Modification to Planning Proposal

LEP Amendment at 146 Newbridge road, Moorebank

Prepared 13 December 2016

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Prepared for Tanlane Pty Ltd | 13 December 2016

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Final

Report J16077RP1 | Prepared for Tanlane Pty Ltd | 13 December 2016

Prepared and approved by	**Susan May-Raynes**
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Date	13 December 2016

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1 Background

1.1 Georges Cove Marine EIS

This Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Department of Planning's Guide to Preparing Planning Controls (Department of Planning, 2012).

On the 12 August 2014 the Sydney West Joint Regional Planning Panel approved DA-846/2012, the Georges Cove Marina, (subject to conditions) relating to part of Lot 7 DP 1065574 and known as 146 Newbridge Road, Moorebank, which is a 22 hectare site adjoining the George's River. This approval includes the following key elements:

- Erection of a maritime building including dry berth facility providing 250 berths for small craft, function centre and associated kiosks, tourist, entertainment, recreation and club facilities;
- Provision of a wet berth facility for 186 small craft berths (including casual berths) including public recreational facilities, and associated works and infrastructure;
- Construction of a private marina club house; and
- Construction of three car parking areas including a basement car park providing a total of 560 car spaces.

The land on which this development is to be constructed is zoned Public Recreation RE1 and Private Recreation RE2 and the development for a marina and the related recreational facilities is permitted with consent in these zones.

The validity of the consent was challenged by the proposal's sole objector, Moorebank Recyclers, in the NSW Land and Environment Court. On 18 March 2015, the court ruled in favour of the objector, declaring that the Consent was invalid because the application did not satisfy the requirements of *SEPP 55 Remediation of land*. The judge ruled that Tanlane could commission the necessary investigations, reapply for a consent and supply the investigation to the JRPP as part of a new application.

As a result in July 2015, Benedict Industries re-applied for consent for the marina. The proposal being much the same as that approved by the JRPP on 22 August 2014 but included a detailed investigation of contamination and a comprehensive remediation action plan. This application was approved by the JRPP on 29 September 2016.

Construction is yet to commence on any component of the approved development.

A planning proposal was lodged with Liverpool City Council on 12 January 2015 seeking an amendment to Schedule 1 of the Liverpool Local Environmental Plan 2008 (LLEP) to enable residential development within RE2 zoned land on the Georges Cove Marina site. Since the lodgement of this application, detailed survey investigations of the Georges Cove Marina site and the proposed residential development to the north have identified a misalignment between the boundary of the two sites and a parcel of land which was not considered as part of the original planning proposal. This planning proposal deals with these two issues as one proposal.

1.2 Planning proposal

The planning proposal is designed to achieve the goals of residential development of the Georges Cove Marina, and the better integration of this development with residential uses on the neighbouring land.

This proposal seeks two amendments to the LLEP. These are:

1. Amend the LLEP to enable residential uses in parts of the recently approved Georges Cove Marina. Specifically the development will comprise 17 terrace dwellings on the private marina clubhouse site and 108 apartments in the maritime building. The former has a GFA of 4.720m^2 and the latter 14,128m^2 giving a total GFA of 18,848m^2. An additional 15% has been added to the total GFA figure to allow flexibility for future DAs. This has been based on advice received from the Council, and will result in a total GFA of 21,675m^2 for the site overall.

   This proposal seeks a minor modification to the applicable planning instrument, the LLEP, to allow residential uses within two of the approved buildings in the RE2 zone. To enable this residential use an amendment to Schedule 1 – Additional Permitted Uses of the LLEP is sought. A 'Key Site Map' will be included to illustrate the affected parcels of land

2. Adjust the boundary of the R3 Medium Density Residential zoned portion of the site

   To correct a misalignment between the boundary of the two sites, this proposal also seeks to adjust the boundary between the R3 Medium density residential zone portion of the site, and the RE2.

This report describes the site, the proposed development and amendments to the LLEP which facilitates the development and an assessment of the relevant environmental impacts of the proposed use. It draws on specialist technical reports appended to this proposal (refer to Table of Contents).

This planning proposal is at the first stage of the above process, that is, the relevant planning authority (i.e. Liverpool City Council (Council) or the Western Sydney Region Joint Regional Planning Panel) has to decide whether or not to recommend to the Minister that the proposal proceed.

This Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This planning proposal was prepared and first lodged with Council in January 2015. It has been prepared in accordance with the Department of Planning's Guide to Preparing Planning Controls (Department of Planning, 2012), and not the subsequent August 2016 Guidelines.

Whilst the structure and format of the proposal is not consistent with the August 2016 Guidelines the information contained in the report is.

2 Proposed development under amended planning proposal

2.1 Residential use of the Georges Cove Marina

This proposal seeks a minor modification to the applicable planning instrument, the LLEP, to allow residential uses within the proposed RE2 zoned Georges Cove Marina. To enable this residential use an amendment to Schedule 1 – Additional Permitted Uses of the LLEP is sought.

This amendment is sought in accordance with Part 2.5 in the LLEP which states:

> '2.5 Additional permitted uses for particular land
>
> (1) Development on particular land that is described or referred to in Schedule 1 may be carried out:
>
> (a) with development consent, or
>
> (b) if the Schedule so provides—without development consent, in accordance with the conditions (if any) specified in that Schedule in relation to that development.
>
> (2) This clause has effect despite anything to the contrary in the Land Use Table or other provision of this Plan.'

An amendment to Division 2 – Other provisions of the LLEP is also sought to permit residential development on the site (with a maximum gross floor area (GFA) in square metres) on the RE2 zoned site. A 'Key Site Map' will be included to illustrate the affected parcel of land (refer Figure 2.1).

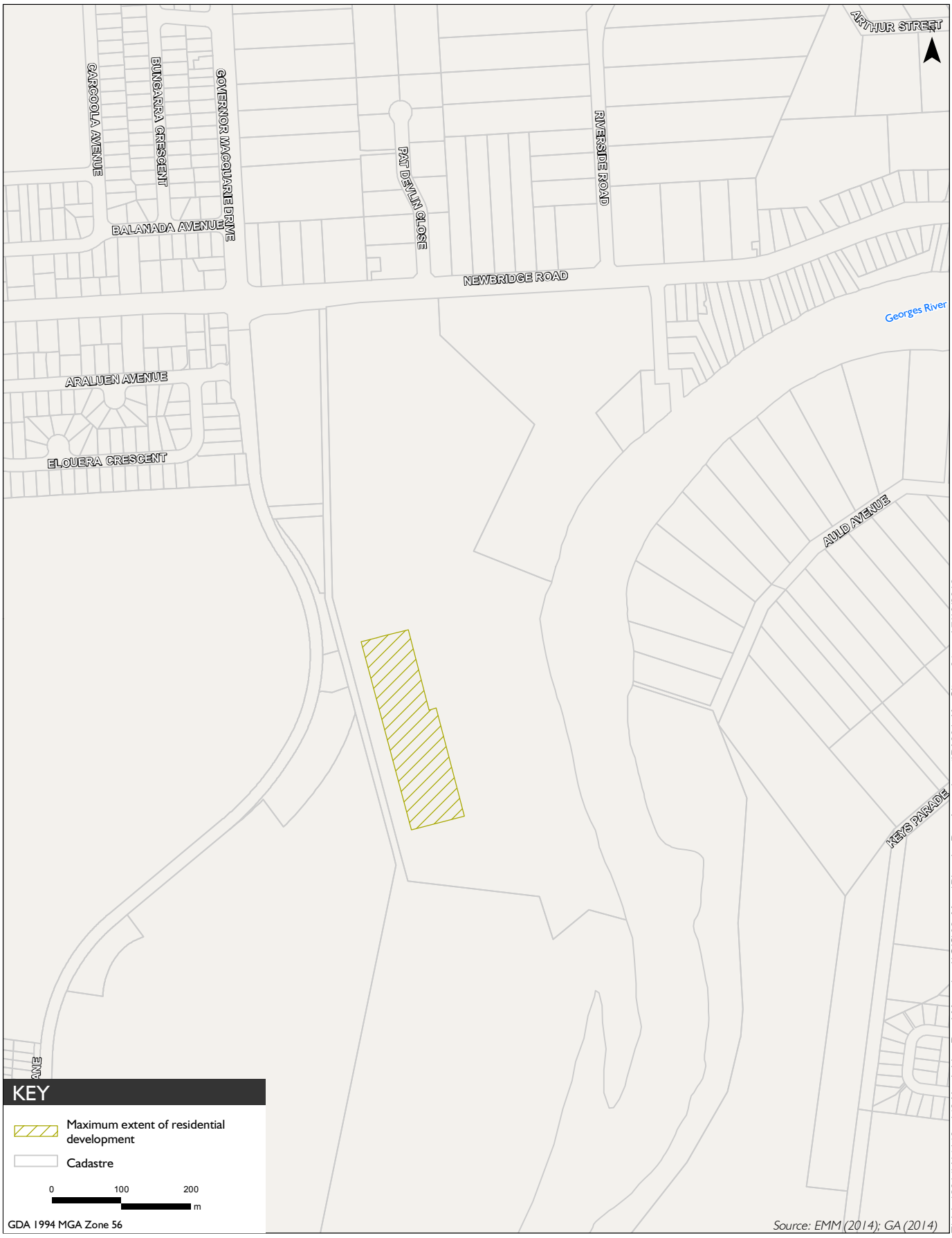
The amendment to the LLEP will enable residential uses in parts of the approved Georges Cove Marina. Specifically, the proposed residential development is 17 terrace dwellings on the private marina club house site and 108 apartments in the maritime building. The former has a GFA of 4,720m² and the latter 14, 128m² giving a total GFA of 18,848m².

2.1.1 Change to residential footprint on key sites map

To provide flexibility for the final design of the marina's residential component and ensure that related facilities such as car parking and stormwater drainage are permissible, the boundary of the proposed residential component of the marina has been reconfigured (refer Figure 2.1). It also extends slightly beyond the building envelope of the marina. However, there is no intention to extend the floor area of the proposed residential development beyond the building envelope of the approved marina. The maximum floor area proposed under the original planning proposal remains the same (refer Table 6.1).

2.2 Zone boundary adjustment

Approval is also sought for a minor adjustment to the boundary of the R3 Medium Density Residential zoned portion of the site (refer Figure 2.2). The southern boundary of the R3 zoned land will be re-located south to provide approximately 0.41 ha of additional R3 land. The zone boundary adjustment will address the misalignment between the boundaries of the Georges Cove Marina and the adjoining proposed residential subdivision. It will better align the future uses of both zones and allow for a more logical and appropriate development on-site (refer Figure 2.3). The zone boundary adjustment will not alter the overall design of the Georges Cove Marina development.



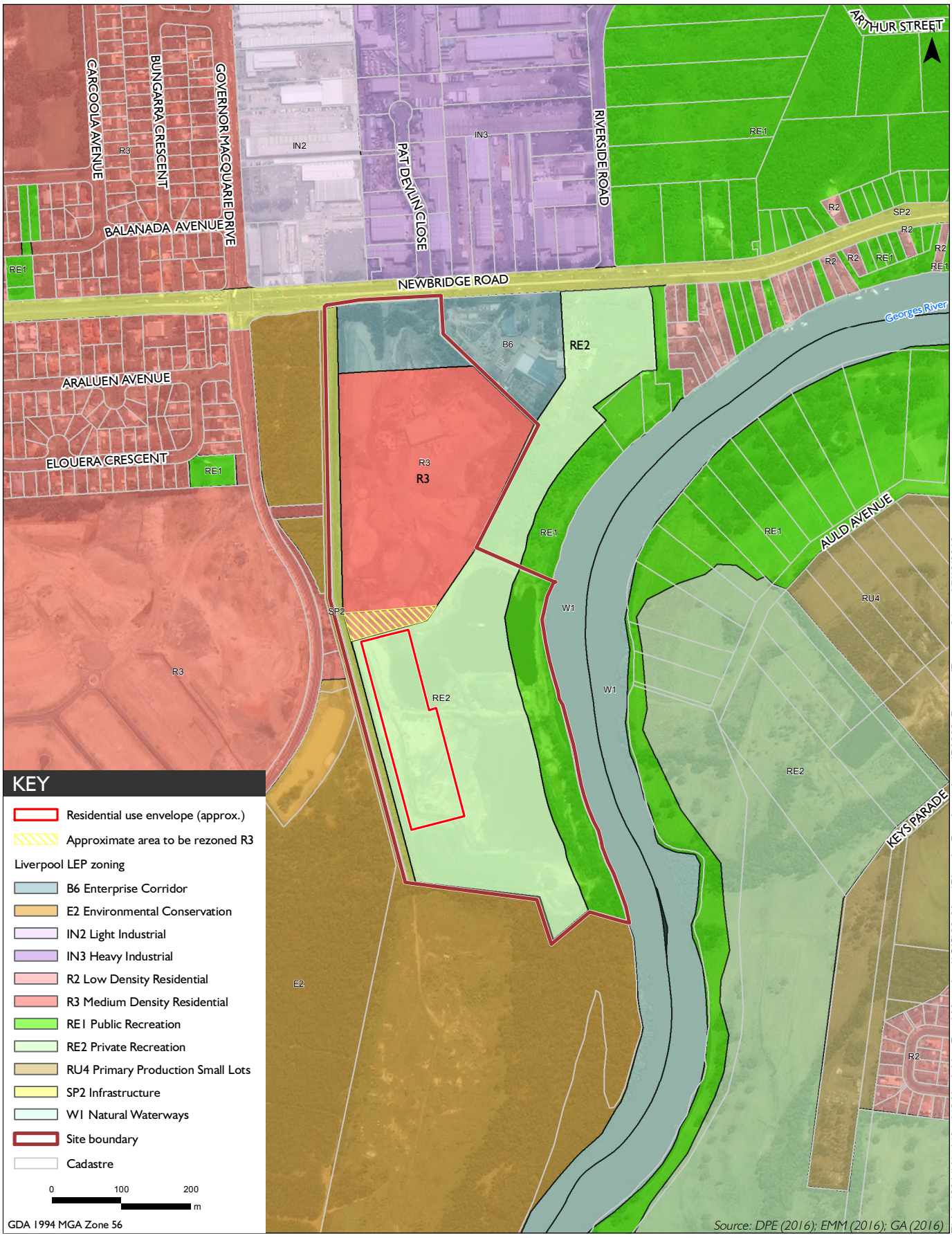
Key sites map

Residential use permissible in marina

146 Newbridge Road, Moorebank

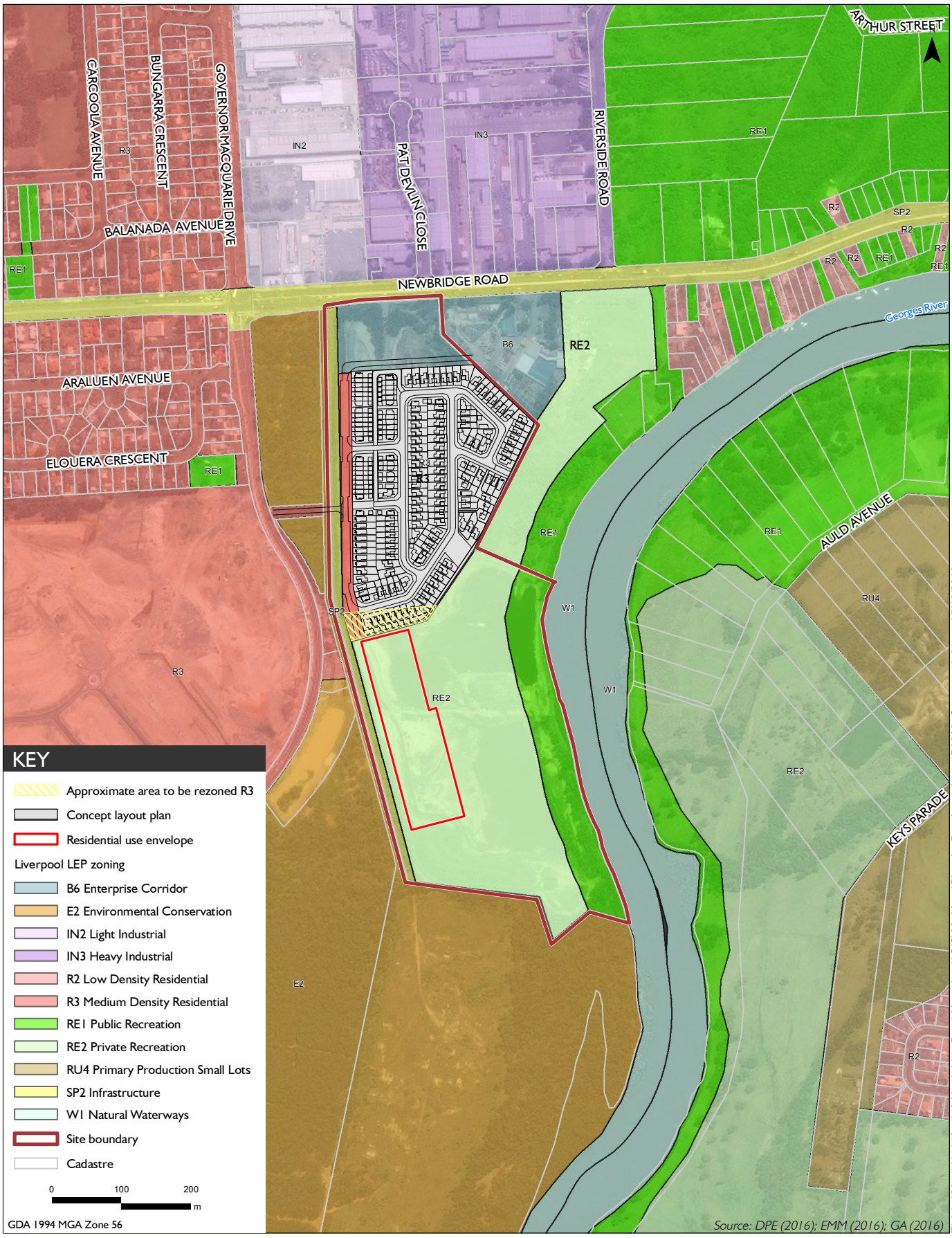
Planning proposal modification

Figure 2.1



Proposed zone boundary change

Development of Georges Cove Marina
Planning proposal modification
Figure 2.2



Conceptual subdivision plan

Development of Georges Cove Marina
Planning proposal modification
Figure 2.3

3 Site characteristics

3.1 The site and surrounds

The land affected by this planning proposal is two separate parcels which are referred to as 'the site'. (refer site location plan – Figure 3.1). The site is located within Lot 7 in DP 1065574 in Newbridge Road, Moorebank, Liverpool.

It is located adjacent to the Georges River to the east, Newbridge Road to the north and George's Fair residential estate to the west. Land to the east of Georges River is located within the Bankstown Local Government Area and is characterised as expansive recreational open space. To the south of the site is the Wurrungwuri Reserve.

The approved marina development (as described in Section 1) will use an existing sand extraction dredge pond (of approximately 6 hectares) as the basis for the final marina basin. The proposed residential terraces and apartments will overlook the marina.

Vehicular access to the site will be as approved under DA -846/2012 that is via Brickmakers Drive and new local access roads.

The site is owned by Tanlane Pty Ltd, a related entity of Benedict Industries Pty Ltd.

3.2 Existing land use

The current operations at the site include extraction of sand by dredging and dry extraction, and resource recovery activities. These activities have been undertaken since 1992 by entities controlled by Tanlane Pty Ltd in accordance with all relevant regulatory requirements including development consents, environmental protection licences and other permits.

The site has been disrupted by the extractive operations which has occurred at the site since development consent was granted in 1992. It also contains a number of material stockpiles and outbuildings, which accommodate various plant and equipment associated with the use as well as office space for daily operations.

The approved Georges Cove Marina complex will lead to large areas of the site being rehabilitated and landscaped. This will compliment the general land use transition that is occurring in the area generally from former industrial uses to residential and open space uses.

Site location

146 Newbridge Road, Moorebank
Amended Planning proposal
Figure 3.1

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4 Current zoning and future planning

Following the gazettal of the LLEP on 28 August 2008 the site was rezoned from Rural 1(a) to Private and Public Recreation (RE1 and RE2). The RE1 Public Recreation Zone is located along the eastern boundary of the Tanlane property and is not affected by this proposal. The proposed uses will be restricted to the site (two land parcels) in the RE2 zone. The existing zoning is shown in Figure 4.1.

The objectives of the RE2 zone are:

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

The mechanism by which this proposal will be achieved is to amend Schedule 1 – Additional Permitted Uses of the LLEP to allow for residential development within the nominated site in the Private Recreation RE2 zone. This is proposed in accordance with Section 2.5 Additional Permitted Uses for particular land within Part 2 Permitted or prohibited development of the LLEP. The proposed amendment is shown on Figure 2.1, the 'key sites map' (which forms part of the amendment to the LLEP, refer Section 5 of this report).

Restrictions under the current zoning do not enable an efficient use of the land that takes into consideration the current and future land uses within the area. The subject land is located on the foreshore of the Georges River and provides an opportunity to complement adjoining land uses, including the Georges Cove residential development (Mirvac) under an R2 zoning adjoining the site's northern boundary, and the public and private recreation space which will occur under DA 846/2012 for a marina and associated infrastructure.

The new Georges Cove Marina will be developed as a holistic and integrated complex containing both public and private recreational facilities and housing. These uses are complimentary and compatible.

4.1 Balancing environmental and development values

The current recreational RE1 and RE2 zoning of the site and immediately surrounding land (Lot 7 DP 1065574) allows development of the land for recreation and some public infrastructure purposes. There is already an abundance of land zoned Recreation in the surrounding locality particularly to the north of the proposed development. The site under this proposal has been utilised as an extractive industry for more than a few decades resulting in a disturbed land form but the resource extraction is nearing completion. This planning proposal presents an alternative based on an analysis of land use demands, environmental constraints and relevant planning instruments and policies.

The provision of a marina on this site has already been justified, supported by Council, and approved under DA-846/2012. In summary, the JRPP concluded that the proposed marina facilities were generally in the public interest by providing a social and recreational facility that would enhance the locality and the regional stature of Liverpool LGA. Furthermore, the panel concluded that the proposed development would rejuvenate an otherwise degraded site, enhancing the landscape quality of the Georges River locality and that any significant environmental constraints were satisfactorily addressed.

The development of the Georges River Marina, with the proposed mix of dwelling types will provide residences to meet the future housing needs of the local area.

4.2 Demand for residential accommodation

Council undertook a residential development study which was subsequently adopted as the Liverpool Residential Strategy (LRS) in July 2008. The strategy plans for 25 years of housing development within Liverpool LGA by identifying areas that have the potential to accommodate housing growth, based on the availability of services and existing and future planned infrastructure.

The main objectives of the strategy are to:

- encourage medium density residential zones near to areas around activity centres (200m – 800m) and major transport nodes and down-zone fringe areas;
- introduce new high density residential zone nodes adjacent to main town centres and major transport nodes;
- encourage modest affordable private housing types within medium density zones, particularly around main town centres at Moorebank, Casula, Miller and Green Valley;
- group all high density residential zones (including mixed-use residential) into one zone and utilise additional uses and development standards to create distinctive characters; and
- introduce new location specific development standards (i.e. minimum lot size, floor space ratio and building height) to respond to specific capacity or existing or desired urban characters of different areas.

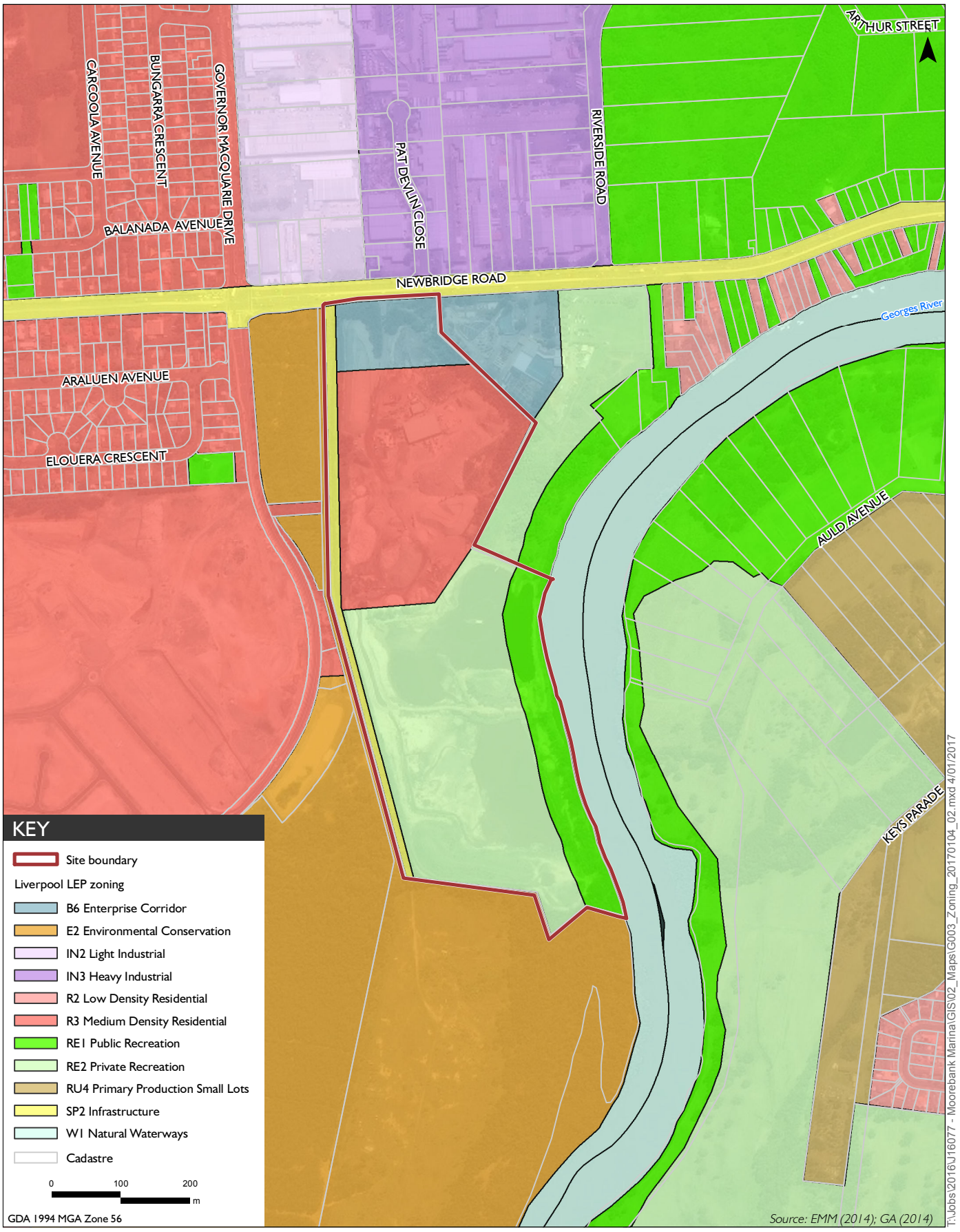
The strategy recognises that housing development should include a range of types and sizes to accommodate residents through their different stages of life, and to sustain the attractiveness of staying within Liverpool LGA. It also emphasises the importance of concentrating higher density residential development around transport interchanges to facilitate the use of public transport and reduce car dependency. Moorebank was one of the twelve local centres identified as having potential to accommodate housing growth.

Sydney's western region accommodates approximately 42% of Sydney's population and is projected to grow substantially. The 2011 ABS census indicates that the Liverpool LGA's population increased from 153,633 to 180, 143 residents equating to a 17% increase between 2006 and 2011. On the other hand, the average household size decreased, which accounts for the shift away from detached suburban dwellings and towards higher density developments (LRS 2008).

Furthermore, the strategy identifies states the need to take into consideration the fact that a great portion of the LGA's housing stock was constructed between the 1950s and 1970s, and is nearing the end of its building life. Having regard to the Sydney Metropolitan Strategy 2005 (which has evolved into the current Metropolitan Strategy for Sydney to 2031) and the applicable sub-regional plan for Sydney's south-west, the strategy states the importance of making available greenfield land for development as well as identifying renewal areas near existing town centres.

The above highlights that both Liverpool Council and the NSW Government recognise the need to facilitate increased housing development, particularly medium to high density residential development near established centres and public transport nodes in western regions of Sydney.

The proposed development will result in rehabilitation and rejuvenation of a degraded site adjacent to the Georges River. The amendment to the LLEP will allow for the establishment of a mixed use and residential development that will complement the already approved marina facility.



Existing zoning

146 Newbridge Road, Moorebank
Amended Planning proposal
Figure 4.1

5 Objectives and intended outcomes

5.1 Residential use of the Georges Cove Marina

The outcome sought by this planning proposal is to enable residential development on two small parcels of land situated at 146 Newbridge Road, Moorebank.

It is considered that the proposal will have substantial public benefits over the current recreational zoning. The objectives of the proposed housing component of the mixed use development are:

- to provide a greater housing variety and density, and more affordable housing choices;
- to reduce distances between housing, retail and recreational facilities, and other amenities; and
- to provide a stronger neighbourhood character.

More specifically, the proposal will provide a high-quality residential mixed use precinct to enhance the approved Georges Cove Marina and complement the adjoining land uses, particularly the Moorebank East and George's fair residential precincts, which are transitioning towards urban residential renewal with high design and environmental standards.

The planning proposal will enable the development of 17 residential terraces and 108 apartments. By adopting a more innovative dry boat storage system this proposal will not result in a reduction of floor space already approved for the cafe/restaurant and commercial premises located on the site. Further, it will not result in a reduction of the number of boats able to be stored within the approved complex. The intended outcome is illustrated on the architectural plans given in Appendix A.

The planning proposal is considered to be the best means of achieving the intended outcomes while minimising environmental disturbance.

5.2 Zoning boundary adjustment

The outcome sought by the proposed zone boundary adjustment is to allow for a more efficient use of the land. The parcel of RE2 Private Recreation zoned land subject to the rezoning has an existing elevated ground level that is similar in height to that of the adjoining R3 Medium Density Residential land and has a small surface area and irregular shape which will discourage future uses on the Georges Cove Marina site. The zone boundary adjustment will provide benefits to the locality by facilitating greater flexibility in the master planning and future subdivision of the R3 Medium Density Residential area, and allow for nine additional residential allotments upon land which would otherwise remain unused. The conceptual subdivision layout for the site is shown in Figure 2.3.

6 Explanation of provision

Two amendments to the LLEP are sought in the planning proposal. First, the extension of the R3 boundary southwards to incorporate a further approximate 0.41 ha of land as shown in Figure 2.2. Second, an amendment to Part 7, Division 2 and Schedule 1 of the LLEP 2008 as described in Table 6.1. Refer Appendix B for LEP maps illustrating lot size, FSR, height of buildings and proposed zoning.

Table 6.1 Proposed amendment to LLEP 2008

Amendment applies to	Explanation of provisions
Schedule 1 - Additional Permitted Uses	**Use of certain land in Moorebank for residential development in Zone RE2.** (1) This clause applies to land shown coloured green on the key sites map (Figure 2.1) (2) Residential development should comply with the existing controls for the RE2 zoning). (3) Development for the purposes of residential development is permitted with consent if: a) the total gross floor area of all residential development on the site does not exceed 21,765m^2.

7 Justification

7.1 Need for the planning proposal

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

The planning proposal is compatible with strategic planning for the area, including the Moorebank Strategic Plan and the Liverpool Residential Development Study. The proposed uses on the affected parcels of land are justified as they are appropriately located, provide sufficient land area required for the proposed facilities, are fully serviced with the necessary infrastructure and have few site constraints. The proposal is also compatible with applicable regional plans as explained in Section 5.1.

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

As discussed and agreed with Council officers at a pre-DA meeting on 11 December 2014, the proposed amendment to Schedule 1 Additional Permitted Uses of the LLEP of land is the best means of achieving the desired outcome. This proposal avoids the requirement to rezone the two small parcels of land.

3. Will the net community benefit outweigh the cost of implementing and administering the planning proposal?

The proposal will ensure that the objectives of the Sydney Metropolitan Strategy and the Liverpool Residential Strategy are realised. Significant resources have been spent on the preparation of these strategies and not proceeding with the recommendations contained within these documents would result in a higher cost, in that many outcome based recommendations would not be realised.

7.2 Relationship to strategic planning framework

4. 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 Metropolitan Plan for Sydney 2036 was released on 16 December 2010 and it will be replaced by the new Strategy 2031 (A Plan for Growing Sydney). Of relevance to this proposal is that it addresses the challenges facing Sydney through an integrated, long–term planning framework based on a number of strategic directions and key policy settings and actions.

The proposed amendment to the LLEP to facilitate residential development of the site will contribute to the achievement of a number of the Plan's strategic objectives.

Draft Subregional Strategies - South-West Subregion

The aim of the Subregional Strategies is to translate the objectives of the Metropolitan Strategy 2036 and State Plan to the local level. The site is located in the area covered by the 'South West Subregion Draft Subregional Strategy' (2007).

The South West Subregional Strategy provides the planning framework to guide the sustainable growth of South West Sydney over the next 25 years. One of the key directions within the strategy is to accommodate a high proportion of additional dwellings within the existing urban areas in order to protect bushland and rural and resource lands from encroaching urban development.

In support of this the Liverpool Regional City priorities include:

- enhance its role as the subregion's main centre for commercial, retail, service and entertainment; and
- increase housing opportunities around Liverpool CBD.

The proposed use of the site would contribute to the achievement of a number of the specific strategic directions and objectives of the Strategy.

Strategic Direction D – Housing Sydney's Population

This strategic direction seeks to ensure that Sydney is able to house its growing population. Potentially, this will result in urban sprawl which puts pressure on rural and 'fringe' land.

Relevant Objective: D1 – To ensure an adequate supply of land and sites for residential development.

The South West Subregion is expected to accommodate 155, 000 new dwellings up to the year 2036, including 83, 000 new dwellings in release areas, 41,000 of which are within the Liverpool LGA. The planning proposal is consistent with this objective.

The proposal seeks to establish residential dwellings within the RE2 Zone. This would increase the range of residential dwelling types within the locality of Moorebank. The residential dwellings would be subject to a development application which will need to demonstrate appropriate servicing strategies.

Greater Metropolitan Regional Environmental Plan No 2 – Georges River Catchment

The Greater Metropolitan Regional Environmental Plan No 2 – Georges River Catchment (GMREP No2) aims to maintain and improve the water quality and river flows of the Georges River and its tributaries. The plan (Part 2, Clause 7) provides planning principles to be applied by a consent authority when determining a planning proposal or development application. Compliance with the general and specific planning principles provided in Part 2, clauses 8 and 9, is summarised in the following table.

Table 7.1 Greater Metropolitan Regional Environmental Plan No.2 Principles

Principles	Compliance
Clause 8 General principles	
(a) the aims, objectives and planning principles of this plan	The proposed development seeks to maintain and improve the water quality of the Georges River.
(b) the likely effect of the proposed plan, development or activity on adjacent or downstream local government areas	The proposal will provide soil and erosion control measures; embellish river foreshore land; and provide site drainage. Therefore, it will improve the environmental performance of the marina and residential development site. The proposed development will not impact the eastern bank foreshore of the Georges River which is part of Bankstown LGA. There will be no downstream hydrological or water quality impacts so downstream LGAs will not be impacted.

Table 7.1 Greater Metropolitan Regional Environmental Plan No.2 Principles

Principles	Compliance
(c) the cumulative impact of the proposed development or activity on the Georges River or its tributaries	A Vegetation Management Plan (VMP) will describe embellishment of the river foreshore. Conditions recommended by the EPA, NOW and Fisheries NSW in response to previous applications for this site contain requirements which will address acid sulphate soils, contamination, vegetation, aquatic impact, erosion and sediment control and existing basin water. These requirements will be addressed prior to any construction.
(d) any relevant plans of management including any River and Water Management Plans approved by the Minister for Environment and the Minister for Land and Water Conservation and best practice guidelines approved by the Department of Urban Affairs and Planning (all of which are available from the respective offices of those Departments)	**Biodiversity of the Georges River Catchment** The development will assist biodiversity in the Georges River catchment by restoring the existing extractive industry site to provide habitat in the RE1 foreshore zone. The foreshore area will be embellished and stabilised with a rock wall and be revegetated with native species in accordance with a VMP. **Georges River Catchment Built Environment and Foreshore Access Study** The EIS prepared for the approved marina development on the site identified planning and management measures to improve the scenic environment and access to the waterways. The building footprint of the development the subject of this PP will not change from the already approved footprint. In a specific local context it is noted that the Boat ramp on Davey Robinson Drive was identified as a demonstration site for future development and enhancement. The demonstration sites are intended to illustrate the widest range of development and design opportunities for foreshore improvements, to consider access, recreation, built form, environment, cultural heritage and scenic quality. The proposed marina development meets the main criteria for future development as reflected in the suggested demonstration sites as it will: • provide a range of levels of access to the river; • enhance the natural values and recreational amenity of the foreshore areas and reduces adverse impacts on the waterway; • provide existing or potential links between access points and recreation areas; • link existing open space with foreshore bushland and enhance the riparian zone; • build on existing programs and projects in the area; • enhance the focus on the river; • improve the ecological environment by controlling access; and • have significant scenic amenity values. **Georges River Catchment: Better Practice Guidelines for Foreshore Works** Construction of the river bank rock unmooring and foreshore embellishments will be conducted in a manner consistent with the principles set out in these guidelines.

Table 7.1 Greater Metropolitan Regional Environmental Plan No.2 Principles

Principles	Compliance
(e) the Georges River Catchment Regional Planning Strategy (prepared by, and available from the offices of, the Department of Urban Affairs and Planning)	The proposal will meet the initiatives of this strategy.
(f) all relevant State Government policies, manuals and guidelines of which the council, consent authority, public authority or person has notice	Previous applications for the marina development on the site have been provided to EPA, NOW and Fisheries NSW which issued general terms of approval.
(g) whether there are any feasible alternatives to the development or other proposal concerned	The marina site currently accommodates an extractive industry. The locality has been rezoned to accommodate residential, business and recreational uses which is in keeping with the surrounding residential area. The proposal will contribute to the achievement of a number of other strategic directions and objectives for the greater Sydney region.
Clause 9 specific principles:	
(1) acid sulphate soils	The marina site has been identified on the LEP Acid Sulphate Soils map. An acid sulphate soil management plan has been provided for the site.
(2) bank disturbance	No disturbance of the bank or foreshore along the Georges River and its tributaries is proposed other than during construction when the marina entrance will be opened and rock armouring that will be installed as part of foreshore embellishment.
(3) flooding	An extensive flood assessment has been undertaken in relation to the proposed residential use of the Georges Cove Marina. In summary, the development fully complies with the requirements of the NSW Floodplain Development Manual (2005) and LLEP and other obligatory requirements in relation to development on or adjoining flood prone land The proposed zone boundary adjustment will not result in any additional flooding impacts nor expose additional residential land to flood risk.
(4) industrial discharges	There will be no industrial discharges from the marina site.
(5) land degradation	The proposed development will provide a stable landform with appropriate drainage, including along the foreshore. Erosion prevention and sediment control measures will be implemented during construction
(6) onsite sewage management	The marina site will be connected to the sewer mains
(7) river-related uses	River foreshore land to be embellished as per the VPA for the Marina development. .
(8) sewer overflows	Onsite sewerage will be designed to prevent sewage discharge to the river in the event of an overflow.
(9) urban/stormwater runoff	Flooding controls to be implemented. The provision of pump out facilities will reduce nutrients and pathogens entering the river from boats.
(11) vegetated buffer areas	River foreshore land to be embellished as per the VPA which will include vegetation enhancement.
(12) water quality and river flows	The development is unlikely to impact on water quality.
Clause 10 Consultation	
(1) Required consultation	The Liverpool City Council will consult with the authorities listed in Clause 11 'marinas and slipways'.
(2) Consultation procedure	The Council will consult in accordance with this clause.

Table 7.1 Greater Metropolitan Regional Environmental Plan No.2 Principles

Principles	Compliance
Clause 11 Planning control table	
(a) marinas and slipways	A VMP will be prepared for the site which aims to embellish the river foreshore land along the Georges River. The previous application was provided to EPA, NOW and Fisheries NSW which issued general terms of approval regarding acid sulphate soils, contamination, vegetation, aquatic impact, erosion and sediment control and existing basin water. The EIS prepared for those previous applications addresses: • potential impacts on the aquatic environment (see Section • onsite sewage management • management of fuels and other chemicals • navigation • bank stability); and • acid sulphate soils

In regard to the previous application Liverpool City Council (2014) concluded that "[i]t is considered that the proposal satisfies the provisions of the GMREP No2 and would have minimal impact on the Georges River Catchment." The proposed zone boundary adjustment will not result in any additional impacts.

5. Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

This proposal is consistent with Liverpool City Council's Community Strategic Plan, Growing Liverpool 2023. In particular it aligns with the following strategic directions:

'1. Vibrant prosperous city
2. Liveable safe city'

For each strategic direction Growing Liverpool 2023 lists a number of specific strategies for the next 10 year to achieve work toward these directions. This proposal is consistent with a number of these strategies, specifically:

'2.1 Deliver an efficient planning system which embraces sustainable urban renewal and development';
'2.2 Create clean and attractive public places for people to engage and connect'; and
'2.4 Facilitate affordable and diverse housing options'.

6. Is the planning proposal consistent with the applicable state environmental planning policies?

State Environmental Planning Policy Sydney Region Growth Centres 2006 – South West Growth Centre (SWGC).

Although the site is not contained within the SWGC, it is relevant to note that large areas of rural land to the west of the site have been identified in the Structure Plan by the Department of Planning and Environment. Therefore, an assessment of the planning proposal with this SEPP is not required.

The proposal is consistent with the relevant State Environmental Planning Policies (SEPPs) as detailed in the following table.

Table 7.2 Consistency with State Environmental Planning Policies (SEPPs)

SEPP	Consistency
SEPP (Infrastructure) 2007	The proposal is consistent with this SEPP as it will deliver necessary infrastructure to this part of the State.
SEPP No.55 – Remediation of Land	The aim of this policy is to provide the framework and requirements for the remediation and management of contaminated land. A preliminary investigation and a supplementary preliminary investigation were undertaken to assess the contamination potential of the marina site. The conclusions of both those investigations were consistent, as stated below: "The PI and SPI results indicated that contaminants were limited in number and extent at the marina site. Sampling has not identified any exceedances of the ASC NEPM human health guideline values. The two exceedances of ecological assessment criteria identified in site soils were either considered to be irrelevant, present a low and acceptable risk and can be managed in the context of the proposed future land use. Accordingly, the SPI confirmed the original conclusions of the PI, that contamination issues would not preclude the proposed future land use as a proposed marina development as well as for high-density residential dwellings with minimal opportunities for soil access", (Supplementary Preliminary Investigation – Proposed Georges Cove Marina, EMM Consulting 11 March 2016). See Appendix C. It is expected that as a condition of consent, the proponent will be required to remediate the land where needed. A remediation action plan has been prepared for the site This RAP identifies a range of actions to minimise risks to human health or ecology within the marina basin and adjoining Georges River. The RAP states that the land is suitable in its contaminated state (or will be suitable, after remediation) for the proposed future land use as a proposed marina development as well as for high-density residential dwellings. Further to the above: there will be no habitable development on the ground floor level of the marina development; the floor area of the proposed residential development will not extend beyond the building envelope of the marina. Any application for residential development upon the portion of the site proposed to be re zoned to R3 Medium Density Residential will be required to address contamination. Full details will be provided in the SEE accompanying later development applications.
SEPP No.65 – Design Quality of Residential Flat Development	Detailed compliance with the SEPP will be demonstrated at the time of making an application for development consent.

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

The proposal is consistent with relevant Section 117 directions as detailed in the following table.

Table 7.3 Consideration of Section 117 Directions

Section 117 Direction	Consistency/Response
4.1 Acid Sulfate Soils	The site has been identified on the LLEP Acid Sulphate Soils Map. An Acid Sulphate Soil Management Plan was submitted and approved under DA 846/2012.
4.3 Flood Prone Land	An extensive flood assessment has been undertaken in relation to the proposed development. In summary, the development fully complies with the requirements of the NSW Floodplain Development Manual (2005) and LLEP and other obligatory requirements in relation to development on or adjoining flood prone land (refer Appendix D).
6.3 Site Specific Provisions	The proposal does not contain or refer to drawings that show details of the development. However an amendment to Division 2 Other provisions to implement a maximum GFA for the residential development on the two parcels of land is sought. It is considered that this amendment is of minor significance and will provide adequate flexibility for future development in terms of residential housing types.
Bushfire Prone land	A bushfire risk assessment report was completed for the marina development. Future development will need to comply with the findings of that assessment. The proposed zone boundary adjustment does not impact on the findings of the assessment (refer Appendix E).
7.1 Implementation of the Metropolitan Plan for Sydney 2036	Refer Section 6.2 of this report. The proposal meets the objectives of this Direction.

8 Environmental impacts

This chapter considers the environmental impacts of the proposal and where potential impacts are identified and describes how they will be managed and/or mitigated.

8.1 Ecology

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

The proposal will not have an impact on critical habitat, threatened species, populations or ecological communities or their habitats.

A number of flora and fauna assessments have been undertaken for the site, including to support the rezoning of the site in 2006 and as part of the DA for the marina in 2012. The 2006 assessment concluded that:

> '*... no threatened plant species or endangered ecological communities listed in either the State Threatened Species Conservation Act 1995 (TSC Act) or the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) were recorded on the site*'

In addition it was noted that that the fauna habitats recorded on the site were of low ecological value and that no threatened fauna species were recorded during the investigations. It was also noted that much of the site had been disturbed by sand extraction activities and that it does not contain any remanent of bushland or native communities.

8.1.1 Residential use of the Georges Cove Marina

The subsequent flora and fauna assessment prepared as part of the original DA for the Georges Cove Marina considered that the marina will result in a net increase in the ecological value of the site and an increase in the potential habitat for flora and fauna.

The proposed residential use of the site will substantially be within the footprint of development assessed as part of the original marina development. Therefore, potential ecological impacts of the proposal will not be any different to those that have been already assessed as part of the original DA.

Previous ecological assessments undertaken over the site have revealed that the flora and fauna habitats recorded on the site were of low ecological value and no threatened flora or fauna species were recorded. Any ecological impacts relating to the residential development upon the land proposed to be rezoned to R3 will be addressed as part of development applications for residential development on the land.

8.2 Other environmental effects

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

8.2.1 Residential use of the Georges Cove Marina

The environmental effects of the residential use will largely be the same as the effects of the marina development already assessed and approved as part of DA 846/2012. As stated above, the proposed residential use of the site will be substantially within the footprint of the approved marina development and will not, therefore, result in further physical disturbance to the site. However, it is acknowledged that other environmental effects, specifically additional traffic generation and flooding, need to be addressed to demonstrate that the site is suitable for the proposed residential use. This is given in the following sections.

8.2.2 Zone boundary adjustment

The proposed zone boundary adjustment is not expected to have any material environmental effects. Any other environmental effects associated with development on the portion of land proposed to be rezoned to R3 Medium Density Residential will be assessed as part of the application for the residential development of this land.

The environmental effects of the proposal and how they are proposed to be managed are set out in the following sections.

8.3 Traffic and Transport

8.3.1 Residential use of the Georges Cove Marina

A detailed traffic report has been prepared to support the proposal and it is given in Appendix F.

The following matters have been considered, which are prescribed in the Roads and Maritime Services (RMS) Guide to Traffic Generating Developments (RTA 2002):

- the site locality;
- the existing road network and intersections;
- the likely traffic generating and car parking characteristics of the proposal; and
- a summary of the identified impacts and required mitigation measures.

Conclusions in relation to each of the above are set out below.

i Site access and traffic circulation

Access to the Marina site will be via the link road. This will be constructed between the site and Brickmakers Drive, where an intersection will be constructed 300 m south of Newbridge Road. All internal site roads will comply with the Council's design standards (DCP 2008 Part 2.10) and AS 2890.1. As such, internal site access arrangements will be efficient and safe.

ii Impacts on road traffic

The proposed development of 125 dwellings in addition to the various currently approved Marina site land uses (boat storage, boat showroom, function centre, cafe, clubhouse and boat repair workshop area) will generate approximately 1,472 additional daily traffic movements.

There will be 135 additional hourly car movements during the weekday morning traffic peak hours and 180 additional hourly car movements during the weekday afternoon traffic peak hours.

The background traffic volumes on Brickmakers Drive, Newbridge Road and Governor Macquarie Drive were resurveyed in March 2013. These traffic surveys indicate that the peak hour traffic volumes on these roads are approximately:

- 54,000 vehicle movements daily for Newbridge Road east of Governor Macquarie Drive;
- 40,000 vehicle movements daily for Newbridge Road west of Governor Macquarie Drive;
- 16,000 vehicle movements daily for Governor Macquarie Drive north of Newbridge Road; and
- 9,000 vehicle movements daily for Brickmakers Drive south of Newbridge Road.

The traffic volumes on Newbridge Road are anticipated to reduce now widening of the M5 West Motorway between Liverpool and King Georges Road has been completed.

With the completion of the Georges Fair residential development, the future base daily traffic volumes using Brickmakers Drive (not including the Marina site traffic) will grow by about 15%.

The assessment of daily traffic volumes on Newbridge Road, Governor Macquarie Drive and the section of Brickmakers Drive south of the link road intersection shows that the proposed Georges Cove Marina (including the residential development) will have minimal traffic growth impacts, being of the order of +1% to +2%. These traffic increases will have negligible impacts on traffic flows, traffic safety and residential amenity along all affected routes. There would generally be little difference between the traffic impacts of the approved Georges Cove Marina and the proposed residential within the Marina site.

On the 300 m section of Brickmakers Drive, north of the link road intersection, the Marina site daily traffic increases will be more noticeable, being about +15% for the Marina site. However, these daily traffic increases will remain within the daily traffic capacity for Brickmakers Drive as an urban two lane collector/distributor type road and would not require additional traffic calming or other traffic management measures.

iii Impacts on intersections

Recent NSW Land and Environment Court proceedings (No 30141 of 2013) approved an intersection design prepared by Cardno (2013) for the link road intersection on Brickmakers Drive. This included the potential provision of traffic signals as detailed in a plan of the intersection prepared by McLaren (2013). The proposed access to the Georges Cove Marina (ie the link road and its intersection with Brickmakers Road) will be physically identical as that approved by the NSW Land and Environment Court (ie the layout prepared by Cardno).

It is proposed to install the traffic signals during construction of the intersection. While these are not required for the Georges Cove Marina (including the proposed dwellings), the intersection is likely to require traffic signals in the longer term due to background traffic growth on Brickmakers Drive and future developments, such as the residential development that will use the link road. Installing these signals during the initial intersection construction will provide greater certainty regarding the adequacy of the intersection to cater for traffic from future developments and will be less disruptive than installing signals at a later date when the link road is opened to traffic.

The locations of the traffic signals, intersection signage and line markings will be determined as part of detailed design of the intersection.

The effects of the proposed additional traffic on the link road and Brickmakers Drive intersection have been assessed using estimated weekday peak hourly development traffic volumes, which also included additional traffic on Brickmakers Drive from the completion of the Georges Fair residential development. This showed that the morning and afternoon peak hourly intersection traffic operations will be Level of Service A (average intersection traffic delay for all movements being 10.7 and 12.5 seconds respectively).

The future intersection peak hour degrees of saturation will be between 0.630 and 0.659 and the maximum intersection queue lengths will be between 9.5 and 31.2 m on the link road approach.

iv Assessment of car parking

The total proposed car parking capacity of the site is 851 car parking spaces. This is 201 residential car parking spaces and 650 other car parking spaces for use by site employees, customers and other visitors.

There will be more than sufficient general parking within the site to provide 49 spaces for residential visitor car parking. This will effectively meet the minimum car park provision rate (two per dwelling, ie 250 spaces for 125 dwellings) for residential buildings under the Liverpool DCP 2008 (Part 2.10).

Bicycle parking for residential or non-residential use, designed in accordance with RMS, Austroads or Australian Standard design guidelines, will be considered as part of the development application.

v Pedestrian and cycling access

The site footpaths along the main site access roadway will comply with the DCP requirements and will be adequate for the anticipated volumes of pedestrian movement and circulation between relevant locations within the site.

Cyclists will also be able to use the proposed link road to Brickmakers Drive pedestrian/cycle path and the riverfront pedestrian/cycle path. These paths will be 2.5 m or 3.0 m wide and will meet the DCP design width standard (2.5 m) to permit use by both pedestrians and cyclists.

The proposed uses will include provision of bicycle parking within the site according to Council's requirements.

vi Public transport

There is appropriate public transport access to and from the development for residents and visitors.

8.3.2 Zone boundary adjustment

The proposed zone boundary adjustment of a small portion of the site will enable the development of an additional nine residential allotments to the proposed residential development in the sites north, resulting in a total yield of 181 residential allotments. This is in keeping with the objectives and controls of the DCP. Part 2.10 of the Liverpool DCP relates to development in Moorebank East. Section 3.1 of Part 2.10 states that a maximum of 216 dwellings are permitted on the site and the yield of the conceptual subdivision is well below this. The zone boundary adjustment is not expected to result in any adverse traffic effects on the local road network; both levels of service and road safety will remain unchanged as compared to the cumulative situation arising from all existing planned development in the locality. A detailed traffic investigation will accompany any future development application relating to the residential subdivision.

8.4 Drainage and flooding

8.4.1 Residential use of the Georges Cove Marina

The flood study prepared to support the residential use of the Georges Cove Marina is contained within Appendix D.

In summary, the report concludes that the proposed amendment to the LLEP to allow the residential component in the marina development will comply with the NSW government policy, the Council's LEP and DCP in terms of development of flood prone land. For the Ministerial Direction 15 (Section 117), it will comply in terms of development of flood prone land because it will represent an inconsistency of minor significance in terms of flood planning and flood risk management which is allowable under the direction.

8.4.2 Zone boundary adjustment

The proposed zone boundary adjustment will not result in any additional flooding impacts. There are no drainage constraints on this land and it will be possible to design future residential allotments to meet Liverpool Council's normal stormwater design requirements and also to protect water quality in the Georges River.

8.5 Other issues

Other environmental issues which have the potential to impact on the amenity of future residents on the site, such as noise or air quality impacts associated with the marina development, will be assessed as part of a specific future DA. However, it is not envisaged that there would be any potential impacts of the marina development or surrounding land uses that would preclude residential development on the site. The mix of uses approved as part of the marina development are compatible with and would complement the proposed residential use of the site and the areas surrounding the site are zoned for residential and environmental protection purposes.

8.6 Suitability of the site for residential development

The environmental considerations undertaken for the proposal have demonstrated that the site is suitable for residential development.

The residential use of the site will be restricted to the building envelope as shown on Figure 2.1, which is within the footprint of the development for the approved marina. Therefore, direct physical environmental effects of the proposal, such as the impacts on ecology, will be the same as those assessed and approved previously.

As stated previously, the site will form part of the future marina development and the proposal for a residential use within the marina will be compatible with the mixed uses of the marina development and surrounding residential and environmental protection land uses.

9 Social and economic impacts

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

The proposal will facilitate the delivery of a mixed use development which has a number of social and economic benefits for the existing and future community. The proposal will:

- provide dwellings within close proximity to public transport enhancing resident access to public transport and promoting the achievement of broader Ecologically Sustainable Development (ESD) goals by providing greater opportunity for reductions in car use and trip generation;
- promote enhanced neighbourhood safety and security through casual surveillance generated by the presence of a mix of uses including a permanent resident population in the site;
- reinforce patronage to local retail businesses and services through an increase in resident population and complimentary recreation, tourism and community facilities; and
- provide short-term economic benefits through construction expenditure and employment.

10 State and commonwealth interests

Is there adequate public infrastructure for the planning proposal?

There will be adequate public infrastructure to meet the needs of the proposal. Specifically the development will comprise 17 (one bedroom) terrace dwellings on the private marina clubhouse site and 108 apartments in the maritime building. Over 80% of the apartments are either one or two bedrooms. The most dominant household size in Liverpool is 2 persons per household (Profile i.d Liverpool City). Based on this, the resident population of the development is unlikely to exceed 250 persons at full occupancy. This is a relatively small residential population.

Whilst the proposal will increase the range of residential dwelling types within the locality of Moorebank, the proposed additional 125 residential units represent only a small proportion of the 41,000 new dwellings being planned for the Liverpool LGA. The residential dwellings will be subject to a development application which will need to demonstrate appropriate servicing strategies. However, there is not likely to be an expected shortfall in service provision for this development.

Given the Georges Cove Marina will be developed as a holistic and integrated complex incorporating public and private recreational facilities, the development will contribute to the provision of public infrastructure for the Liverpool LGA. The provision of the marina on the site has already been justified. In approving the current development the JRPP concluded that the approved marina facilities were generally in the public interest by providing a social and recreational facility that will enhance the locality and the regional stature of Liverpool LGA.

Given the scale of the proposed residential development, the studies already undertaken and consistency with the strategic framework, additional information and further studies will not be required to support this planning proposal.

11 Community consultation

Indication of any proposed community consultation

Community consultation will be undertaken in accordance with the requirements set out in '*A guide to preparing local environmental plans'*, NSW Government Department of Planning & Infrastructure, 2013. For the purposes of public notification the proposal is considered to be a low impact proposal as it is:

> 'Consistent with the pattern of surrounding land use zones and/or land uses
>
> Consistent with the strategic framework
>
> Presents no issues with regard to infrastructure servicing and
>
> Is not a principal LEP'

The public exhibition period for a low impact planning proposal is 14 days.

12 Project timeline

A project timeline for the planning proposal is outlined below:

Table 12.1 Project timeline

Step	Proposed date
anticipated commencement date of Gateway determination	28 February 2017
anticipated timeframe for the completion of required technical information	NIL required
timeframe for government agency consultation	1-21 March 2017
commencement and completion dates for public exhibition period	1-15 April 2017
timeframe for consideration of submissions	16-30 April 2017
timeframe for the consideration of a proposal post exhibition	1-30 May 2017
date of submission to the Department to finalise the LEP	15 June 2017
anticipated date RPA will make the plan	30 June 2017
anticipated date RPA will forward to the Department for notification	15 July 2017

13 Conclusion

This planning proposal presents a land use for these particular parcels of land in Moorebank which will have substantial planning and environmental benefits in their own right and particularly over the current land use. In accordance with the requirements of 'A guide to preparing planning proposals' (DoP 2012), a review of relevant strategic plans has been undertaken. It shows that the proposal is consistent with applicable regional and local strategic objectives.

The overall outcome will be a positive resolution of planning outcomes for Moorebank and the regional community. The proposal is a direct response to government strategies seeking to meet the growing demands for a range of dwelling types within this region.

Development on this site will be guided by a master plan specifying building design, siting, materials and landscaping standards. All potential concerns and feedback will be taken into consideration at all stages of development.

Appendix A

Architectural plans

MOOREBANK MARINA APARTMENTS

APARTMENTS

STUDIO - 56m²
Bedroom
Bathroom
Kitchen
Living
Dining
Private Balcony
Study
Laundry
Built in Storage

1 BEDROOM - 80m²
Master Bedroom + Private Balcony
Ensuite
Walk in Robe
Kitchen
Living
Dining
Study
Laundry
Built in Storage

2 BEDROOM - 112m²
Master Bedroom + Private Balcony
Ensuite
Walk in Robe
Bedroom 2
Bathroom
Laundry
Office / Study
Built in Storage

3 BEDROOM - 160m²
Master Bedroom + Private Balcony
Ensuite
Walk in Robe
Bedroom 2
Bedroom 3
Bathroom
Laundry
Built in Storage
Kitchen
Living
Dining
Study

PENTHOUSE SUITE No. 1 - 300m²
Private Lift
Master Bedroom Suite + Balcony
Ensuite + Walk in Robe
2,3 & 4th Bedroom with Ensuite + Walk in Robe
Guest Suite + Balcony + Ensuite + Walk in Robe
Indoor Courtyard + BBQ Area
Cinema Room
Kitchen
Living Dining
Laundry
Bathroom
Office / Study
Bathroom
Lap Pool

PENTHOUSE SUITE No. 2 - 360m²
Private Lift
Master Bedroom Suite + Balcony
Ensuite + Walk in Robe
2,3,4, & 5th Bedroom with Ensuite + Walk in Robe
Guest Suite + Balcony + Ensuite + Walk in Robe
Indoor Courtyard + BBQ Area
Cinema Room
Kitchen
Living Dining
Laundry
Bathroom
Office / Study
Bathroom
Lap Pool + Spa

2 BEDROOM TERRACE - 140m²
Master Bedroom + Private Balcony
Ensuite
Walk in Robe
Bedroom 2
Bathroom
Laundry
Office / Study
Built in Storage
Rumpus / Guest Bedroom
Garage + Private Parking

3 BEDROOM TERRACE - 180m²
Master Bedroom + Private Balcony
Ensuite & Walk in Robe
Bedroom 2
Bedroom 3
Bathroom
Laundry
Built in Storage
Kitchen
Living
Dining
Study
Rumpus / Guest Bedroom
Garage + Private Parking

APARTMENT TOTALS

APARTMENT	Sqm	L1	L2	L3	L4	TOTAL
STUDIO	56 m²	8	8	8	8	32
1 BEDROOM	80 m²	6	6	6		18
2 BEDROOM	112 m²	13	13	13	4	43
3 BEDROOM	160 m²	3	3	3		9
PENTHOUSE SUITE No. 1	300 m²				3	3
PENTHOUSE SUITE No. 2	360 m²				3	3
TOTAL APARTMENTS		30	30	30	18	108

TERRACE TOTALS

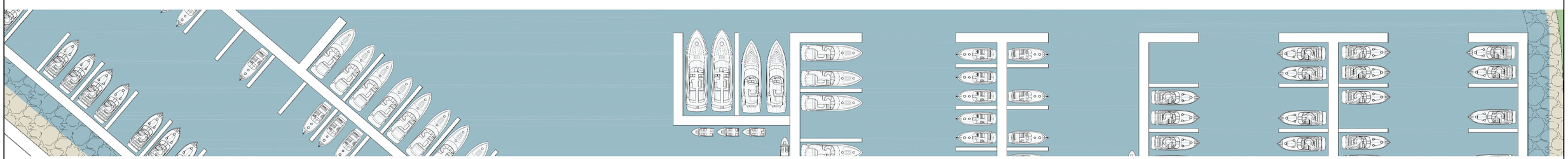
TERRACE	Sqm	L1	L2	L3	TOTAL
2 BEDROOM TERRACE	60 m²	9	-	-	9
3 BEDROOM TERRACE	80 m²	8	-	-	8
TOTAL TERRACES		17	-	-	17

DRY BERTH STORAGE TOTALS

BOATS	L0	L1	L2	L3	L4	TOTAL
≥ 8m - < 9m	47	50				78
≥ 7m - < 8m			50			58
≥ 6m - < 7m				50		58
≥ 5m - < 6m					66	58
TOTAL BOATS	47	50	50	50	66	263

CARPARKING TOTALS

CARPARK	RESIDENTS	VISITORS
CARPARK A	-	73
CARPARK B	-	136
MARINA TERRACES	34	14
MARINA BUILDING	167	427
TOTAL PARKING	201	650



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ISSUE	REV	AMENDMENTS	DATE
E		ISSUED FOR REVIEW	20/10/14
F		ISSUED FOR REVIEW	10/12/14
G		ISSUED FOR REVIEW	19/12/14

ISSUE	REV	AMENDMENTS	DATE

DRAFT

CLIENT
Benedict Industries Pty. Ltd.

PROJECT
Georges Cove Marina
Newbridge Road
Moorebank NSW 2170

PRINTED: Dec 19, 2014 - 3:17pm
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DRAWING
BUILDING CAPACITY
Apartment + Terrace + Boat

DRAWN	CHKD	APPROVED
DS		
SCALE: NTS	DATE: 19/12/14	CAD FILE No

JOB NO	DRAWING NO	ISSUE
0914	SK-000	G

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