

Proposed rezoning of the Glenfield Waste Site, Cambridge Avenue, Glenfield

Proposal Title :	Proposed rezoning of the Glenfield Waste Site, Cambridge Avenue, Glenfield		
Proposal Summary :	To rezone 48ha of Rural 1(a) land at Glenfield Waste Site, Cambridge Avenue, Glenfield to IN1 General Industrial, SP2 Car Parking and SP2 Public Purposes Corridor. Of the 48ha, only 28ha of land is developable due to landfill, transport corridor, riparian corridor and electricity transmission line constraints. Proposed future uses of the site include expansion and relocation of the existing recycling facility followed by development for warehousing and logistics purposes.		
PP Number :	PP_2013_CAMPB_002_00	Dop File No :	11/444

Proposal Details

Date Planning Proposal Received :	14-Jun-2013	LGA covered :	Campbelltown
Region :	Sydney Region West	RPA :	Campbelltown City Council
State Electorate :	CAMPBELLTOWN	Section of the Act :	55 - Planning Proposal
LEP Type :	Spot Rezoning		

Location Details

Street :	Cambridge Avenue		
Suburb :	Glenfield	City :	Campbelltown
		Postcode :	2167
Land Parcel :	Part Lot 91 DP 1155962, Lot 92 DP 1155962, Part Lot 3 DP 736881, Lot 3 DP 735524, Part Lot 2 DP 333578, Part Lot 1 DP 113201		

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Land Release Data

Growth Centre :	N/A	Release Area Name :	N/A
Regional / Sub Regional Strategy :	Metro South West subregion	Consistent with Strategy :	Yes
MDP Number :		Date of Release :	
Area of Release (Ha) :		Type of Release (eg Residential / Employment land) :	N/A
No. of Lots :	6	No. of Dwellings (where relevant) :	0
Gross Floor Area :	200,000.00	No of Jobs Created :	1,250

The NSW Government
Lobbyists Code of
Conduct has been
complied with :

If No, comment : To the best of the knowledge of the regional team, the Department's Code of Practice in relation to communications and meetings with Lobbyists has been complied with. Sydney West has not met with any lobbyist in relation to this proposal, nor has the Regional Director been advised of any meetings between other departmental officers and lobbyists concerning this proposal.

Have there been
meetings or
communications with
registered lobbyists? :

No

If Yes, comment : The Department's Lobbyist Contact Register has been checked on 3 July 2013 and there have been no records of contact with lobbyists in relation to this proposal.

Supporting notes

Internal Supporting
Notes :

THE SITE

The Glenfield Waste Site is bisected by an LGA boundary as follows:

1 60ha southern section within Campbelltown LGA, containing the subject land of 48ha. The Campbelltown section is utilised for waste sorting, principal site access and an office/administration building.

2. The northern section within Liverpool LGA (Fig. 3.1). The Liverpool section is utilised for soil and sand extraction and for non-putrescible solid waste landfill.

It should be noted that the northern Liverpool section is currently zoned RE1. Council has confirmed that the Liverpool LGA section is not subject to any planning proposal, nor have any parties contacted Council with regards to rezoning or redevelopment.

BACKGROUND

The site's Rural 1(a) zoning reflects the historical rural land uses in the area and does not reflect the current use of the Glenfield Waste Site as a waste disposal and extractive industry facility. The local area is now an established urban area comprising residential, industrial, commercial, education, open space and major public infrastructure land uses. The rural zoning of the subject land is no longer appropriate and the rezoning seeks to represent the optimum use for the site.

Of the subject land's 48 ha, approximately 28ha are developable. The remaining 20ha is designated as follows:

1. Approximately 11ha south of Cambridge Avenue (being part Lot 3 in DP 736881) is affected by an easement for transmission lines owned by the Electricity

Transmission Authority. The area is to be rezoned SP2 Car Parking and used for private car parking purposes for employees and visitors. The land also provides a buffer between residential land uses to the south and industrial uses to the north.

2. Approximately 15ha of landfill area north of Cambridge Avenue. This area may facilitate ancillary land uses.

3. 0.46ha north of Cambridge Avenue, owned by Transport for NSW and designated as a railway corridor.

LAND USAGE

The planning proposal does not comment on the proposed land uses of the section to be rezoned as IN1.

The applicant's rezoning submission proposed long-term land uses as follows:

1. Expansion of the existing recycling facility to include additional materials. The owners have entered into a contract with Boral Resources to manage the expanded facility.

2. Relocation of the expanded waste facility to the northern section of the Waste Site within Liverpool LGA.

3. The southern section of land would be developed for industrial uses with a focus on warehousing and logistics.

EMPLOYMENT

Based on 200,000 sqm of floor space, estimates of warehouse employment densities indicate that development of the subject land may provide up to 1,250 jobs (Applicant's proposal, p.15).

INFRASTRUCTURE

Council considers the site suitable for rezoning due to its proximity to major transport infrastructure, as follows:

1. Glenfield rail station (within 1 km)
2. Bus routes
3. Sydney Motorway Network
4. Planned Sydney Intermodal Terminal Alliance (SIMTA)
5. Moorebank Intermodal Terminal
6. Southern Sydney Freight Line (under construction), which will connect to the Intermodal Terminals.

INTERNAL CONSULTATION

Employment Lands has no objection to the planning proposal.

The Office of Strategic Lands has no objection to the planning proposal, however it requests that the land zoned 6(b) Regional Open Space that adjoins the eastern boundary of the subject land be dedicated and removed from the land reservation acquisition map in return for the value uplift that will generate on rezoning of the subject land.

DELEGATION

Council has not requested delegation due to the size and complexity of the proposal.

POLITICAL DONATIONS DISCLOSURE STATEMENT

The political donation disclosure laws commenced on 1 October, 2008. The legislation requires public disclosure of donations or gifts for certain circumstances relating to the

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Planning system.

The disclosure requirements under the new legislation are triggered by the making of relevant planning applications and relevant public submissions on such applications.

The term relevant planning applications means:

"A formal request to the Minister, a council or the Director-General to initiate the making of an environmental planning instrument..."

Planning Circular PS 08-009 specifies that a person who makes a public submission to the Minister or Director-General is required to disclose all reportable political donations (if any).

No disclosures were provided for this planning proposal.

External Supporting
Notes :

Adequacy Assessment

Statement of the objectives - s55(2)(a)

Is a statement of the objectives provided? Yes

Comment :

The proposal seeks to:

1. Enable the Glenfield Waste Site located north of Cambridge Avenue, Glenfield to be developed for industrial development.
2. Enable the land located north of Cambridge Avenue, Glenfield that is currently owned and managed by Transport for NSW to be rezoned from rural land to a special use zone to reflect the current land use.
3. Enable the area of the site located south of Cambridge Avenue to:
 - a) continue to act as a buffer between residential land uses to the south and the current and proposed industrial land uses to the north
 - b) be rezoned to permit car parking as a special use, excluding heavy vehicles over 4.5 tonnes gross vehicle mass. Ancillary developments such as drainage works and roads will be permissible.

Explanation of provisions provided - s55(2)(b)

Is an explanation of provisions provided? Yes

Comment :

The subject lands are currently zoned 1(a) Rural A Zone. Rezoning is proposed as follows:

1. The privately-owned area north of Cambridge Avenue to Zone IN1 General Industrial.
2. The area north of Cambridge Avenue, owned by Transport for NSW, to Zone SP2 (Public Purposes Corridor)
3. The area south of Cambridge Avenue to SP2 Car Parking.

Justification - s55 (2)(c)

a) Has Council's strategy been agreed to by the Director General? No

b) S.117 directions identified by RPA :

* May need the Director General's agreement

1.1 Business and Industrial Zones

1.2 Rural Zones

1.3 Mining, Petroleum Production and Extractive Industries

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- 4.2 Mine Subsidence and Unstable Land
- 4.3 Flood Prone Land
- 4.4 Planning for Bushfire Protection
- 7.1 Implementation of the Metropolitan Plan for Sydney 2036

Is the Director General's agreement required? Yes

c) Consistent with Standard Instrument (LEPs) Order 2006 : Yes

d) Which SEPPs have the RPA identified?

SEPP No 19—Bushland in Urban Areas
SEPP No 44—Koala Habitat Protection
SEPP No 55—Remediation of Land
SEPP (Mining, Petroleum Production and Extractive Industries) 2007
GMREP No. 2 - Georges River Catchment
SREP No 9—Extractive Industry (No 2—1995)

e) List any other matters that need to be considered :

Have inconsistencies with items a), b) and d) being adequately justified? Yes

If No, explain :

Direction 1.1 Business and Industrial Zones

The proposed industrial land is within 1km of Glenfield Station, bus routes and motorway access and is surrounded by a mix of industrial, urban and residential land. The existing on-site waste facility, proposed nearby freight and transport hubs (SIMTA and Moorebank Intermodal Terminals) and the site's proximity to the South Sydney Freight Line lend support to the subject land being in a suitable location for industrial zoning.

The proposal encourages employment growth in suitable locations and is therefore consistent with the objectives of Direction 1.1.

Direction 1.2 Rural Zones

The site has not been used for agricultural purposes for many years and is unsuitable for agricultural use due to the proximity to major transport infrastructure and overhead electrical transmission lines. The subject land is currently used for industrial waste facility purposes and is surrounded by a combination of residential, industrial and transport land.

Given the current land uses, applicant's supporting studies and the Draft South West Sub-Regional Strategy's specification that the site has potential as employment land, it is considered that the proposal's inconsistency with the objective of Direction 1.2 is justified, subject to the Director-General's approval.

Direction 1.3 Mining, Petroleum Production and Extractive Industries

The rezoning of part of the site to zone IN1 General Industrial will preserve the current permissibility of mining, petroleum production and extractive industries under SEPP (Mining, Petroleum Production and Extractive Industries) 2007. The site and the South West Sub Region are located within AGL's Upstream Investments Pty Limited Petroleum Exploration License (PEL) 2. The land is not located in an identified mineral resource area.

The proposal is considered to be consistent with the aims of the SEPP. Consultation with the Department of Primary Industries - Minerals and Petroleum is recommended.

Direction 1.5 Rural Lands

The site has not been used for agricultural purposes for many years and is unsuitable for agricultural use due to the proximity to major transport infrastructure and overhead electrical transmission lines. The subject land is currently used for industrial waste

facility purposes and is surrounded by a combination of residential, industrial and transport land.

Given the current land uses, applicant's supporting studies and the Draft South West Sub-Regional Strategy's specification that the site has potential as employment land, it is considered that the proposal's inconsistency with the objective of Direction 1.5 is justified, subject to the Director-General's approval.

Direction 2.3 Heritage Conservation

An assessment (Appendix 22 of the applicant's submission) of the subject land found four Aboriginal objects/sites. The majority of the site has been heavily disturbed or previously developed and the potential for preservation of archaeological materials was low. The undisturbed areas may require further assessment and it is recommended that further consultation and assessment of these areas occurs.

Council's planning proposal did not address Direction 2.3. Due to the results of aboriginal consultation and the extent of existing development, the heritage value of the site is considered to be of minor significance, subject to the Director General's approval.

Direction 3.4 Integrating Land Use and Transport

A Traffic and Transport Review (AECOM, Appendix 15 of applicant's submission) considers the land suitable for industrial development. The subject land is situated within 1km of Glenfield Station. Buses operate close to the Canterbury Road and Railway Parade, though there are no bus routes along Cambridge Avenue itself. Pedestrian and cycle facilities in the vicinity are limited. It can be assumed that the majority of employees and visitors to the site will use private vehicles for transport. This reflects the Draft South West Sub-regional Strategy's finding that 79 per cent of trips are made by private vehicle in the South West.

It is unclear whether the SP2 Car Parking proposed zone south of Cambridge Avenue would be specifically utilised for employee parking, although Council's proposal indicates that it's use will be as "a private car park". Onsite parking is currently provided for employees on the existing site. The Rezoning Submission indicates that up to 1,300 additional parking spaces would be required. As the proposed development will potentially provide up to 1,250 jobs and public transport options in the area are limited, the development is inconsistent with Direction 3.4 through increasing dependence on cars and increasing the number of trips generated by development.

The Review indicates that there is capacity on Cambridge Avenue and surrounding roads to accommodate a greater number of private vehicles, however it is unclear whether the increase in car dependency is offset by the increase in employment/better utilisation of the land and whether there could be options for a wider range of alternatives to car transport to/from the site.

Council's planning proposal did not address Direction 3.4. It is recommended that Council be requested to review this direction with regard to objectives 1(b) and 1(c) to ensure compliance.

Direction 4.3 Flood Prone Land

The most recent flood study (The Upper Georges River Flood study, Department of Land & Water Conservation and Liverpool City Council - Dec 2000, Appendix 24 of the planning proposal) shows that the riparian corridor on the eastern boundary of the site and a small area adjacent to Cambridge Avenue at the south eastern corner of the site are susceptible to a 1 in 100 year flood event.

Although the areas subject to flooding are small, the following issues may be relevant:

1. The riparian corridor is not proposed to be developed. Any development adjacent to the corridor must consider the proximate flooding risk.
2. The south eastern potential flood area is close to the entrance of the site. No discussion has been made of the potential effects on access and surrounding facilities.
3. The most recent flood study was carried out in 2000.

It is recommended that Council be requested to review this direction with regard to objectives 1(b) to ensure compliance.

Direction 4.4 Planning for Bushfire Protection

The Bushfire Prone Map for the Campbelltown area identifies that the riparian corridor contains Vegetation Category 2 and twelve hectares of land south of Cambridge Avenue contains Vegetation Buffer (Bushfire Prone Map, Appendix 18 of the applicant's proposal). The corridor is not designated for development, however some minor development may occur on the southern area containing Vegetation Buffer.

Council has stated that any development of the site will comply with the current bushfire protection measures specified by the Planning for Bushfire Protection Guidelines 2006.

Direction 4.4 requires the approval of the NSW Rural Fire Service prior to any inconsistency being approved by the DPI. Should a favourable Gateway Determination be issued, it is recommended that Council consult with the NSW Rural Fire Service.

Direction 6.1 Approval and Referral Requirements

The proposal does not introduce provisions requiring concurrence, consultation or approval, nor does it nominate any site as designated development. The proposal is considered to be consistent with this direction.

Direction 7.1 Implementation of the Metropolitan Plan for Sydney 2036

The proposed rezoning would provide employment land and create local jobs within the Campbelltown LGA close to transport infrastructure. The proposal is considered to be consistent with this direction.

SEPP No. 19 Bushland in Urban Areas

The subject land contains sections of bushland, including Cumberland Plain Woodland. With regard to retaining existing bushland, Council will require the applicant to undertake further studies to determine the quality of vegetation on site. Council will consult with the Office of Environment and Heritage during community consultation.

The proposal is considered to be consistent with the aims of the SEPP, subject to further studies and consultation being undertaken.

SEPP 20 Greater Metropolitan Regional Environmental Plan No 2—Georges River Catchment

The proposed rezoning will maintain the open space corridor which is approximately 200 metres wide between Georges River and the site. The open space will act as a buffer between the river and the proposed development. In addition Clause 7.8 Riparian land and watercourses [local] under the provisions of draft LEP 2013 will ensure that future development will not have adverse impacts on the Georges River.

The proposal is consistent with the aims of the SEPP, however consultation with the

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Office of Environment and Heritage and/or Sydney Water Catchment Authority may be appropriate to ensure that development will not affect water quality.

SEPP No. 33 Hazardous and Offensive Development

The subject land south of Cambridge Avenue provides a buffer between the industrial operations, proposed car parking area and the residential housing to the south.

The proposal appears to be consistent with the aims of the SEPP, however the impacts of potential environmental noise pollution and air pollution caused by industrial activities and/or car parking on the residential area should be considered with regards to any proposed development.

SEPP No. 44 Koala Habitat Protection

The Ecology Report (Appendix 17 of the applicant's submission) indicates that less than 5% of the trees are koala feed trees and that the site does not support potential koala habitat.

The proposal is considered to be consistent with the aims of the SEPP.

SEPP No. 55 Remediation of Land

The Geotechnical and Contamination Rezoning Report (Appendix 23 of the applicant's submission) concludes that the site is suitable for rezoning for industrial purposes. The subject land has not supported an active landfill cell for in excess of 20 years.

The proposal is considered to be consistent with the aims of the SEPP.

Mapping Provided - s55(2)(d)

Is mapping provided? **Yes**

Comment :

Community consultation - s55(2)(e)

Has community consultation been proposed? **Yes**

Comment : **Council has indicated that it considers an exhibition of 28 days as appropriate, but that it will comply with the Gateway Determination.**

Additional Director General's requirements

Are there any additional Director General's requirements? **No**

If Yes, reasons :

Overall adequacy of the proposal

Does the proposal meet the adequacy criteria? **Yes**

If No, comment :

Proposal Assessment

Principal LEP:

Due Date : **December 2013**

Comments in relation to Principal LEP : **Campbelltown's draft LEP 2013 is currently awaiting further documentation from Council.**

Council proposes to incorporate the planning proposal into draft Campbelltown LEP 2013, under which the subject lands are currently listed as Deferred Matters. If matters arising

from public exhibition could potentially delay draft CLEP 2013 then the planning proposal shall proceed separately as an Amendment to CLEP 2013.

Assessment Criteria

Need for planning proposal :

Consistency with strategic planning framework :

Draft Metropolitan Strategy for Sydney 2031:

Objective 13: Provide a well-located supply of industrial lands

Objective 27: Deliver efficient freight connections

The subject land is surrounded by existing industrial, urban and residential land uses. The site is located within 1km of the Glenfield rail station, is close to bus routes and the Sydney Motorway Network.

The Waste Site forms part of the Moorebank to Prestons and Minto significant freight industry cluster and is proximate to the planned Sydney Intermodal Terminal Alliance's (SIMTA) intermodal project, the planned Moorebank Intermodal Terminal and the Southern Sydney Freight Line. Future land uses of the Waste Site, including the subject land, may support the proximate freight and industry cluster.

Table 4 and Subregions: provide capacity for at least an additional 10,000 jobs to 2031 in the Campbelltown-Macarthur area.

The development of the subject land for industrial purposes could provide up to 1,250 new jobs. The subject land is situated close to the eastern boundary of Edmondson Park, part of the South West Growth Centre. The SW Growth centre will accommodate up to 300,000 people in the next 30 years.

Draft South West Subregional Strategy 2007

The SW Subregional Strategy identifies the Glenfield Waste facility as possibly providing employment land for light manufacturing, local industry and urban services.

Draft Campbelltown Employment Lands Review Report 2011 (Appendix 9)

The key strategic findings of the employment lands report were:

- The majority of the employment lands in Campbelltown LGA are occupied. At the time of the report there was approximately 30 hectares of vacant land, located mainly around the Minto industrial area
- There will be a significant increase in the local job deficit from 60,000 to almost 150,000 by 2036
- The development of a major intermodal facility along the south west corridor, such as that being proposed at Moorebank, will provide opportunities for development which supports the freight industry.
- Previous studies have identified two potential major sites – the Glenlee Coal Washery site and the Glenfield Waste Disposal site. Both sites have advantages but face infrastructure challenges.

Environmental social economic impacts :

Environmental

The Ecology Study (Appendix 17 of the applicant's proposal) found an area of Cumberland Plain Woodland, two Vulnerable species, koala food trees and habitat for 16 threatened and migratory fauna species. Due to these findings and the site's proximity to the Georges River riparian vegetation, and depending on the outcome of the future consultation with the Office of Environment and Heritage (OEH), Council is likely to undertake further detailed studies in relation to flora and fauna assessment.

Acoustic

The area south of Cambridge Ave, to be rezoned SP2 Car Parking, provides a buffer between residential areas to the south and future industrial uses to the north. Council indicates that further acoustic studies may be required to address potential impacts on the residential areas as a result of the proposed intensification of industrial uses at the northern parcel and the proposed car parking use, south of Cambridge Avenue.

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Stormwater and contaminated soil

A Stormwater system can be designed and engineered to discharge to the Georges River.

The applicant has submitted a Desktop Geotechnical & Contamination Rezoning Report (Consulting Earth Scientists, April 2012 at Appendix 23 of the applicant's proposal).

Access

The applicant submitted a preliminary Traffic and Transport Review (AECOM, Appendix 15 of the applicant's submission).

The report indicates that the subject land is appropriate for Zone IN1, subject to further detailed traffic impact assessment. The site currently has two access points. An additional access point is proposed from Cambridge Avenue to service future industrial developments at the site.

Social and Economic

The provision of up to 1,250 jobs from the proposed development will provide employment options for the local community. Further development of the site, in conjunction with the two proposed Intermodal Terminals and South Sydney Freight Line could provide an additional number of jobs on site.

Assessment Process

Proposal type : **Routine** Community Consultation Period : **28 Days**

Timeframe to make LEP : **12 months** Delegation : **DG**

Public Authority Consultation - 56(2)(d) :
Sydney Catchment Authority
Sydney Metropolitan Catchment Management Authority
Office of Environment and Heritage
NSW Department of Primary Industries - Agriculture
NSW Department of Primary Industries - Minerals and Petroleum
NSW Rural Fire Service
Transport for NSW
Transport for NSW - RailCorp
Sydney Water
Telstra
Transgrid
Adjoining LGAs

Is Public Hearing by the PAC required? **No**

(2)(a) Should the matter proceed ? **Yes**

If no, provide reasons :

Resubmission - s56(2)(b) : **No**

If Yes, reasons :

Identify any additional studies, if required. :

If Other, provide reasons :

Identify any internal consultations, if required :

Employment Lands (ELDP)

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Is the provision and funding of state infrastructure relevant to this plan? **No**

If Yes, reasons :

Documents

Document File Name	DocumentType Name	Is Public
Council Cover Letter, Glenfield Waste Site, Glenfield.pdf	Proposal Covering Letter	Yes
Council Report, Glenfield Waste Site.pdf	Determination Document	Yes
Map 3 - Existing Zoning Map under LEP2002, Glenfield Waste Site.pdf	Map	Yes
Map 4 - Existing draft Zoning Map draft CLEP2013, Glenfield Waste Site.pdf	Map	Yes
Map 5 - Proposed Zoning Map DLEP2013, Glenfield Waste Site.pdf	Map	Yes
Map 6 - Proposed Height of Buildings Map, Glenfield Waste Site.pdf	Map	Yes
Planning Proposal - Glenfield Waste Site - Compressed.pdf	Proposal	Yes
Map 1 - Subject Site Location Plan, Glenfield Waste Site - Compressed.pdf	Map	Yes
Map 2 - Subject Site Aerial Photo, Glenfield Waste Site - compressed.pdf	Map	Yes
Consultant Rezoning Submission - Rezoning Report (pages 1-72).pdf	Study	Yes
Consultant Rezoning Submission - Appendix 1-2 (pages 73-107).pdf	Study	Yes
Consultant Rezoning Submission - Appendix 3-13 (pages 108-141).pdf	Study	Yes
Consultant Rezoning Submission - Appendix 14-18 (pages 142-272).pdf	Study	Yes
Consultant Rezoning Submission - Appendix 19-22 (pages 273-366).pdf	Study	Yes
Consultant Rezoning Submission - Appendix 23 (pages 367-437).pdf	Study	Yes
Consultant Rezoning Submission - Appendix 24-26 (pages 438-529).pdf	Study	Yes

Planning Team Recommendation

Preparation of the planning proposal supported at this stage : **Recommended with Conditions**

S.117 directions:

- 1.1 Business and Industrial Zones
- 1.2 Rural Zones
- 1.3 Mining, Petroleum Production and Extractive Industries
- 4.2 Mine Subsidence and Unstable Land
- 4.3 Flood Prone Land
- 4.4 Planning for Bushfire Protection
- 7.1 Implementation of the Metropolitan Plan for Sydney 2036

Additional Information : It is considered that the proposal has merit, subject to the following requirements:

1. Council amends Part 1 of the planning proposal to include the proposed use of the site.
2. Council undertakes the studies identified in the planning proposal.
3. Council consults with the Office of Strategic Lands with regards to the dedication of the land zoned 6(b) Regional Open Space adjoining the eastern boundary of the subject land and removal from the land reservation acquisition map.

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4. Community Consultation for a period of 28 days.

5. The timeframe for completing the local environmental plan is to be 12 months from the week following the date of the Gateway Determination.

6. Consultation is required with the following public authorities under section 56(2)(d) of the EP&A Act:

- a) Sydney Catchment Authority
- b) Sydney Metropolitan Catchment Management Authority
- c) Office of Environment and Heritage
- d) NSW Department of Primary Industries - Agriculture
- e) NSW Department of Primary Industries - Minerals and Petroleum
- f) Transport for NSW
- g) Transport for NSW - Railcorp
- h) NSW Rural Fire Service
- i) Sydney Water
- j) Telstra
- k) Transgrid
- l) Adjoining LGAs.

7. The Director General's delegate agrees that any inconsistencies with the following Section 117 directions are justified and/or of minor significance:

1.2 Rural Zones

1.5 Rural Lands

2.3 Heritage Conservation

3.4 Integrating Land Use and Transport.

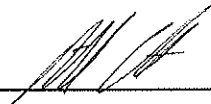
Supporting Reasons :

1. The subject land is no longer suitable for rural purposes due to the proximity to planned major infrastructure hubs, current industrial uses and neighbouring residential density.

2. The land is well-located to provide employment of up to 1,250 jobs for the local community and SW Growth Centre and will assist in meeting the 10,000 employment target for 2031 for Campbelltown-Macarthur.

3. Industrial development on the subject land may support the South Sydney Freight Line and the Moorebank and SIMTA Intermodal Terminals. The site has good access to current and future public transport infrastructure.

Signature:



Printed Name:

STEPHEN WARDINER

Date:

26/7/3