

**LIVERPOOL CITY COUNCIL  
LOCAL PLANNING PANEL REPORT**

**29 June 2020**

<b>Application Number:</b>	RZ-9/2017
<b>Proposal:</b>	Planning Proposal request to amend the floor space ratio (FSR) development standard from 0.75:1 to 1.88:1 and increase the height of building (HOB) development standard from 15 metres to 25 metres. The proposal also seeks to amend Schedule 1 of the Liverpool Local Environmental Plan 2008 (LLEP) to allow the use of a 'health care facility' (medical centre) and a retail premise with a maximum gross floor area (GFA) of 4,200m <sup>2</sup> on the site.
<b>Property Address</b>	146 Newbridge Road, Moorebank (Site A)
<b>Legal Description:</b>	Lot 70 DP 1254895
<b>Applicant:</b>	Benedict Industries Pty Ltd
<b>Landowner:</b>	Tanlane Pty Ltd
<b>Recommendation:</b>	Proceed to Gateway
<b>Assessing Officer:</b>	Ian Mundy – Consultant Planner – Tract Consultants Leonard Slabbert - Consultant Planner – Tract Consultants Kweku Aikins – Strategic Planner – Liverpool City Council

## **1. EXECUTIVE SUMMARY**

Council has received a request to prepare a planning proposal on behalf of Tanlane Pty Ltd for a portion of land at 146 Newbridge Road, Moorebank (Lot 70 DP 1254895).

The planning proposal request seeks to amend the floor space ratio (FSR) development standard from 0.75:1 to 1.88:1 and increase the height of building (HOB) development standard from 15 metres to 25 metres. The proposal also seeks to amend Schedule 1 of the *Liverpool Local Environmental Plan 2008* (LLEP) to allow the use of a 'health care facility' (medical centre) and a retail premise with a maximum gross floor area (GFA) of 4,200m<sup>2</sup> on the site. Amending the LEP to permit a 'health care facility' is not supported as this use is already permitted under Clause 57(1) of the State Environmental Planning Policy Infrastructure (2007).

In summary, the planning proposal request allows for the subject site, identified by the proponent as 'Georges Cove Village', to be developed to accommodate a 6-storey mixed-use development. The proposal would feature approximately 126 residential apartment dwellings, 6,747m<sup>2</sup> of combined retail and commercial space and 2,800m<sup>2</sup> of communal rooftop open space.

Determination of strategic merit and site-specific merit have been assessed in accordance with *A guide to preparing planning proposals*, as updated and published by the NSW Department of Planning, Industry and Environment in 2018. The proposal has been submitted pursuant to Section 3.33 of the Environmental Planning and Assessment (EP&A) Act 1979 and is referred to the Liverpool Local Planning Panel for advice in accordance with Section 2.19 of the EP&A Act 1979.

On the basis that the planning proposal demonstrates strategic and site-specific merit, this report recommends that the planning proposal proceeds to Gateway determination.

## **2. SITE DESCRIPTION AND LOCALITY**

The site is a 10,700m<sup>2</sup> irregular shaped allotment located on Newbridge Road in Moorebank, approximately 4.7km east of the Liverpool city centre. The site adjoins Newbridge Road to the north and has been used for extractive and recycling operations since the development consent was issued in 1992. The site contains some stockpiled soils and construction materials and retains some existing scattered patches of swamp oak and river flat eucalypt located in the centre and to the northern boundary.



*Figure 1: Aerial image of the site and locality (source: EMM Consulting Pty Ltd)*

To the west of the site is a vegetation buffer and Brickmakers Drive, and to the east is the former Flower Power site. Immediately south is the future Georges Cove residential estate and Georges Cove Marina. Further east runs the Georges River, and further north are industrial lands that surround the suburb of Chipping Norton. The site is approximately 2km to the west of Moorebank Shopping Centre and 4km from the Liverpool railway station.

## **3. DETAILS OF THE PROPOSAL**

### **Background**

Two pre-lodgement meetings occurred on the 25 May 2017 and 13 October 2017 before the submission of the planning proposal request. At these meetings, Council expressed general support for the development of the site and the proposed mix of uses, height and FSR. On 18 October 2017, the subject planning proposal request was lodged with Council, seeking the following amendments to the LLEP:

# LIVERPOOL CITY COUNCIL LOCAL PLANNING PANEL REPORT

29 June 2020

- Amend Schedule 1 of LLEP 2008 to permit a childcare centre, senior housing and health care facility on the subject site;
- Increase the HOB from 15m to 30m; and
- Increase the FSR from 0.75:1 to 2:1.

The planning proposal request is one of several planning proposals lodged within the boundaries that Council defines as the Moorebank East precinct. Other planning proposals within the precinct include:

- The former Flower Power site to the east at 124 Newbridge Road (Site B);
- The Mirvac sites immediately south at 146 Newbridge Road (Site C – Georges Cove Residential and Site D – Georges Cove Marina).
- Further south is another planned mixed-use development known as EQ Riverside (Site E).

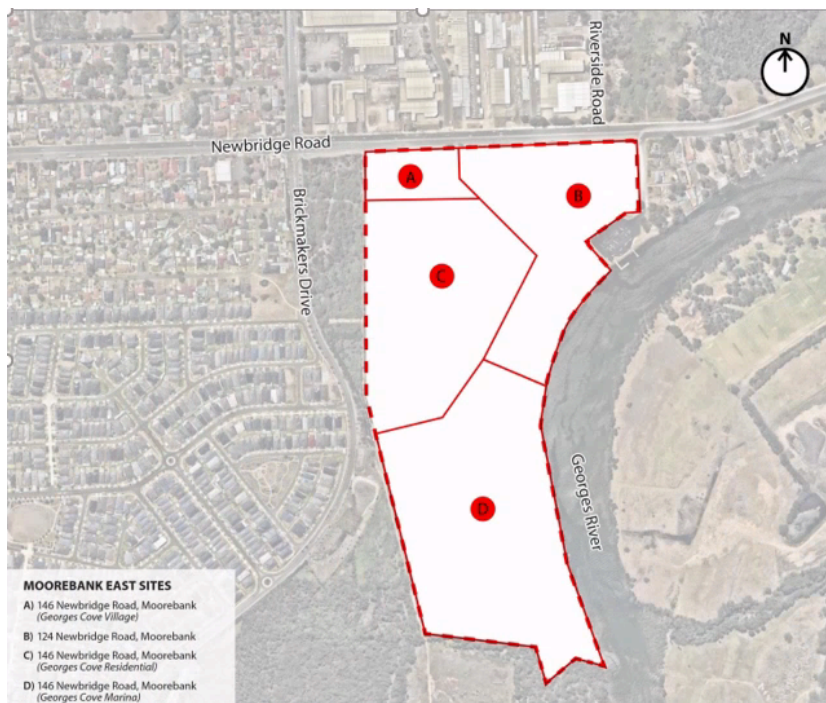


Figure 2: Moorebank East precinct, sites A-D (Tract Consultants)

Liverpool City Council has sought independent urban design and environmental advice to understand and resolve several key planning concerns to determine if the scale of development is appropriate for the precinct .

In 2018, Council engaged Tract Consultants to provide strategic and urban design advice and assist with the integration and coordination of each of the proposals at a precinct level. Tract Consultants proposed a draft structure plan for consideration which sought to balance the development interfaces between each of the sites fairly and consistently.



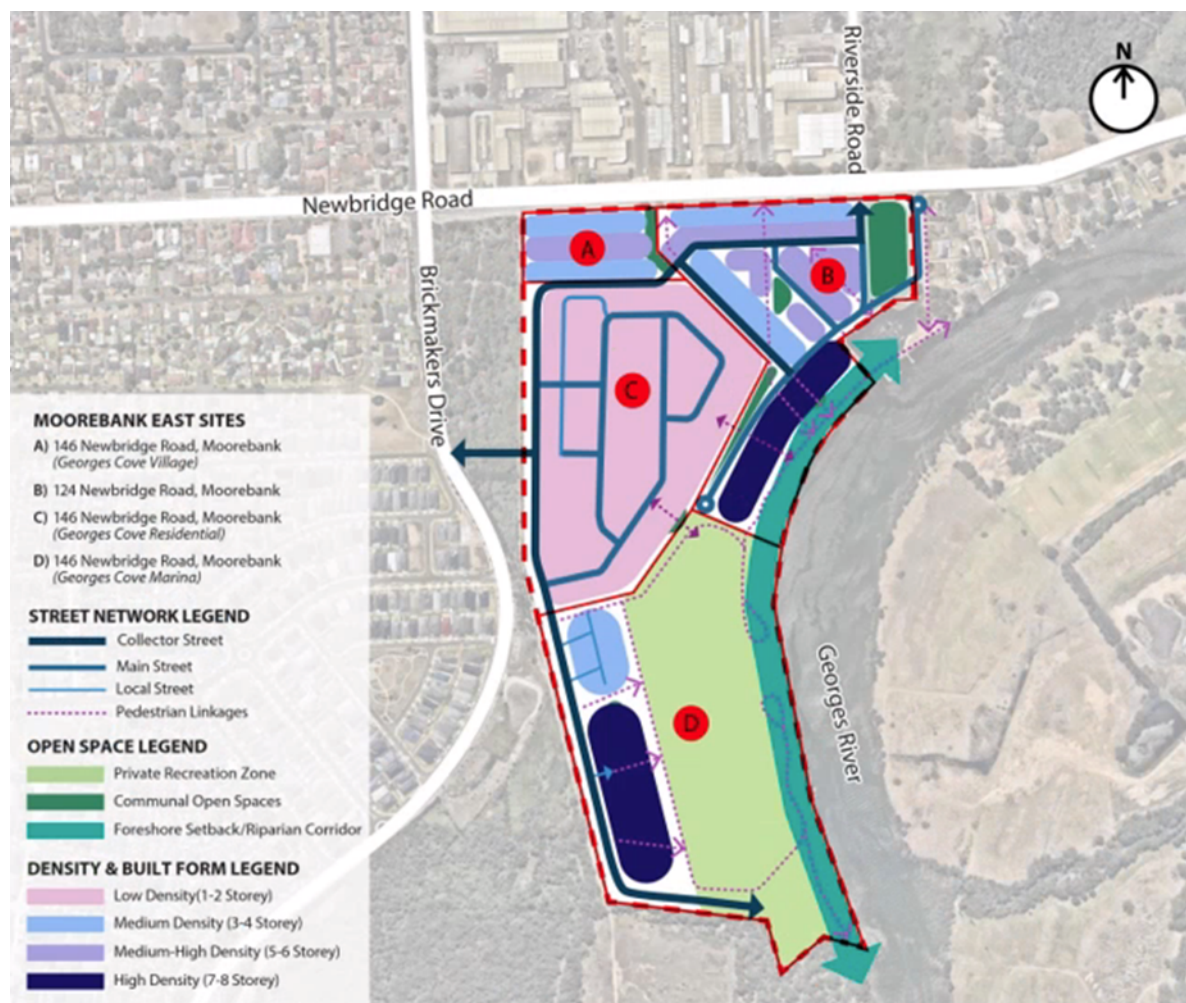


Figure 3: Moorebank East precinct Structure Plan (Tract Consultants)

On 18 December 2018, Council officers met with the proponents of Sites A and B, and Tract Consultants to discuss an appropriate urban design outcome for the precinct. The purpose of this meeting was to establish a mutually agreeable structure and define the acceptable built form, setbacks and interfaces for each of the sites.

The general agreed-upon urban design outcome for Site A was as follows:

- 3-4 Storey built form to Newbridge Road;
- 3-4 Storey built form to the internal DCP Road; and
- 6 storey setback upper form to DCP road.

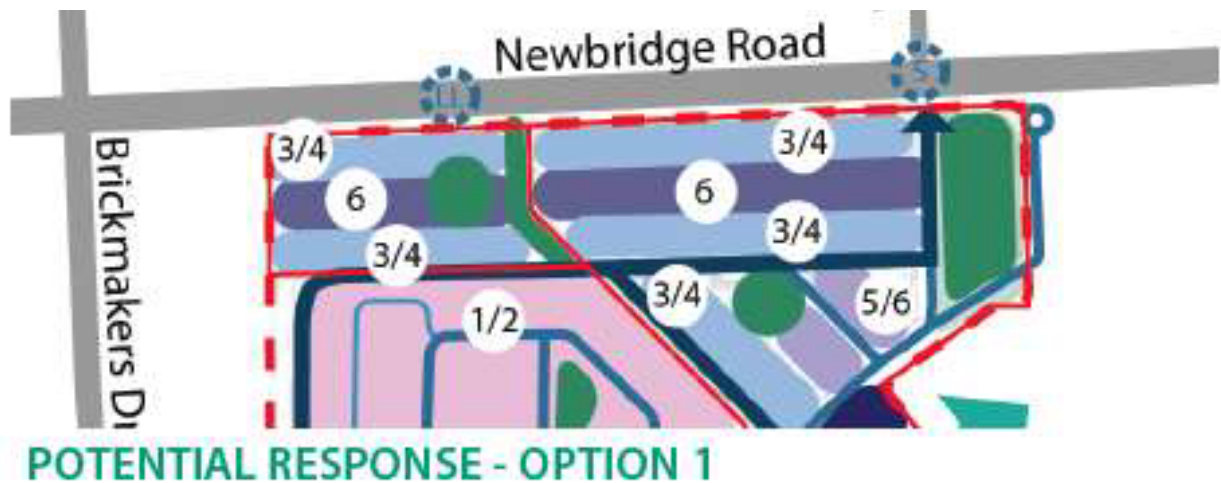


Figure 4: Peer Review Urban Design Outcome (Tract Consultants)

As a result, the 'Architectural Design Report' has been amended, the proposed development standards have been lowered, and the proposed childcare and seniors living land uses have been rescinded due to environmental constraints (flooding and bushfire).

Apart from the abovementioned proposals, a development application (DA) was lodged to subdivide 146 Newbridge Road (Lot 70 DP 1254895) along its zoning boundaries to create Sites A, C and D (with the exception of 0.41 hectares of RE2 land which is proposed to be rezoned to R3). A deferred commencement was issued for the DA on 26 February 2020, subject to the endorsement of detailed plans for a pedestrian evacuation bridge from 'Site C' and embellishment of Paine Park.

## The Proposal

This planning proposal request seeks to amend the LLEP to facilitate a mixed-use development. It is envisaged that the development could support approximately 126 residential apartments, 6,747m<sup>2</sup> of combined retail and commercial space and 2,800m<sup>2</sup> of communal rooftop open space.

The proposal is to be achieved through the following amendments to the LLEP:

- An amendment to Schedule 1 of the LLEP to allow a 'health care facility' (medical centre)
- An amendment to Schedule 1 of the LLEP to allow a retail premise with a maximum GFA of 4,200m<sup>2</sup>.
- An amendment to the FSR Map from 0.75:1 to 1.88:1; and
- An amendment to the HOB Map from 15m to 25m.

However, it is suggested that the 'health care facility' is removed from the proposal as this is already permitted under Clause 57(1) of the State Environmental Planning Policy Infrastructure (2007).



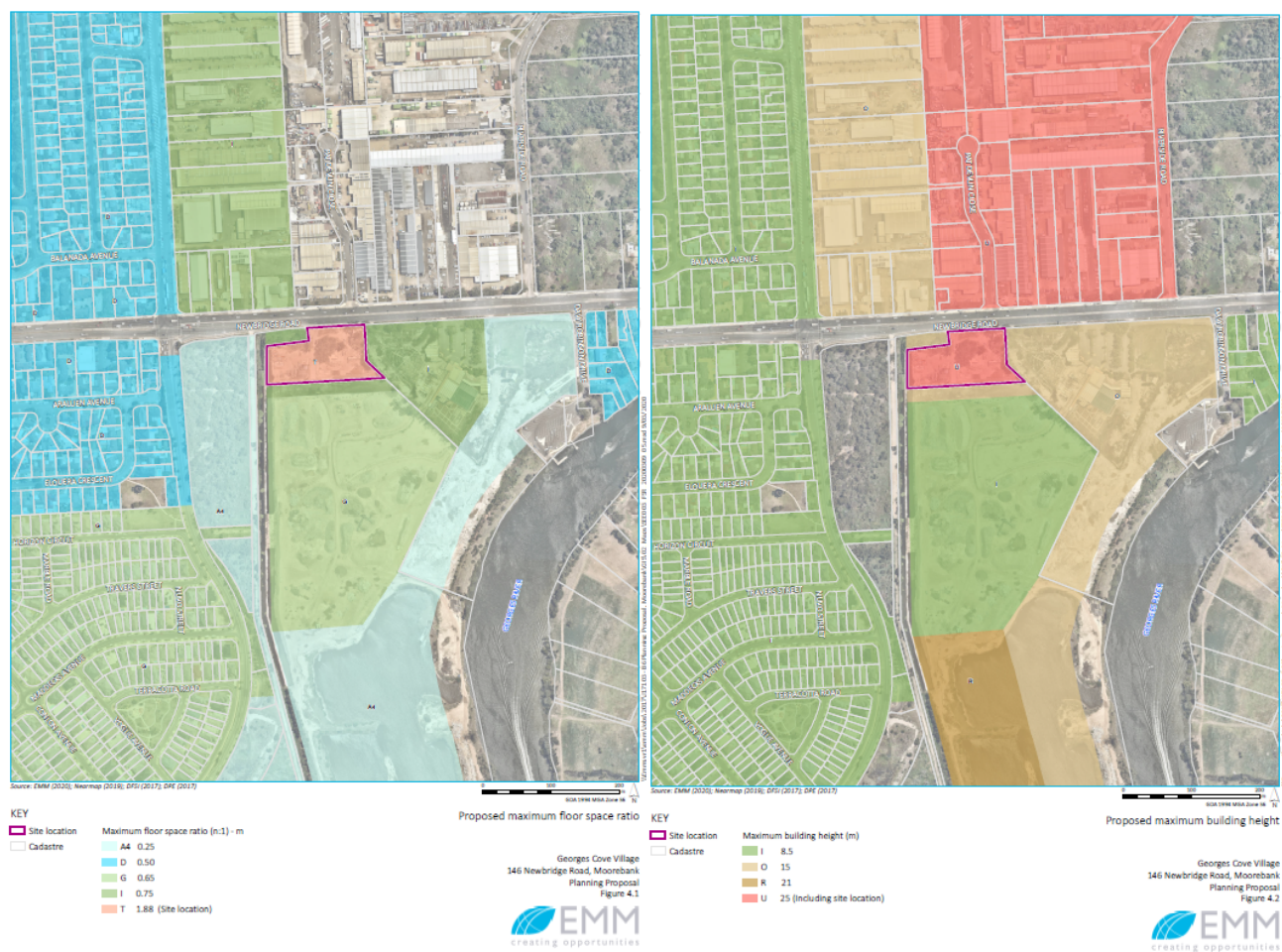


Figure 5: Proposed Maximum FSR Map and HOB Map submitted by the applicant (Source: EMM Consulting Pty Limited)



Figure 6: Proposed Massing Concept Perspective Overview – Sites A, C, D (source: Rothelowman)

#### **4. CONSIDERATIONS FOR STRATEGIC MERIT**

##### **Section A – Need for the planning proposal**

**1. *Is the planning a result of an endorsed strategic planning statement, strategic study or report ?***

The planning proposal is not the result of any endorsed strategic study or report. However the Liverpool Local Strategic Planning Statement identifies the Moorebank East precinct as an urban development investigation area on the Structure Plan map (page 20).

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

The proposed range of uses and modifications to development standards (FSR and HOB) would require an amendment to the LLEP.

##### **Section B – Relationship to the strategic planning framework**

**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 Regional Plan - A Metropolis of Three Cities

The *Greater Sydney Regional Plan - A Metropolis of Three Cities* (Regional Plan) was released in March 2018 and prepared by the Greater Sydney Commission (GSC). The plan encompasses a global metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City. The plan envisions for the people of greater Sydney to live within 30 minutes of their jobs and have access to education and health facilities, services and high-quality places. The Liverpool LGA is located within the Western Parkland City and is identified as a significant metropolitan cluster and future health and education precinct.

Consistency with the relevant parts of the Regional Plan is assessed below in the following table.

*Table 1: Consistency with The Regional Plan*

<b>Objective</b>	<b>Comment</b>
<b><i>A city for people</i></b>	
Objective 7 – Communities are healthy, resilient and socially connected	<p>The planning proposal would not conflict with this objective. In support of the proposal, a Social Impact Assessment (SIA) prepared by Cred Consulting Pty in October 2017 identified that the proposed 2,800m<sup>2</sup> of communal open space, a gym, medical centre and large format supermarket would be generally beneficial to the Moorebank community.</p> <p>The proposal is broadly consistent with Objective 7 of the Regional Plan.</p>
<b><i>Housing the city</i></b>	
Objective 10 – Greater housing supply	<p>The SIA found that the development would add to the provision of additional housing supply and diversity within the Moorebank area, specifically three-bedroom apartments.</p>

**LIVERPOOL CITY COUNCIL  
LOCAL PLANNING PANEL REPORT**

**29 June 2020**

Objective 11 – Housing is more diverse and affordable	<p>The one negative social impact was the possibility for the increase in housing prices in an area of high housing unaffordability. At the post-Gateway stage, an affordable housing provision may be considered to offset any detrimental social impacts to housing affordability within the area.</p> <p>The proposal is broadly consistent with Objectives 10 and 11 of the Regional Plan.</p>
<b><i>A city of great places</i></b>	
Objective 12 – Great places that bring people together	<p>2,800m<sup>2</sup> of communal rooftop open space is proposed, and the commercial, retail, and medical centre components would provide additional retail facilities and services to residents in the Moorebank East precinct. These benefits would also likely be attractive to people visiting the site from the broader local catchment.</p> <p>The proposal is broadly consistent with Objective 12 of the Regional Plan.</p>
<b><i>A well-connected city</i></b>	
Objective 14 - A Metropolis of Three Cities – Integrated Land Use and Transport creates walkable and 30-minute cities	<p>The primary employment destinations of Liverpool and Bankstown are within 15-30 minutes of the site and are accessible by car and bus. The route along Newbridge Road is a strategic connection for people travelling into the Liverpool CBD. Further precinct-wide traffic analysis is underway to investigate the precinct's traffic impacts (including the 'Site A' planning proposal) on the local road network. The development of the Moorebank East precinct would improve active transport accessibility to recreational areas along the Georges River foreshore.</p> <p>The proposal is broadly consistent with Objective 14 of the Regional Plan.</p>
<b><i>Jobs and skills for the city</i></b>	
Objective 23 – Industrial and urban services land is planned, retained and managed	<p>The provision of services and jobs is considered critical to greater Sydney's productivity. While the site is currently vacant, the current B6 zoning intention is to provide additional urban services and private enterprise investment within the LGA.</p> <p>The Regional Plan reaffirms maintaining a sufficient supply of land, particularly in areas such as Liverpool, where the likely long-term population of the LGA along with future employment activities will increase demand for local industrial and urban services land.</p> <p>The proposed development under its current B6 Enterprise Corridor zoning would be capable of meeting the future need for urban services land in Liverpool in alignment with zoning objectives to provide residential dwellings only as part of mixed-use development. The proposal would also allow for additional permitted uses (medical centre and increased retail GFA) which do not conflict with the zoning objectives.</p> <p>The location of the site as part of the Moorebank East precinct is part of a plan to renew the Moorebank locality and help reinforce the clustered metropolitan city structure envisaged for Liverpool.</p> <p>The proposal is consistent with Objective 23 of the Regional Plan.</p>



**LIVERPOOL CITY COUNCIL  
LOCAL PLANNING PANEL REPORT**

**29 June 2020**

Western City District Plan

Section 3.8 of the EP&A Act requires that the planning proposal authority gives effect to any district strategic plan applying to the LGA to which the planning proposal relates. The Western City District Plan provides a series of priorities and actions to guide development and expected growth throughout the district. Relevant priorities and actions are outlined in the table below:

*Table 2: Consistency with the Western District Plan*

<b>Planning Priority</b>	<b>Comment</b>
<b><i>A city supported by infrastructure</i></b>	
<i>Planning Priority W1 – Planning for a city supported by infrastructure</i>	<p>Located approximately 150m from the site is a bus stop (Newbridge Rd opp Pat Devlin CI) with a direct service (M90) to the Liverpool railway station and CBD approximately every 15-20 minutes from 5.00 am to 9.00 pm.</p> <p>The planning proposal would be supported by new infrastructure including a new pedestrian bridge and link road (extending from 'Site C', over Brickmakers Drive and into Paine Park). Further funding mechanisms to provide additional road and intersection improvement works can be pursued during the post-Gateway stage.</p> <p>The proposal can be considered broadly consistent with the objectives and actions for this priority.</p>
<b><i>A city for people</i></b>	
<i>Planning Priority W3 – Providing services and social infrastructure to meet people's changing needs</i>	<p>The site has reasonable access to the Liverpool CBD and railway station which provides ongoing connections to key employment, education and services destinations within the Western District and Metropolitan Sydney area onwards.</p> <p>There is currently limited social infrastructure within the broader area, and the nearest retail facilities of any significance for the existing and future community in the precinct is the Moorebank Shopping Centre. The proposed future supermarket and medical centre, along with other smaller commercial and retail offerings, would contribute to supporting the needs of future residents and the wider Moorebank community.</p> <p>The proposed development is aligned with the objective of the zone. It provides a mixed-use development with a mix of residential dwelling types, communal open space, medical centre and gym facilities.</p>
<i>Planning Priority W4 – Fostering healthy, creative, culturally rich and socially connected communities</i>	<p>The planning proposal architectural design concept proposes a communal open space (approximately 2,800m<sup>2</sup>) as well as through-site linkage to the southern recreation zones along the Georges River (RE1 and RE2). The Moorebank East precinct will include pedestrian and cycling connections to recreation facilities, shops and services throughout the vicinity.</p> <p>The proposal can be considered broadly consistent with the objectives and actions for this priority.</p>

**LIVERPOOL CITY COUNCIL  
LOCAL PLANNING PANEL REPORT**

**29 June 2020**

<b><i>Housing the city</i></b>	
<i>Planning Priority W5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport</i>	<p>The proposal can be considered broadly consistent with the objectives and actions for this priority. The planning proposal would support additional housing supply and housing choice, in a location which is in reasonable proximity to existing transport, employment and education facilities.</p> <p>The planning proposal would deliver approximately 126 residential dwellings which would assist in meeting Liverpool City Council's housing supply target (which is identified within Connected Liverpool 2040 – Local Strategic Planning Statement (LSPS) as 9,982 additional dwellings by 2026). The delivery of these additional dwellings would represent a significant contribution to a new supply of studio, one, two and three-bedroom apartments within the area.</p> <p>Building on Objectives 10 and 11 in the Regional Plan, the District Plan reaffirms the importance of providing a diversity of housing across the housing continuum. It would also provide additional services (health facility/medical centre, gym and supermarket) which can provide a source of new jobs and employment opportunities.</p> <p>At the post-Gateway stage, an affordable housing provision could be investigated following further discussions with the applicant and all stakeholders.</p>
<i>Planning Priority W6 - Creating and renewing great places and local centres and respecting the District's heritage.</i>	<p>The proposed development forms part of the Moorebank East precinct which includes the Mirvac Homes (NSW) development sites - Georges Cove residential estate and Georges Cove Marina.</p> <p>The planning proposal proposes 2,800m<sup>2</sup> of communal rooftop open space. The proposed development would facilitate access to 2ha of foreshore open space along the Georges River. The commercial, retail, and medical centre components would provide additional retail facilities and services to residents in the Moorebank East precinct. These benefits would also likely be attractive to people visiting the site from the broader Moorebank area.</p> <p>It can be considered that the proposed development would foster increased enterprise and investment to the Moorebank East precinct. Further place-based planning and refinement of urban design details can occur at later stages post-Gateway. The proposal can be considered broadly consistent with the objectives and actions for this priority.</p>
<b><i>Jobs and skills for the city</i></b>	
<i>Planning Priority W10 – Maximising freight and logistics opportunities and planning and managing industrial and</i>	<p>Building on Objective 23 of the Regional Plan, the District Plan reaffirms the importance of urban services land to serve local communities and businesses. The District Plan recognises that existing sites face pressure to rezone to residential uses, especially near Liverpool. It also focuses on planning for industrial land within the Liverpool LGA with an emphasis on maximising freight and logistic opportunities.</p> <p>The planning proposal is generally consistent with this planning priority. The proposal's intention to facilitate new uses (health facility), activities and services would likely support existing industrial and urban services land in</p>

**LIVERPOOL CITY COUNCIL  
LOCAL PLANNING PANEL REPORT**

**29 June 2020**

<i>urban services land</i>	<p>Chipping Norton and Moorebank and provide goods and services to those living and working within these localities.</p> <p>A draft precinct wide traffic study carried out by The Transport Planning Partnership has examined the cumulative traffic effects of the proposed Moorebank East precinct. The assessment proposes a staged improvement works program (Stage 1 – Sites A, B, C and D / Stage 2 – Site E) which is currently undergoing refinement. Relevant aspects of the precinct wide traffic study as they relate to the subject site should be finalised in consultation with TfNSW during the post-Gateway stage to ensure there are no unnecessary impacts on freight and logistics operations.</p>
----------------------------	--

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

Connected Liverpool 2040 - Local Strategic Planning Statement (LSPS)

Liverpool Council's recently finalised LSPS provides a long-term strategic plan to guide and shape Liverpool's development for the next 20 years. The LSPS identifies the Moorebank East precinct as an urban development investigation area on the Structure Plan map (page 20).

The LSPS planning priorities focus on supporting housing, jobs, infrastructure and services across the LGA, in addition to protecting natural assets such as parks, open spaces and natural environmental systems. The review of this planning proposal is to ensure that it aligns with the following relevant planning priorities outlined within the LSPS:

Table 3: Consistency with the LSPS

<b>Planning Priority</b>	<b>Comment</b>
<b>Liveability</b>	
Planning Priority 7 – Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport	The proposal would support additional housing supply and housing choice by delivering approximately 126 dwellings which would assist in meeting Liverpool City Council's five-year housing supply target. The Liverpool Local Strategic Planning Statement identifies the Moorebank East precinct as an urban development investigation area on the Structure Plan map (page 20).
Planning Priority 9 - Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community	The proposal will facilitate a mixed-use development which encourages walkability and includes communal open space facilities, a medical centre and a gym.
<b>Productivity</b>	
Planning Priority 12 – Industrial and employment lands meet Liverpool's future needs	The proposal will foster an attractive environment for local jobs and businesses as the retail GFA will cater for a wider range of retail uses on the site, which will inevitably lead to increased employment opportunities for local workers.
<b>Sustainability</b>	
Planning Priority 15 – A green, sustainable, resilient and water-sensitive city	The proposed development would include approximately 2,800m <sup>2</sup> of communal rooftop open space to be made available to residents living on the site that could advance liveability and sustainability on the site. Further water-

**LIVERPOOL CITY COUNCIL  
LOCAL PLANNING PANEL REPORT**

**29 June 2020**

---

	sensitive outcomes, e.g. water-sensitive urban design components could be pursued later at the post-Gateway or DA stages.
--	---

Other Supporting Strategies

In support of the LSPS, several studies have been completed, and three key land use strategies are presently on public exhibition. These address specific actions outlined within the LSPS and guide the review and update of the LLEP. The strategies currently underway to support the LSPS and the LLEP review process include the draft Local Housing Strategy 2020 (LHS), Liverpool Industrial Lands Strategy 2020 and draft Centres and Corridors Strategy 2020 (Centres Strategy).

These strategic documents all advocate for the provision of a variety of employment uses, promoting businesses, services and a mixture of compatible uses along key corridors, and ensuring residential development is limited to lands where it does not undermine the viability or operation of existing businesses. Specifically, Action 11.1 of the LSPS identified the need to prepare and align the LLEP amendments with a 'Centres and Corridors study' to guide and direct future planning of centres. Council has recently drafted a Centres and Corridors Strategy, underpinned by findings from a 'Centres and Corridors Study' prepared by SGS Economics & Planning in February 2020.

The draft Centres Strategy has identified that the Liverpool B6 Enterprise Corridor zone currently allows a broader range of uses than most B6 zones in greater Sydney. It highlights a need to prevent out of centre developments which may have an impact on the turnover of existing centres and recommends a revision of the zone.

The planning proposal proposes a retail premise with a maximum gross floor area of 4,200 m<sup>2</sup> and could be considered slightly divergent with this recommendation raised in the draft Centres Study. However, given the scale of the precinct and number of proposals lodged to facilitate a variety of development typologies within the Moorebank East precinct (including the Mirvac Marina and low scale residential developments), it is reasonable to consider 'Site A' playing a broader-placed based role and fulfilling shopping and retail needs for the precinct.

While the planning proposal appears to contrast slightly with this point raised in the draft Centres Study, the original planning proposal lodgement occurred before the undertaking of the LSPS and draft Centres Strategy. Given the entirety of the Moorebank East precinct, the site is not a single isolated development site presuming itself a local centre without any wider strategic context or merit. Instead, it forms part of a much larger renewal precinct to which the scale and the variety of development proposed for the precinct provides a range of land-uses, densities and dwelling typologies.

It can, therefore, be considered that since the site is proposing to offer new health, retail and commercial services that in a way support a function similar to one of a local centre. It does not significantly conflict with and gives effect to, the District Plan, LSPS and supporting studies. The proposal demonstrates enough strategic merit to proceed to Gateway.

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

The following State Environmental Planning Policies (SEPPs) are of relevance to the site.



**LIVERPOOL CITY COUNCIL  
LOCAL PLANNING PANEL REPORT**

**29 June 2020**

*Table 4: Consistency with applicable SEPPs*

<b>SEPP</b>	<b>Consistency</b>
<i>SEPP No 55 – Remediation of Land</i>	Land contamination issues for the planning proposal are addressed under the Ministerial Directions. Any future DA would be required to comply with the provisions of the SEPP.
<i>SEPP (Affordable Rental Housing) 2009</i>	A future affordable housing provision may be pursued in consultation with the proponent post-Gateway. Any such potential future development is required to comply with the provisions of the SEPP. The planning proposal, as presented, does not appear to present any inconsistency to the SEPP.
<i>SEPP (State and Regional Development) 2011</i>	The planning proposal does not affect the application of the SEPP.
<i>SEPP (Vegetation in Non-Rural Areas) 2017</i>	The planning proposal does not affect the application of the SEPP.
<i>Greater Metropolitan Regional Environmental Plan No 2—Georges River Catchment</i>	The planning proposal is unlikely to affect the objectives within the SEPP significantly nor significantly detriment the environmental health or quality of the Georges River Catchment. Further environmental studies and investigation could occur in later stages post-Gateway.
<i>State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development</i>	The planning proposal is accompanied by an architectural design concept that provides a conceptual development outcome that could occur as a result of the planning proposal. The design concept statement highlights how the amenity criteria in Schedule 1 of the SEPP could be met in the future development of the site. Further refinement of urban design and architectural details could occur during the post-Gateway stage.

**6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?**

The Planning Proposal addresses the following Directions, pursuant to Section 9.1 of the EP&A Act 1979:

*Table 5: Consistency with the relevant Ministerial Directions*

<b>Section</b>	<b>Comment</b>	<b>Compliance</b>
<b>1. Employment and Resources</b>		
<i>Direction 1.1 – Business and Industrial Zones</i>	The objectives of this direction are to: <i>(a) encourage employment growth in suitable locations,</i> <i>(b) protect employment land in business and industrial zones,</i> <i>and</i> <i>(c) support the viability of identified centres.</i> Direction 1.1 stipulates that a planning proposal must: <i>(b) retain the areas and locations of existing business and industrial zones,</i>	Yes

**LIVERPOOL CITY COUNCIL  
LOCAL PLANNING PANEL REPORT**

29 June 2020

<b>Section</b>	<b>Comment</b>	<b>Compliance</b>
	<p><i>(c) not reduce the total potential floor space area for employment uses and related public services in business zones</i></p> <p>The current intention of the B6 Enterprise Corridor zoning that applies to the site is to promote businesses along main roads and encourage a mix of compatible uses (including business, office, retail and light industrial uses). The zone is intended to permit residential uses but only as part of mixed-use developments.</p> <p>The planning proposal does not seek to rezone the site. This proposed amendment intends to change the floor space and height controls and allow for additional uses and increased retail floor space. The planning proposal amendments are as follows:</p> <ul style="list-style-type: none"> <li>• An amendment to Schedule 1 of the LLEP to allow a 'health care facility' (medical centre)</li> <li>• An amendment to Schedule 1 of the LLEP to allow a retail premise with a maximum GFA of 4,200m<sup>2</sup>.</li> <li>• An amendment to the FSR Map from 0.75:1 to 1.88:1; and</li> <li>• An amendment to the HOB Map from 15m to 25m.</li> </ul> <p>The planning proposal still retains employment generating floor space and provides additional goods and services (medical centre, gym and commercial/retail GFA).</p>	
<b>2. Environment and Heritage</b>		
<i>Direction 2.6 – Remediation of land</i>	<p>The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.</p> <p>The site is within Lot 70 DP 1254895 which has been identified as being contaminated by previous extractive uses that occurred on the site. The proponent has submitted a Detailed Site Investigation (DSI) and Remediation Action Plan (RAP) prepared by Douglas Partners in 2016 and 2017 respectively. However, a deferred commencement has been issued for the subdivision of the broader site, for which a Site Audit, a draft long-term environmental management plan (LTEMP) and a revised RAP, were submitted.</p> <p>As a result, the DSI and RAP are considered to be superseded. Therefore, the revised DA documentation should also apply to the subject planning proposal. The proponent can provide confirmation of this and make necessary amendments during the post-Gateway stage.</p>	Partial

**LIVERPOOL CITY COUNCIL  
LOCAL PLANNING PANEL REPORT**

29 June 2020

<b>Section</b>	<b>Comment</b>	<b>Compliance</b>
<b>3. Housing, Infrastructure and Urban Development</b>		
<i>Direction 3.1 – Residential Zones</i>	<p>The objectives of this direction are:</p> <p><i>(a) to encourage a variety and choice of housing types to provide for existing and future housing needs,</i></p> <p><i>(b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</i></p> <p><i>(c) to minimise the impact of residential development on the environment and resource lands.</i></p> <p>The planning proposal facilitates the redevelopment of the site and aims to deliver new and additional housing and diversify the local housing type within Moorebank. The site is already in a zone that currently permits residential uses, including shop-top housing. It forms part of a broader renewal precinct which consist of a mixture of low, medium and higher densities.</p> <p>This planning proposal would allow the subject site to accommodate a 6-storey mixed-use development with a variety of dwelling types. The proposal would feature approximately 126 residential apartments, 6,747m<sup>2</sup> of combined retail and commercial space, 9,654 m<sup>2</sup> residential space, and 2,800m<sup>2</sup> of semi-private communal rooftop open space.</p> <p>The site is within an existing urban area with a variety of infrastructure already established within the broader area including a public primary school; a public high school; a medical centre; a shopping centre; a library; a community room and two open space areas (within 800 m).</p> <p>Submitted DAs for the Georges Cove residential estate and marina indicate that the Moorebank East precinct would have adequate access to essential infrastructure services. A further infrastructure assessment investigating impacts on existing infrastructure assets can occur during the post-Gateway stage.</p> <p>As the planning proposal applies to land in an established urban area, it does not consume land at the urban fringe.</p>	Yes
<i>Direction 3.4 Integrating Land Use and Transport</i>	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <p><i>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</i></p> <p><i>(b) increasing the choice of available transport and reducing dependence on cars, and</i></p> <p><i>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i></p>	Partial

**LIVERPOOL CITY COUNCIL  
LOCAL PLANNING PANEL REPORT**

29 June 2020

Section	Comment	Compliance
	<p><i>(d) supporting the efficient and viable operation of public transport services, and</i>  <i>(e) providing for the efficient movement of freight.</i></p> <p>The subject site has reasonable proximity to a bus stop (Newbridge Rd opp Pat Devlin CI) with a direct service (M90) to the Liverpool railway station and CBD approximately every 15-20 minutes from 5.00 am to 9.00 pm. This service provides a direct connection along a key route to employment, education and health services within Liverpool and the wider region. A certain amount of transport will still likely remain by car due to the site being outside of a viable walking catchment from a train station.</p> <p>The architectural design concept proposes pedestrian walkway access from Newbridge Road, through the site and into the remainder of the Moorebank East precinct.</p> <p>Council's Traffic Unit highlighted specific traffic issues involving:</p> <ul style="list-style-type: none"> <li>• Suitability of vehicular access arrangements;</li> <li>• Internal circulation and servicing arrangements; and</li> <li>• Traffic impact of the proposed development on the road network.</li> </ul> <p>A draft precinct wide traffic study has examined the cumulative traffic effects of the proposed Moorebank East Precinct development sites on the Moorebank road network. The assessment proposes a staged improvement works program (Stage 1 – Sites A, B, C and D / Stage 2 – Site E). Finalisation of the precinct wide traffic study and any updates to the site-specific Traffic Impact Assessment report by Ason Group is to follow in consultation with Council and TfNSW during the post-Gateway stage.</p>	
<p><i>Direction 3.5</i>  <i>-</i>  <i>Development</i>  <i>Near</i>  <i>Regulated</i>  <i>Airports and</i>  <i>Defence</i>  <i>Airfields</i></p>	<p>The objectives of this direction are:</p> <p><i>(a) to ensure the effective and safe operation of regulated airports and defence airfields;</i>  <i>(b) to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity; and</i>  <i>(c) to ensure development, if situated on noise sensitive land, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.</i></p> <p>The proposal will not affect the operation of any regulated airports. The proposed height sought under this Planning Proposal ensures that any development will be below the Obstacle Limitation Surface (OLS) applying to the site. The subject portion of the site is located approximately 1.5km west</p>	<p>Yes</p>



**LIVERPOOL CITY COUNCIL  
LOCAL PLANNING PANEL REPORT**

29 June 2020

<b>Section</b>	<b>Comment</b>	<b>Compliance</b>
	of Bankstown Aerodrome and is not burdened by any ANEF restrictions.	
<b>4. Hazard and Risk</b>		
<i>Direction 4.1 – Acid Sulfate Soils</i>	<p>The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</p> <p>The planning proposal applies to land identified as Class 2, 4 and 5 on Council's Acid Sulfate Soils Planning Map. Clause 7.7 of the LLEP 2008 contains a series of triggers for the submission of an acid sulfate soils management plan, all of which relate to works below the natural ground surface. Given that basement level parking is likely to form part of any future development, it is possible that an acid sulfate soils management plan will be required as part of any future DA.</p>	Yes
<i>Direction 4.3 – Flood Prone Land</i>	<p>The planning proposal and Moorebank East falls within the Liverpool LGA Flood Planning Area. The site (Site A) has low, medium and high flood risks within its boundaries.</p> <p>A Flood Impact Assessment by NPC in 2017 has been provided as part of the planning proposal package to assess the performance risk of the design concept.</p> <p>NPC concluded the proposal and the design concept would conform and be consistent with the mitigation measures and principles outlined within the <i>NSW Flood Prone Land Policy</i> and <i>Floodplain Development Manual 2005</i>. It has considered the Council DCP and has contained a design that implements the appropriate flood planning controls designated for residential, retail and commercial development.</p> <p>However, in 2018 the NSW State Emergency Service (NSW SES) advised Council that an evacuation route would be required for any residential development within the floodplain areas of the Moorebank East precinct. The design and delivery of the evacuation route would have to be consistent with the NSW SES's principles for evacuation.</p> <p>To resolve this flood evacuation issue, Council engaged environmental and natural hazard specialists Molino Stewart to investigate and report on the flooding and evacuation risks for each of the proposed development sites. The final 'Moorebank East Flood Evacuation Analysis' report delivered in November 2019 identified a need for a pedestrian evacuation route from the Moorebank East precinct to areas outside and above the probable maximum flood (PMF) flood level.</p> <p>A meeting was held on 22 November 2019 between Liverpool City Council, Molino Stewart, and Tooker + Associates (as a</p>	Yes

**LIVERPOOL CITY COUNCIL  
LOCAL PLANNING PANEL REPORT**

29 June 2020

<b>Section</b>	<b>Comment</b>	<b>Compliance</b>
	<p>specialist representative on behalf of Mirvac Homes (NSW) and the proponent) to discuss how to resolve the flood evacuation issues. At this meeting, the Council flood engineers, and Steven Molino from Molino Stewart agreed on an elevated pedestrian bridge at Site C that would provide an acceptable pedestrian evacuation route for Sites A, C and D.</p> <p>By providing this pedestrian evacuation route in the event of a flooding emergency, residents would have the option to be evacuated by either car, or at a last resort on foot (via the elevated pedestrian bridge).</p>	
<i>Direction 4.4 - Planning for bushfire protection</i>	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives in relation to bushfire protection:</p> <p><i>(a) to protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and</i></p> <p><i>(b) to encourage sound management of bushfire prone areas.</i></p> <p>The site is affected by Category 1 Bushfire Prone Vegetation along its western boundary. The submitted report prepared by Australian Bushfire Protection Planners Pty Limited in 2017, assessed the characteristics of the site and the original concept architectural design. The provision of a Defendable Space setback of 21m from the western boundary of the site, and other bushfire design protections were considered to be appropriate for mitigating risks from fire hazards.</p> <p>However, the bushfire assessment will need to be provided with an addendum during the post-gateway stage to demonstrate consistency with the amended proposal and concept architectural plan.</p>	Partial
<b>6. Local Plan Making</b>		
<i>Direction 6.1 – Approval and referral requirements</i>	The planning proposal does not include provisions that require development applications to be referred externally and is not related to designated development.	Yes
<i>Direction 6.3 – Site specific provisions</i>	The planning proposal includes provisions to allow additional permitted uses (health facility and increased retail GFA) on the site. Although it is recommended that the health facility is removed from the proposal and addressed at DA stage, these uses are nevertheless consistent with the objectives of the B6 zone and broadly reflect the Council's vision for the Moorebank East precinct.	Yes

---

## **5. CONSIDERATIONS FOR SITE SPECIFIC MERIT**

### **Section C – Environmental, social and economic impact**

#### **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?***

An ecological assessment and Environmental Impact Statement (EIS) for works proposed for the entirety of Lot 70 DP 1254895 (Site A, C and D) has been conducted previously by EMM Consulting Pty Ltd on behalf of Mirvac Homes (NSW). It has been included as part of this planning proposal in Appendix C.

The ecological assessment identified Plant Community Type (PCT) 1232 Swamp Oak floodplain swamp forest, Sydney Basin Bioregion and South East Corner Bioregion within the vegetated western portion of the site. A second vegetation type of PCT 836 Forest Red Gum was found within the eastern portion of the site. No threatened species or threatened ecological communities listed under the *Environment Protection and Biodiversity Conservation Act 1999* were recorded within the whole of Lot 70 DP 1254895. SEPP No - 44 Koala Habitat Protection was also considered; no Koala population was detected on the site.

The planning proposal proposes amendments to allow additional permitted uses and increase the FSR and height controls. The planning proposal does not seek to rezone the site from environmental protection, conservation or management zone. It does not propose to remove any environmental protection overlays. The ecological assessment considered the remnant vegetation areas isolated and already disturbed from previous extractive industry functions. It found that there was minimal potential for habitat for threatened fauna or flora species to be affected.

Further environmental studies and detailed investigation through field surveys could occur in later stages post-Gateway to determine exact vegetation types and risks to flora and fauna habitats.

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

##### Contamination

The site is within Lot 70 DP 1254895 and has been identified as being contaminated by the previous extractive uses that occurred on the site. The proponent has submitted a Detailed Site Investigation (DSI) and Remediation Action Plan (RAP) prepared by Douglas Partners in 2016 and 2017 respectively. However, a deferred commencement has been issued for subdivision of the broader site, for which a Site Audit, a draft long-term environmental management plan (LTEMP) and a revised RAP, were submitted.

As a result, Council's Environmental Health Unit has indicated that the submitted DSI and RAP have been superseded by the documents submitted with the subdivision DA. Therefore, the revised documentation should apply to the subject planning proposal. The proponent can provide confirmation and make necessary amendments during the post-Gateway stage.

##### Traffic and Transport Impacts

An initial traffic impact assessment (TIA), prepared by Ason Group (0264r01v4 AG PP TIA\_146 Newbridge Road, Moorebank (Issue IV)) was submitted as part of the first planning proposal

# LIVERPOOL CITY COUNCIL LOCAL PLANNING PANEL REPORT

29 June 2020

package in 2017. The TIA has been resubmitted as part of the amended planning proposal package in March 2020 (Appendix H – Traffic Impact Assessment).

Council's Traffic Unit has reviewed the TIA and amended proposal in accordance with the Roads and Maritime Services (RMS) Guide to Traffic Generating Developments, Council's DCP and AS 2890. The critical traffic issues assessed include:

- Suitability of vehicular access arrangements;
- Internal circulation and servicing arrangements; and
- Traffic impact of the proposed development on the road network close to the development site.

Council's Traffic Unit has highlighted concerns with the traffic generation potential, monetary contributions towards traffic management works, and the lack of walkability to a train station or higher-frequency bus service. Due to these points, Council's Traffic Unit expects a higher traffic generation rate of 0.5 trips/hr per dwelling for medium density residential flat buildings (as specified in the *RMS Guide to Traffic Generating Developments*).

It is expected that the traffic impact assessment report is revised to provide additional details on trip generation rates for the proposed retail, commercial, childcare centre and gym uses as per the specified rates within the *RMS Guide to Traffic Generating Developments*.

It was identified that the proposed access arrangements at Newbridge Road/re-aligned Davy Robinson Drive and Riverside Road intersections require TfNSW approval before construction. A revision of the Traffic Impact Assessment report by Ason Group and further consultation and referral to TfNSW is expected to be completed during the post-Gateway stage.

## Draft Precinct Wide Traffic Study

A draft precinct wide traffic study has been submitted to examine the cumulative traffic effects of Sites A-D within the proposed Moorebank East precinct. The assessment proposes a staged improvement works program (Stage 1 – Sites A, B, C and D / Stage 2 – Site E) to ensure that intersection performance remains at a satisfactory level of service. Given that the draft precinct wide traffic study and works program affects all sites, it should be finalised in consultation with Council and TfNSW at a later stage.

## Bushfire

The site is affected by Category 1 Bushfire Prone Vegetation on its western boundary. A bushfire assessment report has been prepared by Australian Bushfire Protection Planners Pty Limited. However, the bushfire assessment will need to be provided with an addendum during the post-gateway stage to demonstrate consistency with the amended proposal and concept architectural plan.

## Urban Design

Referral to Council's City Design Unit has identified specific urban design issues concerning built form, public domain, scale, road frontages and housing diversity.



---

*Context*

- The size, shape and form of the proposed buildings along Newbridge Road to be revised to better address the street frontage.
- Revise building design to better engage with the public domain along and activate the street frontage.
- Provide wider open space links on the boundary of Site A & B with active transport connections.
- Ensure that the building line of this proposed development aligns with the building line of the adjacent development and provides a consistent setback and podium level height along Newbridge Road.

*Built Form + scale*

- Reduce the height of proposed residential towers along the southern boundary, to achieve compliance with the Structure Plan controls and mitigate the overshadowing of Site C.
- Revise the design to achieve a consistent building line along the proposed DCP Road frontage.
- Revise the design to achieve a consistent tower setback along both the Newbridge Road and proposed DCP Road frontages.
- Provide access through the pedestrian walkway (i.e. along the eastern side of the space) and from the DCP Road, through the mall entrance.
- Ensure the building entrances are emphasised as the design progresses.

*Density*

- The proposed development is not compliant with the density controls within the draft Moorebank East Precinct Structure Plan.

*Sustainability*

- Achieve the minimum requirements for solar and daylight access as per ADG requirements (i.e. Part 4A and 4B).

*Landscape*

- All Landscape Architectural plans are to be prepared by an AILA Registered Landscape Architect and in accordance with the best practice design standards.

*Amenity*

- Provide details of proposed facilities and amenities within the site, consistent with the facilities and amenities plan.

*Safety*

- Ensure that CPTED principles are considered.

- Ensuring housing diversity & social interaction .
- Ensuring that proposal achieves a residential housing diversity mix that is appropriate for the site.

#### *Aesthetics*

- Provide further articulation to the northern frontage of the built form located along Newbridge Road.

While recognising that these urban design issues may need to be addressed, it is considered that the refinement of these detailed architectural design specifics can be undertaken during the post-Gateway stage and at the DA stage.

#### Site-specific DCP

The proposal will need to be supported by an amendment to Part 2.10 (Moorebank East) of the LDCP 2008. The current DCP includes public and private domain controls for development on Sites A-D. However, given the extent of proposed changes throughout the wider precinct, the DCP will need to be revised to include specific controls for each site.

In this instance, the amendments will ensure that Part 2.10 includes controls for 'Site A' which align with the latest iteration of the Moorebank East structure plan. Should a Gateway determination be issued, the DCP will be exhibited concurrently with the planning proposal as part of the post-Gateway process.

#### Acid Sulfate Soils

The planning proposal applies to land identified as Class 2, 4 and 5 on Council's Acid Sulfate Soils Planning Map. Clause 7.7 of the LLEP 2008 requires the submission of an acid sulfate soils management plan when works are below natural ground level. Given that basement level parking is likely to form part of any future development, it is possible that an acid sulfate soils management plan will be required as part of any future DA.

#### Infrastructure Contribution

An existing VPA applies to this precinct from when it was originally rezoned.

No new VPA has been proposed as part of this planning proposal. However, a funding mechanism for infrastructure and traffic works (such as a precinct wide contribution plan) should be finalised during the post-Gateway stage.

### ***9. How has the planning proposal adequately addressed any social and economic effects?***

#### Social Impacts

In support of the proposal, the SIA identified that the proposed 2,800m<sup>2</sup> of communal open space, a gym, medical centre and large format supermarket would be generally beneficial to the Moorebank community. The proposed design concept would establish access to the local street network and the 2ha of foreshore open space along the Georges River. One potential negative social impact is for the proposal to increase housing prices in an area of existing high housing unaffordability.

---

At the post-Gateway stage, an affordable housing provision or other mitigation measures may be considered to offset any detrimental social impacts to housing affordability within the area. Additionally, the SIA makes reference to the former iteration of the proposal and would need to be supported by an addendum outlining any differences in potential social impacts.

### Economic Impacts

The current B6 Enterprise Corridor zoning of the site is established to promote businesses along main roads and to encourage a mix of compatible uses (including business, office, retail and light industrial uses). The zone is intended to permit residential uses but only as part of mixed-use developments. The zoning supports businesses along key corridors entering Liverpool city centre, major local centres or retail centres. It is to be ensured that any residential development is limited to lands where the viability and/or operation of businesses is not undermined.

The planning proposal does not seek to rezone the site. This proposed amendment intends to change the floor space and height controls and allow for additional uses. The planning proposal retains employment-generating floor space and provides additional goods and services (medical centre, gym and commercial/retail GFA). The planning proposal is supported by an Economic Needs Assessment prepared by Location IQ in March 2019. The report has concluded that a substantial net community benefit would result from the proposal for the site as Georges Cove Village. These benefits include offering a significant improvement in the range of retail facilities.

The planning proposal proposes a retail premise with a maximum gross floor area of 4,200m<sup>2</sup> and could be considered slightly divergent with this recommendation raised in the draft Centres Study. However, given the scale of the precinct and number of proposals lodged to facilitate a variety of development typologies within the Moorebank East Precinct (including the Mirvac Marina and low scale residential developments), it is reasonable to consider Site A playing a broader-placed role and fulfilling shopping and retail needs for the precinct. Consideration is granted to the fact that the original lodgement of this planning proposal in 2017 was well before the draft Centres Strategy recommendations. As current, the amended planning proposal forms part of a significant renewal precinct identified by Council as Moorebank East that consists of several sites. This planning proposal is not a single isolated development site presuming itself a new local centre without any broader strategic context or merit. It is in general alignment with the directions and planning priorities outlined in the LSPS and other strategies.

The analysis supposes that an additional supermarket for Moorebank East would improve shopping choice and allows for price competition between other supermarkets within the LGA. It may result in a reduced need for residents to travel further afield for goods and services. It is expected that **857 jobs** are likely to be created both directly and indirectly as a result of the retail component of the proposed Georges Cove Village development.

The analysis identifies that there might be some trading impacts on the retail hierarchy and existing supermarkets within the LGA. The Economic Needs Assessment has specified that it is unlikely for speciality shops within the Liverpool Central Business Area (which includes Westfield Liverpool, Liverpool Plaza Shopping Centre, Moorebank Shopping Village and Bankstown Central) to be significantly affected. The planning proposal and resulting Georges Cove Village will provide a convenience-based retail offering for the local population within the Moorebank East precinct.

## **Section D – State and Commonwealth Interests**

### ***10. Is there adequate public infrastructure for the planning proposal?***

---

Yes. There is a reasonable amount of public infrastructure to support the planning proposal, specifically in relation to social infrastructure, transport infrastructure and flooding infrastructure. This is discussed below.

#### Social Infrastructure

The SIA by Cred Consulting Pty Ltd identified a range services and social infrastructure within a kilometre of the site including a public primary school; a public high school; a medical centre; a shopping centre; a library; a community room; two open space areas (within 800 m); and planned access to 2ha of foreshore open space.

#### Transport Infrastructure

As discussed earlier, the draft precinct wide traffic study identifies traffic works and intersection improvements which would need to be supported by TfNSW and an appropriate funding mechanism at a later stage.

#### Flooding Infrastructure

As discussed earlier, Council has provided conditional support for a pedestrian bridge from 'Site C' which is expected to facilitate a 200m walk to areas above the PMF flood level. By providing this pedestrian evacuation route in the event of a flooding emergency, residents would have the option to be evacuated by either car or on foot (via the elevated pedestrian bridge). Molino Stewart and the applicant's flood specialist have agreed that any pedestrian bridge must meet NSW SES recommendations and requirements.

### **11. *What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?***

Preliminary consultation with the NSW SES has been undertaken as part of this assessment. Other relevant public bodies will be consulted, should a Gateway determination be issued.

#### Next Steps

The usual process for planning proposal applications, following a review of the application, is for Council officers to finalise the proposal detailing the proposed changes to LLEP 2008 (this report). The planning proposal would then be reported to the Council for endorsement and subsequently forwarded to the Department of Planning, Industry and Environment for Gateway Determination. Due to the proposal having strategic and site-specific merit, it is recommended that the proposal proceeds to a Gateway determination.

Should the planning proposal proceed to a Gateway determination there would be public authority community consultation, a public exhibition period and a further report to Council prior to proceeding with the making of any amendment to LLEP 2008.

## **6. CONCLUSION**

This report notes that there is a number of ecological, environmental, traffic access and urban design details still to be resolved for the Site A planning proposal. Undertaking additional and amended ecological, remediation, traffic access, and urban design assessment to address further site-specific issues are expected to occur as part of the post-Gateway process.

---

It is recommended that the planning proposal proceeds to Gateway as the planning proposal satisfies the strategic and site-specific merit tests. A report should further be drafted detailing a decision to support the proposal for consideration by Liverpool City Council.

**7. ATTACHMENTS**

1. Planning Proposal
2. Concept Architectural Design
3. Biodiversity Assessment
4. SEPP 65 Statement
5. Detailed Site Investigation
6. Remediation Action Plan
7. Flood Impact Assessment
8. Bushfire Assessment
9. Traffic Impact Assessment
10. Social Impact Assessment
11. Economic Needs Assessment
12. Moorebank East Flood Evacuation Analysis Report
13. Flood Evacuation Response (Sites A, C, D)
14. Moorebank East Staged Traffic Assessment

**ADVICE ON PLANNING PROPOSALS  
LIVERPOOL LOCAL PLANNING PANEL**

**Monday 29<sup>th</sup> June 2020**

Held Via Microsoft Teams

Panel: Michael Mantei (Chair)  
Marjorie Ferguson Expert  
Matthew Taylor Expert  
Daryl Hawker Community Rep

There were no conflicts of interest declared by any panel members in relation to any items on the agenda.

29<sup>th</sup> June 2020

<b>ITEM No:</b>	1
<b>APPLICATION NUMBER:</b>	RZ-9/2017
<b>SUBJECT:</b>	Planning Proposal request to amend the floor space ratio (FSR) development standard from 0.75:1 to 1.88:1 and increase the height of building (HOB) development standard from 15 metres to 25 metres. The proposal also seeks to amend Schedule 1 of the Liverpool Local Environmental Plan 2008 (LLEP) to allow the use of a 'health care facility' (medical centre) and a retail premise with a maximum gross floor area (GFA) of 4,200m <sup>2</sup> on the site.
<b>LOCATION:</b>	146 Newbridge Road, Moorebank (Site A)
<b>OWNER:</b>	Tanlane Pty Ltd
<b>APPLICANT:</b>	Benedict Industries Pty Ltd
<b>AUTHOR:</b>	Ian Mundy – Consultant Planner – Tract Consultants Leonard Slabbert - Consultant Planner – Tract Consultants Kweku Aikins – Strategic Planner – Liverpool City Council

**ADVICE OF THE PANEL**

The Panel members have familiarised themselves with the site and been provided with the Council officer's report and the documents supporting the planning proposal.

The Panel notes the Council officer's response to the affordable rental housing targets in the Greater Sydney Region Plan. The Panel is also aware that Council's draft local housing strategy provides evidence that the Liverpool LGA suffers from one of the highest rates of rental stress in the country. In light of the targets in the Region Plan and the draft strategy, the Panel recommends that Council invite the applicant for the planning proposal to submit a planning agreement to Council that commits to a minimum number of affordable rental housing units being provided as part of the planning proposal.

The Panel notes that the site is located in a prominent location and will introduce new and substantial built form in the locality. The Panel recommends that Council considers including in the amended site specific DCP for the site a requirement that future development in the site achieves design excellence. The DCP should describe the design objectives that Council considers are necessary to achieve design excellence for this site.

The Panel recommends that the Council officers' report to Council that progresses the planning proposal specifically addresses the requirements listed in clauses 4(a), (b), (c) and clause 5 of section 9.1 direction 2.6 (remediation of contaminated land).

The Panel otherwise considers that the planning proposal exhibits strategic and site specific merit for the reasons outlined in the Council officer's report. The Panel



**29<sup>th</sup> June 2020**

recommends that Council resolve to progress the planning proposal to a gateway determination, after having considered the matters in the minutes outlined above.

<b>VOTING NUMBERS:</b>
------------------------

4-Nil