



Lot 1, Governor Macquarie Drive, Warwick Farm

Planning Proposal

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- Attachment 3: CBRK – Traffic Assessment
- Attachment 4: FloodMit – Preliminary Flood Assessment

Executive Summary

This Planning Proposal has been prepared for Warwick Farm Central, the owners of the land known as Lot 1 Governor Macquarie Drive, Warwick Farm ("the site"). The site has a legal description of Lot 1 in DP 1162276.

The holding has an area of approximately 2.93ha. The site is bordered by Governor Macquarie Drive, Munday Street, Manning Street, the Hume Highway and Warwick Street, and is located within the locality of Warwick Farm.

The site is currently unoccupied.

A Planning Proposal request (PGR_2017_LPOOL_001_00) was considered by the Sydney City Western Planning Panel (SWCPP) on 5 February 2018. That proposal sought to rezone the site from B5 Business Development to part R4 High Density Residential and part B4 Mixed Use.

That proposal sought a floor space ratio (FSR) of 3.5:1 and height of 45m and 100m. The concept anticipated achieving approximately 950 dwellings.

The SCWPP did not endorse the Planning Proposal request to proceed to Gateway Determination.

The panel determined that the proposal had strategic merit to pursue a part R4 High Density Residential and part B4 Mixed Use zone. The basis for not proceeding was that the proposal did not demonstrate adequate site specific merit due to the excessive scale of development that would arise from the 100m height proposed being towers of up to 28 storeys in height.

The site owner has engaged an urban design review, which forms the basis of this new Planning Proposal request.

The revised approach to the site planning has simplified the vehicle access to a single internal loop road off Munday Street. The entry and exit points correlate to Bull Street and Stroud Avenue to the south of Munday Street, creating four (4) way intersections. The approach allows for perimeter open space to the Warwick Street and Governor Macquarie Drive frontages.

The amended concept proposes providing the B4 Mixed Use and retail space to the west of the site fronting Manning Street and Munday Street. This location accommodates a potential retail offering at the closest point of the site to Warwick Farm Station, and activates the south-western corner of the site.

The concept provides for a podium treatment for a supermarket retail offering and supporting specialist retail space that could frame a public plaza area.

In response to the concern of excessive scale of the previous scheme, the proposal contemplates buildings to 15 storeys, which are consistent with the scale of development contemplated and being delivered to the west, along the Hume Highway.

The scale proposed ranges between four (4) and 15 storeys. These heights do not challenge the primacy of the Liverpool CBD, and the contemplated building heights of up to 100m.

This Planning Proposal seeks to amend the Liverpool Local Environmental Plan (LLEP) 2008, in the following manner:

- Rezone the land to part R4 High Density Residential and part B4 Mixed Use; and
- Amend the FSR from 0.75:1 to 3:1;
- Amend the Height of Building map applying to the land from 15m to 50m; and
- Amend the Lot Size Map to apply a minimum lot size of 1,000m².

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 well served and suitable urban location
- The redevelopment of the site including retail and service space provides convenience amenity to the locality
- The mixed-use concept would create a neighbourhood focus including a variety of open space opportunities associated with the retail offering as well as casual publicly accessible open spaces
- The concepts demonstrate the ability for the building envelopes to achieve consistency with Apartment Design Guideline (ADG) requirements for residential flat development
- The concepts improve the urban interface for pedestrians traversing between the Warwick Farm rail station and Warwick Farm racecourse; and
- The proposal is supported by an offer to deliver 5% of the dwelling yield achieved as affordable rental housing

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

- Housing and employment opportunities are provided on the fringe of the Metropolitan cluster of Liverpool
- The site has excellent public transport and walkable connections to employment health and education opportunities
- The site is highly accessible to Greater Parramatta and the future western Sydney airport
- The proposal does not undermine the primacy of the Liverpool CBD or core employment areas; and
- The site in its vacant state is making no positive economic or social contribution to the locality

The Planning Proposal is supported by an offer to enter into a Voluntary Planning Agreement (VPA) with Council that would deliver 5% of the quantum of housing achieved as affordable rental housing.

It is requested that arising from the consideration of this Planning Proposal, Liverpool City Council resolve to support the changes to LLEP 2008 as detailed in this Planning Proposal, and forward the Planning Proposal for a Gateway Determination to undertake the following:

- Amend the land zoning map to zone the site part R4 High Density Residential and Part B4 Mixed Use
- Amend the Height of Buildings Map to apply a maximum height of buildings development standard of 50.0m to the site
- Amend the FSR map to apply an FSR of 3:1 across the site; and
- Amend the Lot Size Map to apply a minimum lot size of 1,000m².

1.0 Introduction

1.1 Overview

This Planning Proposal has been prepared for Warwick Farm Village, the owners of the site. The proposal seeks an amendment to the zoning and development applying to the site to facilitate a mixed-use redevelopment of the site, that could include approximately 830 dwellings, approximately 5,000m² of commercial floor space, and approximately 7000m² of open space. The amendments sought relate to:

- Amendment of the land zoning from B5 Business Development to part R4 High Density Residential and part B4 Mixed Use;
- Amendment of the FSR from 0.75:1 to 3:1; and
- Amendment of the height of buildings development standard from 15m to 50m.

This Planning Proposal applies to the land described as Lot 1 in DP1162276, shown at Figure 1 below.

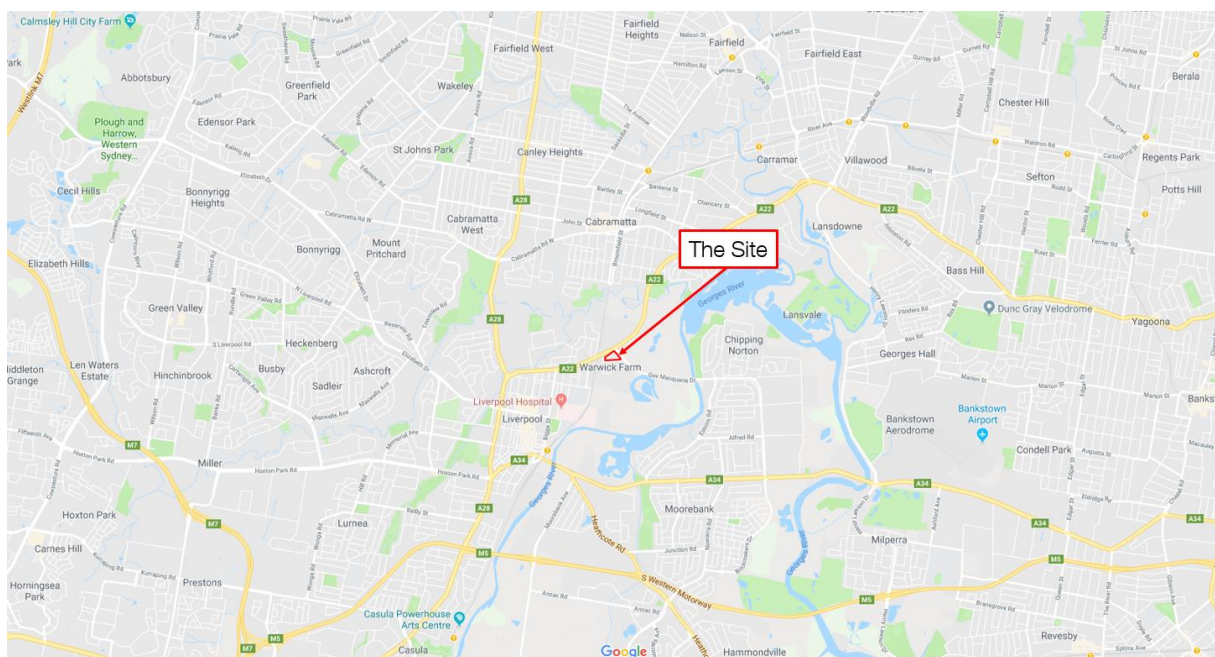


Figure 1: Site location regional context (Source: Google Maps)

The holding is an irregular shaped allotment with an area of approximately 2.93ha. The site has frontages to Governor Macquarie Drive to the north east, Warwick Street and the Hume Highway (A22) to the north west, Manning Street to the east, and Munday Street to the south.

The Planning Proposal is supported by detailed urban design analysis and architectural mass modelling plans that show development configuration outcomes for the site, including shadow impact testing and traffic analysis. A social needs assessment has been prepared that identifies the potential social contribution of the development to the needs of the locality. The inclusion of convenience retailing underpins the ability of the site to establish a local focal point for existing and future residential uses as

well as delivering positive economic impact through the provision of employment and business opportunities.

The Planning Proposal has been prepared in consistent with the Department of Planning and Environment's (DP&E) *Planning Proposals - A Guide to Preparing Planning Proposals*, dated August 2016.

1.2 Scope and Format of the Planning Proposal

The Planning Proposal details the merits of the proposed changes to RLEP 2014 and has been structured in the following manner:

- Section 1.0 provides an introduction to the Planning Proposal;
- Section 2.0 provides a description of the site, its context and existing development, including identification of the land to which the changes are proposed;
- Section 3.0 addresses the current Statutory Framework;
- Section 4.0 is the Planning Proposal and is provided consistent with the matters to be considered in the Department of Planning's *A Guide to Preparing Planning Proposals*; and
- Section 5.0 provides the conclusions and recommendations to proceed with the Planning Proposal to Gateway Determination to amend LLEP 2008.

1.3 Supporting Plans and Documentation

This Proposal has been prepared with input from a number of technical and design documents which have been prepared to accompany the application. These documents are included as Attachments to this report and are identified in Table 1.

Document name	Prepared by
Urban Design Report	SJB Urban
Community Benefits Analysis	CRED consulting
Traffic assessment	Colston Budd Rodgers and Kafes Pty Ltd
Preliminary Flood Assessment	FloodMit

Table 1: Plans and Documents Prepared to Accompany this Planning Proposal

2.0 Site Description and Context

2.1 Overview

This section describes the location of the site, existing development on the land, the current planning framework and State Government and Liverpool City Council plans applying to the location.

2.2 Site Context and Locality

The subject site is located in the suburb of Warwick Farm located approximately 1.5km to the east of the Liverpool City Centre, and 100m from Warwick Farm Station. The Liverpool City Centre plays a major commercial and cultural role in the local area and includes Liverpool Hospital, Westfield Liverpool, and Macquarie Street Mall.

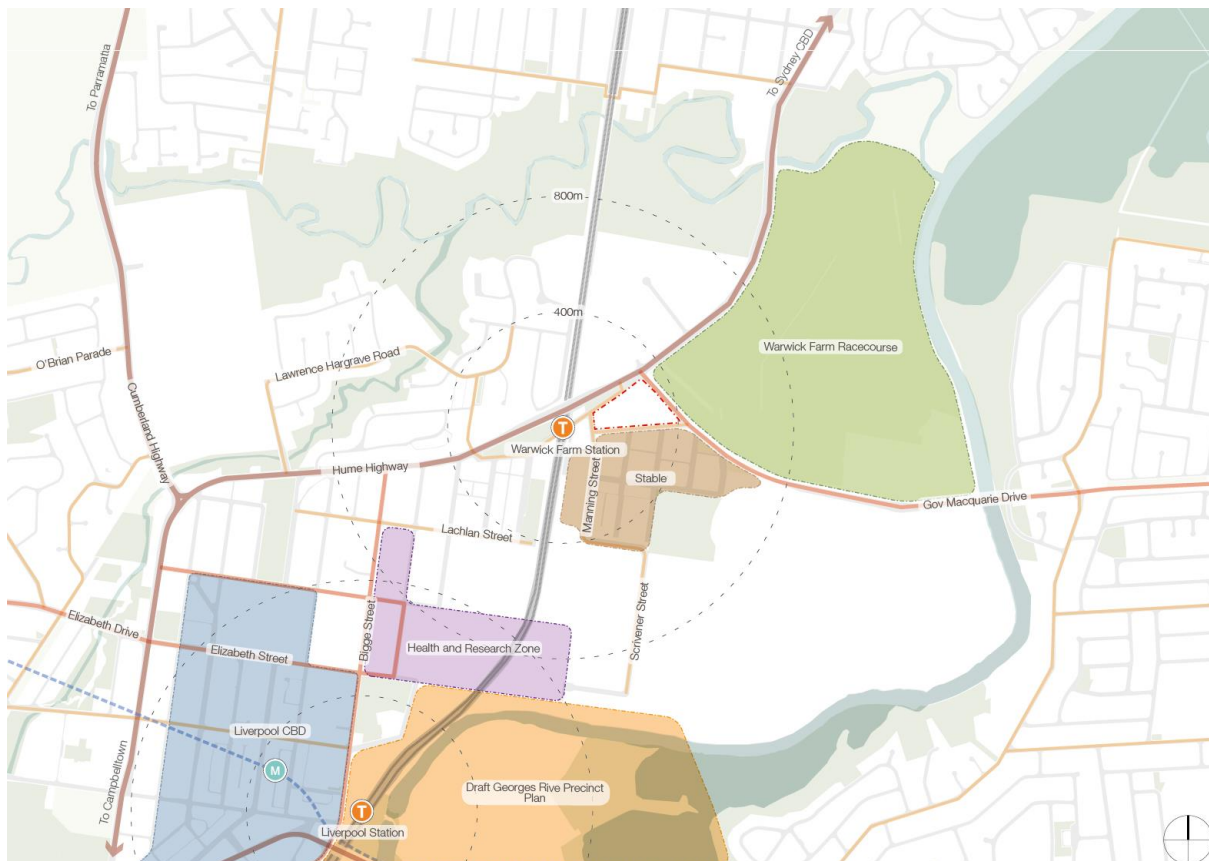


Figure 2: Strategic context diagram (Source: SJB Urban)

The site is well serviced by several bus routes which service the Hume Highway.

2.3 Site Description

The eastern two-thirds of the site is scattered with trees of varying type and density, but limited significance. The western third of the site was previously occupied by eight (8) residential properties erected by the

Australian Jockey Club in the late 1940s, however these buildings were recently demolished and this portion of the site is currently vacant with the exception of some scattered trees in the south western corner of the site. An aerial photo of the site is provided at Figure 3.



Figure 3: Aerial view of the site and surrounds (Source: Six Map)

The site has the following street frontages:

- Northern frontage to Warwick Street and the Hume Highway of approximately 195m;
- Eastern frontage to Governor Macquarie Drive of approximately 190m;
- Southern frontage to Munday Street of approximately 290m;
- Western frontage to Manning Street of approximately 55m;

The topography of the site generally slopes from north to south, with the highest point at the junction of the Hume Highway and Warwick Street, and the lowest point near the corner of Munday Street and Governor Macquarie Drive.

2.4 Surrounding Land Uses and Built Form

The site is located in a precinct supporting a range of uses including automotive, bulky goods retailing, and low and medium density residential uses, as well as the Warwick Farm Racecourse and ancillary horse stabling and training facilities. The Hume Highway adjoining the northern boundary of the site is the main east-west vehicle access route through Warwick Farm and a main transport route through the Liverpool local government area (LGA), which supports several major regional bus routes.

The Warwick Farm Rail Station on the T2, T3, and T5 suburban lines is located to the immediate west of the site.

2.4.1 North

- The Hume Highway is directly north of the site, and includes a T-intersection with Governor Macquarie Drive at the northern corner of the site, the intersection includes a dedicated right-turn lane and traffic signals;

- Land to the north of Hume Highway is commonly referred to as the Sappho Road Precinct and is primarily utilised for vehicle sales and related uses, and bulky good retailing. This area contains a large car sales centre, an exhibition home centre, a bulky goods retail centre and associated parking; and
- Further north of the Sappho Road precinct is a large recreational area including Stroud Park and Jacquie Osmond Reserve, which occupy the Cabramatta Creek floodplain.

2.4.2 South

- Munday Street is directly to the south of the site, and is a designated B-Double transport route servicing the mixed industrial area located further south of the site bound by the rail line, Priddle Street, and Scrivener Street;
- The properties immediately south of the site are zoned R2 Residential Low Density. These properties are occupied by horse stables and training facilities associated with the Warwick Farm Racecourse and are interspersed with some residential uses;
- Rosedale Oval is located to the south east, bound by Stroud Avenue and National Street;
- Land zoned IN1 General Industrial is located further to south, which abuts the Georges River, and includes the Liverpool Water Recycling Plant, and the eastern portion of Liverpool Hospital; and
- Liverpool Central City is located approximately 1.5km to the south west of the site.

2.4.3 East

- Governor Macquarie Drive is directly to the east of the site with Warwick Farm Racecourse occupying the eastern side of the road. The racecourse is bound by Governor Macquarie Drive, the Hume Highway, and the Georges River.

2.4.4 West

- Manning Street is directly to the west of the site and a two (2) storey townhouse style development is located on the western side of Manning Street;
- Warwick Farm Railway Station is located behind this residential development on Manning Street; and
- To the west of the rail line are areas zoned R4 High Density Residential. These areas include older style residential flat buildings of three (3) to four (4) storeys. Further to the west are newer residential flat buildings up to 15 storeys in height.

3.0 Statutory Framework

3.1 Liverpool Local Environmental Plan (LLEP) 2008

3.1.1 Zoning

The site is currently zoned B5 Business Development under LLEP 2008 (refer to Figure 4 below).

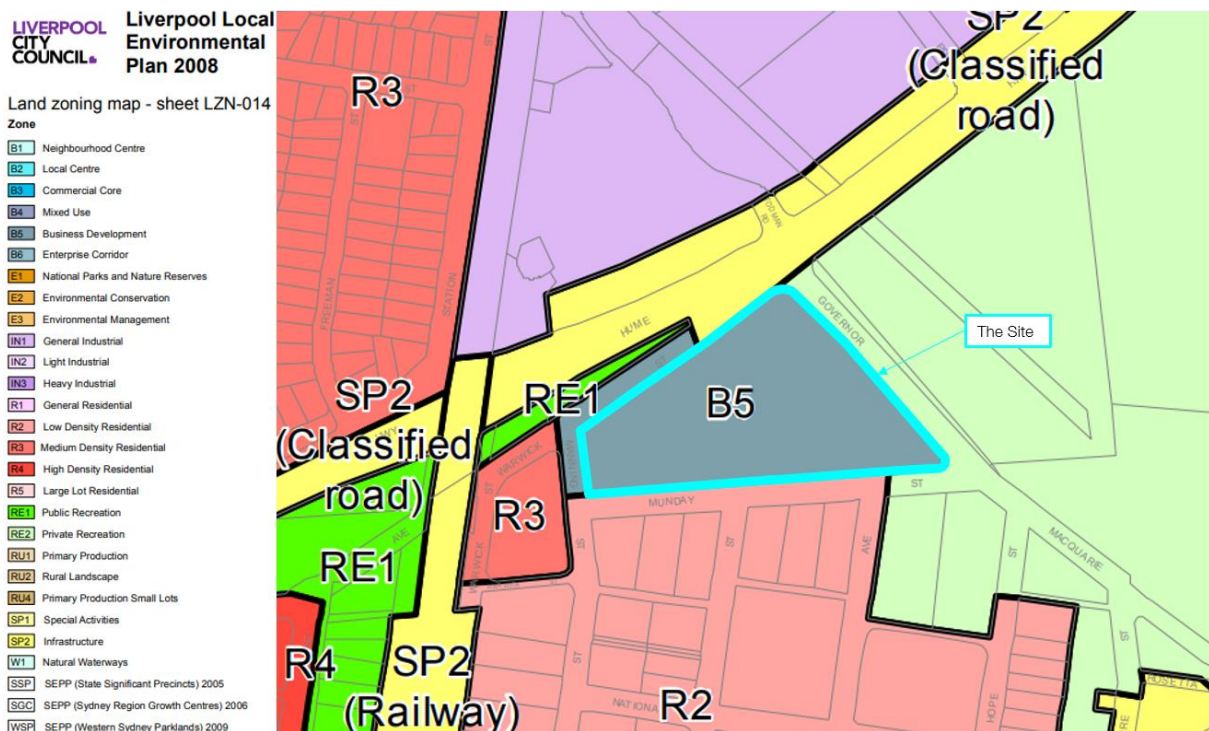


Figure 4: Extract from LLEP 2008 Land Zoning Map

3.1.2 Minimum Lot Size (Clause 4.1)

The site is currently subject to a minimum lot size of 2.0ha under LLEP 2008 (refer to Figure 5 below).

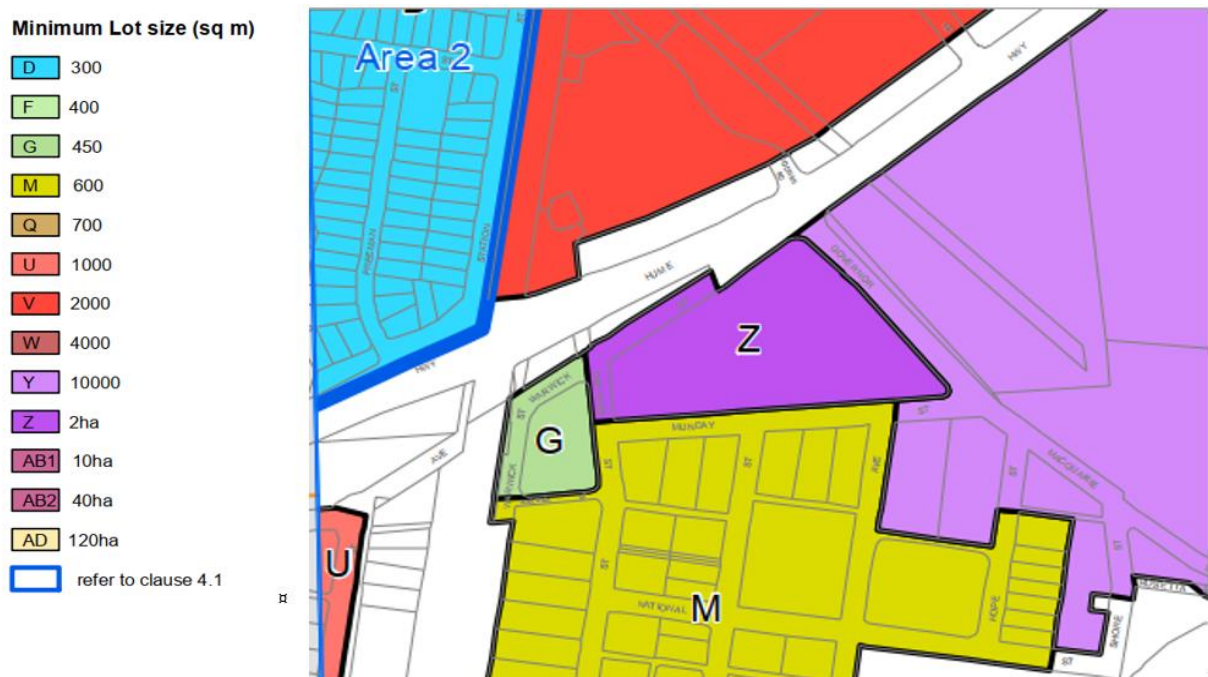


Figure 5: Extract from LLEP 2008 Minimum Lot Size Map

3.1.3 Height of Buildings (Clause 4.3)

The site is subject to a height of buildings development standard of 15m (refer to Figure 5).

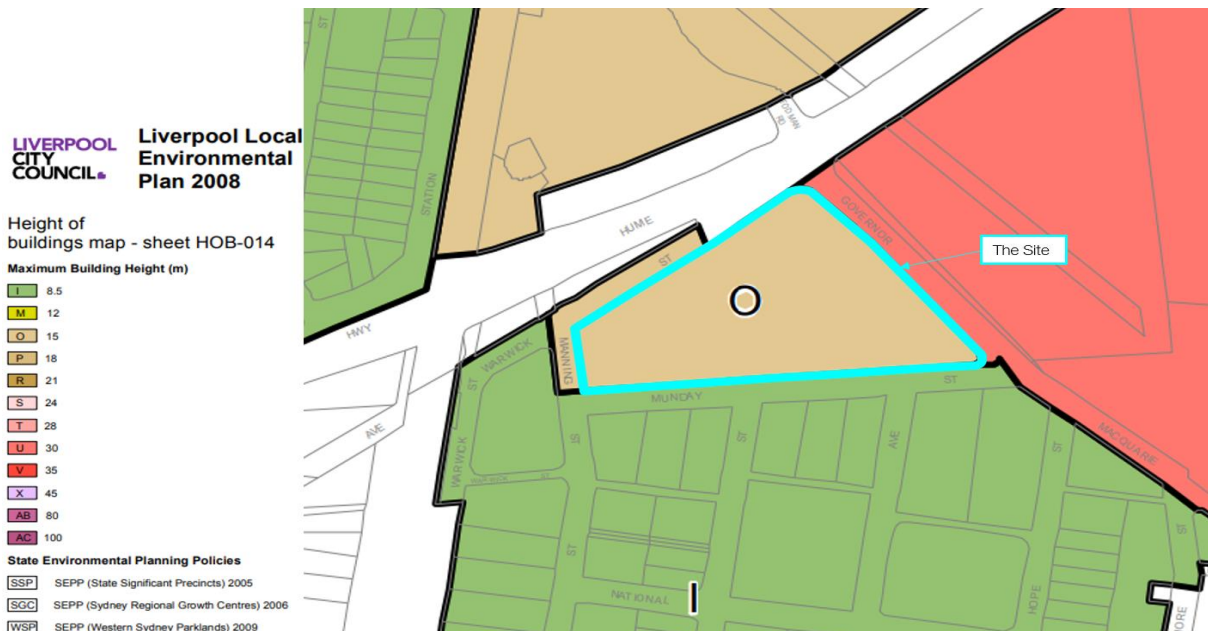


Figure 6: Extract from LLEP 2008 Height of Buildings Map

3.1.4 Floor Space Ratio (Clause 4.4)

The site is subject to a maximum FSR of 0.75:1 (refer to Figure 6 below).

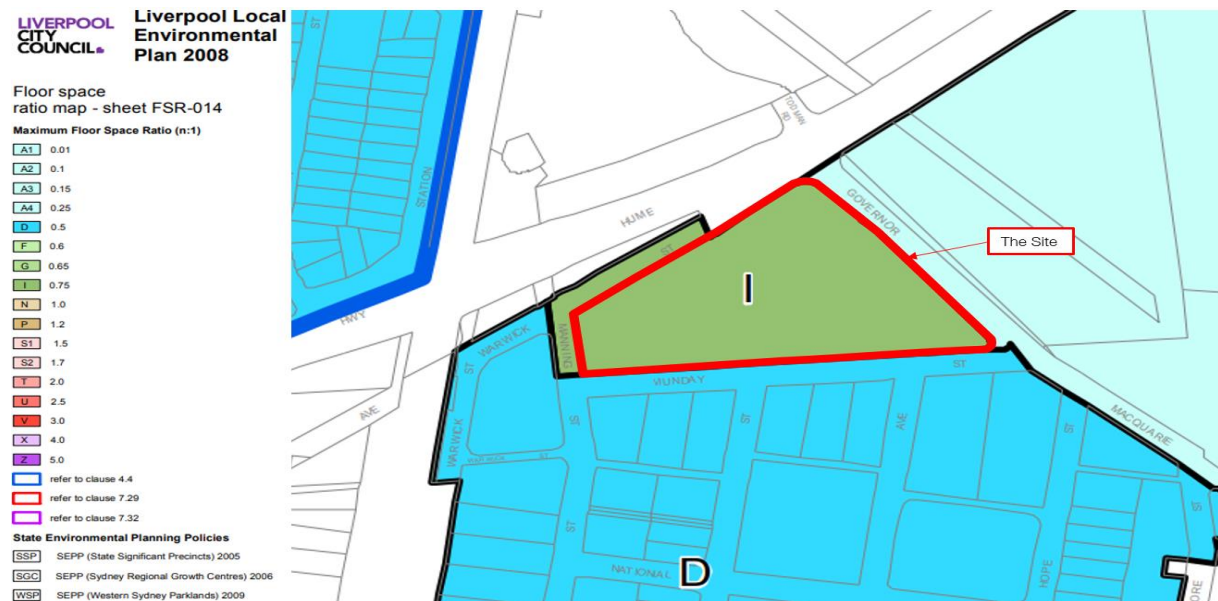


Figure 7: Extract from LLEP 2008 Floor Space Ratio Map

3.1.5 Heritage Conservation (Clause 5.10)

The site is not identified as a heritage item, or as being located in a conservation area. Directly opposite the site, on the corner of the Hume Highway and Governor Macquarie Drive, is the Warwick Farm Racecourse, which is identified as a Local Heritage Item 66 under LLEP 2008.



Figure 8: Extract from LLEP 2008 Heritage Map

While the site is not a heritage item, it is in the vicinity of a heritage item, Warwick Farm Racecourse. Clause 5.10(5) requires that development in the vicinity of a heritage item have consideration of the impact of the development on the heritage significance of the Warwick Farm Racecourse, being the heritage item.

This will be a matter for consideration with any Development Application (DA). It is unlikely that the development of the site consistent with the this PP request would impact upon the setting of the racecourse or its continued use for equine related uses.

3.1.6 Acid Sulfate Soils (Clause 7.7)

The site is identified as being potentially affected by Class 5 acid sulfate soils under LLEP 2008.

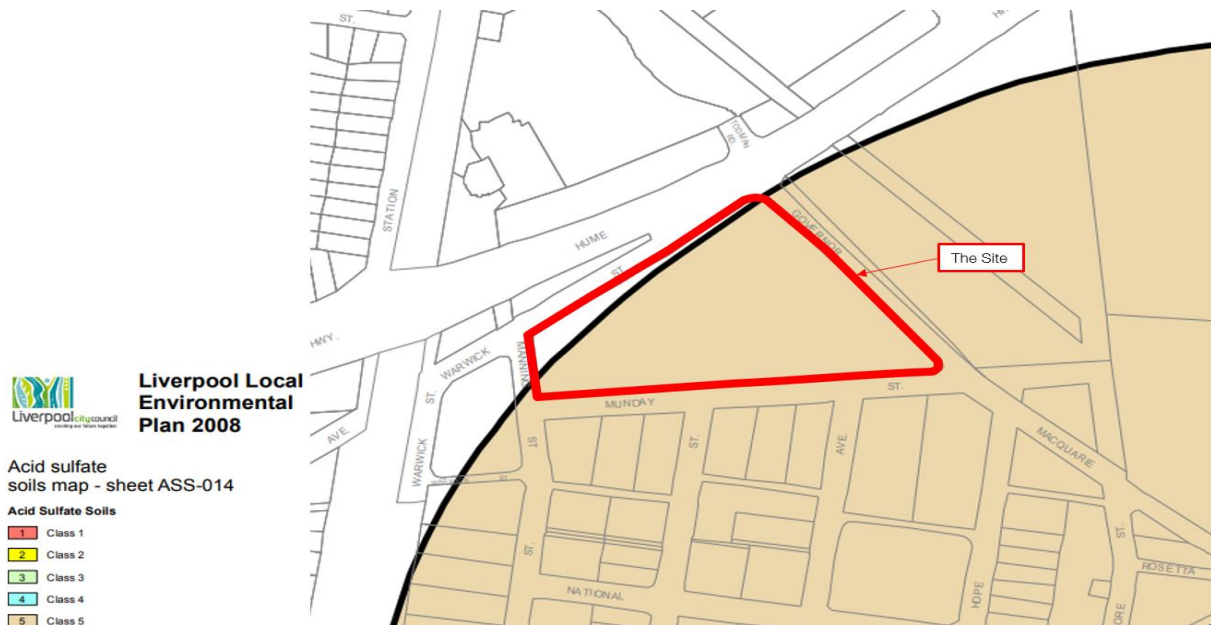


Figure 9: Extract from LLEP 2008 Acid Sulfate Soils Map

3.1.7 Flood Planning (Clause 7.8) and Floodplain Risk Management (Clause 7.8A)

The site is mapped as flood prone land, and as being within a flood planning area.



Figure 10: Extract from LLEP 2008 Flood Planning Area Map

As a consequence, Clauses 7.8 and 7.8A will be applicable to the assessment of future DAs.

The PP is supported by a Preliminary Flood Assessment (refer Attachment 4), which has identified the potential flood extent for the site, and broad strategies on how the flood impacts could be managed in a future development of the site. The flood report was prepared for a previous Planning Proposal; however, the principles remain valid and have been incorporated into the urban design concepts. The flood assessment could be revised and updated should Gateway Determination be received.

The report concludes:

It is proposed to fill the majority of the site to the 100-year flood level, and to develop a number of high rise residential apartments. It is considered that the development of the site can comply with the requirements of Liverpool DCP 2008, Chapter 9 – Flooding Risk, subject to the following recommendations:

- i) The feasibility of providing compensatory excavation, either within the site or off-site, is further evaluated;
- ii) The final development footprint and associated earthworks are included in the Warwick Farm TUFLOW model to verify that the proposal has no adverse impacts on flood behaviour. This would include verifying boundary conditions in the model using the new Georges River Flood Study, should these results be available at the time;
- iii) All building floor levels are a minimum of 0.5m above the 100 year flood level, and preferably higher;
- iv) All basement parking areas are protected from inundation up to a minimum of the 100 year flood level plus 0.1m freeboard, and preferably higher;
- v) Access to the site is amended to include access from the north of the site to Warwick Street and the Hume Highway, with minor modification of this intersection to raise it above the 100 year flood level. All internal roads to proposed buildings could then be filled to the 100 year flood level to provide flood free access (to Liverpool) in such an event.

The concepts prepared in support of the Planning Proposal request include the ability to provide accommodation above the nominated flood planning levels and emergency egress to the north towards Warwick Street. Various options are available to explore to ensure compensatory flood storage are possible including plenum storage areas in basements. These matters would be resolved in detail with future Development Applications or post Gateway determination once agreement on the strategic merit of the proposal has been determined.

3.1.8 Minimum building street frontage (Clause 7.14)

The application proposes to zone part of the land R4 High Density Residential. The provisions of this clause would be applicable to future development. The minimum frontage requirement of 24m would be readily justified.

3.1.9 Airspace operations (Clause 7.17)

The Warwick Farm site is located in an area impacted by the operational requirements for Bankstown Airport.

Two (2) assessment measures apply from the Bankstown Airport Masterplan and were addressed in previous planning proposals for the site. These are the conical obstacle limitation surface (Conical OLS), and the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surface height. The OLS across the site varies between RL55m and RL 75m Australian Height Datum (AHD). The PANS-OPS surface height is RL112.57m AHD.

The PP proposes building to 15 storeys in height, or approximately 60m AHD, which is substantially below the limitations previously identified for the site.

Regardless, consultation with the Civil Aviation Safety Authority (CASA) is anticipated as part of the consultation phase, should the PP proceed to gateway determination.

3.2 Liverpool Development Control Plan (LDCP) 2008

Development on the site will be subject to the provisions of LDCP 2008.

Should the Planning Proposal be finalised, and a part B4 Mixed Use and part R4 High Density Residential zone be applied, future development would be assessed against the provisions of the DCP.

Future development will be required to address and respond to:

- Part 1 – General Controls for All Development;
- Part 3.7: Residential Flat Buildings in the R4 Zone; and
- Part 6: Development in Business Zones (Except Liverpool City Centre).

These would be matter to be addressed in future DAs for the site.

4.0 The Planning Proposal

4.1 Overview

This section addresses the DP&E publication *Planning Proposals – A Guide to Preparing Planning Proposals* (August 2016). This section provides:

- Objectives and intended outcomes;
- Explanation of provisions;
- Justification;
- Mapping;
- Community consultation; and
- Project timeline.

4.2 Objectives and Intended Outcomes

The subject site is currently unoccupied by any buildings or active land uses.

The site has previously benefitted from land use consent for the development of a Masters Hardware Store. This approval was not completed due to the exit from the market of that operator.

This proposal seeks to rezone the land from the current B5 zone to part B4 Mixed Use and part R4 High Density residential.

The PP responds to a recent PP which sought to rezone the land to facilitate towers to 100m in height. The Sydney Planning Panel considered that the previous proposal had strategic merit for conversion to residential uses, but not site specific merit. A fundamental issue with the proposal not satisfying the site specific merit test was the excessive height and scale.

Arising from the determination of the panel, the site owner has engaged SJB Urban to undertake a review of the urban approach to the site. This has led to the preparation of a scheme for midrise buildings, and the inclusion of retail uses which provide convenient services to the locality, as well as employment opportunities.

The objectives and intended outcomes are to facilitate the development of the site for approximately 830 dwellings, and provision of approximately 5,000m² of retail commercial space.

The concept plan contemplates the provision of affordable rental housing as part of the future delivery of housing on the site, as well as publicly accessible open space areas.

The concept prepared by SJB Urban proposes the development of a mixed use community in buildings ranging between four (4) and 15 storeys.

The Concept Plan provides for a ground floor retail offering to the western portion of the site, including a supermarket. The concept provides for this retail offering, sleeved by smaller retail offerings, activating a north-south active plaza. The active plaza blends to be publicly accessible open space, and a passive open space offering suitable for a children's playground which is visible and accessible directly from Warwick Street.

Similar accessible open space opportunities are provided to Governor Macquarie Drive.

The concept includes internalised communal open spaces as internal courtyard areas.

The site planning proposes a simple loop road accessed off Munday Street. This loop road provides basement access to the residential dwellings as well as servicing for the commercial/retail space to the western portion of the site.

The revised approach has responded to the previous consideration by the Sydney Western City Planning Panel with a significantly reduced building scale, inclusion of employment and service opportunities, and improved pedestrian connectivity to the Warwick Farm Rail Station transport node.

4.3 Explanations of Provisions

This Planning Proposal seeks to amend LLEP 2008 in the following manner:

- Apply the B4 Mixed Use zone and R4 High Density Residential zone to the site;
- Apply an FSR of 3:1 across the site;
- Apply a height of buildings development standard of 50m across the site; and
- Apply a minimum lot size of 1,000m² to the site.

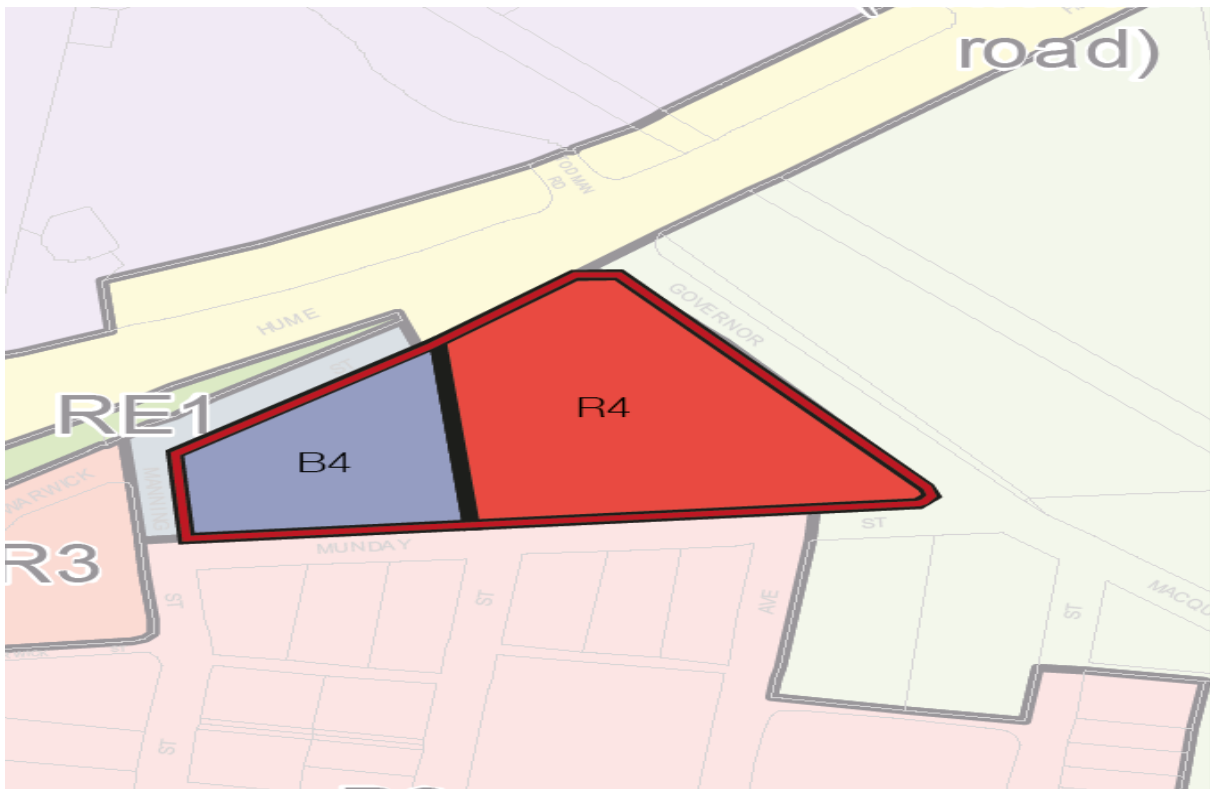


Figure 11: Extract from proposed amended LLEP 2008 Zoning Map

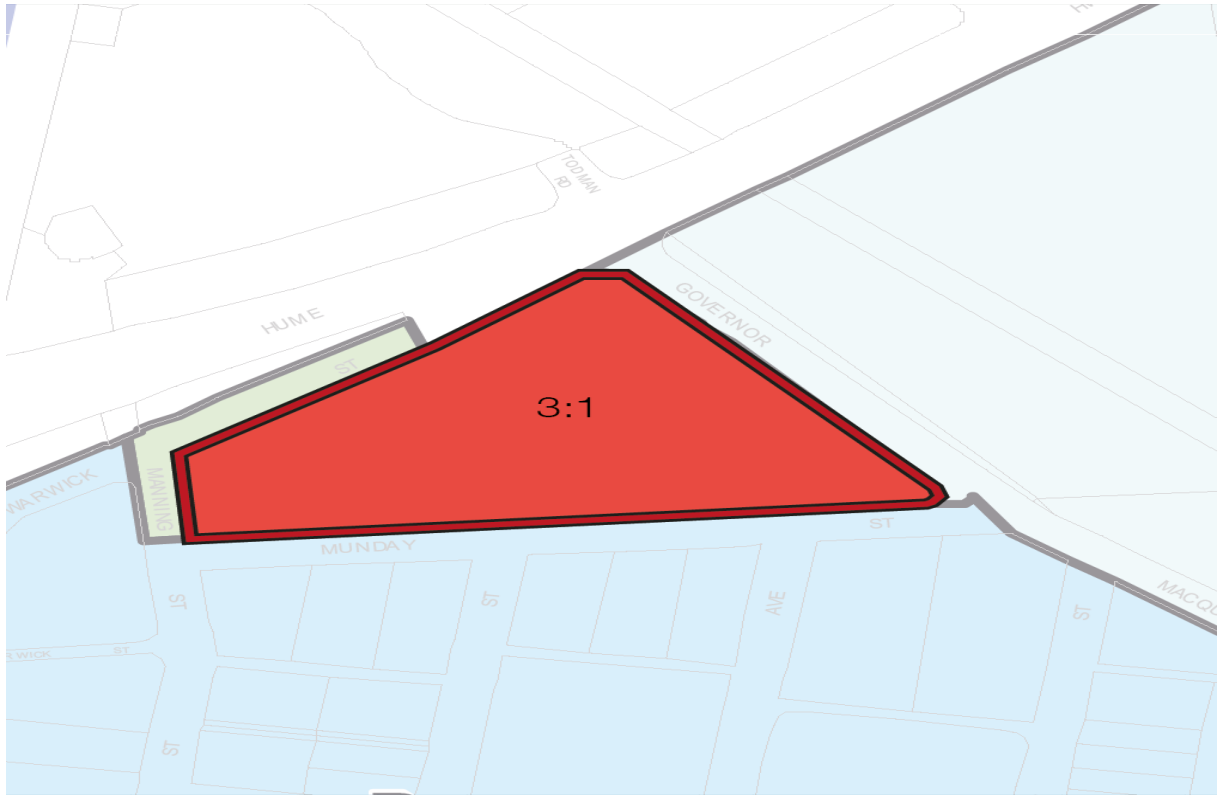


Figure 12: Extract from proposed amended LLEP 2008 Floor Space Ratio Map

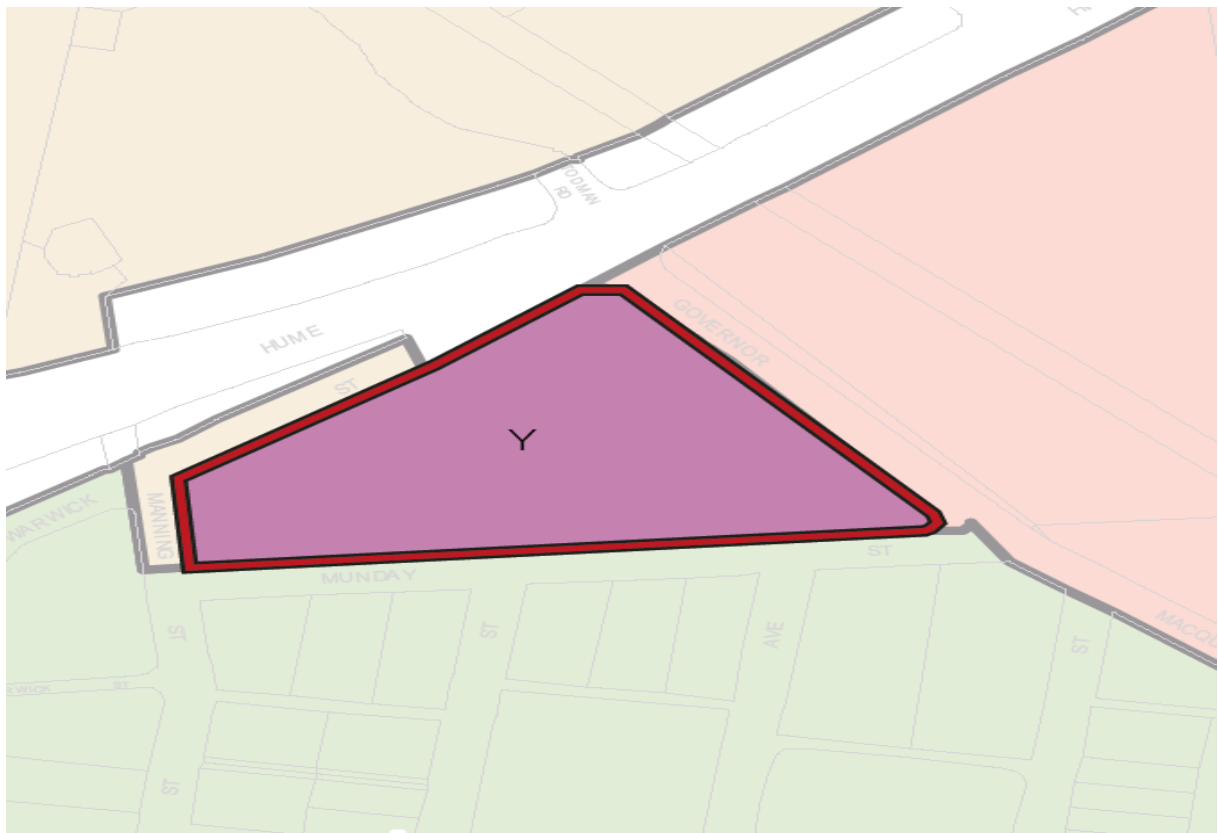


Figure 13: Extract from proposed amended LLEP 2008 Height of Buildings Map

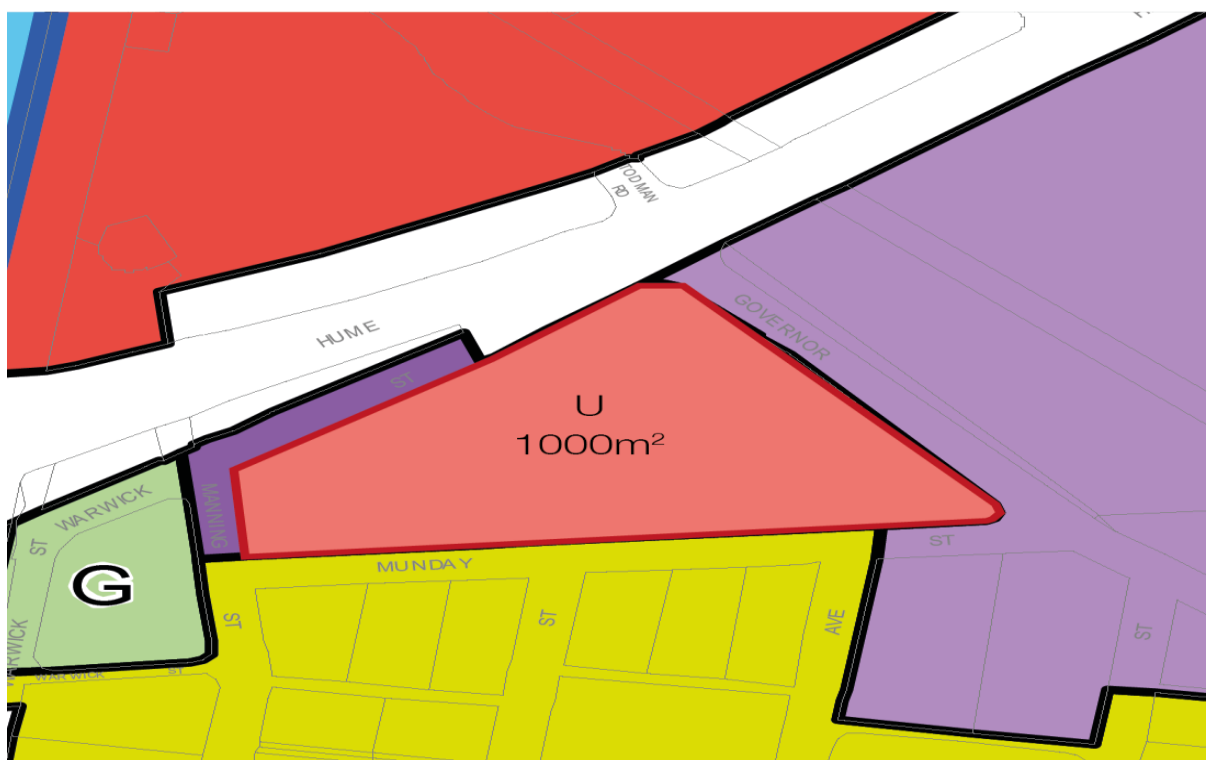


Figure 14: Extract from proposed amended LLEP 2008 Minimum Lot Size Map

4.4 Justification

This section addresses the need for the rezoning, identifies the background studies undertaken, why the Planning Proposal is the best approach, and what the community benefits will be.

4.4.1 Section A – Need for the Planning Proposal

Q1. Is the planning proposal a result of any strategic study or report?

The PP is supported by:

- An Urban Design Report;
- A Traffic Impact Assessment Report;
- A Community Benefits Assessment Report; and
- Preliminary Flood Assessment Report.

The proposal relies upon a previous Flood Impact Assessment Report which could, if required, be further augmented should the proposal proceed to Gateway Determination as a required assessment to be updated. The preparation of the concept has had regards to previous assessment regarding design, floor levels, emergency egress paths, and flood storage compensation.

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The PP is the only practical way to facilitate a redevelopment of the site to include residential accommodation as part of a redevelopment. The B5 Business development land use zone currently applying to the land does not permit residential accommodation.

The PP seeks to apply an appropriate B4 Mixed Use zone to part of the site to maintain employment and service land use options, and R4 High Density Residential to the balance of the site. The zones are supported by a FSR and height of buildings provision to accommodate development to a maximum of 15 storeys.

4.4.2 Section B – Relationship to Strategic Planning Framework

Q3. *Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional strategy, or district plan or strategy (including any exhibited draft plans or strategies)?*

Greater Sydney Region Plan – A Metropolis of Three Cities

The subject site is located within the Liverpool Metropolitan Cluster, identified in A Metropolis of Three Cities as a Strategic Centre and a Health and Education Precinct.

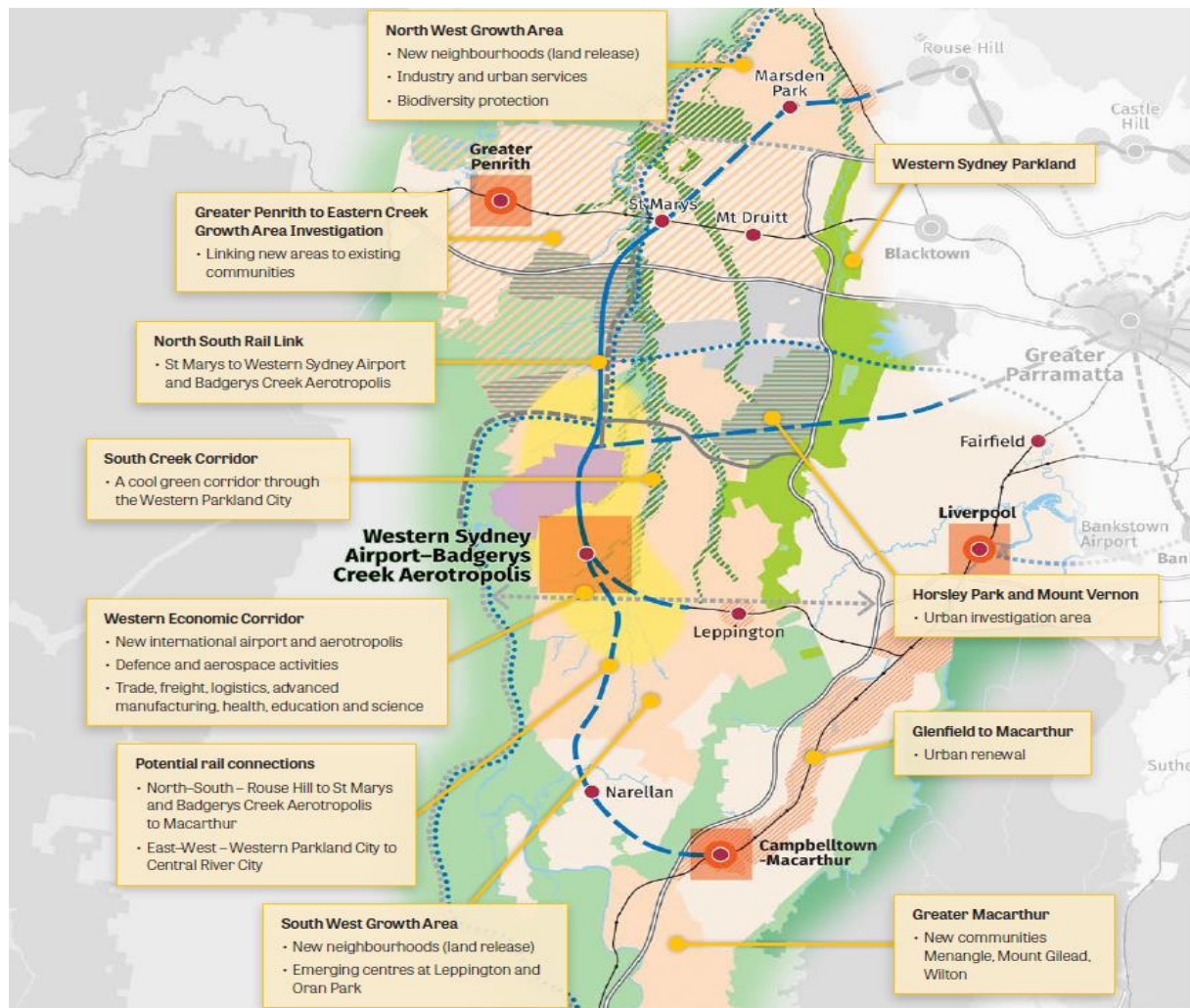


Figure 15: Extract from Western Parkland City Vision A Metropolis of Three Cities

The Liverpool Metropolitan Cluster is already a significant health provider to South Western Sydney, and an emerging education centre. The Metropolitan Cluster seeks to build upon these existing service and employment strengths which will also support the Western Sydney Airport Aerotropolis.

Liverpool and Warwick Farm will be on the transport network linking the Western Sydney Airport and Greater Parramatta, providing an ideal location for employment to Liverpool, Greater Parramatta, and the future airport.

The proposal is consistent with the broad directions of A Metropolis of Three Cities through:

- The provision of additional residential floor space within the Liverpool Metropolitan Cluster outside any identified core employment areas;
- Assisting the state government in achieving its target of an additional 725,000 new dwellings for the metropolitan region by 2036, in an area well connected to employment and transport;
- Facilitating development of a site which is highly accessible by public transport;
- Improving resident access to jobs, services and recreation opportunities;
- Accelerating housing supply, choice and affordability and building great places to live; and
- Supporting the role of Liverpool as an area to continue to provide services and employment opportunities for the Western Parkland City.

The pursuit of the alternate zone, height, and FSR at the site is consistent with the following Directions and Objectives of the plan:

Direction 1 – A city supported by Infrastructure
“Infrastructure supporting new developments”

Objective 4: Infrastructure use is optimised

Warwick Farm is served by heavy rail and Sydney Bus Services. The provision of residential accommodation is consistent with the form and scale of development to the west of Warwick Farm Rail Station. The inclusion of retail options provides convenience service retail potential for the existing population, as well as providing employment opportunities. The PP is consistent with this action and is entirely consistent with current FSR and height controls in the locality for sites fronting the Hume Highway.

Direction 2 – A collaborative city
“Working together to grow a Greater Sydney”

Objective 5: Benefits of growth realised by collaboration with governments, community and business

The PP is supported by an offer to enter into a VPA with Liverpool City Council. The VPA will deliver affordable housing and directly provides accessible open space on the site. The VPA also offers to embellish existing open space landscape buffers in the vicinity of the site. The proponent has previously delivered traffic infrastructure upgrades, with an expenditure in excess of \$800, 000 for development that has not proceeded.

Direction 3 – A city for people
“Celebrating diversity and putting people at the heart of planning”

Objective 7: Communities are healthy, resilient and socially connected

The site is located in a highly accessible area with easy walkable access to a wide range of employment, education, health, entertainment and service facilities. The location fosters ready access to these services and facilities by means other than the private vehicle as well as ready access to Greater Parramatta and the future Western Sydney Airport.

Direction 4 – Housing the city
“Giving people housing choices”

Objective 10: Greater housing supply

The proposal has the potential to provide approximately 930 dwellings, in a well serviced location, close to jobs and support facilities. The proposal provides the additional housing opportunities outside of the retail and commercial core of the Liverpool CBD.

The residential opportunities are on the periphery of the Liverpool Metropolitan Cluster and will assist in creating diverse activity hubs and support of the transport investment in the area. It also provides additional open space and employment opportunities within the locality.

The additional housing capacity is within the established area of Warwick Farm, including the provision of affordable housing as part of the overall development. The site is vacant and ready to proceed to the development phase.

Objective 11 – Housing is more diverse and affordable

The proposal includes the provision of 5% of the total uplift as affordable housing, equating to approximately 46 dwellings in a well serviced location. It will also provide a large number of apartments in close proximity to transport, employment, education, health and retail facilities promoting active travel and reducing cost of living on future residents.

Direction 6 – A well-connected city
“Developing a more accessible and walkable city”

Objective 14 – A Metropolis of Three Cities – integrated land use & transport creates walkable & 30-min cities

The site is highly accessible to a range of public transport options including rail and bus future connections to the Western Sydney Airport. This transport accessibility in conjunction with ready walkable access to a diverse range of education, health and employment services supports ready accessibility to many facilities well under 30 minutes. The transport access provides ready connectivity to Greater Parramatta, and Liverpool CBD.

The site is located in an area suitable to encourage walking and cycling as alternate modes of transport. The site planning also proposes to accommodate a central open space link that improve connectivity for residential areas to the south.

Western City District Plan

Liverpool City Council is located within the Western City District identified under the District Plans prepared by the Greater Sydney Commission. The plans include a number of Planning Priorities that are to be considered by planning authorities in making strategic planning decisions.

Warwick Farm is identified in the District Plan as part of the Liverpool Metropolitan Cluster.

The relevant Planning Priorities to the proposal are addressed below.

Planning Priority W1
“Planning for a city supported by infrastructure”

The opportunity to increase the housing density is in a location well serviced public transport infrastructure which will be enhanced by future connections to the Western Sydney Airport. In addition to the transport

infrastructure, Warwick Farm is extremely well served with tertiary education and health services in Liverpool, affording employment and support facilities.

Planning Priority W3

"Providing services and social infrastructure to meet people's changing needs"

The PP includes an offer to enter into a VPA for the provision of affordable rental housing.

The proposal includes retail services to provide convenience for the existing and future residential population in an environment that with a range of open spaces foster varying levels of social interaction.

Planning Priority W4

"Fostering healthy, creative, culturally rich and socially connected communities"

The addition of residential housing supply in Warwick Farm will assist in diversifying land uses in the area, as well as expanding upon the provision and utilisation of services and facilities that support a more diverse population in a well-connected, readily walkable area. The retail offering provides employment and convenience services as well as informal meeting and gathering opportunities.

Planning Priority W5

"Providing housing supply, choice and affordability with access to jobs, services and public transport"

The proposal has the capacity to deliver high quality, high density living, in conjunction with the provision of affordable housing as part of the mix. The dwelling mix will be weighted towards two (2) and three (3) bedroom apartments to provide more family and mixed household stock in this well located site.

The concepts include the provision of through-site open space links and retail services on the site. This will complement the sites proximity to transport, education, health and employment services.

The proposal is supported by an offer to provide 5% of the dwelling yield as affordable rental housing. This provision is consistent with the underlying intent of the Priority to increase the level of affordable housing available within the Sydney Metropolitan area. The proposed provision of Affordable Rental Housing is consistent to the targets in the Western City District Plan.

The City of Liverpool has a minimum five (5) year housing target of 8,250 dwellings. The concept proposed in support of the proposal identifies a potential dwelling yield of approximately 930 dwellings, which could be delivered in the next two (2) to seven (7) years. The 930 potential additional dwellings represent a significant contribution to the dwelling target in an ideal urban location. Given the transport, employment, education and urban support facilities that are readily accessible from the site, it is prudent urban management to ensure that the best use of the available capacity is utilised for the mixed use development proposed.

Planning Priority W6

"Creating and renewing great places and local centres, and respecting the District's heritage"

The Liverpool Metropolitan Cluster is a strategic centre and identified as a health and education precinct. The proposal seeks to maximise the residential potential of the site to support the services and facilities in the area, as well as accommodating the delivery of affordable housing as part of the ultimate development.

The proposal to maintain employment potential on the site respects the current zoning while adding residential potential for the site. The proposal does not detract from the health and education capacity and potential of the Liverpool CBD. The proposal aligns with the Planning Priority by providing accommodation in the vicinity of these employment and education opportunities.

Planning Priority W9

“Strengthening the Metropolitan Cluster”

The land is currently vacant, and delivering no economic contribution to the Liverpool Metropolitan Cluster. The PP seeks to rezone the land to include retail services which provide support services to the locality, as well as employment opportunities.

The proposal is located to take advantage of the employment and transport advantages of the cluster, as well as linkages to areas such as Greater Parramatta and the future Western Sydney Airport.

Planning Priority W15

“Increasing urban tree canopy cover and delivering green grid connections”

The concepts propose the delivery of deep soil zones and landscaping opportunities that could augment the urban tree canopy.

Q3(a). Does the proposal have strategic merit? Is it:

- Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or
- Consistent with a relevant local council strategy that has been endorsed by the Department; 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 planning controls?

In considering the strategic merit, the alignment of the proposal with the Regional Plan and District Plan supports the proposal. The proposal will assist in creating a neighbourhood focus the Warwick Farm area adjacent to transport options. The provision of retail and employment opportunities in conjunction with the delivery of open space and housing will be a positive outcome for the locality. These benefits are further supported by an offer for the provision of affordable housing as part of any future development.

The PP has addressed the concerns of the Sydney Western City Planning Panel with a substantially reduced scale of development proposed for the site. The maximum 15 storey building typology does not challenge the primacy of the Liverpool CBD, and is consistent with the urban form to the north of the site fronting the Hume Highway.

Q3(b). 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 identified as being liable to flooding from the Georges River. The site is not affected by the 20 year flood, but would be inundated by the 100 year flood. Previous flood studies for the site suggest the site would be classified as being a “medium flood risk” with inundation depth between 0.2m and 0.6m.

Previous flood studies in support of larger development identified the ability of the site to be capable of managing flood risk. This conclusion is further supported by previous consents issued for the site that have demonstrated the ability for flood risk to be managed.

The concepts prepared are able to achieve flood planning design levels and protection of basement openings.

The concept layout includes an evacuation route to the north.

A further flood study and modelling could readily be a requirement to be undertaken post Gateway determination, should the strategic and site specific merit be supported.

Traffic

The proposal is supported by an assessment of the potential traffic impacts of a redevelopment of the site as contemplated.

The assessment concludes that there will be no further impact from this development from the previously approved development on the land.

The report also notes that all traffic upgrade works in association with the previous Masters Hardware development application have been completed at a cost of \$880,000 including GST to the proponent of this Planning Proposal.

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 and rail noise as required by the provisions of State Environmental Planning Policy (Infrastructure) (SEPP) 2007. Given the nature of the site and the separation of the noise and vibration sources, these are likely to be matters that are readily able to be addressed.

It can be concluded that the site does not present insurmountable obstacles to future development, and does not impact upon significant environmental value for the site. The flood risk is a hazard which will require detailed resolution which would be appropriate for a post Gateway study.

Community Benefits

The Community Benefits Analysis undertaken by CRED Consulting has identified a range of potential community benefits that could be delivered by a redevelopment of the site.

The concepts and basis of the potential benefits have been addressed as follows:

Potential Benefit	Response
Early and temporary social enterprise/site activation	This outcome could be achieved through the Development Application process and through standard development considerations from the proponent.
Ongoing opportunities for employment and skills development	The concepts includes employment generating floor space on the site which could be utilised and configured in a variety of ways for a variety of uses including social enterprises and could be refined at Development Application stage.
High quality child care centre	The direct delivery of a child care centre is not proposed, however child care is a potential use to

Potential Benefit	Response
	be included within the non-residential floor space contemplated for the site.
A medical centre on site	The first floor commercial space proposed would be readily able to accommodate or include a medical centre in a future Development Application for the site.
50m ² to 200m ² of indoor communal space per residential tower	The proposition of communal open space would be provided through the detailed design development phase for a Development Application. Future development Applications would also be required to address the provision of the Apartment Design Guide (ADG) for communal amenities.
Publicly accessible local park of at least 0.7ha	The concepts demonstrate the provision of 0.7ha of publicly accessible open space on the site including opportunities for children's play spaces and informal gathering areas.
5%-10 of dwellings as affordable housing	The proposal is supported by an offer to provide 5% of the dwelling yield as affordable housing for the life of the development.
Use by Council of contributions generated by future development towards the physical improvement of the Warwick Farm Community Hub	The potential redevelopment of the site will generate development contributions that could be directed by Council towards the improvement of local facilities such as the Community Hub.
Pedestrian and cycling connections	Previous proposals for the site have delivered upgrades in the vicinity of the site which have included intersection upgrades and improvements to pedestrian cycleways in the vicinity of the site.
A diverse mix of shops including affordable options	The retail mix would be a matter appropriately addressed at Development Application stage.
Open spaces that supports informal and unstructured recreation	The concepts for the site provide for a variety of open spaces suitable for a range of social interactions and recreation uses.

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

The site is currently vacant and undeveloped. The site presents no obstacles to redevelopment of the land.

Uses in the vicinity include lower density dwellings, medium density housing, and a major sports venue in Warwick Farm Racecourse.

To the north of the Hume Highway are automotive retailing and bulky good retailing uses.

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 for a future DA.

• 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 proponents have previously implemented via a VPA upgrade to road infrastructure in the vicinity to support the approved hardware/bulky goods retail development of the site. The use has not proceeded, but the network capacity has been improved. The proposed development seeks to utilise this improved capacity.

In addition, the proposal includes an offer to enter into a VPA for the provision of affordable housing payment of Section 7.11 Development Contributions, and provision of accessible open space areas.

Q4. Is the planning proposal consistent a local council's Local Strategy, or other local strategic plan?

A current or draft local strategy is not in place.

The previous Liverpool Residential Development Strategy 2008 is over 10 years old, and pre-dates the Regional Plan and District Plan. therefore, this previous plan has not been considered.

Q.5. Is the planning proposal consistent with applicable state environmental planning policies?

The consideration of these State Environmental Planning Policies and deemed SEPPs has identified that the Planning Proposal does not conflict with any of these relevant policies:

SEPP Title	Consistency	Comment
19. Bushland in Urban Areas	Yes	The site is already zoned for urban purposes and subject to a previous consent authorising clearing of the site. The vegetation on the site is not representative of the structure and floristic characteristics of native vegetation. The PP does not conflict with this EPI.
55. Remediation of Land	Yes	The site has a history of residential use prior to the demolition of the dwellings. There are no known uses of the land that would indicate that the site could be contaminated and require further investigation.
64. Advertising and Signage	Yes	The provisions of SEPP 54 would continue to apply to any future development applications that include signage to which the SEPP applies.
65. Design Quality of Residential Flat Development	Yes	The provisions of SEPP 65 and the ADG will apply to development anticipated to be facilitated by the PP. The provision of the ADG relating to building separation, solar access, ventilation, and open space provision have been taken into account in the development of the concept plan for the site. The envelopes are readily capable of accommodating buildings able to satisfy the amenity requirements of the ADG.

SEPP (Building Sustainability Index: BASIX) 2004	Yes	The provisions of SEPP (BASIX) will apply to any future residential development and would be demonstrated in any DA.
SEPP (Housing for Seniors or People with a Disability) 2004	Yes	The SEPP would apply to the land if rezoned and seniors housing would be a permissible land use. The PP as proposed does not conflict with the provisions of intent of the policy.
SEPP (Infrastructure) 2007	Yes	The Provisions of ISEPP 2007 will continue to apply to the site, The PP does not derogate from the continued application of this SEPP to the land.
Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment	Yes	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 taken into account in the preparation of an LEP. 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.

Table 2: Consistency of the Planning Proposal with SEPP titles

Q.6 Is the planning proposal consistent with applicable Ministerial Directions (S9.1 Directions)?

The PP would be consistent with all relevant Directions as detailed below:

S117 Direction Title	Consistency	Comment
1.0 Employment and Resources		
1.1 Business and Industrial Zones	Yes	The site is currently zoned B5 Business Development, with and FSR of 0.75:1. The land is vacant and had never been developed for business purposes. The PP proposes to apply a B4 Mixed Use zone to the western portion of the site, and an R4 High Density Residential zone to the eastern portion of the site. The PP proposes to apply an FSR of 3:1 across the site. The proposed zoning regime includes the ability to develop a local scale retail offering, including a supermarket and support retail of approximately 6,500m². The proposal reduces the total land area zoned for business purposes. However, the proposal is considered appropriate as the land is not within an

existing identified centre, maintains the capacity for employment and service uses in the B4 mixed use zone, and would be of minor significance.

1.2 Rural Zones	N/A	
1.3 Mining, Petroleum Production and Extractive Industries	N/A	
1.4 Oyster Aquaculture	N/A	
1.5 Rural Lands	N/A	
2.0 Environment and Heritage		
2.1 Environment Protection Zones	Yes	The PP does not propose the introduction of an Environmental Protection zone.
2.2 Coastal Protection	N/A	
2.3 Heritage Conservation	Yes	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	N/A	
3.0 Housing, Infrastructure and Urban Development		
3.1 Residential Zones	Yes	The proposal is considered to be consistent with the direction, including the potential to broaden housing choice and provision in a location able to make efficient use of existing infrastructure and services. The range of housing includes 5% of the uplift as Affordable Rental Housing that would be dedicated to the Council.
3.2 Caravan Parks and Manufactured Home Estates	NA	
3.3 Home Occupations	Yes	Home occupations will continue to be permitted, to be carried out in dwelling houses without the need for development consent.
3.4 Integrating Land Use and Transport this Ministerial Direction	Yes	The PP is considered to be consistent with this Direction as: • The Proposal will provide housing in a location that will be well serviced by public transport and in a location able to support cycling and walking in close proximity to employment lands, on the periphery of a Metropolitan Cluster; • The provision of housing in a location that is adjacent to a rail node and readily accessible to the Liverpool CBD which contains retail, commercial, education, and community facilities; • The site enjoys pedestrian and cycleway connections through the site; • The proposal will facilitate further pedestrian and cycleway connections through the site; • Providing an opportunity for residential development that improves opportunities for travel by means other than by car; and • Supports the efficient and viable operation of public transport services.

3.5 Development Near Licensed Aerodromes	Yes	The proposal has taken into account the Bankstown Airport. The building heights are well below the relevant OLS, and the site is not impacted by potential aircraft noise.
4.0 Hazard and Risk		
4.1 Acid Sulphate Soils	Yes	The site is within an existing Class 5 Acid Sulfate Soils area. The relevant provision of LLEP 2008 will continue to apply.
4.2 Mine Subsidence and Unstable Land	N/A	
4.3 Flood Prone Land	Yes	The PP will be consistent with this Ministerial Direction. The site is subject to flooding. The PP request is supported by a flood report confirming these impacts can be managed on the site.
4.4 Planning for Bushfire Protection	N/A	
5.0 Regional Planning		
5.2 Sydney Drinking Water Catchments	N/A	
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	
5.8 Second Sydney Airport: Badgerys Creek	N/A	
5.9 North West Rail Link Corridor Strategy	N/A	
5.10 Implementation of Regional Plans	Yes	The PP is consistent with the Regional Plan – A Metropolis of Three Cities, and has been specifically addressed in the PP request.
6.0 Local Plan Making		
6.1 Approval and Referral Requirements	Yes	The PP is consistent with this Ministerial Direction.
6.2 Reserving Land for Public Purposes	Yes	The PP is consistent with this Ministerial Direction.
6.3 Site Specific Provisions	Yes	The PP includes a site specific provision to facilitate the delivery of high quality architectural development with the requirement for a design competition in certain circumstances.
7.0 Metropolitan Plan Making		
7.1 Implementation of the Metropolitan Strategy	N/A	No site specific provision is proposed.

Table 3: Consistency of the Planning Proposal with Ministerial Directions

4.4.3 Section C – Environmental, Social and Economic Impact

Q7. 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 request for a Planning Proposal is for existing developed urban land and is not considered to have any adverse impacts upon threatened species, population or ecological communities.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The PP is supported by a Flood Impact Assessment confirming the ability for the flood impacts to be managed.

The proposal is also supported by a Transport Assessment which concludes that the transport network can accommodate the projected increase in housing provision that would be facilitated. The assessment has addressed the testing of the additional traffic generation. The assessment identifies that the testing of the small additional trip generation is not suitable to be tested under the AIMSUN Model. That is the scope of the AIMSUN model is large that the sensitivities of the model would not deduce reliable results for the additional 52 additional peak hour trips that would be generated by the additional development capacity. The traffic assessment identifies that the SIDRA modelling that was undertaken remains the most appropriate tool and assessment modelling for the analysis of the traffic impacts. This assessment has concluded that the additional development capacity would not have a detrimental impact upon the performance of the local road network.

The proposed built form has been tested for its impacts on surrounding land in relation to solar access. The sites location is such that the proposal does not result in unacceptable solar access impacts to residential properties or public open space areas.

Q9. How has the planning proposal adequately addressed any social and economic effects?

Social Effects

The site does not contain any items of known heritage significance and is disturbed from previous development which has been demolished.

The site proposes the provision housing on land outside the core employment lands of Liverpool CBD. The site has location attributes that make it highly desirable to pursue higher density residential housing. It is a large site within 100m of a Railway Station, and walking distance to educational and medical facilities. The Railway provides access to Greater Parramatta and the Sydney CBD, making it an appropriate location for maximising residential density.

The proposal includes the provision of 5% of dwellings as Affordable Rental Housing. The massing studies identify a potential dwelling yield of 930 dwellings. The provision of this potential quantum of Affordable Rental Housing dwellings in conjunction with the private dwellings in a location that is highly accessible to employment, services, education and transport is a highly desirable outcome, and consistent with all key strategic planning policies.

The site planning that is facilitated by the mid-rise approach to the site has afforded the opportunity to provide perimeter, publicly accessible open space and internalised private communal open space. This deep soil landscape opportunity provides a potential publicly accessible landscaped open space for the site.

The inclusion of a neighbourhood retail focus provides the opportunity to establish a community focus for Warwick Farm which does not currently exist augmented by a range of casual open space recreation opportunities.

The PP is not considered to present any adverse social impacts and facilitates positive outcomes of:

- Affordable Rental Housing dedicated to Council;
- Accessible open space;
- Employment opportunities on-site; and

- Service retail facilities for the existing community.

Economic Effects

The proposal has the potential to deliver a range of positive economic impacts with the provision of retail and commercial space for service retail uses. These uses provide a range of employment opportunities in the vicinity of the existing and future residential population. These employment opportunities as well as the provision of Affordable Rental Housing that is well located to suit a range of potential key worker groups are considered to have positive economic outcomes. The potential to provide affordable rental accommodation closer to employment opportunities and transport improves the prospect of reducing commute times with the consequent social benefits that can provide.

Q10 Is there adequate public infrastructure for the planning proposal?

The locality is a highly urbanised area that is accessed by the full 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.

Q11 What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

This section will be completed following consultation with any State and Commonwealth Public Authorities identified in the Gateway Determination. However, the PP is consistent with the latest strategic planning policies and Government approach to increase housing supply in appropriate locations.

4.5 Part 4 – Mapping

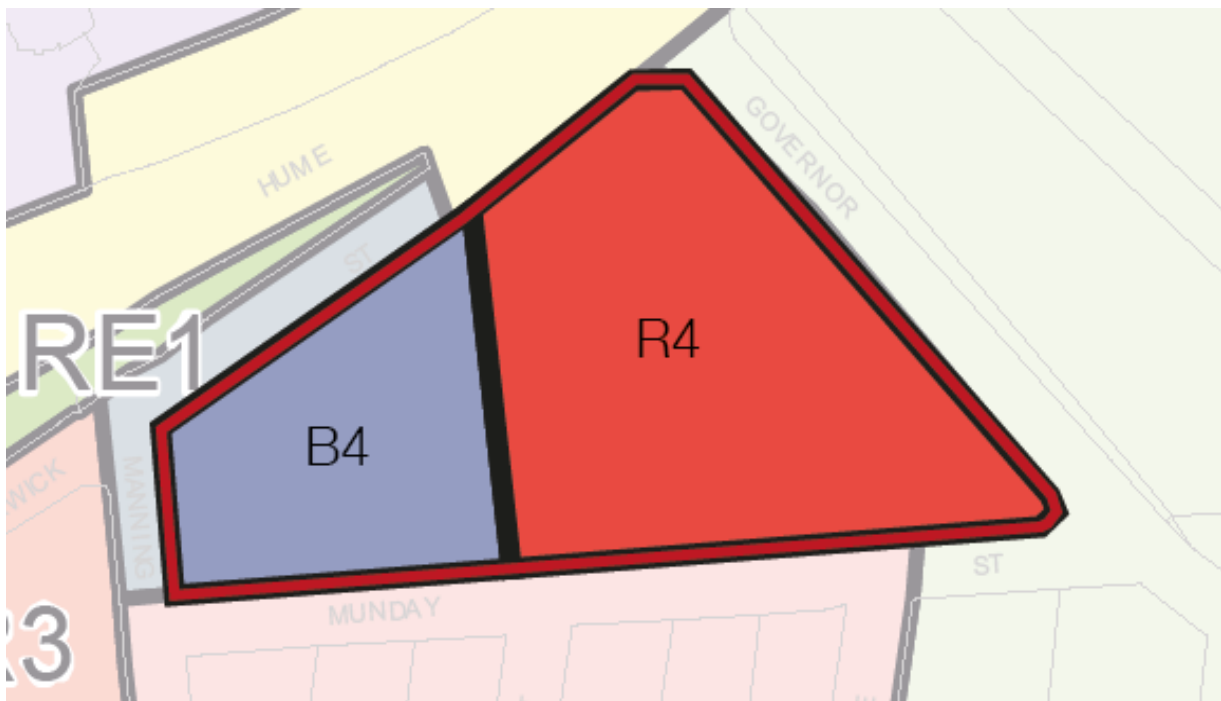


Figure 16: Extract from proposed amended LLEP 2008 Zoning Map

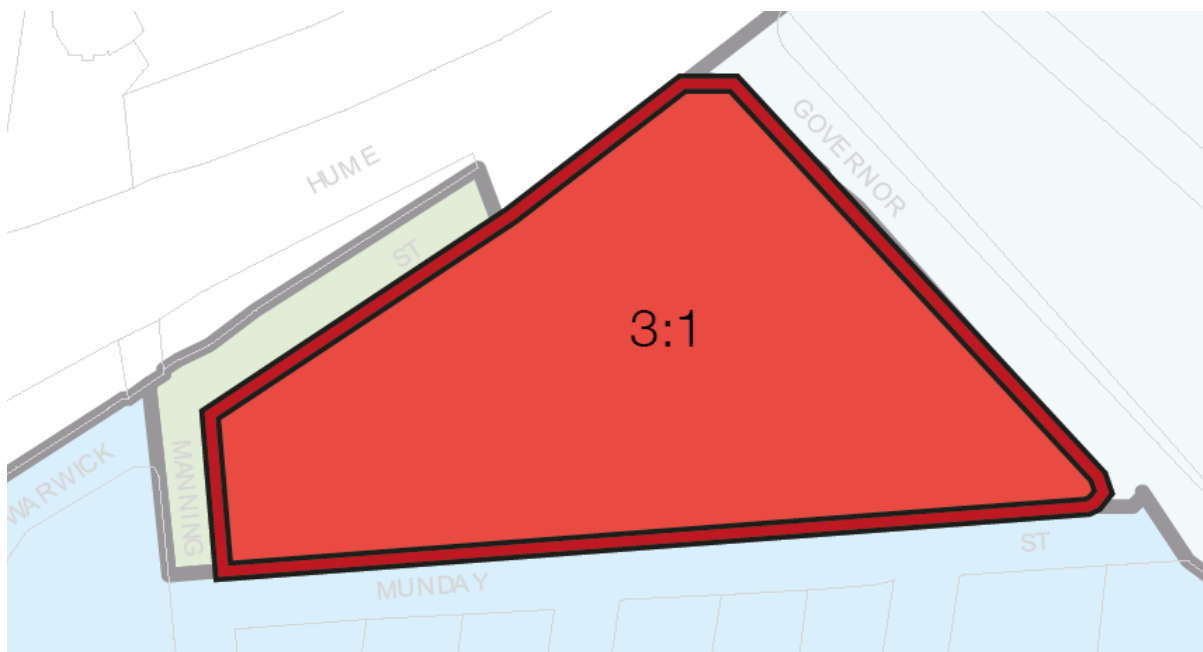


Figure 17: Extract from proposed amended LLEP 2008 Floor Space Ratio Map

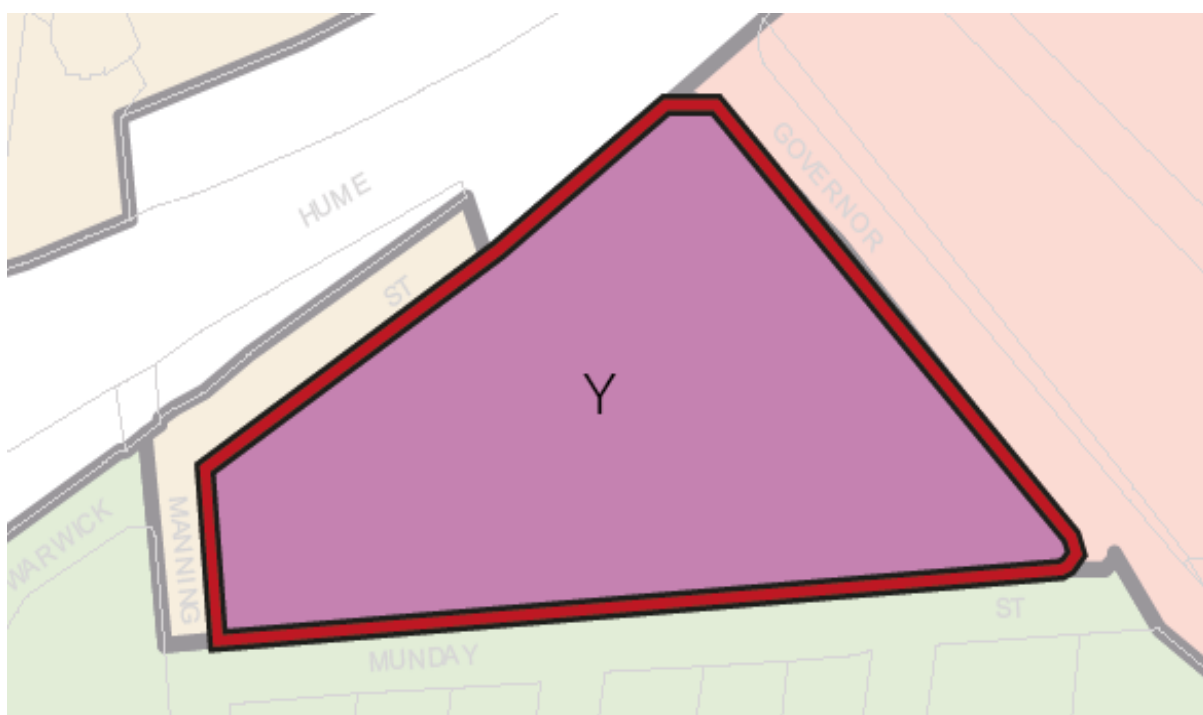


Figure 18: Extract from proposed amended LLEP 2008 Height of Buildings Map

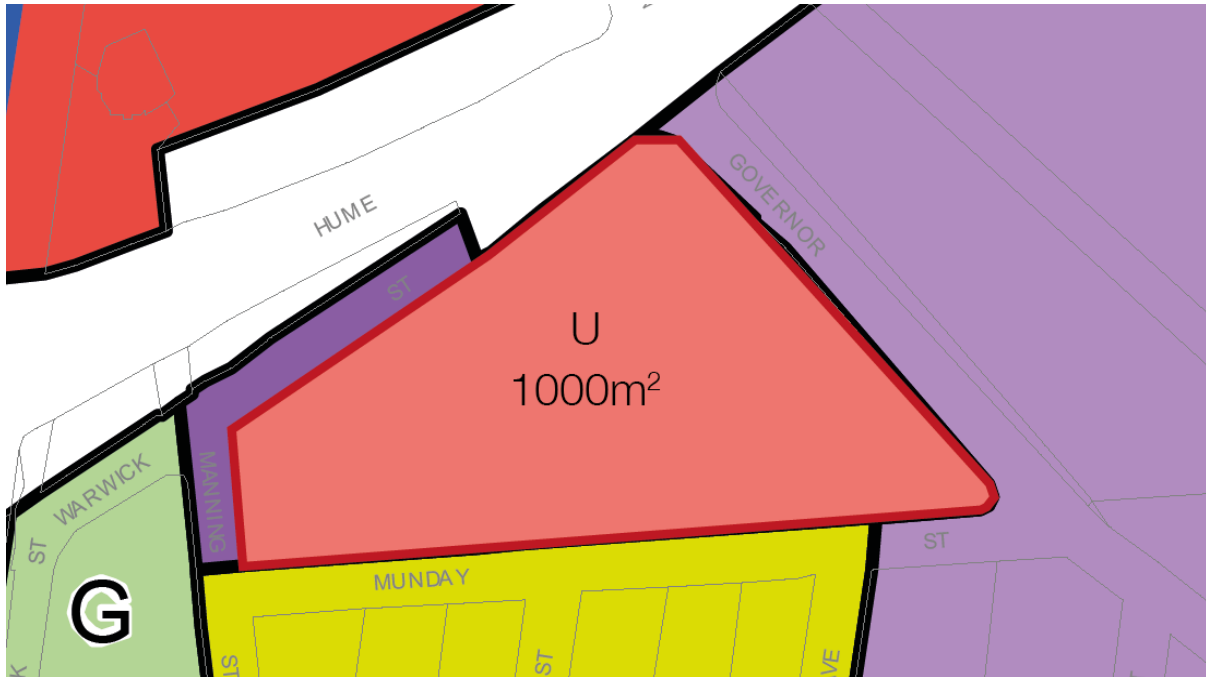


Figure 19: Extract from proposed amended LLEP 2008 Minimum Lot Size Map

The amended mapping proposes a new FSR of 3:1 across the site, and a height of 50.0m along with a minimum lot size of 1,000m². The zones applying to the site would be part B4 Mixed Use and part R4 High Density Residential.

4.6 Part 5 – Community Consultation

It is expected that community consultation will be pursued consistent with standard practice of:

- Notification of surrounding land owners;
- Public notification in local newspapers; and
- Notification on Council's website.

Should further consultation be required, this can be managed through the Gateway Process.

4.7 Part 6 – Project Timeline

The project timeline would be established by Council upon resolution to resolve to proceed to Gateway determination.

5.0 Conclusion and Recommendations

This PP for Lot 1 Governor Macquarie Drive, Warwick Farm, seeks to remove the B5 Business Development zone from applying to the land and impose a Part B4 Mixed Use and part R4 High Density Residential 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 3:1 across the site and a maximum height of buildings of 50.0m. This height facilitates the required floor to floor heights of the ADG as well as required internal clearances for ground floor retail land uses. Council could resolve to prepare a site specific DCP to provide future design guidance to deliver the concept plan that has been prepared in support of the Planning Proposal request. However as clearly demonstrated the height and FSR facilitate the delivery of development ranging between 4 and 15 storeys and low to mid-rise buildings with high amenity and positive urban design integration to the locality.

The PP will facilitate the redevelopment of this large vacant site to provide a mix of residential and employment land uses. In addition to these land uses the urban design concepts have identified a number of community benefits including:

- Affordable rental housing
- Publicly accessible open space
- Reinforcement of a sense of place for Warwick Farm in the vicinity of the rail station
- Creation of a central node and gathering spaces
- Publicly accessible open space area in landscape and urban plaza form; and
- Improved pedestrian connectivity and amenity through and across the site

The PP request ensures that the potential of the site is best realised to maximise the benefit of the site's proximity to public transport, employment, education, and urban services and announced investment in the Liverpool Hospital and medical precinct.

The pursuit of low to mid-rise buildings ensure a consistency and compatibility with higher density residential development to the west along the Hume Highway and ensure that the primacy of the Liverpool CBD remains unchallenged in the urban hierarchy of Liverpool and the Metropolitan Cluster.

The supporting studies identify that potential flood impacts on the site can be managed. The urban design study and Community Benefits report identify that arising from a redevelopment of the land numerous positive urban and social outcomes could be achieved and delivered to the benefit of Warwick Farm and the greater Liverpool locality.

The traffic consideration identifies that previous intersection upgrade works have been undertaken to support the rezoning and development of the site for a hardware bulky goods retailing development. The proposal utilises the network capacity that have been delivered by the site that have yet to be utilised.

In summary, the site is ideally located to provide the low to mid-rise mixed use development on the periphery of the Liverpool Metropolitan cluster. The site has excellent public transport access to Greater Parramatta and the Sydney CBD as well as the future Western Sydney Airport. The site enjoys excellent pedestrian and cycle connectivity to the Liverpool CBD and the Liverpool South Western health complex.

The proposal has been demonstrated to align with the objectives of A Metropolis of Three Cities and the Western City District Plan.

Importantly the PP has responded positively to the determination of the Sydney Western City Planning Panel on a previous proposal which was found to have strategic merit but not site specific merit.

The amendments to the planning proposal deliver a low to mid-rise built form that respects the primacy of the Liverpool CDB, better integrates with the surrounding land uses and building scales and provides a superior allocation of land uses with the retail hub to the west of the site providing a clear marker from the Warwick Farm rail station.

The proposal supports the existing public investment in infrastructure in the locality as well as intended infrastructure upgrades to support the future western Sydney airport. The proposal would support the creation of a diverse and vibrant community hub to reinforce the identity of Warwick Farm.



Attachments

Attachment 1: SJB Urban – Urban Design Report

Attachment 2: CRED Consulting Community Benefits Analysis

Attachment 3: CBRK – Traffic Assessment

Attachment 4: FloodMit – Preliminary Flood Assessment