

Appendix A – Detailed Response to TfNSW Submission

TfNSW has made a submission generally supportive of the draft Georges River LEP 2021, but does raise several matters which are discussed in further detail below.

Agency Issue	Panel's Response	Department's Assessment
Land Reservations for Acquisition The submission notes that all existing TfNSW corridors and reservations need to be maintained and appropriately reflected in the Land Zoning and Land Reservation Acquisition maps as SP2 Infrastructure. No new reservations or SP2 zones relating to TfNSW are to be added without prior written approval		The Department notes this matter and considers that the draft Georges River LEP 2021 does not propose amendments to the Land Reservation Acquisition Mapping that are inconsistent with this submission or Section 9.1 - Ministerial Direction 6.2 - Reserving Land for a Public Purpose.
Freight Movement and Corridors The submission considers: • it is important that Council's Commercial Centres Strategy addresses local freight access to centres; • the efficient movement of freight requires a strategy that integrates it with the efficient movement of people, especially in and around the city centre whilst protecting urban amenity and freight access; • 'local distribution centres' might be beneficial in the B4 zone, providing Council the flexibility to promote and approve local freight hubs in key urban centres where freight demand is high, kerb and road space is constrained and freight movements have the potential to impact amenity and place-making objectives.	In response, the Panel noted that: • the importance of the Illawarra Freight Rail Corridor is acknowledged and will be considered in any future development at Treacy Street Car Park; and • that future collaboration with TfNSW on Part 2 of the Commercial Centres Strategy is welcome.	The Department notes these matters and the Panel's response. The Department: • acknowledges the intent of the suggested amendment by TfNSW to promote local freight hubs which encourage sustainable transport alternatives and reduce traffic congestion. • However, the potential amenity impacts of 'local distribution premises', including hours of operation, impacts on the local road network, pedestrian movement and noise impacts will require further consideration as part of future strategic planning. • The Department encourages Council to undertake this further investigation as part of the Georges River Commercial Centre Strategy - Part 2;

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- Local freight hubs can support freight consolidation and the use of sustainable alternative modes, such as walking and cycling, for last mile delivery as well as support place outcomes; - freight rail forms an essential and invaluable component of NSW's freight and logistics network and in turn for the NSW economy. The Illawarra rail line is an important rail freight corridor in Georges River LGA. In considering amendments to the LEP, Council needs to consider and plan for the continuation of freight rail operations, noting they: - have a unique noise profile, when compared to passenger rail and road noise; - have other off-site impacts, including vibration; - are likely to result in increased movements (particularly at night) as the State Government continues to encourage freight rail as an alternative to congested road networks; - have long-standing and fixed corridors that cannot be moved without prohibitive costs to Government; - have irregular, and in some cases, infrequent movements; and		- considers that Division 17 of the Infrastructure SEPP requires consideration of noise impacts from road corridors on adjacent development as part of the development application process. This can ensure existing land uses and development densities respond to noise from road corridors; - encourages Council to consider freight corridor impacts as part of the strategic planning process. This will ensure future LEP amendments support development outcomes which are compatible with freight corridors in collaboration with TfNSW; and - considers that the planning proposal does not negatively impact the operation of existing freight corridors.

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○ make a substantial and significant contribution in economic terms. • any development at Treacy Street Car Park which is proposed to be rezoned for B4, must have regard to the function of the rail corridor as an important freight corridor. The adjacent Illawarra rail line is part of the National Land Transport Network and a vital connection between Sydney and the Illawarra region.		
Opportunities to work collaboratively with Council The submission states that: • TfNSW would appreciate the opportunity to continue working collaboratively with Council on associated transport studies and precinct planning to deliver place based outcomes, and the identification of practicable transport infrastructure and funding responsibilities; and • the NSW transport cluster owns a number of land parcels within the Georges River LGA, with some of these parcels currently underutilised until required for operation purposes, and others identified as surplus. As part of any future planning and LEP amendment, TfNSW would appreciate the opportunity to work in collaboration with Council to identify development potential for underutilised and surplus land owned by the NSW transport cluster to assist Council in achieving its	In response, the Panel noted that Council will seek future opportunities to work with TfNSW to identify development potential for underutilised and surplus land owned.	The Department notes the Panel's response and supports early engagement with TfNSW to plan for future growth, including the delivery of supporting infrastructure.

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housing and commercial centres strategies.		
LEP Amendments The submission notes: • a new minimum non-residential floor space control within business zones that permit residential development. The submission states that TfNSW generally supports this provision in mixed use developments around transport nodes to protect local employment, provide better place-based outcomes, and assist in achieving a 30 minute city; and • TfNSW is supportive of providing housing within walking distance to transport infrastructure, such as train stations and frequent bus services, encouraging the efficient use of existing public infrastructure;	In response, the Panel noted TfNSW supports: • the introduction of a minimum non-residential FSR within the LGAs business zones as this will provide more employment opportunity within proximity to existing transport nodes, thereby assisting in achieving the 30 minute city objectives; and • the five HIAs to provide more housing choice to reach the LGAs housing targets.	The Department notes these matters and considers the Panel's response to be adequate.