

Planning Proposal

Draft Liverpool LEP 2008 Amendment No. _ _

***Lot 101 DP 117017 Camden Valley Way
Edmondson Park***

August 2013

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Background and Site identification

The proposal is to amend Liverpool Local Environmental Plan 2008 (LLEP 2008) to rezone part of the Tree Valley Golf Course on Camden Valley Way, Edmondson Park to facilitate a range of uses and a built form outcome consistent with the Edmondson Park Indicative Layout Plan (ILP).

The subject site is located on Camden Valley Way near the M5 and Hume Highway intersection and is legally described as Lot 101 in DP 117017. It is currently zoned a mix of R3 Medium Density Residential, R1 General Residential, and RE2 Private Recreation.

Council received an application to rezone the site on behalf of the land owner on 25th June 2013. This proposal was considered and supported by Council at its meeting on 28th August 2013 (See Appendix 1 for the report and minutes of the Council meeting).

The proposal seeks to rezone the portion of the site along Camden Valley Way from R3 Medium Density Residential to B6 Enterprise Corridor to facilitate a small Supermarket, Service Station and a number of fast food outlets.

The site is identified in the Edmondson Park Indicative Layout Plan (ILP) as a 'Village Centre', specifically one of three 'Gateway Villages' intended to attract passing traffic from the main entries to Edmondson Park. The proposal is consistent with the ILP and would permit retail uses suitable for a main road frontage which would compliment the nearby planned Edmondson Park Town Centre.

The rezoning of land along Camden Valley Way to B6 Enterprise Corridor would provide the desired mix of uses for the site without creating an opportunity for retail development of an inappropriate scale. The proposed amendment will retain application of the local provision, Clause 7.23, which limits the retail floor space of any development in the B6 Enterprise Corridor zone to 1,600sqm.

The proposal also seeks to amend the Minimum Density Map to consolidate the site's currently required residential yield along the Ash Road frontage.

In addition to the proposed zoning changes, the proposal also seeks to adjust the extent of the B6 Enterprise Corridor, R1 General Residential, and RE2 Private Recreation areas.

Delegation:

Council is seeking an Authorisation to make the plan.

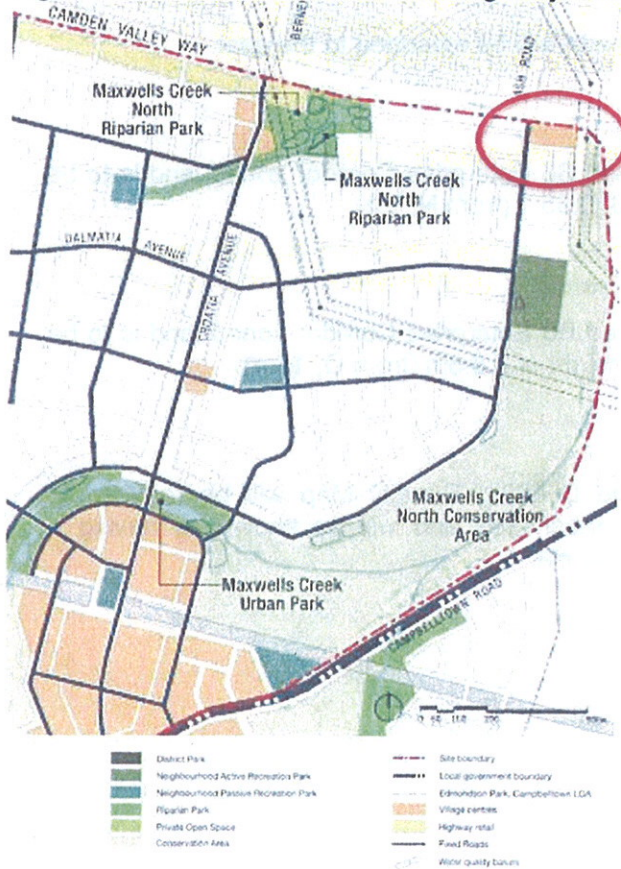
Figure 1. Site context and identification map



Figure 2. Zoomed in view of the subject site



Figure 3. Edmondson Park ILP showing subject site



Part 1 – Objectives

The objective of this planning proposal is to facilitate the creation of a 'local village' consistent with the Edmondson Park ILP through the provision of retail uses appropriate to a main road frontage which would complement nearby existing and planning centres.

Specifically the proposal is to facilitate a concept Masterplan which proposes a small Supermarket, Service Station and 3 Fast Food outlets totalling 1600sqm of retail floor space without reducing the overall residential density of the site.

Part 2 - Explanation of provisions

The proposal seeks to amend Liverpool Local Environmental Plan 2008 (LLEP 2008) to show the zoning of the subject site as B6 Enterprise Corridor, R1 General Residential, and RE2 Private Recreation. Additionally, the corresponding floor space ratio and maximum building height maps will be amended to correspond to the zoning changes. The minimum density map will also be amended to ensure that the currently required residential yield is maintained, and corresponds to the boundary of the proposed residentially zoned area. Following is a detailed description of the proposed amendments which correspond to the maps included in Part 4 of this proposal which illustrate the changes.

Land Use Zoning Map

Map reference LZN-13

- The area of the site currently shown as R3 Medium Density Residential will be changed to B6 Enterprise Corridor. The boundary of this B6 Enterprise Corridor area will also be extended to the south.
- The area shown as R1 General Residential will be extended to the east.

Floor Space Ratio Map

Map reference FSR-13

- The area corresponding to the proposed B6 Enterprise Corridor zoned land is to be shown as having a maximum FSR of G, 0.65:1 (from N, 1:1)

Height of Buildings Map

Map reference HOB-13

1. The area corresponding to the proposed B6 Enterprise Corridor zoned land is to be shown as having a maximum building height of I, 8.5m (from O, 15m)

Minimum Dwelling Density Map

Map reference DWD-13

- The area of the site identified on the Dwelling Density Map will be reduced to correspond to the R1 General Residential area and will be shown as having a minimum dwelling density of 23 Dwellings/Ha.

Part 3 - Justification

A. Need for the planning proposal

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

The planning proposal results from an application lodged with Council. However the proposal is consistent with the Edmondson Park ILP which identifies part of the site as one of a number of 'local villages' within the area that would complement the planned Edmondson Park Town Centre.

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

Site specific provisions

The applicant's proposal considered the use of site specific provisions enabled by Schedule 1 of LLEP 2008 to achieve the intended outcome. This was not considered appropriate due to the size of the site and the precedent it would set. This would be an unnecessarily complex means of achieving an otherwise simple outcome which can be achieved through land use zoning.

Alternate zones

In addition to the applicant's proposal Council Officers have considered whether the proposed B6 Enterprise Corridor zone is the best zone to achieve the intended outcome.

The intended outcome for the site is for the provision of retail floor space to serve local residents and complement nearby existing and planning Centres.

A B1 Neighbourhood Centre zone would also facilitate the provision of retail floor space. However, given the site's location at the corner of Camden Valley Way and the Hume Highway at the edge of Edmondson Park its role and function is more akin to highway business type uses than a neighbourhood centre. This is because it would have a smaller walking catchment and would be more likely to be accessed via motor vehicle as a result of its location and visual prominence. This has flow on effects to the design and type of development suitable on the site, most notably the need for substantial carparking and convenient vehicle access. This means that B6 Enterprise Corridor is the most appropriate zone.

B. Relationship to strategic planning framework

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

Yes, the proposal is consistent with the:

- NSW State Plan 2021
- Metropolitan Plan for Sydney 2036
- Draft Subregional Strategy
- Draft Centres Policy 2009

The applicant has demonstrated consistency with these plans and strategies as follows.

The NSW State Plan 2021

The NSW State Plan replaces the previous Plan of 2010 as "the NSW Government's strategic business plan, setting priorities for action and guiding resource allocation" (p.2). The development of the site is consistent with many of the 32 goals in the five strategies of the Plan; particularly with regard to building liveable centres and growing business investment.

The Metropolitan Plan for Sydney 2036 (and Draft 2031)

The Metropolitan Plan for Sydney 2036 was released on 16 December 2010. It comprises the Metropolitan Strategy for Sydney. It will be replaced by the new Strategy 2031. Of relevance to the Proposal:

- It's policy settings reinforce the targets of the State Plan; and
- It addresses the challenges facing Sydney through an integrated, long-term planning framework based on a number of strategic directions and key policy settings and actions.

The rezoning and development of the site contributes to the achievement of a number of the Plan's strategic directions and objectives.

Importantly, these principles are carried over into the new draft Strategy 2031. Objective 2 of the draft Strategy 2031 states:

"Strengthen and growing Sydney's centres

Sydney's large and small centres feature diverse land uses. ... The Metropolitan Strategy for Sydney can take advantage of our current pattern of centres by strengthening and growing Sydney's centres in line with the NSW 2021 Goal 207 to build liveable centres.

Feedback to the Discussion Paper in 2008 made it clear that centres should be a focus for future development in both existing and new areas, with many submissions detailing the benefits of urban renewal, including improvements to the appearance of places through new, well-designed development and improvements to their operation and function. These kind of improvements stimulate investment in local businesses, helping to create interest and confidence in an area."

Based on these strategies it is appropriate for residential and retail employment density to be promoted and concentrated within Edmondson Park's Centres.

Draft Subregional Strategies

The aim of the Subregional Strategies is to translate the objectives of the NSW Government's Metropolitan Strategy 2036 and State Plan to the local level. The site is located in the Draft "South West Subregional Strategy."

The Draft Strategies remain draft documents and will be superseded/updated by new investigations required as part of the Metropolitan Plan 2036. Notwithstanding this, they remain today the documents that provide any published advice on State Government objectives at a local level.

Of relevance to this proposal, the Subregional Strategy sets an employment capacity target of 208,500 jobs, an increase of 89,000 jobs (+74%) from 2001. It includes key directions on intensifying areas around retail centres and strengthening centres with public transport (p. 9).

The rezoning and development of the site contributes to the achievement of a number of the strategic directions and objective.

Achievement of the Draft Centres Policy 2009.

The Draft Centres Policy responds to the direction in the NSW State Plan for the need to continue to deliver economic growth in a manner that meets community needs, is environmentally sustainable and makes efficient use of the State's investment in infrastructure.

To meet this direction the Draft Policy presents six key principles.

1. It seeks to focus retail activity on Camden Valley Way facilitating the efficient use of transport and other infrastructure, proximity to labour markets, and to improve the amenity and liveability of the centre;
2. It seeks to introduce flexibility to enable the centre to grow and evolve;
3. Community demand for floor space has determined the need for additional retail floor space;
4. It seeks to support a planning system that ensures that the supply of available floor space always accommodates the market demand, to help facilitate new entrants into the market and promote competition;
5. It seeks to promote a planning system that supports a wide range of retail and commercial premises in all of Liverpool's centres, contributing to ensuring a competitive retail and commercial market; and
6. The development concept proposes a well-designed mixed use facility, ensuring it contributes to the amenity, accessibility, urban context and sustainability of the Village Centre.

3.4 Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

This proposal is consistent with Liverpool City Council's Community Strategic Plan, *Growing Liverpool 2023*. In particular it aligns with the following strategic directions.

1. Vibrant prosperous city
2. Liveable safe City

For each strategic direction *Growing Liverpool 2023* lists a number of strategies for the next 10 year to achieve work toward these directions. This proposal is consistent with a number of these strategies, specifically:

- 1.4 Improve the availability of a diverse range of jobs and increase workforce participation rates.
- 2.1. Deliver an efficient planning system which embraces sustainable urban renewal and development.
- 2.2. Create clean and attractive public places for people to engage and connect.
- 2.4. Facilitate affordable and diverse housing options.

3.5 Is the planning proposal consistent with the applicable state environmental planning policies?

The proposal is consistent with the relevant State Environmental Planning Policies (SEPPs) as detailed in the following table.

Table 1. Consistency with State Environmental Planning Policies (SEPPs)

SEPP	Consistency
SEPP (Exempt and Complying Development Codes) 2008	The provisions of the SEPP in permitting developments of minor environmental significance without the need for development consent will be considered in future

	development of the site.
SEPP (Infrastructure) 2007	The site triggers the controls relating to development fronting a classified road, as the site has frontage along Camden Valley Way. Detailed compliance with the SEPP will be demonstrated at the time of making an application for development consent. Based on preliminary review of the potential traffic impacts of the proposal, consultation with the RMS is proposed following Gateway determination. The outcomes of this consultation will inform future decisions relating to parking and access to the site and any proposed developments.
SEPP No. 55 – Remediation of Land	The known history of the use of the lands in the site suggests that they have not contained activities that have generated any contamination that cannot be readily remediated.
SEPP (Building Sustainability Index: BASIX) 2004	Detailed compliance with the SEPP will be demonstrated at the time of making an application for development consent.
SEPP No.65 – Design Quality of Residential Flat Development	Detailed compliance with the SEPP will be demonstrated at the time of making an application for development consent.

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

The proposal is consistent with relevant Section 117 directions as detailed in the following table.

Table 2. Consideration of Section 117 Directions

Section 117 Direction	Consistency / Response
1.1 Business and Industrial Zones	The planning proposal is consistent with the Edmondson Park ILP which identifies the site for retail purposes to complement the planned Edmondson Park Town Centre. It will facilitate the provision of a small amount of retail floor space which will not impact on existing centres. It will also help provide for a currently identified shortfall in retail floor space
3.4 Integrating Land Use and Transport	The Planning Proposal facilitates retail floor space at the edge of a planned residential area and will provide convenient retailing within walking distance as well as serving motorists along existing vehicle routes. The area will also be well served by bus services
5.8 Second Sydney Airport: Badgerys Creek	The Planning Proposal will not hinder the development of the second Sydney airport at Badgerys Creek.

Section 117 Direction	Consistency / Response
6.1 Approval and Referral Requirements	The Planning Proposal is consistent with this Section 117 Direction and does not impose any additional referral mechanisms.
6.3 Site specific provisions	The proposed standards for the site are consistent with similarly zoned land in LLEP 2008 and not considered restrictive
7.1 Implementation of the Metropolitan Plan for Sydney 2036	The proposal is consistent with the Metropolitan Plan as described above

C. Environmental, social and economic impact

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

The site is an existing Golf Course which has little potential for flora or fauna habitat.

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

The proposal is consistent with the existing Edmondson Park ILP and would not have any greater environmental effect than what is currently permissible on the site. Any potential environmental effects can be adequately dealt with at the development assessment stage.

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

The proposal will facilitate the delivering of a planned 'local village' which has social and economic benefits for the existing and future community.

The effects of the proposal outlined by the applicant are as follows.

- Enable the Edmondson Park Village Centre to evolve and meet the needs of local residents and visitors from further afield. The applicant wishes to create a modern development that can meet the needs of both the neighbourhood and golf club, which, in turn, will contribute towards enhancing the well-being and amenity of residents of the locality;
- Provide dwellings available within close proximity to public transport enhancing resident access to public transport and promoting the achievement of broader Ecologically Sustainable Development (ESD) goals by providing greater opportunity for reductions in car use and trip generation;
- Promote enhanced neighbourhood safety and security through casual surveillance generated by the presence of a mix of uses including a permanent resident population in the site;
- Reinforce patronage to local retail businesses and services through an increase in resident population and complimentary recreation, tourism and community facilities;
- Provide short-term economic benefits through construction expenditure and employment; and
- Provide improvements to streetscape appearance, character, amenity and access to retail services enhancing resident quality of life, satisfaction and generating potential opportunities for increased property values.

The applicant's proposal was also accompanied by an economic report which notes that:

- Assuming a provision of 2.2 sqm of retail floor space per person over the period to 2026 and a 2016 primary sector population of 14,410, 31,702 sqm of retail floor space could be supported;
- With an estimated 1,900 sqm of retail floor space currently supplied within the primary sector (including Prestons Shopping Village, McDonalds and a Woolworths; Caltex Service Station), there would be an under-supply of around 29,802 sqm;
- The proposed Tree Valley retail centre would account for approximately 7.7% of this under-supply, indicating strong demand for the retail development as well as other retail floor space (such as the proposed Aldi at Village Square Edmondson Park);
- All impacts on surrounding retailers will be 7.5% or less and, therefore, well within the normal competitive range;
- The main trade area is projected to grow at an average annual rate of 2.3% over the forecast period, increasing to nearly 30,000 persons by 2026. Consequently, any impact from the proposed Tree Valley retail centre is only likely to be experienced in the short term as all retailers stand to benefit from substantial market growth after the impact is absorbed;
- The proposed Tree Valley development will not impact on the timing or development of the planned Edmondson Park Town Centre; and
- The Tree Valley centre anchored by a small supermarket of 1,500 sqm is of a scale and size that would only serve the immediate surrounding population and would not attract a substantial amount of business from the broader region. Edmondson Park Town Centre will provide a substantially larger retail and non-retail offer and would effectively serve a different, broader segment of the retail market to the proposed Tree Valley retail centre.

D. State and Commonwealth interests

3.10 Is there adequate public infrastructure for the planning proposal?

The assessment of public infrastructure having specific reference to utilities, roads, waste management and recycling services, and essential services is a relevant matter.

At this stage the following infrastructure will be impacted:

Table 3. Public Infrastructure

Infrastructure	Availability	Comment
Utilities	Subject to public authority consultation.	The site is currently serviced with all services. The adequacy of the existing services to cater for the proposed land use will be discussed with the relevant power authority, or as directed through the Gateway Determination.
Roads	Good road access is available.	The site has frontage to Camden Valley Way and Corfield Road. Finalisation of the access options will be subject to consultation with the RMS.
Waste management and recycling services	Available to the site	Waste management and recycling services will be determined as the planning proposal progresses and more specifically at DA stage.

Public Transport	Good Bus services are available	Given the nature of the proposed development, it is considered likely that most employees would drive to the site, and future clients would either drive to the site or make use of the local bus services. Adequate parking will be provided on site, subject to a DA.
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3.11 What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination, and have they resulted in any variations to the planning proposal?

Consultation with State and Commonwealth Public Authorities will occur following a Gateway determination. In particular the RMS will be consulted on the potential traffic issues and access arrangements to the site from Camden Valley Way.

Part 4 –Maps

Map LZN-13

- The area of the site currently shown as R3 Medium Density Residential will be changed to B6 Enterprise Corridor. The boundary of this B6 Enterprise Corridor area will also be extended to the south.
- The area shown as R1 General Residential will be extended to the east.

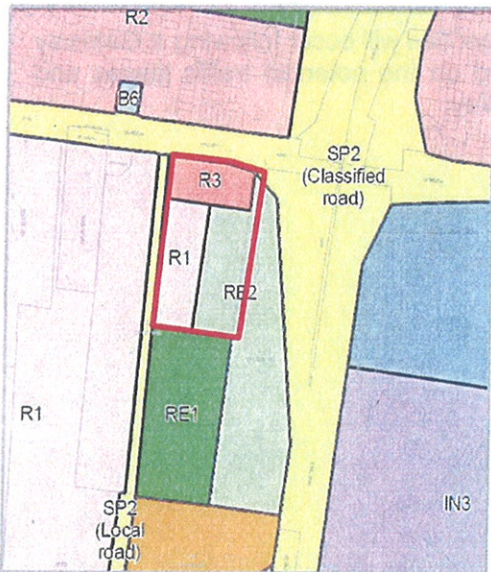
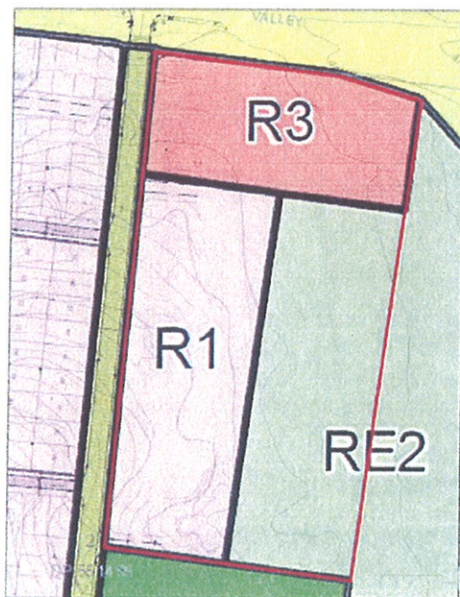
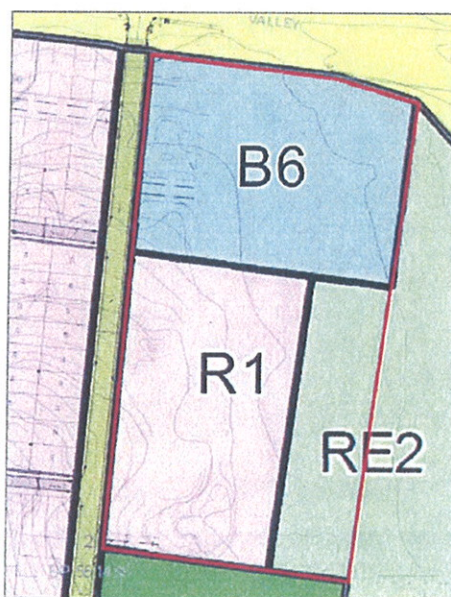


Figure 4. Extract of LZN-13 showing subject site



Current Zoning



Proposed Zoning

Figure 5. Composite Maps showing proposed zoning changes

Map DWD-13

- The area of the site identified on the Dwelling Density Map will be reduced to correspond to the R1 General Residential area and will be shown as having a minimum dwelling density of 23 Dwellings/Ha.



Figure 6. Extract of DWD-13

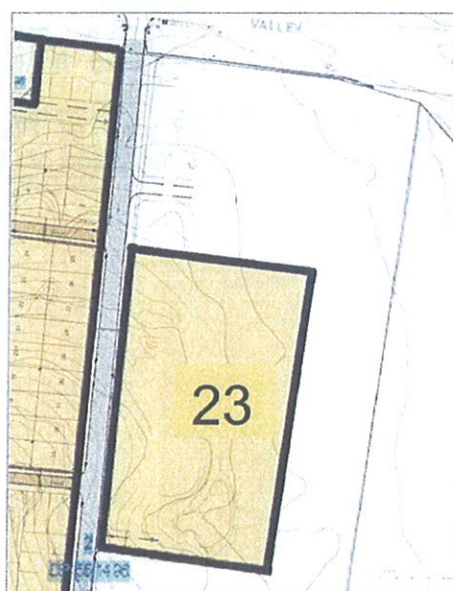
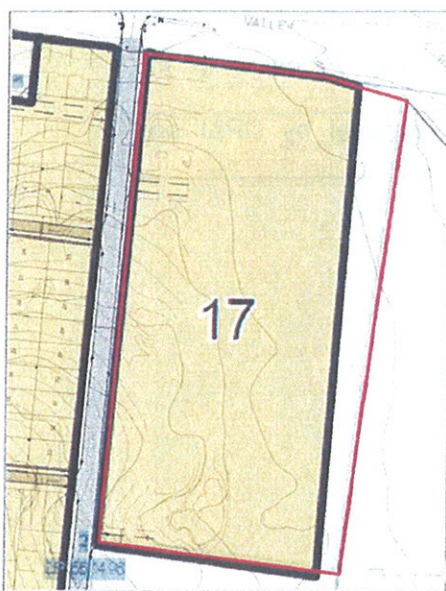


Figure 7. Composite map showing proposed changes to Minimum Dwelling Density

Part 5 – Community Consultation

The requirements for community consultation will be stipulated by the Gateway determination.

Part 6 – Project Timeline

The proposal is a spot rezoning of a single site within a larger precinct that is consistent with current strategies and plans for the area, and which Council does not consider to be a complex rezoning.

Council estimates that a timeframe of 6 months, from the issue of a Gateway determination, is required to complete the process.

Given the necessary time required for public exhibition and review of submissions, the ability to report on the finalised proposal by the end of the year will be dependent on a timely Gateway determination.

Timeframe	Action
27 September 2013	Receive Gateway Determination
2-11 October 2013	Public authority consultation
14 October – 8 November 2013	Public exhibition
11-22 November 2013	Review of submissions and finalise report to Council
18 December 2013	Report to Council
20 December	Forward finalised Planning Proposal to the DP&I
January - February 2014	Review of Planning Proposal by DP&I and finalisation of LEP

Appendix 1

Council Meeting Report and Minutes 28 August 2013

LIVERPOOL CITY COUNCIL

PLANNING AND GROWTH

ORDINARY MEETING

28/08/2013

ITEM NO:		FILE NO:	rz-3/2013
SUBJECT:	DRAFT AMENDMENT TO LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008 - REZONING OF LOT 101 CAMDEN VALLEY WAY, EDMONDSON PARK		
COMMUNITY STRATEGIC PLAN REFERENCE:	LIVEABLE SAFE CITY		

EXECUTIVE SUMMARY:

A proposal has been received to rezone part of Tree Valley Golf Course on Camden Valley Way from R3 Medium Density Residential to B6 Enterprise Corridor.

The proposal would facilitate a range of uses and a built form outcome consistent with the Edmondson Park Indicative Layout Plan (ILP) which envisages a 'Gateway Village' on the site. It would allow retail uses suitable for a main road frontage which would compliment the nearby planned Edmondson Park Town Centre.

Given its consistency with the Edmondson Park ILP as well as the Retail Centres Hierarchy Review, the proposal is supported and is being recommended for submission to Department of Planning and Infrastructure for Gateway Review. However, based on input from Council's Traffic Engineers, potential traffic impacts on Camden Valley Way and its intersection with the Hume Highway have been identified that will need to be assessed by Roads and Maritime Services.

DETAILED REPORT:

Council has received a proposal (Attachment 1) on behalf of a land owner to amend Liverpool Local Environmental Plan 2008 (LLEP 2008) to rezone part of the Tree Valley Golf Course on Camden Valley Way, Edmondson Park.

The Site

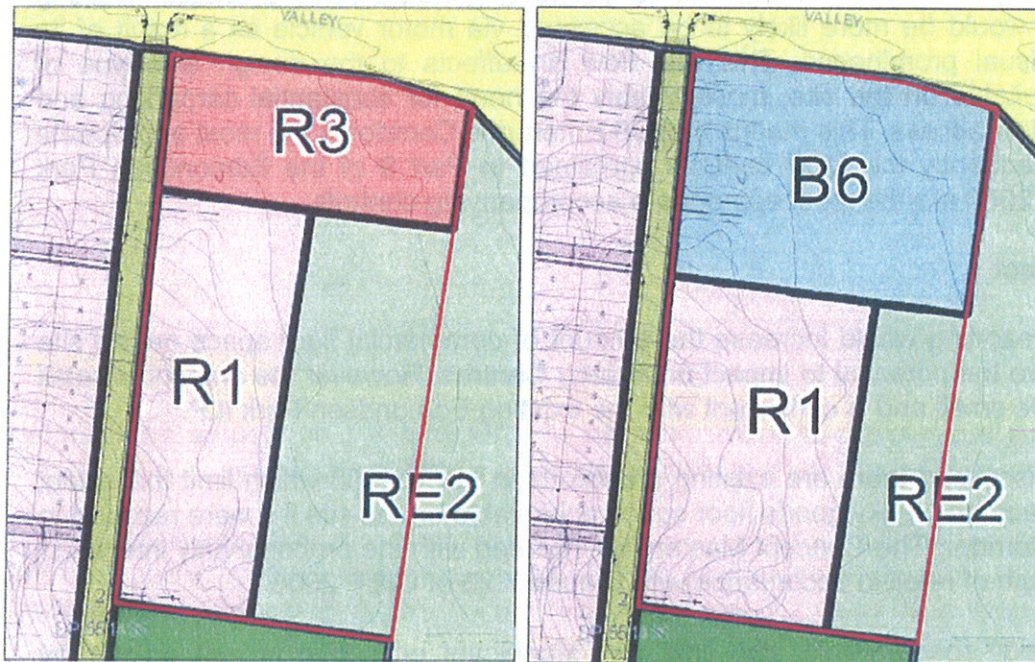
The subject site is legally described as Lot 101 in DP 117017 and is currently zoned a mix of R3 Medium Density Residential, R1 General Residential, and RE2 Private Recreation. It is identified in the Edmondson Park Indicative Layout Plan (ILP) as a 'Village Centre',

specifically one of three 'Gateway Villages' intended to attract passing traffic from the main entries to Edmondson Park.

The Proposal

The proposal seeks to rezone the portion of the site along Camden Valley Way from R3 Medium Density Residential to B6 Enterprise Corridor to facilitate a small Supermarket, Service Station and a number of fast food outlets.

It also seeks to amend the Minimum Density Map to consolidate the site's currently permissible residential yield along the Ash Road frontage.



Current Zoning

Proposed Zoning

In addition to the proposed zoning changes, the proposal also seeks to adjust the extent of the B6 Enterprise Corridor, R1 General Residential, and RE2 Private Recreation areas as shown in the above diagrams.

The rezoning of land along Camden Valley Way to B6 Enterprise Corridor would provide the desired mix of uses for the site without creating an opportunity for retail development of an inappropriate scale. The proposed amendment will retain application of the local provision, Clause 7.23, which limits the retail floor space of any development in the B6 Enterprise Corridor zone to 1,600sqm.

Key Considerations

The Planning Proposal submitted to Council contains an assessment of the proposal against the required planning criteria. In reviewing the proposal the most critical aspects for consideration are:

- "Is it the best means of achieving the objectives or intended outcome", specifically, facilitating the Edmondson Park ILP.
- Potential economic impacts on existing and planned centres.
- Traffic generation and any potential impact on the road network and safety.

Assessment

Is this the best means of facilitating the intended outcome?

The applicant's proposal considered alternate means of achieving the intended outcome. In addition Council Officers have considered whether the proposed B6 Enterprise Corridor zone is the best means to achieving the intended outcome.

Given the site's location at the corner of Camden Valley Way and the Hume Highway at the edge of Edmondson Park its role and function is more akin to highway business type uses than a neighbourhood centre. This is because it would have a smaller walking catchment and would be more likely to be accessed via motor vehicle as a result of its location and visual prominence. This has flow on effects to the design and type of development suitable on the site, most notably the need for substantial carparking and convenient vehicle access. This means that B6 Enterprise Corridor is the most appropriate zone and subsequently the DCP controls contained in Part 9 of the Edmondson Park section of DCP 2008 are the most appropriate accompanying controls.

Economic Impact

The proposed rezoning would increase the amount of commercial floor space on the site which could have the potential to impact on nearby Centres. However the amount of retail proposed is quite small and is consistent with the existing Edmondson Park ILP.

As previously discussed there are existing provisions in LLEP 2008 which limit the extent of retail floor space and bulky goods floor space achievable on the site if it were rezoned to B6 Enterprise Corridor. The Concept Masterplan included with the proposal only intends to provide 1,600 sqm of retail in accordance with Clause 7.23 of LLEP 2008.

This limit on floor space would also limit any significant economic impact on nearby existing and planned Centres. The applicant's proposal is only for a 1,500sqm Supermarket, a Service Station, and 3 Fast Food Outlets and is supported by an economic impact assessment. This has been reviewed for consistency with the Liverpool Retail Centres Hierarchy Review.

The Retail Centres Hierarchy Review identifies a current shortfall in retail floor space and anticipated the there would be development of a number of small 1500sqm retail developments on B6 land in the short, medium to long term as part of the predictions for future supply. This proposal would facilitate the provision of such a development.

With regard to potential competition with nearby Centres, Casula Mall has 20,100sqm of retail space including a 5,000sqm supermarket, and Carnes Hill has 17,200sqm of retail space including a 4,500sqm supermarket. This is significantly more than the 1,600sqm proposal which would be facilitated by the proposed rezoning. Additionally, the site is situated at the edge of the main trade area for Edmondson Park. Due to its dependence on passing trade and limited floor area the proposed B6 Enterprise Corridor Centre would not likely compete directly with the nearby centres but would instead provide an alternative for residents at the extremities of these trade areas for short or small convenience shopping trips.

Traffic Impact

The site is situated on Camden Valley Road near the intersection with the M5 / Hume Highway. Both roads are classified as State Roads. Given the high turn over associated with Fast Food Outlets, Service Stations, and Supermarkets the proposed rezoning could generate a significant amount of traffic which could impact upon Camden Valley Way and the nearby intersection.

The applicant's Planning Proposal included a traffic report which argues that there would be an acceptable impact on traffic generated from the proposed rezoning. However, Council's Traffic Engineers have indicated that the impact could be much greater and consultation with RMS would be necessary given that both Camden Valley Way and the Hume Highway are State Roads. It would be appropriate to consult with the RMS following Gateway determination.

Effect on Liverpool DCP 2008 Part 2.11 Edmondson Park

Given the change in zoning and density on the site, the Edmondson Park DCP controls will need to be amended to clarify the applicable built form controls for the site. This will be done as part of a future anomaly amendment to the DCP.

This amendment will clarify which section of the DCP applies to both the proposed R1 General Residential and the B6 Enterprise Corridor areas of the site.

The portion of the site proposed to be rezoned to B6 Enterprise Corridor would be more appropriately controlled by the Edmondson Park Highway Business controls than the 'neighbourhood village' controls which currently apply.

Because the controls for the residential areas in Edmondson Park are based on dwelling density, this section of the DCP section will be amended to clearly articulate which built form outcome and controls for the site are intended to apply.

Conclusion

The proposal is consistent with the Edmondson Park Indicative Layout Plan, would facilitate redevelopment appropriate for the location and would compliment nearby existing and planned centres.

It is recommended that Council support the amendment and forward the planning proposal to the Department of Planning and Infrastructure (DP&I) seeking gateway determination.

The Planning Proposal to be submitted to the DP&I is consistent with the applicant's proposal except for the Density Map which is proposed be amended to be consistent with proposed densities already present in the LGA. This means that the Density Map will be amended to 23 Dwellings per Hectare rather than the proposed 24 Dwellings per Hectare providing greater developer flexibility.

In addition to the applicant's proposal, given the proposed change in zoning it will also be necessary to amend the development standards, **FSR and Building Height**, which apply to the land. These should be made consistent with similarly zoned land in the vicinity of the site. The planning proposal seeks to amend the Standards of **the B6 Enterprise Corridor** land as follows.

- **FSR - 0.65:1**
- **Building Height - 8.5m**

FINANCIAL IMPLICATIONS:

The report recommends changes to the LLEP 2008 which will result in a similar quantity of residential development. The proposal does seek to increase the amount and distribution of commercial space on the land. The area is within a release area which is covered by the Liverpool Contributions Plan - Edmondson Park. This plan provides for collection of contributions toward infrastructure needed to support the incoming population. There is therefore no substantial financial impact.

RECOMMENDATION:

That Council:

1. Submits the Planning Proposal to the Department of Planning and Infrastructure for Gateway Determination in accordance with Section 56 of the Environmental Planning and Assessment Act 1979.
2. Refers the proposal to Roads and Maritime Services to review the potential traffic impacts on the adjoining and nearby State Roads prior to any public exhibition of the Planning Proposal.
3. Amends the Edmondson Park controls in Liverpool Development Control Plan 2008 to be consistent with the changes to zoning and development standards proposed in the Planning Proposal.

SIGNED BY:

Toni Averay
Group Manager
Planning and Growth

- Attachments:**
1. Applicant's planning proposal (under separate cover)
 2. Draft Planning Proposal (under separate cover)