

Planning Proposal

4-8 Hoxton Park Road (Lot 1 DP 860799), Liverpool

Amendment 79 to Liverpool Local Environmental Plan 2008:

- *Rezone the site, and part of Gillespie Street, Liverpool, from B6 Enterprise Corridor to B4 Mixed Use;*
- *Removal of the Site as a 'Key Site' on the Key Sites Map KYS 10;*
- *Increase the maximum height of buildings development standard applying to the site from 24m to 50m, and amend HOB map;*
- *Increase the maximum floor space ratio for the Site from 2.5:1 to 5:1, and amend the FSR map; and*
- *Apply Clause 6.4A of the LLEP 2008 to the Site, and amend the FSR map to identify the site as 'Area 12'.*

29 October 2020

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Foreword

Council has resolved to prepare a planning proposal following a request made to it by Willana Associates on behalf of Mr Hussein Chahine (the Proponent).

The planning proposal request was received by Liverpool City Council (Council) on 29 March 2018. An assessment of the planning proposal was undertaken by Tract Consultants on behalf of Council. That assessment determined the planning proposal has strategic and site-specific merit and is consistent with Section 9.1 Directions and other relevant regional and local plans.

Advice was sought from the Liverpool Local Planning Panel at its meeting on 26 November 2018 in accordance with the Local Planning Panel Direction – Planning Proposals dated 23 February 2018. Following an inspection of the site and considering the assessment report, the panel provided their supporting advice that the proposal has both strategic and site-specific merit.

The planning proposal request was considered by Council at its meeting of 27 February 2019, where it endorsed the planning proposal and approved forwarding of the planning proposal to the Department of Planning, Industry and Environment (DPIE) for Gateway determination.

On 15 January 2020, DPIE informed Council that the proposal should proceed subject to conditions, including:

1. Prior to community consultation Council is to revise the planning proposal by:
 - a. Including part of Gillespie Street, and associated changes except the application of Clause 6.4A, indicating the land is proposed to be zoned B4 Mixed Use;
 - b. Including thumbnail mapping illustrating existing and proposed provisions for all the proposed amendments;
 - c. Including a Part 6 – project timeline;
 - d. Amending the cover page to replace the existing information that appears on that page and add Council's name and logo etc. as Council has adopted the proposal;
 - e. Amending the proposal document to better follow the structure outlined in the Department's *Planning Proposals – A guide to preparing planning proposals*, including consideration being given to the placement and/or amendment of the existing executive summary and introduction;
 - f. Consolidate, and where appropriate, update the proposal by addressing current section 9.1 direction and the proposal's consistency with the Western City District Plan and Greater Sydney Region Plan, ensuring current sections of the Act are referencing within the proposal;
 - g. Update the urban design report to clearly indicate:
 - i. Solar access and overshadowing impacts on the surrounding area during winter solstice on 22 June; and
 - ii. Ensure overshadowing diagrams are clearly labelled, showing orientation, nominated date and times, and zoning of the surrounding area;
 - h. The revised planning proposal is to be forwarded to the Department for review and approval prior to public exhibition commencing.

Consequently, the planning proposal request prepared by Willana Associates has been amended according to the requirements of the Gateway determination and formatted using Council's template.

Introduction

A planning proposal has been prepared for land at 4-8 Hoxton Park Road, Liverpool ('the site'). The site has a legal description of Lot 1 in DP 860799. The site has an area of approximately 1,680m², has frontages to Hoxton Park Road and Gillespie Street, and is located within the locality of Liverpool. The site currently operates as a car repair yard.

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

- Rezone the site, and a portion of Gillespie Street, from B6 Enterprise Corridor to B4 Mixed Use.
- Removal of the site from the 'Key Site' on Key Sites Map KYS 10.
- Amend the maximum height of buildings for the site to 50m, in accordance with the proposed mapping.
- Amend the maximum floor space ratio for the site to 5:1, in accordance with the proposed mapping.
- Apply Clause 6.4A of the LLEP 2008 to the site and amend the floor space ratio map to identify the site as Area 12.

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

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

- The proposal provides residential accommodation in a suitable urban location;
- The redevelopment of the site including retail and commercial space provides convenience amenity to the locality;
- The concept demonstrates the ability for the building envelopes to achieve consistency with Apartment Design Guideline (ADG) requirements for residential flat development; and
- The proposal is supported by an offer to deliver public domain improvements and affordable housing through a voluntary planning agreement (VPA).

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

- Housing and employment opportunities are provided on the fringe of the Metropolitan cluster of Liverpool; and
- The proposal does not undermine the primacy of the Liverpool CBD or core employment areas.

The planning proposal is also supported by:

- An Urban Design Report;
- A Traffic and Transport Assessment Report;
- A Social Impact Assessment;

- An Economic Assessment;
- A Preliminary Site Contamination Assessment; and
- A Detailed Phase 2 Site Contamination Assessment.

Project Background

A Planning Proposal was adopted by Council for 311 Hume Highway, Liverpool (Local Environmental Plan 2008 (Amendment No. 60)). The Planning Proposal for 311 Hume Highway amended the relevant development controls applying to the land at 311 Hume Highway as follows:

- rezoned the site from B6 Enterprise Corridor to B4 Mixed Use;
- increased the maximum building height from 24 metres and 45 metres to 25 metres and 100 metres;
- increased the maximum floor space ratio from 2.5:1 to 6:1;
- removed the site from the Key Sites map; and
- amended Schedule 1 Additional Permitted Uses to allow residential dwellings to be provided on the ground floor on the site, subject to provisions of non- residential floor space and active street frontage.

A submission was also made on behalf of the owner of 4-8 Hoxton Park Road, to Council, during the public exhibition of the Planning Proposal for 311 Hume Highway. Consequently, the owner of 4-8 Hoxton Park Road and the Project Team met with Council on 28 July 2016 to discuss the strategic merit and opportunities for rezoning of the subject site and its relationship to the Planning Proposal for 311 Hume Highway, Liverpool.

Subsequently, Council received a planning proposal request to rezone land at 4-8 Hoxton Park Road, Liverpool (Lot 1 DP 860799) from B6 – Enterprise Corridor to B4 – Mixed Use on 29 March 2018.

The proposal was referred to the Liverpool Local Planning Panel for advice in accordance with Section 2.19 of the EP&A Act. The assessment of the planning proposal request was undertaken by Tract Consultants on behalf of Council. That assessment determined the planning proposal request has strategic and site-specific merit and is consistent with Section 9.1 Directions and other relevant regional and local plans.

Advice was sought from the Liverpool Local Planning Panel at its meeting on 26 November 2018 in accordance with the Local Planning Panel Direction – Planning Proposals dated 23 February 2018. Following an inspection of the site and considering the assessment report, the panel provided their supporting advice that the proposal has both strategic and site-specific merit.

The proposal was adopted by Council at its meeting of 27 February 2019 and forwarded to the Department for a Gateway review. Council received a Gateway determination on 15 January 2020 advising that the proposal should proceed if conditions of the Gateway determination were met.

Report Structure

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

- Site Description
- Statutory Planning Framework
- Part 1 – A Statement of the Objectives and Intended Outcome
- Part 2 – Explanation of Provisions
- Part 3 – Justification
- Part 4 – Mapping
- Part 5 – Community Consultation
- Part 6 – Project timeline

Site description

Overview

- **Address:** 4-8 Hoxton Park Road, Liverpool
- **Legal description:** Lot 1, DP 860799
- **Site area:** 0.17 ha / 1,680m²
- **Road network:** frontages onto Hoxton Park Road and Gillespie Street

Site Context and Locality

The site is on the western edge of the Liverpool City Centre, at the intersection of Hoxton Park Road and Gillespie Street, near the intersection of the Hume Highway and Hoxton Park Road. The site forms part of a key gateway entry to the south-western side of the Liverpool City Centre, alongside the adjoining property at 311 Hume Highway. To the west of the Site is predominantly low density residential however, this area has been zoned R4 High Density Residential and is therefore anticipated to change significantly in coming years. To the north is Woodward Park, comprising a series of sports fields, netball courts and open space. To the east, along Hume Highway, are a corridor of commercial uses. North east extends further into Liverpool City Centre and comprises high density residential and commercial uses. The Site is approximately 900 metres from Liverpool Railway Station.

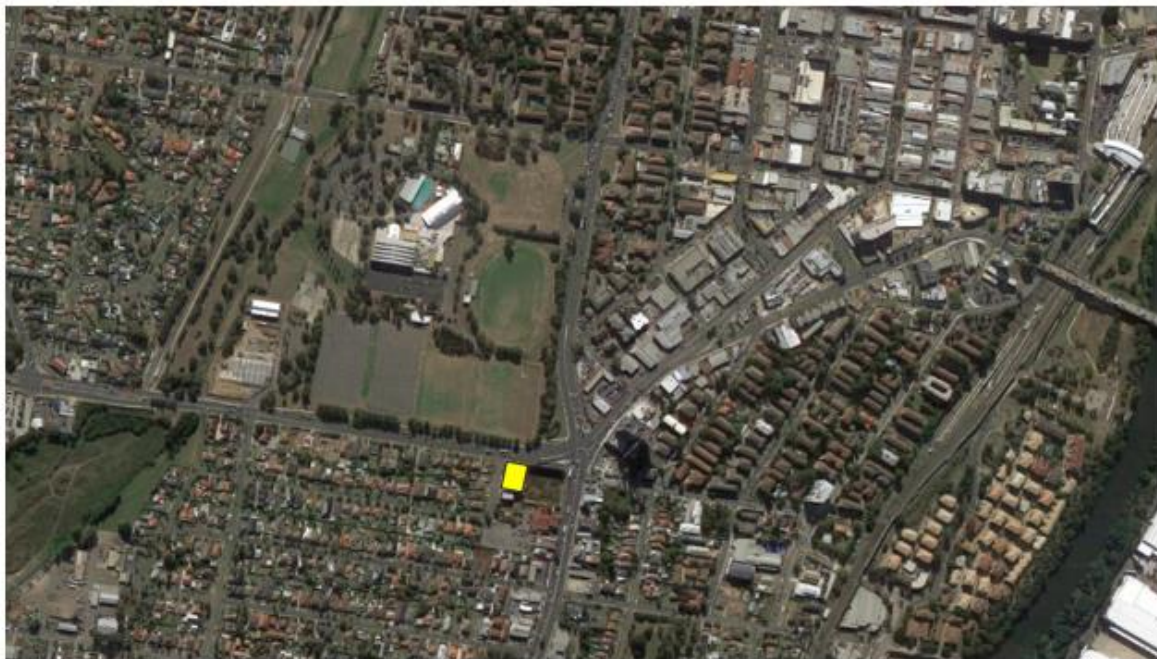
Figure 1: The Site: 4-8 Hoxton Park Road, Liverpool



Source: Sixmaps 2018



Figure 2: Surrounding Locality



Source: Google Maps 2017



The Site: 4-8 Hoxton Park Road, Liverpool



Site Description

The site is rectangular with frontages to Hoxton Park Road to the north and Gillespie Street to the west. The site covers an area of 1,680m² and has a street frontage of approximately 47 metres to Gillespie Street and 35.5m to Hoxton Park Road. The site currently accommodates a single storey warehouse with the remainder of the site as hardstand.

Context

The site forms part of a key gateway entry to the south-western side of the Liverpool City Centre, alongside the adjoining property at 311 Hume Highway. It is located on the western boundary of Liverpool City Centre, as identified by Council. The surrounding locality is a mixture of residential, commercial and recreational uses.

To the west of the site is predominantly low density residential however, this area has been zoned R4 High Density Residential and is therefore anticipated to change significantly in coming years. To the north is Woodward Park, comprising a series of sports fields, netball courts and open space. To the east, along Hume Highway, are a corridor of commercial uses. North east extends further into Liverpool City Centre and comprises high density residential and commercial uses. The Site is approximately 900 metres from Liverpool Railway Station and is readily accessible to key services, facilities and public transport.

The Liverpool City Centre has a multifunctional role as one of Sydney's Regional Cities and continues to grow as a major central business district to service Sydney's growing South West Region. Liverpool contains one of Sydney's major medical precincts, based around Liverpool Hospital; Liverpool Courthouse; the Liverpool TAFE; Western Sydney University and the University of Wollongong.

Adjoining Sites

Adjoining Sites to the East

311 Hume Highway, Liverpool

311 Hume Highway is irregular in shape and adjoins the site along the eastern and southern (rear) boundaries. 311 Hume Highway is currently vacant but has recently been subject to an approved Planning Proposal and Development Application (DA), for a mixed-use development containing a significant tower on the corner of the Hume Highway and Hoxton Park Road. Figure 3 shows an indicative image of the scale of the development. Further discussion regarding the relationship between 4- 8 Hoxton Park Road and 311 Hume Highway is provided throughout this Planning Proposal Report and the Submission located at Appendix A of this Report.

Figure 3 | Approved Development at 311 Hume Highway



Source: Liverpool City Council E-Planning Website 2017

420 Macquarie Street, Liverpool

420 Macquarie Street, Liverpool is located on the diagonally opposite corner of Hume Highway to the site. A mixed-use development comprised of two significant residential towers over a podium has been approved and constructed. Figure 4 below provides an illustration of the scale of the approved development

Figure 4 | 420 Macquarie Street



Source: Liverpool City Council assessment report 420 Macquarie Street

Adjoining Sites to the South

321 Hume Hwy, Liverpool – Collingwood Hotel

The Collingwood Hotel is located south east of the site. It is heritage listed (Item 88) and considered to be of local significance. The Hotel fronts Hume Highway with a large, at-grade carpark to the rear (west). The car park is accessed via Gillespie Street and Hume Highway.

8 Gillespie Street, Liverpool

8 Gillespie Street is located to the south of the site, adjoining 311 Hume Highway. The property contains a single storey detached residential dwelling with a pitched tile roof. The property is predominantly turfed with vehicular access from Gillespie Street.

Adjoining Sites to the West

10 Hoxton Park Road, Liverpool

10 Hoxton Park Road is located to the west of the Site, on the opposite side of Gillespie Street. The property comprises a single storey detached weatherboard residential dwelling with pitched tile roofing. The property is predominantly turfed and vehicular access is from Gillespie Street.

Statutory Planning Framework

Liverpool Local Environmental Plan 2008

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

Table 3.1 outlines the current zoning and key built form controls relevant to the Site.

Table 3.1| Zoning and key Built Form Controls

Address	Zone	FSR	Building Height
4-8 Hoxton Park Road	B6 Enterprise Corridor	2.5:1	24m

Under LLEP 2008, the site is identified as being zoned B6 Enterprise Corridor. The B6 zoning extends along Hume Highway to the east of the Site. 311 Hume Highway is now zoned B4, which results in the site being the only property zoned B6 Enterprise corridor on Hoxton Park Road (excluding the Gillespie Street road reserve).

The site currently has a maximum permissible FSR of 2.5:1 and a maximum building height of 24m. 311 Hume Highway, adjoining the site has an approved height limit 100m, in the form of a standalone tower, forming a gateway to the Liverpool City Centre.

Properties to the west, extending along Hoxton Park Road, have a maximum FSR of 1:1 and building height of 15m.

Figure 5 | Zoning Map LZN_010 and 012 Extract from LLEP 2008



Part 1 – Objectives and Intended Outcome

The primary objective of the Planning Proposal is to enable the redevelopment of 4-8 Hoxton Park Road. It is intended to facilitate a more appropriate zoning, height and density for the site, given its relationship to the recently rezoned property adjoining the site at 311 Hume Highway, as well as the surrounding context.

Specifically, it will enable the construction of a mixed-use development comprising commercial premises and shop top housing. The scale of the proposed mixed-use development will provide a more appropriate transition, in terms of height and density, between the approved gateway tower at 311 Hume Highway and lower density development to the west. It will result in a high-quality urban design outcome that will allow a meaningful contribution to housing targets, while also being close to employment, local services, recreational facilities and public transport.

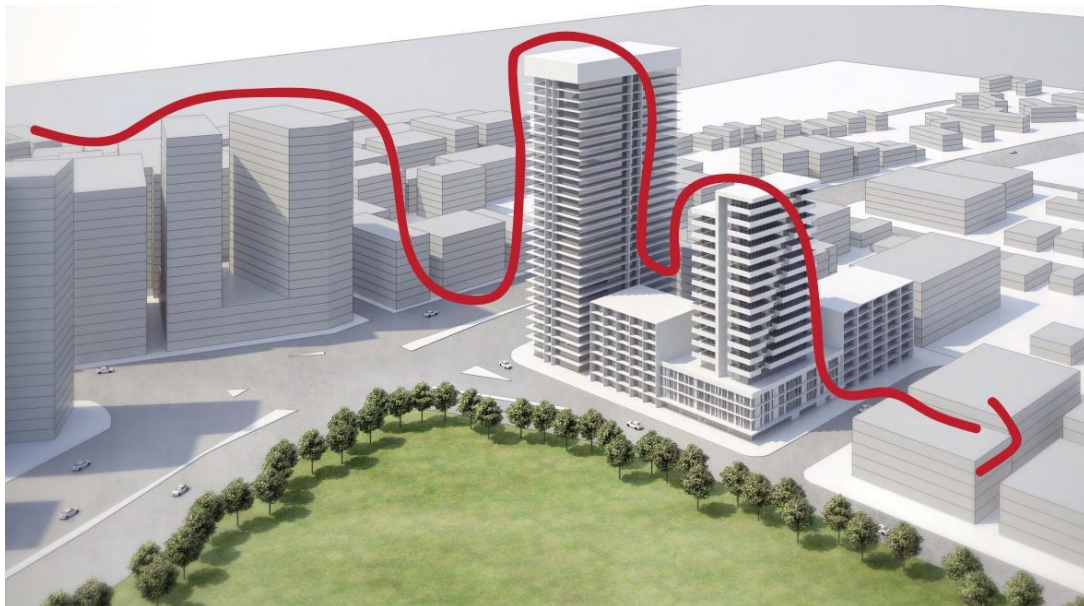
The intended outcome would enable a Development Application to be lodged for a mixed-use development, consistent with the Concept Master Plan, as described below.

Concept Master Plan

A Concept Master Plan has been prepared by Architecture Design Studio (ADS) that analyses the opportunities and constraints associated with the redevelopment of the Site. The Concept Master Plan has been prepared based on the findings of an urban design analysis of the site and its surroundings.

The Concept Master Plan helps to envisage future development on the site and inform the most appropriate planning controls required to achieve the intended outcome for the Site.

Figure 6 | Concept Master Plan Extract



Source: Architecture Design Studio

Part 2 – Explanation of Provisions

The intended outcome of the Planning Proposal is to enable opportunities for the future redevelopment of 4-8 Hoxton Park Road. Specifically, it is intended to enable a mixed-use development comprising commercial premises and shop top housing.

The site is currently zoned B6 Enterprise Corridor under LLEP 2008 and is identified as a Key Site on Liverpool LEP 2008 Key Sites Map No. 10 (Refer to Figure 1). The site is subject to a maximum building height of 24m under Clause 4.3 of the LLEP 2008 and a maximum FSR of 2.5:1 under Clause 4.4 of the LLEP 2008.

The Planning Proposal seeks to amend LLEP 2008 as follows:

- Rezone the site from B6 Enterprise Corridor to B4 Mixed Use.
- Rezone part of Gillespie Street adjoining the site to B4 Mixed Use.
- Remove the site from the 'Key Site' map on Key Sites Map KYS 10.
- Amend the maximum height of buildings for the site to 50m, in accordance with the proposed mapping.
- Amend the maximum floor space ratio for the site to 5:1, in accordance with the proposed mapping.
- Apply Clause 6.4A of the LLEP 2008 to the site, and amend the floor space ratio map to identify the site as Area 12

Support for the intended outcome is based on the following:

- It is consistent with the vision and objectives of relevant strategic plans, including the State Government's "A Metropolis of Three Cities".
- It provides additional and diverse housing and commercial opportunities in a city centre location, which has quality access to retail, education and community facilities, as well as public transport services.
- It improves the integration of the site within the key gateway sites area and surrounding Liverpool City Centre.
- It results in minimal and appropriate environmental impacts and allows a more appropriate residential/commercial interface and transition to surrounding residential areas.
- It assists in achieving Council's vision of a city centre that permits mixed uses to encourage greater levels of residential development and commercial services.

Part 3 – Justification

This section addresses the specific questions which “must be discussed with reasons explained”, as set out in Part 3 of the NSW Department of Planning, Industry and Environment’s publication: A Guide to Preparing Planning Proposals. This section will review the proposed amendments to the Liverpool Local Environmental Plan 2008 and addresses specific questions outlined in the guide, which are separated into sections A to D.

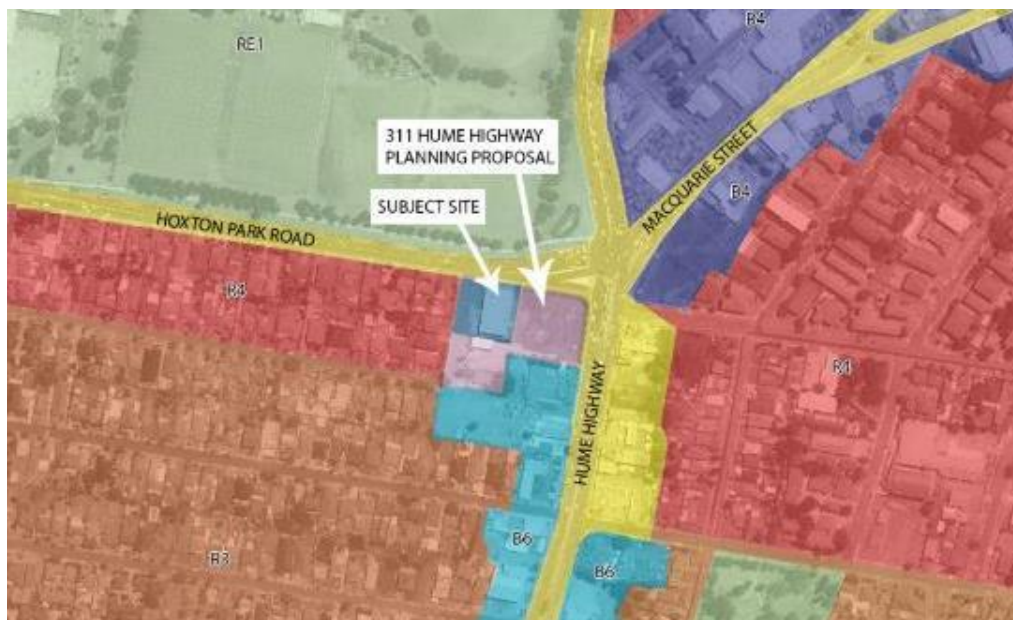
Section A – Need for the planning proposal

3.1 *Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?*

The Planning Proposal is not the result of a strategic study or report however, the intended outcome is consistent with the both State Government’s and Council’s strategic vision for Liverpool City Centre. The catalyst for the Planning Proposal is primarily the recent rezoning of the adjoining property at 311 Hume Highway. This resulted in strategic planning irregularities for 4-8 Hoxton Park Road. Specifically, it resulted in the Site being ‘isolated’ from the rest of the B6 Enterprise Corridor land, a redundant Key Site status and a significant difference in scale and density, notwithstanding the gateway nature of 311 Hume Highway.

This Planning Proposal seeks to rectify the zoning anomaly while also providing strong strategic and urban design grounds for a built form that allows a more gradual transition from the approved tower at 311 Hume Highway to the lesser- scaled residential buildings to the west along Hoxton Park Road.

Figure 7 | Zoning of Surrounding Locality



Source: ADS Pty Ltd

In this instance, if 4-8 Hoxton Park remains zoned B6 Enterprise Corridor, no dwelling would be permissible on the Site within 50m of Hoxton Park Road. It is an anomaly to allow residential dwellings along the entirety of the Hoxton Park Road frontage, with the exception of the site.

While not directly the result of any strategic study or report, this Proposal is supported by a variety of strategic documents that are discussed in greater detail in this Report.

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

The Planning Proposal Report and Concept Master Plan outline the benefits associated with the proposed mixed-use development on the Site. It has been prepared based on a comprehensive analysis of the site and its context, including technical reports that address key issues, such as urban design, traffic generation and social impacts.

The amendments proposed to LLEP 2008 are considered the most appropriate way to achieve the intended outcome for the following reasons:

- A change of zoning from B6 Enterprise Corridor to B4 Mixed Use can only be undertaken through the Planning Proposal process.
- The extent of variation to current development standards to allow a maximum building height of 50m and FSR of 5:1 is best undertaken through a Planning Proposal process rather than a Clause 4.6 variation.
- To provide a detailed Urban Design Analysis that demonstrates the ability of the site to be developed in a manner that delivers a good quality, high density, mixed use development which achieves a high level of amenity for existing and future residents.
- To avoid detrimental impacts associated with the isolation of the Site in relation to the Planning Proposal undertaken at the neighbouring property at 311 Hume Hwy, Liverpool.
- To provide an appropriate transition in scale between the neighbouring residential zones to the west of the site into the gateway sites to the east.
- To achieve this, amendments to the zoning, height limit and floor space ratio of the site are required and a planning proposal is the best way of achieving the intended outcome.

Section B – Relationship to strategic planning framework.

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

Greater Sydney Region Plan

The Greater Sydney Region Plan (the Plan) was prepared by the Greater Sydney Commission to manage growth and guide infrastructure delivery within the Sydney Region over the next 40 years. The Plan provides the vision and strategy for the region, to be implemented at a local level through District Plans. The Plan identifies four key themes: infrastructure and collaboration; liveability; productivity, and sustainability.

Table 1: Strategic Plan Merit Test – Greater Sydney Region Plan

OBJECTIVE	REQUIREMENT	COMMENT
A CITY SUPPORTED BY INFRASTRUCTURE		
Objective 1	Infrastructure supports the three cities	The Proposal is located within the identified Liverpool City Centre, making efficient use of existing and future infrastructure by promoting additional housing in close proximity to existing services and infrastructure.
Objective 2	Infrastructure aligns with forecast growth – growth infrastructure compact	The Proposal is located within the identified Liverpool City Centre and provides additional housing in an appropriate area to accommodate growth and utilise existing services and infrastructure.
Objective 4	Infrastructure use is optimised	The Proposal maximises the utility of existing infrastructure by providing additional housing near the existing services and infrastructure of Liverpool City Centre.
A CITY FOR PEOPLE		
Objective 7	Communities are healthy, resilient and socially connected	The site of the Planning Proposal is located adjacent (easy walking distance) to numerous recreation grounds and facilities, including the Whitlam Leisure Centre, netball courts and numerous ovals. The proposal incorporates an active street frontage, providing a human scale with active street life.
Objective 8	Greater Sydney's communities are culturally rich with diverse neighbourhoods	The Proposal will not hinder the diversity of the community.
Objective 9	Greater Sydney celebrates the arts and supports creative industries and innovation	The Proposal incorporates commercial uses at ground floor, which may assist with appropriate development of the night-time economy.
HOUSING THE CITY		
Objective 10	Greater housing supply	The Proposal provides greater housing supply in an optimal, city-centre location and will assist the Western City in accommodating the anticipated population increase within the next 20 years.
Objective 11	Housing is more diverse and affordable	The Proposal will incorporate a diverse range of units and dwelling mix. The provision of greater supply in a location close to the services and facilities of the Liverpool city centre will contribute to the affordability of housing in the area.
A CITY OF GREAT PLACES		
Objective 12	Great places that bring people together	The Proposal incorporates commercial land uses at ground floor which will activate the street. The Concept Plan provides for ample landscaping and common open space areas. It will provide an optimal location for dwellings to enjoy the existing parks and recreation facilities adjacent the site.
A WELL-CONNECTED CITY		
Objective 14	A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	The provision of greater housing supply within the Liverpool City Centre provides the opportunity for greater economic benefits for the Liverpool area and the provision of housing close to jobs within the City Centre.
JOBS AND SKILLS FOR THE CITY		

Objective 20	Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City	Liverpool is identified as one of the centres on which the Western Parkland City will be founded upon. It recognises that Liverpool will provide a focus for commercial activities and population services as the city develops. The Proposal is well placed to provide additional commercial uses and additional housing within a City Centre identified for future growth.
Objective 21	Internationally competitive health, education, research and innovation precincts	The Proposal facilitates housing opportunities for students and workers within 30 minutes of the identified health and education precinct of Liverpool.
Objective 22	Investment and business activity in centres	The Proposal creates conditions for residential development within the strategic centre of Liverpool and within walking distance, but not at the expense of the attraction and growth of jobs, retailing and services.
A CITY IN ITS LANDSCAPE		
Objective 30	Urban tree canopy cover is increased	The site currently has no landscaping, accommodating a single storey building and hardstand for the entirety of the site. The Concept Plan submitted with the Planning Proposal demonstrates a significantly greater provision of landscaping and common and private open space opportunities.
Objective 31	Public open space is accessible, protected and enhanced	The site is located adjacent to significant recreation facilities and is accessible by walking.
AN EFFICIENT CITY		
Objective 33	A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The proposed provision of additional housing in the Liverpool City Centre provides opportunity to encourage public transport use and use of accessible services and facilities. The proposal would result in a built form which provides a much more efficient use of the site than the current built form.
A RESILIENT CITY		
Objective 38	Heatwaves and extreme heat are managed	The proposal provides housing in close proximity to services, meaning that walking and cycling is not as onerous to get to facilities in the City Centre. The proposal would result in significant additional landscaping and opportunities for awnings and shade than the current scenario on the site.

Western City District Plan

The subject site is located within the Liverpool City Centre, which forms a part of the Western City District. The Western City District Plan (the District Plan) sets out planning priorities and actions for improving the quality of life for residents as the district grows and changes. The District Plan provides a 20-year strategy to manage growth in the context of economic, social and environmental matters. It is a guide for implementing the Greater Sydney Region Plan, at a district level.

The District Plan establishes 22 Planning Priorities, which shape the vision for the future of the Western City District. The Planning Proposal is consistent with the relevant planning priorities and actions of the District Plan.

Table 2: Strategic Plan Merit Test – Greater Sydney Region Plan

Planning Priority	REQUIREMENT	COMMENT
INFRASTRUCTURE AND COLLABORATION		
Planning Priority 1	Infrastructure supports the three cities	The Proposal is located within the identified Liverpool City Centre, making efficient use of existing and future infrastructure by promoting additional housing close to existing services and infrastructure.
LIVEABILITY		
Planning Priority 3	Providing services and social infrastructure to meet people's changing needs	The Proposal maximises the utility of existing infrastructure by providing additional housing near the existing services and infrastructure of Liverpool City Centre.
Planning Priority 4	Fostering healthy, creative, culturally rich and socially connected communities	The site of this Planning Proposal is located adjacent (easy walking distance) to numerous recreation grounds and facilities, including the Whitlam Leisure Centre, netball courts and numerous ovals. The Proposal incorporates an active street frontage, providing a human scale with active street life.
Planning Priority 5	Providing housing supply, choice and affordability, with access to jobs, services and public transport	The Proposal provides greater housing supply in an optimal, city-centre location and will assist the Western City in accommodating the anticipated population increase within the next 20 years.
Planning Priority 6	Creating and renewing great places and local centres, and respecting the District's heritage	The Proposal incorporates commercial land uses at ground floor which will activate the street. The Concept Plan provides for ample landscaping and common open space areas. It will provide an optimal location for dwellings to enjoy the existing parks and recreation facilities adjacent the site.
PRODUCTIVITY		
Planning Priority 7	Establishing the land use and transport structure to deliver a liveable, productive and Sustainable Western Parkland City	The provision of additional housing in the Liverpool City Centre provides opportunity to encourage public transport use and use of accessible services and facilities.
Planning Priority 9	Growing and strengthening the metropolitan cluster	The Proposal facilitates housing opportunities for students and workers within 30 minutes of the identified health and education precinct of Liverpool.
SUSTAINABILITY		
Planning Priority 15	Increasing urban tree canopy cover and delivering Green Grid connections	The site currently has no landscaping, accommodating a single storey building and hardstand for the entirety of the property. The Concept Plan submitted with the Planning Proposal demonstrates a significantly greater provision of landscaping and common and private open space opportunities.
Planning Priority 18	Delivering high quality open space	The site is located adjacent to significant recreation facilities and is accessible by walking.
Planning Priority 19	Reducing carbon emissions and managing energy, water and waste efficiently	The proposed provision of additional housing in the Liverpool City Centre provides opportunity to encourage public transport use and use of accessible services and facilities. The Proposal would result in a built form which provides a much

		more efficient use of the site than the current built form.
Planning Priority 20	Adapting to the impacts of urban and natural hazards and climate change	The Proposal provides housing in close proximity to services, meaning that walking and cycling is not as onerous to get to facilities in the City Centre. The Proposal would result in significant additional landscaping and opportunities for awnings and shade than the current scenario on the site.

In addition to meeting at least one of the strategic merit criteria, a planning proposal is required to demonstrate site-specific merit against the following criteria below.

Does the proposal have strategic merit? Will it:

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

In considering strategic merit, the alignment of the proposal with the Regional Plan and District Plan supports the proposal. Support for the intended outcomes of the Planning Proposal remains, based on the following:

- It is consistent with the vision and objectives of relevant strategic plans, including the “Greater Sydney Region Plan – A Metropolis of Three Cities” and the “Western City District Plan”.
- It provides additional and diverse housing and commercial opportunities in a city centre location, which has quality access to retail, education and community facilities, as well as public transport services.
- It improves the integration of the site within the key Gateway Sites area and surrounding Liverpool City Centre.
- It results in minimal and appropriate environmental impacts and allows a more appropriate residential/ commercial interface and transition to surrounding residential areas.
- It assists in achieving Council’s vision of a city centre that permits mixed uses to encourage greater levels of residential development and commercial services.

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

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

Flooding

The site is not flood affected.

Traffic

The transport impacts are considered to be acceptable as follows:

- The proposed development will not have unacceptable traffic implications in terms of road network capacity, as the development will result in no change in level of service of the Hoxton Park Road/ Macquarie Street/ Hume Highway/ Copeland Street intersection, which is already operating at capacity under existing conditions. The intersection has been considered for upgrade to address existing congestion issues and planned growth within the Liverpool CBD. The proposed development traffic represents a minor overall impact, representing a relatively small portion of the existing traffic volumes (no more than 1.4 per cent).

Residential Amenity

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

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

Community Benefits

It is considered that there will be a net community benefit to the surrounding community and to the Liverpool Local Government Area in general. The net community benefits and costs associated with the Planning Proposal are discussed below. These should be read in conjunction with the other consultant reports submitted as part of this application, including the Social Impact Assessment, Traffic Report, Economic Statement and Urban Design Analysis.

Increased housing supply

The proposed B4 zoning would facilitate a mixed-use development capable of supporting reasonable additional residential land uses on the Site. The Site is serviced with all necessary public utility services including electricity, water and sewer and accordingly, there are no impediments to future residential development. The Site is not affected by constraints including flooding, bush fire, mine subsidence or acid sulfate soils and as such, is suitable for and capable of, supporting residential development. It will provide additional housing within the Liverpool City Centre in close proximity to services and facilities.

Improvement to landscape and street character

The Urban Design Analysis demonstrates opportunities for significant urban design improvements, particularly at the ground floor frontage to Hoxton Park Road. These improvements will result in a more vibrant street life that is safe and activated with opportunities for passive surveillance. The proposed maximum height will assist in transitioning the built form of the area from the approved 100m tower on 311 Hume Highway to the lower scale development to the west, beyond the boundary of the City Centre.

High quality landscaping and a contemporary built form that is integrated to the surrounding locality will also improve the visual coherence and residential amenity enjoyed by both the general public and future residents alike.

Council resolution is that the planning proposal will not proceed without provision of appropriate public benefits. Potential benefits being discussed through a Voluntary Planning Agreement include public domain improvements.

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

The site is currently operating as a used car dealer. Considering surrounding zoning and development, a transition to B4 zoning is appropriate. The site presents no obstacles to redevelopment of the land. Uses in the vicinity include lower density dwellings, high density housing, recreation land and a hotel. The proposed residential mixed-use redevelopment would not be adversely impacted upon by surrounding land uses. Any potential impacts to surrounding lands would be matters that could be readily considered under an assessment required by Section 4.15 of the Act for a future Development Application.

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

The proposal includes inclusion of the site into Clause 6.4A of the LEP, which allows for arrangements for designated State public infrastructure in intensive urban development areas. It also includes an offer to enter into a VPA for the provision of affordable housing and provision of public domain upgrades.

3.4 Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Connected Liverpool 2040 (LSPS)

Connected Liverpool 2040 is Liverpool Council's local strategic planning statement (LSPS).

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

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

The planning proposal will facilitate the development of additional housing types in the Liverpool City Centre.

Liverpool Community Strategic Plan – Our Home, Liverpool 2027

The proposal gives effect to the Liverpool's Community Strategic Plan (CSP) – Our Home, Liverpool 2027, which states:

- Direction 2: Strengthening and Protecting our Environment
 - Council will: Exercise planning controls to create high-quality, inclusive, urban environments.

The proposed amendment will facilitate the efficient development of the subject site in a manner that creates a high-quality built form outcome, with negligible environmental implications.

- Direction 3: Generating Opportunity
 - Council will: Meet the challenges of Liverpool's growing population.

The ability to develop residential housing will work to meet the CSP Direction. Efficient development of the site will be facilitated to meet the population growth occurring within Liverpool and the wider Metropolitan Sydney area.

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

Table 3: Consistency with State Environmental Planning Policies

State Environmental Planning Policy	Comment / Consistency
<i>SEPP (Educational Establishments and Child Care Facilities) 2017</i>	Not applicable.
<i>SEPP (State and Regional Development) 2011</i>	Not applicable.
<i>SEPP (Sydney Drinking Water Catchment) 2011</i>	Not applicable.
<i>SEPP (Urban Renewal) 2010</i>	Not applicable.
<i>SEPP (Affordable Rental Housing) 2009</i>	Not applicable.
<i>SEPP (Western Sydney Parklands) 2009</i>	Not applicable.
<i>SEPP (Exempt and Complying Development Codes) 2008</i>	Not applicable.
<i>SEPP (Western Sydney Employment Area) 2009</i>	Not applicable.
<i>SEPP (Rural Lands) 2008</i>	Not applicable.
<i>SEPP (Kosciuszko National Park – Alpine Resorts) 2007</i>	Not applicable.
<i>SEPP (Infrastructure) 2007</i>	The Infrastructure SEPP aims to facilitate the efficient delivery of infrastructure across the State. The proposed development will require existing utility services to be upgraded and/or augmented to enable the future residential population to be accommodated. These works will need to be undertaken in accordance with the provisions of the SEPP at DA stage.
<i>SEPP (Miscellaneous Consent Provisions) 2007</i>	Not applicable.
<i>SEPP (Mining, Petroleum Production and Extractive Industries) 2007</i>	Not applicable.
<i>SEPP (Sydney Region Growth Centres) 2006</i>	Not applicable.
<i>SEPP (State Significant Precincts) 2005</i>	Not applicable.
<i>SEPP (Building Sustainability Index: BASIX) 2004</i>	The BASIX SEPP requires residential development to achieve mandated levels of energy and water efficiency. The Planning Proposal will not hinder the ability to comply

	with BASIX at the Development Application stage.
<i>SEPP (Housing for Seniors or People with a Disability) 2004</i>	The SEPP would apply to the land if rezoned and seniors housing would be a permissible land use. The planning proposal as proposed does not conflict with the provisions of intent of the policy.
<i>SEPP (Penrith Lakes Scheme) 1989</i>	Not applicable.
<i>SEPP (Kurnell Peninsula) 1989</i>	Not applicable.
<i>SEPP No. 1 Development Standards</i>	Not applicable.
<i>SEPP No. 14 Coastal Wetlands</i>	Not applicable.
<i>SEPP No. 19 Bushland in Urban Areas</i>	Not applicable.
<i>SEPP No. 21 Caravan Parks</i>	Not applicable.
<i>SEPP No. 26 Littoral Rainforests</i>	Not applicable.
<i>SEPP No. 30 Intensive Agriculture</i>	Not applicable.
<i>SEPP No. 33 Hazardous and Offensive Development</i>	Not applicable.
<i>SEPP No. 36 Manufactured Home Estates</i>	Not applicable.
<i>SEPP No. 44 Koala Habitat Protection</i>	Not applicable.
<i>SEPP No. 47 Moore Park Showgrounds</i>	Not applicable.
<i>SEPP No. 50 Canal Estate Development</i>	Not applicable.
<i>SEPP No. 52 Farm Dams and Other Works in Land and Water Management Plan Areas</i>	Not applicable.
<i>SEPP No. 55 Remediation of Land</i>	<p>Council has considered a Preliminary and Detailed Site Contamination Assessment.</p> <p>The DSI stipulates that the site can be made suitable for the proposed use subject to the recommendations provided being complied with. Therefore, any future development application submitted to Council for</p>

	<p>assessment will be required to address the following recommendations;</p> <ul style="list-style-type: none"> - Confirm the location of samples E2, E3 and E6 are not located within deep soil or vegetated areas post development - Undertake a hazardous material assessment (HAZMAT) report to confirm the presence/absence of hazardous materials within the site features, and - Validation of the soils beneath the dwellings, sheds and site features be undertaken by an appropriately qualified environmental consultant following demolition and removal of the concrete slab to assess the potential for impact.
<i>SEPP No. 62 Sustainable Aquaculture</i>	Not applicable.
<i>SEPP No. 64 Advertising and Signage</i>	The provisions of SEPP 64 will continue to apply to any future development applications that include signage to which the SEPP applies.
<i>SEPP No. 65 Design Quality of Residential Apartment Development</i>	<p>SEPP 65 provides a statutory framework to guide the design quality of residential flat developments.</p> <p>The Concept Master Plan prepared by ADS Pty Ltd, has been designed to facilitate future detailed building design in accordance with SEPP 65 and the ADG. Separation distances and other amenity controls will guide the appropriate siting and design of the future buildings.</p> <p>The Planning Proposal does not hinder the ability to comply with SEPP 65 and the Apartment Design Guide.</p>
<i>SEPP No. 70 Affordable Housing (Revised Schemes)</i>	Not applicable.
<i>SEPP No. 71 Coastal Protection</i>	Not applicable.

Table 4: Consistency with Regional Environmental Plans

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

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

Table 5: Ministerial Directions Compliance Table

Ministerial Direction	Justification
1. Employment and Resources	
1.1 Business and Industrial Zones	The Planning Proposal does not reduce the opportunity for non-residential development and will include commercial space at ground level. The rezoning will be able to deliver a higher and

	<p>better use on the Site than could be delivered if existing zoning is retained. Refer to the Economic Statement prepared by Macroplan Dimasi.</p> <p>The rezoning of the Site would provide new homes, jobs and investment within close proximity to the Regional Centre of Liverpool whilst also positively affecting local businesses by providing more residents who would live in the location and utilise the services provided by local business.</p>
1.2 Rural Zones	Not applicable.
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.
2. Environment and Heritage	
2.1 Environment Protection Zones	The planning proposal does not propose the introduction of an Environmental Protection zone.
2.2 Coastal Protection	Not applicable.
2.3 Heritage Conservation	There are no known matters of heritage significance required to be considered for the site and there are no heritage items located on the site.
2.4 Recreation Vehicle Areas	Not applicable.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
2.6 Remediation of Contaminated Land	Stage 1 and stage 2 contamination assessments have been conducted and conclude that the site is able to be made suitable for mixed-use development.
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	The Proposal will broaden the range of housing choice and the size of the Site provides ample opportunity for good urban design. The Site is located within an established area and local services such as shops, educational, community and recreational facilities and public transport are located in close proximity. The Planning Proposal will make efficient use of the infrastructure and services in

	place.
3.2 Caravan Parks and Manufactured Home Estates	Not applicable.
3.3 Home Occupations	Dwelling houses are not proposed by the application. Notwithstanding, home occupations are permissible without consent within the B4 zone.
3.4 Integrating Land Use and Transport	<p>The proposal is consistent with the Direction for the following reasons:</p> <ul style="list-style-type: none"> • The Site supports the principle of integrating land use and transport. • The Site exhibits good access to public and private transportation. • The Site's proximity to public transport will provide opportunities for residents to access the site. • Being located within a City Centre with access to jobs, services, housing and public transport, the Planning Proposal reduces the number of trips generated by future development on the Site.
3.5 Development Near Licensed Aerodromes	The building heights are well below the relevant Bankstown Airport OLS, and the site is not impacted by potential aircraft noise.
3.6 Shooting Ranges	Not applicable.
3.7 Reduction in non-hosted short term rental accommodation period	No applicable.
4. Hazard and Risk	
4.1 Acid Sulfate Soils	Not applicable.
4.2 Mine Subsidence and Unstable Land	Not applicable.
4.3 Flood Prone Lane	Not applicable.
4.4 Planning for Bushfire Protection	Not applicable.
5. Regional Planning	

5.1 Implementation of Regional Strategies	Not applicable.
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
5.9 North West Rail Link Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans	The planning proposal is consistent with the Regional Plan – A Metropolis of Three Cities and has been specifically addressed in the planning proposal.
5.11 Development of Aboriginal Land Council land	Not applicable.
6. Local Plan Making	
6.1 Approval and Referral Requirements Noted.	The planning proposal is consistent with this Ministerial Direction.
6.2 Reserving Land for Public Purposes	The planning proposal is consistent with this Ministerial Direction.
6.3 Site Specific Provisions	No site-specific provision is proposed.
7. Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	Not applicable. This strategy has been replaced by a Metropolis of Three Cities.
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.

Section C – Environmental, social, and economic impact

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

The Site is located within an established urban environment and comprises land that has been previously developed. There are no known critical habitats, threatened species or ecological communities within the Site and therefore, the likelihood of any negative ecological impacts is minimal.

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

Site investigations have confirmed that the Site is free of major constraints and that there are no likely environmental effects associated with the future development of the land that cannot be suitably mitigated through further design development.

The key findings of these preliminary investigations are provided below:

- Stormwater and flooding: The Site is not flood affected.
- Contamination: The potential for site contamination arising from existing site uses has been assessed through a Stage 1 Preliminary Site Investigation and Stage 2 Detailed Site Investigation. The Stage 2 investigation founding that the site can be made suitable for the proposed construction of a mixed-use development comprising of residential and commercial spaces together with two (2) to (3) levels of basement car parking with a number of recommendations, that will be followed.
- Traffic: The transport impacts are considered to be acceptable as follows:
 - The proposed development will not have unacceptable traffic implications in terms of road network capacity

Overall, it is considered that the Site will not result in any significant environmental impact that would preclude it from being rezoned and redeveloped for high density, residential use.

The Site is unconstrained and would not result in any significant environmental impacts on the locality. The Site is therefore suitable for development for high density residential purposes.

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

Social Effects

Social and economic effects associated with the proposed amendments to LLEP 2008 are considered to be positive given that it provides:

- Additional housing options within close proximity to public transport and strategic employment and education centres.
- An appropriate residential/commercial interface between the surrounding low density residential and commercial areas.
- Work opportunities during the construction period of any future residential development, and ongoing employment within the proposed commercial uses.

- A safe and activated street life with shop top housing that offers increased pedestrian use and opportunities for passive surveillance of the street.

A comprehensive Social Impact Assessment has been undertaken and submitted as part of this Planning Proposal. It is considered unlikely that the Planning Proposal and intended mixed use development would have negative social or economic effects upon the locality. The Statement from MacroPlan Dimasi on the Site's best commercial/ retail uses advises that it is more suited to a B4 zoning rather than a B6 zoning. The uses would provide additional employment and services for nearby residential areas without adverse impact on the established retail hierarchy in Liverpool.

Section D – State and Commonwealth interests

3.10 Is there adequate public infrastructure for the planning proposal?

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

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

There has been no consultation with Commonwealth public authorities or State Government authorities. This consultation will be undertaken during the community exhibition phase.

Part 4 – Mapping

Figure 8 | Current zoning

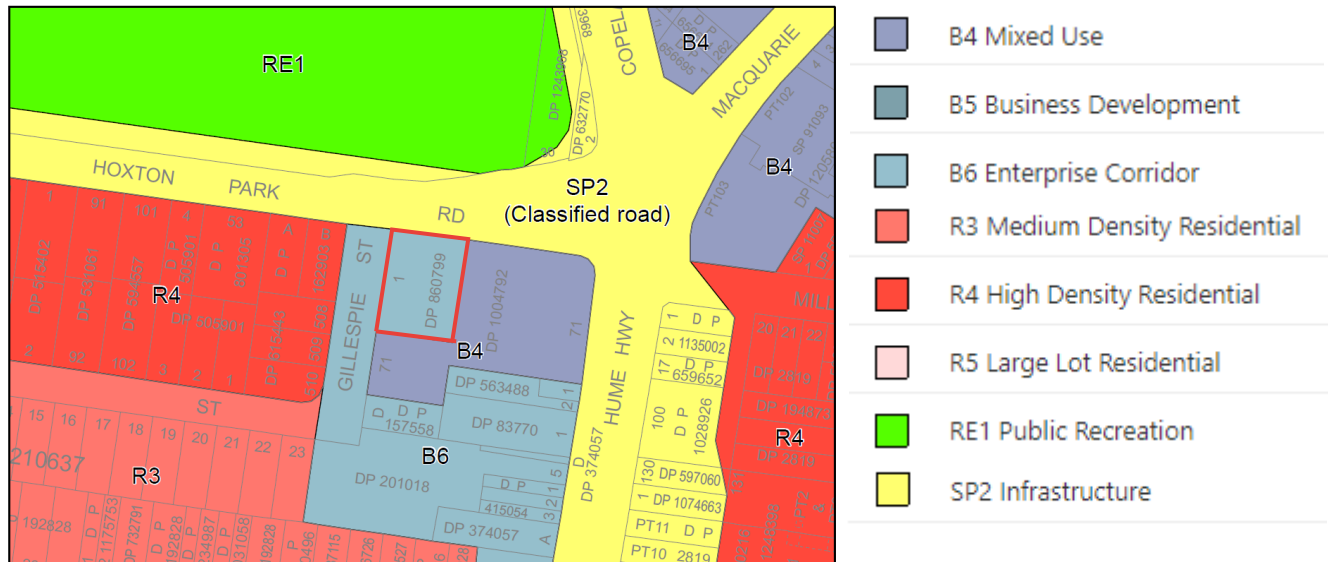


Figure 9 | Proposed zoning

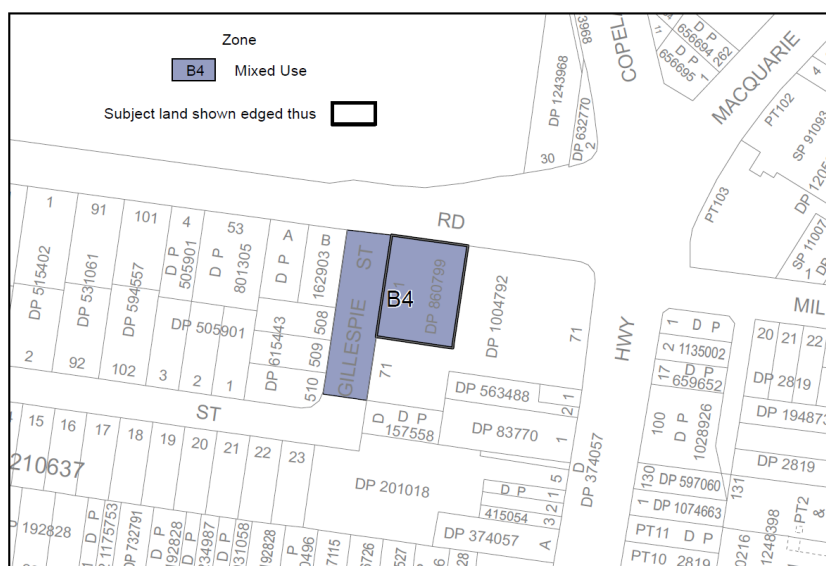


Figure 10 | Current floor space ratio (FSR)

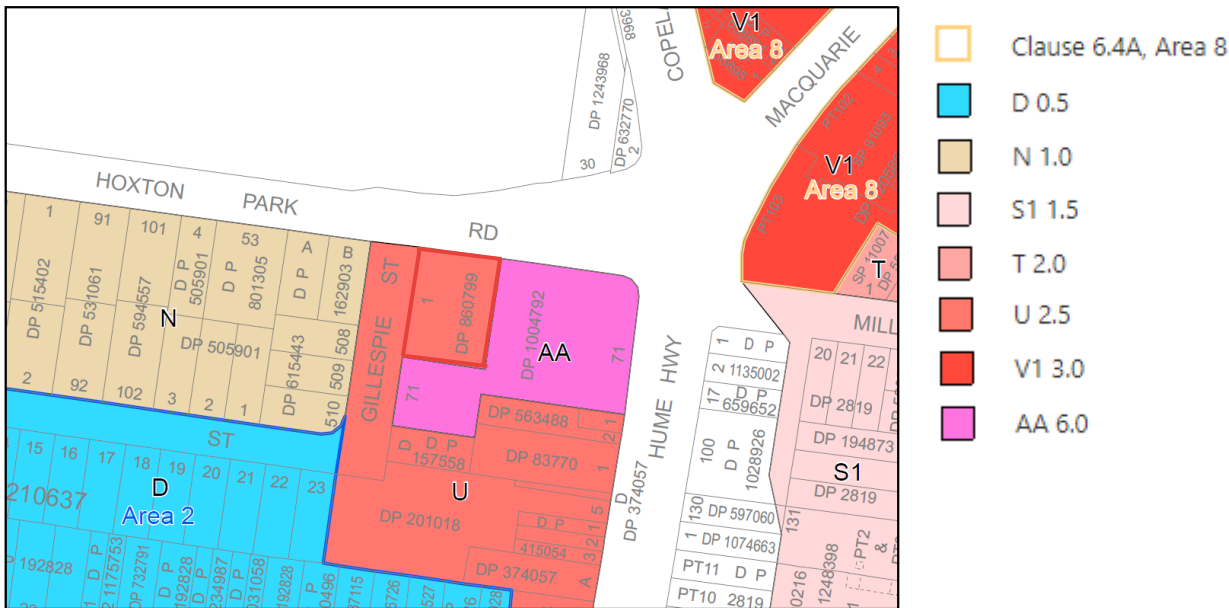


Figure 11 | Proposed floor space ratio (FSR)

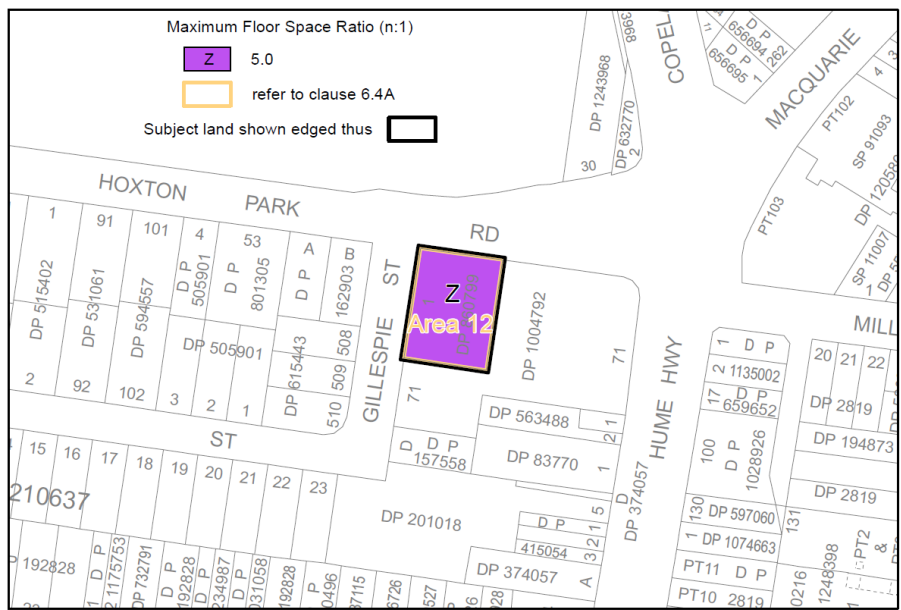


Figure 12 | Current height of buildings (HOB)

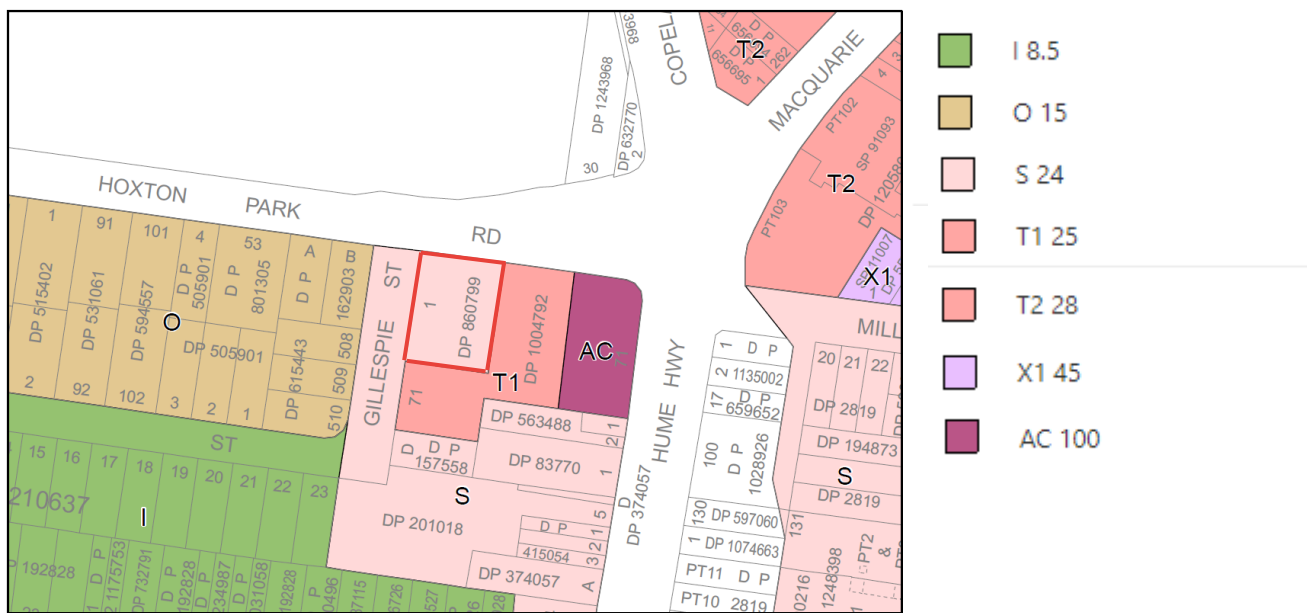


Figure 13 | Proposed height of buildings (HOB)

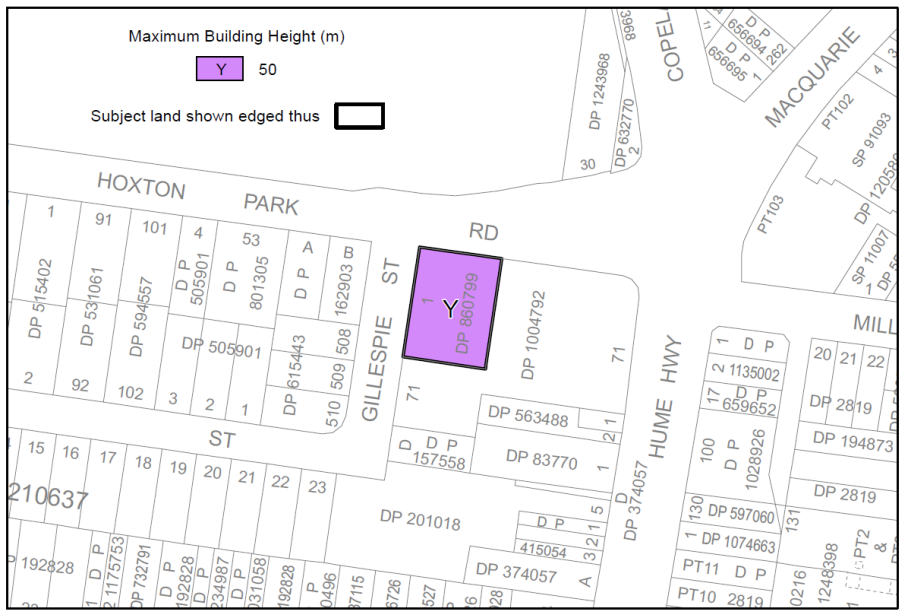


Figure 14 | Current Key Sites

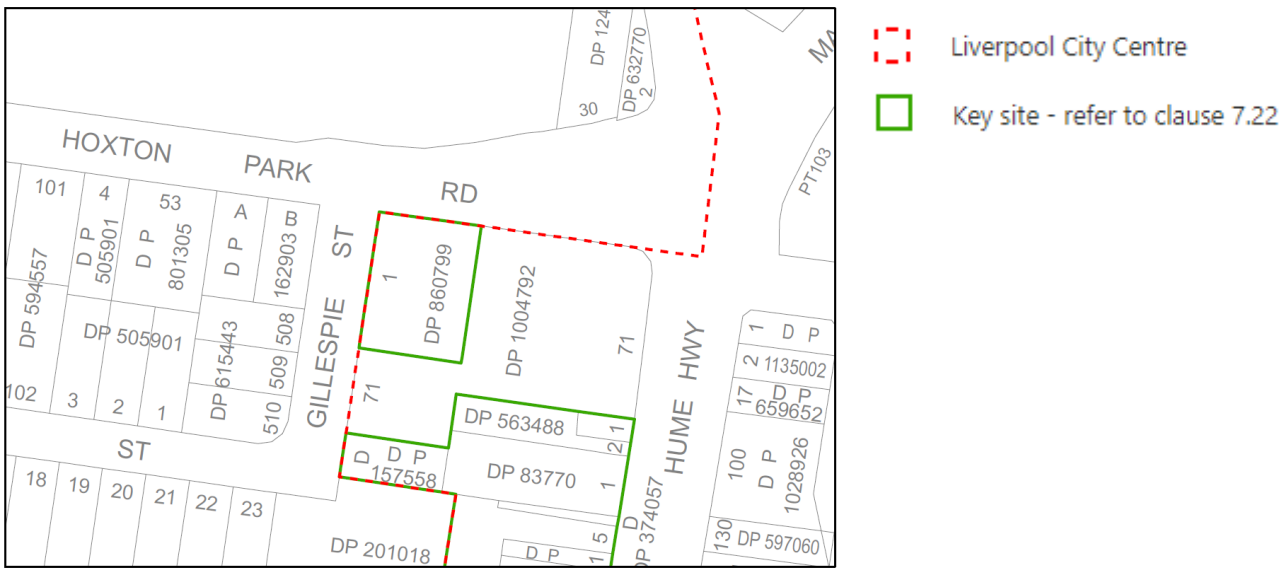
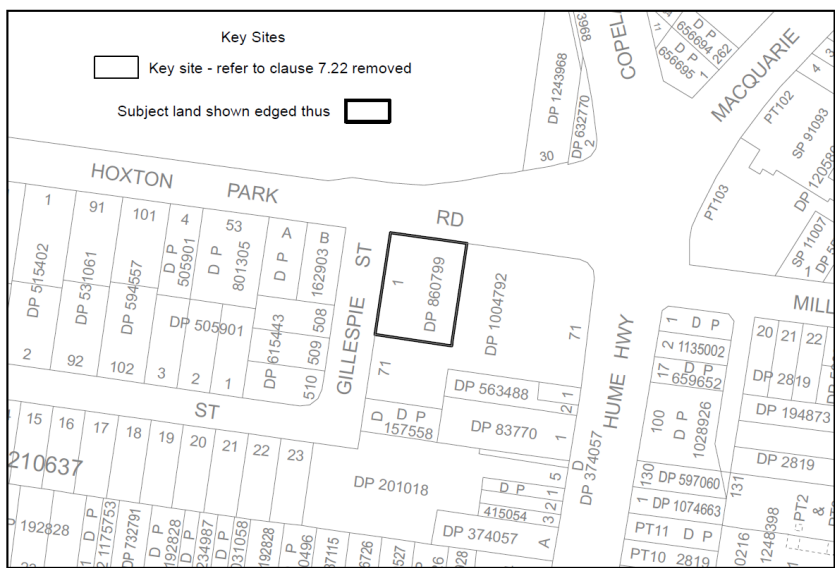


Figure 15 | Proposed Key Sites



Part 5 – Community Consultation

Schedule 1, Clause 4 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the Gateway determination. The planning proposal will be publicly exhibited for a minimum of 28 days, as specified by Gateway determination, with notice requirements for public exhibitions adhered to.

Council will also consult with relevant public authorities/organisations under section 3.34(2)(d) of the Act and/or to comply with the requirements of relevant section 9.1 Directions:

- Relevant infrastructure servicing authorities; and
- Roads and Maritime Services (Transport for NSW).

Part 6 – Project Timeline

An anticipated project timeline is shown in Table 6.

Table 6: Indicative Project Timeline

Timeframe	Action
November 2018	Presented at the Local Planning Panel meeting
February 2019	Presented to Liverpool City Council
August 2019	Gateway Review
January 2020	Gateway Determination issued
August-September 2020	State agency consultation
August-September 2020	Community consultation
September-October 2020	Consideration of submissions and proposal post-exhibition
October 2020	Post-exhibition report to Council
October 2020 – December 2020	Legal drafting and making of the plan

Conclusion and Recommendations

This planning proposal for 4-8 Hoxton Park Road, Liverpool, seeks to remove the B6 Enterprise Corridor zone from applying to the land and impose a B4 Mixed Use zone. To facilitate a mixed-use development consistent with the concepts prepared, the Height of Buildings map and the FSR maps would also be amended. These would be amended to impose an FSR of 5:1, apply Clause 6.4A to the site and amend the FSR map to identify the Site as “Area 12”, and apply a height of building of 50m. The site would also be removed from the ‘Key Sites’ map as this relates to development in B6 zones.

The objective is to facilitate a mixed-use development with an appropriate transition from 311 Hume Highway to the area beyond Liverpool City Centre to the west.

The Planning Proposal and accompanying reports have demonstrated that the proposed amendments to LLEP 2008 are the best means of facilitating an appropriate development outcome, as summarised below:

- The Planning Proposal achieves an appropriate zoning, built form and scale having regard to the size, topography and surrounding context of the Site.

- The Site presents an opportunity to provide a higher density residential outcome to support the Liverpool City Centre and its vision as a strategic centre.
- The Site is within walking and cycling distance of recreation and shops in addition to proximity to educational facilities and community facilities.
- The Proposal will enable a mixed use development providing a mix of unit sizes and types that will contribute to housing affordability and choice within the Liverpool Local Government Area.
- The intended outcome will positively contribute to the State planning strategic goals of providing housing opportunities in areas with access to existing facilities and services. Key aspects of A Metropolis of Three Cities emphasise the importance of concentrating future housing in centres in view of a wide range of transport, environmental, sustainability and liveability objectives.