



Planning Proposal

Amendment to Liverpool Local Environmental Plan 2008 to Permit Vehicle Sales or Hire Premises as an Additional Permitted Use

**2A and 4 Helles Avenue, Moorebank
(Lot 3 and Lot 1 in DP 626253)**

Prepared by Willowtree Planning Pty Ltd on behalf of AHG

September 2018

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EXECUTIVE SUMMARY

This Planning Proposal has been prepared by Willowtree Planning Pty Ltd on behalf of AHG, and seeks to amend *Liverpool Local Environmental Plan 2008* (LLEP2008) to include *Vehicle Sales or Hire Premises* as an additional permitted use on the site within the IN1 General Industrial zone. The land subject to this Planning Proposal is described as 2A and 4 Helles Avenue, Moorebank (Lot 3 and Lot 1 in DP 626253).

The proposed amendment to the LLEP2008 subject to this Planning Proposal intends to facilitate the future inclusion of vehicles sales and auctions within the existing warehouse which is currently utilised by AHG for vehicle storage and repairs.

The proposed amendment to the LLEP2008 is considered appropriate for the following reasons:

- The proposed rezoning for an Additional Permitted Use will enable the future use of the site for vehicle sales and auctions to complement the existing vehicle repairs and storage facility and support AHG's ongoing operations.
- The proposal is consistent with the state, regional and local strategic planning framework. Specifically, the proposal is consistent with the priorities of NSW 2021, Greater Sydney Region Plan and the Western City District Plan, particularly as they relate to growing the economy, protecting employment lands, supporting strategic centres, transforming the productivity of Western Sydney and supporting important sectors of the economy.
- The proposal is consistent with the aims of the LLEP2008 as it relates to employment-generating development within an established industrial precinct that provides employment for the local and regional populations and fosters the economic growth of Liverpool.
- The proposal is consistent with the objectives of the IN1 General Industrial zone in that it will support the automotive operations of AHG and will provide a compatible mix of land uses, all of which promote employment-generation. Moreover, vehicle sales would be integrated within the existing warehouse and would provide enhanced economic activity without compromising the operations or amenity of any surrounding sites.
- As no other amendments to the LLEP2008 or any other EPI would be required to facilitate the proposal, the proposed vehicle sales or hire premises are considered to be consistent with the objectives and provisions of all applicable EPIs. Similarly, the proposal is consistent with the objectives and provisions of the relevant Development Control Plan (DCP).
- The proposal would not result in any land use conflict but rather would complement and support the range of existing and future land uses and development types on, and in immediate proximity of the site. In particular, the complementary nature of the proposed use is evidenced by the existing operations of Manheim on the site directly opposite (144 Moorebank Avenue, Moorebank), which have included vehicle sales and auctions for several years without any unacceptable impacts arising.
- Future vehicle sales and auctions would be undertaken within the existing built form on the site and therefore would be coherent with the visual character of the area.

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- The proposal will connote significant economic benefit deriving from undertaking of vehicle sales to complement AHG's existing automotive operations. Specifically, economic benefits are associated with the following:
 - The proposed use will provide additional employment opportunities within an existing warehouse situated in an established industrial area. By permitting vehicles sales to occur, the proposal will support the continued viability of the existing automotive facility operating on the site.
 - The proposal will retain existing employment-generating development and stimulate additional economic activity within the Moorebank employment lands precinct.
- The proposal will not exhibit any adverse environmental impact. Rather the proposal will enable vehicle sales to be undertaken within the existing warehouse on the site and as such will utilise established built form and infrastructure. No further land-take or infrastructure development is required to support the proposal.
- No adverse social impact will arise from the proposal. Rather the proposal will benefit the local and regional populations by providing new employment opportunities and enhancing service provision.
- The proposal is not considered to result in any other undue impacts. The future vehicles sales or hire premises would be serviced by the existing utilities, roads, car parking, waste facilities, security arrangements and built form associated with the established development.

The subject site is therefore considered suitable for Vehicle Sales or Hire Premises which the proposed amendment to Schedule 1 the LLEP2008 would enable. Accordingly, it is requested that the Planning Proposal is supported.

The Planning Proposal is structured in accordance with the following:

- Part A Land to Which the Planning Proposal Applies
- Part B Objectives or Intended Outcomes
- Part C Explanation of Provisions
- Part D Justification for Proposed LEP
- Part E Community Consultation
- Part F Conclusion

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PART A LAND TO WHICH THIS PLANNING PROPOSAL APPLIES

1.1 SITE DESCRIPTION AND LOCAL CONTEXT

The subject site is identified as 2A and 4 Helles Avenue, Moorebank, being legally described as Lot 3 and Lot 1 in Deposited Plan 626253.

The site exhibits an area of approximately 1.6ha and a perimeter of approximately 500m, with a primary frontage to Helles Avenue to the north and a secondary frontage to Moorebank Avenue to the east. To the north industrial and warehousing facilities are located on the opposite side of Helles Avenue, to the east the Manheim automotive sales and auction facility is located on the opposite side of Moorebank Avenue, to the south the site is adjoined by the DSM food specialties facility and Sperling Enterprises automotive facility, and to the west the site is adjoined by a number of manufacturing and automotive facilities.

In its existing state the site comprises a single storey warehouse building with metal facades and a pitched metal roof. The warehouse is occupied by AHG and utilised for vehicle storage and repairs. Internally the warehouse incorporates storage bays as well as wash bays, dry bays, hoist bays and storage for parts and paint. Ancillary offices and amenities are also contained within the building. Externally, the site comprises customer car parking adjacent to the eastern frontage, service drop-off bays adjacent to the northern frontage, and external storage bays adjacent to the southern and western boundaries. Site landscaping is provided adjacent to the street frontages and includes trees, shrubs and lawn.

Vehicular access to the site is gained from Helles Avenue via two (2) separate driveways and a driveway crossing is also located along the Moorebank frontage. From these driveways, access is facilitated to all areas of the site, whilst access to the internal areas of the building is provided via five (5) one-way access points.

The site is accessible by road, being Helles Avenue, by which access is provided to the wider road network including Moorebank Avenue, the M5 South Western Motorway, Hume Highway, Newbridge Road and Heathcote Road. Bus stops are located along Moorebank Avenue and provide connections to Holsworthy train station and Liverpool train station. Liverpool train station is located approximately 2.3km by road from the site.

The subject site can be seen in **Figure 1** and **Figure 2** below.

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Figure 1. Existing Site Development (SIX Maps, 2017)



Figure 2. Cadastre Map (SIX Maps, 2017)

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1.2 REGIONAL CONTEXT

The site is located approximately 34 km south-west of the Sydney CBD and 2.3km south-east of the Liverpool commercial core. The Liverpool city centre provides a train station, Westfield shopping centre, and a number of schools, colleges and hospitals. Other commercial uses are concentrated along Hume Highway to the west of the site.

Also of note in considering the site context, the approved Moorebank Intermodal Terminal is located immediately south of the M5 Motorway, whilst industrial estates to the north form the subject of proposed rezonings for new mixed use precincts.

The nearest residential development is located approximately 255m north-east of the site on the opposite side of Moorebank Avenue approximately 400m west of the site on the opposite side of the Georges River.

Georges River and the associated riparian corridor is located approximately 250m west of the site and flows in a north-south direction through Moorebank and Liverpool.

The regional context of the site is shown in **Figure 3**.

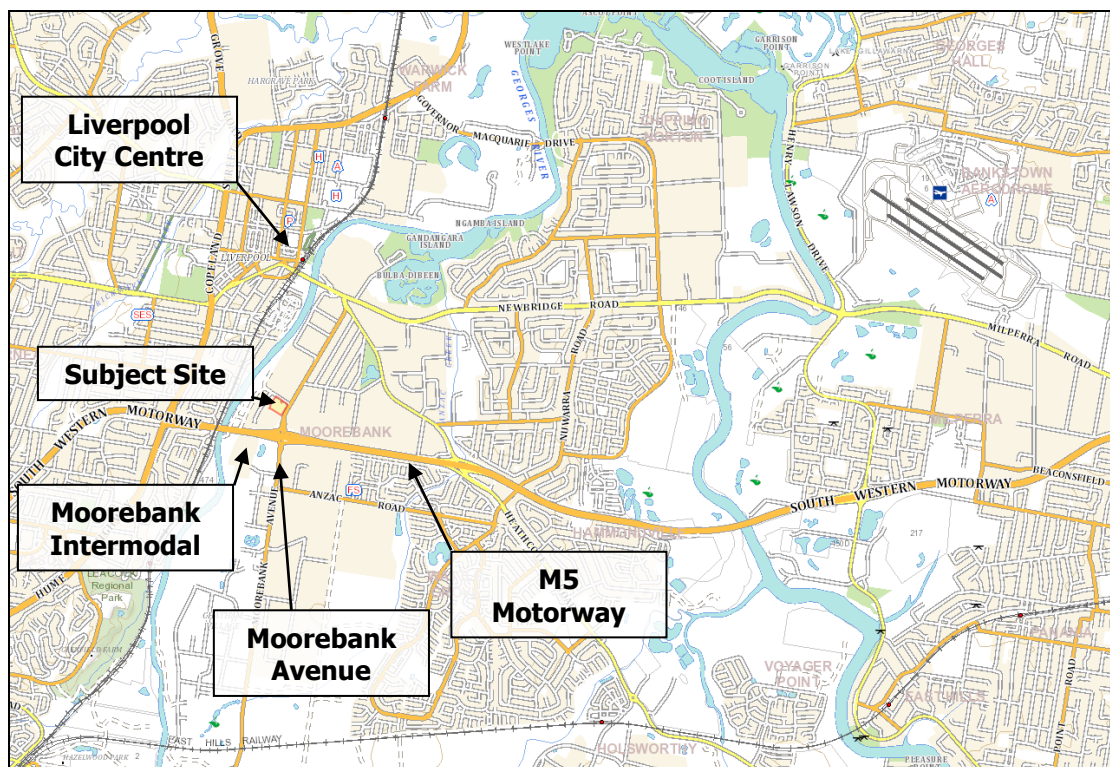


Figure 3. Site Context (Six Maps, 2017)

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1.3 PLANNING CONTEXT

1.3.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

A Planning Proposal must have consideration of the objectives of the Environmental Planning and Assessment Act (EP&A Act). The objectives are as follows:

(a) to encourage:

- (i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*
- (ii) the promotion and co-ordination of the orderly and economic use and development of land,*
- (iii) the protection, provision and co-ordination of communication and utility services,*
- (iv) the provision of land for public purposes,*
- (v) the provision and co-ordination of community services and facilities, and*
- (vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and*
- (vii) ecologically sustainable development, and*
- (viii) the provision and maintenance of affordable housing, and*

(b) to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and

(c) to provide increased opportunity for public involvement and participation in environmental planning and assessment.

This submission is consistent with, and has considered the objects of the EP&A Act which have been addressed in the various sections of this report and are summarised as:

- The subject site is not identified in proximity of any area of biodiversity and accordingly the proposal will not exhibit any adverse impact on the natural environment. Rather the proposal relates to existing development on a site within an industrial precinct.
- The proposal will facilitate the orderly and economic use and development of land by enabling vehicles sales to occur within an existing warehouse that is currently utilised for vehicles storage and repairs. The site context is similarly characterised by warehousing, industrial and automotive land uses that complement the proposed additional permitted use.
- The proposal will support surrounding communities by providing for employment-generating development as a permitted use.

1.3.2 LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008

The site is subject to the provisions of *Liverpool Local Environmental Plan 2008* (LLEP2008).

The aims of the LLEP2008 are:

- (a) to encourage a range of housing, employment, recreation and services to meet the needs of existing and future residents of Liverpool,*
- (b) to foster economic, environmental and social well-being so that Liverpool continues to develop as a sustainable and prosperous place to live, work and visit,*
- (c) to provide community and recreation facilities, maintain suitable amenity and offer a variety of quality lifestyle opportunities to a diverse population,*

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- (d) to strengthen the regional position of the Liverpool city centre as the service and employment centre for Sydney's south west region,*
- (e) to concentrate intensive land uses and trip-generating activities in locations most accessible to transport and centres,*
- (f) to promote the efficient and equitable provision of public services, infrastructure and amenities,*
- (g) to conserve, protect and enhance the environmental and cultural heritage of Liverpool,*
- (h) to protect and enhance the natural environment in Liverpool, incorporating ecologically sustainable development,*
- (i) to minimise risk to the community in areas subject to environmental hazards, particularly flooding and bush fires,*
- (j) to promote a high standard of urban design that responds appropriately to the existing or desired future character of areas.*

The proposal is consistent with the aims of the LLEP2008 as it relates to employment-generating development within an established industrial precinct that provides employment for the local and regional populations and fosters the economic growth of Liverpool.

Relevant zoning and development standards are summarised in the subsequent sections.

Zoning and Permissibility

The subject site is zoned IN1 General Industrial pursuant to LLEP2008 (**Figure 4**). The objectives of the zone are:

- *To provide a wide range of industrial and warehouse land uses.*
- *To encourage employment opportunities.*
- *To minimise any adverse effect of industry on other land uses.*
- *To support and protect industrial land for industrial uses.*
- *To particularly encourage research and development industries by prohibiting land uses that are typically unsightly or unpleasant.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*

The proposal is highly consistent with the objectives of the zone as it will provide additional employment opportunities within an existing warehouse situated in an established industrial area. By permitting vehicles sales to occur, the proposal will support the continued viability of the existing automotive facility operating on the site. The proposed use is commensurate with existing land uses within the locality and will not adversely impact on any surrounding or residential land uses.

Within the IN1 zone the following are permissible without consent:

Nil.

Within the IN1 zone the following are permissible with consent:

Boat sheds; Building identification signs; Business identification signs; Car parks; Cemeteries; Child care centres; Community facilities; Crematoria; Depots; Environmental facilities; Environmental protection works; Flood mitigation works; Freight transport facilities; Garden centres; General industries; Hardware and building supplies; Helipads; Heliports; Hotel or motel accommodation; Industrial training facilities; Industrial retail outlets; Information and education facilities; Kiosks; Light industries; Liquid fuel depots; Mortuaries; Neighbourhood shops; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Restaurants or cafes; Roads; Sex services premises; Storage premises; Take away food and drink

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premises; Transport depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres.

Within the IN1 zone the following are prohibited:

Any development not specified in item 2 or 3.

The current use of the site is for a vehicle repair and storage facility which is permitted with consent as a hybrid of Vehicle Body Repair Workshops, Vehicle Repair Stations, Storage Premises and Warehouse or Distribution Centres.

Vehicle Sales or Hire Premises are however currently prohibited in the IN1 zone and accordingly this proposal intends to amend Schedule 1 of the LLEP2008 to permit Vehicle Sales or Hire Premises as an Additional Permitted Use on the site.

Pursuant to the dictionary of the LLEP2008, *Vehicle Sales or Hire Premises* are defined as follows:

a building or place used for the display, sale or hire of motor vehicles, caravans, boats, trailers, agricultural machinery and the like, whether or not accessories are sold or displayed there.

Note. Vehicle sales or hire premises are a type of retail premises.

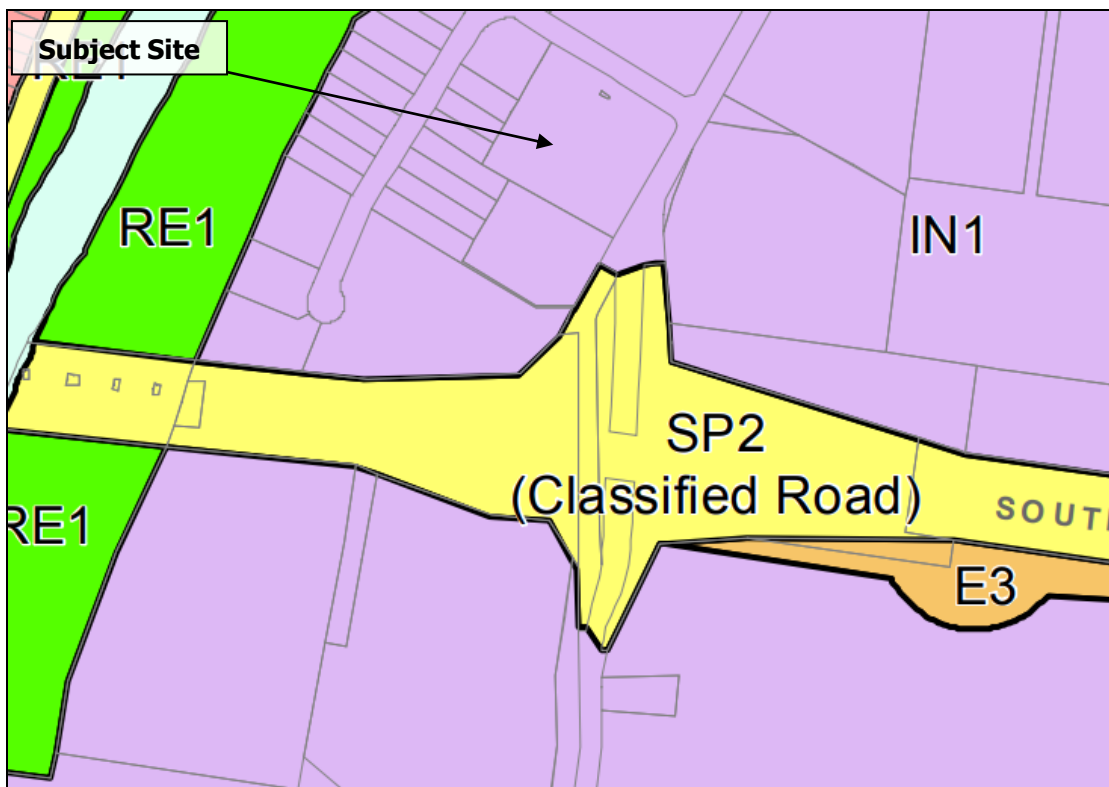


Figure 4. Zoning Map (NSW Legislation, 2017)

Minimum Subdivision Lot Size

The site is subject to a minimum lot size of 2000m² pursuant to the LLEP2008.

No change to the minimum subdivision lot size control is required to support the proposed Additional Permitted Use.

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Height of Buildings

The site is subject to a maximum building height of 21m pursuant to the LLEP2008.

No change to the maximum building height control is required to support the proposed Additional Permitted Use.

Floor Space Ratio

The site is not subject to a maximum floor space ratio pursuant to the LLEP2008.

Land Reservation

The site is not identified as being subject to any land reservations in the relevant LLEP2008 map.

Heritage Conservation

The site is not identified as an item of environmental heritage or within a heritage conservation area. Neither is the site located in proximity of any heritage items or heritage conservation areas.

Environmentally Significant Land

The site is not identified as comprising any environmentally sensitive land in the relevant LLEP2008 map.

Acid Sulfate Soils

The site is identified as comprising class 5 acid sulfate soils (**Figure 5**) and is therefore subject to clause 7.7 of the LLEP2008.

Pursuant to clause 7.7, consent is required for the following on class 5 acid sulfate soils:

- *Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.*

The proposal seeks to permit an additional use for vehicle sales within an existing warehouse and would not impact on any acid sulfate soils. Acid sulfate soils would be considered in greater detail in conjunction with any DA seeking consent for built form.

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Figure 5. Acid Sulfate Soils Map (NSW Legislation, 2017)

Flood Planning

The site is identified as flood prone land (**Figure 6**) and is therefore subject to clause 7.8 of the LLEP2008.

Pursuant to clause 7.8(3), *development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development:*

- (a) is compatible with the flood hazard of the land, and*
- (b) will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and*
- (c) incorporates appropriate measures to manage risk to life from flood, and*
- (d) will not significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and*
- (e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding, and*
- (f) is consistent with any relevant floodplain risk management plan adopted by the Council in accordance with the Floodplain Development Manual.*

The proposed use for vehicles sales is intended to occur within the existing building on the site and therefore is considered compatible with the flood characteristics of the land. Flooding would be considered in greater detail in conjunction with any DA seeking consent for built form.

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Figure 6. Flood Map (Liverpool ePlanning Portal, 2018)

1.3.3 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

There are no draft Environmental Planning Instruments applicable to the proposed development on the subject site.

1.3.4 LIVERPOOL DEVELOPMENT CONTROL PLAN 2008

The *Liverpool Development Control Plan 2008* (LDCP2008) provides detailed planning and design guidelines to support the planning controls in the LLEP2008. They affect the form, function and amenity of a development or area.

The LDCP2008 is applicable to the site and accordingly any future development on the site would consider the objectives and provisions of the LDCP2008.

Of particular relevance to the existing and proposed uses on the site are the car parking provisions contained in Part 1 of the LDCP2008 which are summarised in **Table 1**.

Table 1 – LDCP2008 Car Parking Controls		
Land Use Rate	Applied Rate	Proposed Parking
Vehicle Showroom ▪ 1 space/130m ² of site	16,126 / 130 = 125 spaces	71 spaces

Whilst the provision of on-site parking is deficient 54 spaces when the DCP rates are applied, as discussed in Ason Group's Traffic Impact Statement in **Appendix 3**, the required parking rate is considered to be excessive in this case as only part of the site area is being used for general vehicle sales purposes with the remainder of the site being used for intermittent car auctions. In this regard, the auction area comprises some 5,880m² of the overall site area. Applying the vehicle showroom rate to the relevant site of 10,246m² associated with vehicle sales result in a parking requirement of **79 spaces**.

Furthermore, Ason Group have undertaken a first-principles analysis to determine future car parking demands for the proposed use. The analysis concludes that the projected parking demands arising from typical daily conditions and during auctions are 21 spaces and **38 spaces** respectively.

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In light of the above and the findings of Ason Group, the provision of **71 spaces**, is considered to adequately cater to the proposed use as this far exceeds the projected demand of up to 38 spaces. This is considered a suitable compromise between the projected demands and Council's nominal DCP requirements.

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PART B OBJECTIVES OR INTENDED OUTCOMES

2.1 OBJECTIVES

The key objective of the proposed additional permitted use is to enable vehicle sales and auctions to be undertaken within the existing warehouse on the site through an amendment to Schedule 1 of the LLEP2008. This intended outcome will be achieved with respect to the following secondary objectives:

- Provide vehicle sales or hire premises within the existing warehouse to complement the existing vehicle repair and storage operations currently being undertaken.
- Support the continued viability of AHG's current automotive operations by permitting vehicle sales and auctions to occur on the site.
- Retain existing employment-generating development and stimulate additional economic activity within the Moorebank employment lands precinct.
- Facilitate the appropriate use of existing infrastructure and built form by allowing vehicle sales and auctions to be undertaken within the building on the site.
- Integrate with the character of the Moorebank precinct and respond to the precedence established by similar automotive auction facilities operating within immediate proximity of the site.
- Achieve the objectives of the IN1 General Industrial zone.

The future development and use of the site for vehicles sales will be subject to separate approval under either a CDC or DA as appropriate in respect of the LLEP2008 and *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (Codes SEPP).

2.2 INTENDED OUTCOMES

A Plan of Management shall be lodged with any future development application for the use of the facility for vehicle sales and auction purposes. Should the LLEP2008 be amended as proposed, the following operations of the facility are envisaged.

2.2.1 Auctions

Staff No.	20 sales/admin staff at any given time
Auction frequency	Three (3) / week (2-3 hrs at a time). Never multiple auctions in one day.
Projected no. of persons attending the site (at any one time)	During auction events: 30 Any other time: 5
Hours of operation	Auction times: 11am (no Sunday auction) Regular operating hours: 8:30am – 5:30pm Monday to Friday; 9:00am – 5:00pm Saturday & Sunday.

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Fixed Price Sales

Staff No.	Sales consultants x 3 Business Manager x 1 Yard manager x 1 Detailers x 3 Mechanic x 1
Hours of operation	Regular operating hours: 8:30am – 5:30pm Monday to Friday; 9:00am – 5:00pm Saturday & Sunday.

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PART C EXPLANATION OF PROVISIONS

3.1 OVERVIEW

The proposed amendment to *Liverpool Local Environmental Plan 2008* (LLEP2008) seeks to permit Vehicle Sales or Hire Premises on the site as an Additional Permitted Use under Schedule 1.

3.2 AMENDMENT TO LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008

The objectives of this Planning Proposal may be achieved through the amendment of the LLEP2008 to provide an Additional Permitted Use on the site for Vehicle Sales or Hire Premises.

Accordingly, it is proposed to permit Vehicle Sales or Hire Premises on the subject site within Schedule 1 of the LLEP2008. Pursuant to the dictionary of the LLEP2008, *Vehicle Sales or Hire Premises* are defined as followed:

a building or place used for the display, sale or hire of motor vehicles, caravans, boats, trailers, agricultural machinery and the like, whether or not accessories are sold or displayed there.

Note. Vehicle sales or hire premises are a type of retail premises.

The proposed outcome will be achieved by including an amendment to Schedule 1 that:

1. confirm the intension of the clause for use of land at Helles Avenue, Moorebank.
2. confirm the Site address for which the clause relates to, being 2A and 4 Helles Avenue Lot 3 and Lot 1, DP 626253.
3. restricts the capacity of the additional permitted use by:
 - (a) restricting total Gross Floor Area of the use to 5,780m²;
 - (b) restricting use to within the existing warehouse building only; and
 - (c) requiring external areas not to be used for display of vehicles for the purposes of vehicle sales or hire.

The proposed amendment to the LLEP2008 to include Vehicle Sales or Hire Premises as an Additional Permitted Use is considered appropriate, having regard to the following matters:

- The proposal will achieve the objectives of the IN1 General Industrial zone, being:
 - *To provide a wide range of industrial and warehouse land uses.*
 - *To encourage employment opportunities.*
 - *To minimise any adverse effect of industry on other land uses.*
 - *To support and protect industrial land for industrial uses.*
 - *To particularly encourage research and development industries by prohibiting land uses that are typically unsightly or unpleasant.*
 - *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*

The inclusion of vehicles sales on the site will support the automotive operations of AHG and will provide a compatible mix of land uses, all of which promote employment-generation. Moreover, vehicle sales would be integrated within the existing warehouse and would provide enhanced economic activity without compromising the operations or amenity of any surrounding sites.

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- The incorporation of vehicle sales on the site is not considered to result in any land use conflict within the subject site or with land uses operating on surrounding sites. Rather, vehicle sales within the existing warehouse will complement a compatible range of uses relating to vehicle repairs and storage.
- Related to the above, the proposal will assist in the stimulation of economic activity within Moorebank.
- In further elaboration of the economic benefits deriving from the proposal, it will preserve the use of the site for employment-generating development by enabling development for purposes which employ staff.
- The proposal will integrate with the character of the Moorebank precinct and respond to the precedence established by similar automotive auction facilities operating within immediate proximity of the site.
- Vehicles sales on the site would make use of existing infrastructure and built form and therefore the site represents a highly appropriate location for the proposed use to occur.

For the reasons outlined above, the proposal is considered highly appropriate and desirable for the site and also for the surrounding area.

No change to the built form controls of the LLEP2008 is required to support the proposed Additional Permitted Use.

3.3 SUMMARY OF FUTURE OPERATIONS OF THE PREMISES

As aforementioned, the proposed additional permitted use for Vehicle Sales or Hire Premises is sought for the purpose of carrying out vehicle sales and auctions within the warehouse on the site in conjunction with the existing vehicle repairs and storage operations of AHG.

The operational particulars associated with the proposed use are summarised as follows:

Table 2 – Proposed Operational Particulars

Development / Use Particular	Description
Customer Lounge	<p>A customer lounge within an area of 282m² is located in the south-western corner of the warehouse and will be utilised in conjunction with vehicle sales.</p> <p>Amenities are also included within the customer lounge area.</p>
Office	<p>Ground floor and mezzanine offices ancillary to the vehicle sales use comprise a combined area of 324m² and are located in the south-western corner of the site.</p> <p>Additionally, a 'fixed price' sales office and staff amenities (including kitchenette and lunch room) with a combined area of 222m² are situated in the south-eastern corner of the warehouse.</p>

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Auction Area	<p>Auctions are proposed to be undertaken in the south-western corner of the warehouse.</p> <p>The auction area includes a vehicle presentation area, customer seating, auction booth and sales desks.</p>
Vehicle Storage and Display	<p>The western portion of the warehouse will be utilised for vehicle storage and display, and comprises 104 bays.</p> <p>Combined with the auction area, the vehicle storage and display area comprises an area of 2,852m².</p>
Fixed Price Car Display	<p>The eastern portion of the warehouse will be utilised for the display of vehicles available for fixed price sale. The fixed price car display area comprises 70 bays and an area of 1,845m².</p>
Hoist and Washbays	<p>Two (2) hoist bays, two (2) wash bays and two (2) dry bays are located in the north-eastern corner of the warehouse and comprise a combined area of 255m².</p>
External Storage Bays	<p>A total of 308 storage spaces are located throughout the external areas of the site.</p>
Service Drop Off Bays	<p>24 service drop off bays are located adjacent to the eastern site boundary.</p>
Customer Car Parking	<p>18 parking spaces adjacent to the southern boundary have been allocated as customer parking.</p>
Staff Car Parking	<p>20 parking spaces in the south-western corner of the site have been allocated as staff parking.</p>
Hours of Operation	<p>Auction times: 11am (no Sunday auction) Regular operating hours: 8:30am – 5:30pm Monday to Friday; 9:00am – 5:00pm Saturday & Sunday.</p>
Number of Employees	<p><u>Auctions:</u> 20 sales/admin staff at any given time.</p> <p><u>Fixed Price Sales:</u> Sales consultants x 3 Business Manager x 1 Yard manager x 1 Detailers x 3 Mechanic x 1</p>
Number of Customers	<p>During auction events: 30 Any other time: 5</p>

The areas of the site to be used for vehicle sales and auctions are shown within the Site Plan and Floor Plan at **Appendices 1 and 2**.

The overview of operations provided within this section is intended to contextualise and inform the assessment of the proposed Additional Permitted Use.

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The future development and use of the site for vehicles sales will be subject to separate approval under either a CDC or DA as appropriate in respect of the LLEP2008 and *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (Codes SEPP).

PART D JUSTIFICATION FOR PROPOSED LEP AMEDMENT

4.1 NEED FOR THE PLANNING PROPOSAL

The Department of Planning and Environment document *A Guide to Preparing Planning Proposals* includes the following questions in describing the need for the Planning Proposal.

4.1.1 IS THE PLANNING PROPOSAL A RESULT OF ANY STRATEGIC STUDY OR REPORT?

The Planning Proposal is not the direct result of a strategic study or report. The proposed amendment to the LLEP2008 to rezone the site for vehicle sales or hire premises does however align with a number of state and regional strategic studies and reports including:

4.1.1.1 NSW 2021

NSW 2021 is a State strategic plan and was delivered in December 2012. It is a 10 year plan to '*rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen the local environment and communities*'.

It replaces the previous State Plan as the NSW Government's strategic business plan, setting priorities for action and guiding resource allocation. NSW 2021 is a plan for change with ambitious goals and challenging targets.

The NSW 2021 Plan identifies five key strategies that the Plan is based around including:

- Rebuild the economy;
- Return quality services;
- Renovate infrastructure;
- Strengthen our local environment and communities;
- Restore accountability to government.

Key priority actions and actions outlined in each strategy are discussed below as they relate to the proposed future provision of vehicle sales or hire premises on the subject site.

Rebuild the Economy

The Government's number one priority is to restore economic growth and establish NSW as the first place in Australia to do business. The proposal will positively contribute to the economy through the provision of employment-generating development and the attraction of economic activity, thereby supporting the role of Moorebank's employment lands and supporting the continued viability of AHG.

In accordance with the above, the proposal will support the attainment of the following targets:

- *Grow business investment by an average of 4% per year to 2020.*
- *Grow GSP per capita by an average 1.5% per year to 2020 with specific industry growth targets.*
- *Grow employment by an average of 1.25% per year to 2020.*

Return Quality Services

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The Government's goal to return quality services includes targets relating to the improved efficiency of the road network and the increased use of public transport. The provision of vehicle sales within an established warehouse used for vehicle-related operations will make use of established road and public transport infrastructure. As such the proposal will contribute to the attainment of the following target:

- *Improve the efficiency of the road network during peak times on Sydney's road corridors.*

In accordance with the above paragraphs, the proposed Additional Permitted Use is consistent with NSW 2021 in that it will positively contribute to the economy by providing a compatible land use supporting the viability of an established automotive facility and the wider Moorebank employment lands precinct.

4.1.1.2 GREATER SYDNEY REGION PLAN

The Greater Sydney Plan (The Plan), A Metropolis of Three Cities sets a 40 year vision (to 2056) for growing Greater Sydney with a focus on the regional significance of central and western Sydney in order to contribute to a more productive, liveable and sustainable city. The Plan has been prepared concurrently with Future Transport 2056 and *State Infrastructure Strategy 2018-2038* to align land use, transport and infrastructure outcomes for Greater Sydney.

The Plan envisages Sydney as a metropolis of three (3) cities, including:

- The Western Sydney Parkland City;
- The Central River City; and
- The Eastern Harbour City.

The site is located on the fringe of The Western Sydney Parkland City. The Plan seeks to foster productivity, liveability and sustainability, to be achieved through the '30 minute city' model by which more than 60% of people live within 30 minutes of jobs, education, health facilities and services. The creation of the 30 minute city is to be promoted through infrastructure investment and coordinated transport and land use planning.

Priorities for Greater Sydney are summarised as follows:

▪ A productive Sydney:

- A growing city of 817,000 additional jobs, 1.74 million additional people, 725,000 new homes and \$655 billion worth of economic activity;
- Smart jobs including increased knowledge-intensive, health and education jobs, as well as increased productivity per worker;
- A 30-minute city characterised by better accessibility to an increased range of jobs, local services and amenities, including for socially disadvantaged areas;
- By 2036 the Western City is envisioned as a commercial and retail businesses, and health and education hub, along with significant freight and logistics strengths;

▪ A liveable Sydney:

- An equitable, polycentric city focusing on access to jobs, education, health services, open space and community/cultural infrastructure, new infrastructure to accommodate growth, enhanced heritage areas and consideration of demographic change;
- Housing choice and diversity to suit people through all stages of life and in different income groups, including affordable rental housing, social housing, increased supply and the prioritisation of growth close to jobs and in walkable centres;
- A collaborative city across state agencies, local government, service providers and the wider community;
- The Vision for the Western City in 2036 is one offering a diversity of housing opportunities, access to green spaces and cultural and entertainment facilities, with well-connected communities which have access to a range of jobs and services.

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• A sustainable city:

- A city in its landscape with aims to improve the health of waterways, protect and enhance biodiversity, open space, scenic/cultural heritage and productive landscapes and increase access to open space;
- An efficient city by which environmental impacts are minimised and mitigated through the efficient use of energy and resources, recycling of water and materials and the development of renewable energy sources;
- A resilient city adapting to the impacts of climate change, minimising exposure to hazards and strengthening social, organisation and infrastructure capacity;
- The Western City, by 2036, is envisioned as the parkland city with environmentally-enriched waterways and a fully revealed and restored underlying natural landscape.

The PP positively contributes to the priorities of the Plan by:

- Commercial premises on the Site would contribute to the creation of the 30-minute city owing to the immediate proximity of the Site to jobs, services and future transport infrastructure; and
- The proposed additional permitted use of the Site would increase employment floorspace, and would provide additional employment opportunities.

In summary, the proposed development would contribute to the objectives set out in the Greater Sydney Region Plan by promoting minor environmental impacts and the further promotion of employment-generating opportunities to the wider locality and community.

4.1.1.3 WESTERN CITY DISTRICT PLAN

Greater Sydney's three cities reaches across five (5) districts. The Greater Sydney Region Plan identifies Moorebank as being located within the Western City District, which includes Liverpool Council Local Government Area (LGA). The plan encourages a twenty year plan to help encourage and establish the goals set out in the Greater Sydney Region Plan mentioned above. The plan is considered the 'bridge' between Regional and Local planning. Moorebank is situated within the Western City District.

The plan reinforces the four (4) planning priorities and action items for concern as previously mentioned in **Section 4.1.1.2**. The Plan establishes a number of priorities and actions to guide growth, development and change, relating to infrastructure & collaboration, liveability, productivity and sustainability.

The Greater Sydney Commission further reinforces the Plan's potential for achievement by outlining the following strategies, including:

- Creating a once-in-generation economic boom with the Western Sydney Airport and Badgerys Creek Aerotropolis bringing together infrastructure, businesses and knowledge-intensive jobs
- Building on the Western Sydney City Deal to transform the Western City District over the next 20 to 40 years by building on natural and community assets and developing a more contained Western City District with a greater choice of jobs, transport and services aligned with growth
- Delivering the first stage of the North South Rail Link
- Collaborating and building strong relationships between Liverpool, Greater Penrith and Campbelltown-Macarthur reinforced by the emerging Badgerys Creek Aerotropolis forming a unique metropolitan cluster
- Providing major transport links for people and freight by unprecedented transport investments
- Developing a range of housing, providing access to public transport and infrastructure including schools, hospitals and community facilities
- Linking walking and cycling paths, bushland and a green urban landscape framed by the Greater Blue Mountains World Heritage Area, the Scenic Hills and Western Sydney Parklands
- Enhancing and protecting South Creek, Georges River and Hawkesbury Nepean river systems
- Mitigating the heat island effect and providing cooler places by extending urban tree canopy and retaining water in the landscape

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- Protecting the District's natural landscapes, heritage and tourism assets, unique rural areas and villages
- Protecting the environmental, social and economic values of the Metropolitan Rural Area.

The proposal would contribute to the objectives set out in the Western City District Plan by promoting a greater range of land uses of benefit to the community by employment generation and provision of an additional use to complement the current operations, whilst supporting an economical and environmentally sustainable proposed development.

4.1.1.4 OUR HOME, LIVERPOOL 2027

Refer to section 4.2.2.1 of this report.

4.1.2 IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVES OR INTENDED OUTCOMES OR IS THERE A BETTER WAY?

It is considered that the Planning Proposal is the best means of achieving the objectives stipulated in Section 2 of this report.

Under the current LLEP2008 the site is zoned IN1 General Industrial and Vehicle Sales or Hire Premises are prohibited. Though prohibited, development for the purpose of vehicle sales is considered to achieve the relevant zone objectives given that vehicle sales or auctions would provide additional employment-generation and economic activity, whilst effectively integrating with the current operations of the site as well as surrounding land uses. Moreover, the vehicles sales or hire premises respond to precedence established by other facilities in immediate proximity of the site and therefore would be consistent with the established character and role of the area.

Further, the built form controls applicable to the site under the current LLEP2008 would suitably enable development for the purposes of vehicle sales or hire premises with no amendment required.

Therefore an amendment to the LLEP2008 is required to permit the intended future provision of vehicle sales or hire premises on the site to support the continued operations of AHG.

4.1.3 IS THERE A NET COMMUNITY BENEFIT?

Net community benefit has been assessed in accordance with relevant guidelines and as outlined in the following table.

Table 3 - Net Community Benefit		
Criteria	Y/N	Proposal
Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800m of a transit node)?	Y	The proposal is consistent with key elements of NSW 2021, Greater Sydney Region Plan and the Western City District Plan, as discussed above.
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?	Y	The site is located within Liverpool which is identified within Greater Sydney Region Plan as a strategic centre and a regional city centre. Liverpool is also identified within the Bankstown to Liverpool enterprise corridor and the Campbelltown-MacArthur to Liverpool urban corridor, which are intended to provide concentrated, efficient and sustainable growth.

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		<p>Within the Western City District Plan, Liverpool is also identified as a strategic centre.</p> <p>Consistent with the strategic policy for Liverpool, the proposal will support continued economic activity and will protect strategically-located employment lands for employment-generating development.</p>
Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?	N	<p>Precedent has already been established within Moorebank for vehicle sales and auctions, and accordingly the proposed additional permitted use responds to the current variety of land uses operating in proximity of the site.</p> <p>Specifically, the Manheim automotive sales and auction facility is located directly opposite the subject site, on the eastern side of Moorebank Avenue. Manheim have been undertaking auctions on the site for several years and it is considered highly appropriate for the subject site to undertake similar operations.</p>
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	N	<p>Whilst land in close proximity of the site, including directly to the north, forms the subject of proposed rezonings to facilitate large scale mixed use development, the proposed additional permitted use for vehicle sales does not directly respond to any rezonings.</p> <p>Rather, the proposal seeks to conserve the current IN1 General Industrial zoning and adhere to the objectives of the zone, whilst introducing a vehicle sales component to the existing vehicle-related operations.</p> <p>As aforementioned, the proposal does respond to the Manheim automotive sales and auction facility directly opposite the site, though it is understood that this use was approved under a previous LEP which provided for vehicles sales as a permitted use.</p> <p>Accordingly, the proposal will integrate with existing land uses on surrounding sites that have been effectively operating for a number of years.</p>
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	Y	<p>The proposal will facilitate vehicle sales which represent a permanent employment generating activity. This is consistent with the range of land uses permitted under the current IN1 zoning which aims to ensure the use of the land for employment generation.</p>
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	N	<p>The subject site is currently zoned for employment-generating land uses which the existing AHG vehicle repairs and storage facility ensures the provision of. Neither the existing or proposed range of permissible uses allow development for the purposes of residential accommodation on the site. This is consistent with the</p>

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		designation of the site and its surrounds as employment lands.
Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future transport?	Y	<p>The inclusion of vehicles sales within the existing automotive facility on the site will not result in any substantial additional traffic generation or place additional demand on services, and therefore will be suitably accommodated by existing public infrastructure.</p> <p>The site is accessible by road, being Helles Avenue, by which access is provided to the wider road network including Moorebank Avenue, the M5 South Western Motorway, Hume Highway, Newbridge Road and Heathcote Road. Bus stops are located along Moorebank Avenue and provide connections to Holsworthy train station and Liverpool train station. Liverpool train station is located approximately 2.3km by road from the site.</p>
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	N	<p>The site already incorporates vehicle repairs and storage facilities, and the co-location of vehicle sales and auctions within the existing facility will reduce the need to travel for deliveries/suppliers, staff and customers.</p> <p>Accordingly, no impacts in terms of emissions, operating costs and road safety are expected to be incurred.</p>
Are there significant Government investments in infrastructure or services in the area where patronage will be affected by the proposal? If so, what is the expected impact?	N	The proposal does not require further government investment in public infrastructure; it will utilise the existing infrastructure and services which will suitably accommodate the additional use.
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?	N	<p>The proposal will not impact on land that the government has identified a need to protect. Rather the proposal will facilitate vehicle sales to take place within an existing building that is situated within an established employment lands precinct.</p> <p>There are no environmental constraints that would compromise the use of the existing facility for vehicle sales.</p>
Will the LEP be compatible/complementary with surrounding adjoining land uses? What is the impact on the amenity in the location and wider community? Will the public domain improve?	Y	<p>The proposed vehicles sales or hire premises would effectively integrate with the existing facility on the site and also with land uses taking place on surrounding sites. The complementary nature of the proposed use is evidenced by the existing operations of Manheim on the site directly opposite, which have included vehicle sales and auctions for several years without any unacceptable impacts arising.</p> <p>The site is located within an industrial area and would not compromise any neighbouring operations or</p>

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		amenity. Neither would the proposal adversely impact on the public domain.
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	Y	The proposal would introduce another vehicle sales and auction facility to Moorebank, thereby increasing choice and competition within the automotive industry. This is considered to positively diversify economic activity and employment opportunities within the area, and also enhance service provision to the benefit of customers.
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	N	The proposal is for vehicle sales or hire premises only, intended to complement and support the existing vehicle repairs and storage facility operating on the site. The proposal would provide additional economic activity and employment within Moorebank and as such would reinforce the role of designated employment lands. The proposed vehicle sales would not however contribute to any transformation of the locale.
What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?	Y	<p>The proposal will allow for vehicle sales to be undertaken on the site to support and complement the existing vehicle repairs and storage facility. The proposed use represents a type of employment-generating activity and will provide new employment opportunities and economic activity for the local and regional populations. The proposal is therefore considered to be completely in the public interest with no adverse impacts anticipated.</p> <p>Were the proposal not to proceed at this time, the continued viability of AHG's operations would be potentially compromised and Moorebank would forgo the opportunity for diversified employment-generation and economic activity.</p>

4.2 RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

4.2.1 IS THE PLANNING PROPOSAL CONSISTENT WITH THE OBJECTIVES AND ACTIONS CONTAINED WITHIN THE APPLICABLE REGIONAL OR SUBREGIONAL STRATEGY (INCLUDING THE SYDNEY METROPOLITAN PLAN AND EXHIBITED DRAFT STRATEGIES)?

As previously discussed in Section 4.1, the Planning Proposal is consistent with NSW 2021, Greater Sydney Region Plan and the Western City District Plan.

4.2.2 IS THE PLANNING PROPOSAL CONSISTENT WITH THE LOCAL COUNCIL'S COMMUNITY STRATEGIC PLAN OF OTHER LOCAL STRATEGIC PLAN?

4.2.2.1 OUR HOME, LIVERPOOL 2027

Our Home, Liverpool 2027 Plan establishes the vision and priorities of the Liverpool community and endeavours to improve the wellbeing of the local residents. The overall concept of the plan focuses on what priorities the residents capture such as social inclusion, protecting the local environment, generating opportunity and providing collaborative leadership.

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The Community Strategic Plan is a ten-year plan that defines the vision and priorities of the community, which prioritises four main directions; these priorities have been identified through community consultation. The four directions that have been identified are;

- Creating connection – Social
- Strengthening and protecting our environment – Environment
- Generating Opportunity – Economic
- Leading through collaboration – Civic leadership

The proposal does recognise each of these, through providing an additional use in the IN1 General Industrial Zoned site to include Vehicle Sales or Hire Premises. Through including this additional land use the proposal will support the *Our Home, Liverpool 2027* by providing economic opportunity through, employment and social connection, establishing a larger economic market place in the Moorebank area.

4.2.3 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES?

The proposal is consistent with the relevant State Environmental Planning Policies (SEPPs), as outlined in **Table 5**.

Table 4 - State Environmental Planning Policies

Policy	Details
SEPP 1 – Development Standards	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP 55 – Remediation of Land	The subject site comprises an existing warehouse which is proposed to be utilised for vehicles sales with only minor internal alterations required. Given the use would not require extensive redevelopment of the site, no further consideration of SEPP 55 is required.
SEPP 64 – Advertising and Signage	Any signage associated with future vehicle sales or hire premises on the site would be assessed and approved in accordance with SEPP 64.
SEPP (Exempt and Complying Development Codes) 2008	The relevant approvals pathway for future development will be determined in light of the relevant LEP and Exempt and Complying Development Codes.
SEPP (Infrastructure) 2007	<p>State Environmental Planning Policy (Infrastructure) 2007 provides for certain proposals, known as Traffic Generating Development, to be referred to NSW Roads and Maritime Services (RMS) for concurrence.</p> <p>Referral may be required for the erection of new premises, or the enlargement or extension of existing premises where their size or capacity satisfy certain thresholds. Schedule 3 lists the types of development that are defined as Traffic Generating Development.</p> <p>It is proposed to utilise the existing warehouse on the site for vehicle sales with no additional GFA proposed. Accordingly, the referral thresholds under Schedule 3 of SEPP Infrastructure would not be triggered.</p>

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4.2.4 IS THE PLANNING PROPOSAL CONSISTENT WITH THE APPLICABLE MINISTERIAL DIRECTIONS (S117 DIRECTIONS)?

The Planning Proposal has been assessed against the s117 Ministerial Directions and is consistent with each of the relevant matters, as outlined below.

Table 5 – S117 Ministerial Directions

Direction	Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	The site is currently zoned IN1 General Industrial and the proposed amendment to the LLEP2008 intends to retain this IN1 zoning whilst providing for an Additional Permitted Use. In accordance with the objectives of this Direction the proposal will promote employment growth in the Moorebank employment lands and diversified economic activity. The proposal will ensure the use of the site for employment-generating activities is maintained and will complement the existing vehicle repairs and storage facility. Therefore, the proposal is considered consistent with the objectives of this Ministerial Direction.
	Not Applicable
1.2 Rural Zones	Not Applicable
1.3 Mining, Petroleum Production and Extractive Industries	Not Applicable
1.4 Oyster Aquaculture	Not Applicable
1.5 Rural Lands	
2. Environment and Heritage	
2.1 Environment Protection Zones	Not Applicable
2.2 Coastal Protection	Not Applicable
2.3 Heritage Conservation	Not Applicable
2.4 Recreation Vehicle Areas	Not Applicable
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	Not Applicable
3.2 Caravan Parks and Manufactured Home Estates	Not Applicable
3.3 Home Occupations	Not Applicable
3.4 Integrating Land Use and	The subject site is suitable for the proposed vehicle sales or hire

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Transport	premises owing to the proximity of other compatible and complementary land uses as well as established transport infrastructure ensuring accessibility. The site is accessible by road, being Helles Avenue, by which access is provided to the wider road network including Moorebank Avenue, the M5 South Western Motorway, Hume Highway, Newbridge Road and Heathcote Road. Bus stops are located along Moorebank Avenue and provide connections to Holsworthy train station and Liverpool train station. Liverpool train station is located approximately 2.3km by road from the site. Given the accessibility afforded by established infrastructure and the co-location of other land uses minimising the number of trips required to access a range of services, the proposal is considered to be consistent with this Ministerial Direction.
3.5 Development Near Licensed Aerodromes	Not Applicable
3.6 Shooting Ranges	Not Applicable
4. Hazard and Risk	
4.1 Acid Sulfate Soils	The site is identified as comprising class 5 acid sulfate soils, however given that the proposal seeks to permit an additional use for vehicle sales within an existing warehouse, it would not impact on any soils. Acid sulfate soils would be considered in greater detail in conjunction with any DA seeking consent for built form.
4.2 Mine Subsidence and Unstable Land	The site is not known to contain mine subsidence or unstable land.
4.3 Flood Prone Land	Whilst the site is identified as flood prone, the proposed use for vehicles sales is intended to occur within the existing building on the site and therefore is considered compatible with the flood characteristics of the land. Flooding would be considered in greater detail in conjunction with any DA seeking consent for built form.
4.4 Planning for Bushfire Protection	The site is not identified as bushfire prone land.
5. Regional Planning	
5.1 Implementation of Regional Strategies.	Not Applicable
5.2 Drinking Water Catchments	Not Applicable
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not Applicable
5.4 Commercial and Retail Development along the Pacific	Not Applicable

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Highway, North Coast	
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) (Revoked 18 June 2010)	Not Applicable
5.6 Sydney to Canberra Corridor (Revoked 10 July 2008. See amended Direction 5.1)	Not Applicable
5.7 Central Coast (Revoked 10 July 2008. See amended Direction 5.1)	Not Applicable
5.8 Second Sydney Airport: Badgerys Creek	The site is not located in proximity of the proposed Badgerys Creek Airport.
5.9 North West Rail Link Corridor Strategy	The site is not located in proximity of the NSW Rail Link Corridor.
6. Local Plan Making	
6.1 Approval and Referral Requirements	Not Applicable
6.2 Reserving Land for Public Purposes	Not Applicable
6.3 Site Specific Provisions	No other restrictive site specific planning controls are proposed.
7. Metropolitan Planning	
7.1 Implementation of Greater Sydney Region Plan	Section 4.1 of this Planning Proposal identifies the proposal's consistency with the relevant Regional Strategies including Greater Sydney Region Plan.
7.2 Implementation of Great Macarthur Land Release Investigation	Not Applicable

4.3 ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

4.3.1 IS THERE ANY LIKELIHOOD THAT CRITICAL HABITAT OF THREATENED SPECIES, POPULATIONS OR ECOLOGICAL COMMUNITIES, OR THEIR HABITATS, WILL BE ADVERSELY AFFECTED AS A RESULT OF THE PROPOSAL?

The proposed use would be undertaken within the existing built form on the subject site, which is currently used for the purposes of vehicle repairs and storage. Surrounding sites comprise similar warehouse and industrial development, and the surrounding context also includes major road infrastructure. As such, the state of the site and its surrounds is highly disturbed with limited existing vegetation.

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It is noted that the site is located in the broad vicinity of Georges River, however a 270m buffer zone between the site and the river comprises other industrial development and grassed parkland. Additionally, the proposed use would be undertaken within the existing warehouse on the site.

The proposal will therefore not affect any critical habitats, populations or ecological communities.

4.3.2 ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED?

Traffic and Parking

- As outlined in the Traffic Impact Statement in **Appendix 3**, the provision of 71 spaces, is considered to adequately cater to the proposed use as this far exceeds the projected demand of up to 38 spaces. This is considered a suitable compromise between the projected demands and Council's nominal DCP requirements.
- The proposed use of the site is expected to generate in the order of 21 vehicle trips per hour during peak periods. This compares with between 29-58 vehicles per hour that might reasonably occur under existing controls should the site revert back to a typical industrial use. Accordingly, the proposal is expected to result in less traffic on the surrounding road network during critical peak periods.

Heritage

- The site is not identified as a heritage item or conservation area and is not identified in proximity of any items or areas of heritage significance. Therefore, the proposal will not affect the heritage of Liverpool.

Operational Management

- The operational procedures for the proposed use of the site are detailed in section 3.3 of this report. Any future development application for the desired use of the site will be supported by a Plan of Management.

Environmental Considerations

- The site is located within an established industrial area and currently comprises a warehouse utilised for vehicle repairs and storage. Surrounding sites are also developed for warehouse and industry and do not comprise any sensitive land uses. The proposed use for vehicle sales to be undertaken within the existing warehouse on the site is therefore highly compatible with current site development and the surrounding context.
- The nearest residential development is located approximately 255m north-east of the site on the opposite side of Moorebank Avenue approximately 400m west of the site on the opposite side of the Georges River. There will therefore be no amenity impacts associated with the proposal that could potentially impact on residential receivers.
- The site has been predominantly cleared and comprises only scattered trees, shrubs and turf adjacent to the street frontages. Additionally, the site is not identified as being environmentally sensitive in the LLEP2008 maps and is well separated from the Georges River by a distance of 270m and other warehouses. Accordingly, the proposed additional permitted use would not adversely impact on any aspect of the natural environment.
- The site comprises class 5 acid sulfate soils, however the proposal would utilise the existing warehouse and would not impact on any acid sulfate soils. Acid sulfate soils would be considered in greater detail in conjunction with any DA seeking consent for built form.

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- The site is identified as comprising flood prone land, however given the proposed use would be undertaken within the existing building on the site, it is considered compatible with the flood characteristics of the land. Flooding would be considered in greater detail in conjunction with any DA seeking consent for built form.

4.3.3 HOW HAS THE PLANNING PROPOSAL ADEQUATELY ADDRESSED SOCIAL AND ECONOMIC EFFECTS?

The proposed development is considered to generate the following positive social and economic effects:

- The proposed use will provide additional employment opportunities within an existing warehouse situated in an established industrial area. By permitting vehicles sales to occur, the proposal will support the continued viability of the existing automotive facility operating on the site.
- The proposal will retain existing employment-generating development and stimulate additional economic activity within the Moorebank employment lands precinct.
- The proposal will benefit the local and regional populations by providing new employment opportunities and enhancing service provision.

4.4 STATE AND COMMONWEALTH INTERESTS

4.4.1 IS THERE ADEQUATE PUBLIC INFRASTRUCTURE FOR THE PLANNING PROPOSAL?

The proposal seeks to provide an additional use within the existing vehicle repairs and storage facility on the site which is adequately serviced by public infrastructure.

The site is accessible by road, being Helles Avenue, by which access is provided to the wider road network including Moorebank Avenue, the M5 South Western Motorway, Hume Highway, Newbridge Road and Heathcote Road. Bus stops are located along Moorebank Avenue and provide connections to Holsworthy train station and Liverpool train station. Liverpool train station is located approximately 2.3km by road from the site.

4.4.2 WHAT ARE THE VIEWS OF STATE AND COMMONWEALTH PUBLIC AUTHORITIES CONSULTED IN ACCORDANCE WITH GATEWAY DETERMINATION?

No consultation with State or Commonwealth authorities has been carried out to date.

It is acknowledged that Liverpool City Council will consult with relevant public authorities following the Gateway determination.

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PART E COMMUNITY CONSULTATION

Clause 57 of the Environmental Planning and Assessment Act 1979 requires the relevant planning authority to consult with the community in accordance with the Gateway Determination. It is anticipated that the Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of the Department of Planning and Environment guidelines '*A guide to preparing local environmental plans*'.

It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s).
- A notice on the Liverpool City Council website.
- Written correspondence to adjoining and surrounding landowners.

The Gateway determination, Planning Proposal and specialist studies would be publicly exhibited at Council's offices and any other locations considered appropriate to provide interested parties with the opportunity to view the submitted documentation.

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PART F CONCLUSION

The proposed amendment to Schedule 1 of the *Liverpool Local Environmental Plan 2008* (LLEP2008) for an Additional Permitted Use within the IN1 General Industrial zone will enable the future provision of Vehicle Sales or Hire Premises on the site.

The proposed rezoning of the site has demonstrated it is appropriate for the following reasons:

- The proposed rezoning for an Additional Permitted Use will enable the future use of the site for vehicle sales and auctions to complement the existing vehicle repairs and storage facility and support AHG's ongoing operations.
- The proposal is consistent with the state, regional and local strategic planning framework. Specifically, the proposal is consistent with the priorities of NSW 2021, Greater Sydney Region Plan and the Western City District Plan, particularly as they relate to growing the economy, protecting employment lands, supporting strategic centres, transforming the productivity of Western Sydney and supporting important sectors of the economy.
- The proposal is consistent with the aims of the LLEP2008 as it relates to employment-generating development within an established industrial precinct that provides employment for the local and regional populations and fosters the economic growth of Liverpool.
- The proposal is consistent with the objectives of the IN1 General Industrial zone in that it will support the automotive operations of AHG and will provide a compatible mix of land uses, all of which promote employment-generation. Moreover, vehicle sales would be integrated within the existing warehouse and would provide enhanced economic activity without compromising the operations or amenity of any surrounding sites.
- As no other amendments to the LLEP2008 or any other EPI would be required to facilitate the proposal, the proposed vehicle sales or hire premises are considered to be consistent with the objectives and provisions of all applicable EPIs. Similarly, the proposal is consistent with the objectives and provisions of the relevant Development Control Plan (DCP).
- The proposal would not result in any land use conflict but rather would complement and support the range of existing and future land uses and development types on, and in immediate proximity of, the site. In particular, the complementary nature of the proposed use is evidenced by the existing operations of Manheim on the site directly opposite, which have included vehicle sales and auctions for several years without any unacceptable impacts arising.
- Future vehicle sales and auctions would be undertaken within the existing built form on the site and therefore would be coherent with the visual character of the area.
- The proposal will connote significant economic benefit deriving from undertaking of vehicle sales to complement AHG's existing automotive operations. Specifically, economic benefits are associated with the following:
 - The proposed use will provide additional employment opportunities within an existing warehouse situated in an established industrial area. By permitting vehicles sales to occur, the proposal will support the continued viability of the existing automotive facility operating on the site.
 - The proposal will retain existing employment-generating development and stimulate additional economic activity within the Moorebank employment lands precinct.

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- The proposal will not exhibit any adverse environmental impact. Rather the proposal will enable vehicle sales to be undertaken within the existing warehouse on the site and as such will utilise established built form and infrastructure. No further land-take or infrastructure development is required to support the proposal.
- No adverse social impact will arise from the proposal. Rather the proposal will benefit the local and regional populations by providing new employment opportunities and enhancing service provision.
- The proposal is not considered to result in any other undue impacts. The future vehicles sales or hire premises would be serviced by the existing utilities, roads, car parking, waste facilities, security arrangements and built form associated with the established development.

It is therefore recommended that the Planning Proposal is recommended for approval by Liverpool City Council and that the necessary steps are pursued to enable it to proceed to Gateway Determination under Section 56 of the EP&A Act.