

Planning Proposal

193 Macquarie Street & 77 Moore Street, Liverpool

Draft Amendment 94 of Liverpool Local Environmental Plan 2008 to relocate the site from 'Area 11' to 'Area 8' on the Floor Space Ratio Map

23 June 2021

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Foreword

This report has been based on a planning proposal report that was prepared by Urbis on behalf of Archer & Beckett Pty Ltd (the Proponent) to initiate an amendment to the Liverpool Local Environmental Plan 2008 (LLEP 2008).

The planning proposal request was received by Liverpool City Council (LCC) on 28 February 2020. Advice was sought from the Liverpool Local Planning Panel (LPP) at its meeting on 3 May 2021. After considering the assessment report, the LPP provided their advice, that the proposal has both strategic and site-specific merit, and supported the planning proposal proceeding to a Gateway determination. The planning proposal was then considered at Council's Ordinary Meeting on 26 May 2021 where it received in principle support to be forwarded to the Department of Planning, Industry and Environment (DPIE) seeking a Gateway determination.

Introduction

A planning proposal was received from the proponent, Archer & Beckett Pty Ltd, to rezone land at 193 Macquarie Street and 77-83 Moore Street, Liverpool (Lot 2 DP 1189772 and Lot 1 DP 628824). The planning proposal prepared by Urbis on behalf of the proponent seeks to relocate the site from 'Area 11' to 'Area 8' on the Floor Space Ratio (FSR) Map.

The planning proposal thus proposes to amend the Liverpool Local Environmental Plan (LLEP) 2008 in the following way -

- Amend designation of the site from 'Area 11' to Area 8' on the FSR map;
- Repeal Clause 7.40; and
- Delete reference to 'Area 11' under Clause 7.1A.

This proposal identifies the development potential of the site to develop as a shop-top housing incorporating podium level commercial and retail uses with a residential tower above.

Background

LLEP 2008 - Amendment 56

A planning proposal for the site at 193 Macquarie Street and 77-83 Moore Street was submitted on 20 June 2014. This planning proposal sought to:

- Rezone the site from B3 Commercial Core to B4 Mixed Use;
- Amend the FSR Map to increase the maximum FSR from 3:1 to 6:1; and
- Amend the Height of Buildings (HOB) Map to increase the maximum building height from 18 metres to 70 metres.

This planning proposal was further modified in 2015 as follows:

- Further increase the maximum building height from 70 metres to 100 metres;
- Amend the design of the foreshadowed development on the site to incorporate an elliptical tower on the podium (where the original proposal envisaged a square tower); and
- Relinquish previous requests to increase the FSR on the site, subject to Council's request to incorporate more commercial floor space.

This planning proposal was subsequently gazetted on 22 March 2019 under Amendment 56, with the site being identified as 'Area 11' on the FSR map.

LLEP 2008 - Amendment 52

On 5 September 2018, LLEP 2008 (Amendment 52) was gazetted which covered an area of 25 hectares in the Liverpool city centre. The purpose of this amendment was to encourage new businesses into the city centre and double the residential population while fostering Liverpool's vision for a modern, walkable, and vibrant 24-hour economy in the CBD.

Lodged in 2015, the planning proposal rezoned the majority of the B3 Commercial Core zoned land in the city centre to B4 Mixed Use. The area of land rezoned under Amendment 52 is shown in Figure 1 below.

In addition to rezoning the land, Amendment 52 also introduced Clause 7.5A to support large scale development on certain land within the city centre. Specifically, Clause 7.5A states:

(1) This clause applies to land development on land that:

(a) is identified as “Area 8”, “Area 9” or “Area 10” on the Floor Space Ratio Map, and (b) has a lot size exceeding 1500m², and

(c) has 2 or more street frontages.

(2) Despite clauses 4.3 and 4.4, if at least 20% of the gross floor area of a building is used for the purposes of business premises, centre-based child care facilities, community facilities, educational establishments, entertainment facilities, food and drink premises, functions centres, information and education facilities, medical centres, public administration buildings or retail premises:

(a) the height of the building may exceed the maximum height shown for the land on the Height of Buildings Map, and

(b) the maximum floor space ratio of the building may exceed the maximum floor space ratio shown for the land on the Floor Space Ratio Map but must not exceed:

(i) in relation to a building on land identified as “Area 8” or “Area 10” on the map—10:1, or

(ii) in relation to a building on land identified as “Area 9” on the map—7:1.

Given that the site at 193 Macquarie Street and 77-83 Moore Street was subject to a separate planning proposal at the time that Amendment 52 was being considered, the site was not captured within the changes adopted by Amendment 52.

Report Structure

This planning proposal has been prepared in accordance with Section 3.33 of the EP&A Act with consideration of DPIE’s (formerly DPE’s) ‘A Guide to Preparing Planning Proposals’ (December 2018). Accordingly, the proposal is discussed in the following parts:

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

- Part 6 – Project timeline

Site Description

The site is known as 193 Macquarie Street and 77-83 Moore Street, Liverpool and has a total area of 1,931m². It is legally described as Lot 2 in DP 1189772 and Lot 1 in DP 628824. The site is in the Liverpool city centre and is approximately 13 kilometres south-west of the Parramatta CBD and 27 kilometres west of the Sydney CBD. The site is generally level and rectangular in shape. It currently comprises aged low-rise retail buildings and at-grade car parking (Figure 1).

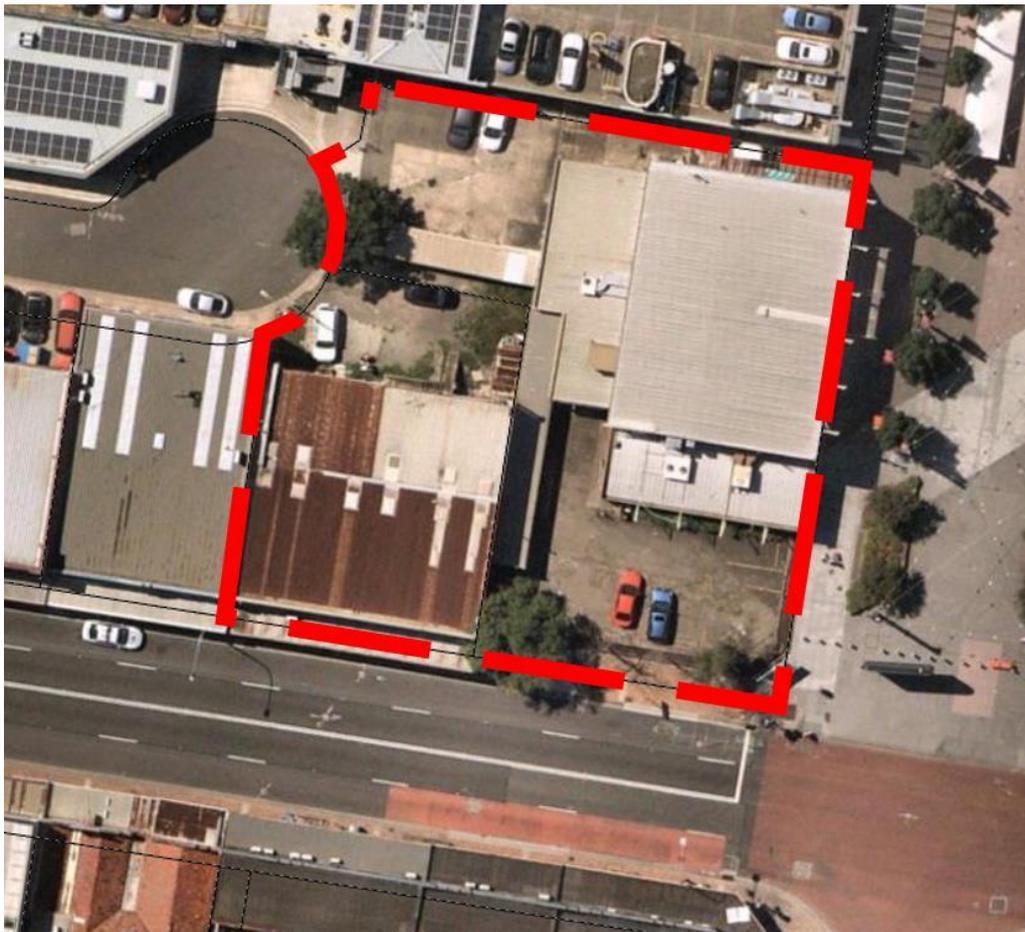


Figure 1: Aerial view of subject site (marked red)

The site is surrounded by the following land uses:

- Directly north of the site is a mix of low-rise retail premises as part of Liverpool Plaza. Further north is St Luke's Anglican Church and Westfield Liverpool. North-east of the site is All Saints Catholic College and Church. Immediately north-west are commercial and industrial areas with residential suburbs beyond.
- Directly south of the site along Macquarie Street are a line of retail shops, with industrial and residential development located further south. Existing residential development comprises a mix of apartment buildings, generally three-storeys in height amongst recently constructed high-rise developments.

- Directly east of the site is the pedestrianised Macquarie Street Mall. The University of Wollongong Campus is located further east along with Liverpool Courthouse, Liverpool Police Station and Bigge Park. Liverpool City Council and Liverpool Library are located approximately 400m east of the site and TAFE Liverpool campus and Liverpool Hospital are beyond.
- Directly west of the site is a mix of retail and industrial uses with residential areas comprising two to three storey apartments beyond.

The site is positioned adjacent to the Macquarie Mall pedestrian walkway in the heart of the Liverpool city centre and is accessible from Davis Serviceway to the rear and Moore Street to the south. The surrounding area comprises a mix of retail and commercial uses focused around Macquarie Street and Elizabeth Drive which are undergoing urban redevelopment. Several development applications (DAs) are currently with Council for high-rise mixed-use buildings in this area.

The site is located approximately 350 metres east of the Hume Highway and 2 kilometres north of the M5 South Western Motorway. The M5 Motorway is a major arterial highway that links Sydney's southern suburbs surrounding the Sydney Airport to Sydney's outer South Western suburbs.

The site has excellent access to public transport and is within 450m walking distance of the Liverpool Railway Station (Figure 2) which connects to major centres including Parramatta, Bankstown and Sydney Central. Liverpool Railway Station is an interchange station located on the T2 Parramatta Inner West and Leppington Line, T3 Bankstown Line and T5 Cumberland Line. Services on these lines generally operate every five to ten minutes in each direction during peak periods.

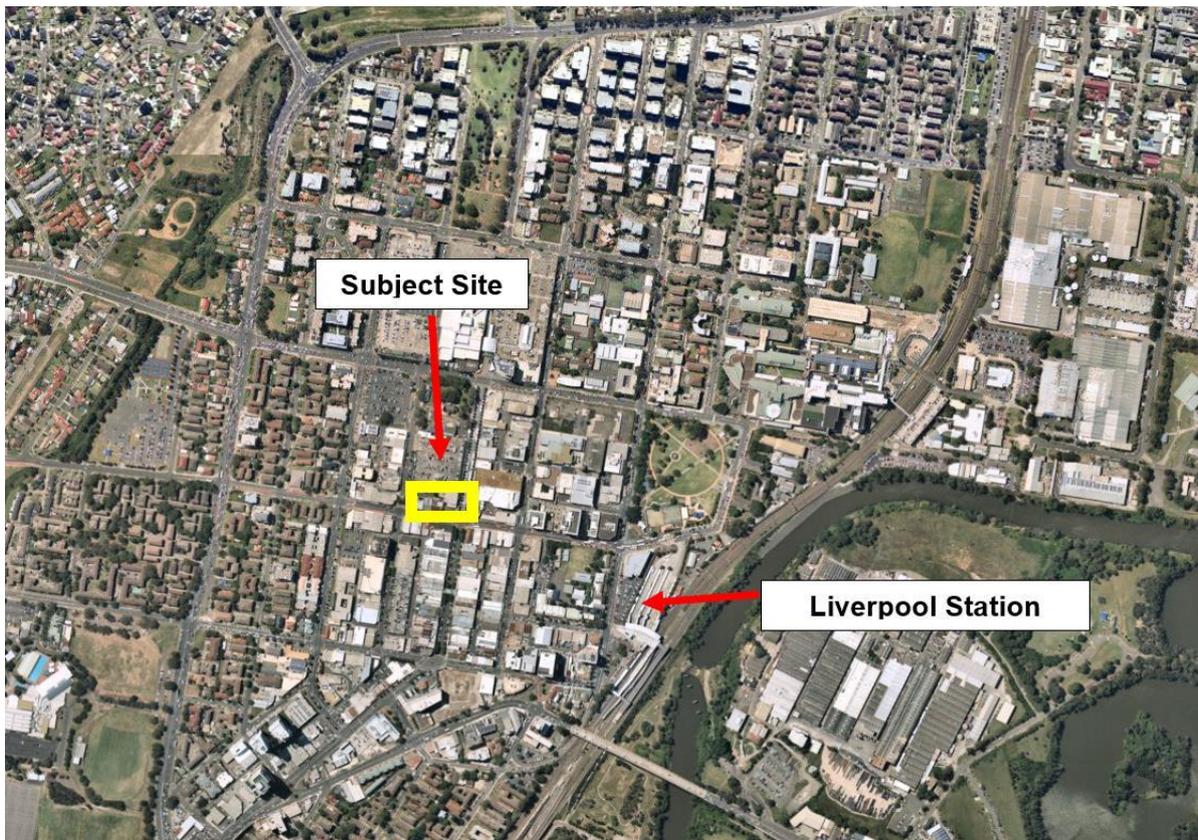


Figure 2: Locality map (site marked yellow)

Local and regional bus services through the area are provided by Sydney Buses. There are bus stops available on Northumberland Street, Moore Street and Elizabeth Drive.

Statutory Planning Framework

Liverpool Local Environmental Plan 2008

The subject site is zoned B4 – Mixed Use in accordance with the zoning map of the LLEP 2008 (refer to Figure 3).



Figure 3: Existing land use zoning in the LLEP2008 (subject site outlined in red)

The objectives of the B4 Mixed Use zone are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To allow for residential and other accommodation in the Liverpool city centre, while maintaining active retail, business or other non-residential uses at street level.*
- *To facilitate a high standard of urban design, convenient urban living and exceptional public amenity.*

The B4 zone aims to facilitate residential and other accommodation in the Liverpool city centre. The intended future development (shop top housing) for the site is consistent with the objectives of the B4 Mixed Use zone.

Delegation of plan making functions

This planning proposal seeks to make a relatively minor amendment to the Liverpool Local Environmental Plan 2008. As such, Council is seeking authority of plan making functions pursuant to Section 3.36 of the Environmental Planning and Assessment Act 1979 ("EP&A Act").

Part 1 – Objectives and Intended Outcomes

The intended outcome of this Planning Proposal is to amend LLEP 2008 to facilitate the site's future redevelopment. The proposed amendment to the FSR Map will facilitate a landmark mixed-use development incorporating:

- Vibrant and active ground floor retail uses and podium level comprising additional commercial uses.
- A publicly accessible through-site link or alternative public benefit which can deliver enhanced permeability through the civic core. This will also contribute towards activating the ground plane and facilitating direct pedestrian connectivity between the site and Liverpool Plaza through the Macquarie Street pedestrian walkway and Northumberland Street (via Davis Serviceway).
- A residential tower with capacity to provide apartments in varying sizes and layouts, consistent with SEPP 65: Design Quality of Residential Apartment Development and the accompanying Apartment Design Guide (ADG).

Part 2 – Explanation of provisions

The objectives and intended outcomes of the Planning Proposal will be achieved by amending the FSR Map to relocate the site from 'Area 11' to 'Area 8'. The proposed 'Area 8' controls will also trigger the application of Clause 7.5A of the LLEP 2008.

To facilitate the proposed changes, the following LLEP 2008 map is to be amended:

Floor Space Ratio

- 4900_COM_FSR_011_005_20181214

As a result, Clause 7.40 will be deleted and Clause 7.1A will be amended so that any reference to 'Area 11' is removed from the LLEP 2008.

Part 3 – Justification

Section A – Need for the planning proposal

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

The planning proposal is not a result of any strategic planning statement, strategic study or report. However, the planning proposal aligns with state and regional strategic documents that set out goals seeking to protect, increase and enhance industrial and urban services land. Additionally, the proposal is aligned with Council strategies and studies. These documents include the following:

- Greater Sydney Regional Plan – A Metropolis of Three Cities
- Western City District Plan
- Local Strategic Planning Statement - Connected Liverpool 2040

Further detail in respect of the alignment with these documents is set out in Section B (Relationship to strategic planning framework).

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

The planning proposal is considered the best means of achieving the objectives and intended outcomes as indicated in Part 1 of this planning proposal. There are no alternative processes to achieve the intent of this Planning Proposal due to the current planning controls that apply to the site under the LLEP 2008.

Section B – Relationship to strategic planning framework.

DPIE's Planning Circular (PS 16-004) notes that a key factor in determining whether a proposal should proceed to Gateway determination should be its strategic merit and site-specific merit. It is considered that the planning proposal meets these tests as outlined in the following sections.

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

a. Strategic Merit

The planning proposal is consistent with relevant regional, sub-regional or district plan or strategies. The most relevant State and District plans that guide the land use direction for the site, are

- Greater Sydney Regional Plan – A Metropolis of Three Cities
- Western City District Plan

Greater Sydney Regional Plan – A Metropolis of Three Cities

The current metropolitan strategy applicable to the site is the NSW Government's Greater Sydney Region Plan (2018). Relevant directions from the metropolitan strategy are noted at Table 1 below.

Table 1 – Consistency with Greater Sydney Regional Plan

| Objective | Comment |
|---|---|
| <i>Objective 10: Greater housing supply</i> | The proposal allows for a contemporary housing supply to be developed in close proximity to public transport and services. The core of the Liverpool city centre is currently characterised by retail and commercial development with high density residential development occurring on the periphery. The planning proposal will facilitate the provision of high-density residential units in the core of the city centre. The apartments will comprise of a mix of one, two, and three-bedroom units to cater for a range of people different households and will contribute to Council's supply of residential dwellings. |
| <i>Objective 11: Housing is more diverse and affordable</i> | |
| <i>Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities</i> | The concept of a '30 minute city' is to be achieved by establishing connections between various airports, train stations and localities as identified in the Greater Sydney Services and Infrastructure Plan - Future Transport 2056. The site is well positioned to meet this requirement as it is within 500 metres of the Liverpool station interchange. |
| <i>Objective 22: Investment and business activity in centres</i> | The proposal seeks to amend the LLEP 2008 to increase the development potential of the subject site. Should consent be granted for development as outlined in the concept plans, then a significant capital investment would be required at the construction stage. There will also be ongoing investment in the Liverpool city centre through the occupation of residential dwellings and the operation of commercial and retail uses on the site. |

Western City District Plan (WCDP)

The site is located within the Western City District and the applicable District Plan is the Western City District Plan (2018), as established by the Greater Sydney Commission in March 2018. Relevant directions from the Western City District Plan are noted at Table 2 below.

Table 2 – Consistency with Western City District Plan

| Criteria | Comment |
|--|---|
| <i>Planning Priority W1: Planning for a city supported by infrastructure</i> | The site is located close access to public transport and other essential community service infrastructure. Specifically, the site is located among the Liverpool Hospital, the Ingham Institute of Applied Medical Research and the clinical schools of the University of NSW and Western Sydney University, South West Private Hospital and South Western Sydney TAFE. The site's access to major health and education services and public transport makes it an ideal location to facilitate further development uplift, particularly comprising commercial and residential land uses which can leverage off existing infrastructure. |
| <i>Planning Priority W5: Providing housing supply,</i> | The site can provide housing in a mixed-use area comprising a variety of dwelling typologies which will contribute to Liverpool City Council's dwelling target of 87,261 by 2026. Given the site's optimal location within the heart of the Liverpool city centre and near Liverpool Station, it has good access to jobs in other major centres and emerging CBDs throughout Greater Sydney. |

| Criteria | Comment |
|--|--|
| <i>choice and Planning</i> | Additionally, the site is co-located amongst a range of education and health services that can support the daily needs of residents. |
| <i>Priority W6: Creating and renewing great places and local centres, and respecting the District's heritage</i> | The Site currently comprises low rise, poorly kept retail buildings. This proposal will renew the site in facilitating a future DA to align with the vision for the Liverpool CBD, enhancing its commercial and residential potential within the bustling city centre. The Addendum Heritage Statement at Appendix B identifies that the proposed uplift can be achieved without resulting in any additional adverse impacts on surround heritage items and areas. |
| <i>Planning Priority W9: Growing and strengthening the metropolitan cluster</i> | Critical to achieving the vision for the Western Parkland City is investment within the Metropolitan cluster. The site is located within the Liverpool CBD which is identified as a Metropolitan Cluster. In line with the aims of the Liverpool Metropolitan Cluster, this Proposal will increase housing diversity and promote housing affordability by increasing the supply of housing. The proposed uplift will ultimately increase the commercial floor space capacity at the site and provide greater employment space near the health and education precinct. The provision of active ground floor uses, commercial within the podium and residential uses above near Liverpool Plaza will also support the night-time economy. The site and future mixed-use development will leverage off the existing transport infrastructure to support the GSC's vision for a 30-minute city. |
| <i>Planning Priority W11: Growing investment, business opportunities and jobs in strategic centres</i> | <p>Based on the proposed relocation of the site from 'Area 11' to 'Area 8' on the FSR Map, the site will be required to deliver a minimum 20% commercial GFA. This is set out within Clause 7.5A of the LLEP 2008. The urban design analysis included within Appendix A shows the indicative GFA that can be achieved on site under the current 'Area 11' and the proposed 'Area 8' controls.</p> <p>This urban design analysis demonstrates that the indicative built form under the proposed Area 8 controls can achieve an overall net increase in the provision of commercial GFA beyond what is currently able to be achieved under the current controls for 'Area 11'.</p> <p>The increased commercial floor space will support the 2036 baseline job target on 36,000 for Liverpool and higher target of 39,000. Additionally, the increase in residential floor space will promote utilisation of neighbouring retail, services, and infrastructure, ultimately contributing to the local economy.</p> |

Local Strategy

Assessment of the proposal with regards to the Local Strategic Planning Statement (LSPS) is detailed in Section 3.4.

b. Site Specific Merit

In addition to meeting at least one of the strategic merit criteria, a Planning proposal is required to demonstrate site-specific merit against the following criteria in Table 3 below.

Table 3 - Site Specific Merit

| Criteria | Planning Proposal Response |
|--|---|
| <i>Does the planning proposal have site specific merit with regard to: the natural environment (including known significant environmental values, resources or hazards)?</i> | The site is in a highly urbanised area, is devoid of any vegetation and is not identified as being susceptible to any environmental hazards. |
| <i>The existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?</i> | <p>The site is in a highly urbanised area. The core of the Liverpool city centre is currently characterised by retail and commercial development and is subject to further potential uplift in development.</p> <p>The Westfield Shopping town to the north of the site will be redeveloped to include a commercial tower, alterations to retail at ground level and a new entertainment and leisure precinct at roof level. Council has also adopted a Public Domain Masterplan indicating that Macquarie Street may be closed at the Moore Street intersection in the future. The proposal will facilitate a mixed-use development at this intersection, thereby activating a key component of the city centre.</p> |
| <i>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?</i> | <p>The site is in a highly urbanised area. Any demands for additional infrastructure will be addressed at the DA stage as any proposed development will be subject to clause 7.1 of the LLEP 2008.</p> <p>Clause 7.1 requires the Secretary of DPIE to confirm that "satisfactory arrangements" (i.e. generally a payment levied per dwelling) will be made to contribute to the cost of State public infrastructure in the vicinity of Liverpool City Centre as part of any DA.</p> |

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

Liverpool Local Strategic Planning Statement (LSPS)

The Local Strategic Planning Statement (LSPS) is Council's long-term plan to shape Liverpool's future which will help guide the development of Liverpool's suburbs and balance the need for housing, jobs and services as well as parks, open spaces and the natural environment.

Local Planning Priority 5, under the Liveability goal of the LSPS, includes the planning priority: *'A vibrant, mixed-use, and walkable 24-hour City Centre with the Georges River at its heart.'* The planning proposal will enable the future development of a mixed-use building within the heart of the Liverpool city centre. Consistent with the vision for a vibrant and walkable 24-hour CBD, the site's future redevelopment will comprise a residential component with direct access to local services and retail and ground floor retail uses to activate the streetscape.

Local Planning Priority 7, under the Liveability goal of the LSPS, includes the planning priority: *'Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport.'* The planning proposal seeks to relocate the site from 'Area 11' to 'Area 8' on the LLEP 2008 FSR Map. Through this amendment, the site will benefit from incentivised uplift in FSR and unrestricted

height controls. The uplift will allow for a future mixed-use development which comprises up to 80% residential GFA. This will provide increased dwelling capacities and varied unit mixes within the city centre which has direct access to public transport.

Local Planning Priority 11, under the Liveability goal of the LSPS, includes the planning priority: ‘An attractive environment for local jobs, business, tourism and investment.’ The site is currently occupied by poorly maintained low-rise retail buildings which do not present positively to the streetscape. This proposal will deliver on the B4 Mixed Use zoning of the site by establishing the development controls that will facilitate an attractive mixed-use development. This will increase the overall quantity of commercial floor space that is able to be achieved on site. The provision of additional residential floor space will also support local businesses and drive investment within the Liverpool city centre.

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

Several State Environmental Planning Policies (SEPPs) apply to the land. The consistency of the planning proposal with pertinent SEPPs has been provided in

Table 4 below. SEPPs which the planning proposal will not materially impact nor undermine, where it is deemed that the planning proposal is consistent or not inconsistent with the SEPP objectives are omitted from

Table 4.

Table 4 – Consistency with State Environmental Planning Policies

| State Environmental Planning Policy | Comment / Consistency |
|---|---|
| SEPP No. 65 – Design Quality of Residential Apartment Development | Nothing within this Planning Proposal will prevent a future DA from complying with SEPP 65. Detailed compliance with SEPP 65 and the ADG will be demonstrated as part of the future DA. |
| SEPP No 70 – Affordable Housing (Revised Schemes) | SEPP No. 70 is not specifically relevant to the Planning Proposal but may be a consideration for the future DA.. |
| SEPP (Building Sustainability Index: BASIX) 2004 | Any future DA on will be accompanied by a BASIX assessment and certificate. |

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

Table 5 – Consistency with Ministerial Directions

| Ministerial Direction | Justification |
|-----------------------------------|--|
| 1.1 Business and Industrial Zones | The Planning Proposal retains the B4 Mixed Use zone. The Proposal will provide a minimum of 20% commercial GFA which will result in an overall net increase in commercial floor space. This will result in almost 2,000m ² more commercial floor space being delivered than what is currently able to be achieved on site under the existing ‘Area 11’ controls. The Planning Proposal complies with Direction 1.1 as it presents an opportunity to support the viability and vision for the Liverpool City Centre. |

| | |
|---|---|
| 2.3 <i>Heritage Conservation</i> | The Planning Proposal does not have any heritage significance but is adjacent to locally listed heritage items and is in proximity to a state listed heritage item. The addendum Heritage Statement at Appendix B confirms that the proposal will not result in any adverse impacts on nearby heritage items. The proposal will result in a larger scale future development. However, it is in line with the future character for the Liverpool City Centre and 'Area 8' controls for adjoining properties. |
| 2.6 <i>Remediation of Contaminated Land</i> | The site is not known to have been used for any contaminating uses in the past. As the planning proposal primarily seeks to amend the FSR map, and does not seek to introduce sensitive uses, it is deemed to be consistent with this direction. |
| 3.1 <i>Residential Zones</i> | The site is zoned B4 – Mixed Use, which although not a residential zone, otherwise provides for the undertaking of some forms of residential development, including shop top housing as permissible within the zone. The planning proposal will facilitate the delivery of high-quality housing of this type, currently not present within the core of the Liverpool city centre. The development will increase housing supply and improve the variety and choice of dwelling types available. |
| 3.4 <i>Integrating Land Use and Transport</i> | The site is well serviced by a range of public transport networks and is within walking distance of Liverpool Railway Station. Services on the main line through these stations generally operate with headways of 5 to 10 minutes in each direction during peak periods and 10 to 15 minutes in each direction outside peak hours. Local and regional bus services through the area are provided by Sydney Buses. The proximity of these transport services will encourage public transport use, cycling or walking and discourage use of private transport. |
| 3.5 <i>Development Near Licensed Aerodromes</i> | The obstacle limitation surface (OLS) for Bankstown Airport applies to the proposed development. Future development will be restricted to the outer horizontal surface maximum of approximately 135.9m AHD. The proposal will not affect the operation of any aerodromes. |
| 5.10 <i>Implementation of Regional Plans</i> | Consistency with Greater Sydney Region Plan - A Metropolis of Three Cities is demonstrated in Section 3.3 of this report. |
| 6.1 <i>Approval and Referral Requirements</i> | The Planning Proposal does not contravene the objectives of this direction. |
| 6.2 <i>Reserving Land for Public Purposes</i> | The Planning Proposal does not propose to create, alter or reduce any existing zoning or reservation on the land for public purposes |
| 6.3 <i>Site Specific Provisions</i> | The Planning Proposal does not propose any additional provisions, it only seeks to amend the existing FSR map. |

Section C – Environmental, social, and economic impact

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

The site does not contain any critical habitat, threatened species, population or ecological communities or their habitats as it is situated within an urban context and was historically used for commercial purposes. The site is highly modified and therefore it is expected that the planning proposal will not affect any critical habitat or threatened species, populations, or ecological communities.

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

Built Form

The planning proposal is supported by an indicative building envelope which illustrates a potential built form outcome resulting from the proposed relocation of the site from 'Area 11' to 'Area 8' on the FSR Map. The building envelope has been designed in accordance with the relevant LEP and DCP controls and incorporates permissible setbacks, building separation distances, building heights and site coverage. The future built form will be further established during the detailed DA stage and will be designed with consideration to the future context of the CBD and the environmental impact assessment.

Heritage

An addendum Heritage Statement and Preliminary Heritage Archaeological Assessment have been prepared to support this planning proposal and are provided at Attachments B and D.

The archaeological assessment provides high level historical research on the subject site including analysis of historic mapping and imagery. The archaeological assessment recommends that a Detailed Historical Archaeological Assessment (HAA), Archaeological Research Design (ARD) and Aboriginal Due Diligence Assessment (ADD) are prepared at the DA stage.

The addendum Heritage Statement assesses the potential built form outcome its likely heritage impacts on nearby heritage items including the Corner Pub (Local No. i95); The Plan of Town of Liverpool (Local No. i89); and Saint Luke's Church (State No. i84).

Any future development will be contained within the site and will not result in visual or solar impacts to the state-listed Saint Luke's Church. Further, the heritage significance of Macquarie Street and Moore Street relate to their original Hoddle street pattern and layout, which will remain unchanged. The findings of the comprehensive Heritage Impact Statement provided in 2017 and the addendum Heritage Statement demonstrate that the proposal can be supported from a heritage perspective.

Traffic and Transport

This Planning Proposal will enable the site's incentivised uplift which will result in a development of approximately 19,000m² total GFA. The traffic impacts will be negligible in the context of the broader transformation currently and likely to occur throughout the Liverpool CBD. Furthermore, as demonstrated in Section 3.4 of this report, the site is well serviced by public transport and it is expected that the Liverpool commercial core grows, car dependency will decrease.

Traffic and parking impacts are required to be assessed at the DA stage. At this concept stage, it is considered that development contributions will be adequate in addressing the preliminary traffic and parking impacts. Furthermore, Clause 7.1 requires the Secretary of DPIE to confirm that "satisfactory arrangements" (i.e. generally a payment levied per dwelling) will be made to contribute to the cost of State public infrastructure in the vicinity of Liverpool City Centre as part of any DA.

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

The social and economic effects of this planning proposal have been considered and addressed. The proposal provides clear social and economic benefits, particularly in relation to the increased commercial floor space and public benefit offer.

Employment Generating Uses

Clause 7.5A of LLEP 2008 provides incentivised FSR and building height provisions for certain development in the Liverpool City Centre. Fundamentally, this proposal seeks to enable the application of Clause 7.5A to facilitate future development at the site. In doing so, at least 20% of the development's GFA must comprise commercial uses comprising those set out in Section 5.1.5. As such, future development at the site with a 10:1 FSR will be required to incorporate at least 20% commercial GFA.

Under the current FSR provisions, a development at the site would need to provide a maximum of 62.5% residential GFA and at least 37.5% commercial GFA. The indicative building envelope provided as part of this planning proposal results in an overall net increase in commercial floor space compared to what can be achieved under the current 'Area 11' controls. This will promote employment-generating uses on site, and is demonstrated within the Urban Design Report at Attachment A.

The findings of the Urban Design Report demonstrate that the proposed built form under the proposed 'Area 8' controls will result in an overall net increase in commercial floorspace. As such, an Economic Impact Assessment is not required and is not submitted with this proposal.

The outcome of this planning proposal is in line with Council's vision to retain and increase commercial floor space within the Liverpool CBD and provides the opportunity for additional employment (retail and commercial) with close access to public transport.

Economic Benefits

Additional economic benefits associated with the planning proposal are identified below:

- Providing a catalyst for further investment in the locality;
- Contributing to housing diversity and affordability in the LGA and District;
- Providing jobs closer to home and contributing to the LGA's employment targets; and
- Contributing to the 30-minute city vision for Greater Sydney.

Social Benefits

In addition to the residual social benefits associated with greater employment land uses, the proposal offers the following social benefits:

- Delivers jobs and homes in a highly accessible location, within the city centre and close to local health services and education institutions;

- Increased housing diversity including an increase in the supply of dwellings that are more affordable for couples and young families;
- Increase in the employment floorspace and ground floor retail spaces among the civic core which will draw in workers and visitors from a broader catchment, facilitating opportunities for social interaction;
- Improving the identity and character of Liverpool by contributing to the desired future character without imposing significant heritage impacts; and
- Further passive surveillance opportunities to reduce crime risk and anti-social behaviour through greater residential floor space, particularly in currently isolated locations such as the rear Davis Serviceway.

Overall, the planning proposal will provide significant social and economic benefits to the Liverpool city centre which will be further realised during the detailed design stage.

As demonstrated above, the built form outcome that can be achieved under the proposed 'Area 8' controls are indicative only. However, the Urban Design Report shows that the proposal is capable of responding to a change in circumstances such that a different built form outcome with a different mix of land uses could be delivered on site, should there be a change in demographic trends or infrastructure that is not recognised in the existing controls.

Section D – State and Commonwealth interests

3.10 Is there adequate public infrastructure for the planning proposal?

It is considered there is adequate public infrastructure to support the planning proposal. The site is within walking distance to Liverpool Railway Station which is a major junction for regional and suburban rail services. Liverpool Railway Station has connections to Sydney CBD, Parramatta CBD, Penrith, Bankstown, Blue Mountains and Newcastle. The site is already serviced by adequate stormwater, sewer, power, gas and telecommunication services to support the future development.

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

As a part of the Gateway determination, the relevant public authorities will be identified who are to be consulted in relation to the planning proposal. The referral advice provided by the public authorities will be considered, following consultation in the public exhibition period.

Part 4 – Mapping

The existing and the proposed changes to the LLEP 2008 are shown in the maps below.

Floor Space Ratio Maps

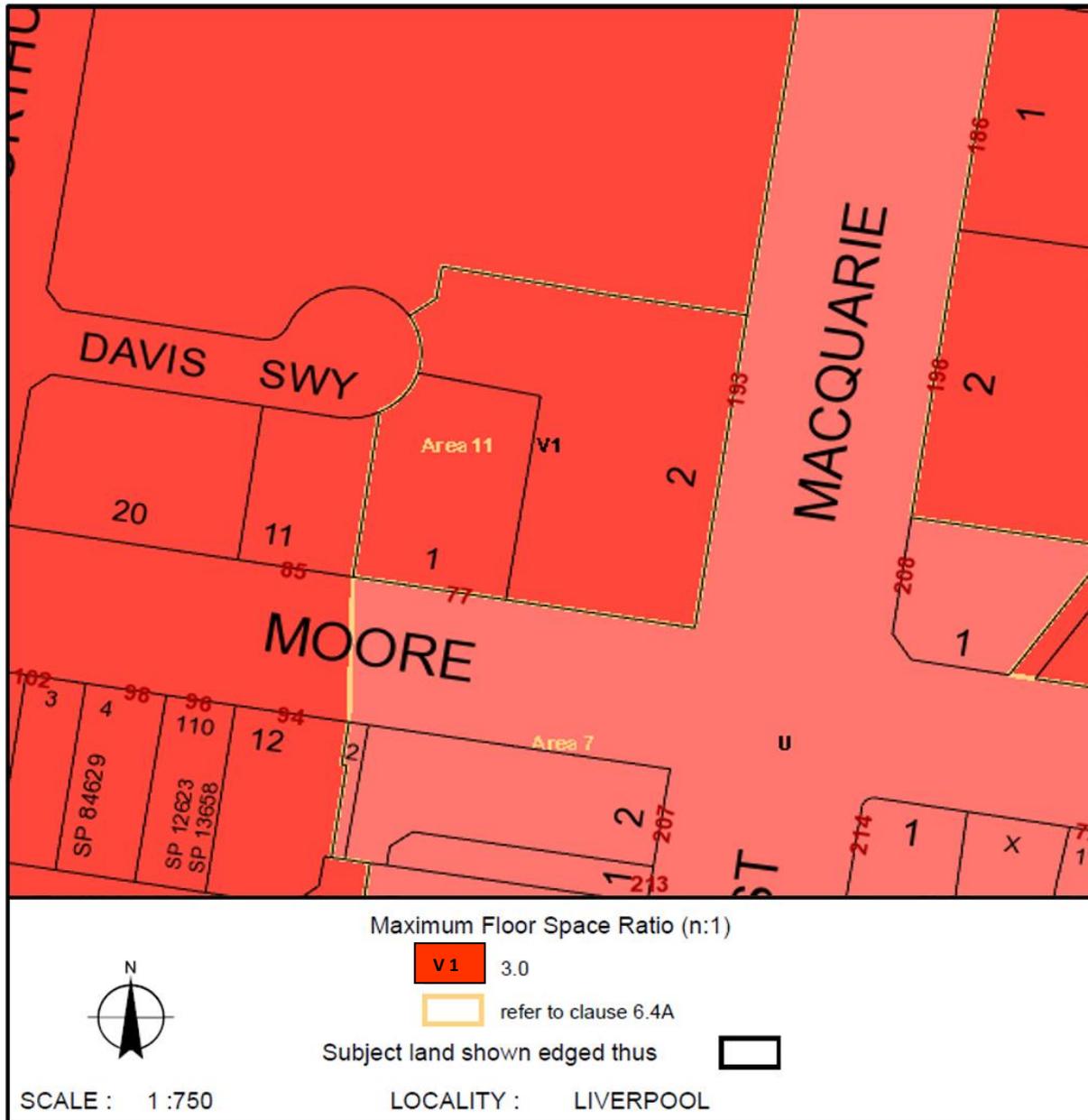


Figure 4: Existing floor space ratio map for the subject site

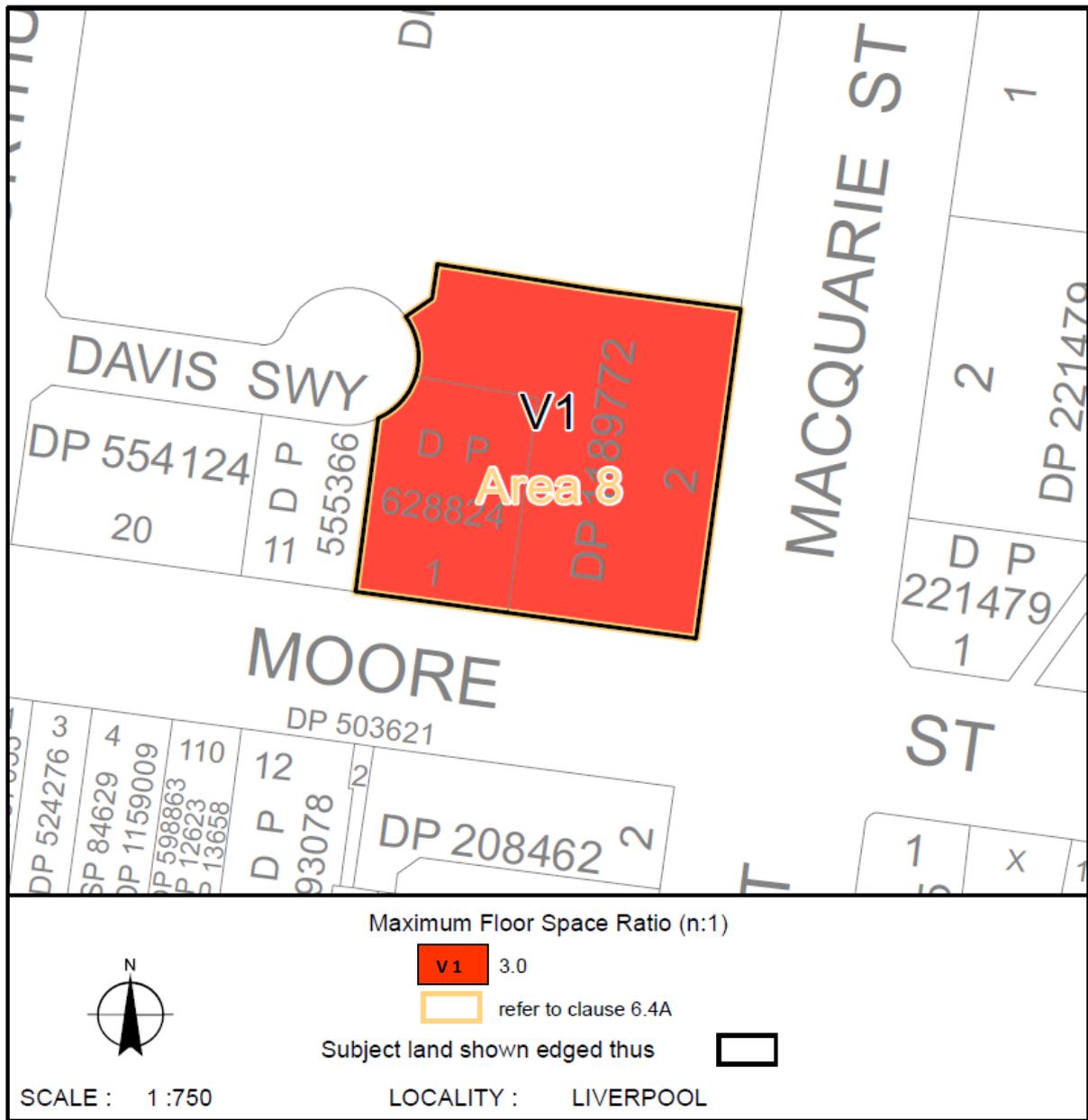


Figure 5: Proposed floor space ratio map for the subject site

Part 5 – Community Consultation

Schedule 1, Clause 4 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the Gateway determination. The planning proposal will be publicly exhibited for at least 28 days in accordance with DPIE’s A Guide to Preparing Local Environmental Plans. The planning proposal exhibition will also be carried out in accordance with Council’s Community Participation Plan.

Part 6 – Project Timeline

An anticipated project timeline is shown in Table 6.

Table 6 – Anticipated Project Timeline

| Timeframe | Action |
|--------------------------|---|
| May 2021 | Presented at the Local Planning Panel meeting |
| May 2021 | Presented to Liverpool City Council |
| June 2021 | Submission of Planning Proposal to DPIE |
| July 2021 | Gateway Determination issued |
| August – September 2021 | Community and public agency consultation |
| September - October 2021 | Consideration of submissions and proposal post-exhibition |
| October 2021 | Post-exhibition report to Council |
| November - December 2021 | Legal drafting and making of the plan |

Attachments

- A. Urban Design Report
- B. Heritage Impact Statement addendum
- C. Economic Impact addendum
- D. Preliminary Archaeological Constraints study