Planning Proposal: Proposed Amendment to Liverpool Local Environmental Plan 2008

January 2013

Moorebank Intermodal Terminal Project

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List of acronyms

Acronym	Definition
ARI	Average recurrence interval
APZ	Asset protection zone
CBD	Central Business District
DBC	Detailed Business Case
DNSDC	Defence National Storage Distribution Centre
DoD	Department of Defence
DoFD	Commonwealth Department of Finance and Deregulation
DoP	NSW Department of Planning
DP&I	NSW Department of Planning and Infrastructure
DP	Deposited Plan
EIS	Environmental Impact Statement
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EP&A Act	*Environmental Planning and Assessment Act 1979*
FSR	Floor space ratio
IMEX	Import/export
IMT	Intermodal Terminal
km	kilometre
LCC	Liverpool City Council
LGA	Local Government Area
LLEP	*Liverpool Local Environmental Plan 2008*
NSW	New South Wales
RAP	Remedial action plan
SEPP	State Environmental Planning Policy
SEWPaC	Commonwealth Department of Sustainability, Environment, Water, Population and Communities
SME	School of Military Engineering
SSD	State Significant Development
SSFL	Southern Sydney Freight Line

1. Introduction

This planning proposal describes the intended effect and justification for a proposed amendment to *Liverpool Local Environmental Plan 2008* (LLEP) to accommodate the proposed development of an Intermodal Terminal (IMT) at Moorebank, Sydney.

This planning proposal has been prepared in accordance with Section 55 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) and the following Department of Planning (DoP) guidelines:

- a guide to preparing planning proposals (July 2009)
- a guide to preparing local environmental plans (July 2009).

1.1 Background

Forecast growth in international and interstate freight movements through Sydney's Port Botany, and increased industrial and commercial development in western Sydney, have prompted government and industry to consider new strategies for alleviating constraints on Port Botany and removing freight from Sydney and interstate roads. Insufficient intermodal rail freight capacity is recognised as a key barrier to the future development of Sydney and improvements in national productivity (Moorebank Project Office, 2012).

The Commonwealth Government announced in September 2004 that it would consider the development of an IMT at Moorebank (Department of Transport and Regional Services, 2006). The Moorebank site was considered suitable for the development of an IMT owing to its proximity to road and rail networks, and established and future industrial and commercial centres in western Sydney. In 2005, the independent Freight Infrastructure Advisory Board recommended that the NSW Government act to ensure that the Moorebank site be secured for the development of an IMT facility. The Board concluded that, in its opinion, the site was an ideal location for an IMT and ideally placed in Sydney's south-western freight corridor.

On 3 April 2012, the Commonwealth Government announced its commitment to proceed with the Moorebank Intermodal Terminal Project (the 'Project') at a site in Moorebank, in western Sydney. The Project is due to commence operations in mid-2017, subject to planning approval, and involves the development of freight terminal facilities linked to Port Botany by rail, and includes associated commercial infrastructure, a rail spur connecting the site to the planned Southern Sydney Freight Line (SSFL) and road entry and exit points from Moorebank Avenue.

The key aims of the Project are to increase Sydney's rail freight capacity — including promoting the movement of container freight by rail between Port Botany and western Sydney — and to reduce road freight on Sydney's congested road network. The proposed site of the Moorebank IMT is located on an area of Commonwealth-owned land currently occupied by the DoD, and is adjacent to the SSFL, East Hills Rail Line, and M5 Motorway and in close proximity to the M7 Motorway.

The Commonwealth Department of Finance and Deregulation (DoFD) is now seeking approval and authorisation under Part 3 of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and Part 4, Division 4.1 of the EP&A Act for the construction and operation of the Project. An Environmental Impact Statement (EIS) is currently being prepared for a State Significant Development (SSD) application for the proposed development and will address the environmental impact assessment requirements of the Commonwealth and NSW State governments.

This planning proposal has been prepared to permit the rezoning of part of the land upon which will be located the proposed development of the Moorebank IMT.

1.2 Project overview

The Moorebank IMT Project (the Project) involves the proposed development of freight terminal facilities linked to Port Botany by rail. The Project involves the development of approximately 220 hectares of land for the construction and operation of the Moorebank IMT and associated facilities and warehousing. The primary function of the IMT is to be a transfer point in the logistics chain for shipping containers and to handle both international import/export (IMEX) cargo and domestic interstate and intrastate (regional) cargo. The Project includes associated commercial infrastructure, a rail link connecting the site to the Southern Sydney Freight Line (SSFL) which is currently under construction and road entry and exit points from Moorebank Avenue. It is also proposed that an additional 100 ha of Commonwealth land to the south-east of the IMT Project be used as an environmental management area.

The Moorebank IMT is a key piece of proposed infrastructure designed to address Sydney's critical shortage of IMT capacity. Specifically, it would facilitate the redistribution of freight from Port Botany to the Moorebank IMT. This would present a number of associated benefits, including relieving congestion of container freight from the road network surrounding Port Botany, complementing other IMTs in the Sydney region (e.g. Enfield and Ingleburn), and allowing for an increase in handling capacity at Port Botany. It would also complement other government rail investments.

The following six long-term objectives have been established for the Project by the Moorebank IMT Steering Committee:

1. Boost national productivity over the long-term through improved freight network capacity and rail utilisation.

2. Create a flexible and commercially viable facility and enable open access for rail operators and other terminal users.

3. Minimise impact on DoD's operational capability during the relocation of DoD facilities from the Moorebank site.

4. Attract employment and investment to south-west Sydney.

5. Achieve sound environmental and social outcomes that are considerate of community views.

Optimise value for money for the Commonwealth having regard to the other stated Project objectives.

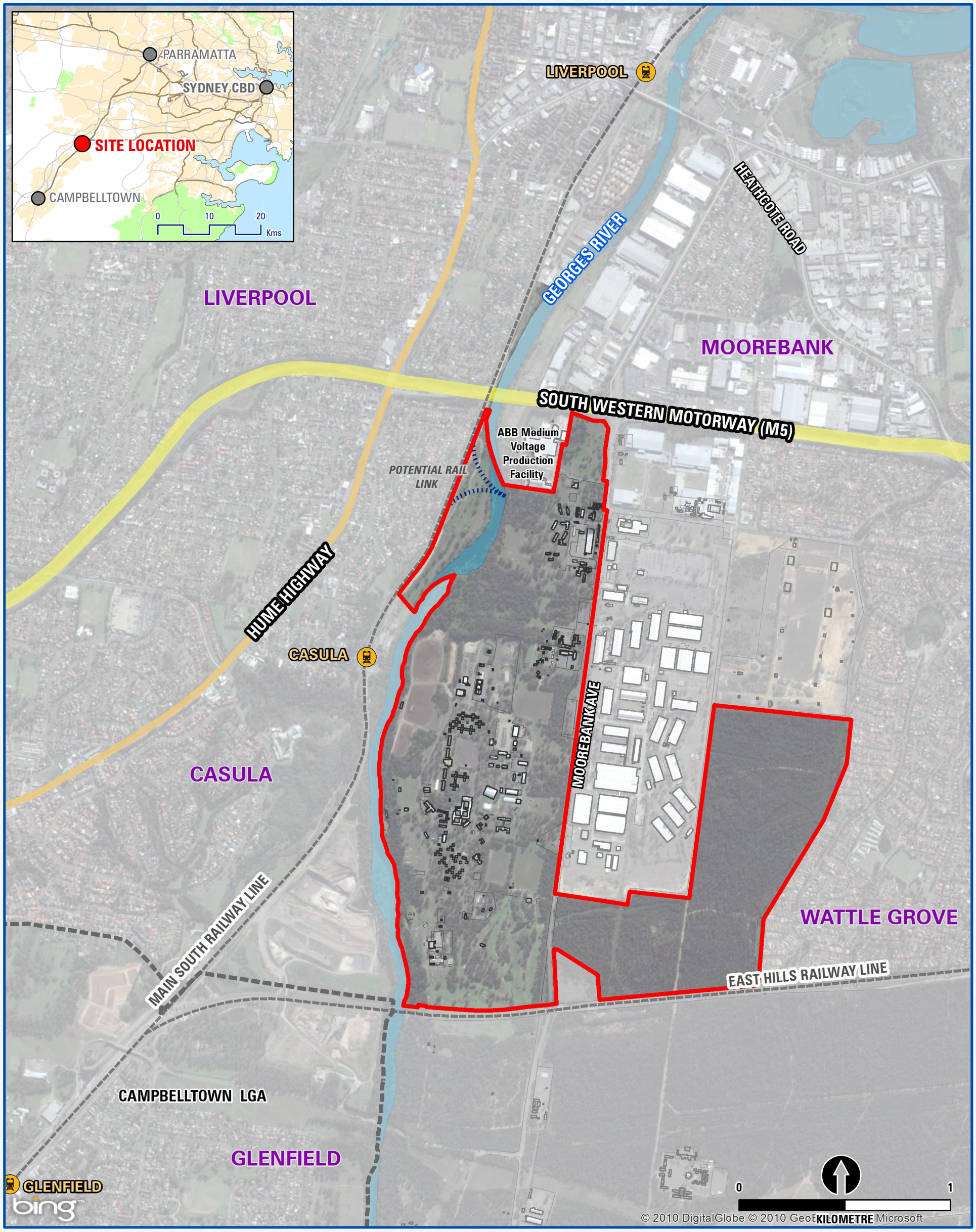
2. Site information

2.1 Site description

The Moorebank IMT Project is proposed to be situated on land located at Moorebank Avenue, Moorebank, located approximately 30 kilometres (km) south-west of the Sydney Central Business District (CBD) and 4 km south of the Liverpool CBD in the Liverpool Local Government Area (LGA) (refer Figure 2.1). The Site itself comprises two parcels of land including part of a larger parcel, legally described as Lot 3001 Deposited Plan (DP) 1125930 and known as the School of Military Engineering (SME) Site, and a smaller parcel of land to the north, legally described as Lot 100 DP 1049508 and known as the Northern Commonwealth Land.

The Moorebank IMT Project also includes a proposed rail connection to the SSFL to the west of the Site and this land is included in the rezoning site. This rail connection would cross the Georges River and part of the Northern Powerhouse land to the north-west of the Site. The Northern Powerhouse Land is legally described as Lot 10 DP 881265 and is located at 474 Hume Highway, Casula.

The majority of the Site is located on land currently used for DoD purposes, including the SME and other Defence units. A large proportion of this land has been previously developed, and the centre of the Site contains landscaped fields, administrative and operational buildings and access roads. The Royal Australian Engineers' Golf Club and course is located to the south of the Site.



Land subject of planning proposal Local government area boundary Rail line & station

Figure 2.1: Site locality

2.2 Site context

The locality surrounding the Site comprises the residential suburbs of Casula, Wattle Grove and North Glenfield, as well as industrial, commercial and other DoD land. The Holsworthy Military Area is located to the south-east of the Site and the property leased for the Defence National Storage Distribution Centre (DNSDC) immediately to the east.

To the north of the Site, the local region is generally characterised by industrial and commercial land uses, including ABB Australia's Medium Voltage Production Facility (a facility providing research and development, laboratories and factories). The M5 South Western Motorway (M5 Motorway) to the north of the Site is one of the major road corridors within metropolitan Sydney. Beyond the M5 Motorway to the north is a combination of industrial and commercial areas (on the east of the Georges River) and the residential area of Liverpool (to the west of the Georges River).

To the east of the Site, land use is predominately industrial and commercial, with extensive DoD land further east. Land use immediately east of Moorebank Avenue includes the privately-owned Moorebank Business Park, north of Anzac Road, and the DNSDC containing warehousing and large tracts of open storage space for DoD vehicles and equipment, south of Anzac Road. Beyond the DNSDC to the east of the Site lies an area of bushland that forms part of the Site and the residential suburb of Wattle Grove and the Holsworthy Military Reserve.

To the west of the Site is the Georges River which contains generally well established riparian vegetation. On the adjoining riverbank to the west is an area of open space containing the Northern and Southern Powerhouse Land owned by Liverpool City Council (LCC), and the Western Commonwealth Land. The areas west and north-west of the Georges River mark a transition to low-density residential development and associated commercial developments and community facilities within the suburbs of Casula and Liverpool.

To the south of the Site is the East Hills Railway Line. Large areas of bushland occupy the area to the south, including the DoD's Holsworthy Barracks further to the south-east. The Glenfield Tip, a large waste handling facility and refuse disposal site, is located to the south-west of the Site on the west bank of the Georges River.

2.3 Current zoning and planning controls

The Site is located wholly within the Liverpool LGA and is subject to the provisions of the LLEP.

Land the subject of this planning proposal is generally located within the *SP2 Infrastructure (Defence)* zone under the LLEP. The Northern Commonwealth Land in the north of the Site is included in the *IN1 General Industrial* zone. The Georges River to the west of the Site is included in the *W1 Natural Waterways* zone and the Northern Powerhouse Land is included in the *RE1 Public Recreation* zone under the LLEP.

Extracts of the LLEP zoning, floor space ratio, lot size and height of buildings maps showing the current zoning and applicable planning controls for the Site are included in Appendix A.

3. Planning proposal

The Project involves the proposed construction of an intermodal terminal, associated commercial infrastructure and facilities, fuel storage, warehousing, rail link connecting to the SSFL and road entry and exit points and includes the development of a number of land use classes defined under the *Standard Instrument – Principal Local Environmental Plan*, primarily as a 'freight transport facility'. The Moorebank Intermodal Concept Masterplan nominates proposed development precincts across the Site. The warehousing precinct is proposed within the eastern portion of SME Site and within the Northern Commonwealth Lands and an Administration Precinct is proposed in the south-east portion of the SME Site. IMEX and interstate terminal development is proposed within the central portion of the SME Site (refer Figure 3.1).

LLEP defines 'freight transport facility' as:

> *a facility used principally for the bulk handling of goods for transport by road, rail, air or sea, including any facility for the loading and unloading of vehicles, aircraft, vessels or containers used to transport those goods and for the parking, holding, servicing or repair of those vehicles, aircraft or vessels or for the engines or carriages involved.*

Other land uses defined within the *Standard Instrument – Principal Local Environmental Plan* that may be relevant to the proposed development on the Site include 'liquid fuel depots', 'roads', 'transport depots' and 'warehousing or distribution centres'. The proposed rail connection to the SSFL may be defined under the *Standard Instrument – Principal Local Environmental Plan* as 'rail infrastructure facilities'.

LLEP defines 'public utility undertaking' as:

> *any of the following undertakings carried on or permitted to be carried on by or by authority of any Government Department or under the authority of or in pursuance of any Commonwealth or State Act:*
>
> *(a) railway, road transport, water transport, air transport, wharf or river undertakings,*
> *(b) undertakings for the supply of water, hydraulic power, electricity or gas or the provision of sewerage or drainage services,*
>
> *and a reference to a person carrying on a public utility undertaking includes a reference to a council, electricity supply authority, Government Department, corporation, firm or authority carrying on the undertaking.*

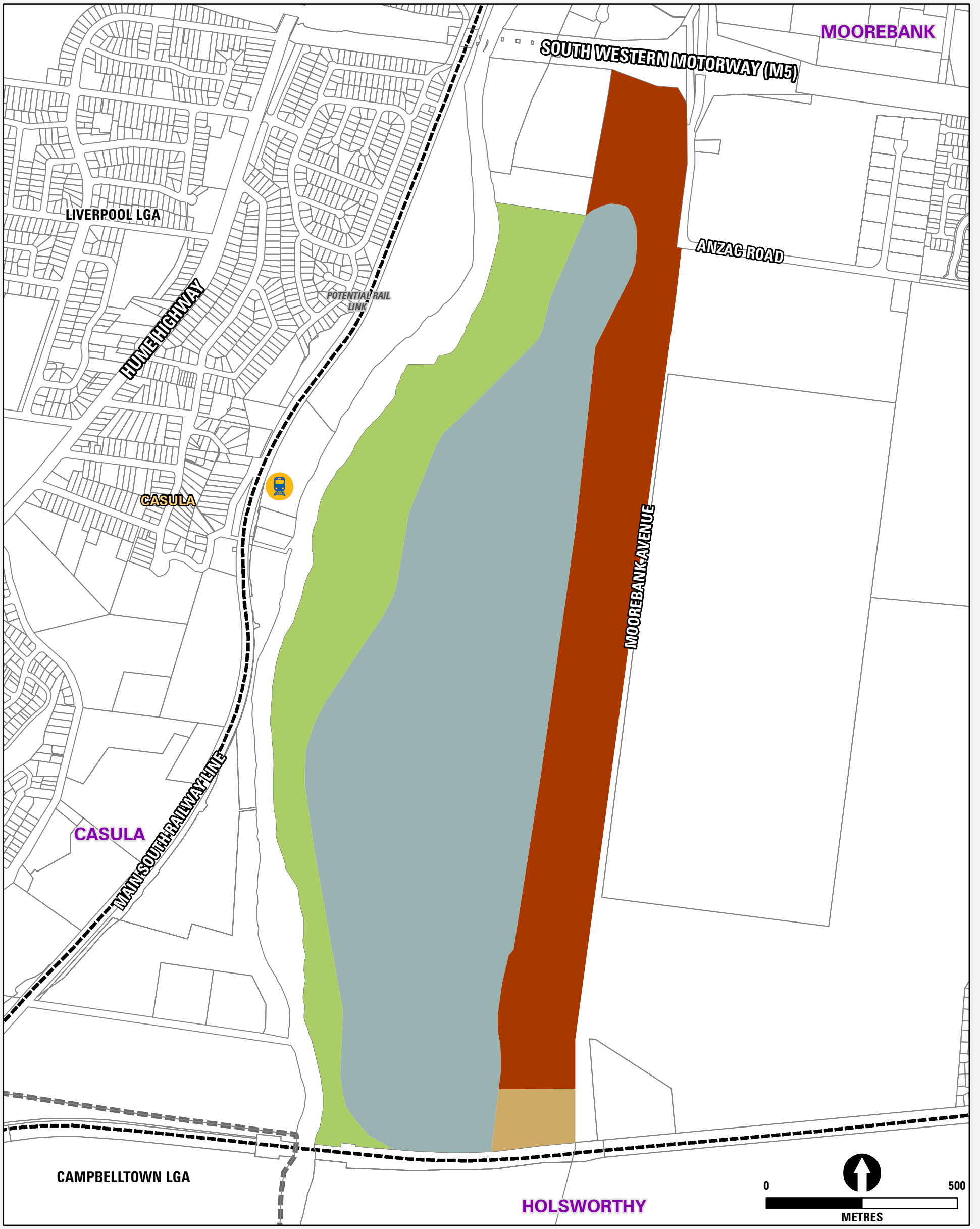


Figure 3.1: Proposed development precincts

3.1 Part 1 – Objectives or intended outcomes

Through the planning proposal, it is intended to rezone the Site to allow for the types of land uses proposed in the EIS.

The objectives of the planning proposal are to:

1. Enable redevelopment of the Site for the proposed Moorebank IMT that:
    - is a key component for the future development of Sydney's intermodal capacity;
    - would allow for the types of land uses proposed that include freight transport facility, warehousing development and ancillary development;
    - is compatible with agreed State and regional strategic direction for development of the Site;
    - is consistent with the outcomes of strategic studies undertaken into addressing Sydney's lack of intermodal capacity;
    - supplement substantial Government investment in rail, ports and freight facilities;
    - allows for planning controls compatible with the proposed land uses; and
    - provide certainty to Government that the Site could be developed in the future for the purposes of an intermodal facility.
2. Permit development of the rail connection from the Site to the SSFL over the Georges River and Northern Powerhouse Land.
3. Enhance amenity to the Site and improve the public domain in the surrounding area by creating a dedicated green belt along the western edge of the Site.
4. Ensure that the existing vegetation to the east of Moorebank Avenue is retained to provide a buffer between the Site and adjoining residential development and provide potential offset land for future conservation outcomes.

3.2 Part 2 – Explanation of provisions

The proposed objectives of the planning proposal will be achieved by:

1. Amending the LLEP Land Zoning Map (LZN-013) in accordance with the proposed Land Zoning map shown in Appendix A to rezone the Site to partly *IN1 General Industrial* and partly *E3 Environmental Management*; and
2. Amending Schedule 1 of the LLEP as follows:

    Use of certain land at Casula and Moorebank in Zones RE1 and W1
    (1) This clause applies to the southern part of Lot 10 DP 881265 in Zone RE1 Public Recreation at 474 Hume Highway, Casula and part of the Georges River in Zone W1 Natural Waterways
    (2) Development for the purpose of a public utility undertaking is permitted with consent

(3) Development for the purpose [of paragraphs a, b and c] of rail infrastructure facilities as defined in State Environmental Planning Policy (Infrastructure) 2007 is permitted with consent.

3. Amending Schedule 1 of the LLEP as follows:

Use of certain land at Moorebank in Zone E3
(1) This clause applies to the western part of Lot 3001 DP 1125930 in Zone E3 Environmental Management at Moorebank Avenue, Moorebank
(2) Development for the purposes of drainage is permitted with consent.

4. Amending the LLEP Floor Space Ratio Map (FSR-013) in accordance with the proposed Floor Space Ratio map shown in Appendix C to allow for a maximum floor space ratio of 1:1 for part of Lot 3001 DP 1125930 and Lot 100 DP 1049508;

5. Amending the LLEP Height of Buildings Map (HOB-013) in accordance with the proposed Height of Buildings map shown in Appendix D to allow for a maximum building height of 21m for part of Lot 3001 DP 1125930 for buildings and container stacks only;

6. Amending the LLEP Lot Size Map (LSZ-013) in accordance with the proposed Lot Size map shown in Appendix E to allow for a minimum lot size of 2,000sq m for part of Lot 3001 DP 1125930.

3.3 Part 3 – Justification

This section sets out the reasoning for the proposed rezoning of the Site, taking into consideration the intended outcomes and objectives outlined above in section 3.1. The following questions are based on requirements contained in the DoP's *A guide to preparing planning proposals* (July 2009) and address the need for the planning proposal, relationship to strategic planning framework, environmental, social and economic impacts and its effect on State and Commonwealth interests, specifically infrastructure.

3.3.1 Section A – Need for planning proposal

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

The planning proposal is being undertaken in response to a Detailed Business Case (DBC) prepared for the development of an IMT on the site. The DBC involved assessing the need for such a facility at Moorebank, taking into account: projected freight demand; existing transport infrastructure constraints; the commercial feasibility of the Project and the technical and environmental suitability of the site. Based on the findings of the DBC, a decision was made by the Commonwealth Government in early 2012 to proceed with the Project. The proposal has subsequently been prepared in order to facilitate the proposed Moorebank IMT, and associated industrial development, including warehousing, and provide for environmental protection on the Site. The Moorebank IMT is considered consistent with the NSW 2021 Plan, and applicable State and regional strategic planning as detailed further in section 3.3.2.1 below.

The planning proposal is intended to facilitate the orderly development of the Moorebank IMT. The Moorebank IMT is a key piece of infrastructure that would address Sydney's critical shortage of intermodal terminal capacity, and would specifically facilitate the redistribution of

freight from Port Botany to the Moorebank IMT, particularly by rail. The Site is considered advantageous owing to its proximity to the proposed SSFL, the strategic road network and industrial development in Sydney's south-west.

Development of the Site is currently restricted by land use zoning that partly prohibits the SSD application for the Moorebank IMT. Following lodgement of the SSD application, subsequent discussions with DP&I confirmed that undertaking a rezoning of the site would be supported.

At present, land that would be developed for the purposes of the IMEX and interstate freight terminals and warehousing is zoned SP2 Infrastructure (Defence). This application intends to amend the zoning of this land to an IN1 General Industrial zone to better reflect the intended use of the Site. In addition, the environmental studies conducted for the SSD application have identified the need for conservation of the natural environment adjacent to the Georges River. This planning proposal intends to provide for the conservation of this land through rezoning to an E3 Environmental Management zone, which will ensure the future conservation of this environment.

This planning proposal is intended to ensure that the SSD application and future development of the Site benefits from the most appropriate form of zoning for development of an IMT. The planning proposal has been lodged in accordance with s89E(5) of the EP&A Act, and would be considered in conjunction with the SSD application for the Moorebank IMT.

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

This planning proposal is considered the best means of achieving the six long-term Project objectives identified above. Amending the zoning of the site is required to provide certainty to the community that the Site would be developed in accordance with the SSD approval. The existing zoning would potentially prohibit future development of the Site for warehousing, development of a second rail connection, and ancillary development that is required for operation of the Moorebank IMT. Implementing the proposed zoning for the Site will provide a structure for development of the Site and provide for environmental conservation on the Site.

The planning proposal also intends to amend some of the planning controls currently imposed under the LLEP to enable future development of the Site in accordance with the Moorebank Intermodal Concept Masterplan. To allow for future development of the Site for the warehousing and administration precincts (refer Figure 3.1), it is intended to amend the planning controls related to floor space ratio (FSR), height of buildings and minimum lot size (where relevant). The proposed amendment will allow for future development of this portion of the Site to a maximum building height of 21m for buildings and container stacks only; minimum lot size of 2,000m² and a maximum FSR of 1:1.

This application also intends to amend the LLEP to permit development to a maximum building height of 21m, for buildings and container stacks only, on the proposed IMEX and interstate terminals precinct (refer Figure 3.1). No FSR or minimum lot size planning controls are proposed for the remainder of the Site as it is not considered that these controls are not relevant for that form of development.

Amending these planning controls is considered the best means of permitting the proposed development consistent with the amended land use zones, as proposed.

This planning proposal permits additional uses on the western edge of the Site, the Northern Powerhouse Land and the Georges River that would not otherwise be permissible under their proposed zoning. To ensure the Moorebank IMT is permissible on the Site, this planning proposal requests amendment of Schedule 1 of the LLEP. This is considered the best means of achieving the objectives of the planning proposal. The justification for this approach is discussed below.

The planning proposal provides for drainage works to be permissible with consent on the western edge of the Site. The proposed zoning of this area is zone E3 Environmental Management. The E3 zone is considered preferable to pursuing an alternative zoning that allows drainage works, such as zone IN1, because it provides the environmental benefits associated with conserving the existing natural environment. Amending Schedule 1 will preserve this benefit, as well as facilitating the site specific need to construct appropriate drainage for the Moorebank IMT Project. Amending the list of permissible development in the E3 zone to permit drainage works with consent is not considered appropriate, given the site specific requirements for drainage works at the Moorebank IMT Site are not applicable to other E3 land in the Liverpool LGA. The planning proposal also includes the rezoning of land to the east of the Site to E3 Environmental Management zone which will provide greater protection to the land than the present SP2 Infrastructure (Defence) zone by prohibiting most land uses not associated with environmental conservation and management.

Specifically, the MPO is currently developing a biodiversity offset strategy for the project. A key component of that strategy is the proposed use of all land proposed to be rezoned to E3 for environmental offsets. Rezoning the land will ensure the land can be effectively safeguarded for that purpose.

The planning proposal also provides for development for the purpose of a public utility undertaking to be permissible on the Northern Powerhouse Land and across the Georges River. This land will remain zoned RE1 Public Recreation and W1 Waterways. Allowing public utility undertakings as permissible development under Schedule 1 is necessary to ensure that future construction of the southern rail link can occur, subject to development consent. This is considered preferable to pursuing an alternative zoning that allows development for the purpose of a public utility undertaking, such as zone IN1. Retaining the existing zoning facilitates the continuing use of the Site as public land, whilst also permitting future rail access to the Site to and from the SSFL. Rezoning this part of the Site to zone IN1, for example, would remove public recreation as a stated objective for the use of this land. The use of the Site for the southern rail link is not incompatible with the use for the Site for public recreation and, as such, the current zoning should be retained, subject to amendment of Schedule 1 of the LLEP.

3.3.1.3 Is there a net community benefit?

The Moorebank IMT is considered likely to achieve a net community benefit, as determined by application of the Net Community Benefit Test adapted from the *Draft Centres Policy: Planning for retail and commercial development* (April 2009). The Net Community Benefit Test provides a series of questions to determine the nature of a planning proposal, and is detailed in Table 3.1.

Table 3.1 Net community benefit test

Question	How the Proposal applies
Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800 metres of a transit node)?	Yes, the LLEP amendment will be compatible with agreed State and regional strategic direction for development of the area, as discussed in Section B (section 3.3.2) of this proposal. The LLEP amendment would facilitate the development of the Moorebank IMT, which is a key component of future development of Sydney's intermodal capacity. The land is located adjacent to the strategic road network, including the M5, M7 and Hume Highway, as well as the proposed SSFL. The LLEP amendment would also provide for rezoning of land along the banks of the Georges River, preserving a green corridor.
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/sub-regional strategy?	The Site is located in the South-West subregion of Sydney, and is adjacent to industrial land in the Liverpool area, and in close proximity to the South West Growth Centre.
Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?	No. The siting of the Moorebank IMT is the result of strategic studies undertaken to address Sydney's lack of intermodal capacity. The LLEP amendment is intended to give rise to the Moorebank IMT development presented in the EIS, which is to be lodged with DP&I and Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) and is site specific.
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	Yes. There have been no previous rezoning proposals in the locality that would be anticipated to produce cumulative rezoning effects in conjunction with the proposal.
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	The LLEP amendment will facilitate the Moorebank IMT and associated development, including warehousing, on the Site. The operation of the Moorebank IMT is a permanent employment generating activity, requiring staff for intermodal operations, warehousing and distribution, and maintenance. Employment will also be generated during the construction phase of the project. The LLEP amendment will largely replace the current zoning of the land, which is predominately SP2 Infrastructure (Defence). The Defence facilities will be relocated to the nearby Holsworthy Barracks as part of the Moorebank Unit Relocation project, which would be undertaken separately to the Moorebank IMT Project. As such, it is anticipated that the Moorebank IMT will result in a significant net gain of jobs in the Liverpool Local Government Area (LGA). Further information on the social and economic impacts of the proposal would be provided as part of the EIS for the Project.

Question	How the Proposal applies
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	The LLEP amendment does not affect the supply of residential land, and will not impact upon housing supply or affordability. No residential zoned land would be created or removed as part of the LLEP amendment.
Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future public transport?	Road and rail upgrades would be required to support the development of the proposed Moorebank IMT. The required upgrades to the road and rail network will be described in the Moorebank IMT EIS. This LLEP amendment will permit the development of the rail connection to the SSFL through the adjoining land zoned RE1 Public Recreation and W1 Natural Waterways.
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	The Moorebank IMT would provide additional employment opportunities for local residents of the Liverpool LGA and surrounding areas in the South West Growth Centre. It is located adjacent to the M5, with ease of access to the M7 and Hume Highway. The impact on car distances travelled would be anticipated to be positive given the proximity to transport links and labour markets. Further to this, the Moorebank IMT is intended to facilitate a shift in freight movements from road to rail. This would reduce road freight movements and consequent impacts on the road network. Further details on impacts on greenhouse gas emissions, operating costs and road safety are presented in the Moorebank IMT EIS.
Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? If so, what is the expected impact?	The LLEP amendment is intended to supplement substantial Government investment in rail, ports and freight facilities. The Moorebank IMT would provide significant additional IMEX freight handling capacity over what is currently permissible at Port Botany under the present planning restrictions. Throughput at Port Botany would be able to increase substantially as a result of providing a port shuttle to the Moorebank IMT. This port shuttle would be facilitated by the proposed SSFL. The Site is located adjacent to the SSFL, though requires construction of a rail link over the Georges River and adjoining Northern Powerhouse Land. This LLEP amendment is intended to provide certainty to Government that the Site could be developed in the future for the purposes of an intermodal facility.
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?	The Site is constrained by proximity to the Georges River and resultant flood risks. Additionally, whilst the Site is not identified as land with high biodiversity values, it is located in close proximity to the Glenfield Tip which is intended to be rehabilitated as a regional open space. The LLEP amendment proposes maintaining an area of land along the eastern bank of the Georges River as environmental management land. This land would provide a green buffer to the west of the intermodal site. A hydrology assessment and biodiversity impact assessment would be included in the Moorebank IMT EIS.

Question	How the Proposal applies
Will the LEP be compatible/complementary with surrounding land uses? What is the impact on amenity in the location and wider community?	The LLEP amendment will be compatible with surrounding land uses. The proposed IN1 General Industrial land is located adjacent to Moorebank Avenue. Land to the east of this road is currently zoned IN1 Industrial, and is known as the Moorebank South industrial precinct in the LLEP. The development of the rail spur is complementary to the adjacent SP2 Railway land that forms the Main South Line and proposed corridor of the SSFL. The land to be zoned E3 Environmental Management would be complementary to surrounding land uses to the west of the Site, including the open space areas either side of the Georges River and residential communities of Casula, and proposed land uses, such as the proposed regional open space rehabilitation of Glenfield Tip. The rezoning of this land to E3 would potentially facilitate future public use of this part of the Site.
Will the public domain improve?	The public domain will improve as a result of the development. The Site is currently zoned SP2 Infrastructure (Defence), and public access to the majority of the Site is restricted. The LLEP amendment will create a dedicated green belt along the western edge of the Site. The proposed E3 zoning may provide for potential future public use of that part of the Site should operations of the Moorebank IMT allow.
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	The LLEP amendment does not include commercial/retail zones and as such is not anticipated to affect choice and competition in this sector.
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	The LLEP amendment would not have the potential to develop into a centre.
What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?	The LLEP amendment is intended to facilitate the development of the Moorebank IMT in accordance with the proposed Moorebank IMT EIS. As discussed above, in section 3.3.1.1, the Moorebank IMT is a key piece of infrastructure that would address Sydney's critical shortage of intermodal terminal capacity, and would specifically facilitate the redistribution of freight from Port Botany to the Moorebank IMT, particularly by rail. The LLEP amendment would achieve the objectives identified in Part 4.1 of this planning proposal, by ensuring development for the purposes of the Moorebank IMT is permissible on the Site, and dedicating land for environmental management purposes. By classifying development required as part of this Project as permissible with consent, the LLEP amendment would allow development of the Site (with development consent) as a centre for freight handling in Sydney's south-west. Should the planning proposal not be proceeded with, future stages of the development of the Moorebank IMT may result in prohibited land use. This would minimise the potential benefits of the Moorebank IMT Project, including increasing freight rail share and providing employment opportunities in south-west Sydney.

The Detailed Business Case prepared for the Moorebank IMT Project (KPMG 2012) has identified a number of economic, social and environmental benefits for the community and economy. The identified Project benefits underpin the need for the Project, and are therefore summarised below.

The development of the Moorebank IMT is intended to increase intermodal capacity in Sydney, and will have a number of flow-on benefits across the freight sector, and State economy. The total economic benefits of the Moorebank IMT Project (before costs), over a 30 year operational period of the Project, have been assessed at $10 billion or $2.3 billion in present value terms (KPMG 2012). The benefit cost ratio for the project is 1.72, which is considered a strong positive economic evaluation for an infrastructure project (KPMG 2012). By providing increased intermodal capacity in Sydney, it is envisaged that the unit costs of transporting containers by rail for IMEX and interstate markets would be decreased, and this would lead to an increase in the share of freight movements by rail. The contributing factors to the total economic benefits of the Moorebank IMT include:

- savings in operating costs in the freight transport sector, through productivity improvements associated with rail freight movement
- improvement in reliability and availability of freight services, relative to road services
- reductions in road damage, and associated savings
- reductions in costs associated with road congestion and road accidents
- increased reliability in journey times
- reductions in operating cost, resulting from the economies of scale provided by rail transport
- incremental revenues resulting from operating surplus
- the residual value of the Moorebank IMT physical assets, following the end of the indicative 30 year operational period
- increased employment in south-west Sydney during construction and operation
- reductions in environmental and social costs associated with road transport, include reductions in noise, greenhouse gas emissions, fuel costs and other air pollution.

A summary of the key economic benefits of the Project are included in Table 3.2.

Table 3.2 Key economic benefits of the Project

Measure	Value
Net gain of project benefits to NSW economy	$950 million net project benefits (2010/11 dollars, discounted)
Lower truck volumes at Port Botany	From 2020, truck volumes would be 3,300 vehicles per day lower
For every 1 million TEU containers transported by rail instead of road for IMEX traffic	3.5 million litres of fuel would not be required to be consumed. 9,500 tonnes of CO_2 greenhouse gases would not be emitted
Fuel savings and greenhouse gas reductions for the interstate facility (in the year 2029)	4.1 million litres of fuel would not be required to be consumed. 11,000 tonnes of greenhouse gases would not be emitted
Job impact	1,650 jobs realised during the construction of the IMEX terminal, and 975 jobs during the construction for the interstate terminal. 1,700 jobs will be realised with the operation of both terminals together with warehousing.

Source: KPMG 2012

3.3.2 Section B – Strategic planning framework

3.3.2.1 Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The need for additional intermodal capacity at Moorebank has been identified in a number of strategic policy documents prepared by the NSW Department of Planning and Infrastructure (DP&I). The Moorebank IMT is intended to satisfy the strategic need for the intermodal capacity in the Sydney region.

NSW 2021

In 2011, the NSW State Government released *NSW 2021: A plan to make NSW number one* (NSW Government 2011). This document provides a 10-year plan to guide strategic policy making and infrastructure delivery in NSW. The plan details five main strategies:

- rebuild NSW's economy
- return quality services
- renovate infrastructure
- strengthen our local environment and communities
- restore accountability to government.

The plan includes a target of enhancing rail freight movement in NSW, by doubling the proportion of container freight movement by rail through NSW ports by 2020. The State Government has indicated that shifting freight movements to rail is a priority action to maximise capacity at Port Botany and reduce truck movements on the NSW road network. By facilitating future development on Site for the purposes of the Moorebank IMT, the planning proposal is considered consistent with the NSW 2021 plan.

The State Infrastructure Strategy 2012–2032

In 2012, Infrastructure NSW released *The State Infrastructure Strategy 2012–2032* (the State Infrastructure Strategy) (Infrastructure NSW 2012). The State Infrastructure Strategy provides an assessment of the infrastructure needed to serve the State over the next 20 years, and identifies a number of principal recommendations for infrastructure projects to meet this demand,

The State Infrastructure Strategy identifies transport access to and from Sydney's international gateways as a short term infrastructure priority. Development of an IMT at Moorebank in the next five years, and supporting infrastructure in five to ten years' time, are principal recommendations of the strategy, particularly should there be growth in demand for IMEX intermodal freight handling in NSW. The planning proposal would provide optimum land use zoning for the future development of an IMT at Moorebank.

Metropolitan Plan for Sydney 2036

The *Metropolitan Plan for Sydney 2036* (the Metropolitan Plan) (NSW Government 2010b) was released in December 2010 and provides an integrated long-term planning framework for Sydney's development to 2036. The Metropolitan Plan identifies nine major challenges for the future growth of the metropolitan area, including the need for more efficient transport and infrastructure delivery, and tackling climate change. Key objectives and actions identified include strengthening existing freight and industry clusters and the support of new clusters. The Moorebank to Prestons and Minto area is identified as a significant freight industry cluster.

The Metropolitan Plan for Sydney 2036 identifies intermodal terminals as an essential component of an efficient freight and logistics sector and identifies ongoing collaboration with Commonwealth towards facilitating development of intermodal facilities. The Moorebank IMT is noted for its potential to generate employment in the Liverpool LGA and support commercial land use across the metropolitan area. The planning proposal would provide certainty that the Site could be developed for the purposes of the Moorebank IMT.

Draft NSW Long Term Transport Master Plan

The NSW Government released the *Draft NSW Long Term Transport Master Plan* (draft Master Plan) in September 2012. The draft Master Plan provides the basis for decision making in delivery of transport infrastructure in NSW over the next 20 years. The draft Master Plan identifies critical transport challenges and identifies the framework for integrating transport planning into the long term future plans and strategies for the state.

The draft Master Plan identifies 'growing future freight network capacity' as important in encouraging more efficient use of the existing transport network and removing constraints to improved productivity. The NSW Government has identified 'working with the Australian Government on the development of the Moorebank IMT' as a short to medium term action required to enhance rail freight movement in NSW. A local road upgrade package is also proposed to service vehicle movements to and from the Site, and integrate with the existing road network. The planning proposal is intended to reduce planning limitations on developing the Site for the purposes of the Moorebank IMT, and would contribute to implementing this action.

Railing Port Botany's Containers

The NSW State Government identified the Moorebank IMT as a critical component in meeting Sydney's freight rail targets in the *Railing Port Botany's containers: Proposals to ease pressure on Sydney's roads* (Freight Infrastructure Advisory Board (FIAB) 2005). The Moorebank site was identified as strategically important given its proximity to the proposed SSFL, M5 and M7. The report, prepared by the Independent FIAB, recommended the NSW State Government implement the following strategies:

- Develop the major, new terminals at Enfield, Moorebank and Eastern Creek (including adequate provisions to allow common-user, open-access operations).
- Regard Moorebank as a key component in meeting Sydney's intermodal capacity needs.
- Ensure that the Moorebank site is secured for intermodal terminal development by the private sector and be prepared if necessary, on a transitional basis, to use funds from the Freight Infrastructure Charge for this purpose.
- Work with the Commonwealth to see the School of Military Engineering moved from the Site as soon as possible.
- Commence planning for the Site's development by the private sector as an intermodal terminal with the capacity to handle at least 500,000 truck equivalent units annually.
- Develop a business model for the acquisition and development of the Site in a way that allows the private sector to bring forward the terminal's development.
- Pursue negotiations with the Commonwealth for AusLink funding for an Australian Rail Track Corporation rail connection into the Moorebank site.
- Ensure that access to the Moorebank site is delivered in a way that does not compromise the future expansion of the East Hills passenger line.
- Ensure planning for Moorebank includes design buffers to reinforce the Site's separation from residential development and provide public recreation facilities along both sides of the Georges River.

The planning proposal would provide appropriate planning controls for the Site to be developed in accordance with the strategies identified in the report. In particular, the proposed E3 zones will provide buffers from the Site to the adjoining residential areas and provide an open space area along the eastern side of the Georges River consistent with the existing open space along the western side.

South West Subregion: Draft Subregional Strategy

The *South West Subregion: Draft Subregional Strategy* (Subregional Strategy) was prepared by the NSW Government in 2007 (Department of Planning 2007). The Subregional Strategy translates objectives of the NSW Government's Metropolitan Strategy and State Plan to the local level. The plan, currently being prepared by DP&I (formerly the Department of Planning), is still in draft form and not yet formally adopted. When finalised, the Subregional Strategy will guide land use planning until 2031 in the Camden, Campbelltown, Liverpool and Wollondilly LGA's.

With respect to the Project, the Draft Strategy highlights that:

> *The State Government regards the proposal for a transport terminal at Moorebank as a key component in meeting Sydney's intermodal capacity needs.* (p 30. Department of Planning 2007).

In the context of managing commercial transport growth the Draft Strategy acknowledges the importance of the intermodal facility having access to the proposed SSFL, as well as good road access from the M5. The Draft Strategy provides:

> *As part of the NSW Government's vision to build on strong economic growth and employment in western and south western Sydney, the subregional strategy needs to ensure that sufficient land remains available to support a network of intermodal freight terminals in the subregion including locations such as Minto, Ingleburn and Moorebank.* (p 90, Department of Planning 2007).

The planning proposal aims to provide for the appropriate rezoning of suitable land at Moorebank for development of an intermodal terminal, to integrate into Sydney's network of intermodal terminals.

NSW Metropolitan Transport Plan

The *Metropolitan Transport Plan — Connecting the City of Cities* (NSW Transport and Infrastructure 2010) was released by the former NSW Government in February 2010. The main focus of the plan is to effectively link Sydney's land use planning with its transport network. The *Metropolitan Transport Plan* forms a key component of the revision of the *Sydney Metropolitan Strategy* to further strengthen the planning framework, and have a sustainable plan for meeting the housing and employment growth challenges.

The plan includes a number of key freight projects in order to improve the movement of freight within and through Sydney. Included in the NSW Government's commitment in partnership with the Australian Government is the investigation of an IMT at Moorebank. This planning proposal is considered an important step towards providing for the Moorebank IMT.

3.3.2.2 Is the planning proposal consistent with the local Council's Community Strategic Plan, or other local strategic plan?

The LLEP amendment is considered consistent with the Liverpool Community Strategic Plan (*Growing Liverpool 2021*).

By providing a dedicated industrial zone to cover the Moorebank IMT and associated development, the LLEP amendment provides for increased employment opportunities in the Liverpool LGA and aims to create long-term economic and social security, in line with the guiding principle 6 of the plan.

The LLEP amendment recognises the value of protecting natural ecosystems for the well-being of the community and provides for development that will reduce the ecological footprint of the community through reducing fuel consumption and deleterious road-based vehicular emissions, consistent with guiding principles 5 and 7 of the plan. This would be achieved by providing for land to be zoned E3 Environmental Management along the eastern bank of the Georges River, and on land to the east of Moorebank Avenue, and promoting the reduction of road based freight movements through Sydney and along the North-South corridor between Brisbane and Melbourne by facilitating a rail link to the proposed SSFL.

The LLEP amendment intends to reduce overall impacts from freight traffic on Sydney's roads. By shifting freight movements from road to rail, the Moorebank IMT aims to reduce impacts from truck movements on Sydney's suburban road network between Port Botany and south-western Sydney. The LLEP amendment intends to promote an efficient and highly connected transport system that satisfies the increasing demand for rail-based solutions to Sydney's freight infrastructure needs, in line with strategy 7 identified in the plan.

The Moorebank IMT is consistent with strategic planning undertaken for the LLEP. The supporting documentation for the LLEP includes investigations into industrial lands in the Liverpool LGA. The Liverpool Industrial Land Strategy identifies Moorebank as a suitable location for future industrial development, owing to its advantageous location, proximity to labour markets and access to key infrastructure including the CBD and Sydney airport. The Moorebank, Warwick Farm and Prestons areas are identified in the Liverpool Industrial Land Strategy as LCC's preferred location for a business park that restricts unsightly or unpleasant operations; however, the strategy also acknowledges strategic need to actions towards implementing a future key freight sector strategy to increase handling of freight by rail.

3.3.2.3 Is the planning proposal consistent with applicable state environmental planning policies?

The planning proposal is considered to be consistent with applicable State Environmental Planning Policies (SEPPs), as discussed below.

State Environmental Planning Policy (Infrastructure) 2007

A review of the land use controls applicable to the Site indicates that the development of an intermodal facility on the site is permissible with consent on land within zones IN1 General Industrial and SP2 Infrastructure (Defence) under *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP). The proposed rail link is not governed by the Infrastructure SEPP and as such, there is potential that this development would be restricted under local planning controls. This would potentially restrict the staged development of the Moorebank IMT.

This planning proposal is intended to allow for the types of land uses proposed, including development of a freight transport facility and ancillary development, and provide certainty to Government that the Site could be developed in the future for the purposes of an intermodal facility.

State Environmental Planning Policy No 55—Remediation of Land

The planning proposal is consistent with *State Environmental Planning Policy No 55—Remediation of Land*.

The planning proposal includes the rezoning of land that is presently contaminated. Preliminary investigations undertaken in accordance with the *Contaminated Land Management Act 1997* indicate that remediation would be required prior to use of the Site for commercial and industrial purposes. A remedial action plan (RAP) will be prepared to facilitate remediation work that would provide for safe use of the Site for the purposes of the Moorebank IMT. This RAP would be conducted as part of the Moorebank IMT and will be described in the EIS for the Project.

State Environmental Planning Policy No 44—Koala Habitat Protection

The planning proposal is not inconsistent with *State Environmental Planning Policy No 44—Koala Habitat Protection*.

The planning proposal includes land that forms potential koala habitat, as discussed in the *Moorebank Intermodal Freight Terminal – Existing Ecological Values* (Parsons Brinckerhoff 2011). If present on Site of the Moorebank IMT, koala populations would likely be limited to the banks of the Georges River, given disturbance and habitat fragmentation elsewhere on the Site. This land is generally included within the lands to be included in the proposed E3 zone. Further studies of the Site would be conducted as part of the EIS for the Moorebank IMT Project. Should core koala habitat be identified on Site, consideration would be given to including that area of land within the proposed E3 zone.

State Environmental Planning Policy No 19—Bushland in Urban Areas

The planning proposal is not inconsistent with *State Environmental Planning Policy No 19—Bushland in Urban Areas*.

The planning proposal includes the rezoning of the western part of the Site closest to the Georges River as E3 Environmental Management. This part of the Site contains vegetation of environmental conservation value, forming remnant vegetation on the banks of the Georges River and providing habitat for native species. The planning proposal also includes the rezoning of land in the south-east and east of the Site to E3 Environmental Management zone. The rezoning of this land to E3 zone will provide greater protection to the land than the present SP2 Infrastructure (Defence) zone, by prohibiting most land uses not associated with environmental conservation and management.

The land zoned E3 in the west of the Site will be retained as a green belt along the Georges River. As such, the proposal would retain the aesthetic value of this part of the Site as viewed from the Georges River and areas to the west and south of the Site. Furthermore, the retention of vegetation in this part of the Site would provide a green buffer for the Moorebank IMT Project from viewpoints to the west of the Site.

Clearing would be permissible on the remainder of the Site to be zoned IN1 and would be required to enable the Moorebank IMT. A biodiversity impact assessment would be undertaken as part of the Moorebank IMT EIS to determine the ecological impact associated with development of the Moorebank IMT. Preliminary assessment of the ecological value of vegetation on the Site indicates that is of low to moderate ecological value. It is considered that the significant contribution that the Moorebank IMT Project would make to the NSW economy, by expanding the capacity of Port Botany and facilitating greater movement of freight by rail, would outweigh the value of the vegetation to be cleared. However, the Moorebank IMT Project would include provision for offsets, potentially by entering into a biobanking arrangement to mitigate against lost biodiversity value. The part of the Site east of Moorebank Avenue will provide potential offset land for future conservation outcomes on the Site.

Greater Metropolitan Regional Environmental Plan No 2—Georges River Catchment

The planning proposal is consistent with *Greater Metropolitan Regional Environmental Plan No 2 – Georges River Catchment*, which sets out planning principles to be applied during the preparation of a local environmental plan.

The land zoned E3 in the west of the Site will be retained as a green belt along the Georges River, providing possible future public access to this part of the Site and acting as a buffer to the adjoining Moorebank IMT.

The impacts of stormwater runoff and sewer overflows of the proposed development will be appropriately managed through the EIS process.

3.3.2.4 Is the planning proposal consistent with applicable Ministerial Directions (s. 117 directions)?

The planning proposal is considered consistent with all applicable ministerial directions issued by the Minister for Planning and Infrastructure under s117(2) of the EP&A Act, except Direction 4.1. A summary of the applicable directions and how the planning proposal complies is included in Table 3.3.

Table 3.3 Ministerial directions

Ministerial direction	How the proposal complies with the direction
1.1 Business and industrial zones	The planning proposal provides for increasing the area of an existing industrial zone. The proposal is considered consistent with this direction in that it encourages employment growth in a suitable location adjacent to industrial uses and transport links.
2.1 Environmental protection zones	The planning proposal provides for protection and conservation of environmentally sensitive areas adjacent to the Georges River. The proposal is considered consistent with this direction in that it increases the area of land in the Liverpool LGA that is included within environmental protection zones.
3.4 Integrating land use and transport	The planning proposal provides for increasing the area of an existing industrial zone. The proposal is considered consistent with this direction in that it is consistent with the aims, objectives and principles of *Improving Transport Choice – Guidelines for Planning and Development* (DUAP 2001) and The Right Place for Business and Services – Planning Policy (DUAP 2001), particularly those pertinent to industrial land use. Details on the impacts of the Moorebank IMT will be provided as part of the traffic impact assessment provided as part of the EIS for the Project.
4.1 Acid sulfate soils	The planning proposal would apply to land identified as Class 5 on the LLEP Acid Sulfate Soils Map. The proposal is inconsistent with this direction, because it proposes an intensification of land uses on the Site. A planning proposal may only be inconsistent with Direction 4.1 in the event that the Director-General of DP&I or his delegate is satisfied that the proposal is 'justified by a study prepared in support of the planning proposal which gives consideration to the objective of this direction'. A remedial action plan for the Site is presently being prepared for the Site that would consider the appropriateness of the change of land use on such land. The RAP would be summarised in the EIS for the Project.
4.3 Flood prone land	The planning proposal would apply to land identified as flood prone land. The proposal provides for establishment of an E3 Environmental Management land use zone that would correspond with land identified as within the 100 year average recurrence interval (ARI) flood area. The EIS for the Project would include a hydrology assessment and would include assessment of stormwater and flooding impacts associated with the Project.
4.4 Planning for bushfire protection	The planning proposal would apply to land identified as bushfire prone land. Development of an asset protection zone (APZ) would be established in detailed design and would form part of the project. A hazard and risk assessment will be included as part of the EIS, and would assess potential impacts from bushfire events at the Site.
6.1 Approval and referral requirements	The planning proposal does not include provisions that would require concurrence, consultation or referral of development applications or identify development as designated development. As such, the proposal is considered consistent with this direction.

Ministerial direction	How the proposal complies with the direction
6.3 Site specific provisions	The planning proposal has been prepared to enable the development of the Moorebank IMT. The proposal is considered consistent with this objective in that it would allow for the Moorebank IMT to be carried out in the zone the land is situated on.

In summary, the proposal is considered consistent with most applicable ministerial directions. As identified above, a number of further technical studies would be conducted as part of the EIS to determine the likely environmental impacts of the Moorebank IMT Project. In consideration of the inconsistency of this LLEP amendment with Direction 4.1, these studies would provide an assessment of environmental issues as necessary to satisfy DP&I requirements.

3.3.3 Section C – Environmental, social and economic impact

The environmental, social and economic impacts of the planning proposal would be determined on the basis of technical studies conducted as part of the EIS. A summary of key environmental issues and how these will be assessed is provided below.

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

The proposal involves rezoning of the Site from SP2 Infrastructure (Defence) to IN1 General Industrial and E3 Environmental Management, in order to facilitate the Moorebank IMT Project. The proposal involves retention of a green belt along the eastern bank of the Georges River and to the east of the Site (to be zoned E3), but would allow clearing of vegetation and development for industrial purposes as permissible with development consent on the remainder of the Site (to be zoned IN1).

A biodiversity assessment conducted for the EPBC Act referral/Preliminary Project Environmental Overview indicated two threat-listed species of plant, listed under the EPBC Act and *Threatened Species Conservation Act 1995*, *Persoonia nutans* and *Grevillea parviflora subsp. Parviflora*, and three threat-listed fauna species, Grey-headed Flying-fox, Large-footed Myotis and Eastern Bent-wing Bat, have been recorded on or over the Site.

The riparian habitats occurring on the western part of the Site along the Georges River are likely to provide habitat for these species and additional threat-listed species not recorded in targeted surveys, and act as a wildlife corridor. Four ecological communities occurring on Site, including Castlereagh Swamp Woodland, Castlereagh Scribbly Gum Woodland, Riparian Forest and Alluvial Woodland, form part of ecological communities listed under the *Threatened Species Conservation Act 1995*. It is considered, however, that scattered vegetation throughout the Site is of poor to moderate ecological integrity, due to modified vegetation structure and composition and is unlikely to be utilised extensively as habitat by threat-listed species.

A comprehensive biodiversity assessment is being conducted as part of the EIS. This will provide an assessment of likely impacts on the natural environment and include mitigation measures to minimise the impacts of the Moorebank IMT. Findings to date indicate that there will be a requirement for biodiversity offsets as part of the project. To address the need for such offsets it has been proposed to rezone land adjacent to the Georges River and to the

east of the Site to E3 Environmental Management, as a means of safeguarding the land for offsets and other environmental purposes.

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

As discussed above, the planning proposal is to be considered in conjunction with the SSD application for the Moorebank IMT, which would be lodged with DP&I and Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC). As part of Preliminary Project Environmental Overview under Part 4, Div 4.1 for the Moorebank IMT, a number of likely environmental impacts have been identified. These impacts will be assessed as part of the EIS.

A number of comprehensive technical and specialist environmental studies have been commissioned to determine the likely environmental impacts of the Project and identify appropriate mitigation measures and strategies, in accordance with the Director-General's Environmental Assessment Requirements and the EPBC Act Guidelines for the content of a draft environmental impact statement. The key environmental values that would be subject to assessment, and a preliminary summary of anticipated environmental impacts resulting from the Moorebank IMT and proposed future studies required as part of the EIS, are summarised in Table 3.4.

Table 3.4 Other likely environmental effects

Key environmental values	Anticipated environmental impacts and proposed future studies
Traffic, transport and access	The proposal will facilitate the development of the Moorebank IMT Project, which is intended to meet fright transport objectives including increasing the proportion of freight moved by rail. The Project is likely to impact upon the local and regional road network during construction and operation. A traffic impact assessment is being undertaken that will consider impacts during construction, in the vicinity of the Site and along proposed haulage routes, and during operation, including providing indicative figures for vehicle movements. The traffic impact assessment will also recommend appropriate road network upgrades where necessary to alleviate impacts on the surrounding road network.
Noise and vibration	The proposal would facilitate the development of road, rail and industrial activities as part of the Moorebank IMT Project. These activities would be anticipated to alter the existing noise environment. A noise and vibration impact assessment is being undertaken as part of the EIS to provide an analysis of construction phase and operational impacts associated with the Project in accordance with relevant noise goals, and identify appropriate mitigation measures.
Hazard and risk	The proposal would facilitate transport and storage of dangerous goods on Site as part of the operations of the Moorebank IMT Project. A preliminary hazard and risk assessment is being undertaken in accordance with SEPP 33 and relevant guidelines to determine appropriate measures for ensuring on and off-site safety.
Health impact	An assessment of the human health risk associated with air emissions from operations of the Moorebank IMT Project is being undertaken as part of the EIS. This assessment will consider potential impacts from generation of particulate matter on IMT staff and residents of surrounding areas.
Contamination and soils	Preliminary investigations have identified potential for contamination on Site, based on past land use on the Site and its surrounds. A phase 2 investigation is being prepared to identify the need for remediation on Site to facilitate redevelopment for the purposes of rezoning and ultimate use of the Site for the purposes of the Moorebank IMT Project.
Hydrology and water quality	The proposal would provide for industrial use of the Site for the purpose of the Moorebank IMT. The western part of the Site is located in areas that would be affected by 20 and 100 year ARI floods. Additionally, construction works, including construction of paved areas across the Site, would be anticipated to impact upon surface water flows on Site. A hydrology study is being undertaken as part of the EIS to determine stormwater and flooding impacts.
Air quality	The industrial rezoning of the Site would enable use of the Site with development consent for industrial purposes, and would be anticipated to have additional air quality impacts over those associated with existing defence land uses on the Site. An air quality impact assessment, as well as local air quality monitoring is being undertaken to ascertain the local air quality impacts associated with the development. A regional air quality impact assessment is also being conducted to ascertain the cumulative impacts of the development and other development in south-western Sydney.
Greenhouse gas	A greenhouse gas impact assessment is being undertaken to ascertain the emissions associated with construction and operation of the Moorebank IMT. Emissions would be produced from fuel and electricity use as part of the operations of the Moorebank IMT. The greenhouse gas impact assessment would also provide mitigation measures for the Project.
Heritage	The rezoning of the Site would facilitate redevelopment of the Site for the Moorebank IMT, which would require removal of heritage items of Aboriginal and European heritage values. A heritage impact assessment, including archaeological investigations, is being undertaken to determine the impact of development of the Site for the Moorebank IMT on heritage values.
Visual and light spill	Visual impact assessment and light spill assessments are being undertaken to identify and analyse the impact of the Moorebank IMT on views from sensitive receivers, and identify urban and landscape design principles to mitigate adverse moats from the Project.

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

In addition to the proposed environmental studies listed in section 3.3.3.2 above, the EIS will include detailed assessment of the impacts of the Project on the social and economic environment.

3.3.4 Section D - State and Commonwealth interests

3.3.4.1 Is there adequate public infrastructure for the planning proposal?

The Site is located in close proximity to the SSFL, East Hills Rail Line, and M5 Motorway, with access to the M7 and Hume Highway by the M7. The Moorebank IMT would require completion of the SSFL, construction of a rail link across the Georges River, upgrades to the road network, drainage works and connections to water, electricity and gas networks as identified in the EIS. This infrastructure provision is discussed in the EIS being prepared as part of the Project.

3.3.4.2 What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination, and have they resulted in any variations to the planning proposal?

A summary of the views of State and Commonwealth Public Authorities will be provided following gateway determination.

3.4 Part 4 – Community consultation

Community consultation for the planning proposal would be undertaken in conjunction with the exhibition period for SSD application for the Moorebank IMT and in accordance with the consultation requirements set out in *A guide to preparing local environmental plans* (DoP 2009).

Two community information sessions were held at Casula and Wattle Grove on the 28 and 29 October 2011 to brief and receive feedback from interested residents on the Project. The information sessions were attended by 150 people and formed part of the EIS process.

During the information sessions, residents were able to view maps, site displays, a full colour Information Paper and talk with members of the Project team comprising Moorebank Project Office, Parsons Brinckerhoff and communications advisor Kreab & Gavin Anderson (KGA) about the Project. Community members were invited to fill out feedback forms with any issues or suggestions for consideration. Key issues raised by the community included:

- air quality impacts including increased pollution from increased traffic
- potential for human health impacts from diesel emissions and dust generation and concerns regarding toxicity, cancer, asthma and other diseases
- road network performance impacts and potential damage to roads
- cumulative impacts of the SIMTA Project and the Moorebank IMT feasibility study, and confusion about the connection between the two projects
- noise increases including additional noise impacts from the SSFL

- removal of threatened species and large areas of vegetation
- impacts on the Georges River and associated activities on the river
- light spill and visual impacts
- potential alternative uses for the site, including development of a business park, and alternative site options
- heritage item impacts on Site
- impacts on quality of life in suburbs of Wattle Grove, Moorebank and Casula
- reduction in property values.

These issues are specific to the Moorebank IMT project and would be assessed in detail in the Moorebank IMT EIS.

The planning proposal would be subject to further community consultation conducted in accordance with a Community Liaison Plan/Construction Communications Plan to be undertaken during the preparation of the EIS. Consultation with members of the community and key stakeholders would be conducted to ensure:

- the community and stakeholders have a high level of awareness of all processes and activities associated with the Project
- accurate and accessible information is made available
- timely response is given to issues and concerns raised by stakeholders and the community
- a dedicated 1300 hotline and email address would be provided to allow public enquiries about the planning proposal and issues associated with environmental, social and economic impacts of the Moorebank IMT Project.

The consultation requirements for the planning proposal are expected to be confirmed by DP&I at the gateway determination.

4. Conclusion

This planning proposal relates to a proposed amendment to *Liverpool Local Environmental Plan 2008* for land at Moorebank, Sydney. The aim of this report has been to describe the proposed amendments to the Land Zoning, Floor Space Ratio, Height of Buildings and Lot Size Maps and Schedule 1 of the LLEP to permit the proposed development of the Moorebank IMT.

The proposed amendment is not inconsistent with the applicable strategic planning framework as demonstrated in this report and will not cause any negative environment, social or economic impacts.

Appendix A

Liverpool Local Environmental Plan 2008 – zoning and planning controls map extracts

Liverpool Local Environmental Plan 2008

Floor space
ratio map - sheet FSR-013

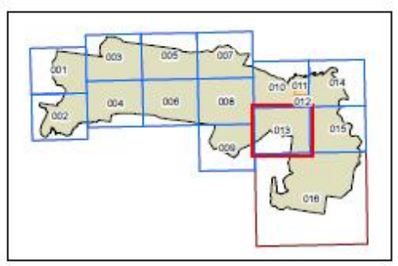
Maximum Floor Space Ratio (n:1)

A1	0.01
A2	0.1
A3	0.15
A4	0.25
D	0.5
F	0.6
G	0.65
I	0.75
N	1.0
P	1.2
S1	1.5
S2	1.7
T	2.0
U	2.5
V	3.0
X	4.0
Z	5.0

refer to clause 4.4
refer to clause 7.29
refer to clause 7.30
refer to clause 7.31

Cadastre

Cadastre 26/10/2011 © Land and Property Information



N

0 200 400 600 800
Metres

Scale: 1:20,000 @ A3

Projection GDA 1994
MGA Zone 56

Map identification number:
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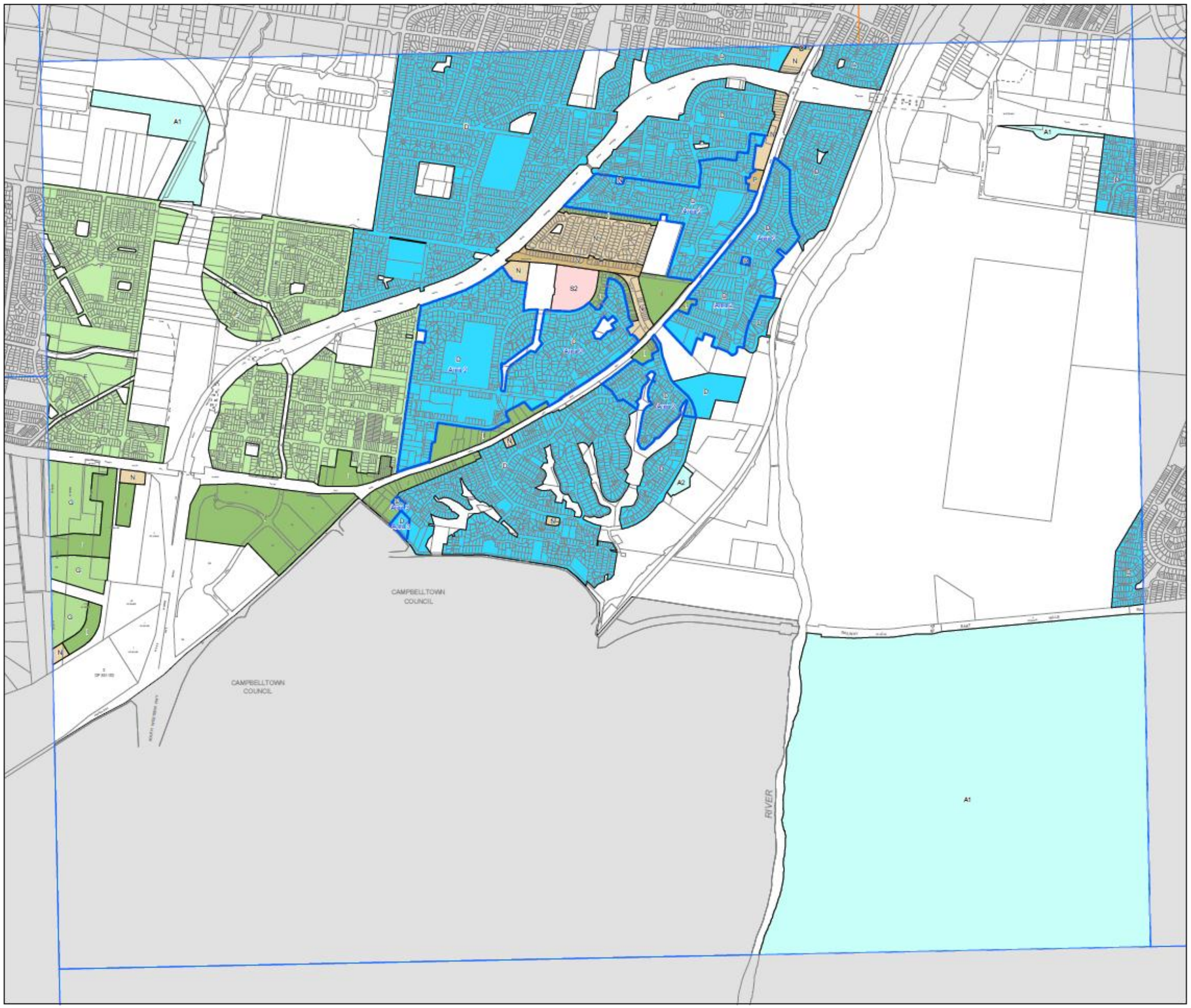

Liverpool Local Environmental Plan 2008

Land zoning map - sheet LZN-013

Zone

- B1 Neighbourhood Centre
- B2 Local Centre
- B3 Commercial Core
- B4 Mixed Use
- B5 Business Development
- B6 Enterprise Corridor
- E1 National Parks and Nature Reserves
- E2 Environmental Conservation
- E3 Environmental Management
- IN1 General Industrial
- IN2 Light Industrial
- IN3 Heavy Industrial
- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- R5 Large Lot Residential
- RE1 Public Recreation
- RE2 Private Recreation
- RU1 Primary Production
- RU2 Rural Landscape
- RU4 Primary Production Small Lots
- SP1 Special Activities
- SP2 Infrastructure
- W1 Natural Waterways
- WSP SEPP Western Sydney Parklands

Cadastre

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N

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Metres

Scale: 1:20,000 @ A3

Projection GDA 1994
MGA Zone 56

Map identification number:
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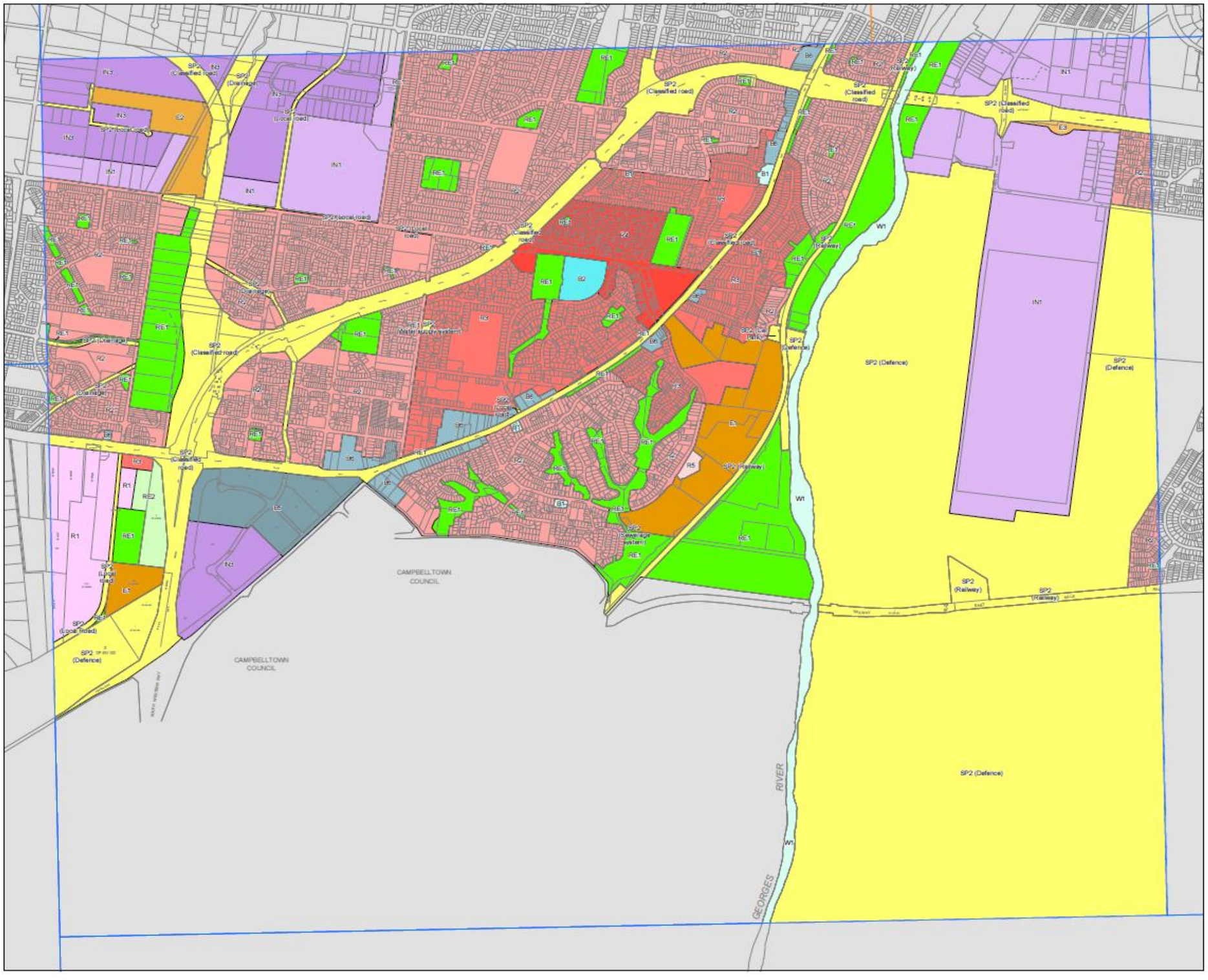

Liverpool Local Environmental Plan 2008

Height of
buildings map - sheet HOB-013

Maximum Building Height (m)

I	8.5
M	12
O	15
P	18
R	21
S	24
T	28
U	30
V	35
X	45
AB	80
AC	100

Cadastre

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N

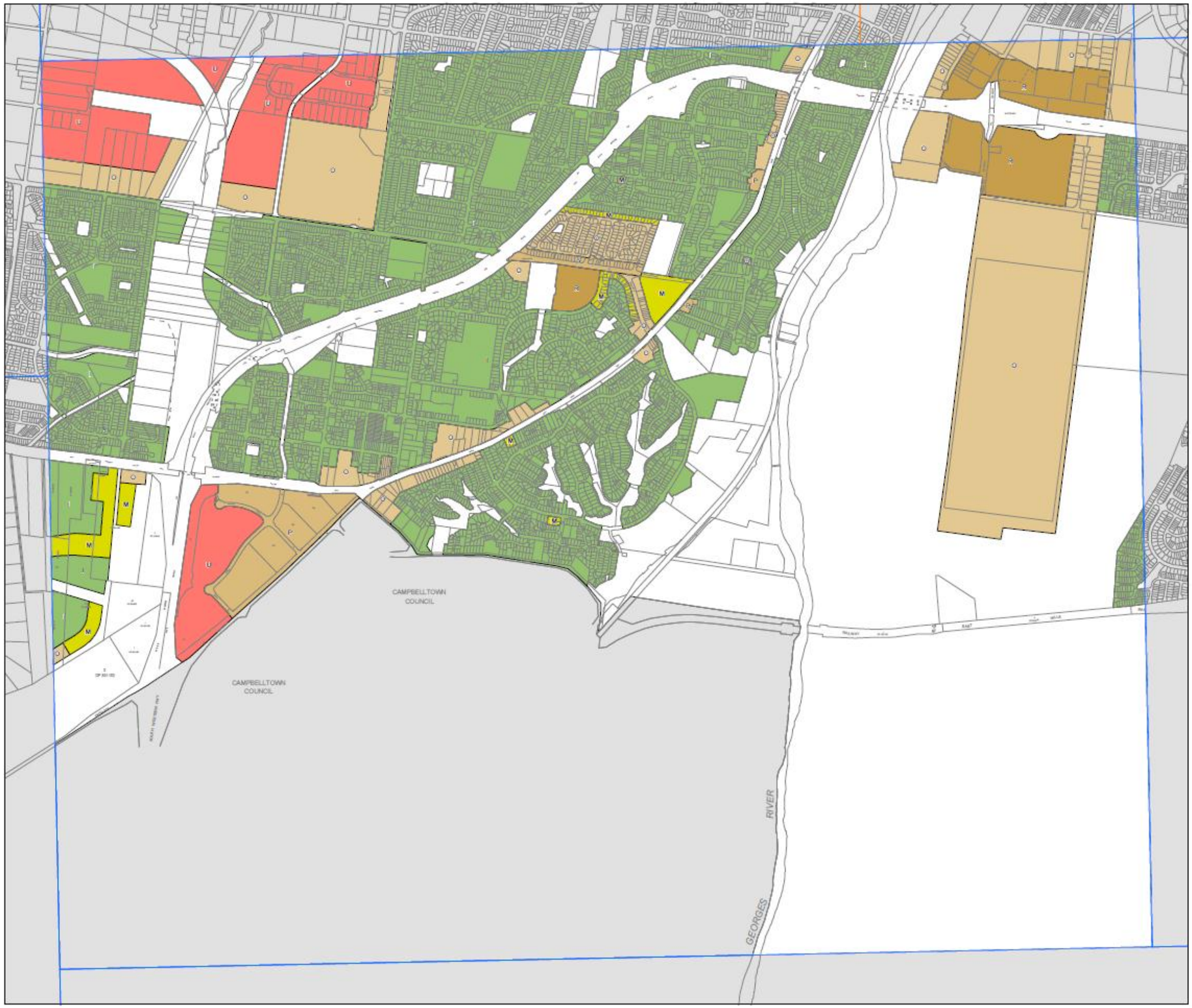
0 200 400 600 800

Metres

Scale: 1:20,000 @ A3

Projection GDA 1994
MGA Zone 56

Map identification number:
4900_COM_HOB_013_020_20120216



Liverpool Local Environmental Plan 2008

Lot size map - sheet LSZ-013

Minimum Lot size (sq m)

- D 300
- F 400
- G 450
- M 600
- Q 700
- U 1000
- V 2000
- W 4000
- Y 10000
- Z 2ha
- AB1 10ha
- AB2 40ha
- AD 120ha
- refer to clause 4.1

Cadastre

Cadastre 13/1/2012 © Land and Property Information

N

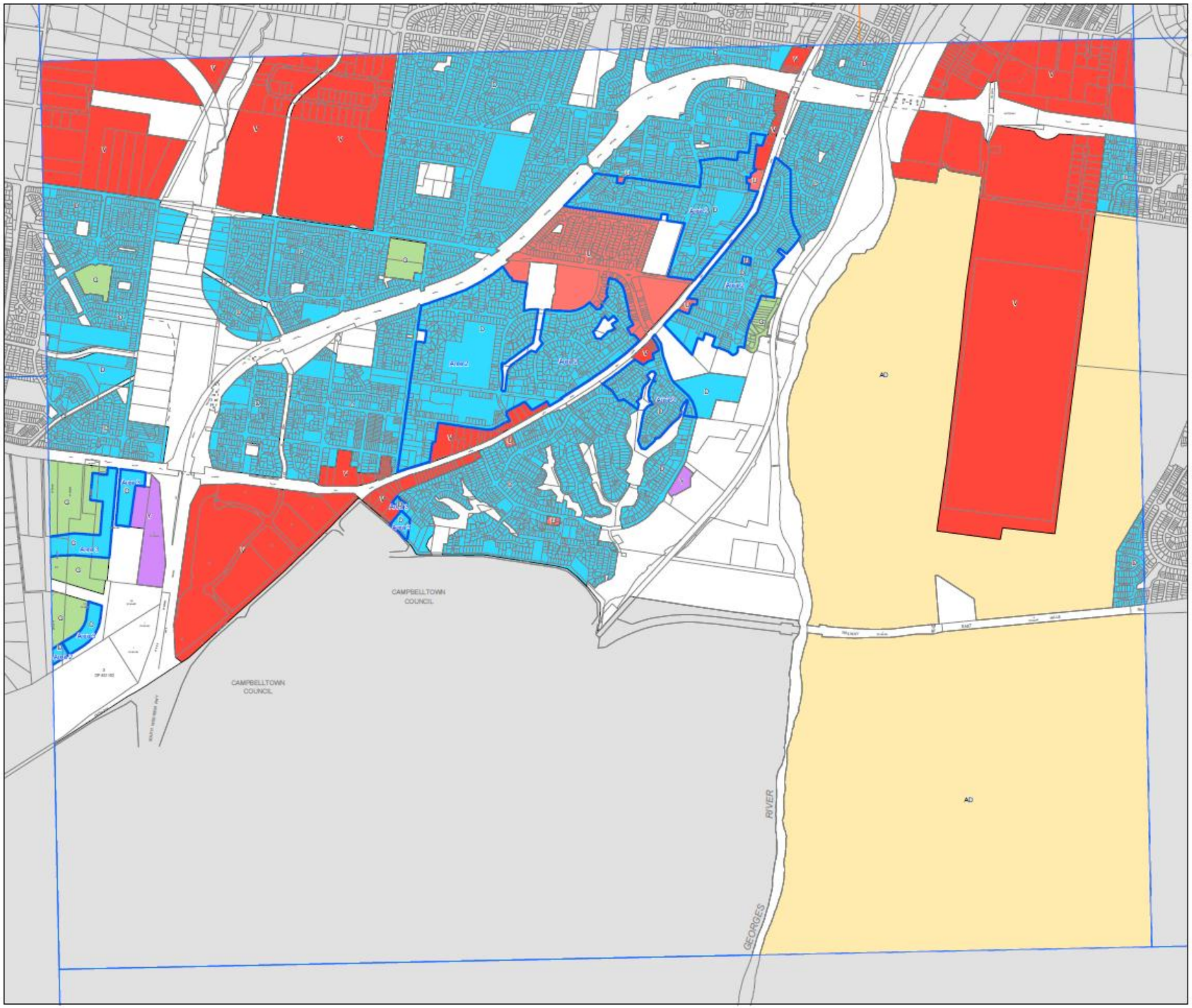
0 200 400 600 800

Metres

Scale: 1:20,000 @ A3

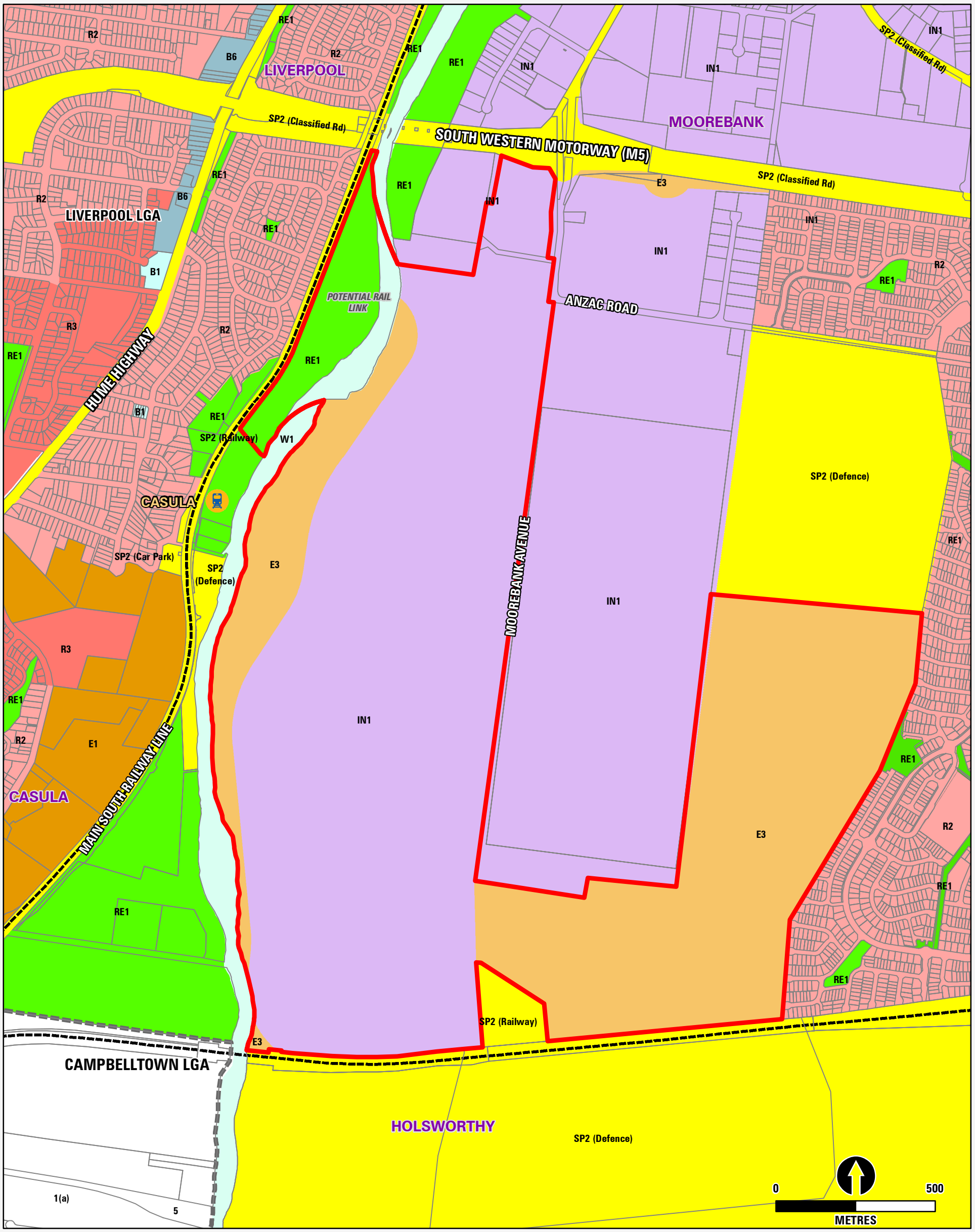
Projection GDA 1994
MGA Zone 56

Map identification number:
4900_COM_LSZ_013_020_20120216



Appendix B

Draft Land Zoning Map – Proposed amendment to Liverpool Local Environmental Plan 2008



Land subject of planning proposal
Rail line & station
Local government area boundary

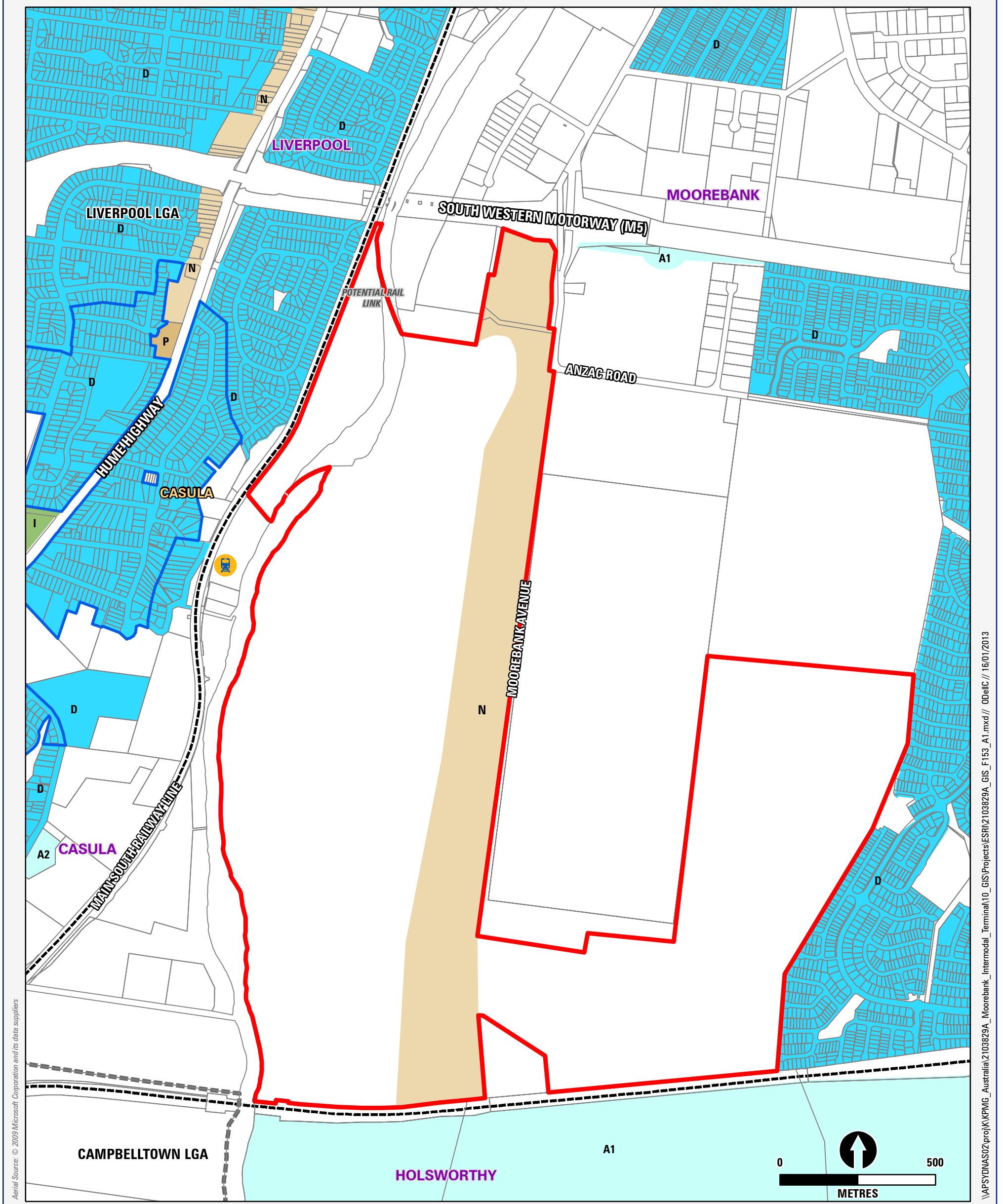
Liverpool LEP 2008

B1, Neighbourhood Centre
B6, Enterprise Corridor
E1, National Parks and Nature Reserves
E3, Environmental Management
IN1, General Industrial
R2, Low Density
R3, Medium Density Residential
RE1, Public Recreation
SP2, Infrastructure
W1, Natural Waterways

Appendix B: Draft land zoning map

Appendix C

Draft Floor Space Ratio Map – Proposed amendment to Liverpool Local Environmental Plan 2008



Land subject of planning proposal
Rail line & station
Local government area boundary

Maximum floor space ratio (n:1)

A1	0.01
A2	0.1
D	0.5
I	0.75
N	1.0
P	1.2
refer to clause 4.4	

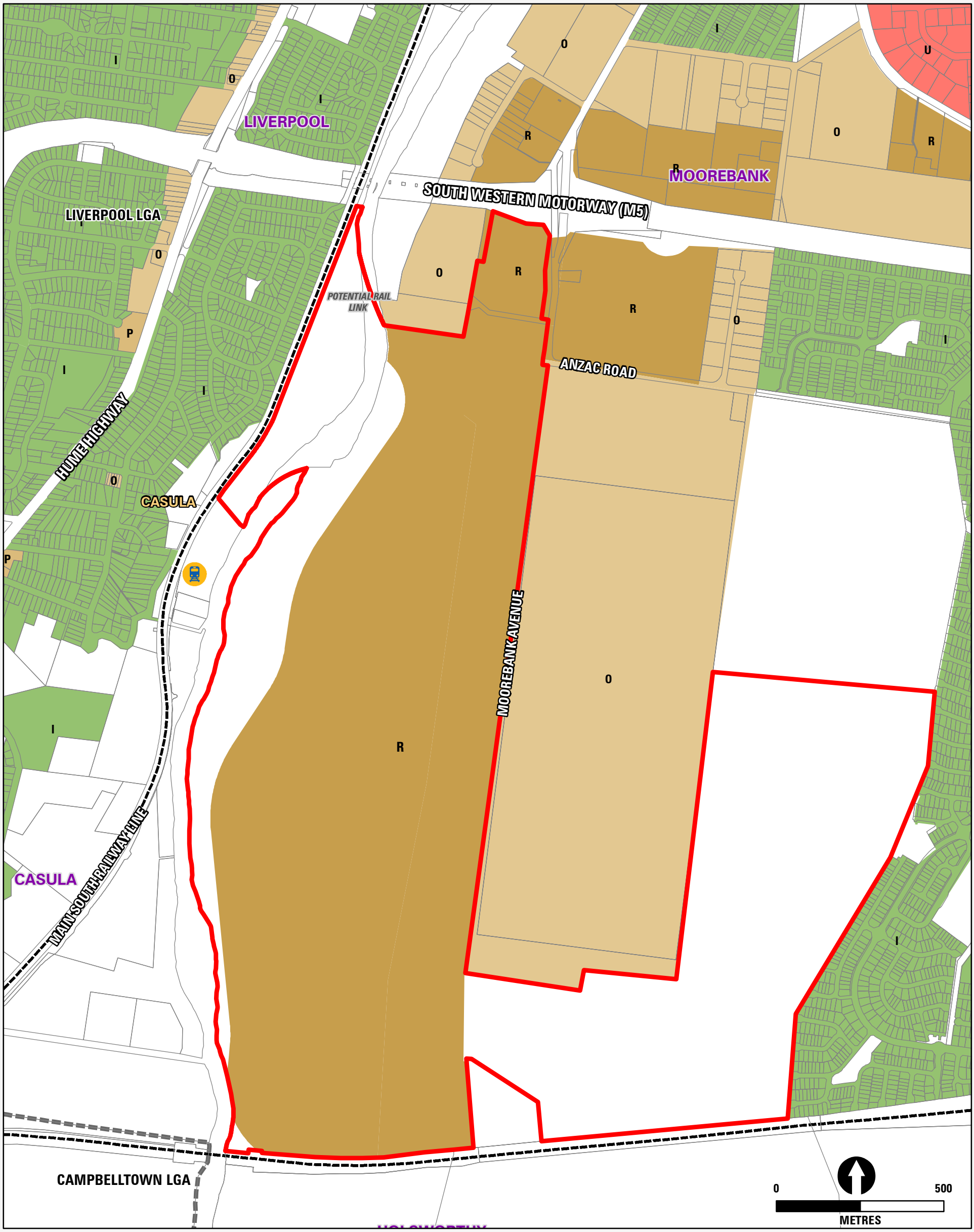
\\APSYDNAS02\proj\K\KPMG_Australia\2103829A_Moorebank_Intermodal_Terminal\10_GIS\Projects\ESRI\2103829A_GIS_F153_A1.mxd // ODellC // 16/01/2013

Appendix C: Draft floor space ratio map

Appendix D

Draft Height of Buildings Map – Proposed amendment to Liverpool Local Environmental Plan 2008

PLANNING PROPOSAL
PROPOSED AMENDMENT TO LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008

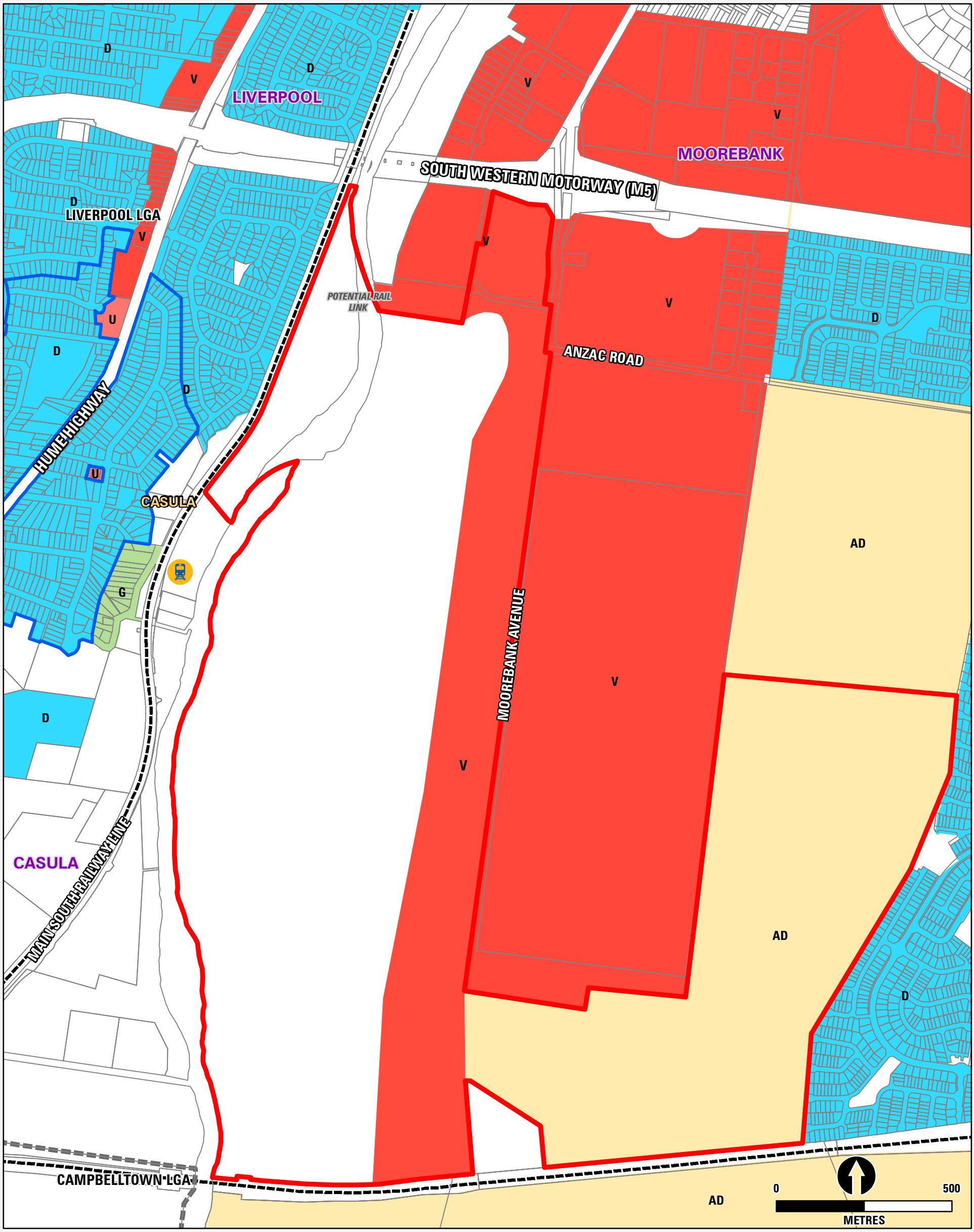


Appendix D: Draft height of buildings map

Appendix E

Draft Lot Size Map – Proposed amendment to Liverpool Local Environmental Plan 2008

PLANNING PROPOSAL
PROPOSED AMENDMENT TO LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008



Appendix E: Draft lot size map