and affordability with access to jobs, services and public transport”</i></p> <p>The proposal has the capacity to deliver high quality, high density living, in conjunction with the provision of affordable housing as part of the mix. The dwelling mix will be weighted towards two (2) and three (3) bedroom apartments to provide more family and mixed household stock.</p> <p>The concepts include the provision of through-site open space links and retail services on the site. This will complement the sites proximity to transport, education, health and employment services.</p> <p>The proposal is supported by an offer to provide 5% of the dwelling yield as affordable rental housing. This provision is consistent with the underlying intent of the Priority to increase the level of affordable housing available within the Sydney Metropolitan area. The proposed provision of Affordable Rental Housing is consistent to the targets in the Western City District Plan.</p> <p>Liverpool has a minimum five (5) year housing target of 8,250 dwellings. The concept proposed in support of the proposal identifies a potential dwelling yield of approximately 500 dwellings, which could be delivered in the next two (2) to seven (7) years. This represent a significant contribution to the dwelling target in an ideal urban location. Given the transport, employment, education and urban support facilities that are readily accessible from the site, it is prudent urban management to ensure that the best use of the available capacity is utilised for the mixed-use development proposed.</p> <p><i>Planning Priority W6</i></p> <p><i>“Creating and renewing great places and local centres, and respecting the District’s heritage”</i></p> <p>The Liverpool Metropolitan Cluster is a strategic centre and identified as a health and education precinct. The proposal seeks to maximise the residential potential of the site to support the services and facilities in the area, as well as accommodating the delivery of affordable housing as part of the ultimate development.</p> <p>The proposal to maintain employment potential on the site respects the current zoning while adding residential potential for the site. The proposal does not detract from the health and education capacity and potential of the Liverpool CBD. The proposal aligns with the Planning Priority by providing accommodation in the vicinity of these employment and education opportunities.</p> <p><i>Planning Priority W9</i></p> <p><i>“Strengthening the Metropolitan Cluster”</i></p> <p>The land is currently vacant and delivering no economic contribution to the Liverpool Metropolitan Cluster. The planning proposal seeks to rezone the land to include retail services which provide support services to the locality, as well as employment opportunities.</p> <p>The proposal is located to take advantage of the employment and transport advantages of the cluster, as well as linkages to areas such as Greater</p> |

| Criteria | Planning Proposal Response |
|-------------------------------|---|
| | <p>Parramatta and the future Western Sydney International (Nancy-Bird Walton) Airport.</p> <p><i>Planning Priority W15</i></p> <p><i>“Increasing urban tree canopy cover and delivering green grid connections”</i></p> <p>The concepts propose the delivery of deep soil zones and landscaping opportunities that could augment the urban tree canopy.</p> |
| Local Plan | The planning proposal will give effect to the relevant local plans as discussed in Section 3.4 of this report. |
| Change in Circumstance | Not applicable. |

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 below.

Does the proposal have strategic merit? Will it:

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

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

The planning proposal addresses the concerns of the Sydney Western City Planning Panel with a substantially reduced scale of development proposed for the site. The maximum 15-storey building typology will not challenge the primacy of the Liverpool CBD and is consistent with the urban form to the north of the site fronting the Hume Highway.

Does the proposal have site specific merit, having regard to the following:

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

Flooding

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

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

The concepts prepared can achieve flood planning design levels and protection of basement openings. The concept layout includes an evacuation route to the north.

Traffic

The proposal is supported by an assessment of the potential traffic impacts of a redevelopment of the site as contemplated. The assessment concludes that there will be no further impact from this development from the previously approved development on the land. Council has resolved that detailed traffic modelling be a condition of any Gateway determination.

Residential Amenity

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

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

Council has resolved that a noise mitigation strategy be a condition of any Gateway determination.

Community Benefits

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

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

| Potential Benefit | Response |
|--|---|
| Early and temporary social enterprise/site activation | This outcome could be achieved through the Development Application process and through standard development considerations from the proponent. |
| Ongoing opportunities for employment and skills development | The concepts include employment generating floor space on the site which could be utilised and configured in a variety of ways for a variety of uses including social enterprises and could be refined at Development Application stage. |
| High quality childcare centre | The direct delivery of a childcare centre is not proposed; however, childcare is a potential use to be included within the non-residential floor space contemplated for the site. |
| A medical centre on site | The first-floor commercial space proposed would be readily able to accommodate or include a medical centre in a future Development Application for the site. |
| 50m ² to 200m ² of indoor communal space per residential tower | The proposition of communal open space would be provided through the detailed design development phase for a Development Application. Future development Applications would also be required to address the provision of the Apartment Design Guide (ADG) for communal amenities. |

| | |
|--|---|
| Publicly accessible local park of at least 0.7ha | The concepts demonstrate the provision of 0.7ha of publicly accessible open space on the site including opportunities for children's play spaces and informal gathering areas. |
| 5%-10 of dwellings as affordable housing | The proposal is supported by an offer to provide 5% of the dwelling yield as affordable housing for the life of the development. |
| Use by Council of contributions generated by future development towards the physical improvement of the Warwick Farm Community Hub | The potential redevelopment of the site will generate development contributions that could be directed by Council towards the improvement of local facilities such as the Community Hub. |
| Pedestrian and cycling connections | Previous proposals for the site have delivered upgrades in the vicinity of the site which have included intersection upgrades and improvements to pedestrian cycleways in the vicinity of the site. |
| A diverse mix of shops including affordable options | The retail mix would be a matter appropriately addressed at Development Application stage. |
| Open spaces that supports informal and unstructured recreation | The concepts for the site provide for a variety of open spaces suitable for a range of social interactions and recreation uses. |

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

The site is currently vacant and undeveloped. The site presents no obstacles to redevelopment of the land. Uses in the vicinity include lower density dwellings, medium density housing, and a major sports venue in Warwick Farm Racecourse. To the north of the Hume Highway are automotive retailing and bulky good retailing uses.

The proposed residential mixed-use redevelopment would not be adversely impacted upon by surrounding land uses. Any potential impacts to surrounding lands would be matters that could be readily considered under an assessment required by Section 4.15 of the Act for a future Development Application. In addition, Council has resolved that the preparation of a site specific DCP be undertaken.

- *The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision?*

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

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

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?

Draft Connected Liverpool 2040 (LSPS)

Connected Liverpool 2040 is Liverpool Council's draft local strategic planning statement (LSPS). The LSPS was endorsed by Council on 11 December 2019 at Council's ordinary meeting. The LSPS is currently with the Greater Sydney Commission for formal assurance review. Despite this assurance review being underway, the LSPS has been endorsed in its current form by Council and therefore should be considered under Section B – Relationship to Strategic Planning Framework within DPIE's *A Guide to Preparing Planning Proposals*.

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

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

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

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

The planning proposal includes the redevelopment of a portion of this site to facilitate a mixed-use offering within the broader development through a rezoning to B4 – Mixed Use.

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

Table 4: Consistency with State Environmental Planning Policies

| State Environmental Planning Policy | Comment / Consistency |
|---|-----------------------|
| <i>SEPP (Educational Establishments and Child Care Facilities) 2017</i> | Not applicable. |
| <i>SEPP Amendment (Child Care) 2017</i> | Not applicable. |
| <i>SEPP (State and Regional Development) 2011</i> | Not applicable. |
| <i>SEPP (Sydney Drinking Water Catchment) 2011</i> | Not applicable. |
| <i>SEPP (Urban Renewal) 2010</i> | Not applicable. |
| <i>SEPP (Affordable Rental Housing) 2009</i> | Not applicable. |
| <i>SEPP (Western Sydney Parklands) 2009</i> | Not applicable. |

| | |
|---|---|
| <i>SEPP (Exempt and Complying Development Codes) 2008</i> | Not applicable. |
| <i>SEPP (Western Sydney Employment Area) 2009</i> | Not applicable. |
| <i>SEPP (Rural Lands) 2008</i> | Not applicable. |
| <i>SEPP (Kosciuszko National Park – Alpine Resorts) 2007</i> | Not applicable. |
| <i>SEPP (Infrastructure) 2007</i> | The provisions of ISEPP 2007 will continue to apply to the site. The planning proposal does not derogate from the continued application of this SEPP to the land. |
| <i>SEPP (Miscellaneous Consent Provisions) 2007</i> | Not applicable. |
| <i>SEPP (Mining, Petroleum Production and Extractive Industries) 2007</i> | Not applicable. |
| <i>SEPP (Sydney Region Growth Centres) 2006</i> | Not applicable. |
| <i>SEPP (State Significant Precincts) 2005</i> | Not applicable. |
| <i>SEPP (Building Sustainability Index: BASIX) 2004</i> | The provisions of SEPP (BASIX) will apply to any future residential development and would be demonstrated in any DA. |
| <i>SEPP (Housing for Seniors or People with a Disability) 2004</i> | The SEPP would apply to the land if rezoned and seniors housing would be a permissible land use. The planning proposal as proposed does not conflict with the provisions of intent of the policy. |
| <i>SEPP (Penrith Lakes Scheme) 1989</i> | Not applicable. |
| <i>SEPP (Kurnell Peninsula) 1989</i> | Not applicable. |
| <i>SEPP No. 1 Development Standards</i> | Not applicable. |
| <i>SEPP No. 14 Coastal Wetlands</i> | Not applicable. |
| <i>SEPP No. 19 Bushland in Urban Areas</i> | The site is already zoned for urban purposes and subject to a previous consent authorising clearing of the site. The site has been recently cleared of vegetation. |
| <i>SEPP No. 21 Caravan Parks</i> | Not applicable. |

| | |
|--|---|
| <i>SEPP No. 26 Littoral Rainforests</i> | Not applicable. |
| <i>SEPP No. 30 Intensive Agriculture</i> | Not applicable. |
| <i>SEPP No. 33 Hazardous and Offensive Development</i> | Not applicable. |
| <i>SEPP No. 36 Manufactured Home Estates</i> | Not applicable. |
| <i>SEPP No. 44 Koala Habitat Protection</i> | Not applicable. |
| <i>SEPP No. 47 Moore Park Showgrounds</i> | Not applicable. |
| <i>SEPP No. 50 Canal Estate Development</i> | Not applicable. |
| <i>SEPP No. 52 Farm Dams and Other Works in Land and Water Management Plan Areas</i> | Not applicable. |
| <i>SEPP No. 55 Remediation of Land</i> | The site has a history of residential use prior to the demolition of the dwellings. There are no known uses of the land that would indicate that the site could be contaminated and require further investigation. |
| <i>SEPP No. 62 Sustainable Aquaculture</i> | Not applicable. |
| <i>SEPP No. 64 Advertising and Signage</i> | The provisions of SEPP 64 will continue to apply to any future development applications that include signage to which the SEPP applies. |
| <i>SEPP No. 65 Design Quality of Residential Apartment Development</i> | <p>The provisions of SEPP 65 and the ADG will apply to development anticipated to be facilitated by the planning proposal.</p> <p>The provision of the ADG relating to building separation, solar access, ventilation, and open space provision have been considered in the development of the concept plan for the site. The envelopes are readily capable of accommodating buildings able to satisfy the amenity requirements of the ADG.</p> |
| <i>SEPP No. 70 Affordable Housing (Revised Schemes)</i> | Not applicable. |
| <i>SEPP No. 71 Coastal Protection</i> | Not applicable. |

Table 5: Consistency with Regional Environmental Plans

| Regional Environmental Plan | Comment / Consistency |
|---|---|
| <i>Sydney REP No. 8 – Central Coast Plateau Areas</i> | Not applicable. |
| <i>Sydney REP No. 9 – Extractive Industry</i> | Not applicable. |
| <i>SREP No. 16 – Walsh Bay</i> | Not applicable. |
| <i>SREP No. 20 – Hawkesbury-Nepean River</i> | Not applicable. |
| <i>SREP No. 24 – Homebush Bay Area</i> | Not applicable. |
| <i>SREP No. 26 – City West</i> | Not applicable. |
| <i>SREP No. 30 - St Marys</i> | Not applicable. |
| <i>SREP No. 33 – Cooks Cove</i> | Not applicable. |
| <i>Sydney (SREP) (Sydney Harbour Catchment) 2005</i> | Not applicable. |
| <i>Greater Metropolitan REP No. 2 – Georges River Catchment</i> | <p>The Georges River REP is a deemed SEPP and applies to the land. The provisions of the SEPP require that the general and specific planning principles of the EPI are to be considered in the preparation of an LEP.</p> <p>The LLEP 2008 is a standard template LEP, which was prepared having regard to the requirements of the SEPP. The existing LLEP 2008 provisions relating to flooding, acid sulfate soils, and environmentally sensitive land will remain unchanged, and continue to apply where relevant to any future DA.</p> |
| <i>Willandra Lakes REP No. 1 – World Heritage Property</i> | Not applicable. |
| <i>Murray REP No. 2 – Riverine Land</i> | Not applicable. |

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

Table 6: Ministerial Directions Compliance Table

| Ministerial Direction | Justification |
|------------------------------|----------------------|
| | |

| 1. Employment and Resources | |
|---|--|
| 1.1 Business and Industrial Zones | <p>The site is currently zoned B5 Business Development, with an FSR of 0.75:1. The land is vacant and has never been developed for business purposes.</p> <p>The planning proposal proposes to apply a B4 Mixed Use zone to the western portion of the site, and an R4 High Density Residential zone to the eastern portion of the site.</p> <p>The planning proposal proposes to apply an FSR of 2:1 across the site with access to the bonus FSR provisions contained within Clause 4.4(2B) of the Liverpool Local Environmental Plan (LEP) (up to 3:1).</p> <p>The proposed zoning regime includes the ability to develop a local scale retail offering, including a supermarket and support retail.</p> <p>The proposal reduces the total land area zoned for business purposes. However, the proposal is considered appropriate as the land is not within an existing identified centre, maintains the capacity for employment and service uses in the B4 mixed use zone, and would be of minor significance.</p> |
| 1.2 Rural Zones Not applicable. | Not applicable. |
| 1.3 Mining, Petroleum Production and Extractive Industries | Not applicable. |
| 1.4 Oyster Aquaculture | Not applicable. |
| 1.5 Rural Lands | Not applicable. |
| 2. Environment and Heritage | |
| 2.1 Environment Protection Zones | The planning proposal does not propose the introduction of an Environmental Protection zone. |
| 2.2 Coastal Protection | Not applicable. |
| 2.3 Heritage Conservation | There are no known matters of heritage significance required to be considered for the site and there are no heritage items located on the site. |
| 2.4 Recreation Vehicle Areas | Not applicable. |
| 2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs | Not applicable. |

| 3. Housing, Infrastructure and Urban Development | |
|---|--|
| 3.1 Residential Zones | The proposal is consistent with the direction, including the potential to broaden housing choice and provision in a location able to make efficient use of existing infrastructure and services. The range of housing includes 5% of the uplift as Affordable Rental Housing. |
| 3.2 Caravan Parks and Manufactured Home Estates | Not applicable. |
| 3.3 Home Occupations | Home occupations will continue to be permitted, to be carried out in dwelling houses without the need for development consent. |
| 3.4 Integrating Land Use and Transport | <p>The planning proposal is consistent with this Direction as:</p> <ul style="list-style-type: none"> • The proposal will provide housing in a location that is well serviced by public transport and in a location able to support cycling and walking near employment lands, on the periphery of a Metropolitan Cluster; • The provision of housing in a location that is adjacent to a rail node and readily accessible to the Liverpool CBD which contains retail, commercial, education, and community facilities; • The site enjoys pedestrian and cycleway connections through the site; • The proposal will facilitate further pedestrian and cycleway connections through the site; • Providing an opportunity for residential development that improves opportunities for travel by means other than by car; and • Supports the efficient and viable operation of public transport services. |
| 3.5 Development Near Licensed Aerodromes | The proposal has considered the flight paths to Bankstown Airport. The building heights are well below the relevant OLS, and the site is not impacted by potential aircraft noise. |
| 3.6 Shooting Ranges | Not applicable. |
| 4. Hazard and Risk | |
| 4.1 Acid Sulfate Soils | The site is within an existing Class 5 Acid Sulfate Soils area. The relevant provision of LLEP 2008 will continue to apply. |

| | |
|--|--|
| 4.2 Mine Subsidence and Unstable Land | Not applicable. |
| 4.3 Flood Prone Lane | The planning proposal will be consistent with this Ministerial Direction. The site is subject to flooding. The planning proposal is supported by a flood report confirming these impacts can be managed on the site. |
| 4.4 Planning for Bushfire Protection | Not applicable. |
| 5. Regional Planning | |
| 5.1 Implementation of Regional Strategies | Not applicable. |
| 5.2 Sydney Drinking Water Catchments | Not applicable. |
| 5.3 Farmland of State and Regional Significance on the NSW Far North Coast | Not applicable. |
| 5.4 Commercial and Retail Development along the Pacific Highway, North Coast | Not applicable. |
| 5.9 North West Rail Link Corridor Strategy | Not applicable. |
| 5.10 Implementation of Regional Plans | The planning proposal is consistent with the Regional Plan – A Metropolis of Three Cities and has been specifically addressed in the planning proposal. |
| 6. Local Plan Making | |
| 6.1 Approval and Referral Requirements Noted. | The planning proposal is consistent with this Ministerial Direction. |
| 6.2 Reserving Land for Public Purposes | The planning proposal is consistent with this Ministerial Direction. |
| 6.3 Site Specific Provisions | No site-specific provision is proposed. |
| 7. Metropolitan Planning | |
| 7.1 Implementation of A Plan for Growing Sydney | Not applicable. This strategy has been replaced by a Metropolis of Three Cities. |

| | |
|--|-----------------|
| 7.2 Implementation of Greater Macarthur Land Release Investigation | Not applicable. |
|--|-----------------|

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?

No.

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

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

The proposal is also supported by a Transport Assessment which concludes that the transport network can accommodate the projected increase in housing provision that would be facilitated. Council has resolved that detailed traffic modelling be a condition of any Gateway determination issued.

The proposed built form has been tested for its impacts on surrounding land in relation to solar access. The site's location is such that the proposal does not result in unacceptable solar access impacts to residential properties or public open space areas. Council has resolved that a site specific DCP be prepared.

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

Social Effects

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

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

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

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

The inclusion of a neighbourhood retail focus provides the opportunity to establish a community focus for Warwick Farm which does not currently exist. The planning proposal is not considered to present any adverse social impacts and facilitates positive outcomes of:

- Affordable Rental Housing dedicated to Council;

- Accessible open space;
- Employment opportunities on-site; and
- Service retail facilities for the existing community.

Economic Effects

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

Section D – State and Commonwealth interests

3.10 Is there adequate public infrastructure for the planning proposal?

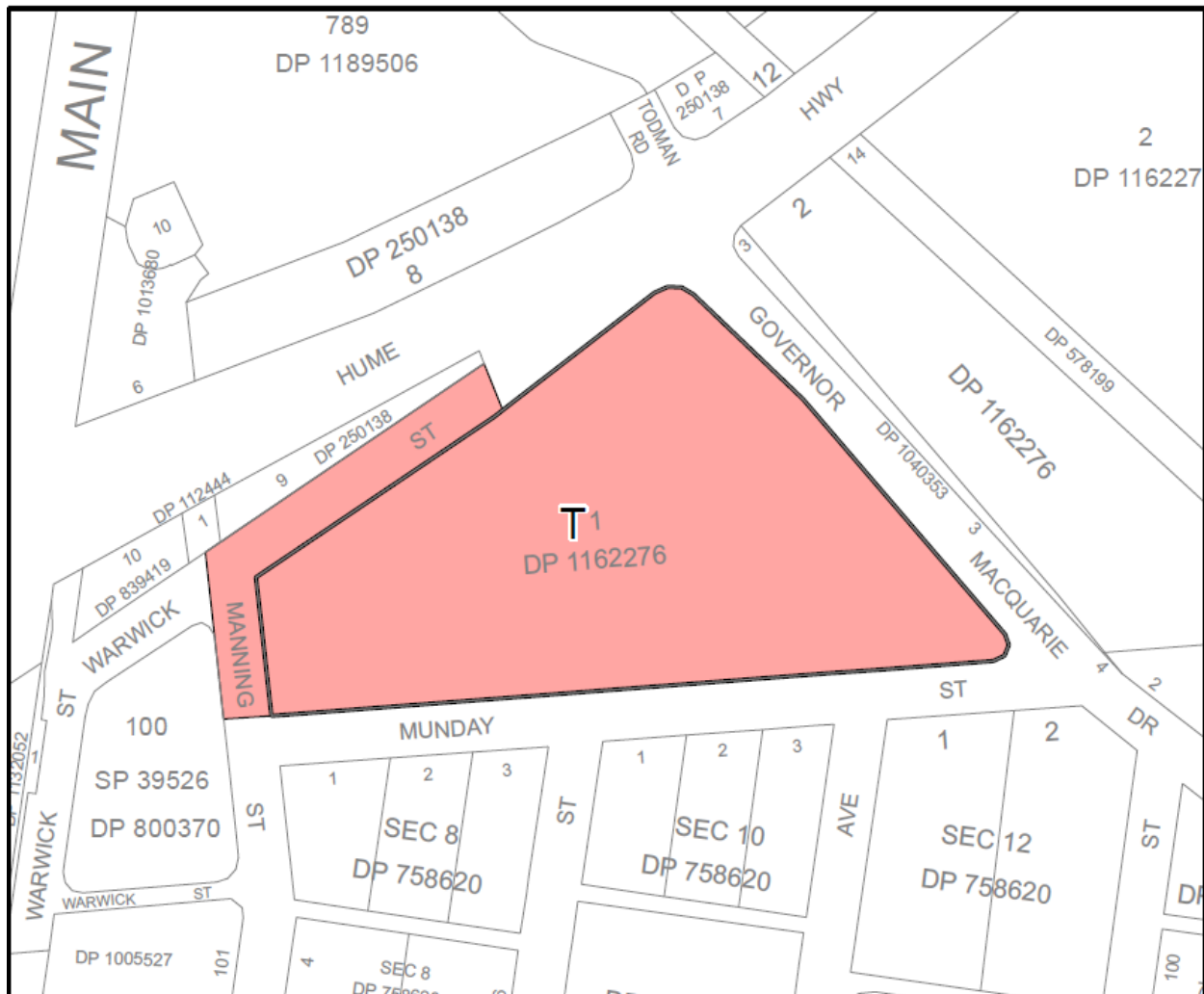
The locality is a highly urbanised area that is accessed by a range of urban services and utilities. The maximisation of the residential capacity, the planning amendment and potential future redevelopment supports sound principles for utilising existing community investment in infrastructure and services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

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

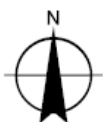
This section will be completed following consultation with any State and Commonwealth Public Authorities identified in the Gateway Determination. However, the planning proposal is consistent with the latest strategic planning policies and Government approach to increase housing supply in appropriate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

The map displays a residential area with several streets and land parcels. The streets shown include MAIN, HUME, GOVERNOR, WARWICK, MUNDAY, and MACQUARIE. The land parcels are identified by their DP (Development Plan) numbers, including DP 1189506, DP 250138, DP 1013680, DP 1162276, DP 1040353, DP 578199, DP 112444, DP 839419, DP 39526, DP 800370, DP 1005527, DP 758620, and DP 1162276. Two specific parcels are highlighted: a blue-shaded parcel labeled B4 and a red-shaded parcel labeled R4. The map also shows various lot numbers and street names like TODMAN RD, HWY, and AVE.





Maximum Floor Space Ratio (n:1)



T 2.0

Subject land shown edged thus



SCALE : 1 :2500

LOCALITY : WARWICK FARM

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979

CITY OF LIVERPOOL

Liverpool Local Environmental Plan, 2008. (Draft Amendment No.81)

Floor Space Ratio Map (FSR)

Map 4

DRAWN BY : FN DE ROOY DATE: 24/1/2020

PLANNING OFFICER: KWEKU AIKINS

COUNCIL FILE No. RZ-7/2018

DEPARTMENT FILE No.

GOVERNMENT GAZETTE No.
DATE

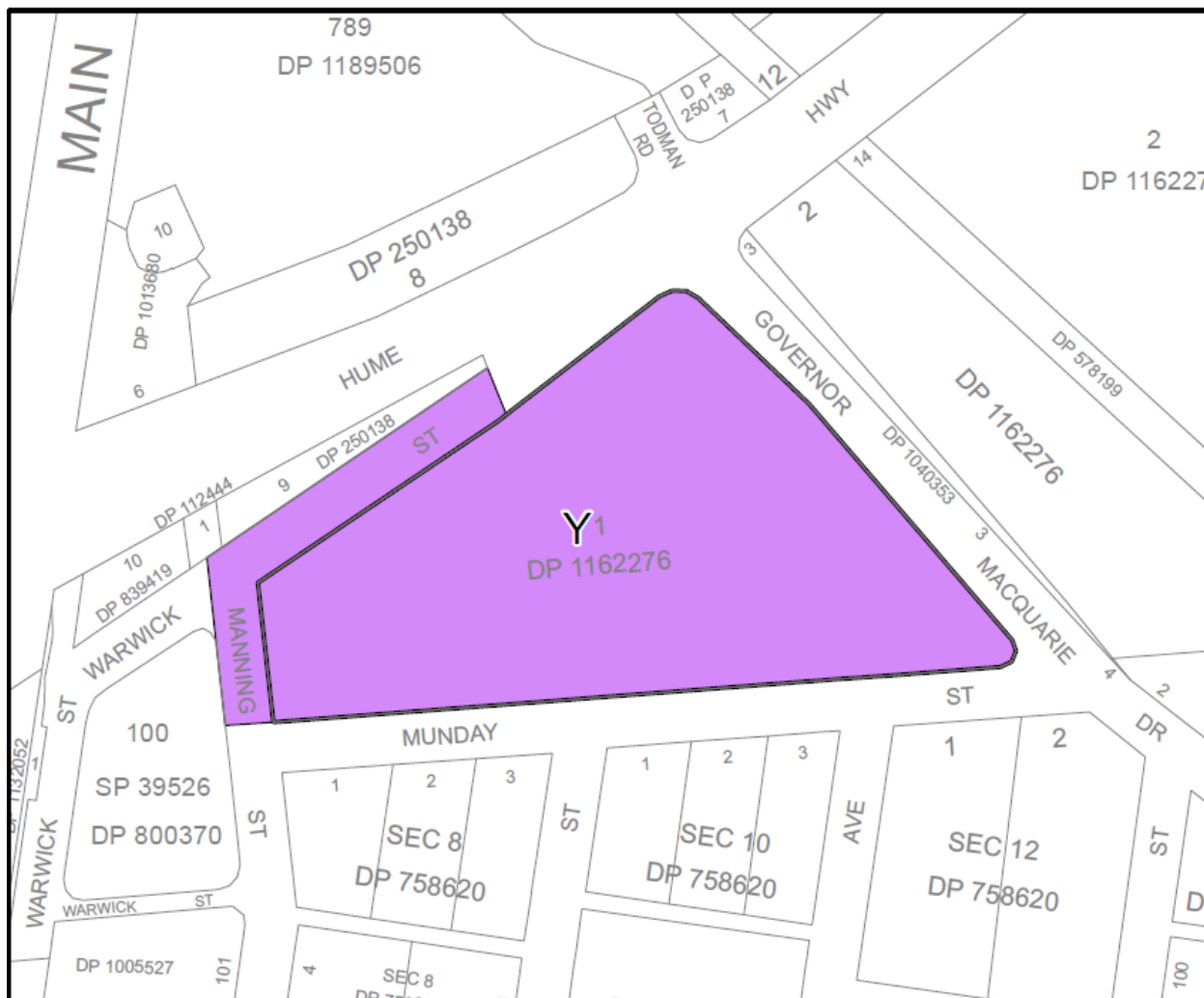
STATEMENT OF RELATIONSHIP WITH OTHER PLANS:

AMENDS LIVERPOOL LOCAL ENVIRONMENT PLAN 2008

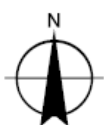
CERTIFIED IN ACCORDANCE
WITH THE ENVIRONMENTAL
PLANNING AND ASSESSMENT
ACT 1979 AND REGULATION.

CHIEF EXECUTIVE OFFICER

DATE



Maximum Building Height (m)



Y 50

Subject land shown edged thus



SCALE : 1:2500

LOCALITY : WARWICK FARM

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979

CITY OF LIVERPOOL

Liverpool Local Environmental Plan, 2008.

(Draft Amendment No.81)

Height of Building Map (HOB)

Map 3

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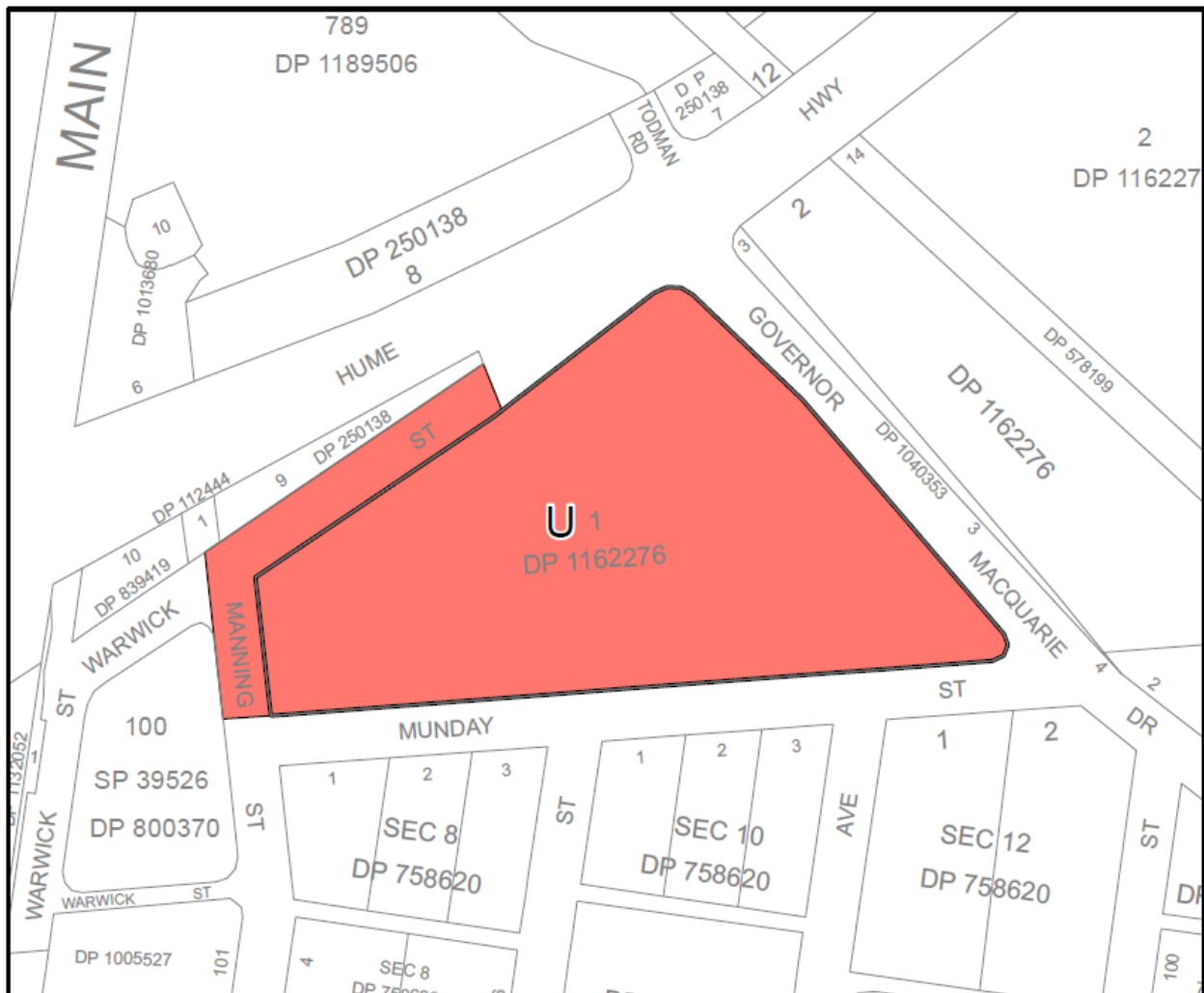
STATEMENT OF RELATIONSHIP WITH OTHER PLANS:

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PLANNING AND ASSESSMENT
ACT 1979 AND REGULATION.

CHIEF EXECUTIVE OFFICER

DATE



| | |
|---|---|
| <p>Minimum Lot Size (sq m)</p> <div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 20px; height: 10px; background-color: red; margin-right: 5px;"></div> U 1000 </div> | |
| | <p>Subject land shown edged thus</p> <div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 20px; height: 10px; border: 2px solid black; margin-right: 5px;"></div> </div> |
| <p>SCALE : 1 :2500</p> | <p>LOCALITY : WARWICK FARM</p> |
| <p>ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979</p> <p>CITY OF LIVERPOOL</p> <p>Liverpool Local Environmental Plan, 2008.</p> <p>(Draft Amendment No.81)</p> <p>Lot Size Map (LSZ)</p> <p style="text-align: right; font-weight: bold;">Map 2</p> | |
| <p>DRAWN BY : FN DE ROOY DATE: 24/1/2020</p> | <p>STATEMENT OF RELATIONSHIP WITH OTHER PLANS:</p> <p>AMENDS LIVERPOOL LOCAL ENVIRONMENT PLAN 2008</p> |
| <p>PLANNING OFFICER: KWEKU AIKINS</p> | |
| <p>COUNCIL FILE No. RZ-7/2018</p> | |
| <p>DEPARTMENT FILE No.</p> | <p>CERTIFIED IN ACCORDANCE WITH THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 AND REGULATION.</p> |
| <p>GOVERNMENT GAZETTE No.</p> | |
| <p>DATE</p> | <p>CHIEF EXECUTIVE OFFICER DATE</p> |

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 the period specified in the Gateway determination.

Part 6 – Project Timeline

An anticipated project timeline is shown in Table 7.

Table 7: Indicative Project Timeline

| Timeframe | Action |
|--------------------------------|---|
| June 2019 | Presented at the Local Planning Panel meeting |
| July 2019 | Presented to Liverpool City Council |
| September 2019 | Gateway Review |
| December 2019 | Presented to Liverpool City Council |
| February 2020 | Submission of Planning Proposal to DPIE |
| April 2020 | Gateway Determination issued |
| May 2020 | State agency consultation |
| May 2020 – June 2020 | Community consultation |
| July 2020 | Consideration of submissions and proposal post-exhibition |
| August 2020 | Post-exhibition report to Council |
| September 2020 – December 2020 | Legal drafting and making of the plan |

Conclusion and Recommendations

This planning proposal for 240 Governor Macquarie Drive, Warwick Farm, seeks to remove the B5 Business Development zone from applying to the land and impose a Part B4 Mixed Use and part R4 High Density Residential zone. To facilitate a mixed-use development consistent with the concepts prepared, the Height of Buildings map and the FSR maps would also be amended. These would be amended to impose an FSR of 2:1 with access to the bonus FSR provisions contained within Clause 4.4(2B) of the Liverpool Local Environmental Plan (LEP) (up to 3:1) across the site and a maximum height of buildings of 50.0m. The height and FSR will facilitate the delivery of development ranging between 4 and 15 storeys and low to mid-rise buildings with high amenity and positive urban design.

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

- Affordable rental housing;
- Publicly accessible open space;
- Reinforcement of a sense of place for Warwick Farm in the vicinity of the rail station;
- Creation of a central node and gathering spaces;

- Publicly accessible open space area in land scape and urban plaza form; and
- Improved pedestrian connectivity and amenity through and across the site.

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

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

The supporting studies identify that potential flood impacts on the site can be managed. The urban design study and Community Benefits report identify that numerous positive urban and social outcomes could be achieved and delivered to the benefit of Warwick Farm and the greater Liverpool locality. In summary, the site is ideally located to provide low to mid-rise mixed-use development on the periphery of the Liverpool Metropolitan cluster. The site has excellent public transport access to Greater Parramatta and the Sydney CBD as well as the future Western Sydney International (Nancy-Bird Walton) Airport. The site enjoys excellent pedestrian and cycle connectivity to the Liverpool CBD and the Liverpool South Western health complex.

The proposal has been demonstrated to align with the objectives of *A Metropolis of Three Cities* and the *Western City District Plan*. Importantly, the planning proposal has responded positively to the determination of the Sydney Western City Planning Panel on a previous proposal which was found to have strategic merit but not site-specific merit.

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

The proposal supports the existing public investment in infrastructure in the locality as well as intended infrastructure upgrades to support the future Western Sydney International (Nancy-Bird Walton) Airport. The proposal would support the creation of a diverse and vibrant community hub to reinforce the identity of Warwick Farm.