

Prepared for  
Holsworthy Developments Pty Ltd

Date  
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Planning Proposal

# Holsworthy Village Centre



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This report is considered a draft unless signed by a Director



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Michael Harrison, Director Urban Design and Planning

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Attachment G –	Bushfire Constraints Assessment
Attachment H –	Noise and Vibration Impact Assessment
Attachment I –	Servicing and Utilities Infrastructure Strategy Report
Attachment J –	Preliminary Site Investigation



# Executive summary

This Planning Proposal has been prepared by Architectus on behalf of Holsworthy Shopping Centre Pty Ltd for the land known as 2 Macarthur Drive, Holsworthy, and legally defined as Lot 5 in Deposited Plan 825745 (the site). The site is located at the intersection of Heathcote Road and Macarthur Drive and is currently vacant.

This Planning Proposal seeks the support of Liverpool City Council to amend the existing planning controls applicable to the site, to allow an increased density of uses to be delivered on the site which is commensurate with its highly accessible location and which will result in no unreasonable environmental impact.

The proposed amendments to the Liverpool Local Environmental Plan (LLEP) 2008 include the following:

- **Height of Buildings (Clause 4.3)** – Increase the maximum height of buildings control from a blanket height of 21 metres, to part 25 metres and part 45 metres
- **Floor Space Ratio (Clause 4.4)** – Increase the maximum floor space ratio (FSR) control from 1.5:1 to 2.15:1
- **Maximum non-residential gross floor area (Schedule 1)** – Include a site-specific provision under Schedule 1 stipulating a maximum non-residential gross floor area of 9,000sqm on the site.

## The site

This report relates to the land at 2 Macarthur Drive, Holsworthy, shown highlighted at **Figure 1**. 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 Subject site**

Site outlined in red

Image source: Nearmap

As per the LLEP 2008, a maximum building height of 21 metres and a maximum floor space ratio of 1.5:1 currently apply to development on the site.

The land is currently zoned B2 - Local Centre. The zoning of the land permits a range of uses on the site which are appropriate for its location, including the provision of a mixed-use centre as intended under this proposal. Accordingly, no change to the zoning of the land is being sought by this Planning Proposal.

This Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and *A Guide to Preparing Planning Proposals*, (NSW Department of Planning and Environment, 2016). In line with these documents, this Planning Proposal explains the intended effect of the proposed instrument and sets out the justification for the making of the proposed instrument.

### **Strategic and planning context**

The site is a long term vacant site having been intended for a commercial shopping village, as reflected by both current and historical land zoning. A DA was approved in 2005 for use of the site as a commercial shopping centre/plaza, and although the site was excavated under the consent for the centre, the building was never constructed. It is noted that the site is referred to within subsequent Council documents as the 'Holsworthy Village'.

Subsequent previous market fluctuations inhibited the undertaking of the development fully as approved. However current market conditions along with recent other development within the locality as enabled a unique opportunity to provide a more efficient mixed-use outcome, including the opportunity to provide for improved retail facilities for local residents.

The site holds a prominent position within the locality, constituting a gateway into the suburbs of Holsworthy and Wattle Grove when travelling from the south-east. The site benefits from existing public transport connections, specifically the adjoining Holsworthy railway station which provides for regular and direct access to Central Sydney and is therefore well placed to accommodate a mixed-use form and general uplift in residential density. It is noteworthy that Holsworthy provides the quickest rail connection between the Liverpool LGA and Central Sydney and Sydney Airport.

This Planning Proposal responds to metropolitan, subregional and local strategic targets to increase the supply of housing choice within proximity to existing transport infrastructure and accompanying retail facilities. The accompanying Urban Design Study demonstrates how the development responds to its strategic context and neighbouring character.

### **Assessment**

A number of assessments have been undertaken to accompany the Planning Proposal and investigate potential issues within the proposed legislative amendments, including,

- Urban Design Study, prepared by Architectus (**Attachment A**);
- Landscape Master Plan, prepared by Clouston (**Attachment B**);
- Social Impact Assessment, prepared by Architectus (**Attachment C**);
- Economic Impact Assessment, prepared by Leyshon Consulting (**Attachment D**);
- Traffic Impact Assessment, prepared by The Transport Planning Partnership (TTPP) (**Attachment E**);
- Flood Study, prepared by Xavier Knight (**Attachment F**);
- Bushfire Constraints Assessment, prepared by RPS (**Attachment G**);
- Noise and Vibration Impact Assessment, prepared by Wilkinson Murray (**Attachment H**);
- Servicing and Utilities Infrastructure Strategy Report, prepared by ARUP (**Attachment I**); and
- Preliminary Site Investigation, prepared by GHD (**Attachment J**).

These assessments demonstrate that the proposed LEP amendments sought in this Planning Proposal would be feasible and have acceptable planning impacts, that it most instances can be appropriately mitigated.

### **Justification**

The Planning Proposal is well justified on the following basis:

- The site is large, unencumbered and well situated, with the ability to efficiently accommodate additional density without impacting upon adjacent properties.
- The site is well serviced by public transport, being located adjacent to the Holsworthy Railway Station which provides frequent services which allow access to Sydney Airport in as little as 17 minutes, Central Station in 35 minutes, and to Liverpool in approximately 15 minutes.
- The site is capable of accommodating a well-designed, mixed use development of an increased density over the current controls, which can accommodate non-residential uses that provide for the daily needs of both future and current residents of Holsworthy and surrounding suburbs.
- Holsworthy station is currently well utilised by commuters from the surrounding suburbs who drive to the station and park. The location of a mixed-use development providing retail and commercial uses at the ground floor which are easily accessed from the railway station will reduce the number of individual trips needing to be made by private car.
- The proposal has an acceptable traffic impact to the surrounding road network.
- The proposed design and built form that can be envisaged by LEP amendment will have negligible overshadowing impacts, with the site being located north of the railway line and the Army Barracks.
- The proposal will provide for a greater mix of housing types in an area characterised by a large proportion of single detached dwellings, and where there are currently no examples of residential flat development within the suburb of Holsworthy.
- There is considered no potential for such a development to be located elsewhere within the immediate locality, with an inability of surrounding sites to be developed.

### **Strategic merit**

This Planning Proposal holds strategic merit as it will result in an appropriately scaled mixed use development on a long term under-utilised site. The proposal has been designed in response to changing market conditions, recent development in the locality as well as the unique circumstances of the site and capability for an increase in residential density with no unreasonable environmental impact. The proposal seeks to providing for housing supply in close proximity to the Holsworthy railway station, establishing a clear visual and physical connection to this key asset.

This Planning Proposal will allow for the delivery of an improved mixed-use centre when compared to previous approvals on the site. This will be consistent with the land zoning and Council's intent for the site, providing for a range of services and dwelling types not currently available within the suburb of Holsworthy or the locality.

### **Site specific merit**

This Planning Proposal holds site specific merit as it seeks the redevelopment of a long term vacant and generally unconstrained site, appropriately located.

The site circumstances are unique a result of its location adjacent to the East Hills railway line to the south, whilst also being triangularly defined by Heathcote Road and Macathur Drive, which bound the site to the north, east and west. The site is standalone, being positioned against the rail corridor, areas of bushland and with adequate separation to surrounding development and is of a size and capacity capable of accommodating the proposed development without unreasonable environmental impact.



By virtue of the unique setting, there are no other sites considered within the locality where such a development is possible.

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 surrounding sites.

### **Recommendation**

This Planning Proposal has been informed by the preparation of a comprehensive Urban Design Study which was produced based on input from a variety of technical consultants, to determine a suitable scale of development for the site, recognising its strategic significance and potential to provide a high-quality mixed-use, transit-oriented development.

By 2036, the population of Holsworthy and the Liverpool LGA is projected to grow significantly, by an additional 116,900 residents (NSW DP&E, 2016, Projected Population Main Series). Accordingly, this Planning Proposal is well justified and would support the delivery of high quality, accessible housing options within an area where this form of housing stock does not currently exist. (ABS statistics indicate no residential apartment development in the suburb of Holsworthy). This provision of multiple dwelling types is consistent with Council's vision for the area and is further supported by State and metropolitan strategic planning objectives and studies.

The Planning Proposal is therefore recommended for support by Council.

# 1. Introduction

*This section outlines the structure of the Planning Proposal and provides detail on the preparation of the Planning Proposal and the project team.*

## 1.1 Preliminary

This Planning Proposal has been prepared by Architectus on behalf of Holsworthy Shopping Centre Pty Ltd for Liverpool City Council in relation to the proposed development of a well situated and strategic site at 2 Macarthur Drive, Holsworthy.

This Planning Proposal identifies the development potential of the site to develop as a mixed-use precinct incorporating podium level commercial and retail uses with residential towers of varying heights above. Accordingly, this Planning Proposal seeks to amend the following controls under the LLEP 2008:

- **Height of Buildings (Clause 4.3)** – Increase the maximum height of buildings control from 21 metres to part 25 metres and part 45 metres
- **Floor Space Ratio (Clause 4.4)** – Increase the maximum floor space ratio (FSR) control from 1.5:1 to 2.15:1
- **Maximum non-residential gross floor area (Schedule 1)** – Include a site-specific provision under Schedule 1 stipulating a maximum non-residential gross floor area of 9,000sqm on the site.

This Planning Proposal has been drafted in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and 'A Guide to Preparing Planning Proposals', NSW Department of Planning and Environment (2016). In line with these documents, this Planning Proposal outlines the proposed LEP amendments, the intended outcome of these amendments, and provides justification of the impacts proposed by these amendments.

## 1.2 Structure of this report

This report is prepared in accordance with the NSW Government's 'A Guide to Preparing Planning Proposals', and is set out as follows:

- **Section 2: The site and context** – provides an overview of the site to which the Planning Proposal is intended to apply.
- **Section 3: The vision for the site and potential building envelopes** – outlines the design principles and built form philosophy which have informed the urban design and landscape studies.
- **Section 4: Objectives and intended outcomes** – provides a concise statement of the proposal objectives and intended outcomes.
- **Section 5: Explanation of provisions** – outlines the proposed amendments to the planning provisions within the LLEP 2008 to achieve the proposal.
- **Section 6: Justification** – provides the urban planning justification to support the proposal.
- **Section 7: Consultation** – outlines a recommended community consultation program that should be undertaken in respect of the proposal.
- **Section 8: Project Timeline** – outlines expectations for timeframe of the progression of the proposal.
- **Section 9: Conclusion** – concludes the report with a summary of findings and recommendations.

This report should be read in conjunction with **Attachments A to J**.

### 1.3 Preparation of the proposal

This Planning Proposal has been prepared by Taylar Vernon and Jonathan Archibald, both Senior Urban Planners at Architectus. Michael Harrison, Director at Architectus, have provided quality assurance and project direction, with input from John Riordan Consultant Planner.

### 1.4 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, listed at **Section 1.5** below.

The master plan design has also been developed following three consultations with Liverpool Council (detailed at **Section 8** of this report) in order to address key issues raised.

### 1.5 Project team

The Project team is set out below:

**Table 1 Holsworthy Village Centre Project Team**

Applicant	Holsworthy Developments Pty Ltd
Town Planning and Urban Design	Architectus Group
Social Impact Assessment	Architectus Group
Landscape Architecture	Clouston Associates
Retail Specialist	Bonnefin Property
Services Engineer	ARUP Pty Ltd
Contamination	GHD Pty Ltd
Traffic and Transport	The Transport Planning Partnership (TTPP)
Acoustic and Vibration	Wilkinson Murray Pty Ltd
Flooding	Xavier Knight Consulting Engineers Pty Ltd
Economic Impacts	Leyshon Consulting Pty Ltd
Bushfire	RPS Australia East Pty Ltd

## 2. Site and context analysis

*This Section provides an overview of the site's urban context and identifies the legislation, planning instruments and planning controls applicable to the Planning Proposal.*

### 2.1 Regional context

The site is located within the suburb of Holsworthy in Sydney's south-west, approximately 31 kilometres south-west of the Sydney CBD and 6 kilometres south-east of the Liverpool CBD. The Georges River flows approximately 1.8 kilometres east of the site.

The locality includes large areas of bushland associated with the Georges River and Williams Creek to the north east, and the Holsworthy Army Barracks to the south. Low to medium density housing developed some years ago largely comprises the residential character of the area north and west of the site.

The site is located adjacent to the Holsworthy Station, which provides frequent train services to the city via the airport, and to Campbelltown via Glenfield. Express services between Holsworthy and Central Sydney allow Sydney Airport to be reached in as little as 17 minutes and Central Station in 30 minutes. Regular services reach the airport in 25 minutes and Central in 38 minutes. Journey time to Liverpool via Glenfield is approximately 17 minutes and frequent bus services are also provided between Holsworthy Station and the Liverpool City Centre. Holsworthy itself has the fastest rail connections to Sydney Airport and Central Sydney in the Liverpool LGA.

The site is bound to the north east by Heathcote Road, which is a major arterial road servicing the south of Sydney and a connecting road between Liverpool and the M5 in the west, to the Sutherland Shire in the east.

### 2.2 Urban context and site surrounds

The subject site is centrally located within the suburb of Holsworthy, within the Liverpool Local Government Area (LGA). The suburb of Holsworthy is characterised by predominately by a mix of both established residential uses and Defence lands, being the Holsworthy Barracks.

Surrounding suburbs include Voyager point (1km east), Pleasure Point (2km east), Sandy Point (3.3km south east), Hammondville (900m north), Moorebank (2km north) and Wattle Grove (1.6km north west). These suburbs principally consist of established low density housing, being predominately single detached dwellings. There are some examples of medium-density development within Wattle Grove and examples of higher density development located along Nuwarra Road in Moorebank (Georges Fair) (although located some 3km north of the subject site).

The site is located within proximity to the Liverpool CBD (5.4km north west), a major commercial and retail centre within the region which provides regional services and amenities such as Liverpool Hospital, two university campuses and a TAFE Campus. In recent years Liverpool City Centre has seen the development of residential apartment towers, accordingly the LGA has been introducing housing with increased density.

Other key employment areas within the region include the Moorebank industrial area (3.7km north west of the site), Moorebank defence lands and facilities (3.2km west of the site), Chipping Norton industrial area (3.7km north of the site), Milperra industrial area

(3.9km north east of the site) and Bankstown Airport and associated industrial area (4.2km north east of the site).

The site is also within proximity to the Moorebank Intermodal Terminal and freight facility currently under construction, being located approximately 3.5km west of the site along the East Hills railway line.



**Figure 2 Subject site and context plan**

Site outlined in red

Image source: Nearmap

### Immediate context

Development surrounding the site to the north west consists of the Mornington Estate, a master planned residential community completed by Mirvac in 2008. The estate comprises a mix of low to medium density residential development forms, consisting predominately of manor-home dwellings, dual occupancies and multi-dwelling 'townhouse' developments, contributing to a total of approximately 250 dwellings. It is noted this estate is a Community Title scheme, with all roads and areas of open space within the estate being associated property. No residential apartments are present within this estate.

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 a number of sporting fields, vacant land parcels and areas of bushland. Much of this surrounding land was previously used for Defence purposes (and retains the SP2 – Defence zoning), however has recently been vacated as part of the broader relocation and consolidation of operations to the Holsworthy Barracks site (known as the Moorebank Units Relocation ('MUR')).

There are no existing commercial or retail centres or general shopping facilities within proximity to the site. The closest shopping facility is the 'Wattle Grove Shopping Village', located approximately 1.5km north west of the site which contains a Coles supermarket, medical centre and specialty stores.



Other shopping facilities within the region include the Moorebank Shopping Centre (3.25km north), the Liverpool CBD (5.4km north west), Liverpool Westfield (5.7km north west), Panania neighbourhood shops (3.6km east) and Revesby Village Centre (5.1km east).

It is noted that an amendment to the LLEP 2008 has recently been approved to rezone part of Hammondville Park and car park to from RE1 - Public Recreation, to part RE2 - Private Recreation and part B6 - Enterprise Corridor, to facilitate development outcomes along Heathcote Road. This area is located approximately 700m north west of the site. This rezoning has been approved at Gateway and is currently with Council for implementation, however, has not been finalised at the time of writing.

Please refer to images of the site at **Figures 3 and 4** below.



**Figure 3 Site context plan**

Site outlined in red

Source: Nearmap



**Figure 4 Site location plan**

Site outlined in red

Source: Nearmap

### **Built form character**

The site has been vacant for a long period, having been intended for use as a commercial shopping village for over fifteen (15) years, following the release and private sale of the site from Commonwealth ownership and military control in approximately 2001.

Development surrounding the site is varied.

The built form character of the Barracks is predominately low in scale, consisting of lodgings, warehousing and training facilities up to approximately three to four storeys in height.

The Mornington Estate to the north west of the site comprises a mix of low to medium density residential development, with built form consisting predominately of manor-home dwellings, dual occupancies and multi-dwelling 'townhouse' developments, between two to three storeys in height.

The Holsworthy railway station and transport interchange are located to the west, including a three storey commuter car park occupying the majority of the site.

### **Traffic and transport context**

The subject site is accessed by road via Heathcote Road and Macarthur Drive. Heathcote Road is an RMS Classified Road and a major arterial road within the region, approximately 24km in length, connecting the suburb of Moorebank to the north west, through the Heathcote National Park to the suburbs of Lucas Heights and Heathcote to the south.

Macarthur Drive is a local road under control of Council, being approximately 140m in length, originating from Heathcote Road and servicing the subject site and adjoining Mornington residential estate only. Macarthur Drive then forms The Boulevarde (cul-de-sac), which services the Mornington residential estate and Holsworthy railway station and commuter car park only.

Heathcote Road is currently identified for widening by RMS to four lanes and general upgrade along the corridor commencing at Infantry Parade, Holsworthy through to The Avenue, Voyager Point. These upgrade works are approximately 2.2km in length and encompass the subject site, which holds direct access to, and is located at the corner of Heathcote Road and Macarthur Drive. Specifically, these works would convert the existing roundabout at this location to a signalised intersection. This road widening project is currently in the detailed design phase.

A bus stop located at Holsworthy railway station transport interchange services bus routes operating between Voyager Point and the Liverpool CBD (Transdev routes numbered 901, 902, and 902X).

Existing pedestrian access to the site is poor, largely due to the historically undeveloped nature of the site, location against the East Hills railway line and minimal surrounding development. There are no footpaths surrounding the site.

The site is within proximity to the Holsworthy railway station commuter car park, located across Macarthur Drive approximately 60m west of the site. This car park receives a generally high patronage for rail commuters, often at capacity on week days, with a high incidence of informal or unauthorised parking on nearby grassed areas, verges etc.

### **Ecological context**

There are no areas of bushland located on the site, and the site is devoid of any significant vegetation, likely having been removed during periods of excavation undertaken as part of development consent DA-1839/2005 in approximately 2009.

The site is in proximity to several parks, reserves and areas of bushland, including the Moorebank Sports Club and Hammondville Park playing fields, Harris Creek bushland

area, Williams Creek bushland area, and other areas of bushland located to the south west of the site and within the bounds of the Holsworthy defence lands.

As contained within Council's Biodiversity Management Plan, prepared by Eco Logical Australia and dated June 2012, these areas are noted as being in 'B' condition, being 'good condition with a canopy cover <10% and containing native understorey'.

These areas are also identified to contain threatened ecological communities, with former defence lands located to the north east of the site having been nominated for conservation purposes (refer **Figure 5** ).

Notwithstanding the significance of these surrounding ecologically significant lands, the subject site is otherwise isolated and located away from any sensitive or endangered ecological areas.

Accordingly, the proposal is accompanied by a detailed landscape master plan prepared by Clouston Associates (**Attachment B**) which provides for complementary and appropriate provision of landscaping and species details having regard to these surrounding bushland areas. The landscape master plan demonstrates that future built form under the amended controls can minimise impact on its surrounds whilst complementing the bushland setting of the locality.



**Figure 5 Threatened ecological communities map**

Subject site in its entirety is as shown in red

Source: Liverpool City Council Biodiversity Management Plan dated June 2012

### Geotechnical

Further to SEPP 55 and contamination matters within this report, whilst Council and EPA records do not indicate any contamination at the site, a Preliminary Site Investigation has been prepared by GHD Pty Limited (**Attachment J**) which details the presence of polycyclic aromatic hydrocarbons (PAH) to the south west corner of the site. This report however identifies that the site is appropriate for the proposal with no remediation required for residential use with no direct access to soil (i.e. a residential apartment building), where this soil is otherwise covered by permanent structures (concrete slab, road etc.).

This report details the site is centrally situated within an alluvial soil landscape comprising predominately Shale with some sandstone beds (Bringelly Shale, Minchinbury Sandstone, Ashfield Shale).

It is considered that this geological structure will not preclude the undertaking of future development, however, it is recognised that further testing and geotechnical input will be required at later DA stages.

## 2.3 Site details

### Existing land use

The site is currently vacant and has been partially excavated to the level of the basement of the approved mixed use development on the site under DA-1839/2005, approved by Council on 20 December 2005.

Following this initial approval, there have been four (4) subsequent modifications to DA-1839/2005 (referenced 'A' through 'D'), outlined generally as follows:

- DA-1839/2005/A (approved by Council 29 March 2006);
- DA-1839/2005/B (approved by Council 14 February 2007);
- DA-1839/2005/C (approved by Council 21 December 2006); and
- DA-1839/2005/D (approved by Council 21 December 2006).

It is noted there appears to be an anomaly in the order of the date of determination of the modifications shown above. The dates provided are as per the relevant notices issued by Liverpool City Council.

A further Development Application, DA-820/2008 was approved by Council on 25 August 2008 for construction of a McDonalds restaurant with associated drive through and signage to the northern portion of the site.

A subsequent complementary Development Application, DA-582/2009, was approved by Council on 6 January 2009 for alterations and additions to the approved Holsworthy Plaza to include additional retail and commercial floor space to facilitate an ALDI Supermarket, in lieu of residential units.

Accordingly, the existing approved development at the site under DA-1839/2005 (as amended) and DA-582/2009 provides for a maximum of 8,835sqm (GLA) of retail and commercial uses and ten (10) residential apartments with an overall maximum height of 15.0m. As noted earlier, this has not been realised on the site.

### Legal description

The site comprises a single irregularly shaped allotment, legally described as Lot 5 in Deposited Plan 825745.

### Land ownership

The land is owned by Holsworthy Developments Pty Ltd, who is also the applicant for this Planning Proposal.

## 2.4 Planning context

The following legislation, planning instruments and planning controls are applicable to the proposal:

<b>Legislation</b>	-	<i>Environmental Planning and Assessment Act 1979 (EP&amp;A Act)</i>
<b>Strategic plans</b>	-	<i>Greater Sydney Region Plan 2056: A Metropolis of Three Cities (2018); and</i>
	-	<i>Western City District Plan (2018)</i>
<b>Current planning controls</b>	<b>Environmental Planning Instruments:</b>	
	-	<i>State Environmental Planning Policy No. 55 – Remediation of Land;</i>
	-	<i>State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development (and associated Apartment Design Guide);</i>
	-	<i>State Environmental Planning Policy (Infrastructure) 2007; and</i>
	-	<i>Liverpool Local Environmental Plan 2008.</i>

<b>Legislation</b>	- <i>Environmental Planning and Assessment Act 1979 (EP&amp;A Act)</i>
<b>Development Control Plans:</b>	
	- <i>Liverpool Development Control Plan 2008.</i>
<b>Other plans and policies</b>	<ul style="list-style-type: none"> <li>- <i>Liverpool Residential Development Strategy 2008;</i></li> <li>- <i>Liverpool Retail Centres Hierarchy Review 2012;</i></li> <li>- <i>Liverpool Business Centres and Corridors Strategy 2013;</i></li> <li>- <i>Liverpool Economic Development Strategy 2013-2023; and</i></li> <li>- <i>Liverpool Community Strategic Plan – Our Home, Liverpool 2027.</i></li> </ul>

The above legislation, planning instruments and planning controls are addressed in the paragraphs below.

## 2.5 Strategic planning context

### **Greater Sydney Region Plan 2056, 2018**

A *Greater Sydney Region Plan 2056*, (the Sydney Metropolitan Strategy) was released in March 2018 and sets NSW Government's 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. It provides direction for Sydney's productivity, environmental management, livability, and for the location of housing, employment, infrastructure and open space.

The Strategy's vision for Sydney is for a “*A Metropolis of Three Cities*”. The vision is supported by ‘Ten Directions’ to guide the growth of the city. The Directions are each supported by a set of Objectives. Of particular relevance to this Planning Proposal are the following Directions and Objectives:

#### **Liveability**

##### A city for people

- Objective 6: Services and infrastructure meet communities' changing needs
- Objective 7: Communities are healthy, resilient and socially connected
- Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods

##### Housing the city

- Objective 10: Greater housing supply
- Objective 11: Housing is more diverse and affordable

##### A city of great places

- Objective 12: Great places that bring people together

#### **Productivity**

##### A well-connected city

- Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities

The site is uniquely situated within proximity to Liverpool and Campbelltown-Macarthur, and the Glenfield to Macarthur Urban Renewal area. Liverpool and Campbelltown-Macarthur are both identified as Health and Education Precincts. Health and Education Precincts act as drivers of export services and provide major employment opportunities.

Together with the Western Sydney Airport and Badgerys Creek Aerotropolis, Greater Penrith, Liverpool and Campbelltown-Macarthur form the Western Parkland City. The cluster of four major centres will deliver the metropolitan functions of providing concentrations of higher order jobs and a wide range of goods and services. The



redevelopment envisaged by the proposed LEP amendments will benefit from proximity to two Health and Education Precincts, and its location within the Western Parkland City.

This Planning Proposal seeks to amend the planning controls applicable to the site to optimise the site's capacity for increased density, providing a mixed-use development with a range of retail, business, entertainment and residential uses within a highly accessible location. The development envisaged by this Planning Proposal will serve the needs of those who live in, work in and visit the local area.

An Urban Design Study and master plan (**Attachment A**) has been developed for the site which proposes a high quality mixed use development, including ground floor retail uses with activation of Macarthur Drive, and a range of dwelling types within multiple residential buildings above. The proposed mixed-use development will provide essential day-to-day services in an accessible, however currently underserved location.

The plan represents an improved design response over previous schemes for the site, providing an appropriate mix of retail and residential development, with easy access to existing services and transport infrastructure. The Urban Design Study demonstrates a more efficient design outcome for the site, maintaining pedestrian accessibility with minimal visual imposition to existing surrounding development.

The 'Greater Sydney Region Plan' is addressed further in **Section 6**.

### **Western City District Plan 2018**

The 'Western City District Plan' was released in March 2018 to support the role of the Greater Sydney Commission and the implementation of the 'Greater Sydney Region Plan' for specific local areas.

The District Plan sets out aspirations and proposals for the Western City District, which includes the local government areas of Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly. The District Plan outlines how the Government will make decisions on public spaces, community facilities, housing, jobs, transport options, schools and hospitals to meet the needs of communities across south western Sydney.

Relevant Directions for the District include:

- *A city supported by infrastructure: Infrastructure supporting new developments*
- *Housing the city: Giving people housing choices*
- *A city of great places: Designing places for people*

Relevant 'Planning Priorities' for the District include:

- *W5: Providing housing supply, choice and affordability, with access to jobs, services and public transport*
- *W6: Creating and renewing great places and local centres, and respecting the District's heritage*
- *W7: Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City*

The strategy provides the following 'actions' to achieve improved liveability and housing choice:

- *Action 11: Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by:*
  - a. *Providing walkable places at a human scale with active street life,*
  - b. *Prioritising opportunities for people to walk, cycle and use public transport,*
  - c. *Co-locating schools, health, aged care, sporting and cultural facilities,*
  - d. *Promoting local access to healthy fresh food and supporting local fresh food production*

- *Action 17: Prepare local or district housing strategies that address the following:*
  - a. *The delivery of five-year housing supply targets for each local government area,*
  - b. *The delivery of 6-10-year (when agreed) housing supply targets for each local government area,*
  - c. *Capacity to contribution to the local term 20-year strategic housing target for the District,*
  - d. *The housing strategy requirements outlined in Objective 10 of the A Metropolis of Three Cities that include*
    - i. *Creating capacity for more housing in the right locality*

The strategy also provides the following 'actions' to achieve improved productivity:

- *Action 24: Integrate land use and transport plans to deliver the 30-minute city*

This Planning Proposal seeks to amend the permissible planning controls applicable to the site to allow an optimal and efficient form of development, which will increase the capacity and diversity of housing with accessible retail facilities, whilst encouraging and supporting the use of existing public transport infrastructure providing access to key employment centres within 30 minutes.

The Urban Design Study developed for the site achieves the objectives of the District Plan's productivity and housing actions by increasing the number, mix and diversity of dwelling types available. The development will facilitate the orderly and efficient economic development of the site and provide high quality mixed use development with connectivity to established infrastructure which is consistent with established government policy and sound environmental planning principles.

The Western City District Plan is addressed further in **Section 6**.

## **2.6 Current planning controls**

### **State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development**

State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development (SEPP 65) applies to all land within New South Wales for improvement in the design quality of residential apartment development in accordance with the following aims:

- a) *"To ensure that it contributes to the sustainable development of New South Wales:*
  - i. *By providing sustainable housing in social and environmental terms, and*
  - ii. *By being a long-term asset to its neighbourhood, and*
  - iii. *By achieving the urban planning policies for its regional and local contexts, and*
- b) *To achieve better built form and aesthetics of buildings and of the streetscapes and the public spaces they define, and*
- c) *To better satisfy the increasing demand, the changing social and demographic profile of the community, and the needs of the widest range of people from childhood to old age, including those with disabilities, and*
- d) *To maximise amenity, safety and security for the benefit of its occupants and the wider community, and*
- e) *To minimise the consumption of energy from non-renewable resources, to conserve the environment and to reduce greenhouse gas emissions, and*
- f) *To contribute to the provision of a variety of dwelling types to meet population growth, and*
- g) *To support housing affordability, and*

- h) *To facilitate the timely and efficient assessment of applications for development to which this Policy applies.”*

The proposal identifies the future provision for residential apartment development within the amended controls, therefore requiring the application of SEPP 65 to assess the capacity of the residential components.

A detailed Urban Design Study has been undertaken having regard for the nine (9) design principles within SEPP 65, and where possible, finer grained controls contained within the associated Apartment Design Guide (ADG), such as solar access, building separation, deep soil etc. Full compliance with SEPP 65 and the ADG will be detailed at subsequent DA stage(s).

### **State Environmental Planning Policy (Infrastructure) 2007**

State Environmental Planning Policy Infrastructure 2007 (SEPP Infrastructure) applies to all land within New South Wales within proximity to, or which has the potential to affect infrastructure assets and identifies matters to be considered in the assessment of development adjacent to infrastructure assets.

Accordingly, the SEPP Infrastructure is to be considered given the proximity of site to the following infrastructure assets:

- The East Hills railway line (adjoining the site to the south); and
- Heathcote road (an RMS classified road).

Additionally, whilst the site is within proximity to the Holsworthy defence lands, zoned SP2 – Infrastructure (Defence), these lands are not included within the provisions of the SEPP Infrastructure.

Having regard to the detailed Urban Design Study at **Attachment A**, the proposal is capable of complying with, the provisions of the SEPP Infrastructure, specifically, impacts of traffic generation and vehicle movements to Heathcote Road, as well as acoustic and vibration impacts to residential development from the adjoining East Hills railway line.

A Noise and Vibration Impact Assessment has been undertaken for the site by Wilkinson Murray and is provided at **Attachment G**. The assessment concludes that the proposal can meet all of the required criteria in the NSW Department of Planning and Environment's *Development Near Rail Corridors and Busy Roads – Interim Guideline*, and that no additional mitigation measures are required as a result of the proximity of the site to the rail line.

To meet the relevant criteria for road noise associated with Heathcote Road some windows within the development at lower levels may be required to be closed. Measures will therefore be required to ensure that those units are adequately ventilated in accordance with the Building Code of Australia and AS 1668 – *The Use of Ventilation and Air Conditioning in Buildings*, but that single glazed windows and doors will be acceptable. This will be addressed, with full detail provided through future a DA (or applications) for the site.

### **State Environmental Planning Policy No. 55 – Remediation of Land**

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) applies to all land within New South Wales and holds an overall aim to promote the remediation of contaminated land and to reduce the risk to human health and the environment. Specifically, Clause 6 of SEPP 55 provides that contamination and remediation to be considered in zoning or rezoning proposal, including Clause 6(2) which requires the undertaking of a preliminary site investigation.

A previous Preliminary Audit Investigation and Site Audit Investigation, associated with DA-1839/2005 were undertaken by Clyde-Woodward in 1999 and 2000 respectively. The Site Audit Summary identified potential contamination by way of Polycyclic Aromatic Hydrocarbons (PAH), as a result of historical fuel storage in underground storage tanks

(USTs) on land to the south of the site. Notwithstanding, several development consents were both issued by Council and acted upon and the site was partially excavated (up to approximately 3m below ground level), having existed in this condition for approximately ten (10) years. The site is not identified on the NSW EPA contaminated land register.

Relevant to the subject application, a further Preliminary Site Investigation has been prepared for the site by GHD Pty Limited and is held at **Attachment J**. This Preliminary Site Investigation is consistent with previous studies and concluded elevated levels of PAH at locations consistent with previous studies, however that the site is appropriate with no remediation required for residential use with no direct access to soil (i.e. a residential apartment building), where this soil is otherwise covered by permanent structures (concrete slab, road etc.). On this basis, it is considered that the subject site is suitable for the proposal and is satisfactory with regard to Clause 6 of SEPP 55.

### Liverpool Local Environmental Plan 2008

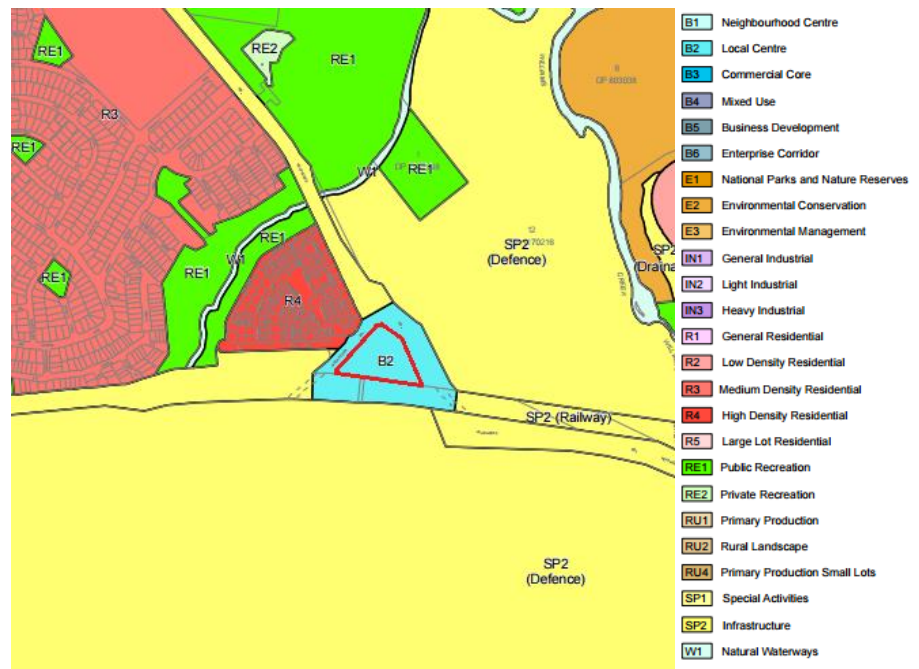
The LLEP 2008 applies to the site. An extract of the key LEP controls and development standards applicable to the site and this Planning Proposal are provided overleaf.

#### Land Use Table and Zoning

The subject site is currently zoned B2 Local Centre under the LLEP 2008.

<b>Objectives of the zone</b>	<p><i>"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.</i></p> <p><i>To encourage employment opportunities in accessible locations.</i></p> <p><i>To maximise public transport patronage and encourage walking and cycling.</i></p> <p><i>To allow for residential and other accommodation while maintaining active retail, business or other non-residential uses at street level.</i></p> <p><i>To facilitate a high standard of urban design and a unique character that contributes to achieving a sense of place for the local community"</i></p>
<b>Permitted without consent (Item 2)</b>	<i>Home-based child care; Home occupations</i>
<b>Permitted with consent (Item 3)</b>	<p><i>Boarding houses; Building identification signs; Business identification signs; Child care centres; Commercial premises; Community facilities; Depots; Educational establishments; Entertainment facilities; Environmental facilities; Flood mitigation works; Function centres; Helipads; Home businesses; Home industries; Hostels; Information and education facilities; Medical centres; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Service stations; Shop top housing; Tourist and visitor accommodation; Vehicle repair stations; Veterinary hospitals</i></p>
<b>Prohibited (Item 4)</b>	<i>Any development not specified in item 2 or 3</i>

An extract of the LLEP 2008 Zoning and land use map of the site and the surrounding area is illustrated at **Figure 6** overleaf.



**Figure 6 Land use zoning map**  
 Site outlined in red  
 Source: LLEP 2008 (Sheet LZN\_015))

#### Clause 4.3 – Height of Building

The maximum building height for development on the site is controlled under Clause 4.3 of the LLEP 208. The LLEP 2008 currently allows for heights of 21.0 metres on the subject site. The objectives of the maximum height of building controls under Clause 4.3 are as follows:

- a) *To establish the maximum height limit in which buildings can be designed and floor space can be achieved,*
- b) *To permit building heights that encourage high quality urban form,*
- c) *To ensure buildings and public areas continue to receive satisfactory exposure to the sky and sunlight,*
- d) *To nominate heights that will provide an appropriate transition in built form and land use intensity.”*

The maximum building height plan for the site and the surrounding area is illustrated at **Figure 7** overleaf.





**Figure 7 Maximum building height map**

Site outlined in red

Source: LLEP 2008 (Sheet HOB\_015)

#### Clause 4.4 – Floor space ratio

The maximum floor space ratio (FSR) for development is controlled under Clause 4.4 of the LLEP 2008. The objectives of the maximum FSR controls under Clause 4.4 are as follows:

- a) *“To establish standards for the maximum development density and intensity of land use, taking into account the availability of infrastructure and the generation of vehicle and pedestrian traffic,*
- b) *To control building density and bulk in relation to the site area in order to achieve the desired future character for different locations,*
- c) *To minimise adverse environmental effects on the use or enjoyment of adjoining properties and the public domain,*
- d) *To maintain an appropriate visual relationship between new development and the existing character of areas or locations that are not undergoing, and are not likely to undergo, a substantial transformation,*
- e) *To provide an appropriate correlation between the size of a site and the extent of any development on that site,*
- f) *To facilitate design excellence in the Liverpool City Centre by ensuring the extent of floor space in building envelopes leaves generous space for the articulation and modulation of design.”*

The site is subject to a maximum FSR of 1.5:1 pursuant to Clause 4.4 of the LLEP 2008 as detailed in **Figure 8** overleaf.



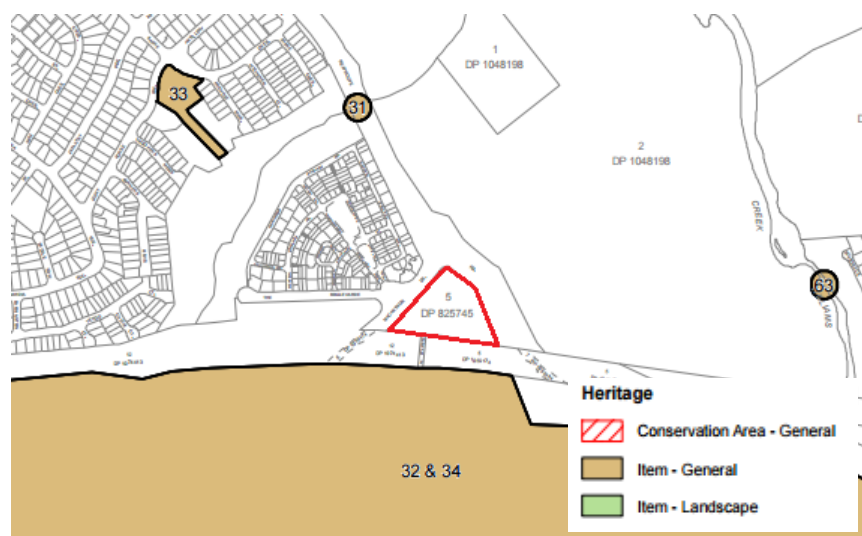
**Figure 8 Floor space ratio map**  
 Site outlined in red  
 Source: LLEP 2008 (Sheet FSR\_015)

#### Clause 5.10 – Heritage conservation

The site is not identified as a heritage item and is not located within any Heritage Conservation Area pursuant to Clause 5.10 of the LLEP 2008. The site is however within proximity to local heritage items numbered I32 and I34 located within the Holsworthy Defence lands, known as the 'Holsworthy Group' (including powder magazine and former officers' mess, corporals' club, internment camp, Holsworthy railway station lock-up/gaol, German concentration camp) and 'Cubbitch Barta National Estate' respectively.

It is noted that the Cubbitch Barta National Estate is a place of Aboriginal heritage, and although located on the adjoining Lot 1 DP 825745, is of a significant distance from the subject site (>4km). Likewise, items of heritage associated with the 'Holsworthy Group' are otherwise centrally located within the Holsworthy defence lands are also of a significant distance (>400m) from the subject site.

Accordingly, the proposal will not impact any nearby heritage items. An extract of the LLEP 2008 Heritage Map is provided at **Figure 9** below.



**Figure 9 Heritage Map**  
 Site outlined in red  
 Source: LLEP 2008 (Sheet HER\_015)

#### Clause 7.6 – Environmentally Significant Land

The site is not identified as containing any Environmentally Significant Land pursuant to Clause 7.6 of the LLEP 2008, however is within proximity to areas of Environmentally significant land located to the north east and east of the site, being bushland areas associated with the nearby Harris Creek and Williams Creeks respectively.

Notwithstanding, the site is located outside of these nominated areas and development at the site will not impact any nearby Environmentally Significant Lands. Appropriate management of construction processes will be detailed in any future DA for the site. An extract of the LLEP 2008 Environmentally Significant Lands Map is provided at **Figure 10** below.



**Figure 10 Environmentally Significant Lands Map**  
Site outlined in red

Source: LLEP 2008 (Sheet ESL\_015)

#### Clause 7.8 – Flood Planning

The site is not identified as being located within a flood planning area pursuant to Clause 7.8 of the LLEP 2008, however is within proximity to flood planning areas located to the north east and east of the site, being bushland areas associated with the nearby Harris Creek and Williams Creeks respectively.

A flood study has been prepared for the site by Xavier Knight (**Attachment F**), which found that the site contains an existing overland flow path which conveys the flow from an upstream catchment in Macarthur Drive. This flood impact is relatively minor and future development on the site can be designed to be commensurate with the flood hazard and include consideration of the potential flood impacts both on and off the subject site.

Further consideration of flood matters will be given in any future DA for the site, with appropriate mitigation measures to be provided.

An extract of the LLEP 2008 Flood Planning Map is provided at **Figure 11** overleaf.



**Figure 11** Flood Planning Map  
Site outlined in red

Source: LLEP 2008 (Sheet FLD\_015)

### Liverpool Development Control Plan 2008

The Liverpool Development Control Plan (LDCP) 2008 applies to all sites within the LGA, with the following sections specifically applicable to the subject site:

- Part 1: General Controls for All Development; and
- Part 2.6: Holsworthy Station Site.

The LDCP 2008 provides for a range of controls relating to protection of the environment site suitability, built form, density and other matters. The Urban Design Study at **Attachment A** demonstrates that future development on the site can generally comply with the environmental requirements and development objectives set under the LDCP 2008.

The LDCP 2008, in addition to several overarching controls, identifies additional specific controls for the subject site in accordance with the following overall objective:

- *“To provide an attractive, accessible mixed-use centre providing for retail, commercial, residential, recreation, community facilities and public transport adjacent to Macarthur Drive, Holsworthy.”*

Part 2.6 of the LDCP 2008, provides the following controls for non-residential floorspace in the Holsworthy Local Centre:

- *“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.”*

The proposed non-residential GFA component of this Planning Proposal (8,965sqm) marginally exceeds this DCP control (total 8,450sqm non-residential GFA). However, having regard to extant development consent DA-582/2009, the proposal does not seek any additional non-residential GLA above what has already been approved under this DA (8,835sqm). The proposal seeks a total of 8,804sqm GLA, 31sqm below the approved GLA total. In any case, this Planning Proposal seeks to impose a maximum non-residential GFA on the site under the LLEP 2008, to ensure no additional impact on existing nearby centres would result.

Council may seek to develop site specific DCP controls for the subject site to achieve the specific design outcomes described in the Urban Design Study prepared to support the Planning Proposal, including, however not limited to:

- Additional height in storeys;
- Revised public domain plan; and

- Revised traffic and circulation.

### Bushfire Risk

Section 5 of Part 1 of the LDCP 2008 applies to land identified as being bushfire prone land. A portion of the site is 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.

A Bushfire Constraints Assessment has been undertaken by RPS and is provided at **Attachment G** which demonstrates that the proposal is capable of complying with the Rural Fires Act 1997 and the NSW Rural Fire Service 'Planning for Bushfire Protection' guidelines. An extract of the LLEP 2008 Bushfire Map is provided at **Figure 12** below. Suitable mitigation may be employed at the DA stage regarding any impacts, if required.



**Figure 12** Bushfire Prone Land Map  
Site outlined in blue

Source: Liverpool City Council GIS Services (Bushfire Map Sheet 2)

## **2.7 Other plans and policies**

### ***Liverpool Residential Development Strategy 2008***

The Liverpool Residential Development Strategy 2008 was prepared by Liverpool Council and adopted in July 2008 as Council's principal strategic planning document for residential development and sets the direction for residential land within Liverpool and housing Liverpool's increasing population over a 25-year period. Under the strategy, key residential directions were identified including:

- *"Consolidate medium density residential zones to areas around activity centres (200m-800m) and major transport nodes and down-zone fringe areas.*
- *Introduce new high density residential zone nodes adjacent to main town centres and major transport nodes.*
- *Investigate the surrounds (approximately 800m) of the 10 town and village centres identified by the retail strategy and METRIX and determine appropriate locations and extent of housing.*
- *Investigate the surrounds (approximately 800m) of the 2 locations on the T-way adjacent to the City Centre and determine appropriate locations and extent of housing.*



- *Encourage modest affordable private housing types within medium density zones, particularly around main town centres at Moorebank, Casula, Miller and Green Valley.*
- *Group all high density residential zones (including mixed-use residential) into one zone and utilise additional uses and development standards to create distinctive characters.*
- *Introduce new location specific development standards (minimum lot size, floor space ratio and building height) to respond to specific capacity or existing or desired urban characters of different areas.”*

Council's Residential Development Strategy 2008 was prepared in accordance with the State's 2005 Metropolitan Strategy. Subsequently, this document was instrumental in preparing and formed the underlying basis for residential zonings and development standards within the standard instrument LLEP 2008 which came into effect in August 2008.

This Planning Proposal will provide a diverse mix of housing supply in line with the objectives and directions of Council's Residential Development Strategy 2008, including provision of high density residential development adjacent to a key transport node, being Holsworthy station.

#### ***Liverpool Retail Centres Hierarchy Review 2012***

The Liverpool Retail Centres Hierarchy Review 2012 was prepared by Hill PDA for Liverpool Council in July 2012 to establish a hierarchy of retail and commercial areas across the LGA and to identify existing and potential future demand for retail floor space resulting from residential development and land release, population growth and changing demographics across suburbs. The aims of this review were:

- *“To undertake a stock take of the existing B1 to B6 zoned land within the Liverpool Council Local;*
- *Government Area (LGA) and all land subject to a rezoning application to or from a business zoning;*
- *Assess the function and the community served by each of the retail and business centres in the LGA; and*
- *Provide direction for the futures of business and retail operations in the Liverpool LGA.”*

This review was undertaken as part of a broader analysis of the LLEP 2008 and to inform planning decisions and policy, including specifically the *Liverpool Economic Development Strategy 2013-2023*, referred to further within this document.

Although the subject site remained undeveloped at the time of preparation of this document, the site was otherwise included within the review, referred to as 'Holsworthy Plaza' and based on the extant development consent DA-1839/2005 (as amended) and with an approximate Gross Leasable Area (GLA) of 7,000sqm. Under this review, the site and 'Holsworthy Plaza' is defined as a 'Village Centre'.

Whilst no specific definition is provided for a 'Village Centre', this is otherwise referenced within the report as a consolidated retail offering within the B2 – Local Centre Zone, containing a supermarket and specialty retail stores and servicing the immediate locality. A 'Village Centre' is noted as being specifically different from a 'Neighbourhood Centre' or 'Town Centre', both of which are generally larger in scale, with additional community facilities (medical centre, post office etc.) and servicing a larger catchment.

Whilst this Planning Proposal seeks an increase in density at the site, the proposed development as outlined within the Urban Design Study and master plan does not seek an intensification of the non-residential component already approved at the site. The proposed development is consistent with approved GLA and will maintain the long-term intent and nature of the site as a 'Village Centre'. As noted earlier, this Planning Proposal seeks to impose a maximum non-residential GFA control under the LLEP 2008 to ensure

no additional impact on existing nearby centres, beyond that which would result from the current approved development of the site.

Whilst the outcomes of this review have largely been implemented within subsequent policy changes, including through revisions to the LLEP 2008 and implementation of the *Liverpool Economic Development Strategy 2013-2023*, the proposed development will not alter the conclusions of this report, nor is it considered to threaten the role of any other centre within the region.

### ***Liverpool Economic Development Strategy 2013-2023***

The *Liverpool Economic Development Strategy 2013-2023* was prepared by Council's Economic Development Unit and outlines the key economic priorities, actions and targets that will guide the economic growth of the Liverpool LGA during this period. This document provides the following seven (7) key strategic outcomes:

- *“Assisting existing businesses in Liverpool to link to programs and services delivered by the Commonwealth and NSW governments that help them grow, innovate and improve their competitiveness.*
- *Targeting the attraction of new job generating business investment to Liverpool, with a focus on the area's competitive advantages in advanced manufacturing, construction, health, education, and medical research, distribution and logistics, professional services and retail.*
- *Activating the City Centre and developing vibrant places that attract residents, visitors and workers to Liverpool.*
- *Working in partnership with local industry to promote and support employment opportunities and initiatives for local and regional residents (including disadvantaged groups).*
- *Building awareness and “ownership” of activities that strengthen Liverpool's economic base.*
- *Working with the Commonwealth and NSW Governments to advocate for infrastructure and services investment in the Liverpool local government area commensurate with Liverpool's regional city status.”*

The proposal will provide for a high quality mixed use development at the site and contribute to the economic development of the locality and within proximity to established transport infrastructure. Having regard to the Urban Design Study held at **Attachment A** and Economic Impact Assessment at **Attachment D**, the proposal is considered to be the highest and best use of the site.

### **Our Home, Liverpool 2027**

Our Home, Liverpool 2027 is Liverpool City Council's long-term Community Strategic Plan. The Plan was prepared by Council's corporate governance division to influence Council's delivery program and ongoing annual operational plans. The Plan incorporates four directions which seek to underpin the actions of Council over the next ten years, whilst achieving the social justice principles of equity, access, participation and rights:

- *“Social – Creating Connection;*
- *Environment – Strengthening and Protecting our Environment;*
- *Economic – Generating Opportunity;*
- *Civic Leadership – Leading Through Collaboration.”*

This Planning Proposal will not affect the implementation of the Liverpool Community Strategic Plan 2027, nor the ability of Council to exercise its functions under the Local Government Act 1993.



## 2.8 Demographic profile trends

The Planning Proposal takes note of the population projections for the Holsworthy and Liverpool LGA generally. The Australian Bureau of Statistics provides information regarding population demographics and existing housing diversity in the Liverpool LGA and the suburb of Holsworthy.

As of the 2016 census, the population of Holsworthy was 5,476 persons with a median age of 30. The most common ancestries in Holsworthy (State Suburb) were Australian (20.4%), English (18.7%), Indian (9.4%), Chinese (6.5%) and Irish (5.9%). The majority of Holsworthy residents were born in Australia (60.4%), with most common countries of birth being India (7.3%), Philippines (3.0%), Indonesia (2.5%), New Zealand (2.2%) and China (2.1%).

The composition of dwelling structure in Holsworthy is predominantly detached housing (80.8%). The second most predominant dwelling type were semi-detached dwellings, including townhouses, row and terrace houses (19%). Specifically, no higher density residential development (flats, units and apartments) were identified in the suburb of Holsworthy in the 2016 census. A review of aerial imagery does not indicate any examples constructed since this date.

The Department of Planning and Environment's *Population, Household and Dwelling Projections* is a summary of population and household change in Sydney's subregions between 2011 and 2036. The summary identifies a significant increase in population of the Liverpool LGA overall, from 214,100 persons in 2016 to 331,000 by 2036, a total increase of 54.6% (NSW DP&E, 2016, Projected Population Main Series). Whilst the suburb of Holsworthy is not specifically identified in the data sets, it is considered that the subject site is well placed to facilitate an increase in density, particularly given the proximity of the site to established transport infrastructure.

This Planning Proposal will provide the opportunity for an appropriate increase in density at a highly accessible location and within proximity to existing transport infrastructure and surrounding employment lands. The proposal provides a holistic, master planned, mixed use development, which will increase housing choice and provide retail facilities to serve the needs of people who live in, work in and visit the local area.

Having regard to the Urban Design Study at **Attachment A**, the proposal can facilitate outcomes of a high standard of urban design and a unique character, contributing to a sense of place within the locality, consistent with the objectives of the B2 – Local Centre zone.

# 3. The Proposal

*This Section provides an overview of the need for a Planning Proposal and identifies the design philosophy to inform the redevelopment of the site.*

## 3.1 Design philosophy

The vision for Holsworthy Village is to provide a high quality, integrated and accessible retail and residential mixed use village environment focused on community life.

Key to the success of a mixed-use outcome on the site will be creating an excellent relationship with the local context and particularly through improved connections to the Holsworthy Railway Station. Principles for achieving this, which have underpinned the Urban Design Study, include the following:

- Maximising pedestrian permeability and connectivity between the retail centre and the railway station, including consideration of topography;
- Utilising Macarthur Drive as the preferred frontage for active uses and pedestrian activity;
- Utilising the broad verge of Macarthur Drive and the underutilised space around the former railway bridge to maximise public utility of the area;
- Minimising the impact of vehicles on pedestrian routes;
- Providing a transition in building height across the site, with lower building heights proposed along the Macarthur Drive frontage providing a suitable transition between the existing residential development to the west of Macarthur Drive and the taller built form elements of the proposal;
- Providing well-located and attractive open spaces on site, including a public square and communal open spaces; and
- Maximising solar access to green spaces and providing shading through tree canopies is key to ensuring amenity.

Further to these design principles, key design philosophies have been developed to inform the Urban Design Study and Master Plan for Holsworthy Village, to achieve a built form which encourages active and social living and connectivity to key public transport connections.

## 3.2 Urban Design Study and Master Plan

An Urban Design Study and Master Plan has been prepared by Architectus to illustrate an outcome of development under the proposed amended controls. This document is provided at **Appendix A**.

The Urban Design Study and Master Plan envisages a redevelopment of the site as providing:

- An attractive and successful retail centre. The design includes ground floor retail anchored by large and small supermarkets (e.g. Woolworths/Coles, ALDI) together with supporting specialty retail;
- A new active public 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 train station;
- High quality landscaping of Macarthur Drive and Heathcote Road for positive visual impact and to allow the provision of shading by trees in summer;
- Slender residential buildings on the podium at varying heights up to 12 storeys; and

- Delivery of approximately 350 apartments with excellent amenity including access to communal open space, communal and public facilities and public transport.

### **Provide a strong functional, useable and attractive link to Holsworthy railway station**

A key emphasis in development of the Master Plan was to provide a clear and direct physical and visual connection to the Holsworthy railway station through the provision and integration of a usable and attractive pathway and landscaping.

The provision of this link to Holsworthy railway station will not result in any loss of parking nor reduction in function of the associated commuter car park, however, will promote the use of public transport by the residents of the proposed development.

It is proposed that the existing roundabout at the intersection of Macarthur Drive and The Boulevarde may be replaced with a signalised intersection. This will ensure that pedestrians have a safe and convenient walking route to the station and avoids any potential for conflict between pedestrians and vehicles. These works could be undertaken under a voluntary planning agreement associated with a future development application for redevelopment of the site.

The Landscape Master Plan prepared by Clouston Associates also identifies a potential future connection to the station further south, adjacent the railway line. Provision of a future connection in this location would be subject to discussions with Transport for NSW and may form part of a future DA for the proposed development.

### **Creating a positive main street presentation and character to Macarthur Drive**

The proposal seeks to facilitate a significant improvement over prior approved schemes, through reorientation of the built form to allow an enlarged retail forecourt area and revised public domain interface. The Master Plan results in an overall improved visual and physical connectivity between the site, the Holsworthy railway station, and the existing residential housing to the west of the site.

Importantly, a key design principle has been the creation of a “main street” along Macarthur Drive, as opposed to previous approvals for the site which provided a more internalised retail experience with the front setback of the site being predominantly at-grade car parking. The proposal creates a strong boulevard style presentation along Macarthur Drive across the frontage of the site and maintaining this connection through to Holsworthy railway station to the west of the site.

The design has been led through the promotion of connectivity between the site to Holsworthy railway station and transport interchange. The establishment of this boulevard nature and the promotion of active uses along Macarthur Drive will result in improved streetscape activation, presentation and overall, contributes to the creation of the desired “main street” environment. The design of this boulevard element, the provision of retail uses at street level, and general open presentation across the frontage of the site will provide a space that feels more public, is safe and inviting, and where wayfinding is clear for visitors, deliveries and emergency services.

### **Visual interest in built form**

The proposed single storey retail podium provides an appropriate scale and feel, sympathetic to the existing neighbouring residential dwellings. Slender, articulated buildings with high quality designs and height variations ensure variety and visual interest in the building forms over the podium.

A transition in building heights is proposed across the site, with a maximum of 6 storeys proposed at the frontage to Macarthur Drive, ensuring the proposed development appropriately relates to existing nearby development.

### **Residential amenity and open space**

Extensive communal open space on the podium provides excellent amenity for residents. A diversity of spaces for active and passive recreation are defined by high quality landscaping and a central water feature with skylight provides sunlight to the retail

centre below. Residential buildings are configured to ensure well separated apartments which maximise internal and external views and achieve optimal solar access and cross ventilation.

The Master Plan is illustrated in **Figure 13** below.



**Figure 13** Proposed Master Plan  
Source: Urban Design Study (Attachment A), prepared by Architectus

# 4. Objectives and intended outcomes

*This section outlines the objectives of the Planning Proposal and provides detail on the proposed planning control provisions to achieve these objectives and outcomes.*

## 4.1 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 at **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)
- Podium levels on the towers providing approximately 8,804sqm of retail GLA

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 prepared by Architectus (**Attachment A**) 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.

All car parking (retail and residential) would be provided in basement parking. All car parking would be accessed by the proposed signalized intersection at Macarthur Drive and The Boulevarde.

An expansive area of landscaped communal open space for the residents of the site could be provided above the podium levels.

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. In addition to an amendment to the maximum building height under the LLEP 2008, a future site-specific DCP may also impose a maximum height in storeys, if deemed appropriate by Council.

#### 4.2 Objectives of the proposed controls

The objectives of this Planning Proposal are to facilitate provision of a high quality and efficient mixed-use development outcome for the site.

Key objectives of this proposal are:

- To provide a high quality built form and design outcome on a long term vacant site;
- To provide a mixed-use development outcome at the site;
- To provide a range of dwelling types not currently available within the locality;
- To provide residential development within proximity to established services and transport infrastructure;
- To enable the most efficient economic outcome for the site;
- To service the needs of residents and visitors to the locality;
- To ensure that the proposed development does not result in an unacceptable impact on existing centres; and
- To positively address the site's features and context including the large areas of bushland opposite the site to the north through south east.

#### 4.3 Amendments to planning provisions

This Planning Proposal seeks to amend the LLEP 2008 to increase the maximum building height and FSR controls applicable to the site as follows:

- **Height of Buildings (Clause 4.3)** – Increase the maximum height of buildings control from 21 metres to partially 25 metres and partially 45 metres
- **Floor Space Ratio (Clause 4.4)** – Increase the maximum floor space ratio (FSR) control from 1.5:1 to 2.15:1
- **Maximum non-residential gross floor area (Schedule 1)** – Include a site-specific provision under schedule 1 stipulating a maximum non-residential gross floor area of 9,000sqm on the site.

#### 4.4 Maximum building height

The maximum building height for the subject site is required to be amended to achieve the desired mixed-use built form outcome as demonstrated by the Urban Design Study and Master Plan.

The study demonstrates the potential for heights between 6 to 12 storeys, including the double height ground floor retail centre.

A maximum height of 24 metres, or 6 storeys (being a 3 metre increase in the current maximum building height) is proposed adjacent Macarthur Drive. A maximum height of 45 metres, or 12 storeys is recommended for the southern boundary of the site adjoining the railway line and Heathcote Road.

The Proposed transition in heights will minimise visual imposition and provide an appropriate stepping of building elements when viewed from Holsworthy Station and the Mornington residential estate to the west of the site.

To the east of the site the nearest development is approximately 800 metres away in the suburb of Voyager Point. Between Voyager Point and the subject site is an area of dense vegetation, meaning the proposed development is unlikely to be visible from the east, except for passing traffic on Heathcote Road.

#### 4.5 Maximum floor space ratio

To facilitate a development outcome consistent with proposed maximum building height, the maximum floor space ratio for the subject site needs to also be amended.

Commensurate to the proposed building heights, a Floor Space Ratio control of 2.15:1 is proposed for the site under Clause 4.4 of the LLEP 2008.

#### **4.6 Maximum non-residential gross floor area**

The maximum non-residential floor space on the site is currently controlled by the Liverpool DCP 2008, specifically Section 3.1(2) of Part 2.6 which provides:

*“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.”*

Based on the Urban Design Study and Master Plan, a maximum indicative retail GLA of 8,804sqm (or 8,965sqm GFA) is possible and therefore exceeds this existing control.

Notwithstanding, it is noted that extant development consents 1839/2005 (as amended) and 582/2009 have gone beyond the provisions of this control (having resulted in approvals for 8,835m non-residential GLA).

The proposed non-residential component of this Planning Proposal does not seek any additional non-residential GLA above what has already been approved.

To ensure certainty on the end outcome of the site, and to support unacceptable impacts on existing nearby centres, it is recommended that a site-specific LEP provision be imposed stipulating a maximum non-residential GFA of 9,000sqm on the subject site.



# 5. Explanation of Provisions

*The objective of this Planning Proposal is to amend the existing LLEP 2008 to facilitate the development a high quality mixed use development at the site. The specific objective is to amend the existing maximum height of buildings and FSR controls to allow for the optimal built form outcome, and to facilitate the redevelopment and renewal of the site.*

## 5.1 Proposed amendments to the LLEP 2008 planning controls

The outcome of this Planning Proposal is to amend to the LLEP 2008 proposed to facilitate optimal redevelopment and renewal of the site. An explanation of the proposed amendments to the LLEP 2008 is provided below.

## 5.2 Height of buildings

The current maximum height of buildings is prescribed by Clause 4.3 of the LLEP 2008. Clause 4.3 prescribes a maximum building height of 21m at the site.

This Planning Proposal seeks to amend the mapping associated with Clause 4.3 of the LLEP 2008 to increase the maximum height of buildings control for the site to 24m (for a depth of approx. 25 metres from Macarthur Drive) and 45m.

Refer to the proposed LLEP 2008 height of buildings map in **Section 7.0** of this report for mapping guidance.

## 5.3 Floor space ratio

The current maximum floor space ratio is prescribed by Clause 4.4 of the LLEP 2008. Clause 4.4 prescribes a maximum floor space ratio of 1.5:1 at the site.

This Planning Proposal seeks to amend the mapping associated with Clause 4.4 of the LLEP 2008 to increase the floor space ratio control for the site to 2.15:1.

This increase in allowable floor space ratio at the site correlates directly to the proposed increase in building heights outlined above. Together, the proposed increase in allowable building heights and floor space ratio at the site is necessary to allow for an optimal built form outcome and to facilitate the appropriate redevelopment and renewal of the site, as demonstrated by the Urban Design Study and Master Plan.

Refer to the proposed LLEP 2008 floor space ratio map in **Section 7.0** of this report for mapping guidance.

## 5.4 Maximum non-residential gross floor area

The current maximum non-residential GFA for the site is provided under the DCP, however, existing approvals on the site have surpassed that which is allowed for.

To provide greater certainty of the outcome of a development of the site and to ensure impacts on existing nearby centres are within an acceptable limit, it is proposed to introduce a site-specific provision under Schedule 1 of the LLEP 2008, which could indicatively state the following:

### **24 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 of all development on the site, other than residential accommodation, exceeding 9,000 m<sup>2</sup>.*

## **5.5 Assessment**

Expert assessments have been undertaken to accompany the Planning Proposal and are appended to this report. These assessments demonstrate that the legislative amendments sought in this Planning Proposal are feasible and have acceptable impacts.

# 6. Justification

*This section provides justification of the Planning Proposal in line with the 'Questions to consider when demonstration justification' set out within the NSW Government's 'A guide to preparing Planning Proposals'.*

## 6.1 Section A – Need for the Planning Proposal

### ***Is the planning proposal a result of any strategic study or report?***

This Planning Proposal has resulted from the following strategic reports.

#### **A Greater Sydney Region Plan 2056**

Holsworthy falls within the Western Parkland City under Sydney's Metropolitan Strategy, the *Greater Sydney Region Plan 2056*. The Strategy provides direction for Sydney's productivity, environmental management, livability, and for the location of housing, employment, infrastructure and open space.

The Strategy's vision for Sydney is for a "Metropolis of Three Cities", to rebalance and improve opportunities for all who live in Greater Sydney. *A Metropolis of Three Cities* is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. Holsworthy is strategically located within 30 minutes travelling distance by public transport of two Metropolitan Clusters, being Liverpool (20 minutes) and Campbelltown-Macarthur (24 minutes). Holsworthy is also within 30 minutes of the Eastern Economic Corridor, the State's greatest economic asset, with Sydney Airport being 21 minutes by train from Holsworthy. Central Sydney is just outside of 30 minutes from the site, with trains to Central Station taking 33-35 minutes. It is considered that the subject site is likely the best located site for urban renewal within the Western Parkland City in terms of access to a broad range of employment, entertainment and recreation opportunities throughout Greater Sydney.

This Planning Proposal seeks to amend the planning controls applicable to the site to allow future development that will maintain Council's long-term intent for retail at this location. In addition, the Master Plan and Urban Design Study supporting the Planning Proposal demonstrates that through the amendments the site may provide a range of high quality housing options in a highly accessible and convenient location and which are not currently present within the locality.

As per the Master Plan in the Urban Design Study, the proposal seeks to support the delivering a quality-built environment with high levels of accessibility and connectivity across the site, supporting the productivity and liveability of the Western Parkland City.

#### **Western City District Plan**

The Western City District Plan was released in March 2018 to support the role of the Greater Sydney Commission and the implementation of the Greater Sydney Region Plan for specific local areas.

This Planning Proposal seeks to amend the permissible planning controls applicable to the site to allow an optimal and efficient form of future development. In doing so, the Planning Proposal is consistent with multiple Directions of the District Plan, including *A city supported by infrastructure*; *Housing the city*; and *A city of great places*. The development that may result from this Planning Proposal will enable the optimum and efficient use of existing transport infrastructure (T8 Airport and South Rail Line), will substantially increase housing supply, diversity and affordability to meet the changing demographic profile in the area, and will create a new neighbourhood centre in Holsworthy that is of a high urban design quality, supports the provision of safety, community engagement and cohesion, and access to a mix of land use.

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

Yes. 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.

**6.2 Section B – Relationship to strategic planning framework**

*This section provides a summary of the strategic planning framework within which the Planning Proposal outcomes for the site have been considered.*

***Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?***

Yes. The Planning Proposal is consistent with the objectives and actions of the applicable regional and sub-regional strategies as detailed below.

**A Greater Sydney Region Plan 2056, 2018**

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 2** below.

**Table 2 A Greater Sydney Region Plan**

Strategy or Strategic Plan	Consistency	Comment
<b>Liveability</b>		
<i>A City for people</i>		
– Objective 6: Services and infrastructure meet communities' changing needs	Yes	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 the its immediate surrounding community and infrastructure.
– Objective 7: Communities are healthy, resilient and socially connected	Yes	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.
– Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods	Yes	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.  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.
<i>Housing the city</i>		
– Objective 10: Greater housing supply	Yes	The Planning Proposal seeks to grow the availability of high quality housing at the site. The Urban Design Study and

– Objective 11: Housing is more diverse and affordable		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.
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#### *A city of great places*

– Objective 12: Great places that bring people together	Yes	<p>The Urban Design Study and Master Plan demonstrates that the proposal can facilitate a development that includes a large public 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>
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#### **Productivity**

#### *A well-connected city*

– Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	Yes	<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 as noted earlier.</p>
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The provision of residential apartment development beyond the scale previously approved, and where no such housing stock exists within the area, will provide additional choice for the community with access to existing services and transport infrastructure. The Proposal provides the opportunity for a more efficient design outcome for the site, with minimal visual imposition to existing surrounding development.

#### **Western City District Plan, 2016**

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 3** below.

**Table 3** *Western City District Plan*

Direction	Consistency	Comment
A city supported by infrastructure	Yes	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).
Housing the city	Yes	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>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>
A city of great places	Yes	<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 has the opportunity to 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> <p>As noted earlier, future development may feature a large public square (Holsworthy Square) that will create a focal space for the existing and future community in Holsworthy.</p>

The Urban Design Study and Master Plan demonstrates that the Proposal can provide for a development that achieves the objectives of the District Plan's productivity and housing actions by increasing the number, mix and diversity of dwelling types available. Future development would facilitate the orderly and efficient economic development of the site and provide high quality mixed use development with connectivity to established infrastructure, consistent with established government policy and sound environmental planning principles.

***Does the proposal have strategic merit?***

This Planning Proposal, as supported by the Urban Design Study and Master Plan at **Attachment A**, holds strategic merit and should be supported by Council.

***Is the proposal consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment***

The proposal will allow for the delivery of a mixed-use village centre consistent with Council's intent for the site, Council's residential, economic and community development strategies and the Western City District Plan.

***Is the proposal consistent with a relevant local council strategy that has been endorsed by the Department***

There are no relevant Council strategies which have been endorsed by the Department applicable to this Planning Proposal.

***Is the proposal responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls***

The Proposal has been designed in response to changing market and demographic trends which have not been recognised by the existing planning controls. The provision of a higher density mixed-use outcome, when compared against previous schemes for the site, will result in the most efficient outcome on a well-located site, which is capable of accommodating an uplift in density with no unreasonable environmental impact.

Current development standards applying to the site under the LLEP 2008 have applied since the LEP was adopted 10 years ago. It is further noted that the controls applicable to the site further predate the 2008 LEP, having been applied to the site at the disposal



of the site, which previously formed part of the Holsworthy Defence Land, but which was excised from the Barracks by the construction of the railway line.

The site, and the proposed LEP amendments sought under this Planning Proposal is of strategic importance within the locality. At present, the locality is considered not to be well accommodated with respect to retail services and the availability of a range of dwelling types and therefore housing choice, where existing residential development is primarily limited to low density forms. This Planning Proposal seeks a moderate increase in density in order to expand and enhance previously approved schemes for the site to achieve an integrated village centre which includes retail uses to serve the needs of people who live, work and visit the local area.

With regard to the Urban Design Study and Master Plan (**Attachment A**), key differences over prior approved schemes at the site include the increased provision of residential apartments, consistent with population projections for the locality, which will be well serviced by the integrated retail offering at lower levels. Through the increased provision of residential uses at upper levels, the Proposal will contribute to expanding the variety of dwelling types within the locality, where this form of housing stock does not currently exist. (ABS Census 2016 statistics indicate no residential apartment development in the state suburb of Holsworthy, with no known residential apartment developments since). This provision of multiple dwelling types is consistent with Council's vision for the area and is further supported by State and metropolitan strategic planning objectives and studies, that seek to provide a variety of housing typologies to meet changing household composition and socioeconomic status, particularly in well serviced and accessible locations.

Whilst this form of mixed-use development is permitted under the current zoning controls for the site, the principal guiding development standards of height and FSR (to which this Planning Proposal seeks to vary), inhibit the highest and best use of the site being realised under current market conditions. The subject site has been vacant for approximately fifteen (15) years, with current development standards applying to the site having existed for approximately ten (10) years. The existing controls are considered conservative in the context of more recent planning instruments, subsequent patterns of development and forecast population increases within the Liverpool LGA. Within the Liverpool LGA, the site provides unparalleled accessibility to Greater Sydney and is ideally located for increased residential density to maximise the opportunity to provide a mix of dwelling types with easy access to retail, recreation and employment, without the need for reliance on private motor vehicles.

Accordingly, whilst appropriate at the time of implementation, and noted as being one of the first standard-instrument adopted LEPs, it is considered that the current height and FSR controls applying to the site pursuant to the LLEP 2008 do not allow for the highest and best use of the site, being an increase in residential density as part of a broader mixed-use development, to be achieved.

The proposal will support the delivery of an integrated mixed-use village centre, within close proximity, and establishing both a physical and visual connection to, the Holsworthy railway station. The opportunity for residential tower components provide a progressive increase in the density of the built form within close proximity to the Holsworthy railway station.

Overall, the increases to building height and FSR sought by this Planning Proposal will result in an improved village centre development which will provide identity and a strategic point of reference for the suburb of Holsworthy and on approach to the Holsworthy railway station. As detailed within the supporting Social Impact Assessment (**Attachment C**) and Economic Impact Assessment (**Attachment D**), the proposed increase in density will not result in an oversupply of residential dwellings, will not result in an unreasonable economic impact to surrounding centres, nor set any precedent for further development within the locality, as there are no other sites which are capable of accommodating a development of this form.

The proposed increase in density beyond current development standards is considered to be without any unreasonable impacts to the locality or the environment. The Planning Proposal is considered to be of strategic merit and is therefore recommended for support by Council.

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

This Planning Proposal, as supported by the Urban Design Study and Master Plan at **Attachment A**, holds site-specific merit and should be supported by Council.

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

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.

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.

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

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.

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.

As discussed earlier, the site benefits from a number of 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'.

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 an Aldi 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 an Aldi discount supermarket.

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 triangularly defined by Heathcote Road and Macathur 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.

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 in close proximity to a railway station and future development under the amended controls will not impact on amenity and function of surrounding uses.

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 Defence uses only. The Proposal would not affect the on-going Defence uses.

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).

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.

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.

***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.***

As detailed within **Section 6.4** of this report, 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 provisions also exist for electricity, water, sewer, gas, stormwater infrastructure and telecommunications infrastructure at the site.

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.

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.

***Is the planning proposal consistent with a Council's local strategy or other local strategic plan?***

Yes. The Planning Proposal is consistent with the objectives and actions of the applicable Council strategies, including the *Liverpool Business Centres and Corridors Strategy 2013*, the *Liverpool Residential Development Strategy 2008* and the *Liverpool Community Strategic Plan (Our Home, Liverpool 2027)*.

**Liverpool Business Centres and Corridors Strategy 2013**

The *Liverpool Business Centres and Corridors Strategy 2013* was prepared by Liverpool Council to encourage and guide retail and commercial development in identified centres,

whilst providing for appropriate commercial and business uses outside of identified centres. Despite having been a vacant site at the time of writing, the strategy identifies the subject site as 'Holsworthy Plaza', being an 'established centre' as follows:

*"Holsworthy Plaza in the south-east of Liverpool LGA has existing DA approval for the development of 7,000sqm of retail floorspace including ALDI and Coles supermarkets. Examination of the retail demand generated by residents of the Wattle Grove area in isolation indicates an undersupply of supermarket and specialty floorspace in this area. 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 proposed development does not seek a material intensification of the retail component already approved at the site and considered within the *Liverpool Retail Centres Hierarchy Review 2012* and *Liverpool Business Centres and Corridors Strategy 2013*. The provision of a residential development at the site remains within population projections for the region. Accordingly, the provision of residential accommodation at the site will facilitate a more efficient economic outcome for the site, providing a larger and centralised retail catchment and improving trade and economic efficiency within the capacity of the site.

This Planning Proposal is seen to be in accordance with the key directions defined under the strategy which are addressed below.

**Table 4** *Liverpool Business Centres and Corridors Strategy 2013*

Strategy Direction	Consistency	Comment
– <i>Preserve a commercial core area (excluding residential) in the Liverpool CBD for future business, office and retail growth.</i>	Yes	The proposal is located in Holsworthy on a long standing commercially zoned site. The retail component of the proposal is consistent with extant development consents for the site and will not result in any impact to the Liverpool CBD and commercial core.
– <i>Limit professional office premises to business zones to capitalise on, and concentrate infrastructure and services.</i>	Yes	The proposal does not include any commercial office component. Any commercial use would be ancillary to the proposed retail use.
– <i>Establish and maintain Liverpool's Retail Centre Hierarchy.</i>	Yes	The proposal is located in Holsworthy on a long standing commercially zoned site and will maintain Liverpool's Retail Centre Hierarchy.
– <i>Support the expansion of existing retail and business centres in accordance with the adopted Retail Centres Hierarchy 2012.</i>	Yes	The subject site has been identified for construction of a retail centre.
– <i>Ensure that new centres complement existing centres and do not impact upon their viability.</i>	Yes	The subject site has been identified for the construction of a retail centre for over 10 years and the revisions made by this proposal will not impact upon the viability of any existing centres within the locality.
– <i>Expand start-up business opportunities (and restrict residential) in extended enterprise corridor zones leading into main centres and nodes.</i>	N/A	The subject site is not located within an enterprise corridor zone, nor the proposal include any start up business.
– <i>Support growth of existing bulky goods clusters in accordance with the retail centre hierarchy</i>	N/A	The proposal does not include provision for any bulky goods facility.

Strategy Direction	Consistency	Comment
<i>and limit other locations to serve a district role.</i>		

### **Liverpool Residential Development Strategy 2008**

The *Liverpool Residential Development Strategy 2008* was prepared by Liverpool Council and adopted in July 2008 as Council's principal strategic planning document for residential development within the LGA.

This Planning Proposal will provide diversity of housing supply in line with the objectives and directions of the Strategy, including provision of high density residential development adjacent to a key transport node at Holsworthy railway station. This Planning Proposal is seen to be in accordance with the key directions defined under the strategy which are addressed below.

**Table 5    *Liverpool Residential Development Strategy 2008***

Strategy Direction	Consistency	Comment
<b>General Provisions</b>		
– <i>Consolidate medium density residential zones to areas around activity centres (200m-800m) and major transport nodes and down-zone fringe areas.</i>	N/A	The site is zoned B2 – Local Centre pursuant to the LLEP 2008.  The proposal does not seek any alteration to existing zoning at the site.
– <i>Introduce new high density residential zone nodes adjacent to main town centres and major transport nodes.</i>	Yes	Whilst the proposal does not seek to alter the existing zoning applicable to the site, the proposal otherwise provides for the introduction of high density residential development integrated within the 'Holsworthy Village' shopping centre development, being within close proximity (60m) to the adjacent Holsworthy railway station, which provides for fast direct rail connections.
– <i>Investigate the surrounds (approximately 800m) of the 10 town and village centres identified by the retail strategy and METRIX and determine appropriate locations and extent of housing.</i>	Yes	The proposed development is to be located on the site of an identified village centre, known as the 'Holsworthy Village'.
– <i>Investigate the surrounds (approximately 800m) of the 2 locations on the T-way adjacent to the City Centre and determine appropriate locations and extent of housing.</i>	N/A	The site is not located within proximity to any bus T-way.
– <i>Encourage modest affordable private housing types within medium density zones, particularly around main town centres at Moorebank, Casula, Miller and Green Valley.</i>	N/A	The site is not located within a medium density zone.
– <i>Group all high density residential zones (including mixed-use residential) into one zone and</i>	Yes	The proposal seeks to provide for an integrated, high density, mixed-use residential offering at the site, as

Strategy Direction	Consistency	Comment
<i>utilise additional uses and development standards to create distinctive characters.</i>		demonstrated by the Master Plan and Urban Design Study at <b>Attachment A</b> . The proposal will provide for a development that can offer distinctive character, will reinforce and promote pedestrian activity along Macarthur Drive, creating a vibrant corridor where residents and visitors can experience an element of village life and feel part of their community.
– <i>Introduce new location specific development standards (minimum lot size, floor space ratio and building height) to respond to specific capacity or existing or desired urban characters of different areas.</i>	Yes	As noted within Section 5.0 of this report, this Planning Proposal seeks amendment of the LLEP 2008 to introduce new location specific development standards relating to height and floor space ratio. Together, the proposed increase in allowable building heights and floor space ratio at the site is necessary to allow for an optimal built form outcome and to facilitate the redevelopment and renewal of the site consistent with the Urban Design Study and master plan prepared for the site ( <b>Attachment A</b> ).
<b>Strategy for Holsworthy</b>		
– <i>Introduce a new 4 Ha – 6 Ha high density residential node providing for continued concentrated residential apartment accommodation and terrace housing east of Harris Creek within 400m of the new centre.</i>	Yes	The 'new centre' referred to within this objective constitutes the subject site. The Planning Proposal seeks the appropriate concentration of residential housing within proximity to retail services and existing transport infrastructure and is therefore consistent with this objective.
– <i>Provide for three to four residential buildings.</i>	Yes	Whilst this objective is ambiguous, the proposal includes provision for up to six residential apartment buildings at the site.
– <i>Establish a medium density zone for the remainder of the investigation area west of Harris Creek, extending 800m (10-minute walk) from the Centre.</i>	N/A	The site does not seek to alter existing zoning at the site. It is noted that the 'medium density' zone referred to within this objective constitutes land to the north west of the site, being the 'Morningside Estate', which has subsequently been fully developed for medium density residential development.
– <i>Facilitate improved pedestrian connections through Harris Creek Reserve to the Station and new centre and the schools north of Infantry Parade.</i>	N/A	The site is not within proximity to the Harris Creek Reserve.

### **Our Home, Liverpool 2027 – Community Strategic Plan**

The Liverpool Community Strategic Plan 2027 has been prepared by Council's corporate governance division to influence Council's delivery program and ongoing annual operational plans. It outlines a 10 years plan to transform Liverpool into an inclusive place to learn and grow and to become the destination of choice for business, investment, living and recreation. Our Home Liverpool 2027 was adopted by Council in April 2017 and commenced 1<sup>st</sup> July 2017.



This Planning Proposal will not affect the implementation of the Draft Liverpool Community Strategic Plan 2027 nor the ability of Council to exercise its functions under the Local Government Act 1993.

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

As outlined below, the Planning Proposal does not preclude consistency with any State Environmental Planning Policy. Refer to the full assessment of SEPPs at **Table 6** below.

**Table 6 Response to State Environmental Planning Policies**

<b>State Environmental Planning Policy (SEPP)</b>	<b>Consistency</b>	<b>Comment</b>
State Environmental Planning Policy No 1—Development Standards	N/A	N/A
State Environmental Planning Policy No 19—Bushland in Urban Areas	N/A	N/A
State Environmental Planning Policy No 21—Caravan Parks	N/A	N/A
State Environmental Planning Policy No 30—Intensive Agriculture	N/A	N/A
State Environmental Planning Policy No 33—Hazardous and Offensive Development	N/A	N/A
State Environmental Planning Policy No 36—Manufactured Home Estates	N/A	N/A
State Environmental Planning Policy No 44—Koala Habitat Protection	N/A	N/A
State Environmental Planning Policy No 47—Moore Park Showground	N/A	N/A
State Environmental Planning Policy No 50—Canal Estate Development	N/A	N/A
State Environmental Planning Policy No 52—Farm Dams and Other Works in Land and Water Management Plan Areas	N/A	N/A
State Environmental Planning Policy No 55—Remediation of Land	Yes	As noted within this report, a Preliminary Site Investigation has been prepared for the site by GHD Pty Limited and is held at <b>Attachment J</b> . This Preliminary Site Investigation is consistent with previous studies and concluded elevated levels of PAH at locations consistent with previous studies, however that the site is appropriate with no remediation required for residential use with no direct access to soil (i.e. a residential apartment building), where this soil is otherwise covered by permanent structures (concrete slab, road etc.). On this basis, it is considered that the subject site is suitable for the proposed development and is satisfactory with regard to Clause 6 of SEPP 55.
State Environmental Planning Policy No 62—Sustainable Aquaculture	N/A	N/A
State Environmental Planning Policy No 64—Advertising and Signage	N/A	N/A
State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	Yes	The proposal has been designed to ensure consistency with the provisions of SEPP 65 and the ADG, specifically relating to building massing, setbacks and

State Environmental Planning Policy (SEPP)	Consistency	Comment
		provision of landscaping and open space at the site.
State Environmental Planning Policy No 70—Affordable Housing (Revised Schemes)	N/A	N/A
State Environmental Planning Policy (Affordable Rental Housing) 2009	N/A	N/A
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	N/A	N/A
State Environmental Planning Policy (Coastal Management) 2018	N/A	N/A
State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017	N/A	N/A
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	N/A	N/A
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	N/A	N/A
State Environmental Planning Policy (Infrastructure) 2007	Yes	The proposal has been designed having regard to SEPP 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 ( <b>Attachment E</b> ) demonstrating the proposal will not result in any unreasonable impact to the local road network.
State Environmental Planning Policy (Kosciuszko National Park—Alpine Resorts) 2007	N/A	N/A
State Environmental Planning Policy (Kurnell Peninsula) 1989	N/A	N/A
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007	N/A	N/A
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007	N/A	N/A
State Environmental Planning Policy (Penrith Lakes Scheme) 1989	N/A	N/A
State Environmental Planning Policy (Rural Lands) 2008	N/A	N/A
State Environmental Planning Policy (State and Regional Development) 2011	N/A	N/A
State Environmental Planning Policy (State Significant Precincts) 2005	N/A	N/A
State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011	N/A	N/A
State Environmental Planning Policy (Sydney Region Growth Centres) 2006	N/A	N/A
State Environmental Planning Policy (Three Ports) 2013	N/A	N/A

<b>State Environmental Planning Policy (SEPP)</b>	<b>Consistency</b>	<b>Comment</b>
State Environmental Planning Policy (Urban Renewal) 2010	N/A	N/A
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	Yes	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.
State Environmental Planning Policy (Western Sydney Employment Area) 2009	N/A	N/A
State Environmental Planning Policy (Western Sydney Parklands) 2009	N/A	N/A

***Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?***

A review of the consistency of the Planning Proposal with the Ministerial Directions for LEPs under Section 117 of the EP&A Act 1979 is discussed at **Table 7** below.

**Table 7 Response to Section 117 Directions**

<b>No.</b>	<b>Direction</b>	<b>Objectives</b>	<b>Consistency</b>	<b>Comment</b>
<b>1</b>	<b>Employment and Resources</b>			
1.1	Business and Industrial Zones	<ul style="list-style-type: none"> <li>– Encourage employment growth in suitable locations;</li> <li>– Protect employment land in business and industrial zones; and</li> <li>– Support the viability of identified strategic centres.</li> </ul>	Yes	The Planning Proposal will support a retail centre on a site having been long identified for this purpose and already appropriately zoned.
1.2	Rural Zones	<ul style="list-style-type: none"> <li>– Protect the agricultural production value of rural land.</li> </ul>	N/A	The Planning Proposal does not affect land within an existing or proposed rural zone.
1.3	Mining, Petroleum Production and Extractive Industries	<ul style="list-style-type: none"> <li>– Ensure that the future extraction of State or regionally significant reserves of coal, other minerals, petroleum and extractive materials are not compromised by inappropriate development.</li> </ul>	N/A	The Planning Proposal does not relate to the mining of coal or other materials, production of petroleum or extractive materials.
1.4	Oyster Aquaculture	<ul style="list-style-type: none"> <li>– Ensure that Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area are adequately considered when preparing a planning proposal; and</li> <li>– Protect Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area from</li> </ul>	N/A	The Planning Proposal does not relate to oyster aquaculture.

No.	Direction	Objectives	Consistency	Comment
		land uses that may result in adverse impacts on water quality and consequently, on the health of oysters and oyster consumers.		
1.5	Rural Lands	<ul style="list-style-type: none"> <li>– Protect the agricultural production value of rural land; and</li> <li>– Facilitate the orderly and economic development of rural lands for rural and related purposes.</li> </ul>	N/A	The Planning Proposal does not apply to an existing or proposed rural or environmental protection zone.
<b>2 Environment and Heritage</b>				
2.1	Environment Protection Zones	<ul style="list-style-type: none"> <li>– Protect and conserve environmentally sensitive areas.</li> </ul>	N/A	The Planning Proposal does not affect land within an environmental protection zone.
2.2	Coastal Protection	<ul style="list-style-type: none"> <li>– Implement the principles in the NSW Coastal Policy.</li> </ul>	N/A	The Planning Proposal does not apply to land within the coastal Zone.
2.3	Heritage Conservation	<ul style="list-style-type: none"> <li>– Conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</li> </ul>	N/A	The Planning Proposal does not affect land within a heritage Conservation Zone.
2.4	Recreation Vehicle Areas	<ul style="list-style-type: none"> <li>– Protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles.</li> </ul>	N/A	The Planning Proposal does not seek to enable the land to be developed for the purposes of a recreation vehicle area.
<b>3 Housing, Infrastructure and Urban Development</b>				
3.1	Residential Zones	<ul style="list-style-type: none"> <li>– Encourage a variety and choice of housing types to provide for existing and future housing needs;</li> <li>– Make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services; and</li> <li>– Minimise the impact of residential development on the environment and resource lands.</li> </ul>	Yes	<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>

No.	Direction	Objectives	Consistency	Comment
				<p>The Planning Proposal will make efficient use of existing transport infrastructure as the site is conveniently serviced by the Holsworthy railway station and transport interchange immediately to the west of the site.</p> <p>The surrounding road network servicing the site is capable of accommodating the proposed development and the locality will benefit from forthcoming upgrades of Heathcote Road in coming years.</p> <p>The site is currently vacant, having been long identified for retail/commercial development. The proposal seeks to increase residential density at a well-located site and without unreasonable impact to surrounding infrastructure, resource lands or the environment.</p>
3.2	Caravan Parks and Manufactured Home Estates	<ul style="list-style-type: none"> <li>– Provide for a variety of housing types; and</li> <li>– Provide opportunities for caravan parks and manufactured home estates.</li> </ul>	N/A	The Planning Proposal does not relate to the location or provision for caravan parks or manufactured homes.
3.3	Home Occupations	<ul style="list-style-type: none"> <li>– Encourage the carrying out of low-impact small businesses in dwelling houses.</li> </ul>	Yes	The Planning Proposal does not seek to change the permissibility of home occupations in dwelling houses.
3.4	Integrating Land Use and Transport	<ul style="list-style-type: none"> <li>– Improving access to housing, jobs and services by walking, cycling and public transport;</li> <li>– Increasing the choice of available transport and reducing dependence on cars;</li> <li>– Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car;</li> <li>– Supporting the efficient and viable operation of public transport services; and</li> </ul>	Yes	<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>

No.	Direction	Objectives	Consistency	Comment
		<ul style="list-style-type: none"> <li>Providing for the efficient movement of freight.</li> </ul>		
3.5	Development Near Licensed Aerodromes	<ul style="list-style-type: none"> <li>Ensure the effective and safe operation of aerodromes;</li> <li>Ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity;</li> <li>Ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.</li> </ul>	Yes	<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 Badgery's 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>
3.6	Shooting Ranges	<ul style="list-style-type: none"> <li>Maintain appropriate levels of public safety and amenity when rezoning land adjacent to an existing shooting range;</li> <li>Reduce land use conflict arising between existing shooting ranges and rezoning of adjacent land; and</li> <li>Identify issues that must be addressed when giving consideration to rezoning land adjacent to an existing shooting range.</li> </ul>	N/A	<p>The Planning Proposal does not seek to affect, create, alter or remove a zone or provision relating to land adjacent to or adjoining an existing shooting range.</p>
<b>4 Hazard and risk</b>				
4.1	Acid Sulfate Soils	<ul style="list-style-type: none"> <li>Avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</li> </ul>	Yes	<p>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.</p>
4.2	Mine Subsidence and Unstable Land	<ul style="list-style-type: none"> <li>Prevent damage to life, property and the environment on land identified as unstable</li> </ul>	N/A	<p>The Planning Proposal does not apply to land that is within a mine subsidence district or</p>

No.	Direction	Objectives	Consistency	Comment
		or potentially subject to mine subsidence.		that has been identified as being unstable.
4.3	Flood Prone Land	<ul style="list-style-type: none"> <li>– Ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005</li> <li>– Ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.</li> </ul>	N/A	<p>The Planning Proposal does not relate to land that is identified as being flood prone land.</p> <p>There exists an overland flow path across the site which conveys the flow from an upstream catchment in Macarthur Drive.</p> <p>Further consideration of flood matters will be given in any future DA for the site, with appropriate mitigation measures to be provided.</p>
4.4	Planning for Bushfire Protection	<ul style="list-style-type: none"> <li>– Protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas;</li> <li>– Encourage sound management of bush fire prone areas.</li> </ul>	Yes	<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 and the NSW Rural Fire Service 'Planning for Bushfire Protection' guidelines.</p>
<b>5 Regional Planning</b>				
5.1	Implementation of Regional Strategies	<ul style="list-style-type: none"> <li>– Give legal effect to the vision, land use strategy, policies, outcomes and actions contained in regional strategies.</li> </ul>	N/A	The Planning Proposal does not apply to land subject to regional strategies.
5.2	Sydney Drinking Water Catchment	<ul style="list-style-type: none"> <li>– Protect water quality in the Sydney drinking water catchment.</li> </ul>	N/A	The Planning Proposal does not apply to land in the Sydney drinking water catchment.
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	<ul style="list-style-type: none"> <li>– Ensure that the best agricultural land will be available for current and future generations to grow food and fibre;</li> <li>– Provide more certainty on the status of the best agricultural land, thereby assisting councils with their local strategic settlement planning;</li> </ul>	N/A	The Planning Proposal does not apply to land in the nominated Council areas.

No.	Direction	Objectives	Consistency	Comment
		<ul style="list-style-type: none"> <li>– Reduce land use conflict arising between agricultural use and non-agricultural use of farmland as caused by urban encroachment into farming areas.</li> </ul>		
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	<ul style="list-style-type: none"> <li>– Protect the Pacific Highway's function, that is to operate as the North Coast's primary inter- and intra-regional road traffic route;</li> <li>– Prevent inappropriate development fronting the highway;</li> <li>– Protect public expenditure invested in the Pacific Highway;</li> <li>– Protect and improve highway safety and highway efficiency;</li> <li>– Provide for the food, vehicle service and rest needs of travellers on the highway; and</li> <li>– Reinforce the role of retail and commercial development in town centres, where they can best serve the populations of the towns.</li> </ul>	N/A	The Planning Proposal does not apply to land in Council areas on the north Coast.
5.5	Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	<i>(Revoked 18 June 2010)</i>		
5.6	Sydney to Canberra Corridor	<i>(Revoked 10 July 2008)</i>		
5.7	Central Coast	<i>(Revoked 10 July 2008)</i>		
5.8	Second Sydney Airport: Badgerys Creek	<ul style="list-style-type: none"> <li>– Avoid incompatible development in the vicinity of any future second Sydney Airport at Badgerys Creek</li> </ul>	N/A	The Planning Proposal does not apply to land in the vicinity of Badgerys Creek.
5.9	North West Rail Link Corridor Strategy	<ul style="list-style-type: none"> <li>– Promote transit-oriented development and manage growth around the eight train stations of the North-West Rail Link (NWRL)</li> <li>– Ensure development within the NWRL corridor is consistent with the proposals</li> </ul>	N/A	The Planning Proposal does not apply to land in the vicinity of the North-West Rail Link.



No.	Direction	Objectives	Consistency	Comment
		set out in the NWRL Corridor Strategy and precinct Structure Plans.		
<b>6</b>	<b>Local Plan Making</b>			
6.1	Approval and Referral Requirements	– Ensure that LEP provisions encourage the efficient and appropriate assessment of development.	Yes	The Planning Proposal does not contravene the objectives of this direction.
6.2	Reserving Land for Public Purposes	<ul style="list-style-type: none"> <li>– Facilitate the provision of public services and facilities by reserving land for public purposes; and</li> <li>– Facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.</li> </ul>	Yes	The Planning Proposal does not propose to create, alter or reduce any existing zoning or reservation on the land for public purposes
6.3	Site Specific Provisions	– Discourage unnecessarily restrictive site specific planning controls.	Yes	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.
<b>7</b>	<b>Metropolitan Planning</b>			
7.1	Implementation of A Plan for Growing Sydney	– Give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney	Yes	The Planning Proposal will enable development that is consistent with the key directions of the Metropolitan Strategy.
7.2	Implementation of Greater Macarthur Land Release Investigation	– Ensure development within the Greater Macarthur Land Release Investigation Area is consistent with the Greater Macarthur Land Release Preliminary Strategy and Action Plan (the Preliminary Strategy)	N/A	The Planning Proposal does not apply to land in the vicinity of the Macarthur land release area.

### 6.3 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 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.

***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 demonstrated 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 of 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.

***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.

#### **6.4 Section D – State and Commonwealth interests**

***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.

It is likely that the proposed development may necessitate an upgrade of infrastructure, the extent of which will be considered as part of the detailed design and within any future Development Application (or applications) for the site.

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

It is anticipated that formal referral and consultation will be held with the following State and Commonwealth Authorities and service providers post-gateway determination:

- Department of Defence;
- NSW RMS;

- Transport for NSW;
- Sydney Water Corporation;
- NSW Rural Fire Service;
- Endeavour Energy;
- Jemena;
- Telstra; and
- NBN Co.

# 7. Mapping

*The following maps identify the site, the subject of this Planning Proposal, the current development standards relating to the site, the proposed amendment to the zone and proposed development standards.*

This Planning Proposal seeks to amend to the LLEP 2008 maps as follows:

- **Height of Buildings (Clause 4.3)** – Increase the maximum height of buildings control from 21 metres to 24 and 45 metres.
- **Floor Space Ratio (Clause 4.4)** – Increase the maximum floor space ratio (FSR) control from 1.5:1 to 2.15:1

## 7.1 Proposed LLEP 2008 height of buildings map

The proposed LLEP 2008 height of buildings map is provided at **Figure 14** below.



**Figure 14** Proposed LLEP 2008 height of buildings map

## 7.2 Proposed LLEP 2008 floor space ratio map

The proposed LLEP 2008 floor space ratio map is provided at **Figure 15** overleaf.



**Figure 15** Proposed LLEP 2008 floor space ratio map

### 7.3 Adjacent road reserve and railway line

While not depicted in the proposed LLEP 2008 maps at **Figure 14** and **Figure 15**, it is recommended that Liverpool City Council also seek to implement change the planning controls maps for the adjacent road reserve and railway line.

It is recommended that Heathcote Road and the railway line be rezoned to SP2 Infrastructure and have building height and FSR controls removed.

It is recommended that Macarthur Drive take on the adjacent B2 Local Centre controls proposed for the subject site, with a maximum building height of 24 metres and a maximum FSR of 2.15:1.

These changes would be consistent with the general treatment of road reserves and SP2 zoned land under the Liverpool LLEP 2008.

# 8. Consultation

*This section provides information regarding consultation with council, stakeholders, residents and the community which has informed the preparation of this Planning Proposal.*

## 8.1 Liverpool City Council

Consultation with Liverpool City Council has been undertaken as the Planning Proposal has been prepared, including meetings held on 14 December 2015, 10 August 2016, and 8 May 2017.

This consultation has involved the sharing of information and advice on a range of issues to inform the Planning Proposal. Key issues raised during this consultation include:

- 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 centers 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.

Landscaping within the verge of Macarthur Drive continues to be proposed by the Master Plan as this is considered to contribute to the “main street” environment of the centre as it addresses Macarthur Drive. This is shown indicatively. Whether or not this is proposed can be determined in consultation with Council as part of a future development application.

It is proposed to replace the existing roundabout at the intersection of Macarthur Drive and The Boulevard with a signalised intersection. This ensures a safe and easy connection between the station and the subject site. The upgrade of the intersection may be undertaken by the applicant in accordance with a voluntary planning agreement (VPA) as part of future development applications. This will be discussed with Council during the assessment of the Planning Proposal. It is additionally noted that the Landscape Master Plan also illustrates indicatively a potential future southern connection to the station running adjacent the railway line. Provision of this connection will subject to future discussions with Transport for NSW during progression of the proposal and site planning applications.

## **8.2 Roads and Maritime Services**

At the pre-Gateway stage, Council consulted with RMS in relation to the proposed development. A meeting also occurred between the proponent and RMS in relation to the impact of the Heathcote Road widening project on the proposed development.

Issues with the previously proposed direct access from Heathcote Road to the site were raised by RMS and this has subsequently been removed from the Master Plan.

## **8.3 Department of Defence**

Council consulted with the Department of Defence at the pre-Gateway stage and letter of response was received dated 17 April 2018.

Key concerns raised in the letter include:

- Traffic and access
- Noise impacts from military operations on future development
- Base security

Upon receipt of the letter, the proponent met with Defence Housing Australia (DHA) who identified a strategic need for additional housing in the Holsworthy. A future development of the subject site has the potential to provide housing to meet this demand.

The proponent has made contact with the Department of Defence and intends on meeting with them to discuss how their concerns may be addressed through design.

It is noted that the military base is located directly south of the subject site. For the purpose of addressing Defence’s concerns and also to achieve ADG solar access requirements, a future development of the subject site will seek to orientate dwellings away from the base. South-facing units will be minimised and where unavoidable, balconies and windows are capable of being screened to ensure no overlooking of the base.

The proposed development will have a negligible impact on traffic and access to the base.

## **8.4 APA Group**

APA Group were consulted in relation to the Moomba to Sydney Ethane Pipeline, an existing high pressure gas transmission pipeline running to the south of the site.

The APA response identified concerns with the previously proposed child care centre and its proximity to the pipeline. To address this concern, the childcare centre has been removed.

## **8.5 Community**

No consultation has been held with the community in the preparation of this Planning Proposal.

## **8.6 Consultation strategy**

It is anticipated that community consultation will occur post gateway approval for a period of approximately twenty-eight (28) days, unless otherwise specified within the Gateway determination.



# 9. Project Timeline

*This section provides information regarding the timeline and staging for the proposed LLEP 2008 amendments, the subject of this Planning Proposal.*

## 9.1 Timeline

The timeframe for amendment of the LLEP 2008 is expected to be dependent on the consideration of the Planning Proposal by Council, the undertaking of community consultation, as well as any additional information requested as part of the assessment process.

It is considered that the technical studies required to progress the Planning Proposal to a Gateway determination have been submitted along with this Planning Proposal.

A timeframe to finalise the Planning Proposal will be issued with a Gateway determination. A timeframe of up to 12 months following a Gateway determination is anticipated. An indicative timeframe is provided below.

Stage	Timing	Responsible Person/Organisation
Preliminary consideration of Planning Proposal by Council	February 2019	Liverpool City Council
Gateway Determination	May 2019	NSW Department of Planning and Environment
Public exhibition and community consultation	June – September 2019	Liverpool City Council
Reporting of final Planning Proposal to Council Meeting	October 2019	Liverpool City Council
Finalisation of Planning Proposal	August 2019	Liverpool City Council (if delegated) or NSW Department of Planning and Environment

# 10. Conclusion

This Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 and *A Guide to Preparing Planning Proposals*, NSW Department of Planning and Environment (2016).

The objective of this Planning Proposal is to enable the delivery of a high quality mixed-use development at the site, beyond what is capable under the current planning framework, to facilitate the preferred design option and support the effective utilisation of the site. The concept design for the redevelopment of the site is appended at **Attachment A**.

To achieve this, it is sought that the LLEP 2008 be amended as follows:

- **Height of Buildings (Clause 4.3)** – Increase the maximum height of buildings control from 21 metres to partially 25 metres and partially 45 metres
- **Floor Space Ratio (Clause 4.4)** – Increase the maximum floor space ratio (FSR) control from 1.5:1 to 2.15:1
- **Maximum non-residential gross floor area (Schedule 1)** – Include a site-specific provision under schedule 1 stipulating a maximum non-residential gross floor area of 9,000sqm on the site.

It is considered that this Planning Proposal report is sufficient to enable a Gateway determination. It is recommended Council support this Proposal to accelerate the provision of mixed-use development in a highly accessible, yet currently underserved strategic location.

The proposed amendment to the LLEP 2008 is supportable because:

- The Planning Proposal is a design-led outcome resulting from a detailed urban design study ensuring consistency with Council's long term intent for the site as a 'Village Centre'.
- The Planning Proposal is consistent with the Greater Sydney Region Plan for Sydney and the Western City District Plan. The development that may result from this Planning Proposal, as demonstrated by the Urban Design Study and Master Plan, will enable the optimum and efficient use of existing transport infrastructure (T8 Airport and South Line Rail Lines), will substantially increase housing supply and diversity to meet the changing demographic profile in the area, and will create a new neighbourhood centre in Holsworthy that has the potential to be of a high urban design quality. In doing so this Planning Proposal is considered consistent with the Directions of the Western City District Plan including *A city supported by infrastructure, Housing the city and A city of great places*, and the Liveability and Productivity Directions of the Greater Sydney Region Plan.
- The Planning Proposal is consistent with Council's strategic policy documents, including, however not limited to, the Liverpool Residential Development Strategy 2008; Liverpool Retail Centres Hierarchy Review 2012; Liverpool Business Centres and Corridors Strategy 2013; Liverpool Economic Development Strategy 2013-2023; and the Liverpool Community Strategic Plan - Our Home, Liverpool 2027.
- The Planning Proposal will facilitate the efficient and optimal redevelopment of a long term underutilised site, capable of accommodating an increase in density with minimal environmental impact.

The Planning Proposal is therefore recommended for support by Council to proceed to a Gateway Determination.

# Attachment A – Master Plan and Urban Design Study

# Attachment B – Landscape Master Plan

# Attachment C – Social Impact Assessment

# Attachment D – Economic Impact Assessment

# Attachment E – Traffic Impact Assessment

# Attachment F – Flood Study



# Attachment G – Bushfire Constraints Assessment

# Attachment H – Noise and Vibration Impact Assessment

# Attachment I – Servicing and Utilities Infrastructure Strategy Report

# Attachment J – Preliminary Site Investigation