



New South Wales

# **Liverpool Local Environmental Plan 2008 (Amendment No 62)**

under the

**Environmental Planning and Assessment Act 1979**

The Greater Sydney Commission makes the following local environmental plan under the *Environmental Planning and Assessment Act 1979*.

MARCUS RAY

As delegate for the Greater Sydney Commission

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### **1 Name of Plan**

This Plan is *Liverpool Local Environmental Plan 2008 (Amendment No 62)*.

### **2 Commencement**

This Plan commences on the day on which it is published on the NSW legislation website.

### **3 Land to which Plan applies**

This Plan applies to the following land at Casula and Moorebank:

- (a) Lot 51, DP 515696,
- (b) Lot 5, DP 833516,
- (c) Lots 100 and 101, DP 1049508,
- (d) Lots 2 and 4, DP 1130937,
- (e) Lots 102–104, DP 1143827,
- (f) Lot 4, DP 1186349,
- (g) Lot 1, DP 1197707,
- (h) Bapaume Road, Moorebank,
- (i) part of the Georges River at Moorebank,
- (j) unnamed road adjoining the northern boundary of Lot 5, DP 833516.

### **4 Maps**

The maps adopted by *Liverpool Local Environmental Plan 2008* are amended or replaced, as the case requires, by the maps approved by the Minister on the making of this Plan.

## Schedule 1 Amendment of Liverpool Local Environmental Plan 2008

### [1] Clause 7.36

Insert after clause 7.35:

#### 7.36 Arrangements for infrastructure arising out of development of intermodal terminal at Casula and Moorebank

- (1) The object of this clause is to require satisfactory arrangements to be made for the provision of relevant State public infrastructure, before the carrying out of development on the land in the IMT Area, to satisfy needs that arise from development on the land, but only if that land is developed intensively for an IMT.
- (2) This clause applies to the IMT Area.
- (3) This clause does not apply to land if the whole or any part of it is in a special contributions area (as defined by section 93C of the Act).
- (4) Development consent must not be granted to development for the purposes of an IMT on land in the IMT Area unless the Secretary has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of relevant State public infrastructure in relation to that land.
- (5) Subclause (4) does not apply in relation to development if the consent authority is satisfied that:
  - (a) the development will not result in a significant net increase in traffic to or from the IMT Area, or
  - (b) the development is of a minor nature or is a precursor to development for an IMT.
- (6) In this clause:

**IMT** means an intermodal terminal for the connection of rail and road freight services, and includes road and rail works and associated commercial infrastructure.

**IMT Area** means the area identified as “IMT Area” on the Key Sites Map.

**relevant State public infrastructure** means public facilities or services that are provided or financed by the State (or if provided or financed by the private sector, to the extent of any financial or in-kind contribution by the State) of the following kinds:

  - (a) State and regional roads,
  - (b) bus interchanges and bus lanes,
  - (c) rail infrastructure and land.

### [2] Schedule 1 Additional permitted uses

Insert after clause 21:

#### 22 Use of certain land at Casula and Moorebank

- (1) This clause applies to certain land at Casula and Moorebank.
- (2) Development for the purposes of rail infrastructure is permitted with development consent but only on land in Zone RE1 Public Recreation,

Zone E3 Environmental Management and Zone W1 Natural Waterways identified as “IMT Rail Corridor” on the Key Sites Map.

- (3) Development for the purposes of drainage is permitted with development consent but only on land in Zone E3 Environmental Management identified as “IMT Riparian Corridor” on the Key Sites Map.
- (4) Development for the purposes of a recreation facility (outdoor) or recreation area is permitted with development consent but only on land in Zone E3 Environmental Management identified as “IMT Recreation Area” on the Key Sites Map.