

Submission  
No 38

## INQUIRY INTO CURRENT AND FUTURE PUBLIC TRANSPORT NEEDS IN WESTERN SYDNEY

**Organisation:** Leamac Property Group

**Date Received:** 18 September 2023

---

# MOORE POINT

JOINT LANDOWNER GROUP

18 September 2023

The Hon Cate Faehrmann MLC  
Chair  
Portfolio Committee No. 6  
Legislative Council  
Macquarie St  
SYDNEY NSW 2000

Dear Ms Faehrmann

## **Submission on current and future public transport needs in Western Sydney**

The Moore Point Joint Landowner Group (JLG) comprising Leamac Property Group and Coronation Property welcomes the opportunity to make a submission to the Portfolio Committee No. 6 on the current and future transport needs in Western Sydney.

### [Moore Point – the opportunity](#)

The Moore Point Precinct is a 32 hectare precinct located immediately east of Liverpool CBD, on the eastern foreshore of the Georges River and north of Newbridge Road.

The location of the Moore Point Precinct in relation to the Liverpool CBD is shown circled in red in Figure 1 below.



*Figure 1 Location of Moore Point in relation to the Liverpool CBD as view looking south*

# MOORE POINT

## JOINT LANDOWNER GROUP

The Moore Point JLG are the proponents of a Planning Proposal for the rezoning of the Moore Point Precinct from industrial to a mixed-use zone. The Planning Proposal has been endorsed by Liverpool City Council, was issued a Gateway Determination by the Department of Planning in April 2023, and is anticipated to be on public exhibition in early 2024.

Moore Point is a once-in-a-generation opportunity and represents one of the largest privately-led urban regeneration projects in Australia. It will be a catalyst for Government to realise its objectives for the Western Parkland City and Liverpool Collaboration Area, including reducing car dependency and promoting active and public transport modes. Moore Point will be complementary to the existing Liverpool CBD and will further cement the national significance of the Liverpool Innovation Precinct.

The urban transformation of Moore Point will deliver much needed job opportunities and housing supply in a major strategic centre, along with significant public and economic benefits.

By 2050, Moore Point will have delivered:

4,600 construction jobs	23,000 permanent jobs
\$28 billion in construction GDP	\$4 billion in GDP/pa
8ha of public open space	8km of pedestrian river walks
~12,000 homes	~250,000m <sup>2</sup> of commercial/retail floorspace

### Transport Vision for Liverpool

Moore Point has been designed in line with Government Policy and in close collaboration with key agencies including Department of Planning and Environment, the then Greater Sydney Commission (now Greater Cities Commission) and Transport for NSW.

In its draft Place Based Transport Strategy for Liverpool, Transport for NSW identified the following five strategic directions for successful transport outcomes in Liverpool:

1. Enhancing Sustainable Transport Behaviours
2. Enhancing Walking and Cycling
3. Connecting people, places and goods
4. Improving 30-minute access
5. Better manage traffic movement and parking

Moore Point responds to these directions with a Masterplan that has been founded on the principles of a car-lite precinct, where residents are not reliant on private vehicles to move to, from or within the precinct. Moore Point's street network provides dedicated walking and active transport spaces, generous footpaths, space for urban greening and limits the space allocated to private vehicles, including parking.

# MOORE POINT

## JOINT LANDOWNER GROUP

Moore Point has been designed to prioritise and support a range of healthy and sustainable choices which are a compelling alternative to the traditional Western Sydney reliance on private vehicles. Moore Point will be:

- A 15-minute neighbourhood where it is possible for residents and visitors to access local service such as health, education and recreation as well as employment opportunities and transport within a convenient walking or cycling distance, minimising reliance on private vehicles.
- Part of a 30-minute city, Liverpool CBD, where residents can access a range of key destinations by public transport, enabled by new bridge connections to the CBD, a proposed transport interchange and future Metro Connection,

However, the success of the precinct delivering on this Transport Vision for Liverpool is dependent on the delivery of enabling infrastructure outlined below.

Investment	Rationale
Active transport bridge crossings over the Georges River in the Liverpool CBD	Delivers on the vision for Liverpool CBD as a walkable, high amenity River City. Specifically, the active transport bridges will provide access to/from: <ul style="list-style-type: none"><li>• Liverpool Railway Station and bus interchange</li><li>• Housing, jobs, education, retail and cultural facilities in the existing CBD and proposed in Moore Point</li><li>• New riverfront open space in Moore Point</li></ul>
Rapid bus connection to Western Sydney Airport	Connects workers, residents and visitors to/from Western Sydney Airport to Liverpool CBD. Whilst the new airport sits within the Liverpool LGA, the CBD won't be connected to the new airport and its employment and education opportunities, reinforcing the existing inequity of access in South West Sydney.
Improving existing heavy rail, with express services to Parramatta and Sydney CBDs	All train services to/from Liverpool are 'all stops', creating a long public transport journey to the diverse education, employment and cultural offerings of eastern and central Sydney. This creates longer commute times for south west Sydney families, which impacts on opportunities for social connections, physical activity etc. It also encourages the use of private vehicles as a more convenient alternative to public transport.
Metro connection through an extension of the South West Metro from Bankstown	To enable Liverpool to function as a genuine CBD with a diverse and thriving employment base, it needs rapid, high frequency access to population centres across Sydney. The extension of the South West Metro through to Liverpool will provide this connection.

# MOORE POINT

JOINT LANDOWNER GROUP

## Benefits of Transport infrastructure

The Moore Point JLG urges the Inquiry to consider the wider social and economic benefits of investment in transport infrastructure. Business cases for transport infrastructure need to consider more than construction costs and travel time savings, and account for measures such as:

- wellbeing benefits from living closer to jobs and services, reducing time spent travelling and increasing time spent connecting with family, friends and community, and other educational, recreational or creative pursuits,
- health benefits from increased walking and cycling, and less time sitting in cars for long commutes to work, shopping, education, and
- carbon emissions saved from reducing private vehicle kilometres travelled.

The Moore Point JLG thanks the Inquiry for this opportunity to provide input. We are happy to provide any further information, and welcome the opportunity to be included in future consultation.

Should you have any questions please do not hesitate to contact me at e .

Sincerely,

---

Erika Pawley  
**Director, Projects**  
**Leamac Property Group**  
**(on behalf of Moore Point Joint Landowner Group)**