

**LIVERPOOL CITY COUNCIL**  
**LOCAL PLANNING PANEL REPORT**

**27 July 2020**

<b>Application Number:</b>	RZ-4/2020
<b>Proposal:</b>	Planning proposal to rezone the Warwick Farm precinct to part R4 High Density Residential, part B4 Mixed Use and part RE1 Public Recreation
<b>Property Addresses</b>	Lot 4 Warwick Street; 5-19 & 21A, B & C Manning Street; 2-10, 12A, 12B and 14 Manning Street; 1-5, 5A, 7-9, 9A, 11, 11A, 13-15 Bull Street; 6-8, 10A, 10B, 12-14 Bull Street; 1, 5-9, 13-17 & 21 Stroud Avenue; 2 & 10 Stroud Avenue; Part Lot 2 Governor Macquarie Drive; 2, 10 & 12 Hope Street; 2 Shore Street; and 10-18 Munday Street.
<b>Legal Descriptions:</b>	SP39256; Lot 101 DP1005527; Lot 2 Section 6 DP758620; Lot 3 Section 6 DP758620; Lot 4 Section 6 DP758620; Lot 5 Section 6 DP758620; Lot 6 Section 6 DP758620; Lot 7 Section 6 DP758620; Lot 8 Section 6 DP758620; Lot 1 DP1153884; Lot 2 DP1153884; Lot 3 DP1153884; Lot 1 Section 8 DP758620; Lot 2 Section 8 DP758620; Lot 3 Section 8 DP758620; Lot 4 Section 8 DP758620; Lot 5 Section 8 DP758620; Lot 6 Section 8 DP758620; Lot 1 DP45706; Lot 2 DP45706; Lot 3 DP45706; Lot 4 DP45706; Lot 1 DP512081; Lot 2 DP512081; Lot 1 Section 9 DP758620; Lot 2 Section 9 DP758620; Lot 3 Section 9 DP758620; Lot 1 DP862531; Lot 2 DP862531; Lot 1 DP704614; Lot 5 Section 9 DP768620; Lot 6A DP402626; Lot 6B DP402626; Lot 1 DP569482; Lot 2 DP569482; Lot 100 DP739094; Lot 101 DP739094; Lot 9 Section 9 DP758620; Lot 1 DP704613; Lot 10 Section 9 DP758620; Lot 1 Section 10 DP758620; Lot 2 Section 10 DP758620; Lot 3 Section 10 DP758620; Lot 1 DP1159785; Lot 1 Section 11 DP758620; Lot 2 Section 11 DP758620; Lot 32 DP1019404; Lot 31 DP1019404; Lot 40 DP10235561; Lot 5 Section 11 DP758620; Lot 6 Section 11 DP758620; Lot 7 Section 11 DP758620; Lot 4 DP41566; Lot 8 Section 11 DP758620; Lot 9 Section 11 DP758620; Lot 1 DP869630; Lot 2 DP869630; Lot 10 Section 11 DP758620; Lot 1 Section 12 DP758620; Lot 2 Section 12 DP758620; Lot 100 DP749717; Lot 2 DP1171051; Lot 100 DP786075; Lot 3 DP13330; Lot 4 DP13330; Lot 5 DP13330; Lot 6 DP13330; Lot 7 DP13330; Lot 8 DP13330; Part Lot 2 DP 1172051; and Lot 21 DP1088639.
<b>Applicant:</b>	Liverpool City Council
<b>Landowners:</b>	Various
<b>Recommendation:</b>	Proceed to Gateway review
<b>Assessing Officer:</b>	Graham Matthews, Senior Strategic Planner

**1. EXECUTIVE SUMMARY**

At its 11 December 2019 meeting, Council resolved (EGROW 02) to direct the CEO to engage consultants to prepare a structure plan, planning proposal and contributions plan to rezone the Warwick farm precinct for a mix of uses. Council staff engaged Conybeare Morrison International to prepare a structure plan, planning proposal and amendment to the Liverpool Contributions Plan 2009 to facilitate the rezoning of the Warwick Farm precinct for a mix of uses.

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The planning proposal will facilitate the development of approximately 1,465 dwellings and 24,000m<sup>2</sup> of commercial floor space. This will be in addition to the 500-830 new dwellings to be developed at 240 Governor Macquarie Drive, pursuant to a separate planning proposal, already endorsed in principle by Council and awaiting a Gateway determination from the Department of Planning, Industry and Environment (DPIE).

Pursuant to the requirements of the Ministerial Direction, this report provides a merit assessment of the planning proposal prepared in accordance with Council resolution EGROW 02 of 11 December 2019 to rezone the Warwick Farm precinct. The report finds that the proposal has both strategic and site merit and recommends that the panel advise that the proposal should be forwarded to DPIE for a Gateway determination.

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

### **The Site**

The subject site is described as the Warwick Farm (racing) precinct. It is defined as being all lots bounded by the Hume Highway to the north, Governor Macquarie Drive, Shore Street and the Warwick Farm Sewage Treatment Plant to the east, Priddle Street to the south and the Main South Railway line to the west.

240 Governor Macquarie Drive, Warwick Farm (Lot 1 DP 1162276) is not included in this planning proposal. Council endorsed a separate planning proposal seeking to rezone that site from B5 Business Development to part B4 Mixed Use and part R4 High Density Residential at its 11 December 2019 meeting (EGROW 09). The planning proposal seeking to rezone that site was forwarded to the DPIE with a request for a Gateway determination in February 2020. The matter is still under consideration by DPIE. Lot 22 Shore Street, a 232.2 m<sup>2</sup> lot of land owned by Sydney Water, zoned SP2 (Sewage System) and used for the purposes of the Warwick Farm Sewage Treatment Plant is also excluded from the planning proposal.

The planning proposal applies to a total of 71 lots of varying sizes, not including Rosedale Park, around which the planned Manning Street bypass road would pass. The majority of lots in the precinct (66 of the 71) are currently zoned R2 Low Density Residential. In accordance with Clause 16 of Schedule 1 of LLEP 2008, these lots may be developed for the following additional uses:

- (A) Animal Boarding or Training Establishments,*
- (B) Farm Buildings,*
- (C) Veterinary Hospitals*

Accordingly, many of the R2-zoned lots have been developed as thoroughbred training establishments and other purposes supporting the horseracing industry centred on Warwick Farm racecourse. Four of the subject lots are currently zoned RE2 Private Recreation, while the remaining lot is zoned R3 Medium Density Residential.

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**Figure 1: Aerial view of the Warwick Farm precinct**

NB: 240 Governor Macquarie Drive, depicted at the top of the picture, is not included among the lots subject to the planning proposal.

Source: Nearmap 15 April 2020

### **Locality**

The Warwick Farm precinct is situated within the broader Liverpool Collaboration Area, as defined by Objective 5 of Section 3 of the Greater Sydney Regional Plan, *A Metropolis of 3 Cities*. The Collaboration Area includes Liverpool's Central Business District (CBD), the health and education precinct and nearby residential and industrial land areas. It includes the Warwick Farm Precinct; the Moorebank Intermodal Terminal, which is under-construction; and the draft Georges River Masterplan, according to the Western City District Plan.

The Warwick Farm precinct is bordered by IN1 General Industrial zoned land to the south of Priddle Street (Scrivener Street precinct). Scrivener Street is the source of numerous heavy vehicles which pass through the precinct via Manning and Munday Streets. The proposed Manning Street bypass road would divert heavy vehicles around the Warwick farm precinct on their way to and from Governor Macquarie Drive.

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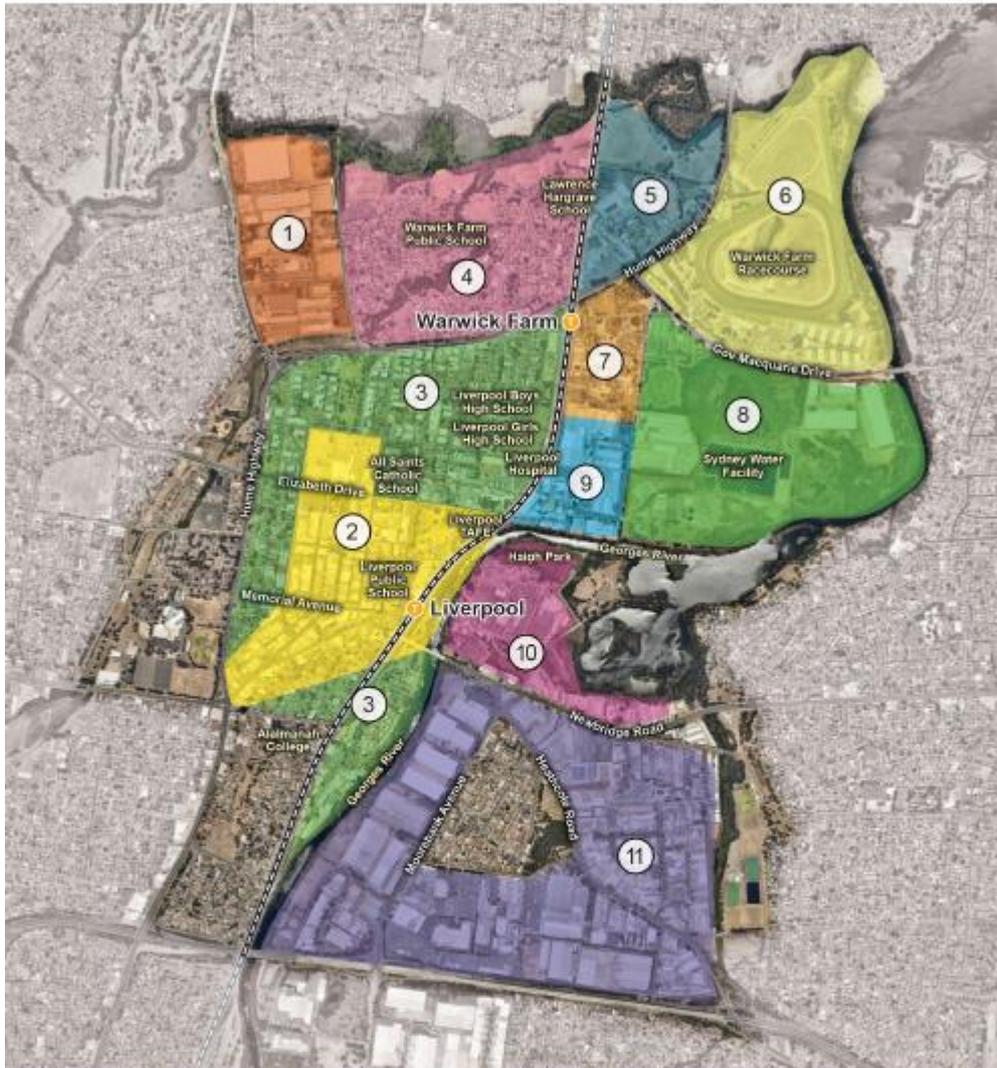
To the north-west of the Warwick Farm precinct is the Hume Highway. To the north of the Hume Highway is a precinct of the Warwick Farm suburb known as “Hargrave Park”. This land is zoned a mixture of R2 Low Density Residential, R3 Medium Density Residential, R4 High Density Residential and RE1 Public Recreation. Much of the land is either currently, or has historically been owned, by the NSW Land and Housing Corporation. Hargrave Park is not subject to this planning proposal. The Sapho Road precinct is located to the north-east of the subject site. Zoned IN1 General Industrial, the land is predominantly used for small industrial lots and large-lot retail (including the Peter Warren car sales lot).

To the west of the subject site is the Warwick Farm railway station, providing frequent services west to Leppington via Liverpool and east to Sydney City via Granville and north to Parramatta. To the west of the Warwick Farm railway station is Liverpool city centre with an abundance of employment-zoned land (B3 Commercial Core and B4 Mixed Use), schools and other educational institutions (University of Wollongong, University of Western Sydney and Liverpool TAFE), health facilities including Liverpool Hospital and retail premises including Liverpool Westfield. **Figure 2** below outlines these precincts.

Warwick Farm racecourse is located to the north-east of the subject site, across Governor Macquarie Drive. The Warwick Farm Sewage Treatment Plant owned by Sydney Water is located to the east and south-east of the precinct. An offensive odour buffer, substantially limiting residential development, extends from the Sewage Treatment Plant across the southern and eastern portion of the precinct, as depicted in **Figure 3** below.

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① Orange Grove Road	⑤ Sapho Road	⑨ Scrivener Street
② Liverpool City Centre - Core	⑥ Equine Precinct	⑩ Georges River North
③ Liverpool City Centre - Frame	⑦ Munday Street	⑪ Georges River South
④ Hargrave Park	⑧ Eco/Utility	

**Figure 2: Liverpool Collaboration Area**

NB: The subject site is partially depicted as “7 Munday Street”.

Source: Liverpool Collaboration Area Place Strategy, Greater Sydney Commission, 2018

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

#### **History**

At its ordinary meeting of 11 December 2019, Council resolved the following in respect of EGROW 02:

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*That Council*

1. *Notes the Sydney Western City Planning Panel's decision on the planning proposal to rezone 240 Governor Macquarie Drive, Warwick Farm;*
2. *Notes that the Local Strategic Planning Statement (LSPS) confirms Council's commitment that the Warwick Farm precinct should be investigated for a mix of uses, including residential development in the short term;*
3. *Notes that Council's vision for the Warwick Farm precinct is inconsistent with the Greater Sydney Commission's (GSC) adopted Liverpool Collaboration Area Place Strategy and that this position has been communicated to the GSC on multiple occasions, including through the LSPS assurance process;*
4. *Notes that a request has been made to the Department of Planning, Industry and Environment for LEP Review funding to be reallocated for the development of a structure plan for the Warwick Farm precinct to implement actions of the Local Strategic Planning Statement;*
5. *Notes that if the LEP funding reallocation request is unsuccessful, refer to point 6 below to develop a structure plan that address:*
  - *the appropriate density of development in the precinct, including built form; and*
  - *building typologies including height and floor space ratio development standards for:*
    - i. *the open space, community and recreation facilities to support urban renewal;*
    - ii. *likely traffic and transport upgrades;*
    - iii. *amenity issues;*
    - iv. *flooding considerations; and*
    - v. *development contributions.*
6. *Directs the CEO to allocate funding from the unrestrictive reserve and to prepare a structure plan for the Warwick Farm Racing precinct and a planning proposal to support a rezoning of the Warwick Farm Precinct from Scrivener Street to Hume Highway to Governor Macquarie Drive relevant to B4 with mixed business noting that zoning is consistent with the State Governments planning advice to maximise densities close to rail stations and this precinct is immediate to the Warwick Farm Railway station; and*
  - a) *notes the AEC Report June 2017 specifically 27.3 "27.3 should the horse training stabling functions of Munday Street Precinct be viably relocated to the racecourse, opportunities arise for Munday Street Precinct and Lot 1 to collectively deliver a masterplanned outcome that incorporates a range of housing types, required urban and retail amenity as well as meet social/community infrastructure need", and*
  - b) *noting that there is a local Warwick Farm School and 5 other Schools already within the Liverpool CBD that are all within walking distance of this precinct and*
  - c) *that the precinct has the most expensive recreational park in the LGA that could be made open to the public and that this Precinct is also within walking distance to the open space surrounding the Georges River, and*
  - d) *that existing jobs in this precinct will be supported by B4 zoning as training facilities will be relocated on track, and work force will still live in the area close to their employment through the B4 zoning, and*
  - e) *that the area below Shrivener Street to Georges river is already zoned Industrial and is best situated to be renewed as a Hi-tec education hospital*

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- and technology park, which will also provide job opportunities to support the increase in density in the B4 zoning and*
- f) that there is already employment opportunities in the hospital universities race track and the Inglis hotel and function precinct and in the industrial site, and also at a shopping centre less than 100 metres from the Warwick Farm Racing Precinct*
  - g) that Moore Point and Hargrave Park will be also be identified on the structure Plan as the River Precinct separate from the Warwick Farm Racing Precinct, and*
  - h) as the River Precinct plans for Moore Point and Hargrave Park already exist there is no need to allocate funding for new plans.*
7. Advise the Greater Sydney Commission of Council's decision.
  8. That Council grant an exemption to the tender process under Section 55(3) of the Local Government Act to permit the direct appointment of a planning consultant from Council's planning consultant panel, on account of the urgency of this matter.
  9. The report to be submitted to the May 2020 Council meeting.

Consequently, the following has occurred in response to this Council resolution:

- Conybeare Morrison International (the consultants) were selected as the lead consultant to undertake preparation of the Warwick Farm structure plan project. An inception meeting with the consultants was held on 24 February 2020;
- An update report was provided to Council at its 27 May 2020 meeting. That report noted delays, caused largely by the COVID-19 pandemic and recommended that the planning proposal be considered by Council at its August 26, 2020 meeting. The revised timetable for the project was accepted by Council;
- The planning proposal, drafted by GLN Planning on behalf of the consultants, was lodged with Council on 30 June 2020; and
- Councillors were briefed on the Warwick Farm structure plan on 1 July 2020.

### **The Proposal**

The Planning Proposal seeks to rezone the 71 lots that comprise the precinct to B4 Mixed Use, R4 High Density Residential and RE1 Public Recreation, as depicted in **Figure 3** below. The intended Land Zoning Map is pictured in **Figure 5**, below.

The planning proposal also seeks to amend development standards, including Height of Building (to a maximum of 49 m, adjacent to Warwick Farm station, falling to the east of the precinct), Floor Space Ratio (to an average of 0.8:1 across the precinct) and minimum lot size. The planning proposal envisages an amendment to the Key Sites Map also, which identifies each block to be developed and seeks to ensure that necessary infrastructure (including flood mitigation works) is provided, prior to development taking place. Maps illustrating the details of proposed amendments to development standards are included in Section 4 of the planning proposal (**Attachment 1**).

The planning proposal will facilitate the development of 1465 dwellings and more than 24,000 m<sup>2</sup> of commercial floor space. This will be in addition to the 500-830 new dwellings to be developed

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at 240 Governor Macquarie Drive, pursuant to a separate planning proposal already endorsed in principle by Council (LLEP 2008 (Amendment 81)).

The planning proposal notes point 5 of Council resolution EGROW 11 of 25 March 2020, which states, That Council:

5. Notes that the bypass road is paramount and it is needed for residents safety and is something that the residents have requested and that the bypass road should be zoned Special Purpose (SP2).

However, the planning proposal explains that all proposed/existing zones along the route of the bypass road already permit the development of "Roads", that rezoning the bypass road SP2 (Local Road) would be unnecessary. Therefore, the planning proposal does not seek to rezone the proposed Manning Street bypass.



Figure 3: Warwick Farm structure plan

NB: 240 Governor Macquarie Drive, located the top of the picture, is not included in land subject to the planning proposal.

Source: Conybeare Morrison International

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**4. CONSIDERATIONS FOR STRATEGIC MERIT**

The Department's *A guide to preparing planning proposals* includes the following questions to justify the proposal (Section A, Q1 and Q2).

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

The planning proposal follows from Action 10.2 of the Liverpool Local Strategic Planning Statement (LSPS, *Connected Liverpool 2040*), which states:

- 10.2 *Prepare structure plan and planning proposal to rezone the Warwick Farm racing precinct to a mix of uses, including B4 (short term)*

The Liverpool LSPS was finalised and granted assurance by the Greater Sydney Commission in March 2020 as being consistent with the Sydney Regional and Western City District Plans, according to Section 3.9 (3A) of the Environmental Planning and Assessment Act 1979.

Consistency with the Liverpool LSPS may therefore infer consistency with the Sydney Regional Plan, *A Metropolis of 3 Cities* and the Western City District Plan and provide a strong justification that the proposal has strategic merit.

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

Action 10.2 of the Liverpool LSPS stipulates that a planning proposal is to be drafted for the rezoning of the Warwick Farm precinct. There is no other way to achieve the outcomes, detailed in Council resolution EGROW 02 of 11 December 2019, without rezoning the subject site and amending development standards.

The one exception, as noted above, is the Manning Street bypass road. As all existing/proposed zones along its route permit the development of "Roads", rezoning the route to SP2 (Local Road) is not necessary. The rezoning of the route of the Manning Street bypass road to SP2 (Local Road) is not therefore included in this planning proposal, despite Council resolution EGROW 11 of 25 March 2020.

The Department's *A guide to preparing planning proposals* includes the following question to delineate consistency with the NSW strategic planning framework (Section B, Q3).

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

As noted in answer to Question 1 above, the planning proposal flows from Action 10.2 of the Liverpool LSPS. As the Liverpool LSPS has been granted assurance from the Greater Sydney

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Commission, this infers that the LSPS is consistent with the Sydney Regional and Western City District plans.

The Department's *A Guide to Preparing Planning Proposals* includes the following question (Section B, Q4)

*Q4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?*

Yes.

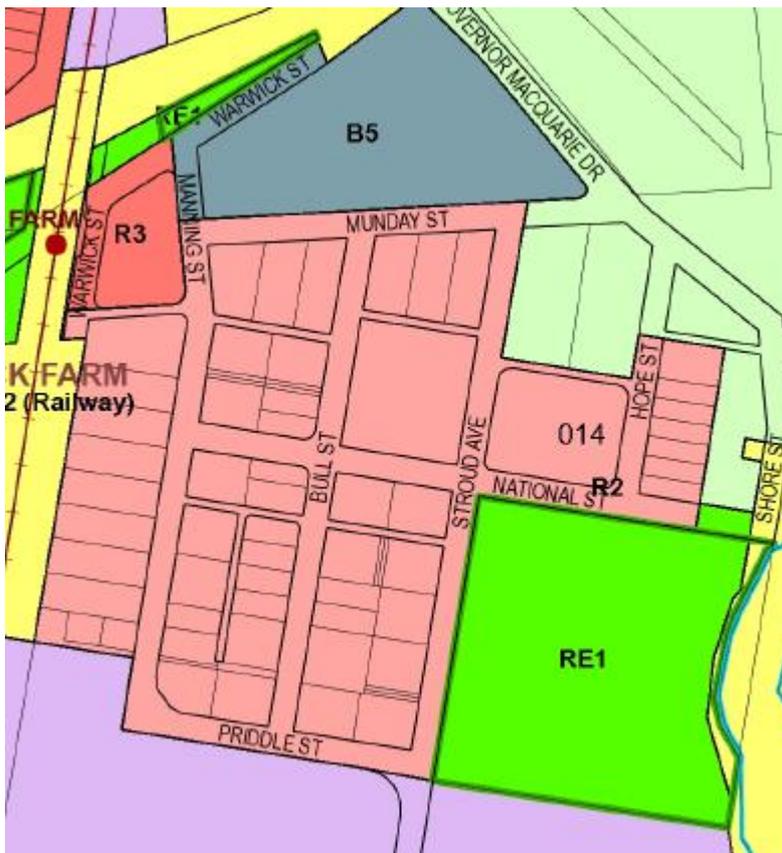
As noted above, the planning proposal gives effect to Action 10.2 of the Liverpool LSPS.

Section 9.1 Directions

The planning proposal satisfactorily addresses the Ministerial Directions, pursuant to Section 9.1 of the EP&A Act 1979.

Liverpool Local Environmental Plan (LLEP) 2008

The subject precinct is currently zoned R2 Low Density Residential, R3 Medium Density Residential, RE1 Public Recreation and RE2 Private Recreation, as noted above in accordance with the zoning map of the LLEP 2008 (**Figure 4**).



**Figure 4: Existing Zoning Map for Site**

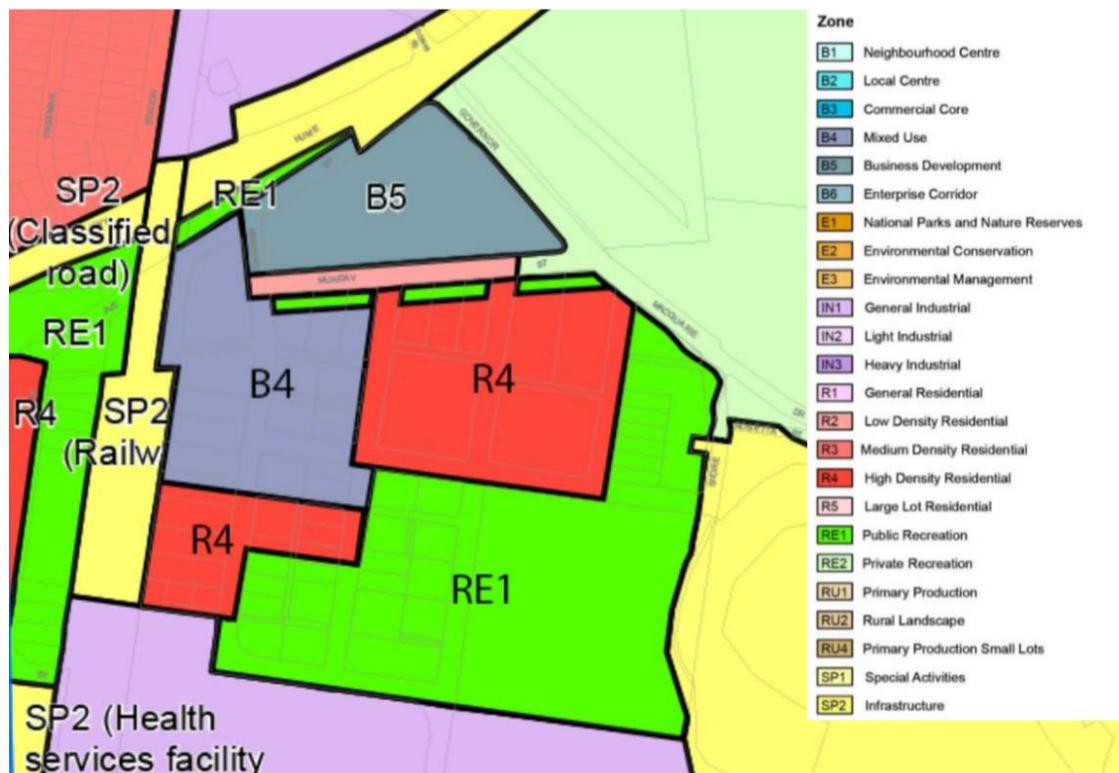
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NB: 240 Governor Macquarie Drive, depicted at the top of Figure 4 is not land subject to this planning proposal.

Source: Liverpool City Council Geocortex

The intended zoning map, depicted in the planning proposal is reproduced at **Figure 5** below.



**Figure 5: Intended zoning map for the Warwick farm precinct.**

NB: 240 Governor Macquarie Drive and Munday Street, at the top of the precinct, are being rezoned pursuant to a separate planning proposal and are therefore depicted with their existing zoning.

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

The Department's *A guide to preparing planning proposals* includes the following site-specific merit questions (Section B, Q3b).

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

- *the natural environment (including known significant environmental values, resources or hazards) and*
- *the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal and*
- *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 site-specific merit of the proposal is addressed in detail in answer to questions 7-10 below.

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In short however, the proposal exhibits site-specific merit.

It will not impact known significant environmental values and seeks to mitigate the impact of environmental hazards (particularly the potential for flooding and heavy vehicle traffic).

The proposal will provide the potential for urban redevelopment of an area which is transitioning away from its role as a horse-training precinct. It will provide the potential for high-quality urban redevelopment in a precinct in close vicinity to a well-served heavy-rail station.

The planning proposal will extend existing urban development east of the Warwick Farm railway station to Governor Macquarie Drive, where it will be buffered by the open space provided by the Warwick Farm racetrack. The impact of heavy-vehicle traffic from the industrial-zoned land to the south will be effectively mitigated by the proposed Manning Street bypass, which will allow heavy vehicles to bypass proposed residential areas on the journey to and from Governor Macquarie Drive.

The proposal is supported by a proposed amendment to the Liverpool Contributions Plan 2009, which will ensure a mechanism for provision of required infrastructure and land for flood mitigation/drainage/public recreation and community facilities.

The Department's *A guide to preparing planning proposals* includes the following questions regarding State Environmental Planning Policies (Section B, Q5).

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

The planning proposal has demonstrated consistency with applicable State Environmental Planning Policies.

The Department's *A guide to preparing planning proposals* (Section B) includes the following questions for consideration:

<i>Question</i>	<i>Comment</i>
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?	No.  All land incorporated into the planning proposal is already zoned for urban purposes. The planning proposal does not seek to rezone any environmentally significant land.
8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?	Yes.  <b>Flood mitigation and evacuation:</b> The precinct is mapped as being within the Liverpool Flood Planning Area. The majority the precinct is mapped as having a medium flood risk. The planning proposal is supported by a Flood Impact

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	<p>Report which demonstrates that blocks to be redeveloped need to be filled to the 1% AEP flood level +500 mm freeboard. This fill is balanced by compensatory excavation of land to be zoned RE1 Public Recreation. The Flood Impact Report demonstrates that proposed cut balances proposed fill.</p> <p>The Flood Impact Report also charts an evacuation route from the precinct to Liverpool city centre, via the Hume Highway/Warwick Street intersection. Internal roads adjacent blocks to be redeveloped, are to be raised to the level of the 1% AEP, with a gradual increase in height as roads approach the Warwick Street/Hume Highway intersection.</p> <p><b>Offensive odour:</b> The precinct is located adjacent to the Warwick Farm sewage treatment facility. The Liverpool Local Strategic Planning Statement maps the extent of the odour buffer surrounding the sewage treatment plant. In line with the recommendation of the LSPS and the policy of Sydney Water, land within the odour buffer is to be rezoned RE1 Public Recreation and be used for compensatory cut to balance fill elsewhere in the precinct, to minimise the impact of offensive odour on residential developments.</p>
<p>9. Has the planning proposal adequately addressed any social and economic effects?</p>	<p>Yes.</p> <p>The planning proposal is supported by a <b>Social Needs Assessment</b> and a <b>Traffic Impact Assessment (TIA)</b> and has been prepared in conjunction with an amendment to the <b>Liverpool Contributions Plan 2009</b>, which provides for additional infrastructure required to support the precinct's redevelopment. The supporting studies adequately address the social impacts of the proposal.</p> <p><b>Traffic Impacts:</b> Specific roadworks projected to mitigate traffic impacts by the <b>TIA</b> include development of the following (incorporated into the Contributions Plan amendment):</p> <ul style="list-style-type: none"> <li>– <i>An additional right turn bay from Hume Highway eastbound to Governor Macquarie Drive southbound;</i></li> <li>– <i>Extension of the new left turn slip lane from Hume Highway westbound to Governor Macquarie Drive southbound, from 60m to 150m;</i></li> <li>– <i>Extension of the existing kerbside short lane on Hume Highway eastbound;</i></li> </ul>

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- An additional southbound lane on Governor Macquarie Drive between Munday Street and Warwick Farm Racecourse; and*
- Signalisation of the Shore Street / Governor Macquarie Drive intersection and conversion of the Munday Street / Governor Macquarie Drive intersection to a left in / left out priority intersection.*

Council's Traffic and Transport section recommend that the following additional active transport improvements be included as part of the structure plan:

- A shared path along the southern side of GMD between Hume Highway and Munday Street;
- A shared path extension from Manning Street to Hume Highway, north to Warwick Street; and
- A shared path along Stroud Avenue.

All the proposed shared paths can be upgraded as part of the road upgrades for emergency service routes.

**Social needs:** In addition to the requirement for embellishment of local parks (the scope of which is required for flood mitigation purposes in the first instance, as described above), the **Social Needs Assessment** also projects the need for a 1000 m<sup>2</sup> multipurpose community facility. The cost of providing the proposed community centre has been incorporated into the Contributions Plan amendment.

**Economic Impacts:** As noted above, the R2 Low Density Residential zoned land within the Warwick Farm precinct has been granted additional use rights via Schedule 1 of LLEP 2008. These additional use rights have allowed the precinct to develop as a horse training/stabling precinct, employing around 238 FTE employees according to the South Warwick Farm Economic and Market Assessment (the AEC report — **Attachment 5**).

The AEC report goes on to assess the fact that training/stabling facilities are being relocated over time to the Warwick Farm racecourse itself, maintaining employment within the Liverpool economy, but enabling the rezoning of the land housing existing training/stabling facilities for higher density residential purposes.

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	<p>In addition to providing 1465 dwellings, the proposed rezoning will also facilitate the development of more than 24,000 m<sup>2</sup> of commercial floor space. Over time, provision of the additional commercial floor space will more than account for the 238 training/stabling that will migrate to the Warwick Farm racecourse.</p> <p>The alternative of rezoning the precinct for industrial/business uses was also considered by the AEC report. It concluded that the resultant rezoning may in fact reduce the value of the land, discouraging and providing a disincentive to redevelopment for industrial/business purposes over time.</p>
10. Is there adequate public infrastructure for the planning proposal?	<p>The Warwick Farm structure plan identifies considerable infrastructure improvements necessary to facilitate the urban redevelopment of the Warwick Farm precinct. New traffic infrastructure and flood mitigation works are proposed, in addition to provision of a new community facility. Council will also be required to purchase additional land for public recreation, which will have the additional purpose of assisting with flood mitigation.</p> <p>In order to provide the additional infrastructure required, an amendment to the Liverpool Contributions Plan 2009 has been drafted, fairly and reasonably apportioning the cost of infrastructure as the land re-develops (<b>Attachment 6</b>).</p> <p>While the rezoning and purchase of existing R2 Low Density Residential zoned land, adjacent to Rosedale Park and generally within the sewage treatment plant odour buffer, will provide sufficient area for compensatory flood storage purposes, the high land acquisition cost entailed is noted. In acknowledging that compensatory cut will be required to balance the required field within the precinct, to facilitate redevelopment, Council staff are considering alternative sites (outside of the Warwick Farm precinct) for compensatory flood storage, which may reduce the overall land acquisition cost. A less costly contributions plan will help facilitate redevelopment over time.</p>
11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?	<p>Views of relevant state and Commonwealth public authorities will be sought in response to the requirements of a Gateway determination issued by DPIE.</p>

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Next Steps

The usual process for planning proposal applications, following a review of the application, is for Council officers to finalise the proposal detailing the proposed changes to LLEP 2008 (this report). The Planning Proposal would then be reported to Council for endorsement and subsequently forwarded to the DPIE seeking a Gateway determination.

Following a Gateway determination, in support of the planning proposal, there will be public authority and community consultations, a public exhibition period and a further report to Council prior to proceeding with the making of any amendment to LLEP 2008.

## **6. CONCLUSION**

This assessment finds that the proposed rezoning of the Warwick Farm precinct for a mix of uses has both strategic and site merit and recommends that the LPP advise that the proposal should be forwarded to DPIE for a Gateway determination. The proposal will give effect to Action 10.2 of the Liverpool Local Strategic Plan (*Connected Liverpool 2020*).

The attached Social Impact Assessment, Traffic Impact Assessment and Flood Impact Assessment indicate that while the proposal will have impacts, all may be appropriately mitigated. The provision of more than 24,000 m<sup>2</sup> of commercial floor space will also more than account for any jobs lost, as the horse training/stabling industry relocates.

The proposal will need to be supported by additional infrastructure, as explored in the draft amendment to Liverpool Contributions Plan 2009. However, the amendment to the contributions plan sets out a process to facilitate the required infrastructure at minimal or no cost to Council and the community at large.

The proposed rezoning of the Warwick Farm precinct will facilitate the development of a well-planned and well situated urban redevelopment within walking distance of Warwick Farm railway station, the Georges River foreshore and the Liverpool city centre. The proposal will provide a sustainable pathway for the redevelopment of the precinct as the horse training/stabling industry relocates over time, reinvigorating an otherwise declining precinct for higher order uses, while maintaining or increasing employment numbers.

## **7. ATTACHMENTS**

- 1. Planning Proposal**
- 2. Flood Impact Report**
- 3. Traffic Impact Assessment**
- 4. Social Needs Assessment**
- 5. AEC report**
- 6. Draft Contributions Plan 2009 amendment**
- 7. Warwick Farm structure plan – Urban Design Report**