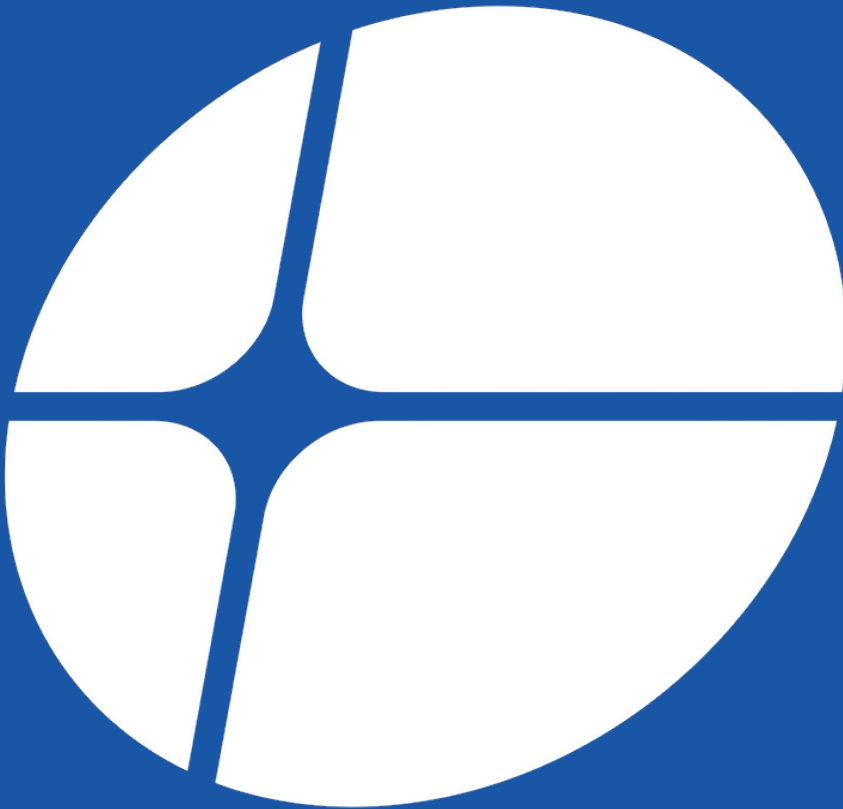


Planning Proposal

Amendment to *Liverpool Local Environmental Plan
2008*

424 – 458 Hoxton Park Road, Prestons, Liverpool
Catholic Club



Prepared for Liverpool Catholic Club

Submitted to Liverpool City Council

March, 2026

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Abbreviations

Applicant	Liverpool Catholic Club
APU	Additional permitted use
CBD	Central Business District
CPW	Cumberland Plain Woodland
DA	Development Application
DP	Deposited Plan
DPHI	Department of Planning, Housing and Infrastructure
EIA	Economic Impact Assessment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPI	Environmental Planning Instrument
FSR	Floor space ratio
GFA	Gross floor area
DCP	Development Control Plan
HOB	Height of building
LLEP 2008	<i>Liverpool Local Environmental Plan 2008</i>
LEP	Local Environmental Plan
LGA	Local government area
LoS	Level of Service
PSI	Preliminary Site Investigation
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
TIA	Transport Impact Assessment
VPA	Voluntary Planning Agreement

Executive Summary

This Planning Proposal has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of the *Liverpool Catholic Club* (the Applicant), to support amendments to the *Liverpool Local Environmental Plan 2008* (LLEP 2008). The Planning Proposal relates to 424 – 458 Hoxton Park Road, Prestons, also known as the Liverpool Catholic Club (the site), within the Liverpool City Local Government Area (LGA).

The Planning Proposal seeks to amend the height of building (HOB), floor space ratio (FSR) development standards and amend Schedule 1 to include additional permitted uses (APU's) that apply to the site under the LLEP 2008 to facilitate future redevelopment of a high-quality mixed-use employment, hospitality, and recreation destination.

The Site

The site is located is legally described as Lot 1 in DP 1077341. The site is zoned RE2 Private Recreation.

The site is generally rectangular in shape, with frontages to Hoxton Park Road to the north, Joadja Road to the west and Jedda Road to the south. The site has a total area of approximately 17 hectares (ha).

The site currently comprises the Liverpool Catholic Club, multi-storey carpark, at-grade carpark, hotel, and both indoor and outdoor recreational sporting facilities.

The broader site context comprises heavy industrial land uses to the immediate east, south and west with residential and recreational uses to the north on the opposite site of Hoxton Park Road.

The surrounding built form is typically two storey warehouse facilities. The site does not contain or directly adjoin any heritage items or heritage conservation areas.

The site has a frontage to Hoxton Park Road, which is a State classified main road (681). The Westlink M7 Motorway is located approximately 250m to the south of the site. The site benefits from multiple access points including Hoxton Park Road, Joadja Road, Jedda Road and Dampier Road. No egress is provided via Hoxton Park Road.

The site is accessible via bus services with a stop located directly adjoining the site on Hoxton Park Road. The closest train station is Liverpool Station, approximately 5.7km from the site, while Casula Station is located 6km from the site. The future Fifteenth Avenue Smart Transit (FAST) corridor will utilise the existing transitways on Hoxton Park Road and will connect the site to Liverpool CBD and the future Western Sydney International Airport.

The site is located approximately 30m south of Cabramatta Creek. The site is identified as medium and high flood risk. Furthermore, a portion of the site is identified as bushfire prone land.

Planning Proposal

The primary objective of the Planning Proposal is to enhance the community benefit and facilities on the site, with additional complementary uses defined through a series of precincts (via a future DA).

The Planning Proposal seeks to amend the site's maximum building height and floor space ratio (FSR) controls and amend Schedule 1 Additional Permitted Uses, as set out in the LLEP 2008.

The amendments proposed to the existing land use zones and development controls that apply to the site are summarised in the table below.

Planning control	Existing land use zones and development controls	Proposed land use zones and development controls
Clause 2.1 Land use zone	RE2 Private Recreation	No change
Clause 2.3 Permitted Uses	N/A	<p>The following additional permitted uses are sought:</p> <ul style="list-style-type: none"> • <i>food and drink premises (pub)</i> • <i>light industry</i> • <i>general industry</i> • <i>local distribution premises</i> • <i>office premises</i> <p>This will be sought through an amendment to the LLEP 2008 Schedule 1 – Additional Permitted Uses.</p> <p>*Note: The food and drink premises (pub) is referred to as a 'family tavern' throughout this report and accompanying documentation.</p>
Clause 4.3 Height of buildings	18 metres	43m
Clause 4.4 Floor space ratio	0.25:1 FSR	1:1

Table 1: Overview of existing and proposed amendments to the LLEP 2008

Strategic context

The Planning Proposal has been prepared in consideration of the following strategic plans and policies prepared by the NSW State government and Liverpool City Council (Council):

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

- *Liverpool Centres and Corridors Strategy*
- *Liverpool Community Strategic Plan 2025-2035*
- *Liverpool Industrial and Employment Lands Strategy 2020*
- *Liverpool Destination Management Plan 2018/19-2022/23*

The Planning Proposal demonstrates consistency with the relevant objectives and actions set out in the above listed strategic plans and policies as it will create local jobs, retain local talent, encourage investment, strengthen business, industries and the visitor economy. The strategic justification for the Planning Proposal and detailed consideration of the above listed strategic plans and policies is discussed in Section 7.3.

Statutory context

The Planning Proposal has been prepared in accordance with the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and in consideration of the Department of Planning, Housing and Infrastructure's (DPHI) *Local Environmental Plan Making Guideline, August 2023*. The Planning Proposal is supported by technical information and investigations to justify the proposed amendments.

An assessment has also been undertaken against the relevant environmental planning instruments (EPIs) that apply to the site and Local Directions issued by the Minister for Planning and Public Spaces under section 9.1 of the EP&A Act (formerly section 117). The Planning Proposal is consistent with the statutory controls, including the relevant EPIs and Local Directions.

Environmental, social and economic considerations

The Planning Proposal is accompanied by various technical reports and studies that assess the relevant environmental, social and economic issues to the proposed amendments to the LLEP 2008, including the following:

- built form, urban design and public domain
- landscape
- traffic, access and car parking
- engagement
- flooding
- contamination
- bushfire
- utilities
- estimated development cost
- economic impacts
- social impacts
- biodiversity

The Planning Proposal is found to have a minimal and acceptable environmental impact and will provide net social and economic benefits for Liverpool Catholic Club and the wider Liverpool LGA. These issues are discussed in further detail in Section 7.3.3.

A site-specific draft DCP framework has been prepared and accompanies the Planning Proposal (Appendix 16). The site-specific DCP framework establishes the desired future character, as well as specific objectives and controls for the future redevelopment of the site.

Public benefits

The Planning Proposal will deliver significant public benefits, including:

Economic

- 7,519 direct and indirect construction related jobs over the construction period.
- \$1,230.7 million Gross Value Added (GVA) to the NSW economy during the construction phase.
- a net uplift of 4,808 direct and indirect jobs supported on site and in the surrounding region on an ongoing basis during operation of the club, office, retail, industrial, hotel and recreation components of the proposed development.
- a net uplift of \$632.7 million annual direct and indirect GVA contribution to the State economy on an ongoing basis.
- approximately \$50 million annually with tourist-related spending from the proposed 300-room hotel.
- the diversity of uses within one interconnected precinct will attract professional talent.
- the Club has a policy of donating 15% of profit back into the community annually, which results in more than double the investment required under the ClubGRANTS obligation.
- the requirements under ClubGRANTS have been \$1 – 1.1 million, with the Club donating \$2,085,205 (2023), \$2,263,152 (2024) and \$2,300,000 (2025 estimated) respectively.

Social

- retention and extension of existing clubs offering, providing opportunities for social cohesion and community building, particularly for after-hours workers and hotel visitors
- provision of additional recreation facilities improving the health and wellbeing of the community
- improvements to the public domain through active transportation infrastructure, landscaping and tree canopy coverage
- provision of local job opportunities that encourage job containment within Liverpool LGA
- improved internal site layout and accessibility improvements

The Planning Proposal is accompanied by a Public Benefit Offer Proposal which provides an outline of the items the Applicant may include in a letter of offer to enter into a VPA with Council (Appendix 17). This offer relates to key public benefits (in addition to those listed above) associated with the future redevelopment of the site.

Next steps

The Planning Proposal is submitted to Council. The intent is for Council to support the proposed amendments to the LLEP 2008 and refer the Planning Proposal (as the Planning Proposal authority) to DPHI for review and subsequent issue of a Gateway determination.

Following the issue of a Gateway determination, the Applicant will continue to liaise closely with Council while also commencing comprehensive consultations with DPHI, relevant State agencies and community stakeholders, prior to the formal public exhibition of the Planning Proposal.

Conclusion

The primary objective of the Planning Proposal is to enhance the community benefit and facilities on the site, with additional complementary uses defined through a series of precincts (via a future DA).

There is a compelling strategic justification for the Planning Proposal as it:

- provides development controls which are appropriate for the mixed-use redevelopment of one of the most significant single-owned land holdings within the Liverpool LGA.
- improves the existing public domain and active transportation infrastructure.
- will significantly increase local investment, creation of jobs and retention of local talent.
- will significantly benefit the community through high-quality recreation facilities and infrastructure, improving health and wellbeing.
- diversifies the site's uses to improve the appeal and strengthen the nighttime and visitor economies.

1 Introduction

This Planning Proposal has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of the *Liverpool Catholic Club* (the Applicant), to support amendments to the *Liverpool Local Environmental Plan 2008* (LLEP 2008). The Planning Proposal relates to the land at 424 – 458 Hoxton Park Road, Prestons, also known as the Liverpool Catholic Club (the site), within the Liverpool City Local Government Area (LGA).

The site has a total area of approximately 17.05 hectares (ha) and is currently occupied by the Liverpool Catholic Club premises, multi-storey car park, hotel, sporting facilities and outdoor playing fields. The site is zoned RE2 Private Recreation under LLEP 2008.

The purpose of this Planning Proposal is to enhance the community benefit and facilities on the site, with additional complementary uses defined through a series of precincts (via a future DA). The Planning Proposal will assist in realising the site's potential as envisioned by the Concept Master Plan and Urban Design Report prepared by Altis Architecture (Appendix 1). The proposal is detailed in Figure 1 below.



Figure 1: Aerial view of proposed Master Plan (Source: Altis)

This Planning Proposal seeks to achieve this by:

- amend the maximum height of building control for the site from 18m to 43m
- amend the maximum floor space ratio (FSR) control for the site from 0.25:1 to 1:1
- amend Schedule 1 Additional Permitted Uses to include additional permitted uses (APU) for *food and drink premises (pub)*, *light industry*, *general industry*, *local distribution premises* and *office premises* at the site.

The Planning Proposal seeks to retain the sites RE2 Private Recreation zoning. No other amendments to the LLEP 2008 are sought.

The Planning Proposal is submitted to Liverpool City Council (Council). The intent is for Council to support the proposed amendments to the LLEP 2008 and refer the Planning Proposal (as the Plan Making Authority) to the Department of Planning, Housing and Infrastructure (DPHI) for review and subsequent issuing of a Gateway determination.

The Planning Proposal has been prepared in accordance with the requirements of Clause 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and in consideration of the DPHI's *Local Environmental Plan Making Guideline, August 2023*. The Planning Proposal is supported by technical information and investigations to justify the proposed amendments.

1.1 Project Benefits

This Planning Proposal provides a unique opportunity to redevelop a significant land holding in single ownership, which is currently underutilised. The site is strategically positioned between the new Western Sydney International Airport, the emerging Bradfield City Centre and the established Liverpool CBD, enabling strong links to employment, services, and public transport, including the future Fifteenth Avenue Smart Transit (FAST) corridor.

The Planning Proposal will enhance the community benefit and facilities on the site, with additional complementary uses defined through a series of precincts. The Concept Master Plan will deliver this through substantial employment-generating floor space, creating local job opportunities across a range of sectors and encouraging self-containment of local jobs in the Liverpool LGA. The Planning Proposal and accompanying Concept Master Plan will deliver significant public benefits, including:

Economic

- 7,519 direct and indirect construction related jobs over the construction period.
- \$1,230.7 million Gross Value Added (GVA) to the NSW economy during the construction phase.
- a net uplift of 4,808 direct and indirect jobs supported on site and in the surrounding region on an ongoing basis during operation of the club, office, retail, industrial, hotel and recreation components of the proposed development.
- a net uplift of \$632.7 million annual direct and indirect GVA contribution to the State economy on an ongoing basis.
- approximately \$50 million annually with tourist-related spending from the proposed 300-room hotel.
- the diversity of uses within one interconnected precinct will attract professional talent.
- the Club has a policy of donating 15% of profit back into the community annually, which results in more than double the investment required under the ClubGRANTS obligation.
- the requirements under ClubGRANTS have been \$1 – 1.1 million, with the Club donating \$2,085,205 (2023), \$2,263,152 (2024) and \$2,300,000 (2025 estimated) respectively.

Social

- retention and extension of existing club's offering, providing opportunities for social cohesion and community building, particularly for the local community, after-hours workers and hotel visitors
- provision of additional recreation facilities improving the health and wellbeing of the community
- improvements to the public domain through active transportation infrastructure, landscaping and tree canopy coverage
- provision of local job opportunities that encourage job containment within Liverpool LGA
- improved internal site layout and accessibility improvements.

1.2 Project Team

The project team formed to deliver the Planning Proposal is outlined in Table 2.

Discipline	Consultant
Urban Planning	Keylan Consulting
Concept Master Plan and Urban Design	Altis Architecture
Landscape	Paddock Studio
Survey	Burton and Field Pty Limited
Contamination	Reditus
Flood	Water Technology Pty Ltd
Traffic	Stantec
Social Planning	Astrolabe
Engagement	Astrolabe
Economics	Hill PDA Consulting
Bushfire	Peterson Bushfire
Utilities	Arcadis
ESD	SLR Consulting
Ecology	Ecologique
Quantity Surveyor	Rider Levett Bucknall

Table 2: Project Team

1.3 Report Structure

Section	Overview
Executive Summary	An overarching summary of the findings and conclusions of the assessment contained within this Proposal.
1 Introduction	Introduction to the Planning Proposal.
2 Case for Change	Summary of the strategic merit and benefits of proposal.
3 Site and Locality	A description of the site, the context and an assessment of the opportunities and constraints presented by the site.

Section	Overview
4 Engagement	A detailed description of the consultation carried out with relevant stakeholders throughout the preparation of the Planning Proposal.
5 Concept Master Plan	A detailed description of the key aspects of the site as described in the Concept Master Plan prepared by Atlis.
6 Statutory Planning Context	A detailed review of the proposal against relevant statutory planning legislation.
7 Planning Proposal Assessment	This section addresses each of the matters outlined in DPHI's <i>Local Environmental Plan Making Guideline</i> .
8 Conclusion	A concluding statement taking into account the assessment of the proposal and a recommended course of action with regard to the determination of the proposal.

Table 3: Planning Proposal report structure

2 Case for Change

The Liverpool Catholic Club was established in the 1970s. It is a significant singly owned land holding, having a total site area of 170,558m². The club is a multi-generational family and community club that plays a vital social, economic and cultural role in the Liverpool community with the following numbers from the 2024 Annual Report:

- 370 employees
- Over 1 million annual visitors
- Over 83,614 annual hotel guests
- Over 1,500 functions held
- 59,271 members
- 27,051 new members
- \$2,263,152 in donations
- \$249,984 invested in the Clubs Trust Fund in 2023-2024, with funds invested now exceeding \$6.5million and going towards community grants.

The club provides a variety of facilities, including:

- A large **clubhouse** with restaurants, bars, and function rooms.
- **Ice skating rink** (LCC Ice Rink), which is a major attraction in Sydney.
- **Sports facilities** for hockey, figure skating, and other activities.
- **Accommodation** via the Mercure Hotel Liverpool.
- **Sporting fields and clubrooms** for rugby league.

The club has strong community ties, providing venues for dining, celebrations such as weddings and birthdays, corporate events, and shows.

Engagement with the community to date on the Planning Proposal (section 4) has concluded that the community is supportive of the Planning Proposal and future redevelopment of the site to enhance the community benefit and facilities on offer. Engagement activities will continue to take place with the community along with the relevant government agencies as the Master Plan progresses.

Master Planned Redevelopment

This Planning Proposal presents a strategic opportunity to realise the full development potential of the site. The proposal seeks to facilitate the coordinated Concept Master Plan redevelopment across a significant, underutilised site through appropriate amendments to the LLEP 2008 including increased building height, FSR and additional APUs.

The Concept Master Plan involves the delivery of a high-quality mixed-use employment, hospitality, and recreation destination at the site (refer Section 5 for more detail). The site's scale, location, existing assets, zoning and civic role make it uniquely capable of supporting an uplift in employment-generating, community-oriented and recreational uses. The site is well located in relation to the emerging Bradfield City Centre and the established Liverpool CBD, enabling strong links to employment, services, and public transport.

The site's substantial landholding, combined with its integration with existing community, recreation, and hospitality facilities, provides a high degree of certainty regarding delivery. This enables a coordinated and cohesive redevelopment outcome that can be staged efficiently over time.

The site is well connected to major transport routes including the M7 Motorway and key regional roads and is well positioned for easy access to the surrounding and future residential areas. The proposal aligns with the *Western City District Plan* and the *Liverpool Local Strategic Planning Statement* by fully utilising the existing and future infrastructure and facilitating the creation of new jobs and services near existing and planned urban growth.

The facilitation of increased commercial and industrial uses on the site will provide an attractive environment for business growth and jobs that will meet the area's future needs. Complementary recreation and entertainment uses will be provided which will result in a sought-after location for businesses to establish in the future.

Without an amendment to the planning controls, the opportunity to redevelop this significant landholding to its full potential, being one of the largest individually zoned sites in single ownership in the LGA and District, will ultimately be lost.

Existing Centres

This Planning Proposal includes *food and drink premises (pub)* as an APU. As detailed within the EIA demand analysis, there is projected growth in the Liverpool LGA's food and beverage sector with an approximate 40,000m² of additional hospitality floor space required by 2041. With a footprint of 4,800m², the tavern would account for around 12% of this growth, leaving capacity for other existing or planned centres to absorb the balance throughout the LGA.

Additionally, the proposed use would diversify the existing food and beverage offer within the precinct and surrounding area, providing a makeup not otherwise present throughout the LGA.

The Planning Proposal also includes *office premises* as an APU. During the scoping meeting, Council raised concerns regarding current high vacancy rates (12.6%) and a surplus supply of office floor space within the Liverpool LGA.

The office premises use has been proposed to play a complementary role by offering alternative formats that meet different occupier needs throughout the Liverpool LGA and surrounds. The proposed offering will not compete with the Liverpool CBD, instead it will deliver a differentiated and future-focused product that has the potential to broaden the LGAs commercial offer through the provision of uses such as:

- Flexible spaces suitable for Small and Medium Enterprise (SMEs), knowledge-based businesses, and service industries that prefer being near key infrastructure and amenities without needing a CBD location.
- Advanced digital infrastructure to support sectors like technology, logistics, finance etc.

The proposal will only provide approximately 10,883m² of flexible commercial and office uses, which will be provided when demand arises.

Economic Impacts

The Planning Proposal and subsequent redevelopment of the site will optimise this currently underutilised land. The proposed uses will strengthen, not detract from, the long-term viability of the site through diversification of income sources and broader community participation with an improved recreation offering. The economic benefits from the design and construction phase, and subsequently the operational phase of the future site redevelopment will be significant for the local and regional economy.

As detailed within the EIA (Appendix 6) and section 1.1 of this Planning Proposal, the proposed development would directly and indirectly generate a large number of construction and operational jobs in the region and across NSW. The development would result in substantial economic benefits through direct job creation and as a result of multiplier impacts during all phases of the development.

The future site redevelopment is estimated to result in a total state-wide GVA of approximately \$632.7 million.

Strategic and Site-Specific Merit

The Planning Proposal also clearly meets the Strategic Merit and Site-Specific Merit Assessment Criteria outlined in DPHI's *Local Environmental Plan Making Guideline* and demonstrates a strong case for change. A full assessment of Strategic and Site-Specific Merit is provided in Section 7.3.

The Planning Proposal provides a unique opportunity to redevelop a currently underutilised existing site that is strategically positioned within the evolving Western Sydney Aerotropolis context.

3 Site and locality

3.1 Site description

The site is located in the suburb of Prestons within the Liverpool LGA. The site comprises one parcel of land, which is legally described as Lot 1 in DP 1077341.

The site is generally rectangular in shape, with frontages to Hoxton Park Road to the north, Joadja Road to the West and Jedda Road to the south. The site has a total area of approximately 17.05 ha.

As indicated in, the site currently comprises the Liverpool Catholic Club, multi-storey carpark, at-grade carpark, a 300-room hotel, and both indoor and outdoor recreational sporting facilities.

The site is located approximately 5 km from Liverpool CBD, 13km from Bradfield City Centre and 17 km from Parramatta CBD.

The site and its context are shown within Figure 2 – 10 below.



Figure 2: Aerial photo of subject site (Base source: Nearmap)



Figure 3: View of Liverpool Catholic Club from the central portion of the site facing north-east (Source: Keylan)



Figure 4: View of the hotel, car park and eastern access off Dampier Place from the eastern portion of the site facing north (Source: Keylan)



Figure 5: View of Liverpool Catholic Club, hotel, ice rink and car parking from southern portion of the site facing north (Source: Keylan)



Figure 6: View of one of the sports fields and adjoining industrial sites from southern portion of the site facing south-east (Source: Keylan)



Figure 7: View of the ice rink and sports field from the central portion of the site looking south (Source: Keylan)



Figure 8: View of the sports field and cricket nets from the central portion of the site looking south-west (Source: Keylan)



Figure 9: View of the multi-level car park and site entrance off Joadja Road looking west. (Source: Google Maps)



Figure 10: View of the cricket field and hotel from the northern portion of the site facing south (Source: Keylan)

3.1.1 Built Form

As shown in the figures above, the site is currently occupied by several improvements, including the Liverpool Catholic Club premises which contains a modern, spacious community hub building in the northern part of the site which is connected to a two-storey car park to the west. To the east of the community hub building is the Mercure Sydney Liverpool, which is a 5-9 storey hotel building with surface car parking. To the south of the community hub building lies surface car parking followed by an indoor recreational sporting building and a rectangular shaped storage shed.



Figure 11: Existing improvements on the site (Base source: Nearmap)

3.1.2 Services

As the site is currently occupied by the Liverpool Catholic Club, access to potable water, wastewater, electricity, gas and telecommunications services is already provided.

Transport

The site has a frontage to Hoxton Park Road, which is a State classified main road (681). The site benefits from multiple vehicular access points including Hoxton Park Road, Joadja Road, Jedda Road and Dampier Road. No egress is provided via Hoxton Park Road.

The Westlink M7 Motorway is located approximately 250m to the south of the site.

The site is connected to the wider locality through a public transport network. There is a bus stop located directly adjoining the site on Hoxton Park Road, with regular services to Carnes Hill and Liverpool. The closest train station is Liverpool Station, approximately 5.7km from the site, while Casula Station is located 6km from the site.

The future Fifteenth Avenue Smart Transit (FAST) corridor will utilise the existing transitways on Hoxton Park Road and will connect the site to Liverpool CBD, Bradfield CBD and the future Western Sydney International Airport. The FAST corridor is expected to begin construction in 2027. This is detailed in Figure 12 below.

Existing pedestrian pathways run along the site's perimeter, with limited dedicated cycleways in the immediate area.

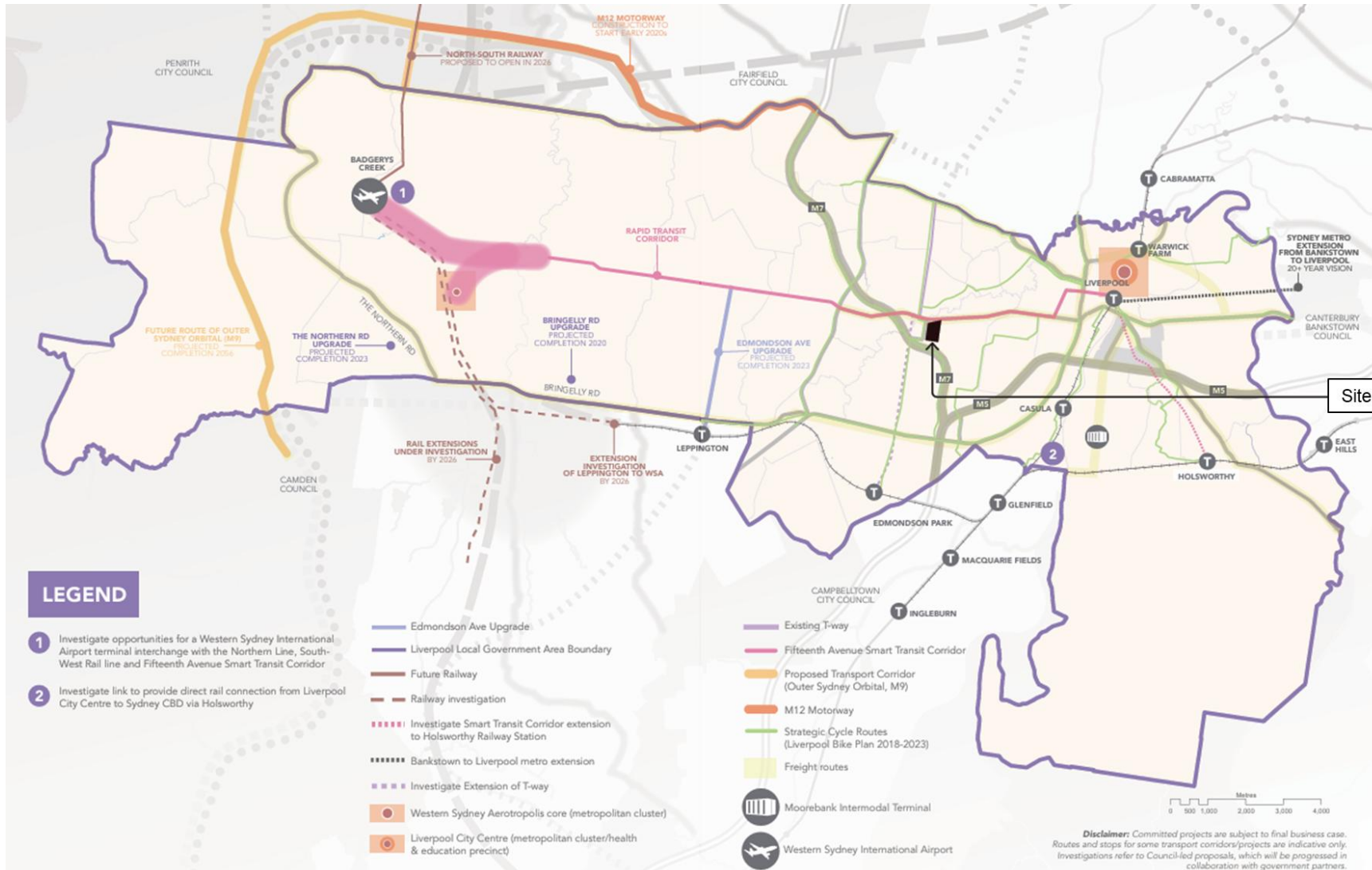


Figure 12: Liverpool Transport Improvement Initiatives (Source: Altis Architecture)

3.1.3 Topography

The site is relatively flat, with a gentle 3m slope downwards towards the Cabramatta Creek in the northern boundary of the site, and additionally, along the southwestern boundary, sloping to the south.

3.1.4 Vegetation

The site currently exhibits limited tree canopy coverage (5-6%), with most of the existing vegetation scattered around the northern, eastern and western boundaries and intermittently in the southwestern corner of the site bounding Joadja Road. No state or nationally threatened species have been found on the site, the land is unsuitable for most threatened flora species, and the existing vegetation may provide habitat for foraging species, but no other fauna.

3.1.5 Bush Fire

A portion of the site to the north and northwest is identified as bushfire prone land (vegetation buffer category). The Master Plan and Planning Proposal will be prepared with consideration of the bushfire prone land. Additionally, appropriate measures will be implemented to ensure that any future development is prepared in accordance with Planning for Bushfire Protection. The bush fire prone land is detailed in Figure 13 below.

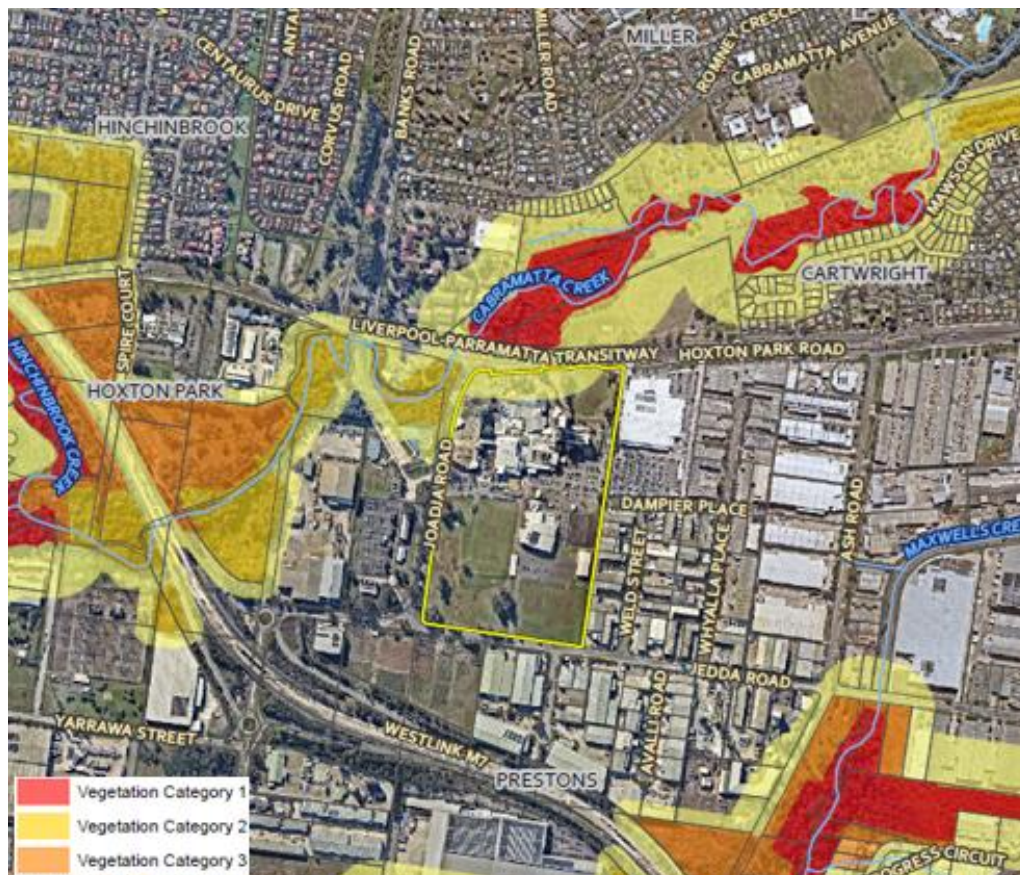


Figure 13: Bush Fire Prone Land Map (Source: NSW ESpatial Viewer)

3.1.6 Flooding

The site is located approximately 30m south of Cabramatta Creek. The site is identified as flood prone land. A Flood Impact Risk Assessment has been prepared by Water Technology (Appendix 12) to accompany this Planning Proposal.

The Flood Impact Risk Assessment concludes most of the future development footprints (as detailed within the Master Plan) are within the low - medium flood risk categories. Refer to Figure 14 below.

The predicted flood level of 25.5 m AHD in the 1% AEP event puts the Flood Planning Level for the site at 26.0 m AHD. New habitable building areas are to be constructed at or above RL 26.0m AHD to ensure the site is future proofed and equipped for extreme weather events.

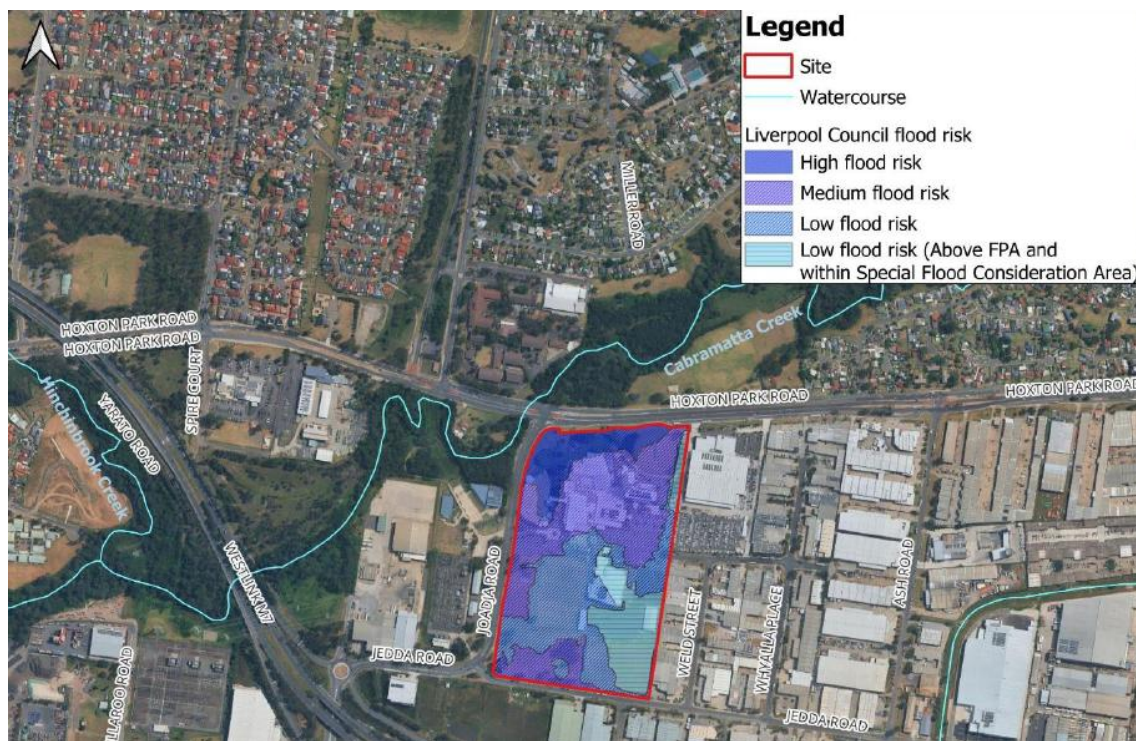


Figure 14: Flood Risk (Master Plan overlay) (Source: Water Technology)

3.1.7 Contamination

A Preliminary Site Investigation (PSI) has been carried out by Reditus and included with this Planning Proposal (Appendix 3). The PSI determined that while the site has levels of contamination present, this can be addressed as part of any future detailed assessment as part of a development application and does not preclude the Planning Proposal from being approved.

3.1.8 Heritage

The site does not contain any heritage items according to the LLEP 2008 and a full assessment will be undertaken at future DA stage.

3.1.9 Surrounding Locality

The broader site context comprises heavy industrial land uses to the immediate east, south and west with residential and recreational uses to the north on the opposite side of Hoxton Park Road.

Immediately to the north of the site is Hoxton Park Road, separating the Catholic Club from green spaces in Powell Park, Cabramatta Creek and Miller Park, and educational facilities in TAFE's Miller Campus and Miller Technology High School. Further north is characterised by a low-density residential area.

The east of the site is characterised by the range of industrial uses within the Prestons industrial area. Industrial land uses occupy land for over a kilometre to the east, before becoming a low-density residential area.

To the south of the site is further industrial land, separated by the M7, which runs on a general northwest to southeast direction approximately 200m from the site.

To the west of the site there is more industrial land and conservation zoned land surrounding Cabramatta Creek.

Beyond the immediate locality, the site is well-placed strategically to access existing and upcoming centres and infrastructure including:

- M7 Motorway (2 min drive)
- Liverpool City Centre (10 min drive)
- Bradfield City Centre and Metro (25 min drive)
- Western Sydney Airport (30 min drive)

The surrounding land uses are shown in the figures below:



Figure 15: Surrounding context (Base source: Nearmap)



Figure 16: Greater Context (Base Source: Greater Sydney Region Plan)

3.1.10 Constraints and Opportunities

An Opportunities and Constraints analysis has been undertaken to inform the development of the Planning Proposal. This work informed the proposed land use and indicative built form as illustrated in the Concept Master Plan and Urban Design Report (Appendix 1).

Constraints to future development on the site include:

- Noise impacts generated by the proposal on neighbouring residential properties to the north of the site during and post construction.
- Existing overhead power lines surrounding the site
- Impacts to the business of the existing hotel during any future construction works
- Impacts to the existing sports activities that currently take place on site

The site opportunities include:

- The site is one of the largest sites in Hoxton Park with capacity for uplift
- Single ownership which will ensure certainty of delivery
- Access to existing and planned public transport infrastructure including the future Western Sydney Metro, International Airport and FAST
- Substantial frontage to Joadja Road and Jedda Road

4 Engagement

4.1 Council

The Applicant and its project team have undertaken extensive consultation with Council throughout the preparation of the Planning Proposal, which has assisted in the refinement of the proposed land use zones and development controls that are proposed for the site.

A summary of consultation activities carried out with Council to date is provided in Table 4.

Date	Topic	Matters discussed	Response
19 December 2023 (via MS Teams)	Planning pathway	<ul style="list-style-type: none"> • An overview of the Master Plan was presented to Council. • The following key matters were raised by Council: <ul style="list-style-type: none"> ○ Proposed land uses, including the Planning Proposal pathway i.e. partial rezoning of the site, or additional permitted uses (APU), and land use conflict with the surrounding industrial land uses ○ Traffic and access impacts ○ Flooding impacts ○ Economic demand and viability of the proposal • Council recommended a Scoping Report be prepared and Scoping Meeting be convened. 	<ul style="list-style-type: none"> • A Scoping Proposal Report was prepared in accordance with DPHI's LEP Making Guidelines – Attachment 1 and submitted to Council. • The Scoping Report was accompanied by supporting documentation from the traffic engineers, flooding engineers and economic consultant.
20 November 2024 (via MS Teams)	Scoping Proposal Meeting	<ul style="list-style-type: none"> • A Scoping Meeting was convened. • A revised design was presented to Council incorporating previous comments raised at the initial meeting. • Scoping report and meeting was accompanied by reports on: <ul style="list-style-type: none"> ○ Traffic and access impacts ○ Flooding impacts ○ Economic demand • Key matters discussed at this meeting included: <ul style="list-style-type: none"> ○ Strategic merit ○ Economic demand ○ Land use conflict ○ Traffic and transport ○ Flooding impact ○ Urban design considerations ○ Infrastructure planning considerations 	<ul style="list-style-type: none"> • Following this meeting, the urban design strategy was revisited. The following design considerations and refinements were made: <ul style="list-style-type: none"> ○ refinement on building height and FSR ○ refinement on building location /siting, land uses and landscaping strategy to avoid land use conflict and flood impacts

Date	Topic	Matters discussed	Response
			<ul style="list-style-type: none"> ○ adoption of a pedestrian and vehicular movement strategy, including sustainable transport and active transport ● The Planning Proposal is accompanied by the recommended documentation.
30 June 2025 (via MS Teams)	Update – pre-Planning Proposal lodgement	<ul style="list-style-type: none"> ● Following the Scoping Meeting, the Concept Master Plan and urban design strategy was revised. ● Keylan and Altis Architecture provided an overview of the proposed Planning Proposal, incorporating comments from Council during the scoping meeting. ● The meeting provided an opportunity for project team to give Council a status / project update, rather than seek formal advice. 	<ul style="list-style-type: none"> ● N/A.

Table 4: Consultation with Council

The Applicant will continue to consult with Council following the lodgement of the Planning Proposal.

4.2 Community Engagement

The Planning Proposal has also been the subject of extensive consultation, including pre-lodgement consultation undertaken by the Proponent with a range of stakeholders and residents.

A Master Plan Engagements Outcomes Report (refer Appendix 4) was prepared by Astrolabe to document community and stakeholder engagement activities and findings to help inform the Social Impact Assessment for the proposal.

This process involved engagement with local community stakeholders, comprising of surrounding local residents and businesses, users of the Liverpool Catholic Club, and key local organisations. Engagement activities involved:

- an online survey,
- community website landing page,
- flyer distribution,

- pop up stall at Liverpool Catholic Club; and
- emailed letters and posters on site.

Key findings from the Outcomes Report include:

- 60% of Respondents valued a safe venue to visit in the evening with ample parking the most
- 73% of Respondents prioritised expanding food and beverage options the most.
- 58% of Respondents also prioritised providing more sports and recreation facilities
- Respondents want the following site improvements: a swimming pool, increased variety of food and beverage options, improved accessibility and safety.

Furthermore, engagement activities will continue to take place with the community along with the relevant government agencies as the Master Plan progresses.

Our assessment concludes that the community is supportive of the Planning Proposal and future redevelopment of the site to enhance the community benefit and facilities on offer.

5 Concept Master Plan

Altis Architecture have prepared an Urban Design Report including Concept Master Plan (UDR) for the site (Appendix 1) which has informed the LLEP 2008 amendments proposed under this Planning Proposal. The UDR has been shaped by a comprehensive site analysis and identification of the site's constraints and opportunities, as well as feedback received during the community engagement, ensuring the appropriate use of the land.

The UDR including the Concept Master Plan has been prepared to demonstrate a possible layout, land use arrangement, and built form to demonstrate that the proposed land uses, height and FSR could be appropriately delivered onsite.

A site-specific draft DCP framework has also been prepared and accompanies the Planning Proposal (Appendix 16). The site-specific DCP framework establishes the desired future character, as well as specific objectives and controls for the future redevelopment of the site.

The Concept Master Plan divides the site into six different areas, which is shown in Figure 17 below. The overall development will translate into a range of building heights of up to 43 metres with a maximum FSR of 1:1.

As noted, the intent of the Planning Proposal is to enhance the community benefit and facilities on the site, with additional complementary uses defined through a series of precincts.

These precincts have designed in response to both the existing operation and organisation of the site, with consideration of the adjacent context and land uses. The Planning Proposal will facilitate new and enhanced community facilities that reinforce the Liverpool Catholic Clubs purpose and operation.

The six different precincts identified in the Concept Master Plan are:

1. Club precinct
2. Hotel precinct
3. Sports precinct
4. Family tavern and entertainment precinct
5. Business Park precinct
6. Light industrial precinct

An extract of the indicative Concept Master Plan is provided in Figure 18 below.



Figure 17: Concept Master Plan Precincts (Source: Altis Architecture)

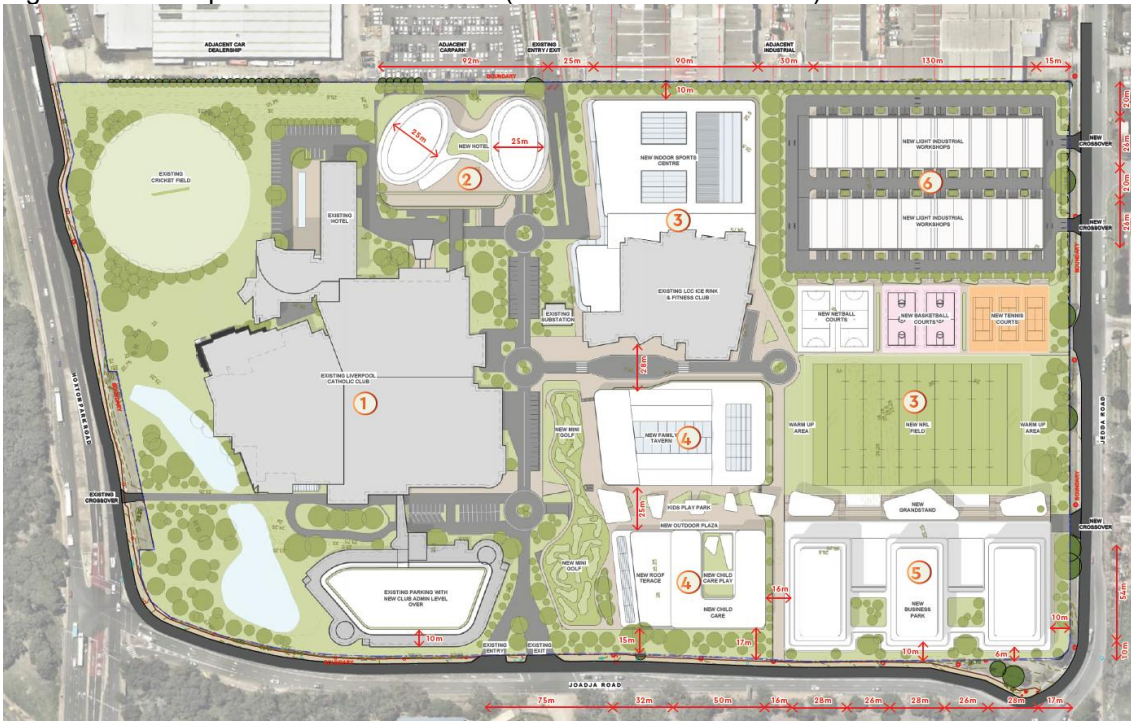


Figure 18: Concept Master Plan Precincts (Source: Altis Architecture)

5.1 Precincts and Distribution

Table 5 below details the estimated floor space for each of the precincts of the Concept Master Plan.

Precinct	Gross Floor Area
1. Club precinct	30,350m ² (existing) 2,640m ² (new)
2. Hotel precinct	30,910m ²
3. Sports precinct	8,580m ²
4. Family Tavern and Entertainment precinct	16,730m ²
5. Business Park precinct	51,295m ²
6. Light industrial precinct	21,480m ²
Total	161,985m²

Table 5: Estimated developable areas of precincts

5.1.1 Club precinct

This area aims to extend and refurbish the existing club precinct to provide a more enhanced and cohesive experience for members.

Possible club extensions identified for this area are intended to be to the west of the existing club building in front of the two-storey car parking building. The aim of extending this area is to enhance the sense of arrival for guests. Importantly, the existing club building in this area will be retained. Refer Figure 19 below.

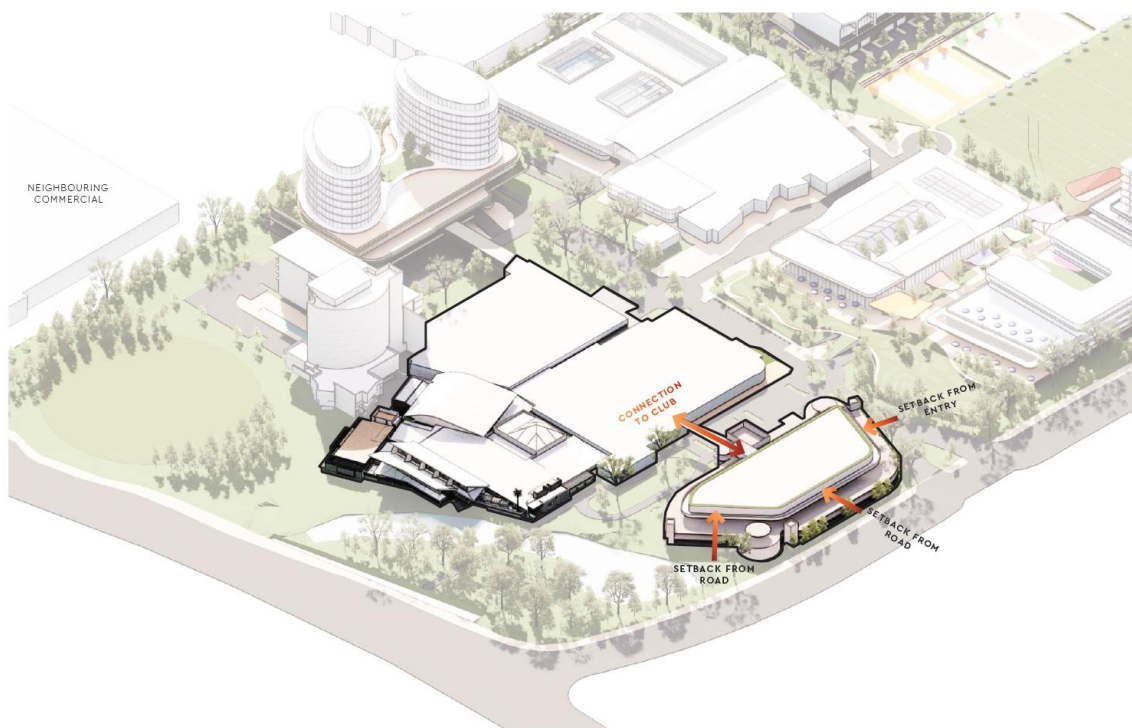


Figure 19: Club precinct (Source: Altis)

5.1.2 Hotel precinct

The Hotel precinct expands on the existing hotel, envisaging an additional two hotel towers with a height of 43 meters. The additional two towers will feature 11 new levels for the hotel and is proposed to be located over the existing surface car park in front of the existing hotel building. The hotel precinct is expected to also feature a green landscaped buffer to the adjoining industrial lands to the east to soften this interface.

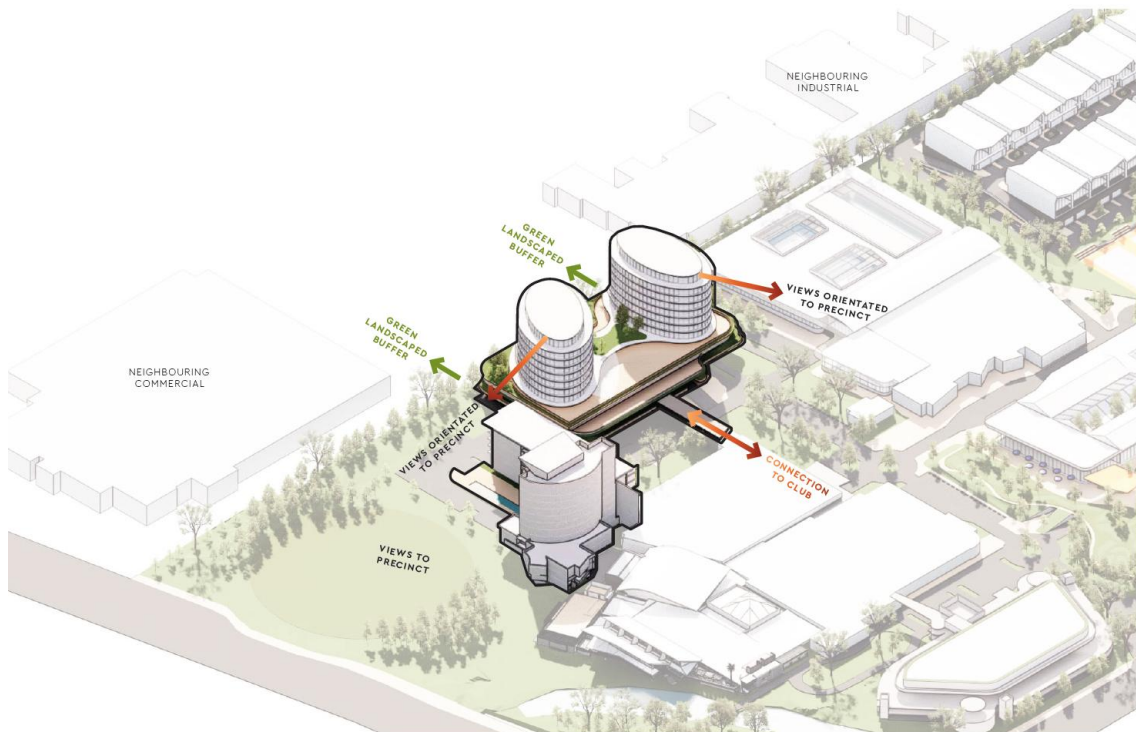


Figure 20: Proposed hotel precinct (Source: Altis)

5.1.3 Sports precinct

The Sports precinct envisages the relocation of the existing sports field in the centre of the site, removal of the existing storage shed and netball courts and the construction of a new tennis centre and new indoor Olympic sized swimming pool with an intended building height of 5 metres. This area will also feature the removal of existing trees to the south of the site to facilitate the creation of a new NRL field, landscaping and a new entry to the existing ice rink, gym and aquatic centre building.

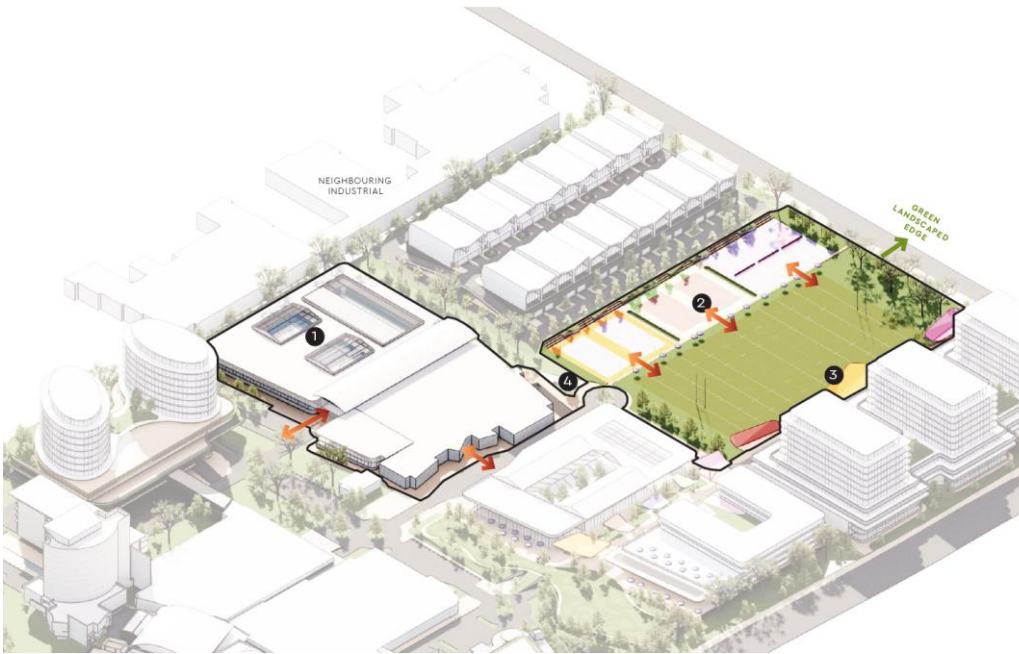


Figure 21: Proposed sport precinct (Source: Altis)

5.1.4 Family Tavern and Entertainment precinct

This precinct comprises a mini golf course, food and beverage offering, indoor entertainment park and central plaza. It is proposed that the food and drink premises will have a gross floor area of 4,800m² with a building height of 4.5 meters. It is intended that the proposed food and drink premises will also feature a connection to the new sports precinct.



Figure 22: Proposed family tavern and entertainment precinct (Source: Altis)

5.1.5 Business Park precinct

This precinct comprises a new sport excellence and business park in the southwest corner of the site set within three towers with a height of 39.5m (per tower) and an intended GFA of 51,295m². The sport excellence component will feature one level of sports, gym and high-performance training facilities complementary to the surrounding recreation uses with a GFA of 9,515m². The business park will feature nine storeys of a mix of commercial office space and light industrial uses. This precinct will also feature a connection from the proposed childcare centre and indoor golf centre to the mini golf course and food and drink premises.

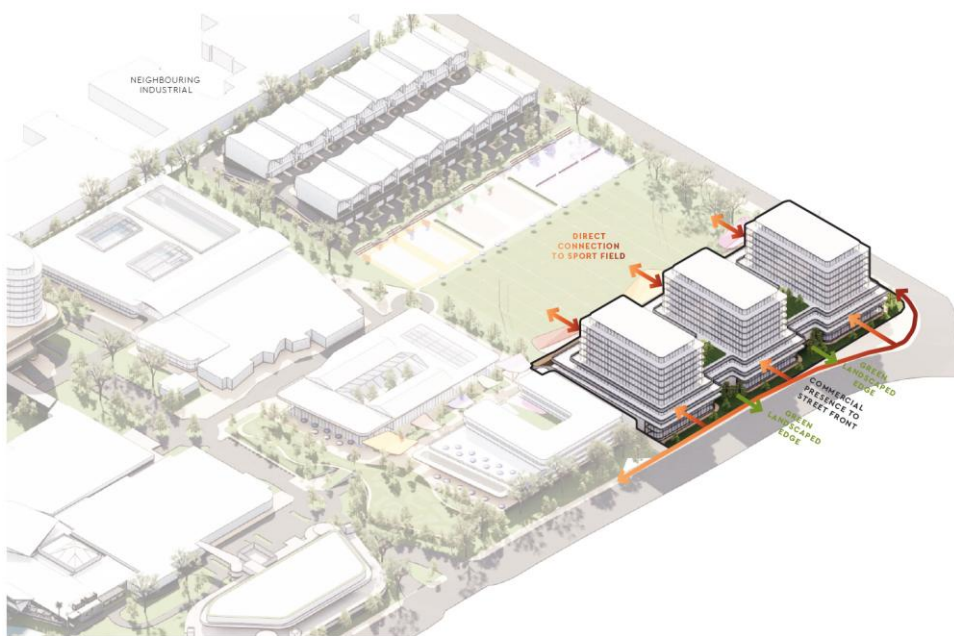


Figure 23: Proposed business park precinct (Source: Altis)

5.1.6 Light Industrial precinct

This precinct envisages the removal of the surface car park to the front of the existing sports building and the construction of two, two-storey industrial business buildings. The buildings are intended to have a proposed building height of 11.5m, a GFA of 21,480m² and FSR of 1:1.

Further details on the Concept Master Plan, as detailed within the UDR are included in (Appendix 1).

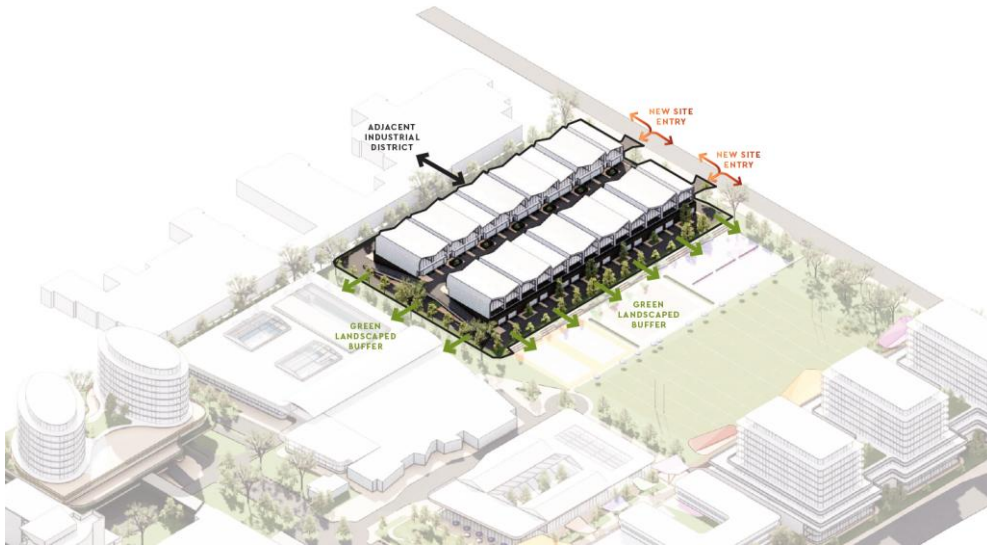


Figure 24: Proposed light industrial precinct (Source: Altis)

5.2 Staging

The UDR (Appendix 1) anticipates the staged development of the significant landholding in a sequential manner to ensure progressive upgrades to services and utilities as required. The implementation of the staging is intended to occur over several years.

The site is unencumbered by the fine-grain development pattern and fractured ownership pattern associated with smaller development parcels. This site of unprecedented scale within the area, provides short- and long-term opportunities for continued investment within the Liverpool LGA and wider region for years to come.

The indicative proposed staging for the site is detailed within the figure below and includes the following stages:

1. Indoor sports centre.
2. New hotel, family tavern, entertainment precinct and sports field.
3. Business precinct, grandstand, parking and field amenities.
4. Light industrial precinct, additional sporting facilities and courts.



Figure 25: Indicative staging plan (Source: Altis Architecture)

5.3 Landscaping and Public Domain

The Concept Master Plan seeks to consolidate surface car parking throughout the site into the lower levels of the proposed buildings. This will provide opportunities for increased planting with a total proposed tree canopy cover of 30%, contributing to the urban tree canopy across the site and minimising urban heat island effects, as detailed in Figure 26 below.



Figure 26: Existing (top) and anticipated (bottom) canopy coverage. (Source: Paddock Studios)

In addition to the increased canopy cover, the Concept Master Plan seeks to improve the public domain through a focus on uses that encourage ground floor activation such as food and beverage premises and recreation. These land uses are intended to align with connections to nearby open space areas such as the sports fields, sports courts, mini golf course and the new outdoor plaza, providing workers with the opportunity to engage with the sites landscaped setting.

The Indicative Concept Landscape Master Plan is shown in Figure 27 below.

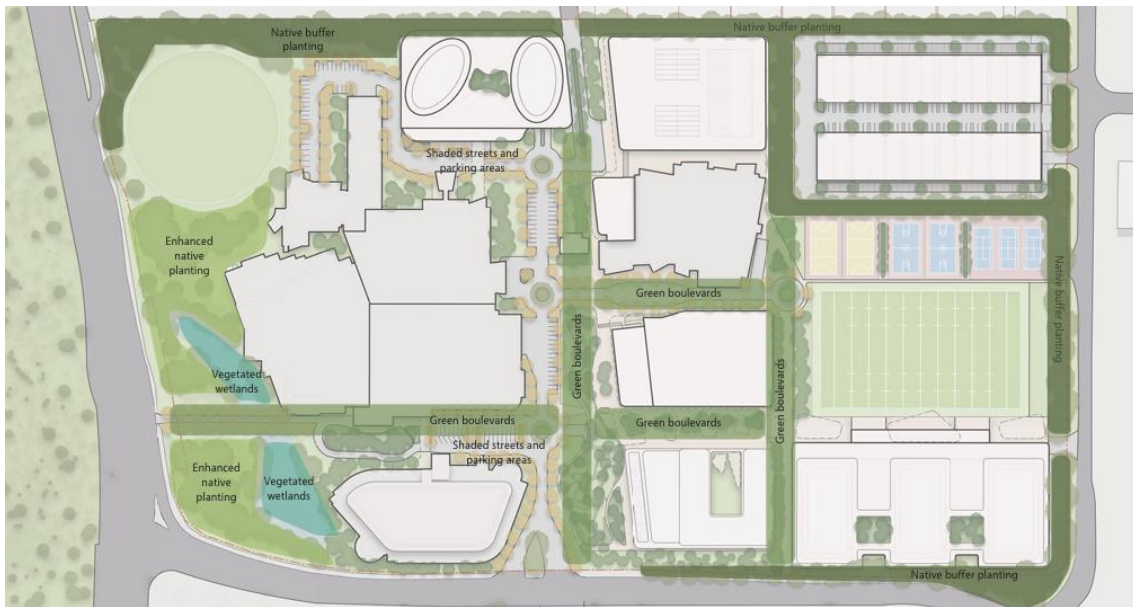


Figure 27: Concept Landscape Plan (Source: Paddock Studio)

5.4 Circulation and Access

The Concept Master Plan seeks to maintain site access from Hoxton Park Road (north), Dampier Place (east), Joadja Road (west) and Jedda Road (south). Two additional vehicle crossovers are proposed on Jedda Road which provide access to the Industrial precinct (Precinct 6) located in the sites southeast.

The Concept Master Plan will strengthen existing pedestrian connections throughout the site centred around the existing club. This will be through improved circulation to form key axis' north-south from Hoxton Park Road to Jedda Road and east-west from Joadja to Dampier Place. Public domain improvements will also be undertaken through the installation of active transportation including pedestrian paths and cycleways. These proposed improvements are detailed within the figure below.

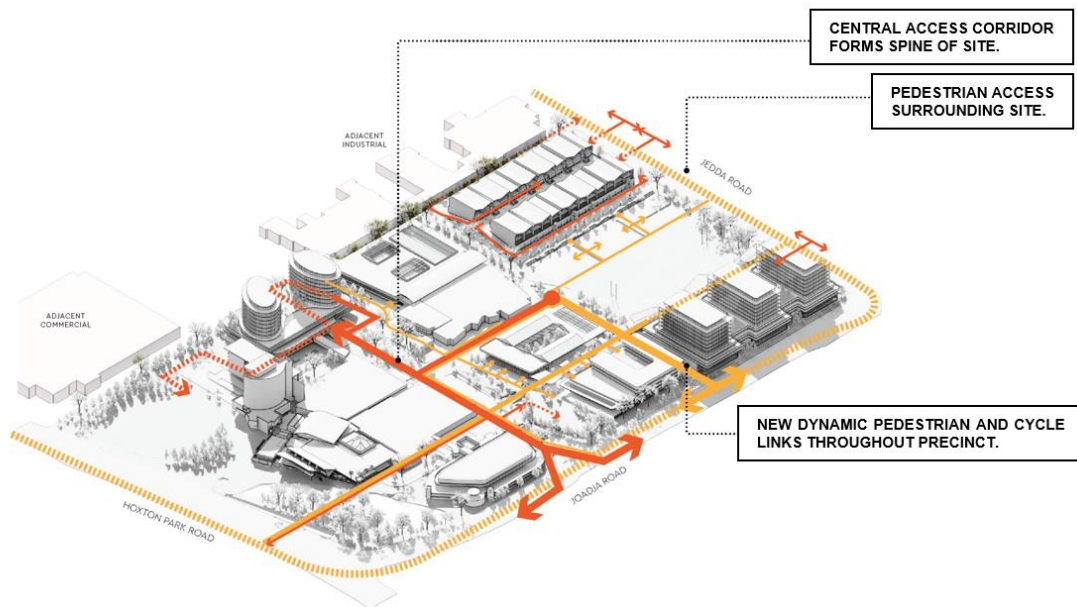


Figure 28: Circulation and Access (Source: Altis Architecture)

5.5 Parking

The site currently has a parking supply of 1,346 car parking spaces, which consists of:

- Multi-storey car park: 529 spaces
- Netball courts (overflow parking): 120 spaces
- At-grade open-air parking (northern end, near club and motel): 562 spaces
- At-grade open-air parking (southern end, near ice rink and sport fields): 135 spaces

An additional estimated 514 parking spaces are proposed, totalling 1,860 spaces. These are intended to be provided within the ground and first floors of the business precinct towers and proposed hotel. Refer to Figure 29 below.

6 Statutory Planning Context

The LLEP 2008 sets out the legislative framework for land use and development in the Liverpool LGA through the application of land use zones and development standards.

This Planning Proposal seeks to amend controls that currently apply to the site. In summary, the Planning Proposal seeks to:

- amend the maximum height of building standard for the site from 18m to 43m
- amend the maximum floor space ratio (FSR) standard for the site from 0.25:1 to 1:1
- amend Schedule 1 to include APU's for *food and drink premises (pub), light industry, general industry, local distribution premises* and *office premises* at the site.

The Planning Proposal seeks to retain the sites RE2 Private Recreation zoning. No other amendments to the LLEP 2008 are sought.

The applicable land use zoning and development controls that currently apply to the site are outlined in Section 6.1.

The proposed amendments that are sought as part of the Planning Proposal are described in Section 7.

6.1 Land Use Zone

Clause 2.1 of the LLEP 2008 outlines the land use zones which apply to the site. As shown in Figure 30 below, the site is zoned RE2 Private Recreation.

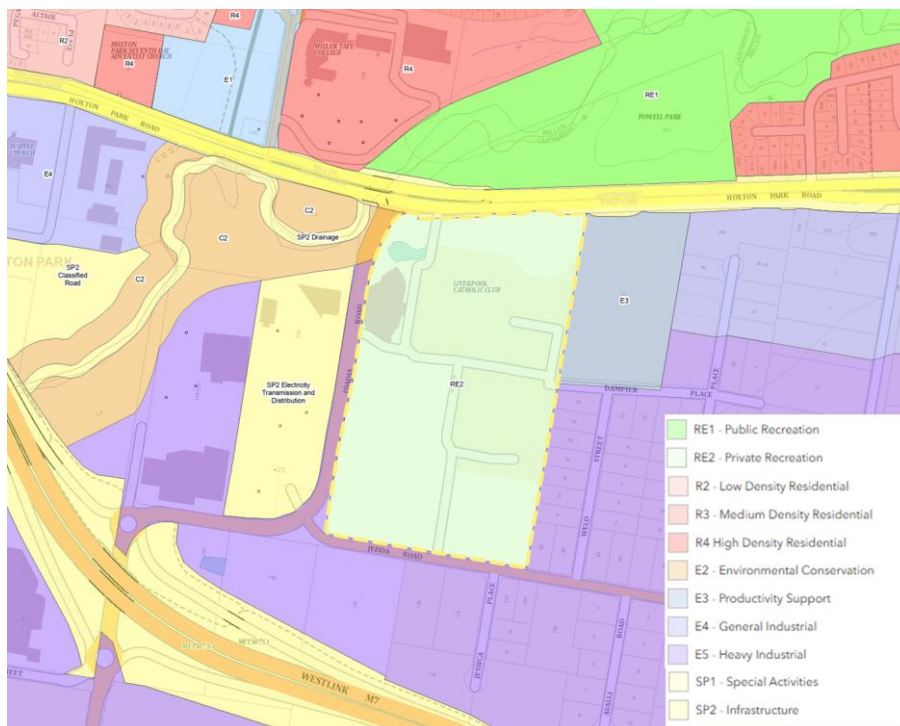


Figure 30: Land Use Zoning Map (Source: ESpatial Viewer)

The objective of the RE2 Private Recreation zone is as follows:

- To enable land to be used for private open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.
- To enable land uses that are compatible with, and complimentary to, recreational uses.

The Concept Master Plan seeks to rely on several land uses that are permissible with consent including: *car parks, centre based child care facilities, entertainment facilities, function centre, hotel and motel accommodation, recreation (indoor) and (outdoor) facilities and registered club.*

As noted, the proposal seeks to amend the LLEP 2008 to permit *food and drink premises (pub), light industry, general industry, local distribution premises and office premises* as Additional Permitted Uses (APUs) at the site.

The intended future uses of the site, as defined pursuant to the LLEP 2008, would be permissible as a result of the proposed APUs under Schedule 1. The future development would be enabled by the proposed amendments building height and FSR.

6.2 Height of Buildings

Clause 4.3 of the LLEP 2008 states that the maximum height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.

As shown in the figure below, the maximum permissible building height for the site is 18m.

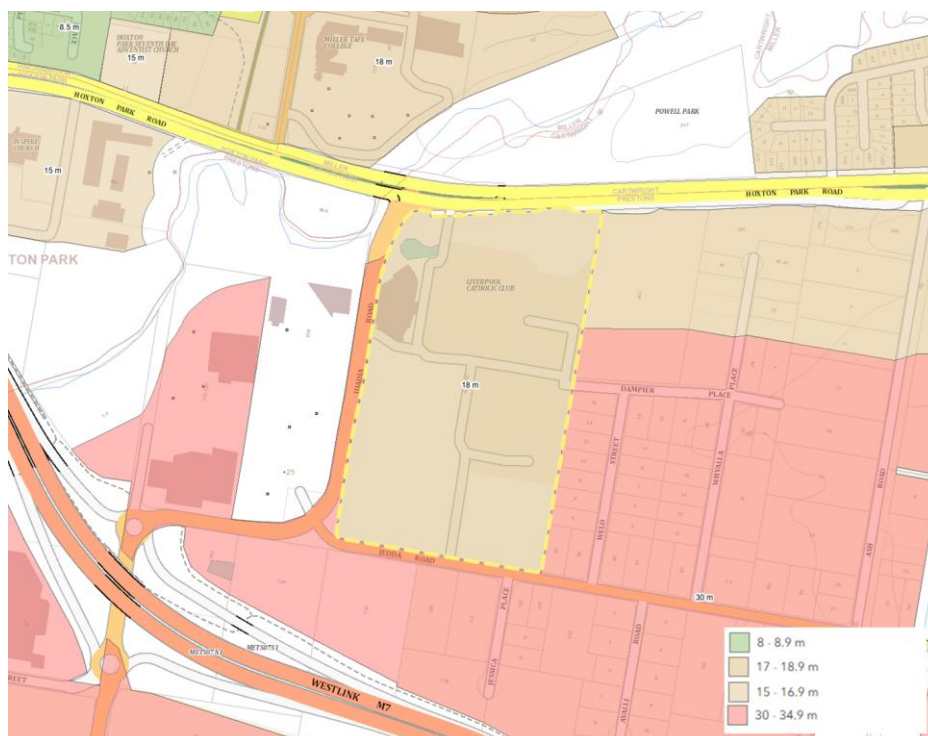


Figure 31: Height of Buildings Map (Source: ESpatial Viewer)

6.3 Floor Space Ratio

Clause 4.4 of the LLEP 2008 states that the maximum FSR on any land is not to exceed the maximum FSR shown for the land on the FSR Map.

As shown in the figure below, the maximum permissible FSR for the site is 0.25:1.

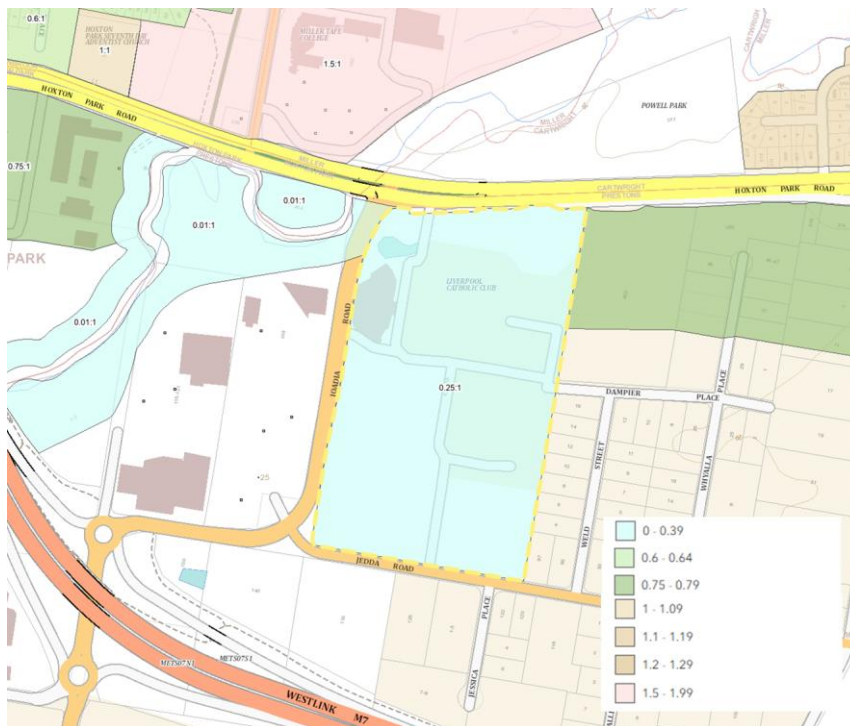


Figure 32: Floor Space Ratio Map (Source: ESpatial Viewer)

6.4 Heritage

As noted above, the site is not a heritage listed site, nor is it located within a heritage conservation area pursuant to Clause 5.10 and Schedule 5 of the LLEP 2008. The closest item of local significance is a 'Bridge (former Pitt Street Road Bridge)' (Item no. 55) and is located approximately 650m northwest of the site.

The proposal is not proximate to this item and will therefore have no impact upon the significance.

6.5 Environmentally significant land

The site is not identified as environmentally significant land on the Environmentally Significant Land Map, however, adjoins land that is mapped, as shown in Figure 33 below.



Figure 33: Environmentally Significant Land Map (Source: ESpatial Viewer)

7 Planning Proposal Assessment

The Planning Proposal has been prepared in accordance with Section 3.33(2) of the EP&A Act and DPHI's *LEP Making Guideline*, which outlines the required contents of a Planning Proposal. Accordingly, this section addresses each of the matters outlined in the guidelines, including:

- a description of the site and the surrounding locality (refer Section 3)
- a statement of the objectives or intended outcomes of the proposed instrument (refer Section 7.1)
- an explanation of the provisions that are to be included in the proposed instrument (refer Section 7.2)
- the justification for those objectives, outcomes and provisions and the process for their implementation, including whether the proposed instrument will give effect to the local strategic planning statement of the council of the area and will comply with relevant directions under section 9.1 of the EP&A Act (refer Section 7.3)
- maps to be adopted by the proposed instrument (refer Section 7.4)
- details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument (refer Section 7.5)

7.1 Part 1: Objectives and Intended Outcomes

Objective

As noted, the primary objective of the Planning Proposal is to enhance the community benefit and facilities on the site, with additional complementary uses defined through a series of precincts (via a future DA). The Planning Proposal seeks to achieve this by:

- amend the maximum height of building standard for the site from 18m to 43m
- amend the maximum floor space ratio (FSR) standard for the site from 0.25:1 to 1:1
- amend Schedule 1 to include APU's for *food and drink premises (pub), light industry, general industry, local distribution premises and office premises* at the site.

For clarity, the Planning Proposal seeks to retain the sites RE2 Private Recreation zoning. No other amendments to the LLEP 2008 are sought.

Intended outcomes

The intended outcomes of the Planning Proposal are to enable the future redevelopment of the site which provides a unique opportunity to:

- create improved public benefit outcomes to service the broader community
- enable land uses that are compatible and complimentary to recreational uses
- facilitate uses that strengthen the activation of the site during the evenings and on weekends
- increase vibrancy of the site through ground floor activation and employment-generating uses that support the nighttime and visitor economies
- facilitate increased commercial and industrial uses on the site to provide an attractive environment for business growth and jobs that will meet the areas future needs
- support the containment of jobs within the Liverpool LGA

- to permit a mixed-use development with an appropriate balance of commercial office, retail and community uses to contribute to the existing vibrant and active community in Liverpool
- provide employment generating uses that leverage the sites proximity to Liverpool CBD, Bradfield CBD and the future Western Sydney Airport
- facilitate high-quality development, accommodating a variety of uses compatible with and complementary to recreational purposes, surrounding zones and benefit the community
- enable building heights that facilitate a range of building forms to be established to respond to the role and function of the various employment precincts within the site
- to facilitate delivery of public domain improvements including active street frontages, pedestrian linkages and improved connectivity throughout the site

To facilitate the above, amendments to the permitted land uses, maximum height of building and maximum FSR development standards (and associated maps – refer Section 7.4) pursuant to the LLEP 2008 are required.

A comparison of the existing and proposed planning controls for the site under the Planning Proposal is contained in the table below:

Planning control	Existing development controls (Liverpool LEP 2008)	Proposed development controls
Land use zone	RE2 Private Recreation	No change proposed
Schedule 1 Additional Permitted Uses	N/A	<p>The following additional permitted uses are sought:</p> <ul style="list-style-type: none"> • <i>food and drink premises (pub)</i> • <i>light industry</i> • <i>general industry</i> • <i>local distribution premises</i> • <i>office premises</i> <p>This will be sought through an amendment to the LLEP 2008 Schedule 1 – Additional Permitted Uses.</p>
Height of buildings	18m	43m
Floor space ratio (FSR)	0.25:1 FSR	1:1

Table 6: Summary of proposed amendments to the Liverpool LEP 2008

It should be noted that the Planning Proposal and Concept Master Plan seeks to utilise several land uses that are currently permissible with consent in the RE2 Private Recreation Zone, including:

- *car parks*
- *centre based child care facilities*
- *entertainment facilities*

- *function centre*
- *hotel and motel accommodation*
- *recreation (indoor) and (outdoor) facilities*
- *registered club*

The Planning Proposal is accompanied by an UDR including a Concept Master Plan (Appendix 1) to demonstrate the intended built form on the site. The UDR has been prepared to demonstrate a possible layout, land use arrangement, and built form to demonstrate that the proposed land uses, height and FSR could be appropriately delivered onsite.

As noted, the Concept Master Plan envisages a mixed-use site split into 6 interconnected precincts being the existing club, hotel, sports, family tavern and entertainment, business park and light industrial.

The Concept Master Plan reflects a comprehensive analysis of relevant objectives of both State and Council strategic plans, the characteristics of the site and locality and feedback from Council officers during the pre-lodgement process. It demonstrates that a mixed-use precinct on the site can be designed in a manner that responds to the site and is compatible with the character of the locality with no adverse bulk, scale or surrounding use impacts.

7.2 Part 2: Explanation of provisions

The Planning Proposal seeks to achieve the intended outcomes outlined under Part 1 (refer Section 7) by:

- amending the maximum height of building standard for the site from 18m to 43m
- amending the maximum floor space ratio (FSR) standard for the site from 0.25:1 to 1:1
- amending Schedule 1 to include APU's for *food and drink premises (pub), light industry, general industry, local distribution premises and office premises* at the site.

The recommended wording is outlined below:

Schedule 1 Additional Permitted Uses

37. Use of certain land at 424 – 458 Hoxton Park Road, Prestons

- (1) This clause applies to land at 424 – 458 Hoxton Park Road, Prestons being Lot 1 in DP 1077341.*
- (2) Development for the purposes of food and drink premises (pub), light industry, general industry, local distribution premises and office premises is permitted with development consent.*

The proposed amendments to the relevant maps under the LLEP 2008 are provided in Section 7.4 and in Appendix 5.

7.2.1 Rationale for Proposed Development Standards

The Planning Proposal clearly meets the Strategic Merit and Site-Specific Merit Assessment Criteria outlined in DPHI’s *LEP Making Guideline* and demonstrates a strong case for change to amend existing development standards to enable the future development of the site for a mixed-use entertainment and business precinct.

The proposed height, FSR and APU’s are supported by an evidence -based approach which investigated in detail the economic, environmental (including traffic and transport) and social impacts of a new mixed-use precinct.

A site-specific draft DCP framework has been prepared and accompanies the Planning Proposal (Appendix 16). The site-specific DCP framework establishes the desired future character, as well as specific objectives and controls for the future redevelopment of the site.

A planning justification and rationale for these proposed controls is detailed below.

7.2.1.1 Zoning

This Planning Proposal seeks to retain the existing RE2 Private Recreation zoning across the site.

The objectives of the LLEP 2008 RE2 zone align with the objective of the Planning Proposal. The objectives encourage a range of commercial, industrial and community use that are compatible with and complementary to recreation purposes. The proposal is consistent with the objectives of the RE2 zone as detailed within the below table.

Objective	Comment
<i>To enable land to be used for private open space or recreational purposes.</i>	The Concept Master Plan has provided sufficient private open space and recreation areas through the proposed sports field, sports courts and indoor swimming centre and gym. Additionally, the Master Plan has consolidated and rearranged the recreation offering to become more functional, ensuring the optimisation of currently underutilised land.
<i>To provide a range of recreational settings and activities and compatible land uses.</i>	The Concept Master Plan will provide a range of recreational activities through the provision of a sports field, courts and indoor sports centre.
<i>To protect and enhance the natural environment for recreational purposes.</i>	The Concept Master Plan will retain the existing sports field as well as provide additional sports infrastructure through the sports courts and indoor sports centre.
<i>To enable land uses that are compatible with, and complementary to, recreational uses.</i>	The Planning Proposal will provide several employment-generating uses such as industrial and commercial that will utilise the existing and proposed recreation uses at the site. These uses are compatible with and complementary to the recreational uses envisaged for the zone, as they will create further opportunities for local

participation through an increased population at the site.

Table 7: Consistency with RE2 zone objectives

7.2.1.2 Schedule 1 Additional Permitted Uses

The Planning Proposal seeks to add the site to Schedule 1 APU's of the LLEP 2008. This is to facilitate the permissibility of the *food and drink premises (pub)*, *light industry*, *general industry*, *local distribution premises* and *office premises* land uses at the site.

The rationale for each APU is outlined in the Table 8 below.

Proposed Land Use	Rationale
Food and drink premises (pub)	<p>A food and drink premises (pub) in the form of a family tavern has been selected to complement the other existing and proposed employment-generating uses on the site. As detailed within the EIA demand analysis, there is projected growth in Liverpool LGAs food and beverage sector with an approximate 40,000 sqm of additional hospitality floor space required by 2041. With a footprint of 4,800 sqm, the tavern would account for around 12% of this growth, leaving capacity for other existing or planned centres to absorb the balance throughout the LGA.</p> <p>Additionally, the proposed use would diversify the existing food and beverage offer within the precinct and surrounding area, providing a makeup not otherwise present throughout the LGA.</p> <p>A further assessment and justification for the proposed food and drink premises use is provided within Section 7.3.2 and Appendix 6.</p>
Light industry General industry Local distribution premises	<p>Both the light and general industry and local distribution premises uses have been proposed to enable greater flexibility across the site. These proposed uses are consistent with the adjoining land to the east, south and west.</p> <p>As detailed within the EIA, <i>“the industrial component addresses a critical shortfall in serviced land in the Southwest, directly supporting freight, logistics, and advanced manufacturing sectors.”</i></p> <p>A further assessment and justification for the proposed uses is provided within Section 7.3.2 and Appendix 6.</p>
Office premises	<p>The office premises has been proposed to play a complementary role by offering alternative formats that meet different occupier needs throughout the Liverpool LGA and surrounds. The site offers office space embedded within a precinct that also delivers leisure, hospitality, and recreation amenities.</p> <p>A further assessment and justification for the proposed office premises use is provided within Section 7.3.2 and Appendix 6.</p>

Table 8: Proposed APUs

1. Proposed Built Form Controls (Height & FSR)

Height

The scoping proposal letter initially identified a desired Height of Building (HOB) of 63.7m across the whole site. Council suggested, during the scoping meeting in December 2024 that the proposed height be reduced to match that of surrounding land uses on adjoining sites.

In response to this meeting the project team revised the design and reduced the height to 43m across the site. This is considered an appropriate compromise as the highest parts of the site being the new hotel, light industrial and commercial premises will be adjoining either industrial uses or undeveloped employment lands along the western, eastern and southern boundaries, which are also subject to a 30m HOB limit.

Furthermore, despite the RE2 Private Recreation land permitting hotel and motel accommodation, the current 12m height limit does not enable the future expansion of the site to leverage its strategic location and assist in expanding Liverpool's visitor economy. For these reasons, the height limit of 43m across the site has been chosen to provide flexibility and realise the potential of the site. A further assessment of the proposed height is detailed in Section 7.3.3

FSR

The scoping proposal initially presented a FSR of 0.93:1 across the whole site. In Liverpool LGA, FSRs for RE2 Private Recreation zoned land range from 0.1:1 to 1:1. As Council preferred the control to be a whole number, the FSR was increased to 1:1 as part of this Planning Proposal.

This FSR will provide flexibility to incorporate a range of land uses over an extended period.

7.3 Part 3: Justification of strategic and site-specific merit

7.3.1 Section A: Need for a Planning Proposal

The strategic and site-specific merit test is outlined in DPE's *LEP Making Guide 2023* to assist proponents in justifying a Planning Proposal.

An assessment against this test is provided in the below table.

Provision	Comment	Consistency (Yes / No)
<i>Does the proposal have strategic merit? Will it:</i>		
<ul style="list-style-type: none"> Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans released for public 	Yes, refer to Section 7.3.1	Yes

Provision	Comment	Consistency (Yes / No)
<i>comment or a place strategy for a strategic precinct including any draft place strategy; or</i>		
<ul style="list-style-type: none"> • <i>Demonstrate consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan; or</i> 		Yes
<ul style="list-style-type: none"> • <i>Respond to a change in circumstances that has not been recognised by the existing planning framework</i> 		Yes
<i>Does the proposal have site-specific merit, having regard to the following?</i>		
<ul style="list-style-type: none"> • <i>The natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards)</i> 	Yes, refer to Section 7.3.2	Yes
<ul style="list-style-type: none"> • <i>Existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates</i> 		Yes
<ul style="list-style-type: none"> • <i>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> 		Yes

Table 9: Strategic and site-specific merit test (Source: DPHI's LEP Making Guidelines)

7.3.1.1 1. Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?

No. The Planning Proposal is not a direct result of an endorsed LSPS, strategic study or report, however, it is consistent with Council's LSPS and other relevant strategic studies, as outlined in Section 7.3.2.

The Planning Proposal is consistent with the goals and priorities outlined in the following local strategic plans and reports that have been prepared and endorsed by Council:

- *The Greater Sydney Region Plan – A Metropolis of Three Cities*
- *The Western District Plan*
- *Liverpool Centres and Corridors Strategy*
- *Liverpool Community Strategic Plan 2025-2035*
- *Liverpool Industrial and Employment Lands Strategy 2020*
- *Liverpool Destination Management Plan 2018/19-2022/23*

The above listed plans are addressed in further detail below.

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

Yes. The Planning Proposal is the best and most appropriate means of achieving the desired future density as the current uses, height and FSR development standards:

- are prohibited within the RE2 Private Recreation zone and can only be permitted via an amendment to the LLEP 2008.
- are not commensurate to realising the potential of the site through additional density.
- prevent feasible redevelopment of the site for the purposes of commercial, light industrial and tourism uses, as supported by the economic justification in this Planning Proposal and accompanying EIA and SIA technical reports.
- are consistent with the relevant objectives of the Region Plan, District Plan and LSPS.
- will provide a significant community benefits through the provision of recreation and community-related uses at the site.

Without an amendment to the planning controls, the opportunity to redevelop this significant landholding to its full potential, being one of the largest individually zoned sites in single ownership in the LGA and District, will be lost.

Accordingly, the proposed amendments to the LLEP 2008 are considered the most appropriate method to deliver the desired outcomes.

7.3.2 Section B: Relationship to Strategic Planning Framework

3. Will the Planning Proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

The Planning Proposal aims to give effect to the objectives and actions of the following metropolitan, district and other plans:

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

Greater Sydney Region Plan

The *Greater Sydney Region Plan* (Region Plan) outlines how Greater Sydney will manage growth and change in the context of social, economic and environmental matters. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans.

The overarching vision for Greater Sydney in the Region Plan is to rebalance Sydney into a metropolis of three unique but connected cities; an Eastern Harbour City, the Western Parkland City and the Central River City with Greater Parramatta at its heart.

The Plan sets out broad priorities and actions which focus on four themes – infrastructure and collaboration, liveability, productivity and sustainability. The table below reproduces the relevant themes/action items and demonstrates the Planning Proposal's consistency with these items.

Objective	Comment	Consistency?
Infrastructure and collaboration		
Objective 2: <i>Infrastructure aligns with forecast growth – growth infrastructure compact</i>	The Planning Proposal achieves the objective as the proposal may generally rely on existing infrastructure, subject to further coordination with the relevant authorities to confirm capacity requirements.	Yes
Objective 4: <i>Infrastructure use is optimised</i>	The proposal is consistent with this objective as it will largely utilise the existing infrastructure already present including the utilities and car parking. Furthermore, the site will benefit from proximity to the Fifteenth Avenue Smart Transit (FAST) Corridor to the north and will promote active and public transportation options as detailed within the Green Travel Plan (GTP) prepared by Stantec (refer Appendix 7).	Yes
Objective 5: <i>Benefits of growth realised by collaboration of governments, community and business</i>	The Planning Proposal is consistent with this approach through exploring the benefits of collaboration with Council, industry and the community. The 17-hectare site represents one of the largest recreation zoned land parcels under single ownership in the Liverpool LGA. The proposal provides a unique opportunity for Council to be involved in the development of a world-class mixed-use precinct that will retain local talent and be an attractor of both regional and international talent, ultimately benefitting the community.	Yes
Liveability		
Objective 6: <i>Services and infrastructure meet communities' changing needs</i>	This objective aims to provide appropriate services and infrastructure that meet the changing needs of communities. The Planning Proposal will respond to this objective through permitting additional land uses, including social infrastructure to serve the existing and future families within the Liverpool LGA. Additionally, the Planning Proposal will facilitate the Concept Master Plan development, which includes a childcare centre to be provided at the site, as well as several recreation facilities, to address the health and wellbeing requirements of the community.	Yes
Objective 7: <i>Communities are healthy, resilient and socially connected</i>	The Planning Proposal will directly respond to this objective through providing for a new food and drink premises (pub) land use which will enable new opportunities for social connections. In addition, the Planning Proposal will facilitate the Concept Master Plan which provides high-quality community and recreation uses including an indoor swimming pool and sports centres, sports courts and fields. The co-location of these facilities will enhance social cohesion through providing areas to meet, socialise and exercise.	Yes

Objective	Comment	Consistency?
	Additionally, the Concept Master Plan will improve active transportation throughout the site through public domain infrastructure in the form of pedestrian pathways and bicycle way. All circulation routes will be designed to meet universal access standards, ensuring access pathways are inclusive and accessible for people of all ages and abilities. As detailed within the Concept Master Plan and Urban Design Report at Appendix 1, these public domain improvements will also provide direct access to the community and recreation facilities offered across the site.	
Objective 12: <i>Great places that bring people together</i>	The Planning Proposal directly responds to this objective through enabling the creation of a mixed-use development that is well-designed, universally accessible, walkable and safe. As detailed within the Concept Master Plan and Urban Design Report (Appendix 1) the Concept Master Plan, which the Planning Proposal will facilitate, provides a strong north-south and east-west axis centred around the existing club. From these axis' the site benefits from several existing and new public open space, recreation and entertainment areas that provide opportunities to bring people together.	Yes
Productivity		
Objective 14: <i>A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities</i>	This objective seeks to support a diverse economy and drive opportunities for investment and business across Greater Sydney. The proposal is consistent with this objective through the diversification of employment-generating uses that encourage investment both locally and across Sydney. Additionally, the Concept Master Plan, which the Planning Proposal will facilitate, will be able to leverage existing and future linkages to transport, including connections to Liverpool and Bradfield CBDs and Western Sydney Airport.	Yes
Objective 20: <i>Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City</i>	The proposal is consistent with this objective as it is strategically located along the future FAST corridor and sits proximate to the Bradfield CBD and Western Sydney Airport. As detailed within the EIA, the commercial and industrial offerings at the site will be distinct rather than compete with the current offerings within either Bradfield CBD or Liverpool CBD.	Yes
Objective 23: <i>Industrial and urban services land is planned, retained and managed</i>	The site is mapped as 'review and manage' under the Region Plan. The site is proximate to major road corridors of both M7 and M5 and is surrounded by established industrial precincts, making it a suitable candidate to support additional industrial and urban services capacity. As detailed within the EIA, there is an acute undersupply of developable industrial land	Yes

Objective	Comment	Consistency?
	in Sydney's southwest. The Planning Proposal is consistent with this objective by introducing additional capacity through approximately 21,480m ² of light industrial floor space in a strategically located and highly accessible precinct, supporting market demand advancing policy objectives.	
Objective 24: Economic sectors are targeted for success	The Planning Proposal and Concept Master Plan directly responds to this objective through the provision of uses that seek to strengthen the Liverpool and broader Sydney visitor economy by: <ul style="list-style-type: none"> • Providing the conditions for a new 300 room hotel, resulting in \$50 million (approx..) annual investment into the local economy. • Providing for the co-location of facilities that encourages visitation to the site. • supporting the development of places for artistic and cultural activities through retention and expansion of the club precinct. • Enabling the improvement of public facilities and access through public domain improvements and active transportation infrastructure. • Promoting growth of the night-time economy through the proposed family tavern land use and larger entertainment precinct. 	Yes
Sustainability		
Objective 30: <i>Urban tree canopy cover is increased</i>	This objective is concerned with the provision of urban tree canopy to reduce impacts of the urban heat island effect and encourage proliferation of local biodiversity. The existing canopy coverage at the site is 5-6% of the site area. The Concept Master Plan which is enabled by the Planning Proposal, will drastically improve this through the extensive planting of vegetation throughout the site to result in an urban tree canopy coverage of 30%.	Yes
Objective 31: <i>Public open space is accessible, protected and enhanced</i>	This objective is concerned with the protection and enhancement of public open space areas with a focus on making these practical and universally accessible. The Concept Master Plan which is enabled by the Planning Proposal will achieve this through the provision of a new outdoor recreation area and outdoor plaza as part of the entertainment precinct on the western portion of the site. Additionally, as noted above, the proposal will provide significant canopy tree coverage which will improve the connections throughout the site and make these areas shadier and desirable to use year-round.	Yes
Objective 34: <i>Energy and water flows are captured, used and re-used</i>	This objective is in relation to exploring ways to minimise energy and water usage and implement ways to capture and reuse water where possible. As detailed within the ESD report at Appendix 8, the Concept Master Plan which is enabled by the Planning Proposal will incorporate several ESD	Yes

Objective	Comment	Consistency?
	principles to minimise energy and water usage such as drought tolerant endemic plants, rainwater tanks, water efficient fittings and light efficient measures. For the purpose of this Planning Proposal, these methods are indicative only and will be further refined as part of any future development application.	

Table 10: Alignment with the Greater Sydney Regional Plan

Western City District Plan

The *Western City District Plan* (District Plan) was prepared by the Greater Sydney Commission (GSC) in March 2018. It provides the district level framework to implement the goals and directions outlined in the Region Plan for the Western City District which includes the Liverpool LGA. The District Plan identifies a number of Planning Priorities to achieve a liveable, productive and sustainable future for the district.

It provides the district level framework to implement the goals and directions outlined in the Regional Plan and is intended to be used to inform the preparation of Local Environmental Plans, Planning Proposals, and strategic land use and transport and infrastructure planning.

Figure 34 below shows the site in the context of the broader Western City District.



Figure 34: Western District Plan (Base source: Western District Plan)

The table below outlines the Planning Proposal’s consistency with the relevant directions of the District Plan.

Objective	Comment	Consistency?
Infrastructure and collaboration		
Planning Priority W2: <i>Working through collaboration</i>	The Planning Proposal will explore the benefits of collaboration with Council, industry and the community. The 17-hectare site represents one of the largest land parcels under single ownership in the Liverpool LGA. The proposal provides a unique opportunity for Council to be involved in the development of a world-class mixed-use precinct that will retain local talent and be an attractor of both regional and international talent, ultimately benefitting the Liverpool community.	Yes
Liveability		
Planning Priority W3: <i>Providing services and social infrastructure to meet people's changing needs</i>	The Planning Proposal will respond to this priority through the community and recreational uses, including the new indoor sports centre, childcare centre, outdoor plaza, sports field and courts. Notably, the Concept Master Plan which is enabled by the Planning Proposal will ensure the retention of all existing social infrastructure including the existing club, ice rink and fitness club.	Yes
Planning Priority W4: <i>Fostering healthy, creative, culturally rich and socially connected communities</i>	The Concept Master Plan which is enabled by the Planning Proposal will give effect to this priority through the provision of spaces that encourage social cohesion and unity. As noted, the proposal will leverage the existing club assets and expand this offering to promote greater community participation. The sports facilities and family tavern in particular will achieve this.	Yes
Planning Priority W6: <i>Creating and renewing great places and local centres, and respecting the District's heritage</i>	The Concept Master Plan which is enabled by the Planning Proposal will achieve this priority through: <ul style="list-style-type: none"> • A strong north-south and east-west axis centred around the existing club. • Public domain and active transportation infrastructure. • Providing a self-contained mixed-use precinct to service the local area. 	
Productivity		
Planning Priority W7: <i>Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City</i>	This objective seeks to provide industrial and freight activities with good access to the strategic freight network including motorways and rail. The proposal is consistent with this objective through the inclusion of new permitted land uses for the site, including local distribution, light and general industry uses. These can provide logistics and distribution services, while leveraging the site's proximity to the M7 Motorway, Hoxton Park Road and the Western Sydney Airport.	Yes
Planning Priority W8:	The proposal is consistent with this objective as the site is proximate to Western Sydney Airport	Yes

Objective	Comment	Consistency?
<i>Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis</i>	and will provide a variety of employment-generating and tourism uses that will encourage visitation to the site.	
Planning Priority W10: <i>Maximising freight and logistics opportunities and planning and managing industrial and urban services land</i>	The proposal achieves this objective through the provision of industrial land uses that are consistent with the adjoining lands to the east, south and west. As detailed within the EIA, there is a significant undersupply of developable industrial lands within Liverpool LGA in the Yarrunga / Prestons Precinct (from 28.2 ha in 2022 – 23.4 ha in 2024), particularly land that is well-connected by road and existing or future public transport. Given the site's proximity to the FAST corridor, this makes it a suitable candidate for such uses and reinforce Liverpool's role as a logistics and industrial hub.	Yes
Sustainability		
Planning Priority W15: <i>Increasing urban tree canopy cover and delivering Green Grid connections</i>	As detailed within the Landscape Report (Appendix 9), the Concept Master Plan which is enabled by the Planning Proposal is consistent with this priority through the increase of urban tree canopy coverage from approximately 6% - 30%.	Yes
Planning Priority W18: <i>Delivering high quality open space</i>	The Concept Master Plan which is enabled by the Planning Proposal is consistent with this priority as follows: <ul style="list-style-type: none"> • Providing significant landscaping throughout the site to minimise impacts of urban heat and encourage use of outdoor areas year-round, particularly the new plaza play area. • Consolidation of recreation fields and sports courts for use by the community. 	Yes

Table 11: Consideration of key planning priorities of the Western City District Plan

NSW Future Transport Strategy 2056

The *NSW Future Transport Strategy 2056* (Transport Strategy) was published in March 2018 and outlines the strategic direction for transport in NSW.

The Transport Strategy focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities for the future. It emphasises technology-enabled mobility and its role in transforming the mass transit network.

The site is strategically located within the Fifteenth Avenue Smart Transit Corridor (FAST) where transport infrastructure upgrades are underway or planned. The site is also directly accessible to Liverpool CBD as well as the future Bradfield CBD and Western Sydney Airport.

The Concept Master Plan may include several on-site upgrades which will improve the accessibility of the site including:

- Public domain improvements
- Active transportation infrastructure

The Planning Proposal is supported by a Transport Impact Assessment (TIA) prepared by Stantec (Appendix 7). This report identifies that the site can be suitably accessed by car, public transport and active transport modes. The report concludes:

The proposed traffic and parking impacts are acceptable and can be adequately mitigated through detailed design and implementation of management measures such as a Green Travel Plan (GTP) and installation of active transportation infrastructure as requested by Council during the scoping meeting. Thereby, the potential traffic impacts should not preclude the Planning Proposal from progressing.

The Concept Master Plan which is enabled by the Planning Proposal can therefore be supported from a transportation perspective.

7.3.2.1 4. Is the Planning Proposal consistent with a Council's Local Strategy or Other Local Strategic Plan?

Yes. The Planning Proposal is consistent with the following local strategies prepared by Council:

- *Liverpool Local Strategic Planning Statement (Connected Liverpool 2040)*
- *Liverpool Economic Development Strategy 2024*
- *Liverpool Centres and Corridors Strategy*
- *Liverpool Community Strategic Plan 2025-2035*
- *Liverpool Industrial and Employment Lands Strategy 2020*
- *Liverpool Destination Management Plan 2018/19-2022/23*

Liverpool Local Strategic Planning Statement

The *Liverpool Local Strategic Planning Statement (Connected Liverpool 2040)* (LSPS) was finalised and published on the NSW Planning Portal in March 2020. The LSPS is a 20-year plan which sets out Council's land use vision and planning priorities for the LGA and includes a Structure Plan for the LGA.

The structure plan (Figure 35 below) indicates the site is mapped as "protect and enhance established residential areas", surrounded by "existing industrial land" and immediately adjacent to the Fifteenth Avenue Smart Transit Corridor (FAST). While this demonstrates that the LSPS did not envisage redevelopment of the Liverpool Catholic Club site at the time of writing in 2020, the site-specific and strategic merit of the proposal and accompanying technical studies supports the mixed-use redevelopment of the site.

The proposal is consistent with the LSPS as it:

- achieves the connectivity priorities by enabling the redevelopment of a well-connected site proximate to existing and future transport corridors as well as the Liverpool CBD, Bradfield CBD and Western Sydney Airport.
- achieves the liveability priorities enabling future development in accordance with the Concept Master Plan which improves site connectivity, safety and accessibility through public domain and active transportation infrastructure.
- Provides for additional permitted land uses on the site which achieves the productivity priorities through leveraging the site's strategic location and existing employment assets to enable a mixed-use development that strengthens local investment, job containment and the Liverpool visitor economy.
- achieves the sustainability priorities through incorporating appropriate ESD measures together with suitable landscape planting to ensure the Concept Master Plan minimises impacts of urban heat island effects.



Figure 35: LSPS Structure Plan (Source: Liverpool LSPS)

The LSPS provides several Planning Priorities that are of relevance to the Proposal, and these are addressed in the table below.

Planning Priority	Comment	Consistency (Yes / No)
Connectivity		
<i>P1: Active and public transport reflecting Liverpool's strategic significance</i>	The site is located on three key frontages that are currently underutilised. The Concept Master Plan will improve these areas through incorporation of landscaped solutions and active transportation infrastructure. This will seek to soften these edges, provide activation of these frontages and improve circulation around the site.	Yes
<i>P2: A rapid smart transit link between Liverpool and Western Sydney International Airport/Aerotropolis</i>	As detailed within the LSPS, the site is strategically positioned immediately adjacent to the Fifteenth Avenue Smart Transit (FAST) corridor to the north running between Liverpool CBD and Western Sydney International Airport/Aerotropolis. This will improve the site's connections to and from the future redevelopment and lower the reliance upon car travel.	Yes
<i>P3: Accessible and connected suburbs</i>	The Concept Master Plan will leverage its strategic location adjacent to the FAST corridor as well as provide high-quality pathways and cycleways throughout and around the site.	Yes
Liveability		
<i>P6: High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth</i>	<p>The Concept Master Plan will ensure the continued use and addition to the existing Liverpool Catholic Club which plays a vital social role for the community.</p> <p>Additionally, the proposal will provide several community facilities including an indoor aquatic and gym centre, outdoor sports courts and playing fields, mini golf, dedicated outdoor plaza and childcare play area.</p>	Yes
<i>P9: Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community</i>	The Concept Master Plan will incorporate Crime Prevention through Environmental Design (CPTED) principles across the site through casual surveillance and 'eyes on the street.'	Yes
Productivity		
<i>P11: An attractive environment for local jobs, business, tourism and investment</i>	The Concept Master Plan which is enabled by the Planning Proposal responds to this objective through the creation of an attractive environment for containment and expansion of local jobs, business, tourism and investment. As detailed within the EIA (Appendix 6), <i>"the co-location of recreation and food-and-beverage uses will provide strong on-site amenity that the LSPS identifies as central to vibrant centres and workforce attraction and retention, helping to</i>	Yes

Planning Priority	Comment	Consistency (Yes / No)
	<p><i>address Liverpool's high level of outbound commuting."</i></p> <p>Currently, approximately 57,341 working residents of Liverpool City Council (63.8%) travel outside the LGA for employment. The Concept Master Plan will address this through the provision of substantial employment-generating floor space, creating local job opportunities across a range of sectors and encouraging self-containment of local jobs in the Liverpool LGA.</p> <p>Furthermore, the hotel accommodation component also supports this priority by aligning with Council's Destination Management Plan in broadening Liverpool's tourism product and servicing business and health-education visitation.</p> <p>The LSPS also states a need to, <i>"Provide infrastructure, facilities and services needed to support and facilitate visitor economy and tourism growth in light of the opportunities provided by Western Sydney International Airport."</i> The Planning Proposal will address this through the provision of uses such as hotel accommodation, light industrial, commercial and recreation. These uses, particularly the high-quality recreation and hotel accommodation will attract visitors to the area and has the potential to generate around \$50 million per year in tourism-related expenditure.</p>	
<p><i>P12: Industrial and employment lands meet Liverpool's future needs</i></p>	<p>The Concept Master Plan will leverage the strategic location between Liverpool CBD, Bradfield CBD and the Western Sydney International Airport through the provision of light industrial uses in the southern portion of the site. As detailed within the EIA prepared by Hill PDA (Appendix 6), <i>"the site's location near the M5/M7 and adjoining established industrial areas makes it well suited to deliver additional industrial and urban-services capacity in a freight-compatible location."</i> Furthermore, the proposed industrial uses fill a gap identified within the Liverpool LGA and are complementary to the immediately surrounding industrial lands.</p>	<p>Yes</p>
<p><i>P13: A viable 24-hour Western Sydney International Airport growing to reach its potential</i></p>	<p>Through the provision of high-quality hotel accommodation and adjacent club facilities, the proposal will accommodate uses are compatible with and complementary to the 24-hour Western Sydney International Airport.</p>	<p>Yes</p>

Planning Priority	Comment	Consistency (Yes / No)
Sustainability		
<i>P14: Bushland and waterways are celebrated, connected, protected and enhanced</i>	The Concept Master Plan seeks to increase the deep soil and landscaped areas within the site as detailed in the Landscape Concept Plan (Appendix 9).	Yes
<i>P15: A green, sustainable, resilient and water-sensitive city</i>	As detailed earlier, the Concept Master Plan which is enabled by the Planning Proposal will implement ESD principles to achieve a development that is energy and water efficient and includes revegetation.	Yes

Table 12: Consideration of key planning priorities of the Liverpool LSPS

Liverpool Economic Development Strategy 2024-2034

Liverpool City Council's Economic Development Strategy 2024-2034 (the Economic Development Strategy) provides the framework to guide Liverpool's economic growth over the next decade. The strategy is centred on five pillars which are discussed and assessed:

- 1. Attract and support business** – The proposed recreation and employment-generating uses align strongly with these priorities by broadening Liverpool's economic base and creating employment opportunities across professional services, hospitality, tourism and advanced manufacturing.
- 2. Local jobs for local people** – The proposed mix of uses not only delivers jobs suited to a wide range of skills, but also addresses the long-standing challenge of outbound commuting, enabling more residents to work closer to home and reinvest in the local economy. The proposal will provide 7,519 direct and indirect jobs during construction and 4,808 direct and indirect during operation.
- 3. Innovation and education** – The proposal will provide opportunities for innovation and education through the provision of industrial (21,480m²) and commercial premise (10,883m²) uses that enable the diversification of the site, including a sport centre of excellence.
- 4. Global links and connections** – The proposal will leverage its strategic location proximate to the Western Sydney Airport which will operate 24 hours a day, 7 days a week, to encourage visitation and investment at the site and Liverpool LGA.
- 5. A thriving city of culture and collaboration** – The proposal will promote the culture and arts through the retention of the existing club, alongside complementary employment uses and additional food and drink premises in the form of a family tavern, that encourages investment in the nighttime economy. The proposal will result in an approximate \$50 million annually with tourist-related spending from the proposed 300-room hotel.

In summary, the Planning Proposal is consistent with the above pillars of the Economic Development Strategy.

Liverpool Centres and Corridor Strategy 2020

The *Liverpool Centres and Corridor Strategy* (Centres and Corridor Strategy) sets out to re-define and re-categorise Liverpool's centres and corridors and provides direction for future planning in the area. A key recommendation of the Strategy states, "as part of the planning for the Fifteenth Avenue Smart Transit (FAST) corridor, consider appropriate location of Transit Oriented Developments (TODs)". Notably, and as detailed in Figure 36 below, the proposal is located immediately south of the proposed FAST corridor providing a unique opportunity to leverage the strategic position of the site.

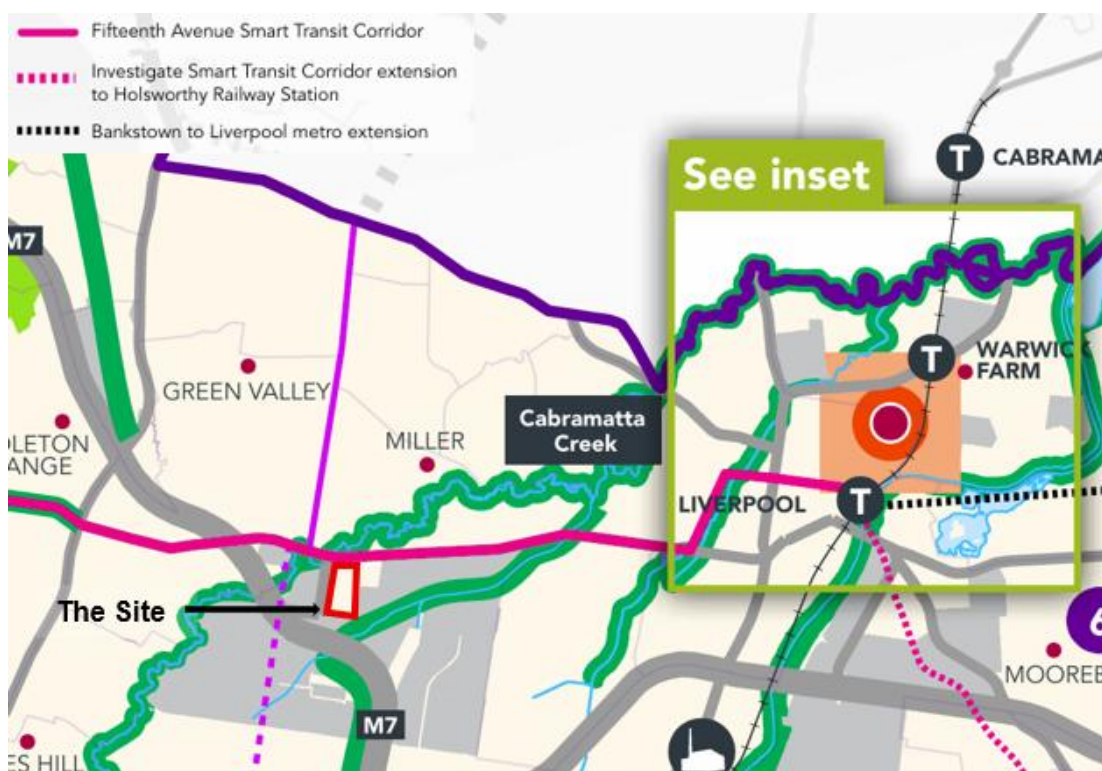


Figure 36: Fifteenth Avenue Smart Transit (Source: Liverpool LSPS)

Furthermore, while the site is not within an identified centre, the Strategy sets guiding criteria for future Planning Proposals to consider as part of the strategic merit test. As noted during the pre-Planning Proposal meeting with Liverpool City Council dated 19 December 2024, this proposal should demonstrate how both the proposed commercial premises and food and beverage premises uses will not have a significant negative impact on the commercial and retail operations of the Bradfield and Liverpool City Centres, town centres and local centres (including planned future centres).

Food and Drink Premises

The proposed food and drink premises is intended to be a family tavern of approximately 4,800m² in size. Unlike nearby pubs or hotels, the tavern is positioned to cater not only to local residents, but also workers in the surrounding industrial precincts and overnight visitors staying at the nearby hotels with a distinct, casual, and family-friendly dining and social experience.

As detailed within the EIA (Appendix 6), “...the Liverpool Industrial Lands Study identified a lack of public amenity servicing the Preston’s Industrial Precinct, with limited food and beverage options available to workers.” It is expected that the proposed tavern will directly address this gap by improving local amenity and enhancing the attractiveness of the precinct as a place to work and visit. Additionally, the tavern will be of a size and scale that cannot be easily accommodated within a CBD setting due to higher rents and space constraints, and is therefore not in competition with existing centres, but rather presents as an opportunity for a new food and beverage offering.

Furthermore, the proposed tavern is distinct from the existing club as it will expand and diversify the existing food and beverage offer within the precinct and surrounding area. As stated in the EIA, “Unlike the Liverpool Catholic Club’s facilities, which primarily serve members and their guests, the tavern will operate as an open, accessible venue catering to local residents, workers, hotel guests, and visitors.”

Office Premises

Council also stated in their scoping meeting minutes dated 19 December 2024, that the office market in Liverpool LGA is currently experiencing high vacancy rates (12.6%) along with a surplus supply of office space elsewhere within the LGA (100,000m²). Council’s view was that this would make any proposed commercial premises unviable. Importantly, it is noted that while the proposal will provide a commercial premises use which is intended to be accommodated within the 51,295 m² business precinct, most of this area is not intended for conventional office.

Approximately 10,883m² is earmarked for a data centre (or the like), 10,883m² for general industry and 9,515m² for a Sporting Centre of Excellence. The remaining 10,883m² is intended for flexible commercial/office uses, when demand arises, ensuring Liverpool has the capacity to capture knowledge-intensive job growth forecast to increase from 16,000 in 2021 to over 41,000 by 2041.

The site does not compete with the Liverpool CBD, instead it delivers a differentiated and future-focused product that has the potential to broaden the LGAs commercial offer through the provision of:

- Flexible spaces suitable for Small and Medium Enterprise (SMEs), knowledge-based businesses, and service industries that prefer being near key infrastructure and amenities without needing a CBD location.
- Advanced digital infrastructure, such as a data centre, to support sectors like technology, logistics, finance etc.

Furthermore, while Bradfield is a future commercial hub designed to attract large-scale tenants, Liverpool CBD and Prestons can play a complementary role by offering alternative formats that meet different occupier needs. As detailed within the EIA (Appendix 6), the “...site is particularly well-positioned, providing office space embedded within a precinct that also delivers leisure, hospitality, and recreation amenities. This mix enables it to attract tenants who value proximity to both Western Sydney Airport and Bradfield, but who also seek a more amenity-rich and cost-effective environment than traditional CBD-style office towers.”

In addition to this, the site can operate as a “transitional employment node” that accommodates firms that want to operate proximate to major centres while being afforded high amenity within a recreation-integrated setting.

Liverpool Community Strategic Plan 2025-2035

The *Liverpool Community Strategic Plan 2025-2035* (Community Strategic Plan) establishes Council’s vision and priorities for the LGA. The Community Strategic Plan addresses long term social, environmental and economic goals for the LGA that have been developed following extensive community consultation and engagement.

The proposal is consistent with the key objectives of the Community Strategic Plan as summarised below:

- *Social*: This objective seeks to deliver parks, community hubs, services and facilities improve the liveability and quality of life of community members. The Concept Master Plan strongly aligns with this objective through providing high quality landscaping, public domain works, sports and community facilities to service the public.
- *Environmental*: The Concept Master Plan responds to this objective through the provision of appropriate landscaping, improving tree canopy coverage and incorporating ESD principles to ensure the future buildings adapts to climate change and resilience.
- *Economic*: The Concept Master Plan will provide an economic boost to Hoxton Park and the broader Liverpool LGA through enhancing existing club facilities and adding a mix of employment generating uses.
- *Civic Leadership*: The Planning Proposal has been prepared in close consultation with Liverpool City Council. It will also be notified enabling community feedback and the opportunity for the Proponent to appropriately respond to issues raised.

Liverpool Industrial and Employment Lands Strategy 2020

The *Liverpool Industrial and Employment Land Study* (IELS) aims to improve existing and attract new industrial development to meet the current and future demands of Liverpool through the provision of goods and services and offering employment opportunities for the local population. The IELS has identified opportunities to re-purpose some sites located close to Liverpool city centre to respond to growth opportunities.

The site is identified in the strategy as bound by the Prestons Subregional Industry Precinct to the east, west and south, as shown in Figure 37 below.

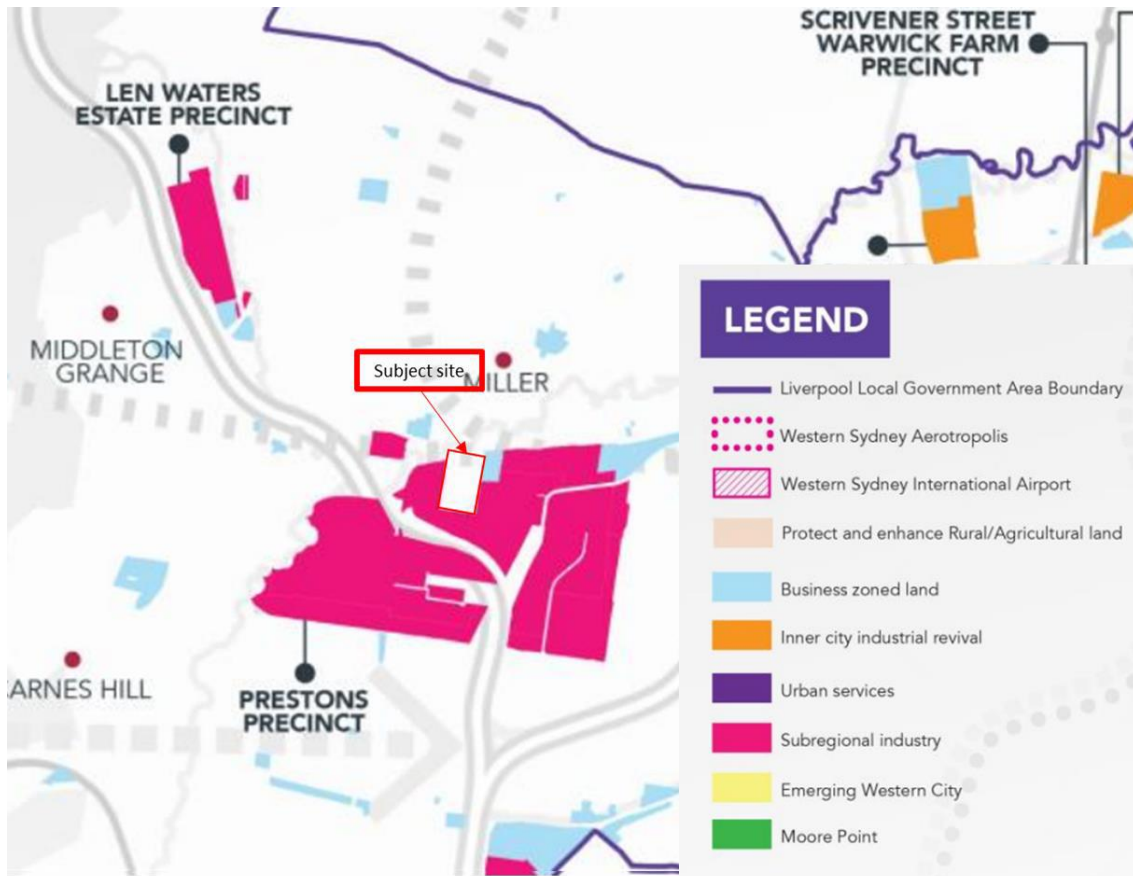


Figure 37: Strategic Vision for Liverpool Employment Lands (Source: Industrial & Employment Lands Strategy)

While the site is not explicitly mentioned within the strategy; the surrounding land is identified as subject to ‘review and manage’, i.e., land is reviewed to confirm whether it should be retained or transitioned to higher order activities, considering the changing nature of industry and demand for land.

As detailed within the EIA (Appendix 6), the IELS “*identifies a clear need to retain and renew industrial precincts, diversify land use, and provide new opportunities for jobs closer to where people live. It highlights that employment lands already accommodate 25,600 jobs, representing one-third of all jobs in Liverpool, and are projected to grow to more than 59,000 jobs by 2046.*”

The Planning Proposal, through the introduction additional land uses and increased height and FSR controls, enables new industrial floor space (21,480m² indicated within the Concept Master Plan) within a highly accessible location. It is therefore consistent with this policy document. The Planning Proposal provides an opportunity to future proof the site and Liverpool LGA, by providing the opportunity for increased local jobs and retaining local talent.

As detailed earlier, Council had concerns regarding the proposed food and beverage and commercial premises uses competing with those in existing centres.

An EIA was consequently prepared which determined that the proposed uses would be complementary to, rather than compete with those in centres. This is addressed further within the *Liverpool Centres and Corridor Strategy 2020* above and in Appendix 6.

Liverpool Destination Management Plan 2018/19-2022/23

The *Liverpool Destination Management Plan* (DMP) is a five-year strategy detailing Council's priorities for the development of the visitor economy in Liverpool. While it is acknowledged that the DMP period has concluded, the proposal will give effect to the strategic directions of the strategy, as follows:

- In preparing the proposal, significant engagement has been undertaken with the local community, including existing club members to ensure that their needs are understood and addressed as part of the future redevelopment of the site.
- The proposed additional permitted uses and increase in height and FSR will enable an increase in employment generating uses at the site along with significantly more floor space to achieve local investment.
- The proposal will leverage the existing asset of Liverpool Catholic Club and hotel, and proximity to the Liverpool CBD and future Western Sydney Airport to expand the site and grow Liverpool's visitor economy.

7.3.2.2 5. Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?

The Sydney Plan

On 10 December 2025, the draft *The Sydney Plan* (the Plan) was placed on public exhibition until 27 February 2026. *The Sydney Plan* is NSW Government's 20-year strategic land use plan to direct future growth in the Sydney region. Once finalised, the *Sydney Plan* will replace the *Greater Sydney Region Plan – A Metropolis of Three Cities* (2018) and associated district plans. The Plan is underpinned by several priorities which include Aboriginal outcomes, houses, prosperous, connected, resilient, liveable and coordinated. The Planning Proposal and Master Plan are consistent with the relevant priorities of the Sydney Plan as:

- **Prosperous:** They will enable a diversity of employment-generating uses to be developed on the site that complement each other and encourage significant investment within the Liverpool LGA and surrounds.
- **Connected:** They will enable a large increase in jobs in proximity to existing and future transport links, along with promoting walking and cycling through active transportation infrastructure.
- **Resilient:** The future development will significantly improve landscaping and tree canopy coverage to encourage greater use of outdoor areas and minimise impacts of the urban heat island effect.
- **Liveable:** There will be improved public domain areas and access to recreation facilities and social infrastructure.
- **Coordinated:** They appropriately align land uses with infrastructure delivery through proximity to the new Western Sydney Airport, FAST and M7 Motorway.

Statewide Policy for Industrial Lands

On 10 December 2025, the draft *Statewide Policy for Industrial Lands* was placed on public exhibition until 27 February 2026. The Policy highlights that “*many areas of NSW are facing an immediate shortfall in industrial lands which extends to increasing operation costs associated with rising rents causing business to relocate. These costs are often passed on to the consumer, affecting the price of goods and cost of construction and driving economic inflation.*”

The Policy does not strictly apply to the site, as the site does not have an employment zoning. Nevertheless, the Planning Proposal and associated Concept Master Plan are in line with the Policy as they are seeking to provide additional general and light industrial lands within NSW, to address the current shortfall.

State Infrastructure Strategy 2022-2042

The *State Infrastructure Strategy* (the Strategy) sets out Infrastructure NSW’s independent advice to the NSW Government on the State’s needs and strategic priorities for infrastructure over the long term. The guiding principles relevant to the proposal include:

- **Optimise existing assets and networks:** the proposal will retain and strengthen the existing club assets to provide improved networks and services.
- **Partner with local governments and communities:** the Planning Proposal has been the subject of extensive consultation, including pre-lodgement consultation undertaken by the Proponent with a range of stakeholders and residents. These engagement activities will continue to take place with the community along with the relevant government agencies as the Master Plan progresses.

NSW 20-Year R&D Roadmap

The *NSW 20-Year R&D Roadmap* (Roadmap) is a recommendation of the *Turning ideas into jobs: Accelerating R&D in NSW Action Plan*. The Roadmap sets out a 20-year vision for NSW to produce more world-leading new technologies, products and services, and develop and sustain globally competitive advantages and future industries that improve productivity, standards of living, quality of life, and the natural environment.

The proposal is consistent with the Roadmap through provision of new industrial and commercial uses that supports innovation-driven sectors such as logistics, data centres and advanced manufacturing, leveraging the site’s proximity to the Western Sydney Airport, Bradfield and Liverpool CBDs.

7.3.2.3 6. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The table below confirms the Planning Proposal is consistent with relevant *State Environment Planning Policies (SEPP)*.

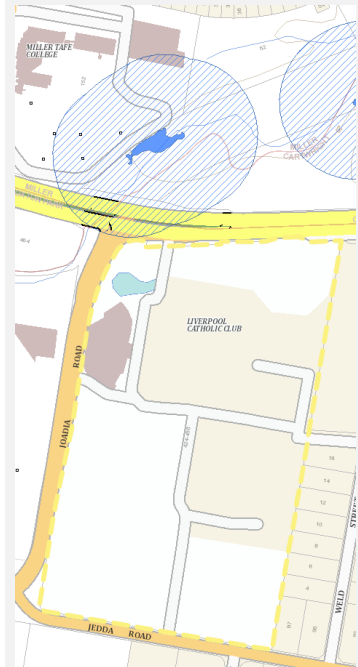
State Environmental Planning Policy	Discussion
<p><i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i></p>	<p>Chapter 2 works together with the Biodiversity Conservation Act 2016 and Local Land Services Act 2013 to create a framework for the regulation of clearing of native vegetation in NSW.</p> <p>The site is not mapped as containing any land of high biodiversity value on NSW Spatial viewer. Any tree removal requiring consent will be addressed as part of a future DA.</p>
<p><i>State Environmental Planning Policy (Resilience and Hazards) 2021</i></p>	<p>Chapter 2 aims to promote an integrated and co-ordinated approach to land use planning in the coastal zone.</p> <p>As shown in the figure below, the north-western corner of the site is identified as being adjacent to the “proximity area for coastal wetlands” on the Coastal Wetlands and Littoral Rainforests Area Map under the SEPP (Resilience and Hazards) 2021.</p> <p>Section 2.8 provides requirements for development on land in proximity to coastal wetlands or littoral rainforest. Any future DA will respond to the requirements detailed within this section.</p> 

Figure 38: Coastal Wetlands and Littoral Rainforests Area Map (Source: ESpatial Viewer)

State Environmental Planning Policy	Discussion
	<p>Chapter 4 aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.</p> <p>A Preliminary Site Investigation (PSI) has been prepared by Reditus and is submitted at Appendix 3. The PSI determined that while the site has levels of contamination present, this can be addressed as part of any future detailed assessment as part of a development application.</p>
<p><i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i></p>	<p>The <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> seeks to guide the provision of well-designed and located infrastructure including transport.</p> <p>Chapter 2 – Infrastructure</p> <p>Chapter 2 aims to facilitate the effective delivery of infrastructure across the State.</p> <p>Classified road</p> <p>Section 2.117 stipulates that the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that vehicular access to the land is provided by a road other than the classified road and the safety, efficiency and ongoing operation of the classified road will not be adversely affected.</p> <p>The development fronts both Hoxton Park Road and Joadja Road, which are classified State Roads. The site currently obtains access from Hoxton Park Road to the north, Joadja Road to the west, Jedda Road to the south and Dampier Place to the east and this will remain the same as part of the proposed redevelopment under this Concept Master Plan.</p> <p>As discussed in Section 7.3.3 and in the Transport Impact Assessment provided at Appendix 7 the proposed Concept Master Plan would not have an adverse impact on the operation or efficiency of existing intersections, with the exception of the Joadja Road /Jedda Road intersection in both the AM and PM peaks, where the existing Level of Service (LoS) F would remain. In this regard, mitigation measures have been proposed to manage this issue as discussed within Section 7.3.3 below.</p> <p>Traffic generating development</p> <p>As the size and capacity of the on-site developments will likely exceed the thresholds identified in Schedule 3 of the SEPP, future development applications will require referral to Transport for NSW (TfNSW).</p> <p>Consultation with TfNSW will also occur as part of this Planning Proposal and this is expected to be conditioned as part of the Gateway Determination.</p>

State Environmental Planning Policy	Discussion
<i>State Environmental Planning Policy (Sustainable Building) 2022</i>	<p>The <i>State Environmental Planning Policy (Sustainable Building) 2022</i> (Sustainable Buildings SEPP) encourages the design and delivery of more sustainable buildings across NSW. It sets sustainability standards for residential and non-residential development and starts the process of measuring and reporting on the embodied emissions of construction materials.</p> <p>As detailed within the Ecologically Sustainable Development (ESD) report prepared by SLR, the site is committed to achieving the necessary ESD objectives (refer Appendix 8).</p> <p>Specific design elements will be integrated in the future developments to ensure the building embody best practice sustainable design. Such measures will be outlined in detail at DA stage.</p>

Table 13: SEPP Assessment

7.3.2.4 7. Is the Planning Proposal consistent with applicable Ministerial Directions (section 9.1 directions)?

Yes. The Planning Proposal is consistent with the Directions issued by the Minister for Planning and Public Spaces under section 9.1 of the EP&A Act. The Directions that are relevant to the Planning Proposal are addressed in the below table.

Relevant Ministerial Direction	Consideration
Focus Area 1 - Planning Systems	
<i>Direction 1.1: Implementation of Regional Plans</i>	As detailed in Section 7.3.2, the proposal is consistent with the Region Plan.
<i>Direction 1.4: Site Specific Provisions</i>	<p>This Direction discourages unnecessarily restrictive site-specific planning controls. A Planning Proposal is not to contain or refer to drawings that show details of the proposed development.</p> <p>This Planning Proposal includes a Concept Master Plan for the future mixed-use redevelopment of the site. The Concept Master Plan has been prepared to demonstrate a possible layout, land use arrangement, and built form to demonstrate that the proposed land uses, height and FSR could be appropriately delivered onsite.</p> <p>The inclusion of Concept Master Plan is common practice for Planning Proposals relating to changes to built form controls as it provides greater clarity on the form of development envisaged by the proposed changes and the manner in which relevant environmental, social and economic issues can be satisfactorily addressed.</p> <p>Per Council's request, a site-specific draft DCP framework has been prepared and accompanies the Planning Proposal (Appendix 16). The site-specific</p>

Relevant Ministerial Direction	Consideration
	<p>DCP framework establishes the desired future character, as well as specific objectives and controls for the future redevelopment of the site.</p> <p>As outlined within this Direction, a Planning Proposal may be inconsistent with this direction if it can be demonstrated that the inconsistency is of minor significance. The inconsistency with this direction is considered to be minor and justifiable as inclusion of the Concept Master Plan provides greater certainty on the form and function of future development on the site.</p>
Focus Area 1 - Planning Systems – Place-based	
<p><i>Direction 1.10: Implementation of the Western Sydney Aerotropolis Plan</i></p>	<p>The objective of this direction is to ensure development within the Western Sydney Aerotropolis is consistent with the <i>Western Sydney Aerotropolis Plan</i> dated September 2020.</p> <p>The proposal is located on land within the Liverpool LGA and that is the subject of chapter 4 of the <i>State Environmental Planning Policy (Precincts- Western Parkland City) 2021</i>.</p> <p>As outlined within this Direction, a Planning Proposal may be inconsistent with this direction if it can be demonstrated that the inconsistency is of minor significance and achieves the overall intent of the Western Sydney Aerotropolis Plan and does not undermine the achievement of its objectives, planning principles and priorities for the Western Sydney Aerotropolis. As detailed throughout this report, the proposal will provide uses that are distinct and complement, rather than compete with those proposed in Bradfield CBD, the Western Sydney Airport and surrounds.</p>
Focus Area 3 - Biodiversity and Conservation	
<p><i>Direction 3.1: Conservation Zones</i></p>	<p>A Biodiversity Development Assessment Report (BDAR) has been prepared by Ecologique and determines that the redevelopment of the site would not adversely impact the natural environment. Refer to Appendix 10 for further details.</p>
<p><i>Direction 3.7 Public Bushland</i></p>	<p>Per above.</p>
Focus Area 4 - Resilience and Hazards	
<p><i>Direction 4.1: Flooding</i></p>	<p>The site is not identified as a Flood Planning Area under clause 5.21 of the LLEP 2008.</p>
<p><i>Direction 4.2: Coastal Management</i></p>	<p>As shown in Figure 38 above, the north-western corner of the site is identified as being adjacent to the “proximity area for coastal wetlands” on the Coastal Wetlands and Littoral Rainforests Area Map under the SEPP (Resilience and Hazards) 2021.</p>

Relevant Ministerial Direction	Consideration
	Section 2.8 provides requirements for development on land in proximity to coastal wetlands or littoral rainforest. Any future DA will respond to the requirements detailed within this section.
<i>Direction 4.3: Planning for Bushfire Protection</i>	The northeastern portion of the site is mapped within a bushfire vegetation buffer area. The proposal will be developed to ensure it is resilient to the impacts of bushfire.
<i>Direction 4.4: Remediation of Contaminated Land</i>	A PSI has been prepared by Reditus and is submitted at Appendix 3. As noted above, the PSI determined that while the site has levels of contamination present, this can be addressed as part of any future detailed assessment as part of a development application.
Focus Area 5 - Transport and Infrastructure	
<i>Direction 5.1 Integrating Land Use and Transport</i>	<p>The objectives of Direction 5.1 are to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> • improving access to housing, jobs and services by walking, cycling and public transport • increasing the choice of available transport and reducing dependence on cars • reducing travel demand including the number of trips generated by development and the distances travelled, especially by car • supporting the efficient and viable operation of public transport services • providing for the efficient movement of freights <p>As discussed in Section 7.3.3, the proposal will enable additional jobs close to established services, shops, open space and public transport and therefore, is consistent with this direction.</p>
<i>Direction 5.2: Reserving Land for Public Purposes</i>	The proposal does not seek to alter, reduce or remove the land reserved for a public purpose. Thereby, consideration of this direction is not necessary.

Table 14: Section 9.1 Directions by the Minister

7.3.3 Section C: Environmental, Social and Economic Impact

7.3.3.1 8. 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?

Écologique prepared a Biodiversity Development Assessment Report (BDAR) (Appendix 10) to present the ecological values and development constraints of the site through both a desktop and field validated assessment of the vegetation communities and habitat values present. A summary of the results is discussed below:

- *The site contains 1.18 ha of remnant and landscaped (planted) vegetation, of which approximately 0.41 ha would be cleared under the current Master Plan (and 0.77 ha retained).*
- *Additionally, 0.07 ha of planted native vegetation will be cleared.*
- *Native remnant vegetation within the subject land has been allocated to the plant community type (PCT) Cumberland shale plains woodland (PCT 3320).*
- *PCT 3320 related to the critically endangered Cumberland Plain Woodland in the Sydney Basin Bioregion in NSW.*
- *Clearing of approximately 0.34 ha of PCT 3320 will trigger entry into the NSW Biodiversity Offsets Scheme.*
- *PCT 3320 (in part) also relates to the critically endangered ecological community under the Australian Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). However, the CPW within the subject land does not meet the condition thresholds to be considered a Matter of national environmental significance (MNES).*
- *No other MNES are expected to occur within the subject land or rely on the subject land's vegetation as habitat of any importance.*
- *No state or nationally threatened species were detected within the subject land.*
- *The proposal is considered unlikely to result in any prescribed additional biodiversity impacts and providing the implementation of best practice avoidance and mitigation measures, the potential for indirect impacts is considered a low risk.*
- *CPW is listed as at risk of a serious and irreversible impact (SAIL). The clearing of CPW will be offset under the NSW Biodiversity Offset Scheme.*

The *Biodiversity Conservation Act 2016* (BC Act) establishes a legal framework for avoiding and minimising before offsetting residual biodiversity impacts. The BC Act states that measures to offset or compensate for impacts upon biodiversity values may only be undertaken after steps are put in place to avoid and minimise those impacts. The proposal has sought to address this framework through the following:

- Most of the targeted under-utilised land is cleared and contains non-native vegetation.
- Minimising impacts on the PCT 3320 patches has been considered in the Master Plan design. The initial Master Plan required clearing of 0.52 ha of PCT 3320 and only avoided 774 m² (0.08 ha) of PCT 3320.
- The Master Plan has been amended to avoid 0.27 ha and clears 0.34 ha of PCT 3320, detailed in Figure 39 below.
- Mitigation measures over the longer term have focused on the incorporation of sympathetic landscaping with endemic vegetation and restoration of CPW species in new proposed environmental areas across the site, as detailed within Figure 39 below.



Figure 39: Avoidance and mitigation (Source: Ecologique)

As detailed above, the proposal has taken reasonable steps to minimise impacts to the site’s existing ecological values, through Master Plan amendments, endemic landscape planting and establishment of new environmental areas. For further information, refer to Appendix 10.

7.3.3.2 9. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The Planning Proposal includes a detailed consideration of a range of relevant issues which demonstrates that it will have minimal environmental impact and is an appropriate response to the site and its context. These issues include:

- built form, urban design and public domain
- landscaping
- traffic

- contamination
- stormwater and flooding
- sustainability
- infrastructure and servicing

Built Form, Urban Design and Public Domain

Bulk and scale

The UDR including Concept Master Plan prepared by Altis Architecture (Appendix 1) provides a detailed assessment of the site and locality. It specifically considered the relationship of future development on the site to adjoining properties, existing uses and site constraints. The Concept Master Plan comprises:

- expansion of the existing club
- an additional hotel
- a childcare centre
- business and semi-industrial centres
- tavern
- an aquatic centre and gym
- outdoor playing field including netball, basketball and tennis courts
- indoor bowling and entertainment precinct with outdoor mini golf course
- additional parking associated with the development.

As noted, a site-specific draft DCP framework has been prepared and accompanies the Planning Proposal (Appendix 16). The DCP framework establishes the desired future character, as well as specific objectives and controls for the future redevelopment of the site.

As detailed within Figure 40-Figure 43, the existing club and hotel is the anchor of the site, with the expansion of the site to the east and south based around these buildings. The north-south and east-west axis' also revolve around established club uses, providing clear and direct access to the broader site.

The proposed building envelopes of most significance (11-12 storeys) are the hotel and business towers. These uses have been strategically positioned to concentrate density around the eastern and southern peripheries of the site fronting employment lands and away from residential land to the north. The bulk and scale is broken down through the setting back of the upper levels. This minimises impacts to sensitive receivers and is considered a sound design outcome.

Given the sites industrial setting, and the location of the highest proposed buildings, overshadowing is not considered to be a concern. Nevertheless, the UDR including Concept Master Plan has conducted a solar study which assesses any overshadowing impacts of the proposal upon the broader site and surrounding lands. As detailed within Figure 40 below, the proposed solar impacts will be isolated to the existing car parks associated with the hotel and the ice rink, as well as the existing car parks, industrial land and undeveloped employment lands surrounding the site. While some solar impacts are present at the proposed sports field (from 3pm onwards), this is considered minor

given full solar access is achieved between 9am – 12pm. In summary, the proposal is supportable from a solar access perspective.



Figure 40: Proposed solar study (Source: Altis Architecture)

Furthermore, landscaped setbacks have been provided between adjoining and site buildings to improve the site’s landscape provision as well as break up the urban form. This also enables the activation of the ground floor plane through the proposed food and beverage premises, and recreation uses. The existing and proposed site plans and massing diagrams are detailed within the figures below.



Figure 41: Existing Site Plan (Source: Altis Architecture)

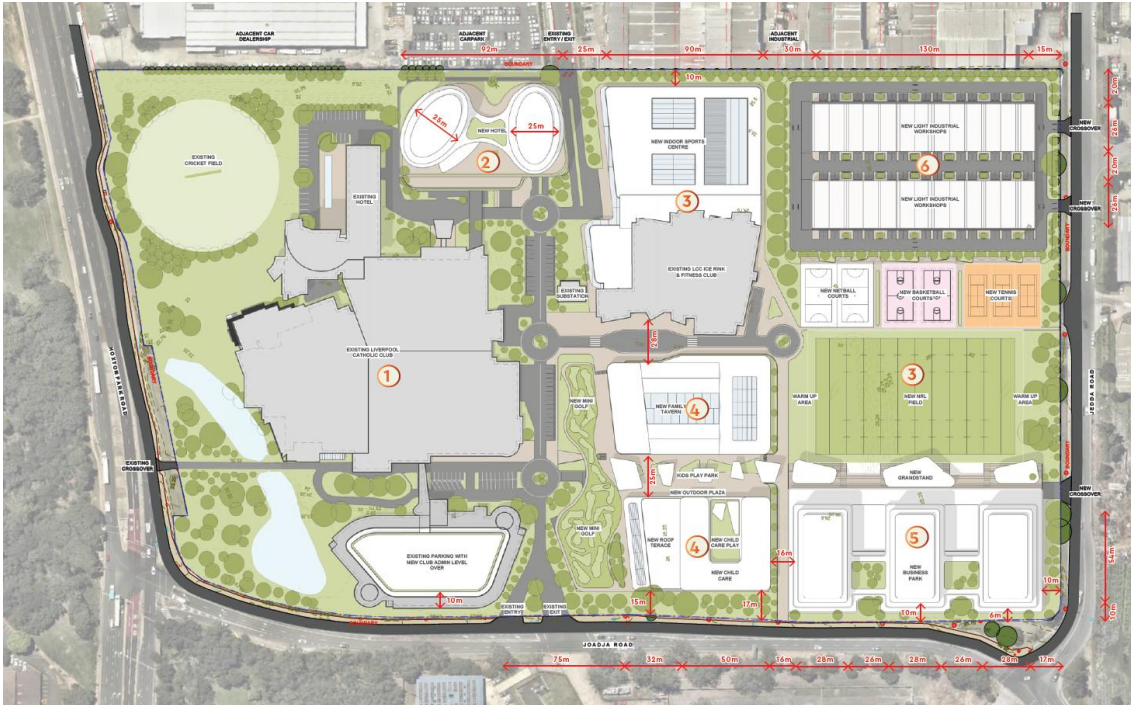


Figure 42: Proposed Site Plan (Source: Altis Architecture)



Figure 43: Massing Diagram (Source: Altis Architecture)

Landscaping

A Landscape Report has been prepared by Paddock Studio (Appendix 9). The Report outlines a high-level landscape strategy that is intended to be read alongside the Concept Master Plan and Urban Design Report prepared by Altis Architecture (Appendix 1). The Report sets out landscape design principles to inform the future design of the precinct which include the following:

- **Provide clear and legible pedestrian and cyclist access** – through promotion of active transportation infrastructure, public domain improvements that are universally accessible and a clear hierarchy of pathways to travel throughout the site.
- **Provide diverse landscape spaces with a variety of uses** – through development of spaces that are flexible and can be enjoyed year-round and encourage a range of uses.
- **Promote biodiversity and ecological resilience** – through planting of drought tolerant endemic landscaping and integration of water sensitive urban design features.

Furthermore, the indicative landscape concept plan will provide green buffers between buildings to improve opportunities for canopy coverage and minimising impacts of the urban heat island effect. The proposed indicative landscape concept plan is detailed in Figure 44 below.

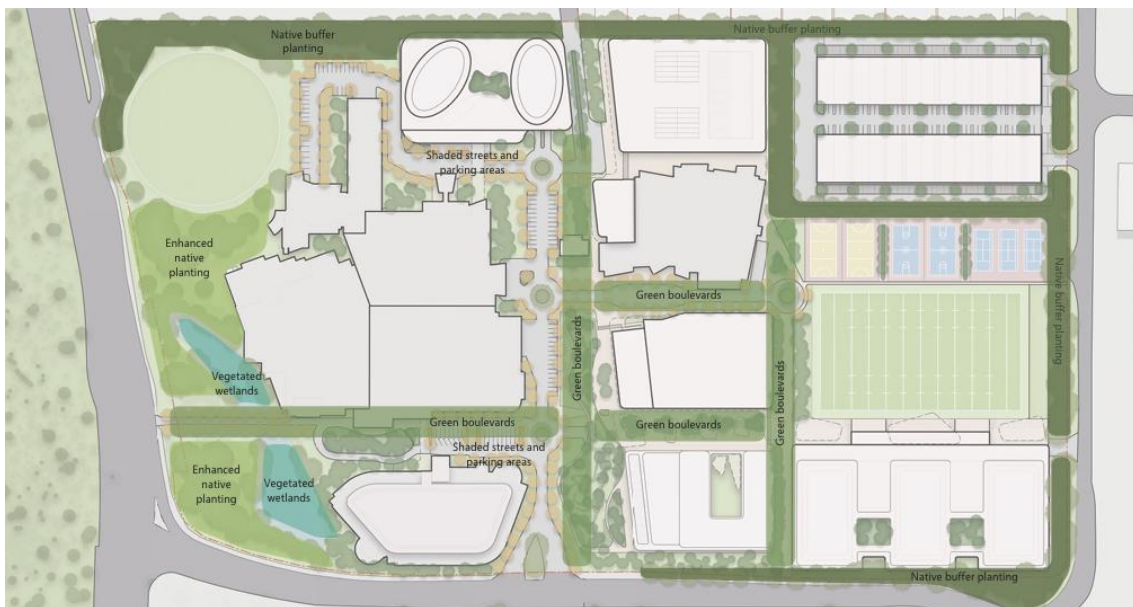


Figure 44: Landscape Concept Plan (Source: Paddock Studio)

7.3.3.2.1 Community, Sport and Recreation Facilities

As noted, the site is zoned RE2 Private Recreation under the LLEP 2008. The proposal would result in the introduction of APU's, including *food and drink premises (pub)*, *light industry*, *general industry*, *local distribution premises* and *office premises*, resulting in the replacement of parts of the existing and conforming RE2 land uses.

However, as detailed throughout this report and the accompanying documentation, the proposal will result in the significant intensification of recreational uses across the site, including a new and improved community sporting fields, indoor sport and entertainment facilities, a new hotel, and supporting open spaces.

Additionally, the site has consolidated and rearranged the recreation offering to become more functional, ensuring the optimisation of currently underutilised land. As detailed within the EIA (Appendix 6), the proposed upgrades will *“enhance community access to high-quality recreation infrastructure, consistent with the RE2 objectives to “enable land to be used for private open space or recreational purposes” and “provide a range of recreational settings and activities.”* The proposed uses will strengthen, not detract from the long-term viability of the site through diversification of income sources and broader community participation with an improved recreation offering.

The Master Plan is anticipated to be delivered over a 20-year period, providing *“flexibility to respond to market demand while maintaining the site’s primary recreational function, with community recreation and hotel uses to be delivered first, and other permissible uses only pursued if, and when, market conditions support them, creating opportunities to increase and grow economic activity within Liverpool.”*

Importantly, the proposal will facilitate uses that are complementary and compatible with recreation uses. As detailed within the EIA (Appendix 6), *“the hotel use will also create synergies with the proposed tavern, commercial, and light industrial components, collectively supporting jobs, local expenditure, and visitation. This integrated mix will reinforce Liverpool’s broader economic growth while ensuring the precinct’s recreation-led character and purpose remain central.”*

Transport and Traffic

A Traffic Impact Assessment (TIA) has been prepared by Stantec (Appendix 7). The TIA provides an analysis of the existing site operations, road network and surrounding transport infrastructure and the likely future requirements to facilitate the Master Plan.

The site has frontages to Hoxton Park Road and Joadja Road, which are State classified roads (MR681 and M670 respectively) and Jedda Road, which is a classified local collector road. The proposed site access points will be retained as part of any future proposal.

It is understood that the site currently has a parking supply of 1,346 car parking spaces. This consists of:

- Multi-storey car park – 529 spaces
- Netball courts (overflow parking) – 120 spaces
- At-grade open-air parking (northern end, near club and motel) – 562 spaces
- At-grade open-air parking (southern end, near ice rink and sport fields) – 135 spaces

While there are limited existing public transport provisions at the site, with bus services provided on Hoxton Park Road, TfNSW is planning to construct the Fifteen Avenue Smart Transit (FAST) Corridor to provide a public transport link between the Liverpool CBD and the Western Sydney Airport. To facilitate this, there are planned upgrades to

Hoxton Park Road including the provision of dedicated bus lanes travelling east-west, providing improved public transport access to the site in the future.

The Planning Proposal and Master Plan will seek to increase the number of on-site car parking spaces and traffic generation. A full summary of the TIA findings is below:

- *Two (2) additional vehicle crossovers are proposed on Jedda Road which provide access to the industrial precinct (precinct 6) located in the south-east of the site.*
- *It is understood that the site currently has a parking supply of 1,346 car parking spaces and that the existing peak parking demand potential is up to 1,073 vehicles.*
- *The existing and future peak parking demand is likely to be between 8:00pm – 9:00pm on Friday and Saturday nights.*
- *An additional 501 car parking spaces are estimated to be required to meet the peak parking demand, with an estimated 514 parking spaces proposed and 1,860 total (including 37 accessible spaces).*
- *The proposed development requires 327 staff bicycle parking spaces and 423 visitor bicycle parking spaces.*
- *It is determined that most of the loading docks can accommodate vehicles up to a 12.5m HRV or an 8.8m MRV.*
- *The estimated additional traffic generated by the site during the external network peak hour is 686 vehicles in the AM peak and 820 vehicles in the PM peak.*
- *SIDRA modelling results indicated:*
 - *In the existing base case scenario (2025), all intersections operated satisfactorily with the exception of the Joadja Road/ Jedda Road intersection in both the AM and PM peaks, which resulted in LoS F.*
 - *With the development traffic volumes in the base case scenario (2025), all intersections operated satisfactorily except for the Joadja Road/ Jedda Road intersection in both the AM and PM peaks.*
 - *This intersection already operates at a LoS F in the existing base case scenario, meaning the development traffic only exacerbates an existing issue and therefore is deemed acceptable from a traffic perspective.*
- *In response to this concern, a mode shift for the site as a mitigation measure has been identified and proposed by way of a preliminary Green Travel Plan (GTP) to encourage public and active transport uses.*
- *In the future ten-year design horizon (2035), all the intersections that provide access to the proposed site operate satisfactorily in the AM and PM peaks*

Overall, the TIA concludes the proposed traffic and parking impacts are acceptable and can be adequately mitigated through detailed design and implementation of management measures such as a Green Travel Plan (GTP) as requested by Council during the scoping meeting in December 2024. Thereby, the potential traffic impacts should not preclude the Planning Proposal from progressing.

Land Contamination

A Preliminary Site Investigation (PSI) report has been prepared by Reditus (refer Appendix 3) to identify potentially contaminating activities and areas of potential concern related to current and historical land use. The purpose of the PSI is to determine whether the proposed uses can be safely accommodated at the site given the previous and current activities. The PSI determined that while the site has levels of contamination present from previous uses, this can be addressed as part of any future detailed assessment as part of a future DA. The PSI therefore recommends the following:

- *The development consent is conditioned such that a Detailed Site Investigation (DSI) is undertaken prior to the commencement of site redevelopment works.*
- *The completion of a DSI as part of future DA conditions to determine the site suitability for proposed land uses based on the exposure pathway assessment outlined within the conceptual site model (CSM).*
- *Preparation of a Saline Soils Management Plan to be adopted for the proposed redevelopment works.*
- *The development of an unexpected finds protocol to be implemented during future earthworks.*
- *Excavated soil surplus to the requirements of the proposed redevelopment works must be classified in accordance with the NSW EPA (2014) Waste Classification Guidelines prior to off-site disposal.*

As detailed above, while the site has levels of contamination this can be dealt with at the future DA stage and does not preclude the Planning Proposal from being approved. For further information reference should be made to Appendix 3.

Bushfire

A Bushfire Assessment report has been prepared by Peterson Bushfire Expert Consulting Services (Appendix 11) in accordance with Section 9.1(2) Direction 4.3 – ‘Planning for Bush Fire Protection’ of the EP&A Act as well as the NSW Rural Fire Service document ‘Planning for Bush Fire Protection 2019’. As noted throughout this report, the only bushfire hazard consists of the forested riparian corridor along Cabramatta Creek to the north of Hoxton Park Road. The site is located within a highly urbanised environment with the risk of hazard considered low to insignificant for future redevelopment.

The report details the following bushfire protection measures to achieve compliance for future development:

- *Provision of compliant APZ from riparian corridor for SFPP development.*
- *Application of BAL for buildings within 100 m of the riparian corridor.*
- *Landscaping controls that allow a canopy cover of maximum 15% within the APZ and up to 40% for the remainder of the subject land.*
- *Internal road layout and design to comply with PBP access provisions.*
- *Adequate water supply to allow fire-fighting operations by fire authorities.*
- *Compliant installation of electricity and gas.*

For further information reference should be made to Appendix 11.

Flooding

Water Technology initially undertook a desktop study and prepared flood advice for the site in September 2024 and determined that the site is identified as flood prone land. The advice summarised the current flood affectation for the site as follows:

- *424-458 Hoxton Park Road (the site) is mapped in Liverpool City Council’s DCP Flood Planning Areas. The whole site is affected by flooding in the PMF.*

- Most of the proposed development footprints are within the medium flood risk categories.
- The location of proposed buildings on the site that sit within the low-risk categories may represent a loss in floodplain storage, however due to the backwater nature of the flooding on the site the impacts on smaller flood events are anticipated to be minimal.
- A flood level of 25.5 m AHD in the 1% AEP event puts the Flood Planning Level for the site at 26.0 m AHD. The majority of the site's topography is below this elevation and fill is required to meet the required immunity, subject to satisfying a flood hydraulic impact assessment.
- To achieve compliance with the DCP, any filling that may occur within the medium risk zones (i.e. below the level of the 1% AEP) will need to be compensatory cut and fill.
- A hydraulic impact assessment will be required to assess if the proposed development will cause any adverse offsite flood impacts to properties upstream or downstream.
- Floor levels above the PMF level of 26.4 m AHD could be used to follow a Shelter In Place (SIP) procedure, a strategy which would be supported by the fact that public facilities for the community including a clubhouse, hotel and facilities are located and designed to be located above floodwaters in an extremely rare flood event (PMF).
- The proximity of the Westlink M7 provides a feasible evacuation route for the site as referenced in the existing Emergency Response Flood Plan (Flood Risk Management Plan - Sparks & Partners, 2021).
- To support the PP application and to address flood-related requirements for development of the site, as outlined in the NSW Department of Planning, Housing and Infrastructure's (DPHI) LEP Making Guidelines 2023, a Flood Impact Risk Assessment (FIRA) is required.

The Flood Impact Risk Assessment concludes most of the future development footprints (as detailed within the Master Plan) are within the low - medium flood risk categories. The Flood Risk Area at the site is detailed within Figure 45 below.

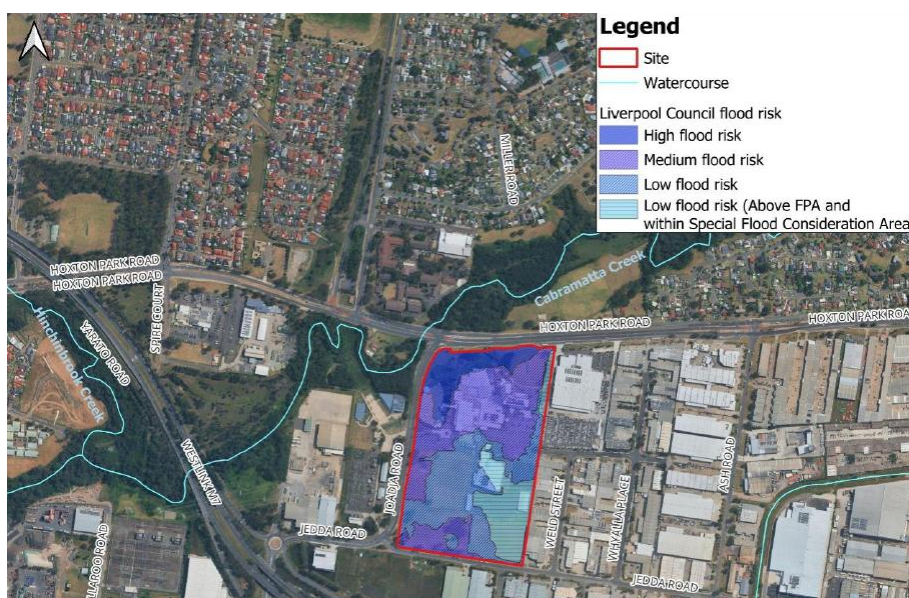


Figure 45: Liverpool City Council Flood Risk Area (Source: Water Technology)

Following this preliminary study, a detailed Flood Impact Risk Assessment (FIRA) has been prepared by Water Technology (Appendix 12) to accompany this Planning Proposal. The purpose of the FIRA is to identify the flooding impacts to the development and community, understand the risks of flooding on the development and its users, and to determine how these flood impacts can be managed to minimise the anticipated worsening of flood risk to the community. The report details the flood risk on site and provides an assessment against the relevant flood controls and impacts of the Planning Proposal and future development.

The FIRA specifically addresses the following points as raised by Council during their scoping meeting minutes:

- **Floodplain Storage Requirements** – An assessment of the floodplain storage is provided within Section 3.5 of Appendix 12. Overall, the development shown in the Concept Master Plan results in minor changes to floodplain storage across the site, with no significant adverse impacts observed.
- **Flood Impact on Surrounding Area** – The FIRA has provided a detailed assessment of flood impacts upon the site and surrounding area. The FIRA determined that, *“The hydraulic modelling and subsequent impact assessment prepared by Water Technology demonstrates the proposed works for the site is not anticipated to result in adverse regional flooding conditions external to the site up until the 200-year 9-hour flood event.”*
- **Emergency Response Flood Plan** - The FIRA includes a Flood Emergency Response Plan (FERP) to inform to the nature and potential viability of flood emergency response at the site. The FERP determined that during the typically short duration of flooding events that the primary emergency response strategy during Cabramatta Creek flooding will be to Shelter-in-Place. Should the Planning Proposal proceed to DA stage, specific FERPs will need to be prepared for individual buildings.
- **Compliance with Flood Planning Controls** – The FIRA has been prepared in accordance with the relevant guidelines and documentation relating to flood affected land. Refer to Appendix 12.

Overall, the FIRA concludes the flood risk categories of the site should not preclude the Planning Proposal from progressing. The flood risk can be adequately mitigated through design measures.

Ecologically sustainable development

An Ecologically Sustainable Design Report has been prepared by SLR Consulting and is attached at Appendix 8. The Master Plan proposal seeks to facilitate ecologically sustainable development through:

- LED energy-efficient lighting throughout all spaces
- Water efficient bathroom fittings
- Equipping 10% of new car spaces with electric vehicle (EV) charging stations and future installation of EV chargers in 100% of charging spaces
- Provision of active transportation facilities such as bicycle storage spaces and end of trip facilities
- Provision of significant landscaped areas to minimise impacts of the urban heat island effect throughout the site

- Provisison of drought tolerant endemic plant species
- Installation of solar PV systems on the roofs of the new development

Ecologically sustainable development measures to reduce the carbon footprint i.e. rainwater tanks and mechanical ventilation systems may be addressed further as part of a future DA.

7.3.3.3 10. Has the Planning Proposal Adequately Addressed Any Social and Economic Effects?

Economic Impact Assessment

Hill PDA have prepared an Economic Impact Assessment (Appendix 6) that outlines the positive economic impacts of the Planning Proposal and Concept Master Plan on the immediate and broader community and region.

In summary, the proposal will have the following economic benefits:

- *The proposal will provide 7,519 direct and indirect construction related jobs over the construction period.*
- *\$870 million Gross Value Added (GVA) to the NSW economy during the construction phase.*
- *A net uplift of 4,808 direct and indirect jobs supported on site and in the surrounding region on an ongoing basis during operation of the club, office, retail, industrial, hotel and recreation components of the proposed development.*
- *A net uplift of \$632.7 million annual direct and indirect GVA contribution to the State economy on an ongoing basis.*
- *The proposed development will accommodate jobs for the Liverpool LGA resident workers who currently travel elsewhere outside of the LGA for work, therefore making a positive contribution to employment retention within the LGA.*
- *The proposed 300-room hotel could generate approximately \$50 million annually with tourist-related spending.*
- *The diversity of uses within one interconnected precinct will attract professional talent.*

7.3.3.3.1 Social Impact Assessment

Astrolabe have prepared a Social Impact Assessment (SIA) (Appendix 13) that outlines the positive social impact of the proposal on the immediate and surrounding locality:

- *increased tourism and hospitality spend in the Liverpool LGA associated with increased hotel visitation*
- *improved internal site layout and accessibility improvements*
- *provision of spaces and facilities for socialisation and community building, particularly for after-hours workers and hotel visitors*
- *significant direct and indirect employment during construction and operation of the proposed development*

In summary, the Planning Proposal and Concept Master Plan will result in a largely positive social impact on the immediate and surrounding locality.

7.3.4 Section D: Infrastructure

7.3.4.1 11. *Is there adequate public infrastructure for the Planning Proposal?*

Yes. As detailed in sections regarding services and traffic, the Planning Proposal and Concept Master Plan can be supported by the existing infrastructure, subject to implementation of augmentation and enhancements identified in the Planning Proposal and associated reports.

A Utility Assessment Report has been prepared by Arcadis (Appendix 14) which reviewed the existing and proposed arrangements for water, sewer, electrical, gas and telecommunications services to support the redevelopment. The assessment determined that the proposal may generally rely on existing infrastructure, however, further coordination with the relevant authorities is necessary to confirm capacity requirements. These matters will be further considered at DA stage.

7.3.5 Section E: State and Commonwealth Interests

7.3.5.1 12. *What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?*

As outlined in Section 4.1, the Applicant and project team have undertaken extensive consultation with Council prior to lodgement of this Planning Proposal. Consultation with DPHI will be undertaken once the Planning Proposal has been referred for its review and subsequent issuing of a Gateway determination. Consultation with other State and Commonwealth public authorities will also be carried out at the Gateway determination stage.

7.4 Part 4: Mapping

The Planning Proposal is accompanied by draft height and FSR maps, which have been prepared in accordance with the LEP Making Guidelines and if approved will be consistent with the standard technical requirements for LEP maps.

These maps are provided in Figure 46 and Figure 47.

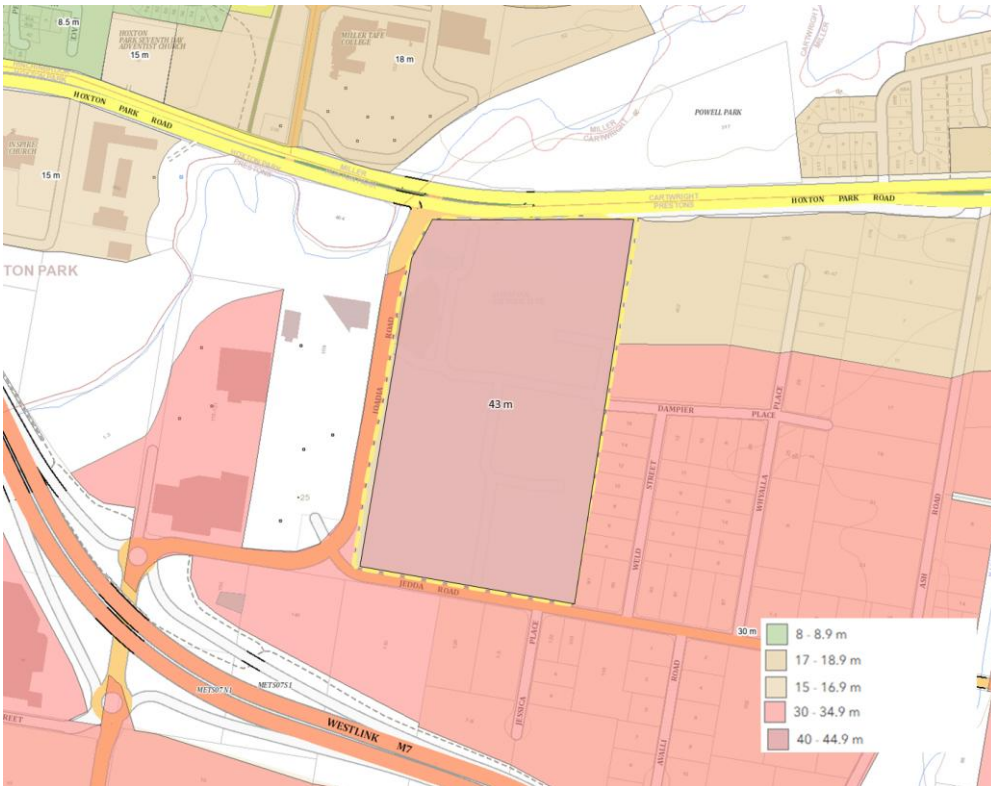


Figure 46: Proposed amendments to maximum height of building map (Source: ESpatial Viewer)

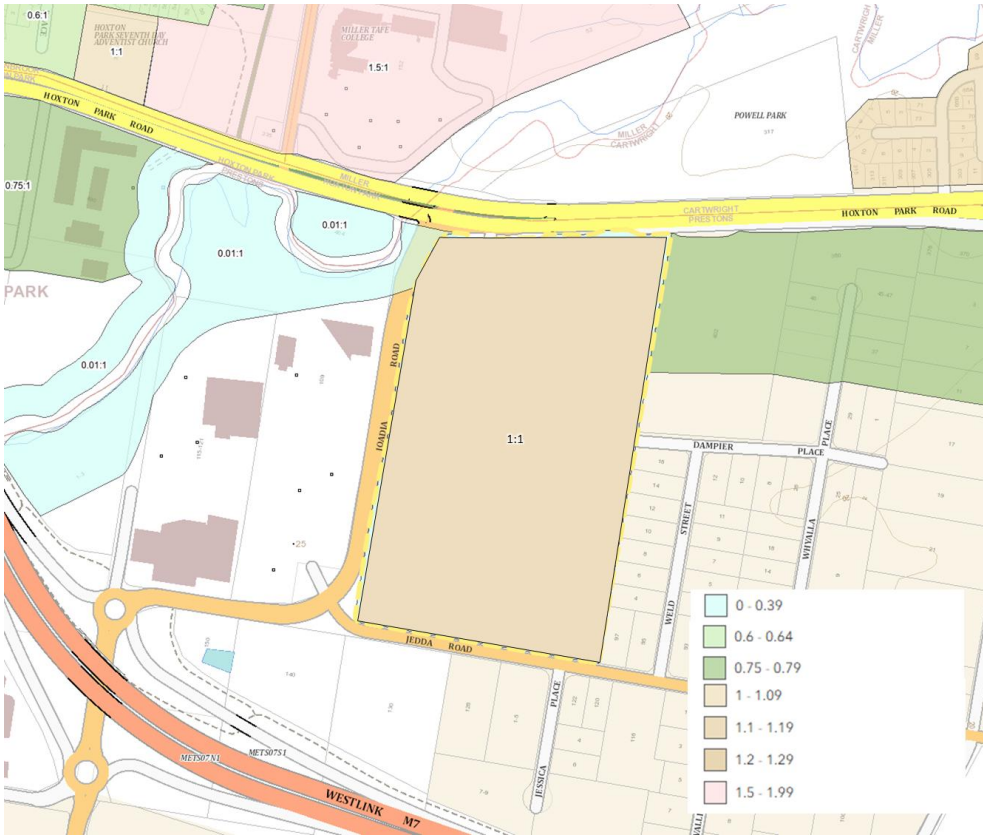


Figure 47: Proposed amendments to maximum floor space ratio map (Source: ESpatial Viewer)

7.5 Part 5: Community Consultation

Details of initial stakeholder engagement is provided in Section 7.5.

We understand that following lodgement, Council will undertake informal public exhibition of the Planning Proposal prior to determining whether to refer it for Gateway Determination.

Formal community consultation will take place following a Gateway Determination. As the proposal is categorised as 'standard' under the *LEP Making Guide 2023*, we recommend a public exhibition period of 20 days as per the Guideline.

7.6 Part 6: Project Timeline

The proposed project timeframe for the completion of the Planning Proposal is dependent on the nature of any additional information that may be required by Council and DPHI, including the need for agency and community consultation. The application proposes to work in collaboration with Council, DPHI and other relevant agencies on a proposed project timeline. An indicative timeline is provided below.

Stage	Timeframe and/or date
Planning Proposal lodged	Dec 2025
Pre-gateway exhibition	Jan-Feb 2026
Council decision	Mar-Apr 2026
Gateway determination	Jun 2026
Public exhibition and assessment	Jul-Nov 2026
Finalisation	Dec 2026

Table 15: Project Timeline

8 Conclusion

The primary objective of the Planning Proposal is to enhance the community benefit and facilities on the site, with additional complementary uses defined through a series of precincts (via a future DA). The Planning Proposal seeks to achieve this by:

- amend the maximum height of building standard for the site from 18m to 43m
- amend the maximum floor space ratio (FSR) standard for the site from 0.25:1 to 1:1
- amend Schedule 1 to include APU's for *food and drink premises (pub), light industry, general industry, local distribution premises and office premises* at the site.

This Planning Proposal has been prepared in accordance with Clause 3.33 of the EP&A Act, as well as DPHI's *Local Environmental Plan Making Guide 2023* and relevant section 9.1 Directions. It has also been prepared regarding the key objectives identified in the state and local strategic plans. Specifically:

- *Greater Sydney Region Plan*
- *Western District Plan*
- *Liverpool Local Strategic Planning Statement 2020 (Connected Liverpool 2040)*
- *Liverpool Centres and Corridors Strategy*
- *Liverpool Community Strategic Plan 2025-2035*
- *Liverpool Industrial and Employment Lands Strategy 2020*
- *Liverpool Destination Management Plan 2018/19-2022/23*

The Planning Proposal is supported by a Concept Master Plan, technical information and investigations which justify the proposed amendments to the LLEP 2008 to enable the future mixed-use redevelopment of the site.

Additionally, the club will provide substantial public benefits through the provision of a new indoors sports centre, sports field and sports courts to improve community health and wellbeing. Notably, such an offering could only be provided by Council or a substantial organisation such as Liverpool Catholic Club.

There is demonstrable strategic and site-specific justification for the Planning Proposal as it:

- provides development controls which are appropriate for the mixed-use redevelopment of one of the most significant single-owned land holdings within the Liverpool LGA.
- improves the existing public domain and active transportation infrastructure.
- will significantly increase local investment, creation of jobs and retention of local talent.
- will significantly benefit the community through high-quality recreation facilities and infrastructure, improving health and wellbeing.
- diversifies the site's uses to improve the appeal and strengthen the nighttime and visitor economies.
- provides significant direct and indirect employment during construction and operation of the proposed development

The Planning Proposal will also deliver significant public benefits to the local community and the wider Liverpool LGA, including:

Economic

- 7,519 direct and indirect construction related jobs over the construction period.
- \$1,230.7 million Gross Value Added (GVA) to the NSW economy during the construction phase.
- a net uplift of 4,808 direct and indirect jobs supported on site and in the surrounding region on an ongoing basis during operation of the club, office, retail, industrial, hotel and recreation components of the proposed development.
- a net uplift of \$632.7 million annual direct and indirect GVA contribution to the State economy on an ongoing basis.
- approximately \$50 million annually with tourist-related spending from the proposed 300-room hotel.
- the diversity of uses within one interconnected precinct will attract professional talent.
- the Club has a policy of donating 15% of profit back into the community annually, which results in more than double the investment required under the ClubGRANTS obligation.
- the requirements under ClubGRANTS have been \$1 – 1.1 million, with the Club donating \$2,085,205 (2023), \$2,263,152 (2024) and \$2,300,000 (2025 estimated) respectively.

Social

- retention and extension of existing clubs offering, providing opportunities for social cohesion and community building, particularly for after-hours workers and hotel visitors
- provision of additional recreation facilities improving the health and wellbeing of the community
- improvements to the public domain through active transportation infrastructure, landscaping and tree canopy coverage
- provision of local job opportunities that encourage job containment within Liverpool LGA
- improved internal site layout and accessibility improvements

The Planning Proposal is accompanied by a Public Benefit Offer Proposal which provides an outline of the items the Applicant may include in a letter of offer to enter into a VPA with Council (Appendix 17). This offer relates to key public benefits (in addition to those listed above) associated with the future redevelopment of the site.

In consideration of the above listed strategic justification and public benefits, it is considered that a compelling case is provided to Council to refer the Planning Proposal (as the Planning Proposal authority) to DPHI for review and subsequent issue of a Gateway determination.