

Liverpool City Council

Planning Proposal

*B6 Enterprise Corridor zoning on Newbridge Road,
Moorebank*

Draft Liverpool LEP 2008 Amendment No.16

Table of Contents

Table of Contents	2
Background	3
Site identification	3
Part 1 - Objectives	5
Part 2 - Explanation of provisions.....	6
Part 3 - Justification	7
A. Need for the planning proposal.....	7
B. Relationship to strategic planning framework.....	9
C. Environmental, social and economic impact.....	17
D. State and Commonwealth interests	18
Part 4 - Community Consultation	19

Background

At its meeting held on 29 November 2010, Council resolved to prepare and exhibit an amendment to Liverpool Local Environmental Plan 2008 (Amendment No. 16) to rezone land at Newbridge Road, Moorebank to the B6 Enterprise Corridor zone and to reclassify Lot 56 DP 567062 and Part Lot 42 DP 237025 as "operational land" for the purposes of the Local Government Act 1993.

The need for this amendment was initiated by the landowners of 226 and 228 Newbridge Road Moorebank who requested a change in zoning from a residential zone to a business zone to reflect the business nature of the site. In addition to the request for a change in zoning, the adjoining landowners have approached Council about the potential expansion of the business site ("The Food Lovers Market") east into the Council owned land (230 Newbridge Road, Moorebank). The landowners have prepared a separate planning proposal - this is attached for your reference.

A strategic overview of existing business uses along this portion of Newbridge Road has been undertaken as part of this rezoning. As the majority of land within this section are already utilised for business and retail operations, Council considers it appropriate to extend the proposed B6 Enterprise Corridor zoning.

This planning proposal was prepared to incorporate not only 226, 228 and 230 Newbridge Road but includes additional properties that are considered suited for a B6 Enterprise Corridor zoning.

Site identification

The planning proposal applies to the following properties:

- 216 Newbridge Road, Moorebank (Cnr Lot 231 DP 802789)
- 222-224 Newbridge Road, Moorebank (Lot 4 DP 236614)
- 226 Newbridge Road, Moorebank (Lot 1 DP 523597)
- 228 Newbridge Road, Moorebank (Lot 55 DP 567062)
- 230 Newbridge Road, Moorebank (Lot 56 DP 567062 and Part Lot 42 DP 237025)

A locality map of the subject sites are provided on the following page:



Figure 1: Land to which this planning proposal applies

Part 1 - Objectives

The primary objective of this rezoning is to facilitate an enterprise corridor along Newbridge Road, Moorebank.

The secondary objective of this proposal is to reclassify part of 230 Newbridge Road (Lot 56 DP 567062 and Part Lot 42 DP 237025) as operational land to enable the sale of the site to the adjoining landowner. The reclassification and eventual sale of this site will alleviate traffic issues and the shortage of car parking experienced with the current retail operations on 228 Newbridge Road.

It is proposed that Lot 56 DP 567062 be sold entirely and that Lot 42 be partly sold. The combined area of land being sold to the adjoining landowner amounts to 500m². In regards to Lot 42, a public walkway totalling 8 metres in width will be retained on the site to maintain the pedestrian link between Newbridge Road and Lucas Avenue. This proposal is portrayed in Figure 2.



Figure 2: Land to be reclassified under this planning proposal

Part 2 - Explanation of provisions

The objectives of this planning proposal will be achieved via an amendment to Liverpool Local Environmental Plan 2008 (LLEP 2008) zoning, floor space ratio, height of building and lot size maps and an amendment to the wording of Schedule 4 (Classification and reclassification of public land).

In particular, the planning proposal seeks to amend the following LLEP 2008 maps:

- Land Zoning Map (LZN-014) – Zoning to be changed from R3 Medium Density Residential to B6 Enterprise Corridor.

In respect to 216 Newbridge Road, 222-224 Newbridge Road, 226 Newbridge Road and 228 Newbridge Road, the following additional mapping amendments will apply:

- Floor Space Ratio Map (FSR-014) – Maximum floor space ratio to be changed from 0.5:1 to 0.75:1.
- Height of Buildings Map (HOB-014) – Maximum height of buildings to be changed to 12 metres from 8.5 metres.
- Lot Size Map (LSZ-014) – Minimum lot size requirement to be changed to 2000m² from 450m².

To promote consistency in the application of development standards, the abovementioned amendments are comparable to those applied to B6 zoned land throughout the Liverpool LGA.

One of the objectives of this planning proposal is to improve the car park associated with the business operations on 228 Newbridge Road. This would involve expansion into the adjoining lot (230 Newbridge Road) which is currently owned by Council. To ensure the land is utilised for this purpose, the height, floor space and lot size controls applying to 230 Newbridge Road (Lot 56 DP 567062 and part Lot 42) will not be increased from what they currently are.

As such, upon completion of this rezoning, Lot 56 and part Lot 42 will continue to have a maximum building height of 8.5m, maximum floor space ratio control of 0.5:1 and minimum lot size requirement of 450m², which is consistent with the surrounding R3 zoned land.

Additionally, the planning proposal intends to reclassify Lot 56 DP 567062 and part Lot 42 DP 237205 as operational land with no interests changed in Part 1 of Schedule 4 (Land classified, or reclassified, as operational land – no interests changed).

Part 3 - Justification

A. Need for the planning proposal

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

The planning proposal is not as a result of any strategic study or report by Government. Rather, the site is located on Newbridge Road, which has been identified as a major arterial road at the subregional level and a suitable location for enterprise corridor development. Increased traffic, change of use and pressures along Newbridge Road indicate that this strategic corridor is emerging as a key location for enterprise business development.

The rezoning of the site is strongly aligned with the strategic priorities of both the NSW Government and Liverpool City Council including the establishment of centres and corridors, economic and employment targets and management of open space and as such, the area is considered appropriate as an Enterprise Corridor zone.

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

The planning proposal is the best means of achieving the objectives for the subject sites.

The sites are currently zoned R3 Medium Density Residential under Liverpool LEP 2008 which does not provide the opportunity to make strategic use of the lands and to meet state, regional and local strategies. The planning proposal will enable these objectives to be met.

The planning proposal seeks to rezone the sites to B6 Enterprise Corridor to allow for its continued mixed use for predominantly retail and commercial purposes. The proposal provides an effective utilisation of the sites and provides an appropriate zoning to reflect the site's current and intended uses.

The planning proposal seeks to reclassify Lot 56 DP 567062 and part Lot 42 DP 237025 through the LEP process. This could be pursued under the provisions of the Local Government Act 1993 (Chapter 6, Part 2) as it relates to the classification and reclassification of public land. However, as the proposal also incorporates the rezoning of land, a planning proposal is considered the most appropriate and effective way to achieve the desired outcome.

Department of Planning Practice Note No PN09/003 dated 12 June 2009 *Classification and reclassification of public land through a local environmental plan* applies to the proposed reclassification of Lot 56 DP 567062 and part Lot 42 DP 237025. The information provided in the table below addresses this practice note.

Information required	Response
A justification of the planning proposal	Refer to Section 5 of this report for full justification of the planning proposal.
Reasons why council acquired an interest	Public reserve dedicated to Council on 21 January 1974, however now identified for disposal by Council.
Details that would accompany a plan at exhibition stage:	
— reasons why the draft LEP is being	The planning proposal is being prepared to reclassify Lot 56 DP

prepared	567062 and part Lot 42 DP 237025, from community land to operational land and rezone Lot 1 DP 523597, Lot 55 DP 567062, Lot 56 DP 567062 and part Lot 42 DP 237025, from R3 to B6 zoning under <i>Liverpool LEP 2008</i> .
– the current and proposed classification	Lot 56 DP 567062 and part Lot 42 DP 237025 is currently classified as community land and is proposed to be reclassified as operational land.
– reasons for the reclassification	To enable the sale of Council property which have been identified as being significantly underutilised and surplus to requirements.
– council's ownership of the land	Council will dispose of the identified land, through an agreement to the adjacent landowner, and will retain the rear portion of the site until this can be disposed to other interested parties.
– nature of council's interest in the land	The land is currently used as a public reserve.
– how and when the interest was first acquired	Public reserve dedicated to Council on 21/01/1974.
– details of any agreements over the land	None known.
– indication of the magnitude of any financial gain or loss from the reclassification	The reclassification of the land and its subsequent sale would result in some financial gain for the council as determined by due valuation and sales processes.
– the asset management objective being pursued	The disposal of the land will reduce ongoing maintenance costs for council. As part of the rezoning, a public pathway will be upgraded thus surpassing the asset.
– whether there has been an agreement over the sale or lease of the land	No formal agreement has been reached although the Council has indicated in principle support for the proposed reclassification and sale.
– relevant matters required in plan making	All relevant matter of the LEP making process have been addressed by this report.
Any proposal to extinguish or retain other interests in the land through the reclassification	None by the Applicant.
A justification/ explanation as to why such interests are being extinguished	This public land is identified by Council as surplus land and thus suitable for disposal. The site is not used for recreational purposes, and is currently underutilised open space. It is primarily used for access between Newbridge Road, to access the bus stop located in front of the 'Food Lover's Market'. The
Any rezoning associated with the	The reclassification is being sought together with a rezoning of the

classification/reclassification	site and two adjacent sites, from R3 Medium Density Residential to B6 Enterprise Corridor zoning.
Any preliminary comments by a relevant government agency	None to date.
Consideration of any relevant directions (e.g. section 117 direction 6.2)	Refer to Part B.

3. Will the net community benefit outweigh the cost of implementing and administering the planning proposal?

The Planning Proposal will provide a net positive community benefit in that:

- The rezoning, reclassification and future development of the sites accords with the agreed State, regional and local strategic direction for development in the area;
- By improving car parking arrangements on 228 Newbridge Road, the proposal will reduce confusion for motorists during times of peak demand, reduce congestion and minimise impact on traffic flow on Newbridge Road;
- The reclassification of part 230 Newbridge Road generates a better function for the public land, which is surplus in the eastern precinct of Liverpool LGA;
- The proposal represents more effective utilisation of the land, as the function of open space on 230 Newbridge Road is a pedestrian link, which will be reinforced, upgraded and retained;
- Upgrading of the open space will create a safer link for pedestrians to access the bus stop without negatively impacting on pedestrian lighting;
- Additional landscaping along western edge of 228 Newbridge Road will improve visual amenity of the area;
- Full consideration has been given in relation to traffic and noise impact to surrounding residential dwellings and the rezoning will have no negative impacts in this regard.

Failure to proceed with the planning proposal at this time will be detrimental to facilitate the reclassification of the surplus public land and to establishing the appropriate zone for these key sites along Newbridge Road.

B. Relationship to strategic planning framework

4. 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)?

The planning proposal is deemed consistent with the objectives and actions contained within the Metropolitan Strategy, South-West Subregional Strategy and Council's local strategies. This is discussed as follows:

NSW State Plan

By rezoning the subject sites, some of the key objectives of the NSW State Plan can be achieved, in particular the areas of delivering better services and growing prosperity across NSW, as well as providing more jobs closer to homes.

- Increased business investment and support jobs

Liverpool LGA is one of the faster growing areas in Sydney. The subregion is expected to experience the highest rate of population growth of all subregions in the Metropolitan

Strategy (113% growth between 2006 and 2031) and as such, the need to invest in business and job opportunities is critical.

Newbridge Road is major east west transit route linking Liverpool LGA with the central western suburbs of Sydney; it is integral to the economic success of Liverpool LGA. Population and economic projections outlined at a State and Regional level also suggest that the number of road users along Newbridge Road will continue to rise. Ongoing use of the sites for employment generating purposes, providing retail and commercial activity, accords with the NSW State Plan and will prove pivotal in encouraging growth of a new enterprise corridor in this prime location. The proposal will also align job growth with public transport by introducing a new business zone adjacent to a bus route on one of the busiest roads in the South West, and which services the Regional City of Liverpool.

- *Increase the number of jobs closer to home*

South West Sydney has been identified as a major growth corridor for housing and business investment. The establishment of a new business zone in this locality creates opportunity for additional employment accessible to established and future residential areas. Further, the site is accessible to good public transport linkages, providing opportunity for increased usage of public transport facilities.

Continued use of the site for retail and commercial uses including the existing 'Food Lovers Market' and health consulting rooms provides opportunities for residents in the surrounding area to access jobs closer to home. The proposal will maintain the existing employment uses at the site and also focus future growth around existing public transport, thereby achieving a sustainable form of development. Newbridge Road is a vital road link between Liverpool CBD, Bankstown Airport and town centres within the central west. The site is serviced by with a bus stop directly in front of the existing development and as such is easily accessible for the local community.

Metropolitan Strategy

The proposal accords with major directions within the Metropolitan Strategy and translates the objectives of the strategy at the subregional level.

- *Economy and Employment in the South West*

The South West Subregion has an employment capacity target of 208,500 by 2031, an increase of almost 75 per cent from 2001. The Strategy recognises that there are a full range of strategic employment uses and opportunities within Moorebank, including localised retail and commercial opportunities along Newbridge Road.

Localised employment centres are an important contribution to the overall employment capacity within Sydney. By 2031, localised employment areas (including enterprise corridors, town centres and villages) will account for 33%, or 925,000, jobs across the Metropolitan region. Action A1.2 encourages the zoning of land to achieve the specific employment targets. The proposal will help to achieve this goal, and encourage investment in employment in the South West, by zoning this strategic site for employment use.

- *Centres and Corridors in the South West*

With reference to South West Sydney, it is noted that the subregion is expected to experience the highest level of population growth at 113%, and the Liverpool CBD will be revitalised as a Regional City. Action 87 of the Strategy is to "Recognise the role of enterprise corridors as locations for local employment" in order to meet the employment demand for current and future residents. Enterprise corridors present an opportunity to take advantage of busy roads by providing locations for niche retailing, small business start-ups and large

shops, This proposal facilitates the transition of a strategic site from residential to enterprise corridor zoning, thereby encouraging local employment in an area which currently function as an employment use and which is located in a corridor that is undergoing change.

The Strategy also encourages local councils to work with owners to reposition or assemble sites to enhance their viability for mixed-use development. This is particularly important in strategic locations that can support enterprise corridors, such as major arterial roads. The proposal achieves this goal by enabling council to dispose of underutilised land and rezone it to an enterprise corridor zone, thereby enabling its use to support the existing adjoining development.

South West Draft Subregional Strategy

The NSW Department of Planning's Draft South West Subregional Strategy is the strategic land use planning framework to guide the sustainable growth of South West Sydney over the next 25 years.

It translates priorities of the Sydney Metropolitan Strategy to the local level. According to the Strategy, South West Sydney will experience growth in the vicinity of some 155,000 new dwellings, and employment creation in the region's major regional centres of 89,000 jobs over the next 25 years.

The Strategy identifies the potential for Enterprise Corridors to run along major arterial roads such as Newbridge Road. Enterprise Corridors are part of the Metropolitan Strategy's typology of centres and corridors and are considered suitable for a range of local and regional services, including retail, offices, showrooms and other uses which benefit from high levels of passing traffic. They also provide an important buffer to busy roads from surrounding residential development.

The sites are strategically located on Newbridge Road and play an important role in providing services along this major access route, which is likely to experience an increase in traffic as the actions outlined in the Strategy are realised. Its location is 2.5km from Bankstown Airport to the east and 2.5km from Liverpool CBD to the west. Newbridge Road provides a critical east-west corridor between these two major centres.

The NSW Government's South-West Subregional Strategy does not incorporate specific directions for the retention of public open space or the reclassification of land.

Liverpool LGA Retail Centres Hierarchy

Liverpool Council's Retail Centres Hierarchy Review was undertaken in 2005 by Leyshon Consulting to provide advice to Council on a range of planning issues associated with Retail Centres in Liverpool LGA.

According to the Review, enterprise corridors are to be encouraged along main roads across Liverpool LGA including Newbridge Road. Liverpool Council's Retail Centres Hierarchy recognises the need to develop a full range of centres across the LGA including enterprise corridors. It is an intention of the metropolitan strategy that a range of centres will operate in unison across a wider geographical area to serve the particular needs of a community. According to the Retail Centres Hierarchy Review, Enterprise Corridors are the mixed commercial, retail and industrial areas immediately along the busiest roads which perform an important economic role, such as servicing the local community.

The main retail centre in the eastern area of Liverpool is Moorebank. While the strategy proposes that Moorebank assumes the role of a dominant town centre, it is considered that

the location of Enterprise Corridor zones along Newbridge Road will not detract from this goal. The Moorebank Shopping Village is the logical town centre for the area, given its higher order retail opportunities and its adjoining facilities which include a primary school, hotel and service station. The sites are located some 850 metres from Moorebank Shopping Village and is linked but has a separate function, by serving a specialist local need as well as the local needs of residents and motorists along the road corridor. The planning proposal will not threaten the viability of Moorebank town centre.

Council's Management Plan and Recreation Strategy

The Planning proposal is considered to be consistent with Council's Recreation Strategy 2003 and the 2009/10 Management Plan.

Lot 56 DP 567052 and part Lot 42 DP 237025, which is identified for disposal, is located within the eastern area of Liverpool LGA. The eastern area is considered to have a high open space to population ratio, with Council's Recreation Strategy 2003 stating that this area has an average of 7.48 hectares of open space per 1000 people. This is well in excess of the Department of Planning's open space benchmark of 2.83 hectares per 1000 people, as stipulated in the NSW Development Code. Therefore the rezoning and reclassification of the subject site is unlikely to result in an unacceptable decrease in the provision of local open space.

The 2009/2010 Management Plan directs Council to "Continue to implement a property management strategy to recommend the sale of surplus properties and/or generate income from Council's property assets". The planning proposal is therefore consistent with Council's overall strategic direction.

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

The planning proposal is considered to be consistent with Council's Recreation Strategy 2003 which seeks to ensure that existing open space and associated recreation facilities are enhanced and distributed equitably throughout the Liverpool LGA. The Recreation Strategy is directly linked to Council's Community Strategy 2009, which identifies the improvement of informal recreation, leisure opportunities and public spaces as a key objective.

The planning proposal will help achieve this vision as it reassesses the use and supply of community land. The sale of the surplus properties will generate finances which will go towards other community facilities and Council's property reserve fund. Essentially, Council will use the funds gained as part of this process to better address community needs.

The planning proposal is also considered to be consistent with Council's Community Strategy 2009 by supporting economic development and promoting a 'working community'. The zoning of land for business and employment-generating use encourages continued investment in business activity in Liverpool LGA.

6. Is the planning proposal consistent with the applicable state environmental planning policies?

Various State Environmental Planning Policies are relevant to the subject site. No relevant deemed SEPPs apply to the site. The requirements of each of these are summarised below.

SEPP	Consistency / Response
1 - DEVELOPMENT STANDARDS	Not relevant

SEPP	Consistency / Response
4 - DEVELOPMENT WITHOUT CONSENT	Yes The planning proposal will not contain provisions that will conflict or obstruct the application of the SEPP.
6 - NUMBER OF STOREYS	Not relevant
10 - RETENTION OF LOW COST RENTAL ACCOMMODATION	Not relevant
14 - COASTAL WETLANDS	Not relevant
19 - BUSHLAND IN URBAN AREAS	Not relevant
21 - CARAVAN PARKS	Not relevant
22 - SHOPS AND COMMERCIAL PURPOSES	Not relevant
26 - LITTORAL RAINFORESTS	Not relevant
29 - WESTERN SYDNEY RECREATION AREA	Not relevant
30 - INTENSIVE AGRICULTURE	Not relevant
32 - URBAN CONSOLIDATION (Redevelopment of Urban Land)	SEPP No. 32 - Urban Consolidation (Redevelopment of Urban Land) states the Government's intention to ensure that urban consolidation objectives are met in all urban areas throughout the State. The policy focuses on the redevelopment of urban land that is no longer required for the purpose it is currently zoned or used, and encourages local councils to pursue their own urban consolidation strategies to help implement the aims and objectives of the policy. Councils will continue to be responsible for the majority of rezonings. The policy sets out guidelines for the Minister to follow when considering whether to initiate a regional environmental plan (REP) to make particular sites available for consolidated urban redevelopment. Where a site is rezoned by an REP, the Minister will be the consent authority.
33 - HAZARDOUS AND OFFENSIVE DEVELOPMENT	Not relevant
36 - MANUFACTURED HOME ESTATES	Not relevant
39 - SPIT ISLAND BIRD HABITAT	Not relevant
41 - CASINO ENTERTAINMENT COMPLEX	Not relevant
44 - KOALA HABITAT PROTECTION	Not relevant
47 - MOORE PARK SHOWGROUND	Not relevant
50 - CANAL ESTATE DEVELOPMENT	Not relevant
52 - FARM DAMS AND OTHER WORKS IN LAND AND WATER MANAGEMENT PLAN AREAS	Not relevant
53 - METROPOLITAN RESIDENTIAL DEVELOPMENT	Not relevant
55 - REMEDIATION OF LAND	Not relevant
59 - CENTRAL WESTERN SYDNEY ECONOMIC AND EMPLOYMENT AREA	Not relevant
60 - EXEMPT AND COMPLYING DEVELOPMENT	Not relevant
62 - SUSTAINABLE AQUACULTURE	Not relevant
64 - ADVERTISING AND SIGNAGE	Yes The planning proposal will not contain provisions that will conflict or obstruct the application of the SEPP.
65 - DESIGN QUALITY OF RESIDENTIAL FLAT DEVELOPMENT	Not relevant
70 - AFFORDABLE HOUSING	Not relevant
71 - COASTAL PROTECTION	Not relevant
BASIX 2004	Not relevant
EXEMPT AND COMPLYING DEVELOPMENT CODES 2008	Yes The planning proposal will not contain provisions that will conflict or obstruct the application of the SEPP.

SEPP	Consistency / Response
HOUSING FOR SENIORS OR PEOPLE WITH A DISABILITY 2009	Not relevant
INFRASTRUCTURE 2007	Yes This SEPP provides a consistent planning regime for infrastructure and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process. It includes provisions relating to traffic generating development (which includes the subdivision of land) and development adjacent to road corridors or reservations. The planning proposal will not contain provisions that will conflict or obstruct the application of the SEPP in this regard. The State Environmental Planning Policy (Infrastructure) 2007 applies to this planning proposal. One of the listed aims of this SEPP is to allow for the efficient development, redevelopment or disposal of surplus government owned land. The planning proposal is considered to be consistent with the SEPP as it seeks to dispose surplus Council owned land in an effective and efficient manner.
KOSCIUSZKO NATIONAL PARK - ALPINE RESORTS 2007	Not relevant
MAJOR DEVELOPMENT 2005	Not relevant
SYDNEY REGION GROWTH CENTRES 2006	Not relevant
MINING, PETROLEUM PRODUCTION AND EXTRACTIVE INDUSTRIES 2007	Not relevant
TEMPORARY STRUCTURES AND PLACES OF PUBLIC ENTERTAINMENT 2007	Not relevant
RURAL LANDS 2008	Not relevant Yes
EXEMPT AND COMPLYING DEVELOPMENT CODES 2008	The planning proposal will not contain provisions that will conflict or obstruct the application of the SEPP.
WESTERN SYDNEY EMPLOYMENT AREA 2009	Not relevant
WESTERN SYDNEY PARKLANDS 2009	Not relevant
AFFORDABLE RENTAL HOUSING	Not relevant

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

Various Section 117 Ministerial Directions are relevant to the subject sites. The requirements of each of these are summarised below.

Section 117 Direction	Consistency / Response
EMPLOYMENT AND RESOURCES	Yes The planning proposal will be consistent with this Ministerial Direction. In accordance with this direction, this planning proposal will give effect to the following objectives:
1.1 Business and Industrial Zone	Encourage employment growth in suitable locations: The planning proposal will maintain the existing business and commercial functions that currently exists, and facilitate an extension to the existing car park on 228 Newbridge Road to better service the demands of existing uses of the premises.

Section 117 Direction	Consistency / Response
	• <i>Retain the areas and locations of existing business and industrial zones:</i> The proposal does not propose to rezone existing land zoned for such uses. • <i>Not reduce the total potential floor space area for employment uses and related public services in business zones:</i> The proposal does not reduce potential floor space for employment uses. • <i>Not reduce the total potential floor space area for industrial uses in industrial zones:</i> N/A • <i>Ensure that proposed new employment areas are in accordance with a strategy that is approved by the Director-General of the Department of Planning:</i> The planning proposal is in accordance with the <i>NSW Metropolitan Strategy</i> and <i>Draft South West Subregional Strategy</i>, as outlined in earlier.
1.2 Rural Zones	Not relevant
1.3 Mining, Petroleum Production and Extractive Industries	Not relevant
1.4 Oyster Aquaculture	Not relevant
1.5 Rural Lands	Not relevant
ENVIRONMENT AND HERITAGE	
2.1 Environmental Protection Zones	Not relevant
2.2 Coastal Protection	Not relevant
2.3 Heritage Conservation	Not relevant
2.4 Recreation Vehicle Areas	Not relevant
HOUSING INFRASTRUCTURE AND URBAN DEVELOPMENT	
	Yes
	The planning proposal will be consistent with this Ministerial Direction. In accordance with this direction, this planning proposal will give effect to the following objectives: • <i>to encourage a variety and choice of housing types to provide for existing and future housing needs</i> The planning proposal affects land which is zoned for residential use, however the sites subject to rezoning are already used for commercial and business purposes. It is unlikely that the sites will revert back to residential use as they are an established retail site. • <i>to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</i> It is unlikely that the current use of the sites will revert back to residential use, as it has functioned as a business premises for over 40 years and is an established retail site.
3.1 Residential Zones	

Section 117 Direction	Consistency / Response
	» <i>to minimise the impact of residential development on the environment and resource lands.</i> Not applicable.
3.2 Caravan Parks and Manufactured Home Estates	Not relevant
3.3 Home Occupations	Not relevant
3.4 Integrating Land Use and Transport	The proposal will maintain the existing use on the site. The proposal involves the upgrade of pedestrian access between Newbridge Road (a bus stop at Newbridge Road) and residential dwellings in Moorebank, thereby improving access to jobs and services by walking, cycling and public transport.
3.5 Development Near Licensed Aerodromes	Not relevant
HAZARD AND RISKS	
4.1 Acid Sulfate Soils	Not relevant
4.2 Mine Subsidence and Unstable Land	Not relevant
4.3 Flood Prone Land	Not relevant
4.4 Planning for Bushfire Protection	Not relevant
REGIONAL PLANNING	
Not relevant	Not relevant
LOCAL PLAN MAKING	
	Yes
6.1 Approval and Referral Requirements	The planning proposal will be consistent with the Ministerial Direction. Yes. The planning proposal will be consistent with the Ministerial Direction. The direction states that a planning proposal must not reduce existing zonings or reservations of land for public purposes without the approval of the relevant public authority and the consent of the Director-General (of the Department of Planning). With the submission of the Planning Proposal for gateway determination, this proposal seeks concurrence of the Director-General regarding the intention to reclassify and rezone land zoned R3 Medium Density Residential.
6.2 Reserving Land for Public Purpose	The need to dispose of surplus properties in the Eastern Precinct of Liverpool LGA has been acknowledged by Council. It is considered appropriate that the Director General grant concurrence on the basis that the property to be disposed of is: • Underutilised as active open space due to the small size and configuration of the lot; • In proximity to higher order open space areas; • Surplus of open space in the eastern precinct of Liverpool. This disposal will provide opportunities for the future improvement of other open space reserves.
6.3 Site Specific Provisions	Not relevant
METROPOLITAN PLANNING	
7.1 Implementation of The Metropolitan Strategy	Yes.

Section 11/ Direction	Consistency / Response
	The planning proposal will be consistent with the Ministerial Direction.
	The planning proposal is consistent with the <i>NSW Metropolitan Strategy</i> .

C. Environmental, social and economic impact

8. *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 planning proposal will not cause any detrimental impact on critical habitat or threatened species, populations or ecological communities. Any development proposal arising from this LEP amendment (and following disposal) will be subject to the current environmental considerations set out in the Liverpool LEP 2008 and relevant State and Federal Government legislation.

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

It is unlikely that any significant environmental effects will arise as a result of this planning proposal. Lot 56 DP 567062, which is proposed to be reclassified, is clear of vegetation and located within a highly urban context.

The proposed rezoning will specifically facilitate an additional 18 car spaces over No. 230 Newbridge Road. The purpose of the proposed car park extension is primarily to accommodate the existing parking demand and alleviate the need for on street parking at Newbridge Road and overflow parking into the adjacent car parking at the Health Consulting room site. As part of the planning proposal, two studies have been undertaken to determine potential noise and traffic impacts of the proposed rezoning and car park extension.

Noise

The proposed car park is not expected to generate any additional traffic noise along Newbridge Road.

The noise levels from additional use of 18 car parking spaces falls within the project specific levels at the nearest residential receivers surrounding the propose car park area. As the ambient noise environmental at the site is dominated by traffic noise along Newbridge Road, there is not expected to be any change in noise levels from the use of the additional car park spaces on the site. The addition of landscaping to the western edge of the site will reduce noise impact to residential properties to the south.

Further, no change is proposed to hours of operation, entry/exit locations and building or retail floorspace, thus no additional noise impact is expected.

Traffic

The additional parking proposed at the 'Food Lover's Market' site will fully accommodate parking demand at that site particularly during peak periods of operation; it will also satisfy Council parking Code requirements. It should also obviate demand for on-street parking and impact on parking at the adjacent Health Consulting facility.

There is no increase in traffic impact on operation of Newbridge Road and there should be some beneficial impact at times of peak retail operations.

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

While the Planning Proposal reduces the quantity of public open space, it is important to acknowledge that the subject site has been identified as being underutilised and surplus to Council and to a degree, the public's need. Further, the primary purpose of the open space, which is as a thoroughfare between Lucas Avenue and Newbridge Road, will be maintained by the open space adjacent to the site to the west. By maintaining a 8 metre thoroughfare, the community is able to continue to gain access to the bus stop and commercial facilities along Newbridge Road.

From a social and economic perspective, the sale of surplus properties will generate finances which will go towards other community facilities and Council's property reserve fund.

The planning proposal also provides additional enterprise corridor zoned land in an established area, which facilitates extension to an existing car park which will in turn assist in accommodating existing demand at the site.

D. State and Commonwealth interests

11. Is there adequate public infrastructure for the planning proposal?

Due to the relatively minor scale of land being proposed for disposal, the planning proposal will not result in a substantial increase or demand for public infrastructure.

Further, as the planning proposal will not result in any major intensification of the site, there is not likely to be any increase in demand for public infrastructure and the existing infrastructure is considered adequate to service the site.

In terms of public transport, a bus stop is located within this section of Newbridge Road, providing convenient public transport options for users of the site.

12. 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?

Council will forward the proposal to the Department of Planning for Gateway Determination in due course as required by the Environmental Planning and Assessment Act 1979.

Any relevant public authorities will be notified of the planning proposal and be given an opportunity to comment on the draft plan.

Part 4 - Community Consultation

The Gateway Determination will specify the community consultation that must be undertaken for this Planning Proposal. Generally the Department of Planning have set a 14 day public exhibition period for planning proposals considered to be of low impact and a 28 day exhibition period for all other proposals. It is envisaged that this proposal will be exhibited for 28 days.

A public hearing will also be undertaken as part of this planning proposal.