

ATTACHMENT BOOKLET

ORDINARY COUNCIL MEETING
24 FEBRUARY 2021

CONTENTS

PAGE

**EGROW 02 SUBMISSIONS ON DRAFT WESTERN SYDNEY AEROTROPOLIS
PRECINCT PLAN, DRAFT SPECIAL INFRASTRUCTURE
CONTRIBUTION PLAN AND DRAFT WESTERN SYDNEY PLACE
INFRASTRUCTURE COMPACT**

<i>Attachment 1 Submission on Aerotropolis Precinct Plan</i>	<i>225</i>
<i>Attachment 2 Submission on Place Infrastructure Compact</i>	<i>254</i>
<i>Attachment 3 Submission on Special Infrastructure Contribution</i>	<i>290</i>

**EGROW 03 POST EXHIBITION REPORT - LIVERPOOL LOCAL
ENVIRONMENTAL PLAN AMENDMENT 89 - RECREATION
FACILITY (OUTDOOR) AT 25 DWYER ROAD, BRINGELLY**

<i>Attachment 1 Issues and Options Report - 30 September 2020</i>	<i>295</i>
<i>Attachment 2 Council Resolution - 30 September 2020</i>	<i>304</i>
<i>Attachment 3 Planning Proposal - Amendment 89</i>	<i>305</i>
<i>Attachment 4 Gateway Determination - Amendment 89</i>	<i>320</i>

**COM 01 POST EXHIBITION REPORT - MILLER SOCIAL INFRASTRUCTURE
MASTERPLAN**

<i>Attachment 2 Attachment 2 - Draft Miller Social Infrastructure Masterplan</i>	<i>322</i>
--	------------

CORP 01 BIENNIAL PROGRESS REPORT - DECEMBER 2020

<i>Attachment 1 Biennial Progress Report - December 2020</i>	<i>376</i>
--	------------

**CTTE 02 MINUTES OF THE COMMUNITY SAFETY AND CRIME PREVENTION
ADVISORY COMMITTEE MEETING 3 DECEMBER 2020**

<i>Attachment 1 Minutes of the Community Safety and Crime Prevention Advisory Committee meeting 3 December 2020</i>	<i>434</i>
<i>Attachment 2 HeatSmart Gap Analysis - Presentation</i>	<i>441</i>

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Draft Aerotropolis Precinct Plan – Liverpool City Council Submission

1. Collaborative approach to developing Precinct Plans

The Western Sydney Planning Partnership's (the Partnership) collaborative approach to the development of these documents is supported and appreciated. In the early stages of precinct planning, Council staff were involved in a Vision & Principles Workshop, followed by a number of 'Enquiry by Design' workshops which analysed opportunities and constraints, and discussed preferred precinct planning scenarios. Two of these Enquiry by Design sessions were also open to landowners eligible for the master planning process (with sites greater than 100Ha), and to members of the Partnerships Community Liaison Group, which comprises of representatives from each precinct.

Despite early involvement in development of the Plans, the final drafts were not presented to the Partnership's Project Working Group or Project Control Group for endorsement. Previous documents drafted and finalised by the Partnership, including the Western Sydney Aerotropolis Plan, *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020*, and the Aerotropolis Development Control Plan (Phase 1) were all progressed through the Partnerships governance framework prior to exhibition, and then again at post exhibition for review of submissions and finalisation.

Staff recognise that the Partnership were under strict deadlines to undertake public exhibition of draft Precinct Plans prior to the end of 2020, however the established governance process should be used, as this method has been proven to be successful in the past.

Recommendation

It is recommended that the Partnership:

- 1. Use the established governance framework of the Project Working and Control Groups when:**
 - a. responding to this submission and other submissions for this exhibition;**
 - b. endorsing the final Precinct Plans; and**
 - c. developing, endorsing and finalising all future Partnership projects.**

2. Implementation of Precinct Plans

A. Level of detail within draft Precinct Plans

A Precinct Plan needs to clearly specify what development is appropriate for a site, as well as what infrastructure is required for this development to occur. Currently, the level of detail within the draft Precinct Plan provides general detail suitable to assist in the progression of plans for large and/or master plan sites.

However, the detail is not sufficient for the plans to be interpreted at the individual lot level, as certainty of what is to be developed is not provided. A higher level of detail is required within the draft Precinct Plans, as individual Development Applications and State Significant Developments need to be assessed against a clear and certain framework.

An Indicative Layout Plan (ILP) which condenses all relevant precinct information within a single plan is required for the initial Aerotropolis precincts. The Austral ILP is a recommended example of the level of detail required within an ILP, as this shows the proposed land uses (including centre locations), the road network (specifying Government vs private developer responsibilities), social infrastructure (e.g. open spaces, schools and community centres) and the drainage network.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

It is recognised that the vast scale of the Aerotropolis presented challenges in developing draft Precinct Plans with this level of detail within a short period of time. However, additional work needs to be undertaken to ensure the Aerotropolis Precinct Plans can be used to guide and assess development at both the individual lot level and larger scale.

Penrith and Liverpool City Councils have developed their draft 7.12 Contributions Plan. After the finalisation of the Precinct Plans, it is intended that a comprehensive 7.11 Contributions Plan will be prepared, which itemises the required infrastructure to be delivered within an essential works list. Therefore, the Precinct Plans need to be at a level where they clearly specify the detail and location of infrastructure to be funded under this 7.11 Contributions Plan.

Recommendation

It is recommended that the Partnership:

2. **Continue liaising with Council staff to understand the level of detail required in a Precinct Plan, which provides for:**
 - a. the effective assessment of individual sites (not just large or master plan sites); and
 - b. for the development of an Essential Works List for a 7.11 Contributions Plan
3. **Prepare an Indicative Layout Plan, by adding the following information to the Combined Land Use Plan (draft Precinct Plan, p127):**
 - a. Road network (specifying Government & developer responsibility)
 - b. Open space network
 - c. Drainage network
 - d. Social Infrastructure (indicative locations of schools & community facilities)
 - e. Land-uses and development density
4. **Identify what sections of the Indicative Layout Plan are able to be varied (e.g. block depths, deletion of roads)**

B. Acquisition & Zoning in SEPP (Western Sydney Aerotropolis) 2020

The *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020* (SEPP) came into effect on 1st October 2020. This included the rezoning of land within the Liverpool Local Government Area from predominantly rural zones, to the broad land use zones of Enterprise, Mixed Use, Agribusiness and Environment & Recreation.

The SEPP used these broad land use zones (not Standard Instrument land use zones) to provide a high degree of flexibility in terms of permissible land uses across the Aerotropolis. It was the intent of Precinct Plans to add the next layer of detail, which would ordinarily have been identified at the zoning stage e.g. location of open space and infrastructure.

It was understood by Council staff that the SEPP would subsequently be amended to ensure its alignment with the Precinct Plan, including the rezoning and mapping of future acquisition, for:

- Additional open space (zone to Environment & Recreation)
- Stormwater basins & drainage infrastructure (zone to SP2 Infrastructure)
- Classified roads (zone to SP2 Infrastructure)

However, no additional rezoning or mapping for acquisition is currently being proposed. This has resulted in confusion in how the plans can be implemented, as there is land zoned Enterprise, Mixed Use or Agribusiness under the SEPP, yet within the draft Precinct Plans it is identified as open space or water basins, and therefore cannot be developed in accordance with the applicable SEPP land use zone.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

As rezoning and acquisition is not proposed, it is unclear who is responsible for the delivery of this land, or how acquisition is to occur. This has caused significant distress amongst residents who have been recently rezoned under the SEPP, but cannot develop in accordance with their land use zone, due to the draft Precinct Plan. The release of land for development requires the commitment of land acquisition, as seen in other land releases such as Austral, Leppington and Edmondson Park. It is vital that the Precinct Plans clearly identify government (State and Local) responsibility as well as the developer's responsibility in infrastructure delivery.

Recommendation

It is recommended that the Partnership:

5. Amend SEPP (Western Sydney Aerotropolis) 2020 to:

- a. **rezone land for infrastructure (open space, community facilities, stormwater infrastructure and new high order roads);**
- b. **map these areas for acquisition; and**
- c. **identify the relevant acquisition authority.**

3. Open Space within draft Precinct Plans

A. Wianamatta-South Creek Precinct and Environment & Recreation Zone

In Councils submission on the initial planning package (presented to Council 26 February 2020), the following recommendation was provided regarding Environment & Recreation zoned land: *"Recommendation 51 – Provide clarity regarding acquisition plans for Environment and Recreation zoned land, including timeframes and responsible acquisition authority"*.

It is acknowledged that the Department of Planning, Industry and Environment (the Department) are preparing a *Wianamatta-South Creek Delivery Strategy* which will be providing this information, and therefore the delivery (including ownership) of Wianamatta-South Creek is not being addressed within these draft Precinct Plans. Despite this, this Strategy and the Precinct Plans will be inextricably linked, and the Precinct Plan may need to be reviewed in light of the outcomes of the strategy. Given the Partnerships history and knowledge of the issues faced by the community, the Partnership should continue advocating for the review and involvement in the development of this strategy with the Department.

Recommendation

It is recommended that the Partnership:

- 6. Continue advocating to the Department of Planning, Industry & Environment, for the Partnerships involvement in developing the Wianamatta-South Creek Delivery Strategy.**

B. Location of additional Open Space

Within the finalised Western Sydney Aerotropolis Plan (WSAP), a Strategic Outcome of the Wianamatta-South Creek Precinct is to *"Establish the Wianamatta-South Creek corridor as the structuring blue and green infrastructure spine of the Aerotropolis..."* It is accepted that further open space (additional to the green spine) is required to be identified within the Precinct Plan, to ensure future employees and visitors are always in walking distance to public open spaces, and to mitigate the effects of the urban heat island. As discussed in 2A (above), this identified open space land is to be rezoned and marked for acquisition to ensure it can be developed.

Whilst additional open space is required, it should be located away from the Wianamatta-South Creek Precinct (including away from the Thompsons Creek regional park area marked for acquisition), and not within the PMF extent/low flood risk area, as the intent of this additional open space is to be

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

supplementary to these areas already identified in the WSAP. To maximise benefits of open space across within the Aerotropolis, it should be distributed across the precincts, and not situated adjacent to areas already proposed as future open space.

Recommendation

It is recommended that the Partnership:

- 7. Amend the draft Precinct Plans to locate additional open space provisions away from the Wianamatta-South Creek Precinct and Thompsons Creek area, to maximise benefits of this additional open space across the Aerotropolis.**

C. Extent of Open Space

Although it is recognised that additional open space is required, there is significant concern with the extent of open space that has been identified within the draft Precinct Plans. Through the drafting process, the extent of open space was reduced in response to comments from Council staff, however there is still concern with the extent mapped across the draft Precinct Plan, especially within the Agribusiness Precinct. Without rezoning or acquisition (as discussed in 2A above), there is no pathway for the acquisition, development, and ongoing funding and maintenance of this land.

The scale of the open space entails a risk of becoming a significant barrier to active transit choices across the precincts, particularly in the Aerotropolis Core where someone might need to walk significant distances through the open space in order to reach their destination. The design requires a thorough strategy to ensure activation and experience of these connections and ensure that the distances do not encourage short trip vehicle use. Equally, a minimum distance between pedestrian & cycle links across the parklands would ensure they are more easily crossed.

Whilst there are many open spaces proposed, there are no civic spaces being identified across any precinct. It is important that a considerable amount of civic space is provided for the creation of genuine community benefit and identity within the precincts.

Recommendation

It is recommended that the Partnership:

- 8. Continue liaising with Council to rationalise the extent of open space which can be effectively acquired, developed and maintained.**
- 9. Consider how to overcome the barrier between large expanses of open space and active transport.**
- 10. Consider inclusion of hardscaped civic spaces within open space provision.**

4. Aerotropolis Planning Framework

The draft Precinct Plan is currently a 233 page document, with the first two chapters containing background (non-assessable) information, and the assessable sections (Chapters 3-5), contain significant amounts of “*Principles Guidelines*”, which are also non-assessable. Certain ‘Objectives’ and ‘Requirements’ are broad statements, which are also not assessable. The background information is important for understanding context, however the Precinct Plan should clearly delineate between assessable items and background/guidance information.

Once the Aerotropolis Development Control Plan (Phase #2) is released for public exhibition, assistance from the Partnership may be required when assessing Development Applications against the proposed planning framework. This may be in the form of preparing a compliance table, or a template of an assessment report. Alternatively, the Partnership could assist in the development of

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

an ePlanning system, where assessment templates are generated for applicants to pre-fill, which would enable Councils to have consistently formatted applications for their assessment.

Recommendation

It is recommended that the Partnership:

- 11. Improve the legibility of the Precinct Plan documents by differentiating objectives and requirements from non-assessable items.**
- 12. Assist Council in the preparation of an assessment report template, compliance tables, and/or improvements to the ePlanning system to assist in the implementation of the planning framework at the assessment stage.**

5. Flexibility of Precinct Plans

A. Minor amendments to the Precinct Plans

Chapter 1 of the draft Precinct Plan specifies that a planning proposal may be required where the proposed development is not consistent with the Precinct Plan. There should be enough flexibility available within the Precinct Plan to allow for minor changes, e.g. alignment of local street or active transport networks, or changes to the configuration of open space or water basins. A merit assessment can be made at the development application or master planning stage, thereby reducing the resource burden and time constraints of a planning proposal. The Indicative Layout Plan (request above) should show what is set and what is flexible.

Alternatively, these aspects could be placed into the DCP (which will provide flexibility for aspects which are open to variations), whilst more refined land-use and density controls could be realised in the SEPP.

Recommendation

It is recommended that the Partnership:

- 13. Amend the draft Precinct Plan to:**
 - a. Allow variations to the Precinct Plans, justified on a merit assessment; or**
 - b. Refine SEPP and DCP to reduce content of Precinct Plan.**

B. Transition of temporary & short term uses

The draft Precinct Plan contains Section 3.4.7 'Evolution or temporal land use and development', which primarily encourages the transition of new residential developments into commercial spaces over time. However the draft Precinct Plan does not allow for a departure from the Precinct Plan to provide temporary or short term uses on land, which can later transition to the intended use under the Precinct Plan.

The rezoning of precincts will have increased land-values, and therefore Council rates, resulting in some owners not having the financial capacity to pay increased land-holding costs. In non-initial precincts and precincts without servicing, activities such as agriculture, outdoor recreation, or other low impact/investment uses will be prohibited, restricting the ability of owners to generate income from their land to cover holding costs.

Recommendation

It is recommended that the Partnership:

- 14. Amend Section 3.4.7 'Evolution or temporal land use and development' to allow the development of temporary & short term uses where it can be demonstrated that the**

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Precinct Plan can be achieved in the future, provided a sunset clause is included in any consent.

6. Infrastructure Delivery & Staging

A. Level of Detail

The proposed and existing infrastructure corridors (e.g. electricity lines, gas or water pipelines) should be mapped within Section 5.1 Infrastructure Delivery of the draft Precinct Plan. The provision of a map will outline opportunities for consolidation and ensure appropriate development occurs along these infrastructure corridors. To complete this mapping, additional engagement with utility companies is required to understand their exact requirements and how it affects the Precinct Plans, for example:

- Any requirements for 800m buffer areas for gas pipelines
- Land requirements from Endeavour Energy/TransGrid (to avoid individual sub-stations on every block corner, and ensure zone substations don't provide for reverse amenity impacts)
- Requirements for the Airport Fuel Pipeline
- Potential undergrounding of existing utilities (e.g. high tension lines) and any applicable easements once they are undergrounded

The development of plans for the entire Aerotropolis precincts provides for a once in a generation opportunity to review all assets and corridors within the Western Parkland City. Much of the utility infrastructure in the area was constructed greater than 50 years ago, when it was assumed that land would only be used for rural and agricultural purposes.

Much of this infrastructure will be built to legacy standards and may not have been constructed to urban standards (such infrastructure may lack safety features which are vital in urban areas, such as concrete encasement of pipelines). Bare corridors, devoid of vegetation or above-ground infrastructure provides reverse amenity and sterilises what would otherwise be prime development land. Council sees it fit that this opportunity be taken to plan for future growth and rationalise existing utility assets in the Aerotropolis precincts to ensure that assets and corridors are fit for their future purposes.

Section 5.2 Sequencing Priorities is supported, however there are no objectives or requirements set in conjunction with Figure 66 Sequencing of the initial precincts. Therefore, it is unclear how the proposed sequencing can be called up at the assessment stage. There needs to be emphasis on the timing/delivery of critical infrastructure, as having access to water and sewerage is more important than a metro station. The Precinct Plan should be updated after infrastructure plans are prepared so it is used as a basis for staging of land for development.

Section 5.3 Out of Sequence Development is also supported, subject to changes. The section should also determine at what threshold the next priority phase starts. This section is also unclear about what developments can progress their application prior to the delivery of infrastructure. For example, development in Austral allows temporary Onsite Stormwater Detention (OSD) basins to be built, prior to the appropriate infrastructure being delivered.

Recommendation

It is recommended that the Partnership:

15. Amend Chapter 5, to clarify what is required at the assessment stage for in sequence and out of sequence development.
16. Engage further with utility providers to incorporate their requirements into an Indicative Layout Plan.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

B. Prioritisation of Industrial Land

The sequence of servicing may be ignoring the level of demand we are currently experiencing for industrial and employment lands. Priority is being provided to the Aerotropolis Core Precinct and Northern Gateway Precinct, disregarding the considerable unmet demand we are experiencing currently for industrial land. Council's City Economy staff report that in the vicinity of 40 businesses with investment potential of \$1.5B, bringing up to 7500 jobs are not currently being catered for with timely servicing of industrial land.

Recommendation

It is recommended that the Partnership:

- 17. Investigate opportunities to prioritise servicing of industrial land, in accordance with demand.**

C. Coordination of Infrastructure Delivery

Coordinated delivery of infrastructure across the Aerotropolis is imperative to its successful development. The delivery of the Place Infrastructure Compact, State and Local Infrastructure Contributions, as well as the Precinct Plans will require coordination across numerous agencies, including Sydney Water, Transport for NSW, DPIE, Councils, Endeavour Energy, Transgrid etc.

Recommendation

It is recommended that the Partnership:

- 18. Liaise with DPIE and Greater Sydney Commission to set up a process for the coordination of infrastructure delivery across the Aerotropolis.**

7. Specific Precinct Plan Requirements

A. Height & Floor Space Ratio Requirements

Within the draft Precinct Plans, Figure 31 Maximum Height Plan and Figure 32 Floor Space Ratio Plan (FSR) specify development standards across the precincts. The proposed heights across the Aerotropolis are generally in accordance with equivalent heights for mixed use and industrial areas across the Liverpool LGA. Likewise, the proposed FSR within the Aerotropolis Core is generally in accordance with that within the Liverpool City Centre. This is to be reviewed in light of comments made regarding the Market Feasibility Analysis Report, as the success of the Core is to not detract from other surrounding centres.

The draft Precinct Plan specifies ranges for height and FSR, and not the exact standards. It can be assumed that applications will only use the upper limit within the range, which will be an unintended consequence of providing range limits for height and FSR. A finer grain level of detail is needed to determine the specific height and FSR which applies to the site. Provision of a minimum FSR may be useful to ensure that the amount of floor area (and job assumptions) is met. This could also be used to ensure sites are planned in an efficient layout, e.g. retail uses don't provide expansive at grade car parking.

Recommendation

It is recommended that the Partnership:

- 19. Review extent of development standards in relation to adjoining centres.**
- 20. Amend Figures 31 and 32 to show the specific height and FSR applicable, not a range.**
- 21. Include minimum FSR requirements.**

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

B. Section 3.4.12 Amalgamation

Council staff support the inclusion of Section 3.4.12 Amalgamation, subject to certain amendments. The preamble in this section states: "Under the current LEPs the precincts have a current minimum lot size of 10ha or 40ha". However this is incorrect as the *Liverpool Local Environmental Plan 2008* does not apply to this land, because the SEPP applies.

The Figure 44 legend mentions 'conceptual amalgamation parcels', which results in ambiguity regarding how stringent the amalgamation requirement is. The legend also mentions 'sub precincts' however their intention is not explained within the objectives or requirements.

As identified in its legend, the Figure aims to provide areas which coordinate the development of open space and major road corridors. However, an amalgamation plan is not the correct avenue to coordinate open space or major roads, as acquisition through the SEPP can achieve this.

The amalgamation pattern does not achieve an equal share of development potential across lots, rather it often isolates areas of Environment & Recreation land away from the Mixed Use/Enterprise areas.

Recommendation

It is recommended that the Partnership:

22. Amend Section 3.4.12 Amalgamation to:

- a. Remove reference to the LEP as it does not apply to this land;
- b. Clarify intent of 'conceptual amalgamation' and 'sub precincts'; and
- c. Amend the Figure to focus on amalgamating parcels of land to achieve equitable development potential across lots, or provide a list of parcels to be amalgamated.

C. Wildlife Hazard Management

The National Aviation Safeguarding Framework Guideline C notes the obligations of airport operators in reducing wildlife strike risk, as well as provides guidance for land use planning to reduce this risk. Significant work has been undertaken to ensure planning for the Aerotropolis is in line with this Guideline, which is supported by Council. In particular, the measures taken within the SEPP have satisfied the obligations for land use planning within the Guideline.

Council staff have concerns that additional stringent wildlife hazard management measures will have unintended effects upon the Western Parkland City vision if the requirements are not clearly specified. The use of "Government Commitment Areas" within the *Draft Wildlife Management Assessment Report* need to be clearly explained within the Precinct Plan. It should be stated that these areas have no further restrictions (other than those in the SEPP), and that tree removal, and proposed landscaping (species, green roofs, extent of vegetation etc.) is not a matter for consideration within:

- Environment & Recreation Zone
- Mixed Use Zone
- Land with Biodiversity Requirements
- Luddenham Village

Requirement AM6 of Section 3.3.5 Road Network states "Landscape all streets and provide an urban tree canopy in a way which does not inadvertently cause wildlife to become a safety hazard in the operational airspace of the Airport". The road network should be exempt from stringent wildlife management restrictions as streets play a significant role in urban cooling, amenity for active transit users and sense of place. The current wording of this requirements creates ambiguity and could result in no street trees being provided. The statement should be clarified to ensure that generous, canopied street trees are required, but that certain species are avoided, if appropriate.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Objective LU07 of Section 3.4.2 Land use and built form states “Consider wildlife attraction when determining the appropriate location and type of new land uses...” This does not need to be specified within the Precinct Plan, as requirements for land uses are already specified within the SEPP.

Recommendation

It is recommended that the Partnership:

23. Clarify implications of wildlife hazard management within the Precinct Plan, including:

- a. Additional restrictions are not applied to Government Commitment Areas;
- b. The exiting landscape is not to be altered; and
- c. Restrictions do not apply to the road network.

24. Amend draft Precinct Plans to remove:

- d. Requirement AM6 of Section 3.3.5 Road network
- e. Objective LU07 of Section 3.4.2 Land use and built form

D. Affordable Housing

The Greater Sydney Region Plan, *A Metropolis of Three Cities*, specifies that 5-10% affordable housing is generally viable for new residential floor space (p70). Affordable housing has also been considered in the finalised Western Sydney Aerotropolis Plan (WSAP), as Objective 9 is “Diverse, affordable, healthy, resilient and well-located housing”.

The *Market Analysis and Economic Feasibility Study* (Atlas 2020, p17) states “While feasibility testing has established affordable housing is not currently viable in the Aerotropolis, it is understood that Precinct Plans will include a requirement that a minimum of 5% affordable housing is delivered for mixed use development, subject to feasibility testing”. Subsequently, requirement LU6 within Section 3.4.2 Land Use and Built Form states “Provide a minimum of 5% affordable housing in any mixed use development”.

As affordable housing is not seen to be viable for the time being, the future requirement should be in line with the Greater Sydney Commissions 5-10% Affordable Housing target, to deliver the above WSAP objective. Additionally, a SEPP amendment and Affordable Housing Contributions Scheme is required to enable 5-10% affordable housing to be provided.

Recommendation

It is recommended that the Partnership:

25. Amend the draft Precinct Plan to require 5-10% Affordable Housing to be provided as part of Mixed Use development.

26. Amend the SEPP and prepare an Affordable Housing Contributions Scheme to enable affordable housing to be provided.

E. Existing Land Uses

The Precinct Plan should consider existing long term land uses and how they will affect the implementation of the plan. For example large land parcels with established uses, such as existing or proposed State Significant Developments, are unlikely to be re-developed in short to medium term. Therefore linkages (e.g. Active Transport) should not be relied upon on these sites as they won't be achieved, unless they are included within a Contributions Plan for acquisition.

Recommendation

It is recommended that the Partnership:

27. Review the Precinct Plan in relation to location of existing and proposed State Significant Developments to determine if the Plan appropriately responds to their constraints.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

F. Tourism

Tourism opportunities have not been discussed in the draft Precinct Plan. During 2020, City Economy completed a research report into the feasibility of Holiday Parks and Caravan Parks. This report shows value in a caravan park/camping ground/holiday park within the Aerotropolis Core, but due to financial viability, it is unlikely to be built. A combined Indoor Water Park & Themed Accommodation was also potentially a strategically viable option. Interest is being expressed already by developers in setting up such a facility within the Aerotropolis.

The table below illustrates the various options and constraints under current proposed zones. A major facility under current principles would be prohibited in the Agribusiness precinct. However this may not be viable in any precinct other than Agribusiness, under current proposed zoning plans. Caravan parks and camping grounds also are restricted everywhere.

Land Use Definition	Mixed Use	Enterprise	Agribusiness	Environment
Backpackers accommodation				
Bed and breakfast accommodation				
Farm Stay Accommodation				
Hotel or motel Accommodation				
Serviced Apartment				
Caravan Park				
Camping Ground				
Recreation Facility (major)				

Recommendation

It is recommended that the Partnership:

- 28. Include tourism opportunities within the draft Precinct Plans**
- 29. Investigate amendments to the SEPP to rationalise tourism uses across the Aerotropolis.**

8. Agribusiness Precinct

A. Interface with Tourism and Industrial Uses

The imagery and language around the Agribusiness Precinct suggest a strong level of tourism and visitor economic activity, however the plans are more aligned with generic industrial uses. The delivery of the human character as identified within the imagery needs finer grain built-form controls with consideration to diversity within the built form. The interface of Luddenham Village and proposed agribusiness uses should allow for the natural expansion of different interacting uses between them with a buffer zone designed to bring the two typologies together.

The Duncans Creek Dam is a significant natural feature which could play an important role in promoting local tourism and connecting agribusiness to tourism uses. There is a risk of creating industrial barriers between people and waterways within the current draft Plans.

Recommendation

It is recommended that the Partnership:

- 30. Review the Agribusiness Precinct Plan to ensure built form outcomes responds to the vision.**
- 31. Review the interface of the Agribusiness Precinct with significant landscape features to ensure the success of tourism.**

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

B. Agribusiness Research Hub

The Agribusiness Vision discussed the development of different agribusiness hubs, but there is little additional detail provided. Councils work in partnership with the Future Food Systems CRC project with UNSW, in mapping and analysing the food production supply chain in the region, will assist to inform development of hubs (along with other proposed aspects of the precinct). However this work will not be available until April 2021 at the earliest.

The need for the Agribusiness Precinct to be precinct planned is premature given the additional level of detail needed regarding feasibility and engagement with business and community regarding these Agribusiness Hubs.

Recommendation

It is recommended that the Partnership:

- 32. Provide additional detail regarding planning for the Agribusiness Hubs.**

9. Technical Advice: Transport

A. Implications for Surrounding Growth Centres

The SEPP and draft Precinct Plans identify transport corridors heading east through Kemps Creek and Rossmore, and these lines stop at the eastern edge of the Aerotropolis. The extension of these corridors into the Austral Indicative Layout Plan is required to safeguard these corridors. The connector roads into Austral are currently identified as local roads, and will require increases in their proposed width; this would require the amendment of *SEPP (Sydney Region Growth Centres) 2006*.

Recommendation

It is recommended that the Partnership:

- 33. Liaise with the Department and Transport for NSW to amend SEPP (Sydney Region Growth Centres) 2006 to connect the proposed road corridor into Austral.**

B. Responsibilities of Transport Corridors

Detail on classification of roads has not been identified within the draft Precinct Plans, and detail regarding timing of construction has also not been provided. This has resulted in confusion from staff, developers and residents regarding the delivery of the road network.

Recommendation

It is recommended that the Partnership:

- 34. Specify responsibility of road delivery within the Precinct Plans.**
- 35. Liaise with TfNSW to determine anticipated construction timeframes.**

C. Additional Investigations for Implementation

Additional traffic planning is to occur for implementation of the Precinct Plans. This includes:

- A detailed transport management and accessibility plan is to be carried out for each precinct, which includes (but not being limited to):
 - Forecast traffic flows along the proposed street network within each precinct (both AM and PM peaks) in 2026, 2036 and 2056.
 - Forecast travel demands at key intersections to identify intersection treatments, such as traffic signals or roundabout and layouts.
 - Proposed bus network and service plan including rapid bus routes and local bus routes and associated bus stop facilities. The proposed bus routes should avoid dead-end

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

roads with potential transit links to connect other precincts. Consultation is required with TfNSW and bus operators for any interim or ultimate bus routes and associated bus stops. Each precinct should have at least 90% coverage of bus services (i.e. within 400 m catchment of a bus stop).

- Identification of intersection treatments, traffic calming devices, pedestrian and cyclist crossing facilities and bus stops.
- A Green Travel Plan will be required for major developments within each precinct according to the proposed travel demand management strategy.
- The proposed street networks within the proposed metro station precincts are to be further refined to identify the required transport interchange facilities, such as commuter car park, bus stands, bicycle parking station, taxi and shared vehicle zones, and pick-up and drop-off bays and potential future expansions.
- Intersection treatments are to be designed to cater for heavy vehicle movements. Consideration is given to provide a service road running in parallel to or intersect with the existing and future arterial roads to provide direct access(s) to major industrial premises.
- It is preferred that a 3m wide two-way dedicated cycle track is to be provided along both collector and industrial streets as shown in Figures 7-7 and 7-10 of Western Sydney Aerotropolis Transport Planning and Modelling Stage 2 report.

Recommendation

It is recommended that the Partnership:

- 36. Continue refining the transport plans for the Aerotropolis, with regards to the points above.**

10. Technical Advice: Native Vegetation

A. Implications for Essential Infrastructure Delivery

Careful consideration of the location and impacts of essential infrastructure in relation to biodiversity assets is required to ensure that potential conflicts are identified and appropriately managed early in the planning process. This is considered critical to avoid undue complexities during the delivery phase.

The exhibited draft Growth Centres Biodiversity Consistency Report assumes that only 0.75 ha of Existing Native Vegetation (ENV) will be cleared for essential infrastructure. This area appears to only account for the Major Infrastructure Corridor. Given the apparent uncertainty in the infrastructure planning at this stage, it would seem premature to assume that this would be the only required impact to ENV. It would also seem premature to determine the appropriate extent of changes to biocertified land (as proposed within the Biodiversity Consistency Report) until there are further details available on the required essential infrastructure.

Council has faced significant challenges during infrastructure delivery in previous precincts due to unavoidable impacts to ENV that were not accounted for at the precinct planning stage. This has shifted a significant cost onto Council to provide the required offsets.

Recommendation

It is recommended that the Partnership:

- 37. Consider the potential conflicts between infrastructure delivery and ENV protection throughout the precinct planning process to avoid this complexity in future precincts.**
38. Establish a clear process and funding source for any required offset measures.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

B. Open Space & Native Vegetation Implications

The open space network presented within the Precinct Plan is dominated by linear reserves. The large edge to core ratio of this configuration would make long-term management challenging and is likely to negatively influence the ecological value due to extensive edge effects and encroachments. Where ENV spans the majority of the width of these linear reserves, infrastructure delivery will be particularly difficult. The design of the open space configuration should respond to potential conflicts such as this to ensure that land management constraints do not present a barrier to infrastructure delivery and reserve utilisation. The configuration should also consider optimal ecological outcomes and required management effort.

Recommendation

It is recommended that the Partnership:

- 39. Consider configuration of linear reserves in relation to biodiversity and infrastructure delivery impacts.**
- 40. Detail the responsibilities and funding arrangements for revegetation and bushland maintenance works to provide Council an indication of likely implications. It is anticipated that this management would extend beyond the biodiversity offset and green infrastructure works included within the SIC, but the extent of the gap isn't clear.**

C. Technical Report: Biodiversity Assessment (Eco Logical Australia, 26 October 2020)

The Biodiversity Assessment technical report contains some very specific recommendations and assumptions regarding the requirement to adhere to the existing Biodiversity Certification Order. These aren't reflected within the Precinct Plan, which only contains a broad reference to the overall ENV area target set within the Order.

The Biodiversity Assessment technical report assumes that all Existing Native Vegetation (ENV) within areas zoned as Environment and Recreation would be retained. This assumption appears to have been made despite a large degree of uncertainty regarding the likely impacts within these areas. In particular, infrastructure planning is at a very early stage. For example, Figure 12 of the Precinct Plan only shows indicative WSUD drainage basin locations. Consequently, there is little certainty that the assumption that all of this ENV would be retained is reasonable.

If all of the ENV within areas zoned as Environment and Recreation is retained, there is still a shortfall of 45.26ha of ENV required to maintain parity with the Biodiversity Certification Order. Within the Biodiversity Assessment, this is proposed to be primarily covered by an open space network protecting additional ENV. The requirements that are likely to be associated with the management of this ENV will add to the complexity of managing the open space network, and may result in highly constrained reserves with restricted ability to deliver the full range of anticipated uses (particularly active open space). This will cause ongoing management conflicts if not planned for appropriately to ensure that all proposed uses can be catered for. The proposed protection of ENV in the Environment and Recreation zoned land and additional proposed areas of open space would only allow for a surplus of 1.58ha of ENV in relation to the Biodiversity Certification Order requirements. A single essential infrastructure project that is yet to be designed could exceed this surplus.

It therefore seems that the precincts would need to rely upon the additional measure proposed by the Biodiversity Assessment, to include Additional High Conservation Value Vegetation (AHCVV) in the ENV area requirement. Most AHCVV has only been validated via aerial photography (i.e. no site inspection). Of critical importance, it is noted within the Biodiversity Assessment (on page 45) that the EES group of DPIE have indicated that there is no precedence for considering AHCVV. Its suitability and required processes should therefore be further detailed prior to being relied upon as an appropriate measure to meet the ENV area requirement.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Section 4.5 (recovery potential) of the Biodiversity Assessment includes a discussion of the limitations associated with this section. The utilised method offers a very coarse assessment of the recovery potential, and may not be representative of the resources required to facilitate the recovery.

Section 5.4.2 (rehabilitation and revegetation constraints) of the Biodiversity Assessment currently only considers wildlife strike risks and climate change. This section should be expanded to include additional considerations including, but not limited to, infrastructure and recreation related uses which may also influence rehabilitation and revegetation actions.

Recommendation

It is recommended that the Partnership:

- 41. Consider including prescriptive requirements that align with the technical report. Given the apparent importance of retaining all ENV within the open space network, this should also be reiterated in all pertinent sections of the Precinct Plan.**
- 42. Review Section 4.5 and 5.4.2 in light of comments above.**

11. Technical Advice: Environmental Health

A. Technical Report: Draft Air Quality and Odour Study – Baseline assessment for the Western Sydney Aerotropolis – Prepared by NORTHSTAR AIR QUALITY PTY LTD - October 2020

The Draft Air Quality and Odour Study prepared by Northstar Air Quality Pty Ltd identified existing and approved sources of air pollutants and odour in the vicinity of the proposed development site including commercial and industrial activities, agriculture, waste management, extractive industries and infrastructure. Aircraft operations are likely to contribute significantly to concentrations of air pollutants including but not limited to particulate matter (PM), nitrogen oxides (NO_x), sulfur dioxide (SO₂), volatile organic compounds (VOCs) and odour in the region. Increases in ozone were also previously predicted to the south and south-west of the airport. As the assessment of ground-based activities excluded aircraft operations, the Environmental Health Section raised concerns that the consultant's assessment may underestimate potential air quality impacts associated with the airport's operation. If required by the Stage 1 assessment, Northstar Air Quality Pty Ltd reported that a Level 2 and/or Level 3 Odour Assessment would be undertaken in accordance with the NSW Department of Environment and Conservation's Technical Framework: Assessment and management of odour from stationary sources (2006) and its Technical Notes. Council staff believes that a Level 2 or 3 assessment would be appropriate to quantify the extent of air quality impacts associated with the WSA.

Furthermore, the precinct contains existing rural and industrial uses that have the potential to generate odour and other associated impacts which may affect the amenity of land intended for future development and occupation. This is concerning as odour generating land uses may continue to operate for an indefinite period of time. With appropriate consideration, land use conflicts between existing uses and new developments can be minimised or mitigated. As part of their assessment, Northstar Air Quality Pty Ltd referred to Chapter 5 of the Technical Notes to the Technical Framework – Assessment and Management of Odour from Stationary Sources in NSW prepared by the Department of Environment and Conservation NSW dated November 2006 to assess odour impacts from existing broiler poultry farms and calculate acceptable separation distances. It should be noted that Chapter 5 of the Technical Notes is applicable to proposed broiler poultry farms rather than existing operations. This screening method is generally used to assess site suitability and odour mitigation measures for new or modified activities.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

In 2012, revised odour modelling was completed for the Austral and Leppington North Growth Centre precinct. JBS Environmental Pty Ltd reported that the entire precinct was potentially affected by unacceptable odours and illustrated the potential odour impact zones (500 metre radius) associated with each poultry farm to assist in identifying land requiring assessment. The 500m buffer distance is considered to be consistent with the majority of published recommended minimum separation distances of poultry sheds to a range of adjoining land-uses, including urban residential areas. For example, Schedule 3 of the *Environmental Planning and Assessment Regulation 2000* recognises that poultry farms for the commercial production of birds (such as domestic fowls, turkeys, ducks, geese, game birds and emus) within 500 metres of a residential zone or 150 metres of a dwelling not associated with the development are likely to significantly affect the amenity of the neighbourhood by reason of noise, odour, dust, lights, traffic or waste. The 500 metre setback for intensive livestock agriculture to residential zones is also reflected within Part 5 of the Liverpool Development Control Plan 2008. In addition, the Department of Infrastructure, Planning and Natural Resources previously developed a Draft Model Development Control Plan for Broiler Poultry Farms. This document indicates that development proposed within 500 metres of an existing poultry farm must demonstrate that the design, use and ongoing operation of the proposed development will not affect the continued operation of the industry.

Recommendation

It is recommended that:

43. The Draft Air Quality and Odour Study prepared by Northstar Air Quality Pty Ltd is revised to include maps illustrating the buffer distances surrounding the identified sources to ensure that land potentially affected by air quality or odour impacts is readily identified for assessment.
44. The Draft Air Quality and Odour Study is prepared or reviewed and certified by a suitably qualified environmental consultant who is a Certified Air Quality Professional under the CAQP Scheme administered by the Clean Air Society of Australia and New Zealand (CASANZ) or Certified Environmental Practitioner under the CEnvP Scheme administered by the Environment Institute of Australia and New Zealand (EIANZ).

B. Technical Report: Draft Western Sydney Aerotropolis Constraints and Land Capability Assessment Stage 1 Report – Prepared by AURECON AUSTRALASIA PTY LTD - October 2020

The assessment fails to provide an executive summary, scope of works, and what the objectives of the investigation were in accordance with the noted NSW EPA Guidelines for reporting on Contaminated Land, 2020. This information would be appropriate to determine the direction of the contamination assessment and identify data gaps present.

The contaminated land assessment completed by Aurecon was reportedly undertaken in general accordance with the National Environment Protection (Assessment of Site Contamination) Measure 1999 as amended 2013, NSW EPA Guidelines for Consultants Reporting on Contaminated Land (2020) and Guidelines made and endorsed by the NSW EPA. As the assessment does not include a detailed appraisal of the site's history, it is believed that the documentation would not sufficiently identify potentially contaminated areas within the WSA that are likely to be constrained for future urban development.

The NSW EPA's document titled 'Consultants Reporting on Contaminated Land Contaminated Land Guidelines' (2020) explains that an appraisal of the site history is fundamental to the preliminary investigation and may be used to assess the likelihood of site contamination. The NSW EPA specifically underlines the importance of reviewing and assessing all relevant information about the site, including information available from planning authorities and the NSW EPA and information obtained during

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

site inspections. Whilst it is understood that the assessment was not prepared to fulfil the requirements of a preliminary investigation of the land, it must provide adequate information to: identify all past and present potentially contaminating activities; identify potential contamination types; discuss the site condition; provide a preliminary assessment of site contamination; and assess the need for further investigations.

As part of their assessment, Aurecon indicated that they reviewed records held by the NSW EPA under Section 60 of the *Contaminated Land Management Act 1997*. However, it appears that the consultant did not review other registers held by the NSW EPA under Section 58 of the *Contaminated Land Management Act 1997* and Section 308 of the *Protection of the Environment Operations Act 1997*. Furthermore, the contaminated land assessment did not appear to include a review of Land Titles records, Council records under Section 10.7 (2 and 5) (formerly Section 149) of the *Environmental Planning and Assessment Act 1979* or SafeWork NSW records for current and historical dangerous goods licences for the WSA. To adequately identify areas of potential concern, the contaminated land assessment prepared by Aurecon shall be revised to address the aforementioned data gaps.

Aurecon confirmed that additional contaminated land investigations would be required in future to delineate the nature and extent of contamination across the WSA. Although not outlined by the consultant, the requirements to consider contamination and remediation in zoning or rezoning proposals were transferred to a Ministerial direction (No 2.6) under section 9.1 of the *Environmental Planning and Assessment Act 1979*. Additional requirements to consider contamination and the need for remediation during development assessment are imposed by Clause 7 of *State Environmental Planning Policy (SEPP) No. 55- Remediation of Land*. Consideration would also need to be given to the requirements of the relevant Development Control Plan.

Recommendation

It is recommended that the Partnership:

- 45. Amend the report in light of comments provided by Council.**

12. Technical Advice: Business Development

A. Technical Study: Western Sydney Aerotropolis Market Analysis and Economic Feasibility Report – ATLAS – October 2020

Within the report, the viability of various precincts are compared based on jobs per hectare and servicing costs, and seem to ignore market demand principles. For example the Aerotropolis Core is predicted to provide more jobs per hectare and residential areas per servicing dollar. This is to be expected, however there is limited private sector market demand for those investment classes in the area, and other areas of Liverpool LGA are already serviced and appropriately zoned for such developments, for example Liverpool CBD.

The technical study is focussed on the Aerotropolis Core, ignoring current demand and the Liverpool CBD. The three major cities that comprise the region (Liverpool, Campbelltown, Penrith) are drivers of the Aerotropolis and are already well resourced and serviced. The success of the Aerotropolis Core should not detract from the surrounding centres.

Recommendation

It is recommended that the Partnership:

- 46. Review the report and draft Precinct Plan development standards (height & FSR) in light of the comments provided. Consider amending the precinct priority strategy based on market**

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

sensitivity testing and the capacity of commercial floorspace in the metropolitan cluster for development that does not benefit from airside proximity.

13. Technical Advice: Community Planning

A. Technical Study: Draft Social Infrastructure Needs Assessment

Section 5.2.3 - Health Infrastructure and facilities

The planning and design considerations for health infrastructure and facilities should consider adaptable spaces (flexible room areas) to accommodate emergency response like bush-fire relief area, and temporary accommodation space.

Section 5.7.2 - Commitments and recommendations for cultural and art facilities

This should include consideration of cultural facilities celebrating the history of the place being agricultural land.

Section 5.9 - Parks and Open Space

Local Sports field: Liverpool City Council promotes and supports provision of a minimum 2 sports fields to facilitate multi-use of the fields. For local sports field provision, Council prefers 2 rectangle sports fields co-located with an oval field. For sites that don't allow for 2 rectangle fields, Council recommends dual purpose single sports field.

District Sports field: Council supports the following combinations (not limited to):

- 2 x rectangle sports field and 1 x oval;
- 2 sets of 2 x rectangle field with 1 x oval;
- 2 x rectangle sports field and 1 x oval; and 2 x outdoor sports fields (multi-purpose); and
- District sports fields + local outdoor sports/ district outdoor sports.

Local Outdoor Sports field: Recommended provision of minimum 2 outdoor sports fields to facilitate multi-use of the fields. For sites that don't allow for 2 outdoor fields, Council recommends dual purpose single sports field.

Recommendation

It is recommended that the Partnership:

- 47. Review the report and draft Precinct Plans in relation to the comments provided.**

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

ATTACHMENT A – Issues Raised by the Community to Council Staff

This section reflects the prominent issues raised by the community to Council staff through phone calls, landowner education workshops run by Liverpool City Council, and workshops run by the Western Sydney Planning Partnership:

1. Acquisition

As discussed within the submission, residents have reasonably requested any land identified for open space or water basins be marked for acquisition. Significant stress has been experienced by the community where they have been zoned for Enterprise or Agribusiness and then shown as open space or basin within the draft Precinct Plan. Clarification on how this land is to be developed has not been provided.

There is much community confusion over the acquisition strategy for public open space and other community land as designated. Many small businesses have expressed disappointment at this exclusion and this has caused uncertainty in the decision making process which, in turn, risks limiting investment and job creation in the area.

2. Environment & Recreation Zoning

The *SEPP (Western Sydney Aerotropolis) 2020* came into effect on 1st October 2020, and this introduced the Environment & Recreation zoning. There is still significant concern amongst the community regarding the implications of the Environment and Recreation zone within the Wianamatta-South Creek Precinct. This submission requests the Partnership liaise with the Department of Planning, Industry and Environment on the development of the Wianamatta-South Creek Delivery Strategy.

3. Clarity of Plans

The draft Precinct Plans were only released in A4 size and not clear as to where individual lots applied. It is requested that release of future plans ensures they are legible to how they affect individual sites.

4. Dwyer Road Precinct

Many businesses that are currently located in the Dwyer Road Precinct desire more certainty in order to expand. As well, if this area were already rezoned, it has the capacity to be serviced in a timely fashion and could potentially attract new business that would not be attracted to other areas in the Aerotropolis. Many small businesses in this precinct face considerable pressure from surrounding development and many would like to expand or continue to operate but the current zoning precludes them from doing so. The precinct may provide a suitable site for tourism style development.

5. Level of Engagement

The community expressed disappointment and frustration with the level of engagement from this public exhibition. Previous engagement with the community has been positive, with one on one meetings provided, yet many residents expressed concerns that the plans were unclear and there was no forum to discuss. More intensive and better quality engagement with stakeholders would lead to greater success in managing these issues. Planning is best done to suit market conditions and community expectations can then be managed, rather than be a government led “top down” approach.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

ATTACHMENT B – Detailed draft Precinct Plan Issues & Recommendations

Section	Item	Issue	Recommendation
Chapter 3 Precinct Plan			
Chapter 3	All	Inconsistency between wording of 'open space' and 'public open space'.	Change 'open space' to 'public open space'.
3.1 Recognise Country			
3.1.1 Aboriginal Heritage	All	This seems to be restricted to the protection of parklands.	It is recommended that clear actions for connection to country be identified within the built form setting of each precinct plan.
3.2 Blue-Green Infrastructure			
Principles Guidelines	All	<p>This information is not in an assessable location. Most is just background information, some would make good objectives, requirements or DCP controls.</p> <p>Example:</p> <ul style="list-style-type: none"> • "12: Consolidate areas of deep soil to ensure pervious soils, with...50%..." • "13: Optimise dams for their ability to cool the place and aim to re-use, adapt or enhance them for water retention." <p>Can be a Farm Dam Objective.</p>	<p>Move assessable controls to an assessable location. Clearly delineate between guidance/background information and assessable requirements to assist in assessment process.</p>
3.2 Blue Green Infrast. Framework	Figure 1.1	Definition of Medium Flood Risk states "Low impact recreation - Boardwalk walking trails and viewing". The word 'platform' is missing.	It shall be "Low impact recreation - Boardwalk walking trails and viewing platform".
3.2.1 Wianamatta-South Creek Corridor	BG1	"Provide drainage basins in the general location shown on Figure 12 to appropriately manage water". The terms 'general location' of basins and 'appropriately manage water' is not sufficient enough for precinct planning.	Liaise with Sydney Water to determine exact requirements for basins, so they can be acquired. This will require concept designs to determine inlet/outlet channels, volume, and water quality improvement area.
3.2.2 Flood Management	BG1	"Ensure urban development avoids encroachment into the 1% AEP." This is contrary to SEPP (Western Sydney Aerotropolis) 2020, which allows development within Environment & Recreation zoned land.	Provide controls which allow for development that is appropriate within 1% AEP.
3.2.3 Water in the Landscape	All	This section includes water quality performance criteria (ambient qualities of waterways and waterbodies).	It is also recommended to include pollutant reduction targets for urban development as per Council's requirement.
3.2.4 Riparian corridors & farm dams	BG3 BG8	Waterway health targets set in previous section are being repeated in this section. Only need to be established once.	Delete requirements.
3.2.5 Integrated Water Management & WSUD	BGO3	This objective is to comply with the DCP. This is not needed to be mentioned, as it applies for every section of the Precinct Plan.	Delete requirement.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Section	Item	Issue	Recommendation
3.2.5 Integrated Water Management & WSUD	BG1	Waterway health targets set in Section 3.2.3 are being repeated in this section. Only need to be established once.	Delete requirement.
3.2.5 Integrated Water Management & WSUD	BG6	"Provide an allocation of enough, suitably located land area to allow for stormwater assets". This is not clear enough for planning to occur. The stormwater system needs to be specified and acquired.	Provide detail of stormwater system.
3.2.5 Integrated Water Management & WSUD	Figure 1.3	Figure illustrates stormwater management system for the land falling towards the street only.	Include an illustration demonstrating how the stormwater for the area will be treated if development site is falling away from street i.e. when requiring inter allotment drains.
3.2.6 Undisturbed Soil Network	BG4 BG5	These requirements relate to canopy cover not the soil network.	Move requirements to Section 3.2.7 Public domain and canopy cover
3.2.7 Public Domain & Canopy cover	BGO5	"Plant trees close to buildings and hot surfaces to ensure effective building cooling." This is not an objective. It is a control suitable for a DCP.	Delete from Precinct Plan, and put into DCP. Trees should not be planted within 3m of building foundations
3.2.7 Public Domain & Canopy cover	BG1	"Consider the open space demands of the worker population along with existing and future (where appropriate) residential demand." Is not a measurable requirement.	Delete, as the open space map (and future acquisition map) has considered this need.
3.2.7 Public Domain & Canopy cover	BG8	No deep soil requirements have been provided.	Add in deep soil requirements from the Principles Guidance at start of Chapter.
3.2.7 Public Domain & Canopy cover	BG11	This is a WSUD control, does not belong in this section.	Remove and place within Section 3.2.5 Integrated Water Management & WSUD.
3.2.8 Biodiversity & vegetation corridors	Figure 16	Figure 16 is a map of High Ecological Value (HEV) areas. However, there is no reference to this feature within the text of the Precinct Plan.	Clarify how the Precinct Plan responds to HEV and why it has been included as a figure.
3.2.8 Biodiversity & vegetation corridors	All	This section refers to the Cumberland Plain Conservation Plan (CPCP), which is in draft form.	The CPCP should be finalised prior to being relied upon by the Precinct Plan to ensure a robust information base and clarity regarding potential implications.
3.2.8 Biodiversity & vegetation corridors	BGO3 BGO8	Both relate to Cumberland Plain Conservation Plan. Don't need duplication.	Merge or remove one objective.
3.2.8 Biodiversity & vegetation corridors	BGO5	"Support long-term viability and ecological connectivity by ensuring development does not encroach on protected land." Protected land is not defined.	Define the intended scope of 'protected land'.
3.2.8 Biodiversity & vegetation corridors	BG1 BG2	These are duplications of the same information.	Merge or remove one requirement.
3.2.8 Biodiversity & vegetation corridors	BG2	"...include generous linear parks..." It is unclear what is intended by the term 'generous'. Eg is there a minimum width proposed for the linear parks, and many of the	Clarify intent of wording.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Section	Item	Issue	Recommendation
		riparian linear parks currently shown in the draft Precinct Plan would not be considered generous in an ecological context.	
3.2.8 Biodiversity & vegetation corridors	BG2	"...include corridors to allow wildlife to migrate". Migrate is incorrect language.	Change 'to migrate' to 'movements'.
3.2.8 Biodiversity & vegetation corridors	BG3	Clarify whether 'movement corridors' is intended to be a reference to animal movement or human movement.	Clarify wording.
3.2.8 Biodiversity & vegetation corridors	BG4	Clarify the intent of this requirement by including further details on the referenced Caring for Country principles.	Request clarification on how Connection to Country principles can be assessed.
3.2.8 Biodiversity & vegetation corridors	BG5	Relates to soil landscapes, already covered in Section 3.2.6 Undisturbed Soil Network.	Delete requirement.
3.2.8 Biodiversity & vegetation corridors	BG6	"Provide an efficient water source for trees including compact shared utility trenches below footpaths to maximise the area of unobstructed deep soil." This does not relate to this section.	Delete or move to Section 3.2.7 Public Domain & Canopy cover
3.2.8 Biodiversity & vegetation corridors	BG7	What is intended by 'conservation areas', and does this differ to 'protected land' referenced in BG05? What are the 'targeted' threatened species?	Ensure clarity and consistency of terms.
3.2.8 Biodiversity & vegetation corridors	BG10	Where should the replacement trees be planted, are they required to be within the development site? This may not always be considered feasible.	Clarify intent of requirement.
3.2.8 Biodiversity & vegetation corridors	Figure 17	This Section does not explain its correlation with Figure 17.	Explain intent of each legend marking in Figure 17 within the written objectives and requirements.
3.2.9 Scenic and Cultural connection	All	This is an appropriate level of Objectives and Requirements.	Implement this level of detail across other sections.
3.3 Access & Movement Framework			
Principle Guidelines	All	This information is not in an assessable location. Most is just background information, some would make good objectives, requirements or DCP controls.	Clearly delineate between guidance/background information and assessable requirements to assist in assessment process.
3.3.2 Active Transport	Figure 20	It is unclear how active transit connections, particularly the cycling routes will interact with the undulating nature of the landscape, which risks low active transit use.	It is recommended that adequate resting sites and raised pathways/bridges are identified in the early stages to accommodate this challenge. Requirements are to be clear that cyclists have priority over the needs of other road users when designing such corridors. These routes

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Section	Item	Issue	Recommendation
3.3.4 Freight	Figure	Figure is missing. Section does not contain a map showing freight routes.	are not to be located in the same corridors as high vehicular traffic corridors. A land-acquisition plan may be required to ensure missing links do not ensue.
3.3.6 Travel Demand Management	All	This is adding to Section 3.3.1 Transport Strategy. It does not need to be its on standalone section.	Provide a corresponding map to accompany this section.
3.3.7 Protect Transport Corridors	AMO2	<i>"Achieve long-term protection for corridors, subject to the Major Corridors SEPP, by ensuring that development does not adversely impact or prevent the land from being used as an infrastructure corridor in the future."</i> Do not need a precinct plan to ensure a SEPP is enforced. The Corridors SEPP does not cover all corridors, so this section should be about protecting the corridors that don't have any protections.	Merge with Section 3.3.1 Transport Strategy to simplify the Chapter. Remove reference to Corridors SEPP.
3.3.7 Protect Transport Corridors	AMO3 AMO4	This relates to protection of classified roads, however classification of roads have not been showed.	Mark road classification within Precinct Plan.
3.3.7 Protect Transport Corridors	AM3	The requirement for development within 25m of rail & road corridor is already established through SEPP (WSA) 2020 Clause 29, and is not needed in Precinct Plan.	Delete requirement.
3.3.7 Protect Transport Corridors	AMO4	This is an objective relating to freight and not corridor protection.	Move to Section 3.3.4 Freight.
3.3.8 Street hierarchy and typology	Intro	Mentions this section applies to all roads, including classified roads, however classification of roads have not been showed.	Mark road classification within Precinct Plan.
3.3.8 Street hierarchy and typology	Intro	Clarify the explanatory text – where each cross section is applied? Paragraphs 2 and 3 are unclear. High order roads are 'fixed' but require more detail. Lower Order roads are 'not shown'. What do these sentences mean?	Clarify wording of paragraphs 2 and 3.
3.3.8 Street hierarchy and typology	Table 1	The Higher Order Roads names within the Table (priority public corridor, primary arterial, motor ways, freight) don't match with the lines within Figure 22. Don't know where the information in the Table is to apply, if it does not match with the road network.	Clarify how Table 1 is to apply to the Road Network.
3.3.8 Street hierarchy and typology	Street Sections	The street sections presume static land uses, and in the case of sub-arterial roads (45m and 40m wide), restrict interaction with built form through continuous planting zones between footpaths and lot boundaries as well as being designed as movement only space.	Include flexible zones at regular intervals which can accommodate other uses e.g. bike parking, seating, business/shopfront activation, etc. especially along the active zones.
3.3.8 Street hierarchy and typology	High Street	The "High Street" is designed with car dominance which undermines the essence of the "high street" character. The continuous planting separating pedestrians from the	It is recommended that intermittent gaps in planting is provided for easy crossing/cyclist

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Section	Item	Issue	Recommendation
		carriageway limits the ability for easy crossing, discourages cyclists from stop/start trips and encourages faster driving. Given a high street character which presumes active uses on each side of the street, the design of the elements within the street reduces the likelihood of achieving the high street outcome.	stopping with a reduced speed limit to achieve the high street character.
3.3.8 Street hierarchy and typology	Street Sections	Cycling seems to be planned for a purely commuter experience e.g. on most streets the amount of continuous planting zone between cycle lanes and footpath prevent stop and start cycling trips. There is an opportunity to encourage new and social cycling interactions by providing adequate breaks/flexible areas along the cycleway.	It is recommended that cycling infrastructure is designed with good interaction to pedestrian zones especially in more active areas.
3.3.8 Street hierarchy and typology	Street Sections	The design of the street intersections are not detailed out within the drawings, and it is unclear how different transit modes are prioritised at intersections.	It is recommended that intersection typologies are designed at the early stages and are included as part of the street typologies. Provide details on Local Area Traffic Movement or traffic calming infrastructure. Provide information on visual cues and the design of the street network to enforce the road hierarchy and prevent every local street from facilitating through traffic. Provide guidance on how to improve intersection safety at uncontrolled 4-way intersections without reducing pedestrian permeability.
3.4 Land Use and Built Form Framework			
Principles Guidelines	All	This information is not in an assessable location. Most is just background information, some would make good objectives, requirements or DCP controls.	Clearly delineate between guidance/background information and assessable requirements to assist in assessment process.
3.4.1 Hierarchy of Centres	All	Local/neighbourhood centres need to incorporate development controls on lot sizes, to achieve a fine grain architectural outcome for the neighbourhood centre. This would ensure an accessible environment for small business and accommodate appropriate uses. The precinct plans should also have development controls for the connections between the centres to encourage walkability.	Provide additional development controls for centres.
3.4.1 Hierarchy of Centres	All	The distance between neighbourhood centres is quite large, and smaller scale centres need consideration. It is recommended that smaller sized local centres are included within the mapping of centres to encourage walkability, local character and access for small business.	Provide additional development controls for centres.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Section	Item	Issue	Recommendation
3.4.1 Hierarchy of Centres	All	The section shows indicative areas for centres and identifies their hierarchy. The location and floor space area of each centre needs to be identified to ensure its future development. If not identified, floor space may not be provided if it is not as viable option or excessive floorspace may undermine higher order centres.	Prepare an implementation list/framework detailing how detailed planning for centres is to occur, and how it will be delivered.
3.4.1 Hierarchy of Centres	Figure 29	Explanation of specialised Centre – spelling error on line 6.	Correct error.
3.4.1 Hierarchy of Centres	Table 2	Local Centres & Neighbourhood hubs: “Ideally located on a frequent public transport spine”. This isn’t an ‘ideally’ criteria, it is essential.	Remove word ‘ideally’ in Local Centres & Neighbourhood hubs.
3.4.2 Land Use and Built Form	All	This section should be about Land Use only, as this is section relates to Figure 30 Combined Land Use Plan.	Remove height and density objectives and requirements, and place within relevant Height and FSR Sections.
3.4.2 Land Use and Built Form	Obj.	Reduce the objectives in this section, as there are too many to be practical. For example: <ul style="list-style-type: none"> • LU03 isn’t an objective and can be placed in the DCP • LU04 relates to height & density and can move to relevant Sections for height/FSR • LU05 is an OLS requirement already established in the SEPP, so isn’t needed in the Precinct Plan • LU07 is land use considerations for wildlife strike, which is already in the SEPP, so isn’t needed in the Precinct Plan • LU08 relates to retention of stormwater and does not link to land uses 	Relocate or delete objectives.
3.4.2 Land Use and Built Form	LU5	“Apply Enterprise and Light Industry Zone...” : Zoning is already established within the SEPP (light industry is not a land use zone). The Precinct Plan does not change the zoning.	Delete this requirement, as the Precinct Plan does not zone land.
3.4.2 Land Use and Built Form	LU6	A minimum of 5% is not in line with the Greater Sydney Region Plan of 5-10%.	Amend to show 10% minimum. Then prepare an Affordable Housing Contributions Plan.
3.4.2 Land Use and Built Form	LU7	“Achieve the locational criteria of particular social and public domain uses...” What does locational criteria mean?	Clarify what locational criteria means.
3.4.2 Land Use and Built Form	LU10	Cross ventilation & thermal comfort are DCP issues.	Reframe to a Precinct Plan level requirement by considering street orientation and prevailing winds at the ILP/block level, to avoid instances where developers just want to maximise yield.
3.4.2 Land Use and Built Form	LU14	“Develop land adjacent to Wianamatta-South Creek and Thompsons Creek as a regional park.” The regional park is within the Thompsons Creek area, not adjacent.	Reword to remove ‘adjacent’.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Section	Item	Issue	Recommendation
3.4.3 Height	LU1	The OLS already applies under the SEPP, and does not need to be established in the Precinct Plan again.	Remove Requirement.
3.4.3 Height	Figure 31	Presents a height range, and not exact numbers. Only the maximum will be used, meaning the intent of having a range will not be realised.	Provide exact height figures not a range. A minimum height (or floor space) requirement may be desired to ensure that job density targets are more likely to be realised.
3.4.4. FSR in Mixed Use	LU01	This objective says to apply FSR. This is not necessary.	Delete objective.
3.4.4. FSR in Mixed Use	LU1	References FSR within DCP. There are no controls within the Phase 1 or Phase 2 DCP for FSR.	Delete reference to DCP.
3.4.4. FSR in Mixed Use	LU2	This requirement relates to yield, not FSR.	Relocate to Section 3.4.5 Yield and Density
3.4.5 Yield & Density	LU3	This is essentially repeating the same idea.	Merge into one Requirement, stating meet the targets, or justify undersupply or oversupply.
	LU4	LU5 also refers to the 'Market Analysis and Economic Feasibility Report'. Any information for assessment should be in Precinct Plan, the report should be background info only.	Remove reference to the report.
	LU5		
3.4.6 Urban typologies	Info	Is a development meant to choose which typology is most fitting for them?	Clarify how this will be implemented.
3.4.6 Urban typologies	Figures	The images currently don't show any detail and it is very unclear on how this idea is meant to work.	Clarify images to show how they are to work.
3.4.6 Urban typologies	Table 5	High levels of pervious area makes it difficult for small sites to be developed. It is less likely that these requirements can be achieved in medium density residential areas due to lot sizes.	Specify minimum lot sizes for development or specify pervious area to allow development to occur on smaller sites.
3.4.7 Evolution or temporal land use and development	LU2	Mentions Key site Map in SEPP. The SEPP already achieves this requirement, and it doesn't need to be repeated.	Delete requirement.
3.4.9 Open Space Typology	All	For this to be enabled, acquisition is required.	Show acquisition on maps.
3.4.9 Open Space Typology	Info	Active recreation i.e sport fields should be multi-purpose and multi-use to provide for diversity in recreation facilities. Co-location of facilities should be considered wherever possible. A minimum two sporting fields (applies to cricket, rugby and soccer) are recommended for operational and performance feasibility. In case of tennis and basketball courts a combination of 4 courts is highly recommended (operational and performance feasibility) with multi-use line marking to support a wide range of sports.	Amend section to include information.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Section	Item	Issue	Recommendation
		Recreation facilities should be accessible to all age groups and abilities (aligned with Everyone Can Play Guidelines and Council's DIAP Action Plan).	
3.4.9 Open Space Typology	Info	The linear park and nature zones will need to identify locations for amenities (public toilets and change rooms) to establish a high-quality open space network with pedestrian connectivity and accessibility.	Amend linear park wording to include amenities.
3.4.10 Interface and management with existing uses	All	This information is covered within the EP&A Act or DCP controls. Not needed in the Precinct Plan.	Delete Section.
3.4.12 Amalgamation	Info	The info mentions existing LEPs, however the LEPs aren't applicable to the land.	Delete reference to LEPs.
		The "future Phase 2 DCP... includes provisions to encourage amalgamation of lands". The DCP will be active at the same time, so is not 'future', and there are no provisions to encourage amalgamation of land.	Delete reference to Aerotropolis DCP.
3.4.12 Amalgamation	Figure 44	Amalgamation Plan doesn't meet the wording, it results in parcels of land which have higher development potential, and other lots burdened by E&R land which isn't being acquired. Legend mentions items which are not discussed in the writing: <ul style="list-style-type: none"> "Open space requiring coordinated development" "Major roads requiring coordinated development" "Sub precincts" 	Refer to Amalgamation discussion within this submission.
3.4.13 Roofscapes	All	This is not relevant for a Precinct Plan.	Relocate to the DCP.
3.5 Social and Cultural Infrastructure Framework			
Principles Guideline	All	This information is not in an assessable location. Most is just background information, some would make good objectives, requirements or DCP controls.	Clearly delineate between guidance/background information and assessable requirements to assist in assessment process.
3.5.1 Social, comm. & cultural infrastructure	Figure 48	This Figure identified dot points, but not land allocation for different types of social infrastructure. The land needs to be set aside, or have timeframes on when decisions are made for location/acquisition.	Further investigation into location or requirements of social infrastructure.
3.5.1 Social, comm. & cultural infrastructure	SC4	This requirement is to assess the need for social infrastructure. The social infrastructure study has already done this.	Delete requirement.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Section	Item	Issue	Recommendation
3.5.1 Social, comm. & cultural infrastructure	SC6	"Provide active recreational facilities and sport fields in locations and quantity outlined in the Special Infrastructure Contribution and Local Contribution Plans." The SIC or LIC don't show locations.	Delete requirement.
3.5.1 Social, comm. & cultural infrastructure	SC7	Design of building is not a Precinct Plan matter. This is covered by the DCP.	Delete requirement.
3.5.1 Social, comm. & cultural infrastructure	SC8	Design of building is not a Precinct Plan matter. This is covered by the DCP.	Delete requirement.
3.5.1 Social, comm. & cultural infrastructure	SC9	This requires provision to be in accordance with Table 7. This was already established in SC5.	Delete duplication.
3.5.1 Social, comm. & cultural infrastructure	SC10	Incorporation of green infrastructure is a design matter, dealt with in DCP.	Delete requirement.
3.5.1 Social, comm. & cultural infrastructure	Table 7	There is a drafting error in the description.	Correct error.
3.5.1 Social, comm. & cultural infrastructure	Table 7	The following are prohibited in the Agribusiness zone in SEPP, yet identified as social infrastructure needs in Agribusiness Precinct: <ul style="list-style-type: none"> • Aged Care • Recreation facilities (outdoor) 	Amend SEPP or Precinct Plan to ensure consistency in land uses.
3.5.1 Social, comm. & cultural infrastructure	Table 7	The number of sports field proposed are required to be reviewed/reconfigured over the course of development, in response to the evolving recreation need and demand of the precincts. 10 Netball courts serve a certain demographic population, but not wider demographic requirement. 10 netball courts are likely to be delivered in a combination and shared use with complementing sports like basketball and tennis.	Add commentary provision is to be reviewed in accordance with demand/changing demographics.
3.5.1 Social, comm. & cultural infrastructure	Table 7	The aquatic facility is not identified under Western Sydney City Deal and PIC. Will it be considered as a part of SIC? The proposed aquatic centre should be classified as Regional considering the catchment area of Aerotropolis (Aerotropolis Core and other precincts). A regional aquatic centre should be identified under SIC.	Revise in relation to PIC and SIC.
3.6 Sustainability & Resilience Framework			
Principles Guideline	Info	There are terms in Paragraph 1 which are not clear and not included in the Glossary. For example: <ul style="list-style-type: none"> • 'respond to the ecosystem', what is 'ecosystem' referring to? • 'sustainability is regenerative' • 'cyclical resources' 	Clarify wording.
Principles Guideline	Info	In Paragraph 2 it is stated that the Aerotropolis will follow best industry practice for the first three to five years. What industry standards are applied after five years? In the future, when the industry standards advance beyond the referenced targets will the	Clarify wording.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Section	Item	Issue	Recommendation
Principles Guideline	Info	Aerotropolis targets be revised accordingly? There is reference to a 'target of regenerative sustainability', but the target and terminology are not clear.	
Principles Guideline	All	Remove reference to Phase 2 DCP. This will be active at the same time. This information is not in an assessable location. Most is just background information, some would make good objectives, requirements or DCP controls.	Remove reference to Phase 2 DCP. Clearly delineate between guidance/background information and assessable requirements to assist in assessment process.
Principles Guideline	1	There is a heavy reliance on achieving tree canopy targets through streetscape works.	Include other options for increasing tree canopy (e.g. green infrastructure, road, lot and green space layouts, private domain)
Principles Guideline	4	Consideration should be given to decentralised energy supply storage solutions (e.g. community solar power), and/or tri-generation schemes	Include decentralised energy supply storage solutions.
3.6 Sustainability & Resilience Framework	Obj.	There are too many objectives to be effective.	Consolidate objectives, or place into DCP.
3.6 Sustainability & Resilience Framework	Obj.	Consider objectives below: <ul style="list-style-type: none"> High performance, energy saving and green building facades to reduce heat and light reflection. Promote solar panels installation for industrial and residential use. Installation of solar lights in parks and open space 	Consider these objectives.
3.6 Sustainability & Resilience Framework	SRO3	"Set water and energy targets that exceed BASIX" This reads like an objective for the Precinct Plan delivery, not what an applicant can achieve.	Delete objective. Provide evidence to support more stringent targets.
3.6 Sustainability & Resilience Framework	Req.	There are too many general requirements. Keep only the measurable requirements within the Precinct Plan, and move the remaining to the DCP (adding additional detail). For example: Assessable: <ul style="list-style-type: none"> SR7 (targets) SR8 (source materials from within 30km) Not assessable/Precinct Plan relevant: <ul style="list-style-type: none"> SR5 (develop integrated systems) SR6 (air flow/ventilation) 	Delete requirements if detail (e.g. energy generation) is detailed within the DCP.
3.6 Sustainability & Resilience Framework	All	There is little detail on the type of recycled water to be potentially delivered, and to where. Competitive pricing of that water will also be crucial to ensure viability of any future intensive horticulture proposed in the precinct. This is especially so in the Agribusiness precinct, which presumably is the area most likely to benefit from a recycled water scheme.	Request additional detailed regarding recycled water is provided.

Submission to Western Sydney Planning Partnership Draft Aerotropolis Precinct Plan

Section	Item	Issue	Recommendation
3.6 Sustainability & Resilience Framework	All	Very little detail is provided also as to the circular economy hubs within the precincts. ie where should they go? What size? Or is it better to be more flexible and leave the market to decide? For example, a solar farm of around 5MW is proposed on CSR's land at Badgerys Creek. Is this an appropriate site for this facility? Should it be larger to cater for future demand? Where are the best sites for facilities of this type?	Clarify circular economy hubs.
Chapter 4 Specific Precinct Plan Performance Criteria			
4.1 Aero Core, Badgerys Creek & Wianamatta	All	This level of detail is appropriate for the DCP not a Precinct Plan.	Move to DCP.
4.1 Aero Core, Badgerys Creek & Wianamatta	Images	The imagery and artist impressions of the Aerotropolis Core need to be more accurate to indicate the appropriate heights for the buildings. The character of the graphics suggests a more residential outcome than what is planned for the area.	It is recommended that the imagery should indicate more accurate built form outcome and likely users/uses.
4.3.1 Luddenham Village	All	Support vision for Luddenham Village.	N/A.
4.3.4 Heritage (Agribusiness)	All	This duplicates with the Section 3.1 of the Precinct Plan.	Remove duplication with heritage section of the Precinct Plan.
Chapter 5 Infrastructure delivery & staging			
Chapter 5	All	Various.	Refer to discussion regarding staging within this submission.
Miscellaneous			
Additional consideration		Identify the level of activation throughout the day for each area. This is particularly the case where hotels and fly in, fly out uses are located.	Levels of activity across the large open spaces and industrial sites are clearly identified and Crime Prevention Through Environmental Design strategy is captured with the precinct plans.
Reference Documents		Provide links to reference documents within the Precinct Plan & DCP for future references (legislation, guidance documents...).	Provide links where documents are referenced.

Submission to Western Sydney Place Infrastructure Compact

Draft Place Infrastructure Compact – Liverpool City Council Submission

Executive Summary

Liverpool City Council recognises the importance of the Place Infrastructure Compact in creating a people focussed city, where infrastructure responds to population and jobs growth and community needs. Providing benchmarks for infrastructure provision based upon an evidence base is critical in addressing the deficit of infrastructure provision compared to population growth that has been evident in Western Sydney for several decades.

Whilst the PIC recognises the need to respond to growth, many of the actions, assumptions and priorities are not reflective of this aspiration, and risk continuation of a business as usual approach with regards to infrastructure and investment being geared towards fiscal outcomes and planning aspirations as opposed to community needs.

Council has concerns regarding what appears to be an inadequate evidence base to support infrastructure decisions and a desire to stimulate growth in the aerotropolis, ahead of catering to greenfield precincts which are already developing.

Critical infrastructure that was identified by the Department of Planning to support the growth of the Austral and Leppington North precincts has been largely abandoned. Council is also disappointed to see that the PIC does not provide funding to support any community infrastructure in the Glenfield to Edmondson Park corridor or the SWGA, despite the State Government restricting Council's ability to levy contributions on development for non-essential infrastructure.

The Greater Sydney Commission needs to re-evaluate population, job and dwelling forecasts for the areas encompassed by the PIC prior to Council providing support for the PIC. The baseline projections for population growth within the Liverpool LGA are substantially under-estimated. The commission also needs to review infrastructure which was identified as part of the rezoning of precincts such as Austral and Leppington North.

This infrastructure needs to be included within the PICs delivery strategy and timing for delivery needs to be identified. Council would like to see a greater degree of infrastructure provision being related to population/employment growth, rather than being tied to state government planning aspirations. Council would also like to see a commitment to the rapid transit corridor from Liverpool to the aerotropolis/airport, given that an extension of the South-West rail-link has not been provided.

The Three Growth Scenarios

The three growth scenarios presented in the PIC, and ultimately the scenario that we will all work towards, needs to be evidence based, in the best interests of the community, a scenario supported by the majority of stakeholders, and able to adapt to changing circumstances.

There are concerns that the base case does not reflect realistic non-intervention growth trends, and that the aerotropolis focussed 'thriving aerotropolis' scenario, for which the PIC favours, does not align with Council's aspirations. There needs to be recognition of the extent of land which is already developing in the area encompassed by the PIC.

Submission to Western Sydney Place Infrastructure Compact

Cost of Infrastructure in Greenfield Areas

The costs of delivering new homes or jobs in greenfield areas is well-known to be higher than urban areas due to the inability to leverage existing assets, such as kerb-and-guttered roads, sewerage infrastructure, local parks, existing schools, access to public transport, etc. These increased costs are felt most readily by the state and local governments, but also the developer and future landowner/tenant. Council notes that, when comparing the WSPIC to the Grater Parramatta to Olympic Peninsula Place Infrastructure Compact (GPOPPIC), the state government contributions to new infrastructure are nearly equal on a per new job/resident rate; this is despite the costs of delivering greenfield infrastructure being nearly double that in the WSPIC area compared to the GPOP area.

This will result in Council and new developments having to cover a greater portion of costs. Council questions the equity of this decision, given the urgent need to rebalance the jobs deficit in Western Sydney (in which a higher portion of user costs could drive away investment) and where Western Sydney typically provides for relatively affordable housing.

As per Council's submission on the GPOP PIC, Liverpool City Council would also like to see a greater extent of local level infrastructure being explored in the PIC process. Infrastructure planning should look at the costs and benefits of delivering all infrastructure to support a precinct, not just the infrastructure that has to be delivered by the state.

Whilst Liverpool City Council already has contribution plans available for precincts in the east of the WSPIC area, the full costs of development in the Aerotropolis have still not been itemised and given the aspirations around green/blue infrastructure, they could be significantly higher than traditional greenfield precincts. To inform an all-of-government fiscally sustainable delivery strategy, the PIC must also include, at the very least, a high-level understanding of the costs of local infrastructure, and whether these costs can be feasibly met by the development.

Population and Demographic Projections

The technical paper includes a large amount of information on population and demographic forecasts based upon the 2016 Common Planning Assumptions (CPA) to support the infrastructure delivery model. As detailed in this submission, the population and dwelling forecasts in the CPA are not congruent with observed growth in release precincts such as Edmondson Park, and Austral (to the extent that some of these precincts have already surpassed their 2036 growth projections). The CPA also under-estimate the total population capacity of SWGA precincts, such as Austral where the CPA assume about half the population that the planning controls, developed by DPIE, require at a minimum.

The CPA are unsuitable for making "evidence" based decisions, particularly in the SWGA. Council recognises that the CPA are inaccurate and do not reflect a likely development outcome; as such, Council does not rely on the CPA for any of its planning and investment decisions. The use of unrealistic population projections for precincts such as Austral, Leppington North, and Edmondson Park must be amended in future iterations of the PIC prior to Council being able to provide endorsement.

The Pulse of Greater Sydney Indicators and Measurements

An approach which sees investment in public infrastructure being awarded based on measurable people/place outcomes, rather than purely financial or planning considerations, is to be lauded. This approach is more congruent to the PICs intent on improving the lives of people. Council agrees with

Submission to Western Sydney Place Infrastructure Compact

many of the indicators, however it is important that public infrastructure be measured against all indicators, not just the indicator most congruent with that type of infrastructure, to ensure that negative and positive externalities can be considered.

For example, delivery of a state library would have positive outcomes on education measurements but would likely have positive health and crime outcomes by providing a space for youths, the homeless, or the elderly, a place to congregate and access resources in an assisted environment.

Alignment of Infrastructure with previous strategies and population growth

Council acknowledges that infrastructure delivery needs to be tied to job/population growth, particularly where growth has occurred ahead of infrastructure delivery. Council is concerned that the use of the CPA combined with an infrastructure delivery plan which supports a reduction in the number of public services in high growth areas will further entrench and perpetuate unequal access to services for residents of Western Sydney, rather than address it. As detailed in this submission, the provision of infrastructure in the PIC appears to be more closely aligned to aspirations of stimulating growth in the aerotropolis, rather than observed population growth and the needs of the community and businesses.

This is most evident in population serving infrastructure, such as health and education facilities, in which there is a desire to concentrate new infrastructure in the vicinity of the Aerotropolis core in the short-term (a precinct aimed at providing jobs with very limited population growth). State agencies and the PIC also appear to advocate for a smaller number of larger facilities to service a population (assumed to leverage economies of scale and to reduce the need to maintain a larger number of assets). Whilst providing for larger facilities is suitable in dense, highly accessible urban areas, this model will likely reduce accessibility and result in facilities being spread too far apart in comparatively lower density greenfield areas.

Council is particularly concerned that Infrastructure which was considered critical in the rezoning of precincts within the South-West Priority Growth Areas (SWPGA) has not been acknowledged in the PIC, or has been considerably altered. This is despite the observed growth trajectories in these areas showing that populations and densities are likely to be higher than were initially planned and assumed, leading to a greater demand for infrastructure. The PIC must review the infrastructure strategies prepared for these precincts and commit to delivering the infrastructure outlined in these strategies within a reasonable timeframe. Should the PIC/SIC confirm that much of the infrastructure, which was planned in the SWPGA is not to be delivered, it would be pertinent to undertake an urgent review of the Growth Centres SEPP.

Utility Considerations

Through various strategies, the NSW Government is currently putting in place a framework for much of the Western Parkland City which will guide development for decades to come. This is a once in a generation strategy to review major and minor utility corridors, many of which were constructed in the mid-20th century when these areas were planned for long term agricultural uses.

Whilst providing essential infrastructure, many assets sterilise hectares of prime developable land, reduce urban visual amenity and in some instances do not feature safety features which are compatible with urban uses, creating a health and safety risk for new communities. High level regional planning and infrastructure delivery allows government and utility authorities to rationalise and modernise these assets to maximise development potential and provide modern utilities which are more sympathetic to the planned urban uses.

Submission to Western Sydney Place Infrastructure Compact

The Growth Scenarios and timing of infrastructure delivery must recognise the critical role that drinking water and sewerage infrastructure plays in greenfield areas. All infrastructure planning and delivery must account for the ability for land to be serviced by drinking water and sewerage. Given Council's experience of growth centres such as Edmondson Park, Austral and Leppington North, there is uncertainty as to whether the Aerotropolis precincts will be fully serviced by 2026; this will have knock-on effects on all other infrastructure commitments as development will, generally, not be able to take place.

Primary and High School Infrastructure

Throughout the PIC and PIC Technical paper, it is assumed that 30-40 percent of students attend non-government schools as a result of community preferences. There is no reference which supports this number, nor is there any information to suggest that this is equal amongst all socio-economic communities.

Council notes that public schools are often delivered in the later years of development of a greenfield area, with a reliance on schools in established areas (which might be outdated or rely on demountable classrooms to cater for growth) as an interim solution. This contrasts with fee-paying schools which are often quick to open in greenfield areas (taking advantage of low land prices) which offers better proximity/access to residents with more modern facilities. Council suspects that these factors favour the fee-paying school system and that "community preferences" may be the result of an uneven playing field.

Council would like to view the source data which substantiates a community preference, particularly in greenfield areas and across different socio-economic groups. Council would like to work with DPIE and the Department of Education and Training to accelerate the staged delivery of government schools in greenfield areas.

Landholder and Other Stakeholder Engagement

The PIC does not describe how the Commission involved local landowners and community groups in the development of the PIC and its technical paper. Council is aware of several members of the community feeling left out of government decision making documents (particularly within the Aerotropolis) which can significantly impact their lives.

At the very least, the commission should be making it clear as to how the PIC will impact landowners, and what the PIC means for them in terms of aspects such as land acquisition. This is especially important for aspects such as transport corridors, where the PIC should identify timeframes, and ensure members of the community are informed/consulted.

Submission to Western Sydney Place Infrastructure Compact

1. The Three Scenarios

The basis of infrastructure planning and provision of the PIC is based upon the development of the Western Parkland City as per three different trajectories. These are:

1. Growing Parkland City: Utilising existing zones, without additional rezoning, and existing infrastructure commitments (labelled the base-case).
2. Thriving Aerotropolis: Emphasis on growth and Infrastructure delivery in the Aerotropolis (the case preferred by the PIC).
3. Thriving Metropolitan Cluster: Emphasis on growth in the established metropolitan cluster, with less infrastructure in the aerotropolis and surrounds (the alternative case).

This model, whilst providing three simplistic growth trajectories, should not be used alone to determine infrastructure delivery. Whilst acknowledging that providing a framework for infrastructure delivery can focus investment and growth, the PIC must be flexible enough so as to provide for infrastructure where population and growth occurs naturally, responding to community needs, even if this does not align with the PICs assumptions or preferred scenario.

Whilst described as a business-as-usual approach, the growing parkland city scenario does not accurately reflect a 'base case'. It ignores the high likelihood of land being rezoned near the airport (via planning proposals lodged with Council's). This scenario would more accurately be called the 'no new precincts' scenario.

The Liverpool City Centre, and other centres of the metropolitan cluster, are located closer to existing (and geographically more central to future) populations and are supported by more existing infrastructure. The Liverpool City Centre located between the eastern and western Sydney airports is the natural location for development supporting the new airport.

Given a lack of direct government intervention in delivery housing or constructing new employment lands, market forces will ultimately determine where new jobs and populations will be located. Locking in an infrastructure delivery model into one of three potential growth scenarios could ultimately result in a mismatch between growth and infrastructure delivery if a greater proportion of growth were to occur away from the aerotropolis.

Whilst the state government should set priorities for the delivery of infrastructure to concentrate investment in particular areas, strict timeframes will prevent the delivery of infrastructure in areas that might otherwise have high growth rates without state government investment.

Recommendation

1. **Any base case scenario should reflect a real-world business as usual approach, inclusive of Aerotropolis initial precincts and reactive rezoning.**
2. **Greater emphasis be placed on providing infrastructure to ensure that employment growth occurs in the metropolitan cluster, which supports the airport and aerotropolis.**
3. **That the Commission further models infrastructure delivery as per all three scenarios to ensure that infrastructure delivery can match jobs and population growth should growth not reflect the preferred scenario.**

Submission to Western Sydney Place Infrastructure Compact

2. Cost of infrastructure in greenfield areas

A. State Contributions

The costs of delivering new homes or jobs in greenfield areas is generally higher than providing a similar number of homes and jobs in an established in-fill precinct. This can be demonstrated by comparing key statistics from the Western Sydney Place Infrastructure Compact (WS PIC) and the Grater Parramatta to Olympic Peninsula Place Infrastructure Compact (GPOP PIC).

The WS PIC's preferred scenario is anticipated to provide 85,000 jobs and 91,000 new homes in the years to 2036. This compares to the GPOP PIC's preferred scenario providing 105,000 jobs and 84,000 dwellings in the years to 2036. Whilst the GPOP area is targeting a modestly higher number of jobs, it is forecast to provide slightly less new homes compares to the WS PIC area. The costs of providing infrastructure to support these targets however are not as close, with the costs of servicing the full extent of the WSPIC area being in the region of \$100 billion, whilst the GPOPPIC area being closer to \$40-50 billion over the same 20-year period. This comparison is typical of the higher development costs for a greenfield area as opposed to in-fill or redevelopment of established areas.

When reviewing the GPOP PIC it is evident that the state government is contributing at least 50% of the costs of new infrastructure to provide for the projected growth (refer to Figure 1); when combined with developer contributions, this could be up to 76%. This contrasts with the WS PIC area, where direct state government funding is only funding approximately 23% of new infrastructure, or an amount up to 70% when combined with Australian government and developer contributions (see Figure 2).

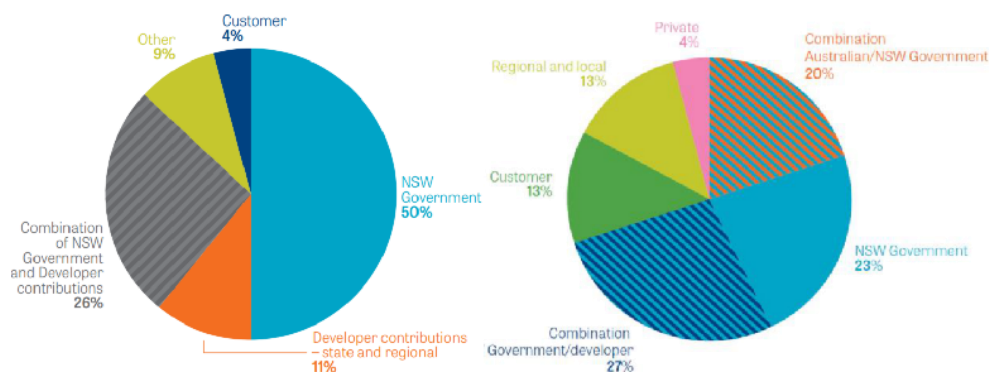


Figure 1: Funding source for capital costs in the GPOP area

Figure 2: Funding source for capital costs in the WS PIC area

To provide equitable outcomes, Council would like to see the state government contributing a greater share of funding with respect to infrastructure delivery. The costs which are attributed to a contributions plan (whether local or a SIC) are paid by the developer who will then pass this cost on to the resident or commercial tenant. The WS PIC model places a much greater cost burden on the end-user compared to precincts such as the GPOP area, which will make investment in job creating industries far less attractive and make housing more expensive for residents who are likely to have a lesser ability to pay.

Submission to Western Sydney Place Infrastructure Compact

B. Local Government Infrastructure

As per Council's submission on the GOPP PIC, local infrastructure should be considered as part of the PIC process, given that most infrastructure is funded by contribution plans, which will subsequently affect development viability. Having an understanding as to the local infrastructure demands which are required for a precinct will provide a more accurate estimate of whole-of-development costs.

This should be factored into cost/benefit analysis and whether a precinct is financially feasible to be developed. Consideration of local infrastructure in the PIC process is especially important in greenfield situations, where development levies can be a significant portion of the cost of development. In many greenfield areas, the cost of local infrastructure to support a single dwelling house can be in the order of 5 times the cost as a comparable in-fill dwelling.

Recommendation

4. **That the state government increases its portion of funding of infrastructure in the WS PIC area to be more aligned with established areas of the Central River City and the Eastern Harbor City.**
5. **That the portion of funding of infrastructure in the Aerotropolis to be derived from contributions and customer charges is reduced in value to costs similar to other precincts in the Central River City or the Harbor City.**
6. **That the rebalancing in costs as per the two previous recommendations is not achieved by reducing the amount of infrastructure which is needed to serve the WS PIC areas.**
7. **That the PIC includes the capital costs of local infrastructure in its assessments and feasibilities.**

3. Population and Demographics

A. Base Case Scenario

Population numbers for Austral, Leppington North and Edmondson Park appear to be using Common Planning Assumption 2016 datasets. It is therefore assumed (given that the technical appendices are not available) that the common planning assumptions data provides population, job, and employment numbers for the base case scenario (Growing Parkland City) for all precincts.

This does not accurately project, nor forecast the base population for the Aerotropolis precincts. Given that the Aerotropolis precincts were rezoned in September of 2020, it can be assumed that some of this land will likely develop for residential and employment uses by 2056. The base-case scenario does not recognise this, and as such does not accurately represent the status quo.

B. Council's Population Forecasts – Edmondson Park

Council is concerned that the PICs projections as per the base-case scenario are highly inaccurate in Council's high growth areas (namely the South-West Growth Areas) including Edmondson Park, Austral and Leppington North.

The master planning exercise for Edmondson Park began in the early 2000s. At the time, it was recognised that higher densities were needed to combat urban sprawl and to provide density to improve the viability of mass transit, and compact villages. Planning controls were subsequently introduced to allow for higher density developments, such as residential flat buildings, although it was recognised, at the time, that these developments were not likely to be feasible in the near term. The initial development phases of Edmondson Park were reflective of these assumptions, with lower

Submission to Western Sydney Place Infrastructure Compact

density housing being provided. However, in recent years, it is apparent that higher densities are in fact feasible in this precinct, and initial dwelling targets/population assumptions are likely to be exceeded.

Several residential flat buildings within the Edmondson Park Town Centre have recently been completed or are nearing completion, which will significantly increase population numbers in the next few years. Council is also aware of plans by Landcom to provide several thousand new dwellings in the remainder of the Edmondson Park Town Centre (the proposal of which is currently under assessment by DPIE).

The number of lots registered in Edmondson Park stands at 3,219 (including registered strata plans) as of 1 July 2020, about 500 of which were delivered in the previous 24 months. It can be assumed that a single dwelling could be occupied on a new subdivided lot within 2 years.

The precinct's original 6,700 dwelling target has already increased to 7,672 dwellings as a result of uplift in the town centre (Fraser's Town Centre South), and will likely be revised to closer to 10,000 dwellings if Landcom's development is also approved. These numbers only account for development in the Liverpool LGA and exclude development of homes in the suburb of Bardia. The common Planning Assumptions ignorance of these factors highlights the importance of using accurate population forecasts in greenfield areas, rather than outdated projections; the PIC has assumed the following:

Table 4-61: Edmondson Park Precinct population, employment and housing by scenario

	Existing	Growing Parkland City		Thriving Aerotropolis		Thriving Metropolitan Cluster	
	2016	2016 - 2036	2016 - 2056	2016 - 2036	2016 - 2056	2016 - 2036	2016 - 2056
People	4,010	+14,316	+30,520	+16,019	+37,722	+22,867	+37,203
Homes	373	+2,870	+4,728	+3,448	+6,451	+3,219	+5,510
Jobs	1,211	+4,296	+9,261	+4,806	+11,384	+6,929	+11,296

As can be seen using council's raw data and GSC's forecast above, Edmondson Park has already exceeded its assumed dwelling yield under a 'base case' scenario up until the year 2036. The current yield (as of Q2 2020) is also in the ballpark of numbers under the two high growth scenarios for the year 2036.

Edmondson Park's planning controls will provide for at least 7,672 dwellings (a very conservative number), which is not reflected in any of the high growth projections by the GSC, even as far out as 2056. Under-estimating the speed and number of dwellings being developed in this area will have severe implications on the adequacy and timing for delivery of state infrastructure. Under-estimating the yield will also result in new precincts being rezoned far sooner than necessary, further thinning out the ability for the state to deliver infrastructure.

C. Council's Population Forecasts – Austral and Leppington North

Similar to Edmondson Park, Council has great concerns with the base case, and high growth scenarios modelled for the Austral and Leppington North Precincts. Whilst the base case dwelling numbers are closer to the likely residential yields in the precinct (compared to Edmondson Park), the rate of development is considerably under-estimated.

Submission to Western Sydney Place Infrastructure Compact

The observed growth rates are occurring much faster than what is assumed in the PIC. This trend is likely to accelerate as more areas become serviced. Council monitors the development rates in Precincts such as Austral and Leppington North, by tracking development from the Pre-DA stage through to the subdivision certificate stages.

Council's data reveals that at any one time, there are approximately 1,000 lots under construction in the Austral and Leppington North precincts, a trend which has been maintained since circa early 2018. Approximately 200 lots are being delivered per quarter on an annual basis since mid-2018.

The number of lots approved, but not yet commenced, has been steadily rising to over 1,750 lots as of Q2 2020, many of which cannot be issued CCs due to a lack of sewerage. Once these areas are fully serviced, numerous DAs will essentially be 'unlocked', further accelerating development.

Land sales in such greenfield areas have held up, despite the Covid-19 pandemic, a downturn in the Sydney property market and a reduction in international migration in the past few years, as homebuyers and investors have turned away from high-rise developments in established areas.

The base-case scenario yield has the Austral and Leppington North precincts (Liverpool and Camden LGAs) supporting 9,575 dwellings by 2036 and 20,594 dwellings by 2056. Liverpool Council's Forecast ID platform (which includes Council's DA observation data in its modelling) predicts 20,688 dwellings by 2036 and 22,768 by 2041 in the Liverpool precincts only (that is, not including development in Camden which compromises the Leppington Strategic Centre).

As with Edmondson Park this will result in the population of the precincts likely being double compared to the PICs "projections", leading to significant infrastructure under-investment, poor servicing, and a lack of land availability to upsize planned facilities. Edmondson Park, Austral and Leppington North are all located in close proximity to one another, and each precinct would rely on Carnes Hill, Prestons and Liverpool for interim services. Underestimating the amount and speed of population growth across all three of these areas will considerably overwhelm the existing infrastructure in those suburbs which are responsible for providing 'interim' capacity.

D. Demographic Indicators

It is great to see the plan recognise the Indigenous Australian population, and to work with traditional owners in planning for the future of the PIC area. This brings an often-overlooked perspective into the realm of planning.

However, the Western Parkland City is also one of the most multi-cultural communities in the southern hemisphere, and this is not apparent in the PIC. There does not appear to be any deep understanding of the needs of communities from NESB and refugee populations. A high portion of persons fleeing conflict and persecution are settled in these areas (or adjoining areas in greater Fairfield/Liverpool).

Persons that settle into areas such as Fairfield or Liverpool are statistically likely to move to areas to the south and west when purchasing a home, which includes suburbs such as Austral and Leppington. These groups might find it difficult to adjust to Australian life; different cultural practices and the language barrier impacts upon community participation. Ignoring these differences, and not providing adequate social infrastructure for these groups has historically resulted in poor outcomes with regards to crime, education, and health statistics as these communities become disengaged and find it difficult to access public services.

Submission to Western Sydney Place Infrastructure Compact

With the exception of recognising some social disadvantage in the Laxford Precinct, the PIC largely glosses over the important role that state services (such as public schools, TAFEs, integrated community health hubs and social infrastructure) plays in engaging disengaged communities.

The PIC advocates for a scenario that theoretically maximises the potential for knowledge intensive jobs, there appears to be little demographic analysis to demonstrate the priorities for higher education infrastructure. It is important that such infrastructure is provided in areas with lower attainment rates for higher education, and areas with populations heavily involved in declining industries, such as agriculture and manufacturing.

Higher education infrastructure is critical in these areas in order to ensure that workers in fields, which are increasingly automated or moved offshore, are able to reskill. Not only will this improve productivity and economic outcomes, but it can prevent other consequences that result from a population which is 'left behind', such as mental health issues, increase in crime, family / domestic violence, etc.

Whilst the Aerotropolis will be a new centre for jobs (targeting the high-tech industries) it is not planned to have a major residential population, and other areas covered by the PIC, notably the South-West Growth Area (SWGA) have no commitments to higher education facilities, despite already growing population, low higher education attainment rates, and few, if any, higher education facilities (planned or existing) accessible within 30 minutes by public transport.

It is critical that demographic indicators, namely percentage of people born overseas in NESB, and percentage of the workforce in industries facing decline is understood, and that social infrastructure provision is supplied according to need. This will provide an evidence base as to the needs for social infrastructure, which can reduce strains on other, more costly infrastructure when things go wrong, such as police and health facilities.

Demographic indicators are also important in determining population service catchments. It is understood that the common planning assumptions have anticipated that household sizes in NSW will continue to fall, but Council's observations, and further modelling by I.D. consultants for Liverpool's growth areas, recognises that some growth areas are bucking the state trend, and household sizes are increasing. Inter-generational households are common in Liverpool's suburbs where there are ethnically diverse communities, decreasing housing affordability, and larger dwelling sizes can support larger households. This needs to be understood, as it has the potential to place even greater pressure on state infrastructure.

Recommendation

8. That the PIC includes a greater extent of demographic analysis and subsequent demands from those populations, to ensure that the provision of social infrastructure is tailored to the anticipated population (within a degree of flexibility for changing patterns).
9. That the population projections be revised to:
 - Account for high growth precincts where the existing number of dwellings / populations is close to or greater than the number of dwellings / populations forecast for >16 years into the future.
 - Acknowledge current drivers and rates of growth in high growth precincts such as Edmondson Park, Austral, and Leppington North. Utilise existing data, including increased servicing capacity and current growth patterns, to more accurately account for the speed of development.

Submission to Western Sydney Place Infrastructure Compact

- **Review planning controls and precinct plans to ensure that the long-term population and dwelling projections account for (at least) the minimum number of dwellings that the planning controls / precinct plan provides for.**

4. The Pulse of Greater Sydney Indicators and Measurements

The approach of measuring the PICs success against liveability, productivity, sustainability, and collaboration indicators, rather than just business case or economic indicators is lauded, and worthy of praise. The 20 indicators and 25 measurements can also be relatively easily measured and seem adequate for which to measure the success of the PIC.

However, to then assign specific measurements to a specific agency has the potential to undermine what is trying to be achieved at a greater scale and may result in failure of any of the measurements / indicators improving. All agencies, infrastructure and strategies should be equally measured against all indicators and measurements, even if there is relatively little relationship between them.

For example, P5 has a desire to reduce the percentage of the population classified as overweight and obese, P12 aims to increase public and active transport use, and P16 aims to reduce emissions profiles from greenfield areas. To achieve these aspirations, the population of Western Sydney will need to change entrenched behaviours, that is, using private vehicles for almost all trips. This will require making walking and public transport use more convenient / attractive and/or making private vehicle use less convenient / attractive. This is best achieved by modifying day-to-day trips, such as commuting to work, or taking children to school. It is near impossible to force people to work locally (though providing a greater proportion of jobs in the west can help), but the state government can improve access to its infrastructure and services.

However, when observing the planning and delivery indicators for primary education facilities, for example, their place indicator outcomes are only measured against P14 (provision of quality education) and P15 (supporting optimal learning and student performance). Many of the services which could encourage greater rates of walking (and improving those indicators) for example are not measured against those indicators.

Measuring individual projects against individual indicators only is a flawed approach, as it doesn't require agencies to consider the impacts of a decision on potentially undermining another indicator. If expanding on the previous example, the Department of Education may decide that, moving forward, it will only concentrate on constructing new public schools to cater for more than 2,000 students.

Whilst the additional size / resources concentrated in a single location might provide for higher quality education, and provides the ability to provide more specialised learning environments, it is also likely that there will be less schools (due to their larger size), and will be less geographically distributed, therefore negatively impacting on the walkability, public transport use, and emissions reduction measurements.

To actually improve the performance measures in Western Sydney requires all aspects of state government infrastructure delivery to consider their holistic impacts. All projects need to be measured against all performance indicators, not just the measurements which more neatly apply to that form of infrastructure.

Recommendation

- 10. That the *Pulse of Greater Sydney* indicators and measurements are carried through any future iterations of the PIC for which to measure the success of outcomes and interventions.**

Submission to Western Sydney Place Infrastructure Compact

- 11. That each service / utility authority's planning framework(s) and project(s) must be measured against all performance indicators and measurements, not just the indicators most relevant to that entity.**

5. Inconsistencies with the Planning Framework for the Austral and Leppington North Precincts

One of the fundamental roles of the PIC includes identifying the likelihood of needing new state infrastructure, such as roads, public transport, utilities etc. It also includes social infrastructure, such as schools, TAFEs, integrated health centres, police stations / courts, fire services and the like.

The Austral and Leppington North precincts were planned by the then Department of Planning and Infrastructure, in 2011-2013. The precinct plan was supported by a comprehensive demographic assessment, and social infrastructure plan, which included details on such state provided infrastructure. Using a combination of state government benchmarks, the Growth Centres Development Code, demographic analysis / projections and other relevant information, the Leppington Town Centre was identified as a strategic centre, likely servicing some 200,000 residents in the SWGA.

This centre would service precincts such as Austral, Leppington, East Leppington, Leppington North, and parts of future precincts, such as Catherine Fields, Rossmore, Kemps Creek, etc. At this point in time it was also recognised that Leppington, Oran Park, and a future centre within the vicinity of Bringelly would need to have regional level infrastructure, such as health facilities, justice facilities, and higher education opportunities etc. to cater for the growing populations across all of the growth centres. This was inline with the growth centre commission's aspirations of improving access to infrastructure to residents of Western Sydney, something which is shared by the aspirations of the PIC model.

As such, a number of facilities were planned for in the Leppington Town centre, many of which have active land reservations, including: A new TAFE campus, a Regional Integrated Primary and Community Care Centre (health), and a police station and/or court. In the Austral and Leppington North precincts, several new primary school sites (including the upgrade of one existing school) were identified, as well as a new high school near 8th Ave. The PIC has not followed through on any of the regional level facilities for the Leppington Town Centre, and only suggest upgrades to one or two existing primary schools, with the potential of one or two new primary schools in the precincts by 2056. This will leave a population of approximately 70,000 residents (Liverpool released precincts only) with no local high school and having to go to Liverpool, Campbelltown/Macarthur, or the aerotropolis to access health, justice, and other such facilities.

The PIC is not consistent with the state infrastructure that was planned for and supported the rezoning of the Austral and Leppington North precincts. Should this be the case, there will be pressure to rezone or allow alternative uses on land which has already been reserved for uses such as educational establishments and health facilities. Providing new residential communities without access to such critical infrastructure (which was identified in a precinct plan prepared by the Department) is not consistent with any planning strategy, including Council's LSPS and the intent of the PIC.

The PIC's ignorance of state infrastructure which was to be delivered to support the Austral and Leppington North Precincts is of great concern and must be addressed.

Submission to Western Sydney Place Infrastructure Compact

Recommendation

12. Review existing precinct plans for Edmondson Park, Austral and Leppington North, and the Aerotropolis precinct to:

- Determine whether state infrastructure that was identified in those precinct plans has been delivered,
- Of the infrastructure that has not been delivered, provide details as to the delivery of this infrastructure in the PIC,
- Of infrastructure which was identified by a precinct plan, has not been delivered, and for which there will no longer be commitment to delivery, provide evidence based rationale for this outcome, and how abandonment of each item will impact upon on each of the *Pulse of Greater Sydney* Measurements (noting recommendation 11).
- For each item in c above, provide a precinct planning update (of a similar format to updates that were provided when the precincts were rezoned) to all land-owners and occupiers in the relevant precincts as to the change of state government infrastructure commitments and how this will impact upon new and existing land-owners.
- Should infrastructure items be abandoned, DPIE should prepare a SEPP and DCP amendment to update precinct plans, land use zoning maps and ILPs.

6. Utility Rationalisation and Critical Infrastructure

It is encouraging to see the Parkland Authority advocating for multi-purpose utility corridors / tunnels. This will perhaps minimise the sterilisation of land for utilities, and, depending upon the configuration of such tunnels / conduits, may reduce the amount of rehabilitation work needing to be performed above ground on pavements and landscaped areas for decades to come.

Given the NSW Government focus on high level planning and delivery of infrastructure across most of Western Sydney at this time, Council would advocate for the NSW government and utility authorities to consider a broader review of the existing electricity, liquid fuel, water, and telecommunication assets. Many high voltage power lines, and high-pressure gas mains were planned or built more than half a century ago, under frameworks such as the County of Cumberland Plan, or the Sydney Region Outline Plan; it was assumed that land in Western Sydney would remain for green-belt, or agricultural purposes. As such, large and wide easements criss-cross these lands, with little regard for compatibility with urban uses. When reviewed today, many of these assets do not make for the best use of land, allow ease of maintenance, and in some instances, they do not meet modern/urban safety standards which minimise damage to life and property.

Electrical utilities: In many of Liverpool's former and current release areas, several high voltage overhead conductors carve through urban and suburban localities. Whilst these utilities were acceptable on large agricultural lots, they negatively impact urban amenity, and sterilise corridors of land in the order of 60m wide (land which is increasingly being realised as a precious resource not to be wasted). Utility authorities do not want to accept acquisition of this land, developers do not wish to hold this land, and Council's do not find this land useful for purposes such as open space due to considerable safety restrictions. Such corridors end up being wastelands, not suited for active uses, not able to be developed, and not able to support significant vegetation or other biodiversity values.

Gas utilities: Liverpool City Council would also advocate for a review of the treatment of gas pipelines. Residential zones have been provided in precincts such as Austral and East Leppington adjacent to gas pipelines. These pipelines are greater than 50 years old, and do not have safety features such as concrete encasing; this greatly increases the potential for pipelines being ruptured during earthworks

Submission to Western Sydney Place Infrastructure Compact

or construction, and any ruptures will have severe implications for residents several hundreds of metres from the pipeline. This is not considered a good planning and health outcome, and presents a greater risk for utility operators.

Council would like to see effort in rationalising existing assets, co-locating new assets and developing funding models to remove, replace, or realign unsafe, or legacy infrastructure which does not align with optimal land-use scenarios. Councils, nor landowners can co-ordinate the realignment or replacement of entire corridors for site-by-site, or even at the precinct level with great efficiency. This can be achieved at the regional level, where once in a generation panning and changes/realignments can be made, rather than a series of more disruptive, unplanned ad-hoc adjustments. The end result could reduce supply disruption costs (by moving assets once), renew aging, unsafe, or non-standard infrastructure, and maximise land utilization. The costs of doing so can more equitably be spread across the entire PIC area.

Council also acknowledges the considerable impacts of a lack of sewerage has on growth rates in precincts such as Austral and Leppington North. Despite being rezoned in the early 2010s some lands are still not serviced, and some landowners are not able to be provided clear timeframes for infrastructure servicing. In instances of fragmented landownership, sewerage infrastructure is critical, and development will not proceed until such a time as Council/developers have certainty of infrastructure delivery dates. Council would not support solutions which involve pump-out systems, even on a temporary basis.

The PIC lacks detail as to the timeframes and rollout of critical enabling infrastructure. Almost all other infrastructure and development will require drinking water and sewerage, and as such this will ultimately form the basis of where investment and growth can and will occur. Given the overly ambitious target of having all aerotropolis precincts serviced by 2026, it is advised that the water and sewerage servicing strategy needs to inform a precinct staging strategy for land already rezoned/released in the PIC area. Whilst such timeframes are normally provided by Sydney Water's Growth Servicing Strategy, these timeframes need to be reflected by or inform all other decisions and staging/priorities of the PIC.

Recommendation

13. Work with utility authorities to:

- Plan for new infrastructure in shared/co-located corridors.
- Rationalise existing utility corridors where there is duplication of function.
- Rationalise and consolidate existing utility corridors where utility easements sterilize prime developable land,
- Remove and replace aging or legacy infrastructure which does not have safety features which are compatible with planned land-uses.
- Develop a cost recovery model which can fund new infrastructure, or infrastructure replacements, acknowledging the potential increase in property values as a result of releasing easement burdens.
- Any staging, sequencing and priority plans should reflect the provision of sewerage and water infrastructure. No precinct or infrastructure should be prioritised if it cannot be guaranteed that sewerage and sufficient drinking water infrastructure can be provided.

14. That a utility coordination committee be established so that DPIE, the Planning partnership, Council's and utility agencies can carry out recommendation 13, and develop an aerotropolis staging strategy in which there would be a clear concentration and roll-out of infrastructure recognising each stakeholder's capacity and requirements.

Submission to Western Sydney Place Infrastructure Compact

7. Assumptions for the provision of Government Primary and Secondary Schools

The text box titled 'A greater role for the private and not-for-profit sectors' on page 78 of the PIC states *"In greenfield areas, the PIC process assumed that 30 per cent of primary school aged students and 40 per cent of secondary school aged students will be serviced by the non-government school sector in line with community demand."* This assumption is repeated throughout the PIC and technical paper, but the source of this assumption is not made available. Council staff would like to see the data and surveys that support this assumption.

Council staff would note that parent's/guardian's consider multiple factors before deciding whether to send a child to a public school or a non-government school. These factors may include convenience (is the school within walking distance for the child, or close to a school bus / commute route), academic record, quality of facilities, similar values/faith, maintaining the child's existing relationships (particularly in the transition to high-school), ability to pay school fees, child's special needs or extra-curricular activities, prestige of the school, etc.

Often in greenfield areas, new non-government schools are quickly established taking advantage of cheap land in the earlier years of development), whilst government schools are typically only provided several years, or even decades, after the first waves of residents move in. Students who attend government schools in these areas will typically be travelling further than their nearest non-government school and are likely to be attending a school in an established area with older or temporary (demountable) facilities. Poor quality, or outdated facilities can limit academic opportunities, and impact aspects such as reputation and prestige. Distance from resident's home may also limit the ability for children to be involved in extra-curricular activities, particularly given that public transport is also typically lacking in new greenfield areas.

The combination of these factors will typically be detrimental to favouring the attendance of government schools, whilst favouring non-government schools, even if families have a low ability to pay, less alignment with values/faith, etc. Given these predicaments, Council understands that some residents will choose to send their children to non-government schools due to compounding factors which make sending their children to a public school unviable or significantly less feasible. This may not be reflective of the parent's/guardian's preference, rather it is reflective of the opportunities given to them.

Recommendation

- 15. That the NSW Department of Education and Training provide the source of data which supports the statement that: 30 per cent of primary school aged students and 40 per cent of secondary school aged students will be serviced by the non-government school sector in line with community demand.**
- 16. That DPIE, Council's and the NSW Department of Education and Training work together to better plan for school infrastructure in greenfield areas. This should be aimed towards ensuring that government schools are delivered early and staged to grow, as per non-government schools.**

8. Consultation with the Local Community and Developers

Liverpool City Council has been receiving a large amount of interest and feedback relating to planning taking place in the aerotropolis from residents and prospective developers. Many residents feel as though their views and opinions are not being heard, and many do not understand the complex

Submission to Western Sydney Place Infrastructure Compact

planning documents that have been exhibited. Residents also need to be informed as to how aspects such as voluntary and compulsory acquisition work and be provided certainty over land-use zoning (noting some properties are zoned for enterprise or mixed use, but are to be entirely acquired), the acquisition authority and when acquisition is likely to occur.

The delivery of the Aerotropolis will take up to 50 years to evolve and implement, however the planning for the region is being accelerated and compressed into a 6-8-month time period. This has caused confusion and enraged many of our landowners and small business owners. It has also caused confusion amongst potential developers and investors into the region.

Recommendation

- 17. Develop a communication strategy which provides critical information to affected landowners and provides residents with a greater understanding as to what each plan is for and how it will impact them.**

9. The Fifteenth Avenue Smart Transit (FAST) Corridor

The City Deal made a commitment to rapid bus corridors to link the metropolitan cluster to the airport. In the time since the City Deal commitment was made, Liverpool Council has developed a vision for the corridor, which if realised, can transform many areas through which the corridor traverses, improving outcomes for local communities and creating additional jobs/density in areas which are more efficient to service (compared to greenfield sites). As a centre piece of Council's LSPS and with broad support, Council would like to see this transit corridor, in its entirety, prioritised under the PIC, inclusive of any land-use investigations which is key to realising the corridor's full potential.

Recommendation

- 18. Prioritise:**
- **The delivery of the FAST Corridor, and**
 - **Working with Council to plan for the place and movement functions of the corridor.**
 Noting that transit mode has the potential to catalyse higher development densities, leverage other existing infrastructure, delay the need to rezone further and, improve access to jobs and increase public transport patronage, and provides an opportunity for transit led place making in Western Sydney.

Submission to Western Sydney Place Infrastructure Compact

PIC Document Comments Summary

Section, Page Number & Heading	Comment
Executive Summary, p.14, Finding 5	The Austral to Glenfield Corridor includes the Leppington Strategic Centre. This centre was to be a major employment centre in addition to residential uses. Austral also has land set aside for industrial uses. This text does little to recognise this.
Executive Summary, p.15, Finding 6	This finding is very vague. It isn't clear how this finding will be implemented by the PIC. Will the PIC be reviewed and updated at certain time intervals? Will the infrastructure delivery strategy respond to shocks, changing priorities (what certainty will this provide)?
Executive Summary, p.18, Proposed Actions	It is stated that the actions put forward by the PIC will align growth with the provision of infrastructure, that is infrastructure delivery will signal where growth should occur, given the amount of zoned and un-serviced land. Whilst this would be sensible in an entirely greenfield setting where no growth has yet occurred, this is not the case in the initial PIC precinct. In fact, areas such as Edmondson Park are near the end of their growth trajectory and are still lacking infrastructure such as educational facilities. The state government must first commit to implementing infrastructure to 'catch-up' with areas that are/have already grown, before signalling growth in areas where development has not yet taken place.
Executive Summary, p.18, Proposed Actions	Whilst sensible in their own rights, none of the overarching principles to guide the development of a sequencing plan relate to people/place outcomes, nor the needs of communities. Infrastructure sequencing must also respond to population growth and the need for infrastructure to be delivered prior to, or as residents/jobs are established. Given the PICs overarching aims/objectives this will need addressing.
Executive Summary, p.18, Proposed Actions	This section places heavy emphasis on prioritising infrastructure delivery in the Aerotropolis. This is not where population and employment growth is currently occurring at present, meanwhile precincts where substantial growth is occurring are not discussed. It seems as though the planning aspirations, and property development aspirations have been placed above that of population needs in this section.
Executive Summary, p.20, Action 1	Leppington North is not listed as a precinct for jobs and skills despite it being planned as a strategic centre with mixed use / employment aspirations. Ensuring jobs are created in this centre will be critical in realising the 30-minute city vision given the distance to the nearest centres of Liverpool and the future Aerotropolis.
Executive Summary, p.18, all	There appears to be far too many precincts identified as initial precincts list. Can all of these precincts realistically be fully serviced within a short-medium term timeframe? Liverpool City Council's experience with the Austral and Leppington North precinct and the Edmondson Park Precinct suggest that servicing will likely take >10 years, even with large landholders who can construct / forward fund infrastructure. This excludes consideration that servicing land in the western part of the PIC areas will be less likely able to extend/utilise assets in areas to the east, as was the case with Liverpool's existing growth precincts. It would be more reasonable to provide further sequencing stages, recognising areas that are already growing without any supportive

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	<p>infrastructure (namely Austral/Leppington North, and Edmondson Park) as being the initial places.</p> <p>Depending upon whether the partnership pursues the interests of Council's in reinforcing the metropolitan cluster, the next places for growth/investment should be the established urban renewal centres, such as Penrith, Laxford, and Glenfield, where there is existing infrastructure, but it will need to be amplified to cater for additional growth.</p> <p>Given that growth has not yet occurred (no new substantial jobs/population to serve), higher costs, lower proximity to existing services etc. it would be sensible to have the Western Aerotropolis areas sequenced after the above-mentioned areas.</p> <p>It is anticipated that implications from the COVID pandemic will slow international migration and demand for commercial office space, whilst increasing demand for uses such as logistics (particularly close to existing motorways and population centres). This further reinforces the need to concentrate infrastructure prioritisation on areas that are already experiencing growth, and nearer established centres, especially as state budgets will come under significant financial pressure.</p>
Executive Summary, p.21, Action 6	Council's will also be able to provide development insight via development monitoring and/or discussions with local developers.
Executive Summary, p.21, Action 6	Measurements against <i>The Pulse of Greater Sydney</i> should be carried out on an, at least, annual basis and published in a manner which is publically available.
Executive Summary, pp.21-22, Action 7	Given that Councils must rely on development contributions, funds collected at the time development occurs, there is generally an inability to forward fund infrastructure to stimulate development. Whilst the state offers low-cost loan initiatives and the like, any expense over and above the asset (such as interest) must be sought from a source other than the contributions plan, significantly increasing complexities and making such schemes unattractive. Council would like to see greater consideration of state assistance in forward funding local infrastructure which is critical to land delivery, namely stormwater and local road infrastructure.
Executive Summary, p.22, Action 8	This action would be more beneficial if it were people and place oriented. Infrastructure investment should be targeted at improving the lives of residents or businesses, not just achieving planning or property development aspirations.
Executive Summary, p.22, Action 10	Social and affordable housing should also be encouraged in the Leppington North Precinct, especially as a review is carried out on the precinct masterplan.
Introduction, P.25, Austral to Glenfield Corridor	The tense of this statement needs to change from future to present, as the areas is already rezoned and developing. The area is supporting new communities, not will support new communities.
The Western Sydney City Deal, p.34, South West Growth Area	Edmondson Park was first rezoned in 2006, it was rezoned in 2008 to align with Council's standard instrument LEP.
The Western Sydney City Deal, p.34, South West Growth Area	This section should detail that infrastructure was planned for as part of the SWGA and subsequent precinct releases. The precincts were planned by the growth centres commission in accordance with the growth centres

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	development code; the commission's role was both to prepare plans and co-ordinate infrastructure delivery, but the commission was disbanded not long after it was conceived, and whilst planning work continues to be undertaken by DPIE, no agency bears responsibility for holistic infrastructure delivery.
The Western Sydney City Deal, p.41, The evolution of the Western Parkland City	The South West Rail Link opened in 2015. Social housing estates were constructed in Green Valley (Liverpool) as well as Campbelltown in the 1960s, in addition to estates in Blacktown.
Using the new PIC model, p.50, Growing Parkland City	As discussed elsewhere in this submission, the growing parkland city does not accurately reflect a base case. Under a base case scenario, it would be expected that Council's or the development industry would prepare planning proposals in an ad-hoc manner to develop the area, with infrastructure responding in a similarly ad-hoc manner.
Using the new PIC model, p.52, Western City District and Blacktown LGA	<p>The PIC describes, with some detail, how development of the airport is required to attract knowledge intensive jobs and is therefore superior to the other two scenarios as it results in a higher number of jobs in Western Sydney. The airport and aerotropolis is still likely to be located >30 minutes from many residents of existing areas of Western Sydney, even if planned infrastructure improvements are made in public transport, such as rapid transit corridors and the metro.</p> <p>The commission needs to evaluate job access in these scenarios. The airport and aerotropolis is similarly located on the western edge of Sydney as the Sydney CBD is located on the eastern edge of the city. That is, far more residents will be living to the east of the Aerotropolis, just as far more residents live to the west of the Sydney CBD. Further concentrating jobs on another edge of the city is contrary to the goals of improving access to jobs for residents of broader Western Sydney.</p> <p>It is suspected that facilitating greater job growth in the metropolitan cluster, whilst potentially creating less jobs, would increase the accessibility of jobs for residents of the western parkland city (due to their more dispersed location in established population centres). Improving job accessibility and decreasing commute time is perhaps more important than increasing the raw number of jobs in Western Sydney, if the intent is to improve well-being and livelihood.</p>
Key Findings, p.65, Finding 2	As stated previously, the growing parkland city scenario does not accurately represent a business as usual approach, as Council would still prepare or receive planning proposals, albeit in a less planned and more ad-hoc nature.
Key Findings, p.68, Finding 3	The cost of providing new, or renewed, local infrastructure is almost uniformly far lower in established areas compared to greenfield areas. There needs to be a discussion regarding the costs of building greenfield infrastructure, vs retrofitting or renewing established infrastructure. Land acquisition is typically a substantial cost in delivering local infrastructure, and whilst land acquisition costs are generally higher in established areas, land for assets such as drainage and community facilities is typically already in government ownership, allowing a smaller amount of

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	<p>contributions to be used for improving infrastructure, rather than collecting a larger amount of contributions to deliver relatively simpler infrastructure.</p> <p>Realistically, a substantial saving can be made on the costs of waterway management, stormwater management, biodiversity conservation, transport corridors, and utilities given that much of this land will already be available in established areas and that upgrades will only be required in the instance that adequate capacity isn't available, or there is a need to augment infrastructure to meet new goals (e.g. naturalising waterways). It is not understood how the costs of providing infrastructure in a scenario which favours growth in established areas can be very similar to a scenario which favour growth in the Aerotropolis, a precinct with practically no existing infrastructure.</p> <p>Given aspects such as contribution caps, IPART reviews, developer resistance, and the opportunity to improve aging assets in established communities, an approach which favours growth towards the metropolitan cluster would generally be preferred by Council's. This needs to be discussed, as the investment required by local government has been largely overlooked in this section.</p>
Key Findings, p.69, Finding 3	<p>Figures 25-26 would be better expressed in \$ values, with comparisons to a base case scenario, and a scenario which favours development in the metropolitan cluster.</p>
Key Findings, p.70, Upfront fixed costs to build the city	<p>It is justified that facilitating growth in the aerotropolis, as opposed to metropolitan cluster, is not cost prohibitive, as much of the infrastructure being constructed to service the airport can also service the aerotropolis precincts. Whilst this statement may be true for the delivery of federal and state infrastructure, there is a large difference in costs for local government. This is evident in community infrastructure, such as parks and community facilities which make up a substantial portion of development contributions. There is often pressure on Council's to provide 'enabling' infrastructure such as local roads and detention basins, to facilitate development, which would need to be forwarded funded.</p>
Key Findings, p.73, Utilities	<p>It is encouraging to see the Parkland Authority advocating for multi-purpose utility corridors / tunnels. This will perhaps minimise the sterilisation of land for utilities, and, depending upon the configuration of such tunnels / conduits, may reduce the amount of rehabilitation work needing to be performed above ground on pavements and landscaped areas.</p> <p>Given that in this moment of time, the planning and delivery infrastructure over much of western Sydney is being developed, Council would advocate for the NSW government and utility authorities to consider a broader review the existing electricity, liquid fuel, and telecommunication assets. Many high voltage power lines, and high-pressure gas mains were built more than half a century ago, when it was assumed that land in Western Sydney would remain for agricultural</p>

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	<p>purposes. As such, large and wide easements criss-cross these lands, with little regard for compatibility with urban uses. When reviewed today, many of these assets do not make for the best use of land, allow ease of maintenance, and in some instances, they do not meet modern/urban safety standards which minimise damage to life and property.</p> <p>Electrical utilities: In many of Liverpool's former and current release areas, several high voltage overhead conduits carve through urban and suburban localities. Whilst these utilities were appropriate on large agricultural lots, they negatively impact urban amenity, and sterilise corridors of land in the order of 60m wide (land which is increasingly being realised as a precious resource not to be wasted). Utility authorities do not want to accept acquisition of this land, developers do not wish to hold this land, and Council's do not find this land useful for purposes such as open space due to considerable safety restrictions. Such corridors end up being wastelands, not suited for active uses, and not able to support significant vegetation or other biodiversity values.</p> <p>Gas utilities: Liverpool City Council would also advocate for a review of the treatment of gas pipelines. Residential zones have been provided in precincts such as Austral and East Leppington adjacent to gas pipelines. These pipelines are greater than 50 years old, and do not have safety features such as concrete encasing, meaning that any ruptures will have severe implications for residents several hundreds of metres from the pipeline. This is not considered a good planning and health outcome and presents a greater risk for utility operators.</p> <p>Council would like to see effort in rationalising existing assets, co-locating new assets and developing funding models to remove, replace, or realign unsafe, or legacy infrastructure which does not align with optimal land-use scenarios. Councils, nor landowners can co-ordinate the realignment or replacement of entire corridors for site-by-site, or even at the precinct level with great efficiency. This can be achieved at the regional level, where once in a generation panning and changes/realignments can be made, rather than a series of more disruptive, unplanned ad-hoc adjustments. The end result could reduce supply disruption costs, renew aging, unsafe, or non-standard infrastructure, and maximise land utilisation.</p>
Key Findings, p.73, Investing in the full water cycle to make the city	<p>Council's will unlikely be able to fund the extent of water cycle infrastructure described in this section. Similarly, the complexity of these systems, as described, are unlike any infrastructure that Councils have previously managed. Whilst Sydney Water will need to be involved in the design and delivery of such Infrastructure, they will also likely need to be responsible for ongoing maintenance. If not, Council's will need to be heavily involved in the design and delivery phases in order to ensure that maintenance of assets is given due regard, and that Council staff are given the opportunity to learn about this infrastructure and how to manage it.</p>

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
Key Findings, p.78, A greater role for the private and not-for-profit sectors	<p>The table stipulates that the PIC assumes 30% on primary aged students, and 40% of secondary school aged students will be serviced by non-government schools, in line with community "demand".</p> <p>Council questions whether this behaviour is demand induced or supply induced.</p> <p>Council staff have observed that non-government schools are typically established far earlier than government schools in release areas. Parents wanting to send their children to their nearest school, or a school that is conveniently located in relation to their commute may only have the choice of non-government schools. Council questions whether the percentage of children attending non-government schools is a result of consumer demands, versus availability of services.</p> <p>Further, are the preferences of government, versus non-government schools equal across the geography of Sydney (considering the convenience factor above). Residents of Western Sydney generally have lower household incomes compared to other areas of Sydney and might have a lesser ability to pay for education.</p>
Key Findings, pp.78-81, Early insights can inform better decision-making on where to focus	<p>This section seems to ignore the economic benefits that have already been realised in areas such as Edmondson Park and Austral when considering cost/benefit. To ensure that precincts can be compared equitable, the cost to benefit ratio should include residents or jobs that have already been realised in greenfield precincts. This will be vital in supporting the delivery of key infrastructure in areas that are already providing a benefit to the NSW economy, whilst not realising the benefits of delivered infrastructure.</p> <p>It is unknown as to how the following statement was drawn: <i>"On this measure, the predominately employment Aerotropolis Core and Northern Gateway precincts are standout places for jobs as benefits outweigh costs and they are expected to attract industries with the capacity to generate a relatively high number of jobs"</i>. The cost of accommodating a new job/resident table in Figure 29 shows that these precincts sit in the middle of the field with regards to cost. Figure 30 shows that, comparatively, St Marys, Mt Druitt/Rooty Hill and Leppington North are the clear standouts. Given that Leppington North is already serviced by utilities and railway and was historically recognised as a key future employment centre (prior to the airport announcement) the PIC data supports the notion that Leppington North is the logical centre to invest in infrastructure to support job growth. This would also be aligned with Council's and the community's aspirations of strengthening the metropolitan cluster and making jobs more accessible to residents.</p> <p>It appears as though there was an assumption made about which areas to support prior to any analysis taking place. Even though this wasn't eventually reflected in the data, the conclusions were not changed. These statements undermine the ability for Council to trust that the PIC is evidence based and does not bias a planning outcome sought by various interested parties/agencies.</p>

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
Key Findings, p.81, What is the difference between efficiency and equity of outcomes?	<p>The PIC explains that there is a need to consider equity in addition to efficiency, but there are concerns that the outcomes and commitments put forth by the PIC seek to support a particular set of planning outcomes that do not adequately correspond to social and environmental benefits. The PIC heavily emphasis the need to support Sydney's third City (the aerotropolis). The Aerotropolis is touted by the metropolitan strategy as being part of the solution to rebalance the jobs deficit in Western Sydney, which is somewhat true; however, its position at the very extreme west of the city means that many residents of the west will not be able to access it within 30 minutes. Over the coming decades there is a greater need to support jobs growth in the existing and growing metropolitan cluster, including Liverpool, Penrith, Campbelltown and new centres such as Oran Park and Leppington. These are centres which have the capacity to support employment growth, and are already partially, or fully supported by infrastructure and have large population catchments which can access jobs within 30 minutes.</p> <p>Concentrating investment and infrastructure in the Aerotropolis, which is distant from established residential populations, will not realise the 30-minute concept, in fact it will likely exacerbate lengthy commutes in the short to medium term, given the lack of nearby residential population. Council acknowledges the growth potential of an aerotropolis and jobs that can be supported by locating near the airport. However, at this point in time, the ambitions of concentrating jobs (which do not need to be airside) at this location would be contrary to the 30-minute city ambition, would decrease the attractiveness of jobs in the metropolitan cluster. Providing jobs closer to where residents live in established or already growing centres is more likely to have positive social and environmental outcomes compared to supporting non-airside related jobs in a centre which has lesser accessibility.</p>
Key Findings, p.87	It may be worth acknowledging that mitigating risk in one aspect (e.g. raising building floor level by 1 metre) may increase or exacerbate risk elsewhere (increased development and filling reducing flood storage).
Proposed action, p.90, Proposed actions	The four overarching principles that have guided the sequencing plan are not overly aligned with the equity outcomes as described on page 81. The principles lack consideration of areas which are already growing and there is a community need for infrastructure (whether this is the most beneficial or cost-effective infrastructure or not).
Proposed Actions, p.93, Table 2	<p>Item 6 could become contradictory; It advocates supporting urban housing (as opposed to suburban housing) to be consistent with local strategic planning and market demand. Should there be little market demand for urban housing then this principal cannot be achieved.</p> <p>Item 10 should not list any precincts as examples so as to not foreshadow an outcome which might not be supported by evidence.</p>
Proposed Actions, p.93, Table 3	Whilst a simplistic diagram, a false assumption has been made in assuming that maximising land enabled for growth will result in a greater likelihood of realising growth projections. The land development market is far more complex than simple demand and supply. Releasing land on multiple fronts can dilute opportunities for agglomeration economies and for place

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	<p>branding. Providing too many choices for businesses looking to establish in Western Sydney will reduce confidence in any of those centres succeeding, due to competition and likelihood of customers establishing in a different centre. Despite offering cheaper land, this may result in such businesses locating at more traditional centres such as Sydney, North Sydney, or Macquarie Park, as there would be less risk that the business becomes the only tenant in a centre. A moderated approach and targeted investment is more likely to convey business confidence in that centre, as there would be greater chances of being able to co-locate with customers / clients due to less competing centres for similar businesses.</p> <p>Just like the Sydney CBD, Macquarie Park, Parramatta and other white-collar centres, a certain threshold of commercial space and amenities is needed to attract other professional businesses. Spreading commercial floorspace more thinly over a greater number of centres is more likely to lead to none of those centres meeting those thresholds. This is still a risk even with the approach taken by the PIC, as the Aerotropolis will now likely be competing against other cluster centres such as Liverpool, Penrith and perhaps also Parramatta.</p>
Proposed Actions, p.94, Action 1	<p>Providing a large amount of infrastructure in the aerotropolis core (such as a “multiversity”, and CSRIO campus seems more aligned to taking advantage of government owned land than responding to community needs in the area or providing for the best outcomes. As iterated previously, the aerotropolis is located on the western edge of the city and will not be accessible (within 30 minutes of public transport) by most residents of Western Sydney, even when a plethora of new priority corridors are operational.</p> <p>Whilst city centre vertical campuses are currently favourable, this structure provides far less flexibility in adapting to changing needs, and it is difficult to accommodate teaching space with specific facility requirements (e.g. storage of hazardous materials). Traditional multi-disciplinary university campuses are typically located on larger allotments near the edge of towns/cities where they are unconstrained by higher density development and can grow/evolve to suit changing needs.</p>
Proposed Actions, p.95, Creating the Aerotropolis	<p>Whilst interesting to note how Macquarie Park developed, this text box does not detail how the Aerotropolis will be differentiated from other centres in Sydney and how it will be able to draw businesses that would otherwise be attracted to established centres. Whilst the Aerotropolis is located next to an airport, Mascot offers similarly zoned land and benefits from proximity to the Sydney CBD. A university campus is planned, but many other centres (including Macquarie Park) already have universities too. Sydney already has plenty of “Health and Education Precincts”. What is truly unique about this site that will make white collar businesses locate in the Aerotropolis as opposed to Paramatta or the Sydney CBD?</p> <p>Business Park style development are noted as being located near expansive areas of executive housing (e.g. Bella Vista). Twin Creeks residential development is located nearby, but a large scale of executive housing does not exist near the aerotropolis.</p>
Proposed Actions, p.95, Action 2	<p>The Austral and Leppington North precincts are already being taken up by the market with more than 1,000 lots already having been delivered.</p>

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	<p>Council would welcome opportunities for state government intervention in realising the employment and housing aspirations for the Leppington Town Centre.</p> <p>Council would further extend consideration of stimulating areas within the Austral precinct within proximity to the Fifteenth Avenue corridor. Delivery of a rapid transit corridor to service the airport has the potential to realise greater density and employment opportunities on the corridor through the Austral precinct, which could further increase benefits when compared to costs.</p>
Proposed Actions, p.102, Action 5	It is imperative that clear signalling and direction is provided in this section to draw a hard line as to where growth is and isn't supported. This section should not be amended in any future iterations.
Proposed Actions, p.103, Proposed program to coordinate priorities	<p>Council will need to be involved in these processes, given the "unlocking" potential that local infrastructure supplies in relation to land development.</p> <p>Council has already been given the responsibility of providing local infrastructure in the Austral and Leppington North Precincts, as well as completing infrastructure in older precincts such as Middleton Grange, Edmondson Park. Liverpool City Council has never had to deliver the quantum of local infrastructure than it is currently responsible for.</p> <p>Adding even more precincts to this list will place even more pressure on Council's planning and asset delivery teams. Whilst Council can attempt to recruit for more staff, where appropriate, it must be recognised that there are simply very few persons in the state of NSW with enough knowledge of local contributions systems. The prioritisation of precincts, and delivery of infrastructure should consider the local infrastructure requirements to service that development, and whether Council's have the ability to deliver the quantum of infrastructure which is required to service the development.</p>
Proposed Actions, p.104, Action 6	<p>Council supports the notion of needs-based infrastructure as per this action and hopes it will avoid mistakes in Liverpool's existing precincts in which supporting infrastructure has not been delivered at the same pace as growth. Liverpool City Council has historically monitored growth trends in release precincts and, with our partner Informed Decisions, have prepared our own bottom-up growth trajectories that are based on real-world observations and the growth profiles of similar greenfield release areas.</p> <p>Council notes that coordination of infrastructure by the Western Parkland City Authority would be a return to similar structures that were present at the time of the growth centres commission. Having an agency which is accountable for both planning and infrastructure delivery will more likely result in an alignment of planning and infrastructure delivery.</p>
Proposed Actions, p.106, Action 7	Council would advocate that land for local infrastructure should also be considered under this program, including potential buy-back schemes. It is well known that forward funding land acquisition is a major problem for Councils given that development contributions are not paid until developments are underway. Often local infrastructure is required in order to enable development, leading to a stalemate.

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	<p>Acknowledging potential changes to the local infrastructure contributions system, this action should still be open to looking at ways of assisting local government in purchasing land that is needed for essential infrastructure. The priority program should further prioritise small landowners whose entire property is reserved for acquisition, as many residents feel essentially imprisoned in their homes (given limited sales opportunities). This is especially important in instances in which land is reserved for uses such as educational establishments or health facilities, which typically have extended lead-in times. Whilst there are laws for the consideration of hardship and compensation, a pro-active approach should be taken when landowners voluntarily request that their lands are acquired.</p>
Proposed Actions, p.106, Action 8	<p>Council supports the notion of place-based strategic business cases. Council would further emphasise that areas already experiencing growth should be prioritised ahead of initial precincts that are yet to develop.</p>

Submission to Western Sydney Place Infrastructure Compact

PIC Technical Paper Comments Summary

Section, Page Number & Heading	Comment
Exec Summary, p.6, Growing Parkland City	This doesn't accurately describe a 'base-case' scenario. A business as usual approach would include Council's responding to privately instigated planning proposals which may result from infrastructure, such as the metro. This would then induce ad-hoc infrastructure delivery.
Exec Summary, p.6,	Liverpool City Council did not endorse the Common Planning Assumptions, as they are inconsistent with existing development patterns, and out-of-touch with grounded observations that Council has been making over several years with regards to growth in release precincts.
Exec Summary, p.7, Step 3.	This can only be endorsed by Council if accurate assumptions have been made, and each state authority can commit to some sort of long-term delivery plan (40 years). Council notes that discussions with several agencies reveals that some will not plan for greater than a 10-year horizon, which is woefully inadequate for such large-scale holistic city planning.
Figure 1-1, p.8	This map should show rapid transit corridors which were committed to under the City Deal.
Figure 2-1, p.14	Map needs to clearly identify a distinct airport and aerotropolis (the two are separated by several kilometres).
Section 2, p.15, Getting started on the initial PIC	The description of the Austral to Glenfield Corridor undermines the business park and employment lands associated with the Leppington Strategic Centre, and employment lands in northern Austral
Section 2.1, p.21, East: Liverpool, Fairfield, and Blacktown LGAs	Again, there is little mention of the Strategic centres of Glenfield and Leppington. When the SW Rail Link is extended, Glenfield will be one of the most highly connected locations in Western Sydney. Leppington, being located roughly equidistant from Liverpool, Campbelltown, the Aerotropolis and Oran Park, will be critical in providing regional infrastructure and services to 100,000s of residents in the SWGA. As a greenfield centre it will require commitment to infrastructure to service its catchment, as well as to signal to private investment to build retail, office and business park uses. Attraction of jobs, infrastructure, and services in these centres will be critical in achieving the PIC Measures and Indicators
Section 2.1, p.21, Western Sydney Airport and Aerotropolis cluster	The desire to congregate skills and vocational training in this area at face value seems logical, but it is likely to have undesirable impacts if implemented in the short-term, whilst not investing in such infrastructure in areas already developing to the east, due to distance from population centres. The Aerotropolis is to have limited residential development, and even optimised public transport access will still take >30 minutes from existing population centres (using average bus journey times on priority corridors). Focusing these uses here, rather than other areas closer to residential catchments, will likely work against the outcomes identified on page 44-45 of the PIC.
Section 3, p.25, Fundamentally ...	The land-use forecasts seemed to have occurred prior to Councils finalising their respective LSPs, residential and employment strategies. It was also carried out prior to the Aerotropolis plans being finalised, which

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	are likely to distort previously modelled growth trajectories for areas of the SWGA and aerotropolis.
Figure 4-2, p.30	P4 does not have any human health related measurements. Access to infrastructure such as libraries, swimming pools or other publicly accessible spaces which are climate regulated should be included.
Figure 4-2, p.30	M28 is phrased in a manner which seems to exclude consideration of the provision of new schools in growth areas with no existing assets.
Table 4-3, p.32	Omits infrastructure that was planned for the Austral, Leppington North and Edmondson Park Precincts. Omits infrastructure that has been proposed for the Aerotropolis Precincts.
Table 4-2, p.34	Table reference number incorrect and omits infrastructure as per above.
Table 4-2, p.36	Table reference number incorrect and omits infrastructure as per above.
Section 4.3, p.39, Land Use Forecasts	The common planning assumption projections are not consistent with development trends that Liverpool City Council has been observing in the SWGA and considerably under-estimates the resultant yield of several precincts. This will have a considerable impact on the quantum of infrastructure required and the timing for which it will need to be delivered.
Table 4-9, p.41	<p>ABS Stats show that this area had a population of 19,794 as of 2016. Liverpool, Camden, and Campbelltown's forecasts anticipate that as per existing planning controls these areas will house >125,000 residents by 2036 (147,584 if including the entirety of the Leppington (Camden) precinct), which is far greater than 66,225 as per the base scenario. This is not inclusive of any uplift that will result from planning proposals in the Leppington Town Centre and the Edmondson Park Town Centre (Landcom development).</p> <p>Whilst Liverpool Council cannot speak for the Camden and Campbelltown LGAs, I.D. forecasts were primarily derived from the observed take-up rate of serviced land, the density of that development in comparison to the site planning controls, the amount of land yet to develop (and its planning controls), and the average time frames for the development of such fragmented lands. This method has a good track record of accuracy when predicting population growth in greenfield areas. This method is a forecast, not a projection.</p> <p>Given that state government infrastructure size/capacity and time frames for delivery is largely a derivative of population growth, the difference between these population numbers is too great to ignore. This will need to be resolved before Council can endorse these scenarios, and the PIC as a whole.</p>
p.92, Austral	The first sentence reads: "Austral precinct will transform"... This is not accurate. The Austral precinct was rezoned in 2013 and is currently undergoing transformation.
p.92, Austral	Whilst current servicing has constrained development, Council has been working closely with Sydney Water, and it is understood that the area will be fully serviced between 2021 and 2026.
p.93, Austral	Approximately 350 lots have been registered per annum (rolling average) since late 2018. There has not been a slow-down in registrations, even with Covid. Council's DA monitoring shows that there has been a shift in

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	<p>developer interest away from multi-dwelling / unit developments in established areas, with more demand for greenfield lots, and that this trend is likely to continue or accelerate as more areas become serviced. There are a number of approved DAs which cannot commence until services are provided, at which point, there could be a burst of activity / acceleration of development. These numbers do not reflect these trends and will result in the provision of essential infrastructure not keeping pace with development. With approximately 1,000 lots being registered in the 3 years to Sep 2020 (when lots began to register). Simple forward projections (without anticipating acceleration due to infrastructure availability) would equate to approximately 6,300+ homes being delivered by 2036.</p>
p.93, Austral	It is unknown if any of the projections included consideration of one or more TODs being established in the Austral precinct as a result of Council's ambitions for uplift along the FAST corridor.
p.93, Austral	The additional precinct proposals identifies 3 additional active facilities. There is no description as to whether this is over and above planned infrastructure, or if the PIC assumes that only 3 spaces are needed to service this population.
p.93, Austral	Council questions as to why no government high school required for a precinct which does not have one and will be home to an additional 30,000+ residents (population roughly equal to Dubbo (3 public high schools), Tamworth (4 public high schools) or Bathurst (2 public High Schools))? This does not seem to correlate to any performance indicators.
p.94, Leppington North	The first sentence describing this precinct undermines Leppington's role as a planned employment centre. Rezoning for residential purposes is partially driven by the B7 zone being unviable due to land fragmentation. The need for employment opportunities to be realised in this centre is key to the 30-minute city concept, and additional 'government levers' to consolidate land should be investigated, rather than zoning for residential uses, which will only create further jobs imbalances.
p.95, Leppington North	The baseline 2056 population projection combined with the projection for the Austral precinct represents a population of less than what would occur in the Liverpool precincts only (if development continues to occur at current density levels across most developable land). This wouldn't account for any development occurring in the Camden precincts, and does not account for uplift which will result from the Leppington Town Centre PP or a TOD associated with the FAST corridor.
p.95, Leppington North	The precinct planning framework prepared by DPIE for the Leppington Town Centre (2013) aims to provide 13,000 jobs in that centre (ignoring jobs in the 8th Ave centre). The base-line scenario numbers do not reflect a strategy previously prepared by DPIE.
p.95, Leppington North	<p>As with the Austral precinct, there is a lack of a secondary school, and questionable active facility requirements. Precinct planning work undertaken by DPIE identified that the following facilities would be required in the LTC (in addition to other locations the facilities would be required in SW Syd), and zoned land for:</p> <ol style="list-style-type: none"> 1. medical facilities,

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	<p>2. A new higher education (TAFE) campus, 3. A potential court and police station site.</p> <p>Given Leppington's proximity to developing release precincts it seems as though the indicators and measures for which the PIC will be measured against (e.g. reduced commute times, reduced distances travelled, increased walkability, etc.) have been ignored for the SWGA.</p> <p>It seems irrational to consider the delivery of higher education, justice and health facilities in centres such as the Aerotropolis precincts (with a much smaller planned population, and much longer lead-in times with regards to critical infrastructure such as water and sewerage) compared to a centre such as Leppington which sits central to areas that have already experienced substantial population growth, and currently lack servicing.</p>
p.97, Edmondson Park	<p>3,219 lots (& units) have been registered in the Liverpool precinct (excluding Bardia) to date; this is already more than the 2016-2036 baseline target. The precinct is on track to exceed its 7,672-dwelling target, mainly as the feasibility of RFB development on the key spines and railway precinct wasn't though achievable when planning began in 2003. As with Austral and Leppington North, the residential population of this catchment has been considerably under-estimated which will skew state government infrastructure provision and timing for delivery.</p>
5.1 Infrastructure and service assessment, p.101	<p>The last two paragraphs will need to be re-written. Whilst Leppington North has a train station and a small primary school, it has almost no other infrastructure and is not fit-for-purpose considering it is planned to be a strategic/regional centre to service 200,000+ population.</p> <p>An assessment of infrastructure in the Glenfield to Edmondson Park corridor needs to be carried out. It is not acceptable to avoid investigation of these areas because they were added later in the PIC process. Council is all too aware that infrastructure, particularly schools, has not kept pace with development in Edmondson Park, and we are on-track to repeat similar mistakes in Austral and Leppington North.</p>
Figure 5-2, p.102	<p>Given the health and transport aspirations that are measured in the pulse of Sydney, and given community preferences, the walking catchments of primary and secondary schools should be illustrated to visualise geographical coverage gaps.</p>
Figure 5-2, p.102	<p>Needs to include the Edmondson Park and Glenfield Precincts</p>
Figure 5-2, p.102	<p>Metro/rural fire stations at Greenway Drive and Greendale Road are mistakenly identified as health or justice facilities.</p>
5.3 Transport, p.106, Context	<p>If the Strategic transport modelling relies upon the common planning assumptions, then Council would be concerned that the volume of road traffic and public transport patronage has not been adequately assumed.</p>
5.3 Transport, p.108, Determining funding	<p>There is nothing in this section which identifies triggers, sequencing, or priorities for infrastructure delivery. There are concerns that established / currently developing areas may not receive infrastructure as a result of investment being made to fulfil planning aspirations elsewhere.</p>
5.3 Water, p.113, Assessment Requirements	<p>Sydney Water's input into the PIC identifies that all precincts would need to be connected to a wastewater facility in the Upper South Creek catchment by 2026 to support growth as per the projected land-use forecasts. Council's experience with greenfield growth in the Middleton</p>

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	<p>Grange, Edmondson Park, and Austral precincts has been that the development of lead-in mains extending from existing infrastructure takes several years.</p> <p>Given that many of the Aerotropolis precincts will require a new treatment facility, in addition to lead-in mains, Council is sceptical of the PICs ability to deliver all of the infrastructure which is required to service the initial precincts, as well as to provide infrastructure to areas such as Leppington and Austral which were rezoned nearly 10 years ago.</p> <p>Given that drinking water and wastewater is critical in enabling development, a detailed funding and servicing strategy need to be incorporated, or at least reflected by, the PIC. Without knowledge of drinking water and wastewater servicing there is little benefit of committing to timeframes for delivering any other infrastructure.</p> <p>It is envisaged that further staging of land which has already been rezoned will be needed. To maximise value, there will be a need to service areas closer to existing infrastructure.</p>
5.3 Open Space... p.117, Assessing Requirements	<p>The 2.83ha/1,000 residents used for open space benchmarking is outdated and does not factor access and quality of open space. Assessing requirements should use more modern metrics, such as</p> <p>200m access to local open space: Area 0.15-0.5ha</p> <p>400m access to local open space: Area 0.3-2ha</p> <p>District open space within 2km distance from most houses: Area 2-5ha</p> <p>Regional/Metropolitan Open space with 5-10km distance from most houses: Area >5ha</p>
5.3 Education, p.127, Context	<p>It appears as though TAFE NSW was not asked to study the SWGA nor Edmondson Park to Glenfield corridor. There is no infrastructure in the SWGA, despite higher rates (compared to Sydney metro) of persons working in fields such as manufacturing (skills transition), or trades.</p>
5.3 Education, p.127, Assessing requirements	<p>Do socio-economic indicators in greenfield areas suggest that 30-40% of households have financial capacity to rely on the private sector education? A large number of households in greenfield areas are characterised as being in mortgage/rental stress, and this approach would not be appropriate for such households.</p>
5.3 Education, p.127, Assessing requirements	<p>The Schools Infrastructure NSW benchmarks do not appear to factor in catchment distance in their modelling. Providing accessible and walkable school catchments will be important in realising the SICs measurements/indicators and in changing lifelong behaviours.</p>
5.3 Education, p.127, Assessing requirements	<p>As previously stated, Council has concerns with the population benchmarks and trajectories for the planning of school / TAFE infrastructure.</p>
5.3 Education, p.128, Assessing requirements	<p>Comments on TAFE infrastructure have not addressed the SWGA nor Edmondson Park to Glenfield corridor.</p>
5.3 Education, p.128, Assessing requirements	<p>A fixed school size for greenfield areas does not allow schools to be appropriately sized to their residential geographical coverage. For example, a school in a less dense area could be smaller than a school in a denser area where the walking catchment is equal. Failure to account for this may result in the PIC failing to achieve its indicators / measurements.</p>

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
5.3 Education, p.128, Apportioning costs	It is assumed that the population benchmarks were again based on the common planning assumptions, which Council disputes.
5.3 Education, p.128, Apportioning costs	The assumption for expansion projects assume that all existing buildings will be retained. Does this mean that there would be no replacement of buildings which are not fit-for-purpose, contain asbestos fragments, etc?
5.3 Education, p.128, Apportioning costs	An assumption made is that all projects would be designed and constructed to their maximum capacity in a single phase. In a greenfield setting this is extremely undesirable (walkability, commute distance indicators etc.). This is even more prominent in fragmented land-ownership areas (typical in the Liverpool LGA), where a 'trigger' population could take several decades to be reached. The impacts on families and students from having lengthy commute must be considered against the cost efficiencies of staging of school construction.
5.3 Education, p.128, Apportioning costs	It seems as though land acquisition has been excluded from school development costs. It is assumed that OSL acquires land on behalf of DET, if not then this must be factored in for greenfield areas, and consideration of school size in relation to geographical catchment, as previously mentioned, should be considered.
5.3 Health, p.131	The 2013 precinct plan for Leppington provides approximately 2ha of land for acquisition for a health facility. A Regional Integrated Primary and Community Care Centre was planned for Leppington, with two others being identified as required for the SWGA, being at Oran Park and another identified further to the West (near the location of the Aerotropolis). These facilities will be considered critical in ensuring that residents have decent access to primary healthcare and outpatient services and are not geographically disadvantaged compared to residents living in more established areas of Sydney which have better access and a greater density of such facilities. These facilities are also anticipated to assist in the PIC meeting its outcomes and measurements (regarding health and accessibility measures). It is considered necessary that the PIC should investigate and provide funding for these facilities.
5.3 Cultural Infrastructure, p.132	Whilst it's great to see recognition of Australia's indigenous community, there isn't anything here that recognises the multi-cultural communities of SW Sydney, and the spaces / facilities that would assist them in exploring or developing their cultural pursuits. There is a disconnect between this strategy, and the likely needs of the residents of SW Sydney.
5.3 Cultural Infrastructure, p.132, System and service outcomes	The first paragraph makes out that the SWGA and Aerotropolis were not even considered in this assessment.
5.3 Cultural Infrastructure, p.132, Context	None of this recognises that a state government restriction (the essential infrastructure list) essentially undermines the ability for Councils to fund and construct community facilities. This is particularly pointed in greenfield areas, where local infrastructure costs are much higher, and Council's need to seek IPART approval to lift the contributions cap. This results in community facilities being deemed "non-essential" and Councils are not allowed to levy for the construction of such facilities. These facilities are too expensive to construct from general revenue streams,

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	<p>and many areas have fragmented land-ownership patterns, making a VPA or other such funding mechanisms unviable.</p> <p>Given that the state has removed Council's only viable funding source for local community infrastructure, it is only fair that such facilities can be funded under SIC/PIC provisions. Alternatively, the state should work collaboratively with Councils to remove restrictions which deems community infrastructure and the embellishment of open space as non-essential.</p>
5.3 Cultural Infrastructure, p.133, Assessing Requirements	Where will these facilities be located? What will the 30-minute public transport catchment look like (100,000+ residents?).
5.3 Cultural Infrastructure, p.133, Assessing Requirements	There is mention that enhancements will be made to existing facilities for the Western Sydney Screen Industry Production Hub. Given that this will likely be a greenfield site, it is not understood how existing facilities can be enhanced.
5.3 Cultural Infrastructure, p.134, Apportionment costs	<p>Are these apportionment costs for all of these facilities fair, given the difficulty for residents in the SWGA and Aerotropolis in accessing cultural facilities which are generally clustered in Eastern Sydney and Parramatta? Even the Cultural Infrastructure Plan 2025+ recognises that "The NSW Government is making the biggest investment in cultural infrastructure in the Eastern Harbour City, since the Opera House was built..."</p> <p>Why is it fair to fund major improvements in the eastern city via state revenue, yet storage facilities, and film production studios (which will assumingly be closed to public) will be paid for by new residents of Western Sydney?</p> <p>Residents of Western Sydney will likely pay for these new facilities twice, that is, a levy via the PIC, and then again via state revenue, for infrastructure that they will not likely be able to access.</p>
5.3 Cultural Infrastructure, p.134, Determining Funding	As previously described, Councils do not have the ability to fund even basic community infrastructure in greenfield areas. The PIC must recognise this.
5.3 Justice, p.136, Assessing Requirements	As per previous comments the population modelling is not representative of likely outcomes, and Council staff dispute these numbers.
5.3 Justice, p.136, Apportioning Costs	Are costs similarly apportioned to in-fill development for facility expansions in established areas of NSW? If not, is this a fair model? That is, are all residents of NSW paying for the upgrade of other courthouses, but new residents / developments in Western Sydney paying twice, via the SIC and again via general revenue? Will residents / developments in PIC areas be given tax relief for paying for the upgrade of justice facilities in other jurisdictions?
5.3 Fire and Rescue, p.137, Apportioning Costs	Again, will residents and businesses be paying for the upgrade of other facilities in NSW via general revenue, meanwhile 100% of the cost of facilities in the PIC areas will be paid via those in the area only. This means that the NSW government will essentially be double dipping for such facilities in the PIC area.

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
5.3 Police, p.138, Context	Macquarie Fields Police Station is not located near a train station and only has a bus service once every half hour. It is not considered highly accessible to existing populations. Being a site of approximately 2,200sqm, it is inappropriate to consider that this station will be suited to service the 100,000+ populations that will grow in areas as far west as Rossmore.
5.3 Police, p.138, Apportioning Costs	Once again, if 100% costs are going to be attributed in the PIC area, will these areas be discounted in having to pay for upgrades to similar infrastructure in non-PIC areas?
5.3 Police, p.138, Apportioning Costs	Apportioning 100% of the cost to upgrade Macquarie Fields Police Station would also assume that there will be no infill / background growth in the established areas serviced by this station.
5.3 Police, p.138	A multi-purpose police and court-house facility was flagged for consideration in the plans for the Leppington Town Centre when it was rezoned in 2013. Given the spatial distance and population growth (not accurately reflected by the common planning assumptions data), between existing police stations and a hub at the Aerotropolis, it seem pertinent that a facility at Leppington be investigated more closely.
5.4 Identifying land requirements, p.139, Step 6	This seems to indicate that land zoned for a public purpose, but not owned by a government agency has been excluded. This is not correct.
5.4 Identifying land requirements, p.140, Step 7	This is extremely simplistic and would over-look several variables / impediments to delivery. It is recommended that these assumptions are compared against other greenfield developments.
5.4 Identifying land requirements, p.140, Step 8 (Applying ...)	A valid/activated DA consent (whether acted upon or not) will also influence land-value and cannot be overlooked.
Table 5-5, p.144 Agribusiness and Aerotropolis Core	This land has been rezoned, and as such, this does not realistically represent the base case.
Table 5-7, p.145 Austral, Leppington North, Edmondson Park	As previously described, Council's development monitoring shows that these numbers already have been or are well on track to being exceeded.
Table 5-8, p.146 Place Outcome Indicators	Allocating a Place Indicator to each proposal seems redundant, as the complexities as to how all of this infrastructure will be combined to create a place will influence all of the measured outcomes. E.g. not providing community facilities or open space may affect crime rates (vandalism from bored youth, etc.).
Table 5-23, p.156 Wastewater infrastructure	It is assumed that 'customer' pays will be Sydney Water in areas that are characterised by fragmented ownership (all areas, not just agribusiness precinct).
Table 5-23, p.158 All infrastructure	Will there be enough population within a reasonable catchment to warrant this infrastructure by 2036? It took nearly 5 years to provide lead-in sewer and water infrastructure to the Austral precinct, which was able to tap into existing assets to the east. Is there market demand for housing in an area so distant from existing

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	centres, especially given other areas are nowhere near having supply exhausted? It seems as though there is a desire to provide infrastructure in areas with little/no population to seed growth, yet areas with considerably larger populations, and lacking similar infrastructure are missing out. This will not achieve the outcome / measurement indicators and is not consistent with the PIC's intent on providing infrastructure for people (as opposed to purely economic development outcomes).
Table 5-28, p.159 All infrastructure	Council wouldn't anticipate that this precinct will need to be rezoned given land supply in other precincts.
Table 5-30, p.160 All infrastructure	Council wouldn't anticipate that this precinct will need to be rezoned given land supply in other precincts.
Table 5-32 and 5-33, p.161 All infrastructure	The Austral and Leppington North (Liverpool) precincts are forecast (not projected or predicted) to have a combined population of >64,000 residents by 2036. The list only identifies upgrades to existing primary schools, with no commitment to delivering any of the primary school sites which were identified and zoned during the precinct planning of these precincts. There does not appear to be any provision of high school infrastructure. There does not appear to be any provision for the TAFE campus which was identified in the Leppington Town Centre by DPIE precinct plans. There does not appear to be any provision for the Integrated Primary Health Facility which was identified in the Leppington Town Centre. There does not appear to be any provision of any justice facilities which the Leppington Town Centre was identified as being suitable to service the SWGA with court and/or police facilities. There are no commitments from the state to assist in delivering community facilities which Councils will be unable to deliver due to the "Essential Infrastructure list" and the fragmented landholdings of the precincts.
Table 5-36, p.163 Funding Source	The phrase "Development contributions" needs to be changed to Special Infrastructure Contributions" to avoid confusion with local infrastructure contributions.
Table 5-37, p.165, all infrastructure	When revising population growth rates and forecasts, many of these items will likely need to be pulled forward.
Table 5-44, p.172, Austral, Leppington North, Ed Park	These numbers still under-estimate residential population as per Liverpool's forecasts.
Table 5-62, p.192, New Primary School	Is there capacity in Bringelly Public School?
Table 5-62, p.192, Western Sydney Central Library	Is this the best location to maximise accessibility for all residents in the PIC area catchment? Is a more substantial residential centre more suited, or a number of smaller facilities that can be digitally connected?
Table 5-67, p.196, Infrastructure Proposals	Given current land take-up rates in Austral and anticipated take-up in the Aerotropolis, it is highly unlikely that the Rossmore precinct will need to be rezoned prior to 2036.

Submission to Western Sydney Place Infrastructure Compact

Section, Page Number & Heading	Comment
	Council also has limited operational capacity to deliver capital works. The delivery program for existing high growth areas is expected to continue well into the 2030s. Council would prefer a more staged approach that allows targeted infrastructure delivery.
Table 5-70 and 5-71, pp.197-198 Education, health, and culture	Lack of consideration of a high school for precincts which will have a combined population of >64,000 residents according to Council's forecast is alarming.
Table 5-71, p.198 Education, health, and culture	No TAFE, justice, community facility, indoor sports, or primary health facilities are mentioned here, despite DPIE's Leppington precinct planning identifying needs for these facilities to service the SWGA catchment (in addition to future infrastructure 'further west')
Table 5-74, p.201 Transport	No mention of Edmondson Avenue upgrade.
6 Sequencing Plan, p.247	The PIC does not appear to have a sequencing plan beyond the less than 20 years and more than 20 years infrastructure lists. There is no population, or threshold drivers for delivery. Council observes that the PIC is more focussed on stimulating growth in the Aerotropolis, rather than catering for growing populations in the SWGA and Edmondson Park to Glenfield Corridor. This will undermine the PIC measurement outcomes.

Submission to Aerotropolis Special Infrastructure Contribution

Draft Aerotropolis Special Infrastructure Contribution - Liverpool City Council
Submission

A key to success of infrastructure provision is the continued collaboration of State agencies and Local Government. Council are appreciative of the collaborative approach taken by NSW DPIE in their efforts to prepare the SIC and look forward to continuing this relationship as we seek to finalise the SIC and the local infrastructure contribution plan.

In response to the exhibition of the Aerotropolis Special Infrastructure Contribution, Liverpool City Council provides the following submission.

A. Need for increased certainty around land acquisition

One of the key outstanding issues in relation to the delivery of infrastructure within the Aerotropolis is land acquisition. The Aerotropolis SEPP includes land reservation for a relatively small amount of land surrounding Thompsons Creek.

The infrastructure identified in the draft SIC, as well as Council's draft contributions plan, requires the acquisition of land to enable the delivery of the various infrastructure projects. The lack of an acquisition reservation map in the Aerotropolis SEPP (or viable mechanism to trigger acquisition) provides a great level of uncertainty for when and where these infrastructure items will be delivered. This approach places uncertainty on both the acquisition authority and existing landowners particularly those who may be facing hardship, to initiate the acquisition process.

It is acknowledged that this issue is more related to the Aerotropolis SEPP and Precinct Plans than the SIC, however the SIC will need to account for lands to be acquired by state entities. The inclusion of refined land reservation acquisitions maps will provide a greater level of certainty and transparency around the provision of infrastructure in the Aerotropolis.

Recommendation:

- 1. Facilitate the development of an acquisition strategy (or the land acquisition reservations map) for the Aerotropolis SEPP.**

B. Coordination of infrastructure delivery

As a package, the Place Infrastructure Compact, SIC and Contributions Plan identify a significant amount of infrastructure to deliver in the Aerotropolis. There is a significant risk of overlap in the roles and responsibilities for delivery of specific items, as well as colocation of particular items between agencies and councils.

It is important that there is a coordinated approach taken to the delivery of infrastructure to minimise disruption to the community and maximise the benefit of each item. Council would like to see a state agency tasked with overseeing the delivery of infrastructure that is administered under state and local plans. This authority could also be used to facilitate land acquisition.

Recommendation:

- 2. Consider tasking a state agency with oversight and coordination of the delivery of infrastructure across State and Local Government plans.**

C. Overlapping SICs

The Aerotropolis SIC proposes to overlap land already included under the Western Sydney Growth Areas SIC (WSGASIC). There is also the additional charge for the proposed metro stations within certain areas of the aerotropolis. Supporting documentation identifies that the WSGA SIC will be discounted in these overlapping areas.

This approach of having overlapping SICs, as well as the additional station charge for some land, is likely to be confusing to stakeholders and developers as they look to understand the full impact of infrastructure charges on their development proposals. Land parcels should only be subject to one SIC.

There is concern about the impact on the delivery of infrastructure within the Growth Centre if the related SIC is discounted. Discounting the WSGA SIC will create a shortfall for funding of identified projects within the Growth Centre. While the Aerotropolis is an important precinct, it should not come at the expense of infrastructure within the Growth Centre.

It is suggested that the WSGA SIC will need to be comprehensively reviewed to ensure its consistency with the role of the Aerotropolis and to ensure the infrastructure provided across both precincts aligns.

Recommendation:

- 3. The Growth Centres SIC is reviewed to remove duplicate charges across land within the Aerotropolis and to ensure complementary work schedules.**

D. 15th Avenue transport corridor

The SIC includes collection and allocation of funds for transport infrastructure. However, there is a lack of funding for the FAST corridor and related infrastructure to be delivered in accordance with the vision for the corridor. The SIC identifies \$19M to be collected for this project and yet the total project cost is in the vicinity of \$500M.

The FAST project has the ability to provide a fast and sustainable transport connection from the Western Sydney Airport and Aerotropolis to the existing Liverpool city centre. This transport connection could be delivered at less cost compared with other transport modes and be operational ahead of the opening of the airport. Transport for NSW are supportive of this project and it should therefore have greater emphasis in the SIC.

Recommendation:

- 4. Include additional detail on the 15th Avenue upgrade to include reference to FAST initiative and associated cost.**

E. Alignment of infrastructure schedules

Both the SIC and Council's contributions plan provides for a significant infrastructure. There is the potential for the current work schedules to overlap. As an example, the SIC includes a new community facility and open space while Council's contribution plan includes a similar facility and a range of open space areas.

It's very important that there is a clear differentiation between the local contribution plan and the special infrastructure contribution. It is acknowledged that these matters will continue to be worked through as the Department and council refine these plans.

Council and the Western Sydney Planning Partnership and DPIE have initiated an audit of the infrastructure proposed within the local contribution plan the special infrastructure contribution and the precinct plans. This work is fundamental in ensuring there is alignment both between the infrastructure plans and the strategic plan to facilitate the delivery of projects.

Recommendation:

5. **Continue collaboration between DPIE, PCC and LCC to ensure clear delineation of projects in the respective work schedules.**
6. **The SIC is not finalised until the comparative analysis is finalised.**

F. Equity for charge on transport

The SIC proposes a specific charge around the two proposed metro stations as a form of value capture. To ensure the vision of the Aerotropolis is achievable, it is important that jobs locate within close proximity to sustainable transport modes. It is important that the proposed station charge does not create a disincentive to achieving this objective.

Recommendation:

7. **Ensure the proposed station charge does not create a disincentive to achieving the objective of locating jobs within close proximity to sustainable transport modes.**

G. Additional detail on works schedule

At present the SIC provides basic information for each infrastructure item (basic description and cost). Additional information is needed to assist community and stakeholders in understanding what will be delivered by the SIC. This information, including more detailed description, cost of works and land and location (if known) should be provided to ensure clarity for the community and stakeholders.

Recommendation:

8. **Provide additional information in the SIC in relation to the various infrastructure items in the work schedule**

H. Funding gaps

Most infrastructure items included in the SIC have a cost apportioned to future development that is well below the 100% attributed cost. This apparent funding gap, and the lack of clarity on how this gap will be funded, raises concerns on the ability to deliver the infrastructure items. It is important that these structural infrastructure elements have a clear path to delivery as timely provision of infrastructure will have a direct impact on the success of the Aerotropolis.

Secure funding sources for these infrastructure items will provide a greater level of confidence in the ability of governments to achieve the vision for the Aerotropolis and the broader Western Parkland City.

Recommendation:

9. **Identify funding sources for the full cost of items.**

I. SIC and development assessment

It is important that the necessary infrastructure plans are finalised to ensure development applications are able to be approved. At present, a DA cannot be approved in the Aerotropolis initial precincts if a contributions plan is not in place.

Recommendation:

- 10. Ensure the SIC commences prior to, or alongside, the local contributions plan.**

J. Cumberland Plain Conservation

Council's draft local infrastructure contributions plan does not include any environmental rehabilitation works. However, the SIC Plan only appears to cover biodiversity offsets associated with the Cumberland Plain Conservation Plan (CPCP). Given the draft status of the CPCP, and inbuilt flexibility of what the offset package would comprise of, there is little certainty regarding which actions would be funded by the SIC.

It is likely that a large portion of the funds will be spent on offset measures in areas outside of the aerotropolis boundary. Some works may be included under the 'green infrastructure' category of the SIC, but this is ambiguous.

Recommendation:

- 11. Provide Council with a clear indication of what the SIC would cover, and any likely gaps in funding for the management of natural assets.**

K. Timing of environmental works

The SIC notes that the contribution towards biodiversity offset works associated with the CPCP would not be required until the CPCP is adopted and land has been biocertified. At this stage, the timing of this is an uncertainty, introducing a risk that this contribution would not be in place in a timely matter. It is important that greater certainty in timeframes for this aspect are provided.

Recommendation:

- 12. Finalise the CPCP prior to finalising the precinct planning process.**

L. Relationship between PIC and SIC

The Greater Sydney Commission prepared the Place Infrastructure Compact to align growth and infrastructure investment. This appears to be a key document in the preparation of the SIC. In a separate submission to the GSC, Council has raised concern about the population projections included in the PIC. Within the Austral, Edmondson Park and Leppington growth areas, the population figures are well below what is expected within the precinct as a result of increased residential dwelling densities or inaccurate assumptions.

The impact of this is the under provision of infrastructure and inappropriate timing on the delivery of infrastructure.

The assumptions relating to future population need to be consistent across the local contributions plan, the precinct plans, the PIC and the SIC.

Recommendation:

- 13. Ensure that there is consistency in assumptions and projections across the various planning and infrastructure documents within the Western Parkland City.**

EGROW 04	Issues and Options Report - Potential amendment to Liverpool Local Environmental Plan to permit a Recreation Facility (Outdoor) at 25 Dwyer Road, Bringelly
-----------------	--

Strategic Direction	Generating Opportunity Attract businesses for economic growth and employment opportunities
File Ref	237969.2020
Report By	Luke Oste - Executive Planner
Approved By	David Smith - Acting Director City Economy and Growth

EXECUTIVE SUMMARY

On 28 August 2020, the Mayor issued a Mayoral Direction (Attachment 1), pursuant to Section 226(d) of the Local Government Act 1993, requiring the A/CEO to prepare a report that details options available to Council to amend the Liverpool Local Environmental Plan 2008 (LEP) to permit, with development consent, a Recreation Facility (Outdoor) at 25 Dwyer Road, Bringelly.

The Mayoral Direction relates to the Burns Outdoor Obstacle Training facility which was issued a Notice of Proposed Stop Use Order, Demolish Works Order and Restore Works Order on 4 August 2020 due to the use being prohibited in the R5 Large Lot Residential zone under the LEP.

The facility has operated for the last five years with the landowners believing the use was permitted without development consent in the zone as a home occupation.

This report recommends that Council prepares a planning proposal to amend Schedule 1 of the LEP to permit, with development consent, a Recreation Facility (Outdoor) at 25 Dwyer Road, Bringelly and forwards the planning proposal to the Department of Planning, Industry, and Environment (DPIE) seeking a Gateway determination.

It is also recommended that the Phase 2 LEP Review considers amending the list of land uses that are permissible with development consent in the R5 Large Lot Residential zone, to include Recreation Facility (Outdoor).

RECOMMENDATION

That Council:

1. Directs the A/CEO to prepare a planning proposal to amend Schedule 1 of the Liverpool Local Environmental Plan 2008 to permit, with development consent, a Recreation Facility (Outdoor) at 25 Dwyer Road, Bringelly and delegates authority to the A/CEO to forward the planning proposal to the Department of Planning, Industry, and Environment seeking a Gateway determination;
2. Notes that if a Gateway determination is issued, state agency consultation and public exhibition will be undertaken, and a post-exhibition report will be prepared for Council's consideration; and
3. Investigates including Recreation Facility (Outdoor) as a land use permitted with development consent in the R5 Large Lot Residential zone as part of Phase 2 of the LEP Review.

REPORT

Background

Over the past five years, the site at 25 Dwyer Road, Bringelly has been used as a Recreational Facility (Outdoor) known as Burns Outdoor Obstacle Training.

Council received a complaint on 10 July 2020 regarding the use of the premises. Council officers investigated the matter and determined the use did not have a development consent and was prohibited in the R5 Large Lot Residential zone under the Liverpool Local Environmental Plan 2008.

The landowners established the facility believing it was a home occupation and that the use was development permitted without consent. The LEP defines a home occupation as:

Home occupation means an occupation that is carried on in a dwelling, or in a building ancillary to a dwelling, by one or more permanent residents of the dwelling and that does not involve –

- a) the employment of persons other than those residents, or
- b) interference with the amenity of the neighbourhood by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, wastewater, waste products, grit or oil, traffic generation or otherwise, or
- c) the display of goods, whether in a window or otherwise, or
- d) the exhibition of any signage (other than a business identification sign), or

e) the sale of items (whether goods or materials), or the exposure or offer for sale of items, by retail,

but does not include bed and breakfast accommodation, home occupation (sex services) or sex services premises.

The use being undertaken on the site is not carried on in a dwelling or in a building ancillary to a dwelling and is therefore not defined under the LEP as a home occupation. The use is properly defined as a Recreation Facility (Outdoor) under the LEP:

recreation facility (outdoor) means a building or place (other than a recreation area) used predominantly for outdoor recreation, whether or not operated for the purposes of gain, including a golf course, golf driving range, mini-golf centre, tennis court, paint-ball centre, lawn bowling green, outdoor swimming pool, equestrian centre, skate board ramp, go-kart track, rifle range, water-ski centre or any other building or place of a like character used for outdoor recreation (including any ancillary buildings), but does not include an entertainment facility or a recreation facility (major).

This use is prohibited in the R5 zone. Council therefore issued a Notice of Proposed Stop Use Order, Demolish Works Order and Restore Works Order on 4 August 2020.

There has been a strong community response in support of the continued operation of Burns Outdoor Obstacle Training. A change.org petition has to date received over 5,000 signatures. The Mayor therefore issued a Mayoral Direction pursuant to Section 226(d) of the *Local Government Act 1993* on 28 August 2020 requiring the A/CEO to prepare a report that details options available to Council to amend the Liverpool Local Environmental Plan 2008 (LEP) to permit, with development consent, a Recreation Facility (Outdoor) at 25 Dwyer Road, Bringelly.

Site Description

The site is known as 25 Dwyer Road, Bringelly and is legally described as Lot 80 within DP 27550. The sites topography is relatively flat, and the allotment is regular in shape. The site currently contains two dwellings, a pool, various storage sheds, a small dam, and outdoor training equipment at the front. The site is within a broader residential area typified by large residential lot developments.

Figure 1 shows the site within its locality. Figure 2 shows the site within its regional context.



Figure 1: Aerial view of subject site (Nearmap Aug 2020)

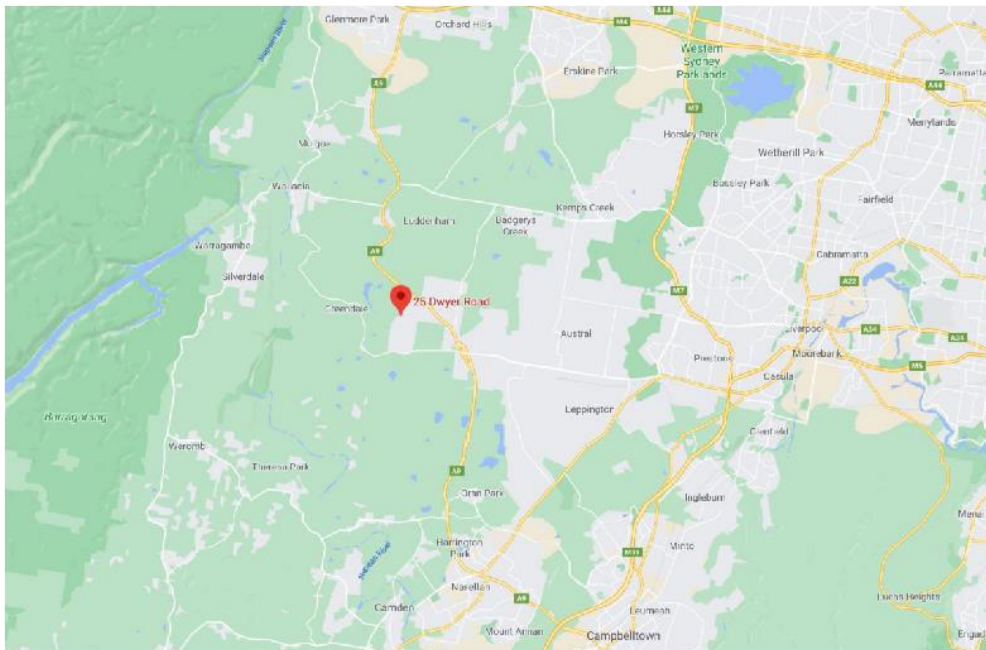


Figure 2 - Regional Context Map (Google Maps)

Planning Framework

The site is zoned R5 Large Lot Residential under the LEP and the objectives of the R5 Large Lot Residential zone are:

- *To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality.*
- *To ensure that large residential lots do not hinder the proper and orderly development of urban areas in the future.*
- *To ensure that development in the area does not unreasonably increase the demand for public services or public facilities.*
- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*
- *To ensure that a high level of residential amenity is achieved and maintained.*
- *To provide for complementary uses that are of low impact and do not unreasonably increase the demand for public services or public facilities.*



Figure 3 – Existing land use zoning in the LEP (subject site outlined in red)

The site is subject to the following development standards under the LEP:

- Minimum lot size of 2 hectares;
- Maximum height of buildings of 8.5m; and
- Maximum floor space ratio (FSR) of 0.2:1.

The site is located south-west of the Western Sydney International (Nancy-Bird Walton) Airport (WSA) which is currently under construction.

The site is identified within the Dwyer Road precinct of the Western Sydney Aerotropolis Plan (WSAP) and is a non-initial precinct not subject to rezoning under State Environmental Planning Policy (Western Sydney Aerotropolis) 2020. Therefore, the Liverpool LEP continues to apply.

Options to permit a Recreational Facility (Outdoor) at 25 Dwyer Road, Bringelly

The options available to Council to permit, with development consent, a recreational facility (outdoor) on this site are:

Option 1 – Schedule 1 Amendment to the LEP

A Schedule 1 amendment to the LEP allows a specific additional use to be permitted on a site, subject to development consent, even if it is not listed as a permitted land use in the land use tables in the LEP.

The advantage of Option 1 is that it will provide a tailored solution to the current issue by permitting the use of the site as a Recreation Facility (Outdoor) with development consent. Given the minor nature of the proposal, there is no requirement for the planning proposal to be considered by the Liverpool Local Planning Panel (LPP), which will reduce the time taken to progress the planning proposal to a Gateway determination.

The *Local Planning Panels Direction – Planning Panels (Attachment 2)* issued by the Minister for Planning & Public Spaces under Section 9.1 of the Environmental Planning & Assessment Act states:

1. *A council to whom this direction applies is required to refer all planning proposals prepared after 1 June 2018 to the local planning panel for advice, **unless the council's general manager determines that the planning proposal relates to:***
 - a. *the correction of an obvious error in a local environmental plan,*
 - b. *matters that are of a consequential, transitional, machinery or other minor nature, or*
 - c. ***matters that council's general manager considers will not have any significant adverse impact on the environment or adjoining land.***

(Emphasis added)

It is considered that this planning proposal would not have any significant adverse impact on the environment or adjoining land that can't be appropriately managed through the merit assessment of a development application, and if considered appropriate to approve, with conditions.

A potential downside of this option is that the community could perceive Council is giving preferential treatment to the landowner by allowing a currently prohibited land use in the R5

zone to be permitted, subject to a future development consent and that other landowners are not been afforded the same opportunity.

Option 2 – Amendment to the Land Use Table in the LEP

An alternate way of permitting a Recreation Facility (Outdoor) is to amend the R5 land use table by adding Recreation Facility (Outdoor) to the list of land uses permitted with consent in the zone. This will then permit the use on all sites within the R5 zone across the LGA, subject to future development consent.

This option would also require a minor amendment to Part 3.8 Non-Residential Development in Residential Zones in the Liverpool Development Control Plan 2008 (DCP) to include guidance for the development of Recreation Facility (Outdoor) in the R5 Large Lot Residential zone.

Table 1 identifies other Councils that permit Recreation Facility (Outdoor) with development consent in the R5 Large Lot Residential zone in their LEPs.

LGA	Recreation Facility (Outdoor) permissibility
Camden Council	Yes
Campbelltown City Council	Yes
Hawkesbury City Council	Yes
Penrith City Council	No
Shoalhaven City Council	No
Wingecarribee Shire Council	Yes
Wollondilly Shire Council	No
Wollongong City Council	No

Table 1 – Permissibility of the 'Recreation Facility (Outdoor)' use in the R5 zone

The advantage of Option 2 is that it will resolve the current issue by permitting Recreation Facility (Outdoor) with development consent on the site and on other R5 zoned sites throughout the LGA. However, there is a risk that the timeframe may be slower than Option 1 as the LEP would be amended by adding this use for all R5 zoned land within the LGA.

It is also likely that the planning proposal would be required to be considered by the Liverpool Local Planning Panel given that it would have a larger scope when compared to Option 1 resulting in a slightly longer period of time to proceed to a Gateway determination.

Figure 4 below identifies the location of the existing R5 zone land in the Liverpool LGA

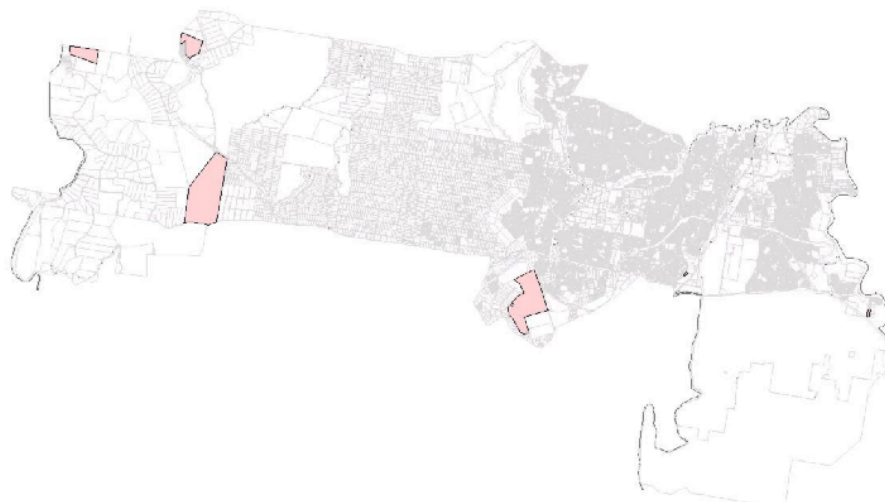


Figure 4 Location of R5 zoned land in Liverpool LGA

Option 3

The recommended option is to pursue a Schedule 1 amendment to the LEP as per Option 1 and pursue Option 2 as part of the LEP Review Phase 2 process. The advantage of Option 3 is that the planning proposal, to permit with development consent, the ongoing operation of the Burns Outdoor Obstacle Training facility can progress in a timely manner.

The broader issue of whether Council should permit, subject to development consent, a Recreation Facility (Outdoor) throughout the R5 zone can then be considered as part of the LEP Review Phase 2.

Conclusion

It is recommended that Council supports Option 3 and directs the A/CEO to prepare a planning proposal to amend Schedule 1 of the Liverpool Local Environmental Plan 2008 to permit, with development consent, a Recreation Facility (Outdoor) at 25 Dwyer Road, Bringelly and delegates authority to the A/CEO to forward the planning proposal to the Department of Planning, Industry, and Environment seeking a Gateway determination.

In addition, it is recommended that as part of Phase 2 of the LEP Review, Council investigates including Recreation Facility (Outdoor) as a land use permitted with development consent in the R5 Large Lot Residential zone.

CONSIDERATIONS

Economic	Facilitate economic development. Facilitate the development of new tourism based on local attractions, culture and creative industries.
Environment	There are no environmental and sustainability considerations.
Social	Support community organisations, groups and volunteers to deliver coordinated services to the community. Support access and services for people with a disability. Deliver high quality services for children and their families.
Civic Leadership	Operate a well-developed governance system that demonstrates accountability, transparency and ethical conduct.
Legislative	Environmental Planning and Assessment Act 1979
Risk	There is no risk associated with this report.

ATTACHMENTS

1. Mayoral Direction
2. Local Planning Panels Section 9.1 Direction - Planning Proposals

ITEM NO: EGROW 04
FILE NO: 237969.2020
SUBJECT: Issues and Options Report - Potential amendment to Liverpool Local Environmental Plan to permit a Recreation Facility (Outdoor) at 25 Dwyer Road, Bringelly

COUNCIL DECISION

Motion: **Moved: Cllr Hadchiti** **Seconded: Cllr Hadid**

That Council:

1. Directs the Acting Chief Executive Officer to prepare a planning proposal to amend Schedule 1 of the Liverpool Local Environmental Plan 2008 to permit, with development consent, a Recreation Facility (Outdoor) at 25 Dwyer Road, Bringelly and delegates authority to the Acting Chief Executive Officer to forward the planning proposal to the Department of Planning, Industry, and Environment seeking a Gateway determination;
2. Notes that if a Gateway determination is issued, state agency consultation and public exhibition will be undertaken, and a post-exhibition report will be prepared for Council's consideration; and
3. Investigates including Recreation Facility (Outdoor) as a land use permitted with development consent in the R5 Large Lot Residential zone as part of Phase 2 of the LEP Review.
4. Direct the Acting Chief Executive Officer to present an issues and options paper for potential amendments to State Environmental Planning Policy growth centres to permit, in a time limited manner, land uses that aren't currently permitted.

On being put to the meeting the motion was declared CARRIED.

Councillors voted unanimously for this motion.

Planning Proposal

25 Dwyer Road, Bringelly

Draft Amendment 89 - Liverpool Local Environmental Plan 2008 to permit, with development consent, a recreation facility (outdoor) at 25 Dwyer Road, Bringelly

17 November 2020

Table of Contents

Introduction	2
Background.....	2
Report Structure.....	3
Site Description.....	3
Statutory Planning Framework	5
Liverpool Local Environmental Plan 2008.....	5
Delegation of plan making functions.....	6
Part 1 – Objectives and Intended Outcomes	6
Part 2 – Explanation of provisions.....	7
Part 3 – Justification.....	7
Section A – Need for the planning proposal.....	7
Section B – Relationship to strategic planning framework.....	7
Section C – Environmental, social, and economic impact.....	12
Section D – State and Commonwealth interests.....	13
Part 4 – Mapping.....	13
Part 5 – Community Consultation.....	13
Part 6 – Project Timeline.....	13

List of tables

Table 1 - Site Specific Merit	9
Table 2 - Assessment against the LSPS	10
Table 3 – Consistency with State Environmental Planning Policies.....	11
Table 4 - Ministerial Directions Compliance	11
Table 5 – Anticipated Project Timeline	13

List of figures

Figure 1: Aerial view of subject site (Nearmap Aug 2020)	4
Figure 2 - Regional Context Map (Google Maps)	5
Figure 3: Existing land use zoning in the LEP (subject site outlined in red)	6

Introduction

This planning proposal relates to 25 Dwyer Road, Bringelly (the subject site) and legally described as Lot 80 DP 27550. The site currently contains two dwellings as part of strata-titled dual occupancy development that was completed in 2008.

In 2006, the owners of the site consulted Council regarding the possibility of running an obstacle course training facility within the front yard of their site. It was then understood by the owners that such a facility would be permissible without development consent as a home occupation use. Over the past five years the site has been used as a recreational facility (outdoor) known as Bums Outdoor Obstacle Training. In July 2020, Council visited the property in response to a complaint received regarding the operation of the facility and its permissibility within the R5 – Large Lot Residential zone under the LEP. Following an investigation, a Notice of Proposed Stop Use Order was issued in August 2020.

On 28 August 2020, a Mayoral Direction was issued by the elected Mayor of Liverpool pursuant to her policy-making responsibilities under Section 226(d) of the *Local Government Act 1993*. This Mayoral Direction required Council prepare an issues and options report to be considered by Council at the 30 September 2020 meeting that detailed options available to Council to amend the Liverpool Local Environmental Plan 2008 (LEP) to permit, with development consent, a recreation facility (outdoor) at 25 Dwyer Road, Bringelly.

At the 30 September 2020 Council meeting, it was resolved:

That Council:

1. *Directs the Acting Chief Executive Officer to prepare a planning proposal to amend Schedule 1 of the Liverpool Local Environmental Plan 2008 to permit, with development consent, a Recreation Facility (Outdoor) at 25 Dwyer Road, Bringelly and delegates authority to the Acting Chief Executive Officer to forward the planning proposal to the Department of Planning, Industry, and Environment seeking a Gateway determination.*

This planning proposal has been prepared in response to the above Council resolution. The planning proposal seeks to amend Schedule 1 "Additional Permitted Uses" of the LEP to permit with consent a recreation facility (outdoor) at the subject site.

Background

A number of development applications (DA's) have been approved on the subject site in recent years, as summarised below:

- **DA-153/2006** – Double storey detached dual occupancy;
- **DA-210/2006** – Machinery shed;
- **DA-760/2006** – Demolition of existing dwelling;
- **DA-50/2007** – Relocate existing metal shed; and
- **DA-660/2009** – Carport and first floor patio cover.

Over the last five years, the front portion of the subject site has been used as an outdoor obstacle training facility.

Report Structure

This Planning proposal has been prepared in accordance with Section 3.33 of the Environmental Planning & Assessment Act 1979 with consideration to DPIE's (formerly DPE's) 'A Guide to Preparing Planning Proposals' (December 2018). Accordingly, the proposal is discussed in the following parts:

- Site Description
- Statutory Planning Framework
- Part 1 – A Statement of the Objectives and Intended Outcome
- Part 2 – Explanation of Provisions
- Part 3 – Justification
- Part 4 – Mapping
- Part 5 – Community Consultation
- Part 6 – Project timeline

Site Description

The subject site is known as 25 Dwyer Road, Bringelly and is legally described as Lot 80 within DP 27550. The sites topography is relatively flat, and the allotment is regular in shape. The site currently includes two dwellings within the rear portion of the site, a pool, various storage sheds, a small dam, and outdoor training equipment within the front portion of the site. The subject site sits within a broader residential area typified by large lot residential development. The site is located south of the Western Sydney International (Nancy-Bird Walton) Airport (WSA) that is currently under construction and within the Dwyer Road non-initial precinct of the Western Sydney Aerotropolis Plan.



Figure 1: Aerial view of subject site (Nearmap Aug 2020)

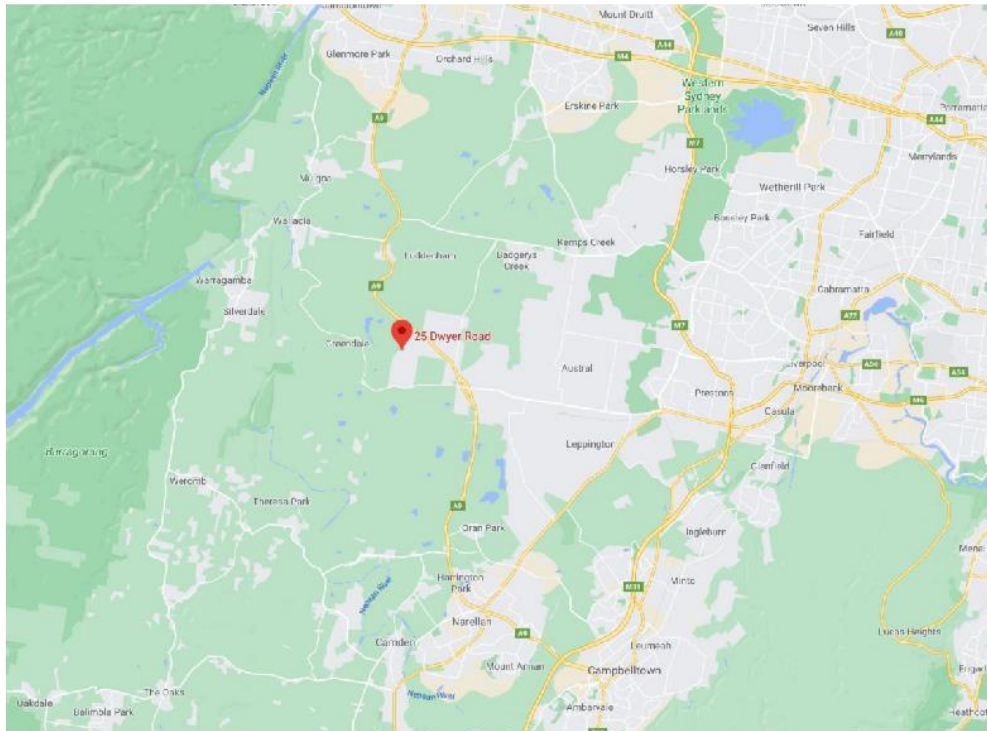


Figure 2 - Regional Context Map (Google Maps)

Statutory Planning Framework

Liverpool Local Environmental Plan 2008

The land is zoned R5 – Large Lot Residential in accordance with the zoning map of the LLEP 2008.



Figure 3: Existing land use zoning in the LEP (subject site outlined in red)

The objectives of the R5 – Large Lot Residential zone are:

- To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality.
- To ensure that large residential lots do not hinder the proper and orderly development of urban areas in the future.
- To ensure that development in the area does not unreasonably increase the demand for public services or public facilities.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To ensure that a high level of residential amenity is achieved and maintained.
- To provide for complementary uses that are of low impact and do not unreasonably increase the demand for public services or public facilities.

Delegation of plan making functions

This planning proposal seeks to make a minor amendment to the Liverpool Local Environmental Plan 2008. As such, Council is seeking authority of plan making functions pursuant to Section 3.36 of the *Environmental Planning and Assessment Act 1979* ("EP&A Act").

Part 1 – Objectives and Intended Outcomes

The objective of this planning proposal is to permit with development consent the existing part use of the site as a recreation facility (outdoor). The intended outcome is that the Burns Outdoor Obstacle Training facility can continue operating in a permissible manner under the LEP, subject to a development consent.

Part 2 – Explanation of provisions

The objectives of this planning proposal is to be achieved through an amendment to Schedule 1 of the LEP. The amendment proposes a new clause for the additional permitted use of a 'recreation facility (outdoor)' on the subject site (25 Dwyer Road, Bringelly) within the existing R5 – Large Lot Residential zone.

Part 3 – Justification

Section A – Need for the planning proposal

3.1 Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

The planning proposal is not a result of any strategic planning statement, strategic study or report.

3.2 Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The planning proposal is considered the best means of achieving the objectives and intended outcomes as indicated in Part 1 of this planning proposal.

The utility in proposing a site-specific provision in this instance is to allow, subject to development consent, the ongoing operation of an existing facility. The ongoing use will be subject to a future development consent to ensure any adverse impacts are appropriately mitigated.

Section B – Relationship to strategic planning framework.

DPIE's Planning Circular (PS 16-004) notes that a key factor in determining whether a proposal should proceed to Gateway determination should be its strategic merit and site-specific merit. It is considered that the planning proposal meets these tests as outlined in the following sections.

3.3 Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

a. Strategic Merit

The planning proposal will give effect to the relevant regional, sub-regional or district plan or strategies. The most relevant State and District plans that guide the land use direction for the site, are

- Greater Sydney Regional Plan – A Metropolis of Three Cities (GSRP); and
- Western City District Plan (WCDP).

Greater Sydney Regional Plan – A Metropolis of Three Cities (GSRP)

A Metropolis of Three Cities – The Greater Sydney Region Plan (GSRP) aims to rebalance growth and deliver its benefits more equally and equitably to residents across Greater Sydney. The plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

Objective 7 of the GSRP is of relevance to the proposed amendment. This objective being *“Communities are healthy, resilient and socially connected”*. The proposed amendment will allow for an existing facility to continue operating, subject to development consent, and contributing to local residents access to recreational facilities. The current facility also provides a catalyst for social and community events.

Objective 29 is also of relevance, this objective being *“environmental, social and economic values in rural areas are protected and enhanced”*. Within Objective 29, the GSRP aims for *“opportunities for more tourism and recreation, linked to the Western Sydney Airport and improved transport infrastructure, which can bring more visitors to the Metropolitan Rural Area and the Protected Natural Area”*. The proposed amendment will help to formalise an established and widely enjoyed recreational facility within the existing rural area. The intended outcome is that the social and economic contribution the facility currently provides will be continued in a permissible manner.

Western City District Plan (WCDP)

The Western City District Plan provides planning priorities to guide the sustainable growth of Western City over the next 20 to 40 years. The District's population is expected to grow by around 464,000 (between 2016 and 2036), and households in Liverpool LGA are expected to grow by 91%.

Planning Priority W3 of the WCDP is *“providing services and social infrastructure to meet people's changing needs”*. The priority is further detailed in the following excerpt:

“Each neighbourhood has facilities such as libraries, community centres, adult education, sport and recreation facilities that function to enhance and promote social connections and networks within the community.”

Planning Priority W4 of the WCDP is *“fostering healthy, creative, culturally rich and socially connected communities”*. The priority is further detailed in the following excerpt:

“Connectivity of, and access to, diverse open space and opportunities for recreational physical activity are also essential. Sport and active lifestyles provide many social, cultural and health benefits.”

Planning Priority W7 of the WCDP is *“establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City”*.

“The Western Parkland City is a place that meets the country and where the Metropolitan Rural Area, Western Sydney Parklands and the national parks and reserves of the Protected Natural Area including the Greater Blue Mountains World Heritage Area frame the city. This unique setting provides the opportunity to derive tourism benefits linked to the District's natural, recreational and agricultural assets.”

The existing facility provides a recreation type service that has demonstrated a contribution to promoting the social connections and networks of the wider community. This is evident in the way the facility has hosted charity events, training, groups of people with disabilities and youth groups. Additionally, the facility actively encourages and facilitates healthy outcomes for the local and wider community.

Local Strategy

Assessment of the proposal with regards to the Liverpool Local Strategic Planning Statement (LSPS) – *Connected Liverpool 2040* is detailed in Section 3.4.

b. Site Specific Merit

In addition to meeting at least one of the strategic merit criteria, a Planning proposal is required to demonstrate site-specific merit against the following criteria in Table 2 below.

Table 1 - Site Specific Merit

Criteria	Planning Proposal Response
<i>Does the planning proposal have site specific merit with regard to: the natural environment (including known significant environmental values, resources or hazards)?</i>	<p>The subject site exists within a site that is mostly free from significant vegetation. It is noted that some <i>Grey Box - Forest Red Gum</i> grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion is mapped as occurring within the central part of the subject site. However, the existing facility has not impacted adversely on this feature of the site and it is not anticipated that this feature will be impacted in the future. Any future DA will be required to address this feature of the site.</p> <p>In terms of hazards, the subject site is not located in flood prone or bushfire affected land.</p> <p>These aspects are further addressed in section 3.8 of this report.</p>
<i>The existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?</i>	<p>The proposed amendment will not impact on the existing large lot residential character of the area.</p> <p>It is noted that the entire locality of Bringelly will experience changes as the Western Sydney Aerotropolis develops. It is not anticipated that the proposed amendment will impact these future uses given the minor scale and low-impact nature of the facility.</p>
<i>The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision?</i>	<p>The existing facility requires minimal services and infrastructure and does not require anything above and beyond what is provided at present.</p> <p>There is a risk regarding parking issues if attendees park on Dwyer Road. The facility currently requires attendees to park within the subject site. Through the DA process, it is believed this issue can be managed, limiting numbers of visitors and requiring parking within the subject site.</p>

3.4 Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Liverpool Local Strategic Planning Statement (LSPS) – Connected Liverpool 2040

The Local Strategic Planning Statement (LSPS) – *Connected Liverpool 2040* is Council's long-term plan to shape Liverpool's future which will help guide the development of Liverpool's suburbs and balance the need for housing, jobs and services as well as parks, open spaces and the natural environment.

Table 2 below demonstrates how the proposed amendment will give effect to the LSPS:

Table 2 - Assessment against the LSPS

Local Planning Priority	Extracts	Assessment
Local Planning Priority 6 High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth	<p><i>"Ensure community facilities, open space and recreation facilities meet the needs of a growing population across the entire LGA."</i></p> <p><i>"Our vision is to create recreation spaces for people that inspire and connect residents, and act as a catalyst for community life."</i></p>	The proposed amendment will facilitate the permissible operation of a successful recreation facility that provides a valued contribution to the community.
Local Planning Priority 9 Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community	<i>"While Western Sydney residents should enjoy the same health outcomes as those in other parts of Sydney, currently this is not the case, with significantly higher rates of obesity and diabetes. This is due to a number of reasons, including... fewer recreation opportunities."</i>	The proposed amendment will facilitate the permissible operation of a facility that actively encourages positive health outcomes and facilitates these outcomes.
Local Planning Priority 11 An attractive environment for local jobs, business, tourism and investment	<i>Provide infrastructure, facilities and services needed to support and facilitate visitor economy and tourism growth in light of the opportunities provided by Western Sydney International Airport.</i>	The existing facility provides a valuable destination for tourism within the region. The proposed amendment will allow for the ongoing operation of the facility in a permissible manner.
Local Planning Priority 16 Rural lands are protected and enhanced	<p><i>"Ensure agricultural land is protected and enhanced to support the rural economy, ecosystem services and natural scenic landscapes."</i></p> <p><i>"Protect and promote sustainable rural employment opportunities, including rural tourism."</i></p>	<p>The proposed amendment will not impact on the nearby agricultural land and natural scenic landscapes. The facility will be effectively regulated against impacts as part of a future DA.</p> <p>The existing facility has proven to be a successful tourist destination and contributes to the rural tourism offerings within the western parts of the Liverpool LGA. The proposed amendment will allow for the ongoing operation of this facility in a permissible manner.</p>

3.5 Is the planning proposal consistent with applicable State Environmental Planning Policies?

Several State Environmental Planning Policies apply to the land. The consistency of the planning proposal with pertinent SEPPs has been provided in Table 3 below. SEPPs which the planning proposal will not materially impact nor undermine are omitted from Table 3.

Table 3 – Consistency with State Environmental Planning Policies

State Environmental Planning Policy	Comment / Consistency
<i>State Environmental Planning Policy (Koala Habitat Protection) 2019</i>	The central vegetated portion of the subject site is identified as a site investigation area for koala plans of management. This then requires any DA on the site to address the matters outlined under Part 3 of the Draft Koala Habitat Protection Guideline. Given the nature of the existing facility and the lack of need for vegetation removal, it is deemed that koala protection can be adequately addressed as part of a future DA to formalise the existing use.
<i>SEPP No. 55 Remediation of Land</i>	Given the sites historical residential use, no contamination issues are anticipated.
<i>State Environmental Planning Policy No 64—Advertising and Signage</i>	Any advertising signage proposed will be required to adhere to SEPP 64 at the DA stage.

3.6 Is the planning proposal consistent with applicable Ministerial Directions (Section 9.1 directions)?

Table 4 - Ministerial Directions Compliance

Ministerial Direction	Justification	Consistent
3.1 Residential Zones	The proposed amendment will not impact on the existing dwellings on the subject site, nor restrict the existing residential provisions applicable to the subject site.	Yes
4.4 Planning for Bushfire Protection	The site is not identified as bushfire prone land on the LLEP, however there is some bushfire prone land located to the east of the subject site. The proximity of the subject site from the bushfire prone land is deemed to be satisfactory and will avoid safety impacts.	Yes
5.10 Implementation of Regional Plans	The proposal is consistent with the GSRP as discussed in section 3.3 of this report.	Yes
6.1 Approval and Referral Requirements	The planning proposal does not contain provisions requiring additional concurrence, consultation or referral to a Minister or public authority for future DA's.	Yes

Ministerial Direction	Justification	Consistent
6.3 Site Specific Provisions	The proposed amendment is for a site-specific clause to allow a recreation facility (outdoor) use to be permitted with consent on the subject site. No development standards or requirements are imposed in addition to those already contained in the LEP.	Yes
7.1 Implementation of A Plan for Growing Sydney	Consistency with Greater Sydney Region Plan - A Metropolis of Three Cities is demonstrated in Section 3.3 of this report.	Yes
7.8 Implementation of Western Sydney Aerotropolis Plan	The proposed amendment will not impact on the achievement of the objectives, planning principles and priorities of the Western Sydney Aerotropolis Plan.	Yes

Section C – Environmental, social, and economic impact

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

The subject site exists within a site that is mostly free from significant vegetation. It is noted that some Grey Box - Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion is mapped as occurring within the central part of the subject site. The existing facility has not impacted adversely on these features of the site and it is not anticipated that this feature will be impacted in the future. Any future DA will be required to address this further.

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

Traffic and transport

The proposed amendment will not create capacity issues in relation to the local road network, given the nature of the existing use and surrounding area. The traffic caused by the development is minor, and the surrounding road network is not constrained by any capacity issues currently. In relation to parking, any future DA will be required to ensure parking provision is provided.

Noise

The proposed amendment will facilitate the ongoing operation of the existing facility in a permissible manner. A future DA will require noise impacts to be addressed and managed appropriately.

3.9 *Has the planning proposal adequately addressed any social and economic effects?*

The planning proposal is expected to result in positive social and economic impacts by enabling the successful operation of the current facility to continue in a permissible manner. The existing facility provides a recreation type service that has demonstrated a contribution to promoting the social connections and networks of the wider community. This is evident in the way the facility has hosted charity events, training, groups of people with disabilities and youth groups. Additionally, the facility actively encourages and

facilitates healthy outcomes for the local and wider community. Finally, the existing facility provides a valuable destination for tourism within the region.

Section D – State and Commonwealth interests

3.10 Is there adequate public infrastructure for the planning proposal?

Given the nature of the additional permitted use proposed, there is little to no demands for public infrastructure.

3.11 What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

As a part of the Gateway determination, the relevant public authorities will be identified who are to be consulted in relation to the planning proposal. The referral advice provided by the public authorities will be considered, following consultation in the public exhibition period.

Part 4 – Mapping

No changes to LEP mapping is required as part of this proposal.

Part 5 – Community Consultation

Schedule 1, Clause 4 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the Gateway determination. The planning proposal will be publicly exhibited for at least 14 days in accordance with DPIE's A Guide to Preparing Local Environmental Plans. The planning proposal exhibition will also be carried out in accordance with Council's Community Participation Plan.

At a minimum, the notification of the public exhibition of the Planning proposal is expected to involve:

- Notification on the Liverpool City Council website

Part 6 – Project Timeline

An anticipated project timeline is shown in Table 5.

Table 5 – Anticipated Project Timeline

Timeframe	Action
November 2020	Submission of Planning Proposal to DPIE
December 2020	Gateway Determination issued
January 2020 – February 2021	State agency consultation
January 2020 – February 2021	Community consultation

February 2020 – March 2021	Consideration of submissions and proposal post-exhibition
March 2021	Post-exhibition report to Council
April 2021	Legal drafting and making of the plan



Planning,
Industry &
Environment

Gateway Determination

Planning proposal (Department Ref: PP_2020_LPOOL_008_00): to amend Schedule 1 'Additional Permitted Uses' of the Liverpool LEP 2008 to permit with consent a Recreation Facility (Outdoor) at the subject site, located in the R5 Large Lot Residential zone.

I, the Director, Western, at the Department of Planning, Industry and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Liverpool Local Environmental Plan (LEP) 2008 to amend planning controls at 25 Dwyer Road, Bringelly, should proceed subject to the following conditions:

1. Public exhibition is required under section 3.34(2)(c) and schedule 1 clause 4 of the Act as follows:
 - (a) the planning proposal is classified as low impact as described in *A guide to preparing local environmental plans* (Department of Planning and Environment, 2018) and must be made publicly available for a minimum of **14 days**; and
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 6.5.2 of *A guide to preparing local environmental plans* (Department of Planning and Environment, 2018).
2. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
3. The planning proposal authority is authorised as the local plan-making authority to exercise the functions under section 3.36(2) of the Act subject to the following:
 - (a) the planning proposal authority has satisfied all the conditions of the Gateway determination;
 - (b) the planning proposal is consistent with section 9.1 Directions or the Secretary has agreed that any inconsistencies are justified; and
 - (c) there are no outstanding written objections from public authorities.


4. The time frame for completing the LEP is **6 months** from the date of the Gateway determination.

Dated 3 December 2020.



Adrian Hohenzollern
Director, Western
Central River City and Western
Parkland City
Department of Planning, Industry and
Environment

**Delegate of the Minister for Planning
and Public Spaces**


 The cover features a large, light blue hatched area on the left side, with a solid blue line running vertically through it. The title 'Miller Social Infrastructure Masterplan' is written in a large, bold, blue sans-serif font, oriented vertically and partially overlapping the hatched area.

Miller Social Infrastructure Masterplan

Prepared for Liverpool City Council | February 2021

**ETHOS
URBAN**

in collaboration with
OTUM
SPORT • LEISURE


CLOUSTON ASSOCIATES


Institute for
Public Policy
and Governance

Contents

- 01 Introduction
- 02 Context
- 03 People of Miller
- 04 Social infrastructure assessment
- 05 Review of open space and recreation
- 06 Community engagement approach
- 07 The Masterplan
- 08 Miller Square staging
- 09 Action plan

This Social Infrastructure Masterplan for Miller has been prepared for the Liverpool City Council.

The Plan provides an overview of the needs of the community, investment priorities and the way forward for the provision of social infrastructure for the Miller community.

The Masterplan is a collaborative project, prepared by a multi-disciplinary team of experts that understand the complexities of social infrastructure planning in a local government context. Ethos Urban has led the delivery of the project, in partnership with Otium Planning Group, UTS Institute for Public Policy and Governance and Clouston Associates, providing recommendations to Liverpool City

Council as to the social infrastructure changes that are required to support the current and future community of Miller. Delivering an evidence based vision to guide the renewal and redevelopment of Council-owned assets within the suburb of Miller, the Masterplan aim to bring intergenerational social benefits, enhancing community wellbeing and resilience.

Acknowledgments

We would like to acknowledge the Cabrogal Clan of the Darug Nation who are the traditional custodians of the land that now resides within Liverpool City Council's boundaries. We acknowledge that this land was also accessed by peoples of the Dhurawal and Darug Nations.



01

Introduction

The Liverpool Local Government Area is one of the fastest growing areas in Australia. To support this growth Liverpool City Council plays a critical role in ensuring the community is effectively supported by an environment that encourages liveability, good quality of life and wellbeing for all.

Australian community expectations of social infrastructure have changed, with more and more people looking for greater flexibility and diversity of social infrastructure within their local area. As social infrastructure assets and networks have aged with some buildings and spaces no longer fit for purpose, councils across Australia are adapting, providing upgraded facilities and services to local communities in non-traditional ways.

This Masterplan provides guidance to Liverpool City Council on the transformation of the social infrastructure within the suburb of Miller. The vision and directions proposed identify the key role social infrastructure will play for future growth and development of the Miller community. Liverpool City Council is committed to putting the community first, and this ground breaking project puts social infrastructure at the core of future development of the Miller Town Centre.

Through the provision of renewed social infrastructure in Miller, Liverpool City Council will contribute to the enhancement of liveability, resilience and sustainability of Miller and the surrounding 2168 community.

Through the provision of renewed social infrastructure in Miller, Liverpool City Council will contribute to the enhancement of liveability, resilience and sustainability of Miller and the surrounding 2168 community.

What is Social Infrastructure?

For the purposes of this Masterplan, social infrastructure takes into account both hard and soft infrastructure, including the facilities, buildings and spaces as well as the programs, services and networks that operate within these facilities. The network of social infrastructure noted to contribute to the social identity and quality of life of the people within Miller. In developing the Masterplan a review was undertaken of the existing supply of social infrastructure in Miller, articulating the supply and demand, with regards to usage patterns, accepted benchmarks and best practice trends.



Role of social infrastructure and why it is so important

Social infrastructure provision is essential for the development of sustainable, liveable, resilient and socially cohesive communities. “*Quality social infrastructure are the building blocks for the enhancement of human and social capital.*”¹ Also working to attract investment, growth and economic development to local communities.

There is also growing evidence that failing to provide adequate social infrastructure results in significant costs to governments and communities².

Further, deficiencies in social infrastructure provision can create long-term, complex social problems that require costly remedial measures, particularly in socio-economically disadvantaged areas³.

Conversely, there is a substantial body of evidence that the benefits of social infrastructure far exceed the economic costs of provision⁴.

Sustainable
Liveable
Resilient
Socially Cohesive



Importantly, a significant proportion of identified benefits of social infrastructure fall under the responsibility of local governments, with the provision of social infrastructure including:

- **public libraries** – providing an array of social and economic benefits, beyond the simply housing collections of books. Modern public libraries provide communities with a variety of education, cultural, social and support services.
- **community facilities and services** – providing accessible public places for communities to interact and participate in a range of activities that help to increase community wellbeing, develop social capital, encourage civic engagement. As agents of social inclusion the facilities help to reduce social isolation and help to provide positive socio-economic outcomes for residents.

- **cultural activities, events and festivals** – local governments play a key role in facilitating cultural activities, events and festivals, with benefits to direct employment opportunities as well as flow-on effects of increased visitation and expenditure.
- **open space, sport and recreation facilities** – to support the health and wellbeing of residents. The provision of quality parks, sport and recreation facilities supports and sustain communities through physical and mental health benefits, social benefits, environmental and economic benefits. Recent experience has shown that public spaces, parks and pathways are vital to supporting local communities, creating spaces to allow a wide variety of outdoor activities and exercise.

Given the overwhelming evidence for its value in creating liveable and sustainable communities, it is imperative that councils invest in social infrastructure to ensure they meet the changing needs and expectations of their communities.

The delivery of social infrastructure within the Liverpool LGA is informed by the broader Western City District Plan, to deliver social infrastructure that reflects the needs of the community now and into the future, as well as optimising the use of available public land for social infrastructure.

02 Context

Liverpool City Council is working to deliver vibrant places that support individual and community wellbeing. Renewing and enhancing the existing community facilities across the LGA is an important priority with Council looking to renew existing social infrastructure stock that is older in style and has limited capacity to support a changing community.

This Social Infrastructure Masterplan aligns with the strategic planning priorities of Liverpool City Council. Those being: connectivity, productivity, liveability and sustainability.

The Masterplan also aligns with the directions of the Liverpool Community Strategic Plan to:

- create connection
- strengthen and protect the environment
- generate opportunity
- lead through collaboration.

Building on the objectives of the Miller Town Centre Masterplan, this work provides a detailed social infrastructure review, identifying key principles to guide future development in Miller. Consideration has also been given to aligning the recommendations with the place-led infrastructure approach of the Fifteenth Avenue Smart Transit Corridor Design Framework.

Carrying forward the work undertaken to deliver the Community 2168 Project the Social Infrastructure Masterplan responds to the socio-economic challenges of the 2168 area, and will allow for ongoing commitment from Liverpool City Council to support the local community and service providers through the delivery of state of the art social infrastructure facilities, places and spaces that foster ownership and pride.

Understanding that Miller is the heart of service provision for the 2168 catchment, this future vision of Miller will ensure access to facilities is improved, public amenities are maintained and good quality of life outcomes for the community are achieved.



Connectivity
Productivity
Liveability
Sustainability



Vision

By 2040 Miller will be the heart of the 2168 community. A place centred around social wellbeing, the Social Infrastructure Masterplan will ensure a sustainable, liveable, resilient and socially cohesive community well into the future.

Designed to accommodate a diverse and growing community, the revitalised social infrastructure of Miller will attract investment, growth and economic development. Revitalised high quality social infrastructure in Miller will provide the building blocks to support the community as it grows into the future.

03 People of Miller

The suburb of Miller is rich in history, with the community having a strong connection to place and people. Miller plays an important role in the provision of social infrastructure for the broader 2168 community.

Provision of social infrastructure services and facilities in the suburb of Miller will help to increase health and wellbeing outcomes for people within the broader 2168 catchment.

Significant population growth is forecast for the Western City District. Pressures on existing facilities will be felt as the population grows and community needs change. There is an opportunity to ensure the development of Miller is managed in a socially sustainable way, delivered around a social infrastructure hub.

Forecasts for Miller
74.7%
population growth by 2036

5,682
people will reside
in Miller by 2036

85 and over
will feature the greatest
growth of all age groups

30%
of households in Miller are
one person households



Miller and the 2168 catchment are considered relatively **more disadvantaged** than the Liverpool LGA on the SEIFA Index of Relative Socio-Economic Disadvantage.



Miller and the 2168 catchment has a lower proportion of residents aged 15 and over who had **completed Year 12** (30.5% and 46.0% respectively) compared with Liverpool LGA (52.1%).



The 2168 catchment has a much higher proportion of households living in **social housing** (17.7%) compared with Liverpool LGA (7.2%).



Residents of the 2168 catchment are slightly more likely to speak a **language other than English** at home (57.7%) compared with Liverpool LGA as a whole (51.9%). 44.2% of residents speak a language other than English at home.



Significantly lower median weekly household income in Miller (\$744) compared to the Liverpool LGA (\$1,548). The 2168 catchment has a lower median weekly household income (\$1,255).

Miller Social Infrastructure Masterplan**Family size – count of all children**

Families in Miller and the broader 2168 catchment tend to have more children than the average family in Liverpool LGA and Greater Sydney.

- Families with four or more children make up 13.5% of all families with children in Miller and 11.3% of families with children in the broader 2168 catchment. These proportions are higher than those of Liverpool LGA (8.2%) and Greater Sydney (5.1%).
- Families with three or more children make up 33.3% of all families with children in Miller and 30% of families with children in the broader 2168 catchment. These proportions are higher than those of Liverpool LGA (25.7%) and Greater Sydney (19.4%).

Aboriginal and Torres Strait Islander population

The proportion of Aboriginal and/or Torres Strait Islander residents in Miller is more than double the average for Liverpool LGA and Greater Sydney.

- Aboriginal and/or Torres Strait Islander people comprise higher proportions of residents in Miller (3.9%) and the 2168 catchment (2.5%) than in Liverpool LGA (1.5%) and Greater Sydney (1.5%).

Lone person households

Lone person households in Miller are slightly more likely to be male (52%) than female (48%).

- A slight majority of lone person households in Miller are male (52%). In the 2168 catchment and Liverpool LGA, males and females each comprise 50% of lone person households. This differs from Greater Sydney, where males only comprise 44% of lone person households.
 - Single male households are more common among 25 – 59 year olds.
 - Single female households are more common among those aged 60+ years.
- Both male and female lone person households are much more concentrated in Miller than in the broader 2168 catchment, Liverpool LGA or Greater Sydney.

- Male lone person households make up 15.8% of all households in Miller, 8.2% in 2168, 7.3% in Liverpool LGA and 9.0% in Greater Sydney. 10% of households in Miller are comprised of males aged 35 to 59 living alone. This is a substantial concentration when compared with Liverpool LGA (3.6% of households) and Greater Sydney (3.9%).
- Female lone person households make up 14.7% of all households in Miller, 8.1% in 2168, 7.4% in Liverpool LGA and 11.4% in Greater Sydney.

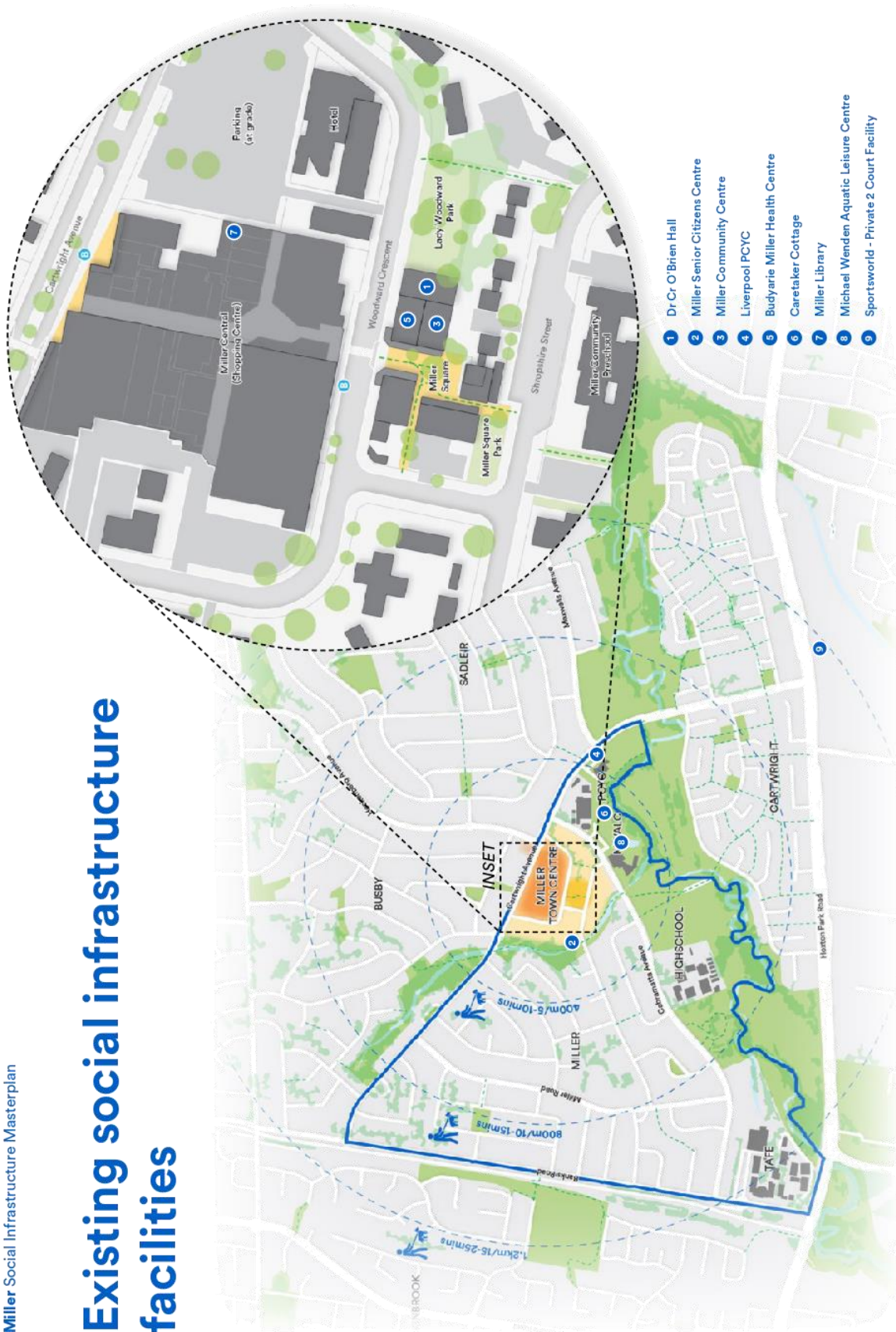


Adaptable, high quality and accessible social infrastructure is critical in supporting the demographic needs of the community. With many users of social infrastructure coming from both the Miller suburb and the wider 2168 postcode catchment, the following findings are useful to the consideration of social infrastructure needs.

Key considerations for the provision of social infrastructure in Miller are:

- The high proportion of lone person households indicates the possibilities of social isolation and loneliness. Future social infrastructure will play a vital role in supporting social sustainability and connecting people with services, groups and activities to foster social connectedness and social capital.
- Balancing the needs of older residents with the younger population is important to ensure multi-generational infrastructure provision, supporting equity of access.
- Affordable community services, accessible by all is a high priority to meet the needs of the population.
- The provision of jobs that social infrastructure can offer may support opportunities for education and increased skills, as well as reducing unemployment rates.

An assessment of the current supply of community facilities, open space and recreational facilities within Miller has been undertaken to inform the Masterplan recommendations. Consideration has been given to the location, distribution, accessibility and connectivity, usage and utilisation. Informed by a review of strategic policies, population analysis, and benchmarks for social infrastructure planning the review takes into account the suite of current facilities and services in and around Miller, reviewing the condition, quality and utilisation by service providers and the community. Broad and targeted stakeholder and community engagement has deepened the understanding, helping to shape the recommendations.



04 Social infrastructure assessment

An assessment of the current supply of community facilities, open space and recreational facilities within Miller has been undertaken, with consideration of location and distribution, accessibility and connectivity, usage and utilisation. A detailed analysis of individual facilities has been undertaken and documented within the Miller Social Infrastructure Masterplan Analysis Report. Drawing on views expressed through consultation with stakeholders the strengths and opportunities of existing facilities has been considered.

The review of existing provision of community facilities in Miller has taken into account benchmarking guidelines, quantitative and qualitative assessment, to determine strategic and best practice principles in the assessment of facilities.

While benchmarks have been considered, relevant to this project is the unique character of the Miller population. The review takes into consideration community needs that may differ from the standard benchmarking tools, considered against quality and utilisation of facilities, population density and distribution of residents across geographic areas, as well as levels of disadvantage and unique community needs.



The central location of community facilities in Miller is a strength however, there is strong desire to reconsider the design and delivery of facilities and services. Technological enhancements will improve utilisation of facilities and spaces. Safety and security is a key issue with the standalone facilities and costs can be prohibitive in ensuring equal access for the community. There is a strong desire from the community to enhance the provision of library services in the area.

Miller Social Infrastructure Masterplan

Key findings



Location and distribution

Community facilities in Miller are clustered in a relatively small area, within walking distance of each other and the Miller Town Centre.

The central, visible location of community facilities is a strength. The accessible location is necessary for the Miller community with proximity to footpaths, bike paths and bus stops an important priority.

Whilst accessible, the high number of standalone facilities is to be reconsidered. The clustering of facilities in a single area can help to catalyse connections and collaboration between service providers.



Accessibility and connectivity

Community facilities in Miller have varying levels of accessibility. Whilst generally provided in central locations, close to bus stops, the connections between standalone facilities are poorly lit, in need of maintenance upgrades, and lacking in shade. Some standalone facilities are isolated due to limited visual prominence.

Future facilities are to be walkable, within an environment that is well-lit and secure.

Facilities are to be redesigned to incorporate smart technology.

Designs of the future must ensure spaces cater for all physical accessibility needs as well as ensure participation in programs are not prohibitive in relation to costs for programs and use of spaces.



Usage and utilisation

Community facilities are currently used for a wide variety of activities, sports, gatherings, classes and events. In addition to the variety of playgroups exercise, dance and drama groups and language classes run from the facilities, spaces are also leased to community service providers as office and programming space.

Utilisation and usage varies significantly, with most facilities exclusively leased to community service providers for the provision of programs and office space. As a result spaces are not accessible to the broader community for casual bookings.

Some spaces are highly utilised while others are not, often due to the different approaches from the leaseholders of particular facilities.

The size and design of some spaces, in particular the Miller Library, limits the utilisation as they may not be appropriate for hosting a wide variety of activities.



Quantitative assessment

The quantitative assessment of community facilities identifies the following required to support forecast population growth within the 2168 catchment.

- One integrated multi-purpose community facility of at least 2,000sqm.
- Expansion of the existing library services to meet community needs. Recommended the library is relocated to integrate with other community facilities.
- To meet benchmarks for local community facilities in the catchment, upgrades and expansion of some facilities is required.

05 Review of open space and recreation

The assessment identified 32 sites totalling approximately 70ha of public open space. However, the analysis found that of the approximately 50% of the public open space is land with compromised public open space outcomes. A majority (81%) of public open space sites only have fair or poor passive surveillance with limited street frontage.

Public open spaces need to provide a diversity of activities and settings that are well integrated, with activated street frontages to ensure positive and long-term outcomes. Importantly, access needs to be safe and appealing for all members of the community.

Activating street frontage to public open space means protecting and enhancing pedestrian and shared pathway networks to ensure visual access as well as physical access. It also means enhancing use with increased shade and expanding permeability into public open space along with more crossings and linkage across corridors such as Cabramatta Creek.



An assessment of existing public open space and recreation facilities has been undertaken based on a 1,200m catchment from the Miller Town Centre. This catchment area extends beyond Miller and into surrounding suburbs.

Miller Social Infrastructure Masterplan

Key findings



Distribution and access

Equitable distribution ensures that open space is provided within a reasonable travel time from all residents. *'The ability of residents to gain access to public open space within an easy walk from home, workplaces, and schools is an important factor for quality of life. The geographic distribution of open space is a key access and equity issue for the community.'*¹

In the case of Miller Town Centre, while there is no major public open space integrated into the retail and services zone, there are a number of open space sites on the periphery with the closest being Lady Woodward Park at a walking distance of 80m.

Most residents within the 1,200m catchment area within walking access to public open space. However, the safety of some connections is a concern due to the small width and long nature of the laneways as well as a lack of surveillance.



Quality and surveillance

There was a mixed range of quality across the public open space network. Many open space sites contained good stands of mature natural vegetation and were well maintained. However, park infrastructure lacks consistency and has many ageing elements that require renewal.

Passive surveillance is one of the most important contributors to safety within public spaces. Perceptions of safety influence the nature and extent that people use spaces and places.

A majority (81%) of public open space sites have fair or poor passive surveillance with limited street frontage.



Diversity

Public open spaces need to provide a diversity of activities and settings that are integrated with activated street frontages to ensure positive and long-term outcomes.

Many public open space sites within and around Miller provide similar recreation offerings. The majority of playgrounds are similar in scale and type, and are poorly integrated with the surrounding landscape.



Redevelopment - Michael Wenden Aquatic Leisure Centre

Michael Wenden Aquatic Leisure Centre is a highly valued community facility. It services a broader catchment than Miller, with many users travelling up to 15 minutes to access the various facilities and services offered.

Many components of Michael Wenden Aquatic Leisure Centre are not meeting market needs and are coming to the end of their useable life. As such, it is recommended that a staged redevelopment be progressed to ensure long-term community health and wellbeing outcomes are achieved.

"Providing adequate quantities of open space based on demand should be understood in relation to the quality of the spaces provided. Quality is a key driver of both appreciation and use of public open space. The quality of design and ongoing maintenance and management is critical to attracting use and activating the open space network."²

1 GANSW Greener Places Design Guide Pg 17
2 GANSW Greener Places Design Guide Pg 19

06 Community engagement approach

Engagement with the community has helped to shape the development of this draft Masterplan. Engagement activities and communication tools were designed to be practical and collect meaningful feedback from community service providers and community members.

Engagement commenced in February 2020, and was soon impacted by COVID-19 social and physical distancing rules which limited our ability to meet and connect. To respond to COVID-19 an adapted engagement process was developed, and the engagement period was extended through to the end of May 2020.

55 people provided feedback.

Conversations were rich and deep, and reflected the diverse range of community needs, perceptions and aspirations.

Engagement included:



25 participants in face to face meetings with Council Officers and the 2168 Community Forum (pre-COVID-19)



13 telephone interviews with community service providers



17 responses to the online survey



211 unique visitors to the Liverpool Listens online forum



8,781 people reached on social media, and 111 reactions, likes and shares



69 emails sent to 2168 Forum to share with their networks.



A media release, council e-newsletter and posters to raise awareness

Who we heard from?

Conversations with stakeholders were rich and deep, reflecting the diverse range of community needs, perceptions and aspirations, providing valuable insights. In depth discussions were held with:

- Liverpool City Council officers
- 2168 Community Forum
- Centre for Health Equity Training Research and Evaluation
- CORE Community Services
- Exodus Foundation
- Evolve Housing
- Gooboola Aboriginal Men's Group (NSW Health, SWLHD)
- Hume Community Housing
- Liverpool PCYC
- Michael Wenden Aquatic Leisure Centre
- Miller Library
- New Horizons
- NSW Department of Communities and Justice
- TAFE Services, Miller and Liverpool
- Wesley Mission

What we heard...

The Miller community is strong and resilient, with pride in the history and diversity of the area.

Community members value and respect Miller as a local centre, its location and the multiple services available. The majority of existing users are from Miller or the 2168 area.

Local community organisations and service providers are highly valued and respected in the community, and play a critical role in creating a sense of community belonging.

Michael Wenden Aquatic Centre, Miller Library and Miller Community Centre are the most commonly used facilities, each being used for communities to connect, exercise, study or 'hang out'.

The majority of people would like to see upgrades and improvements to current community facilities in Miller. Facilities are considered to be aging, limited in space and size.

Stakeholders and the community aspire for social infrastructure that is:



Connected, the concept of a community hub or multi-purpose facility is well supported.



Inclusive, recognising space is required for the diverse community, whilst acknowledging certain groups have specific needs.



Varied, people like formal and informal spaces to connect, recreate and 'hang out'. The concept of having formal community meeting spaces and an informal 'community lounge' is supported.



Accessible, people want spaces to remain open longer and sought improved access for people with specific needs.



Affordable, free or cheap access to services, programs, facilities and space is important for the Miller community, and is seen as a barrier to existing use.



Activated, some community members referenced travelling outside of Miller to access services that are bigger and more activated. Safety is a concern for vulnerable community members.



Tech-savvy, includes access to Wi-Fi, computers, printers, copiers etc. Many Miller residents do not have access to these at home. Local organisations would like to see better integration of systems and supported shared resources.







Green, local parks were identified as important spaces for community and family connection. People want to see well-lit open space with seating, trees and play/exercise equipment.

07

The Masterplan

Masterplan Principles

 <div>Active streets & spaces</div>	 <div>Community living room</div>	 <div>Connected & inclusive</div>	 <div>Health & wellbeing for all</div>
<p>Provide a range of multi-functional and adaptable streets and spaces, allowing open and active place based experiences that respond to the character of Miller. Sharing of spaces for all user groups and service providers, creating active and efficient use of resources.</p> <p>The co-location of community buildings, services and open space can provide improved accessibility, improved activation and use.</p>	<p>Putting people first, the transformation of public spaces in Miller will be guided by a unique and unified design theme in the delivery of social infrastructure.</p> <p>A suite of public domain furniture and objects will reflect the community aspirations of Miller.</p> <p>The community living room will provide a safe and integrated, technologically smart and aesthetically pleasing series of spaces for the community to gather and connect.</p>	<p>A great strength of Miller is the local community network including dedicated service providers.</p> <p>Social infrastructure is to be designed for everyone and be accessible to all, regardless of age, ability, socio-economic status or ethnicity.</p> <p>Revitalised spaces and places will enable effective, high quality service delivery, building existing strengths and supporting the inclusive community.</p>	<p>Population growth is supported by accessible, affordable and responsive social infrastructure.</p> <p>Safety and security will be enhanced through a coordinated approach.</p> <p>Convenient facilities, with enhanced connections will encourage play and exercise.</p> <p>Equitable access through distribution, design and management will encourage pride and enhanced community identity for Miller.</p>



Miller Social Infrastructure Masterplan

Strategic Opportunities

It is very important on a local scale to have connections to key destinations in the wider context. By using the existing pedestrian and cycle network and introducing new extended links to make the continuous connections possible. With the focus on safety by using clear visual landscape tree connections and in most cases adjoining the tree canopies to have an increased contribution to ecological value.

One of the key principles is to decrease the urban heat island effect by increasing tree canopy cover not only in Miller Square but also on the proposed wider connections.

Connecting to and from Miller Square into the wider cycle and pedestrian network will enhance social interaction between a wider age profile in the area and create active transport opportunities to and from local schools. By creating recreational nodes along the pedestrian and cycle network that lives out towards the creek will create improved safety through passive surveillance.

Permeability into Miller Square is very important as well as the immediate connections to the shopping center creating a safer environment.

Legend

Site Location	Miller suburb area
Public Open Green Space	Local Proposed Connections
Schools	Green streets linking to key destinations
Miller Central Shopping Mall	Key Corridor
Existing Cycle/ Pedestrian Link	Potential recreational activation along open space corridor
Proposed Cycle/ Pedestrian Link	



Opportunities



Consolidate multiple facilities into a unified community centre

Working with all land owners, develop a shared vision for Miller Square around an improved public domain and a purpose built community hub, enhancing the role and function of Miller Square.



Use of residual land

Provide local embellishments and enhanced community garden opportunities, which establish local spaces with visual connections. Working with landowners, ensure future redevelopment of social housing is design led, resulting in optimal placemaking outcomes.



Series of well defined/programed spaces

A 'landscape first' approach to connect key community and recreation facilities is supported. Diversification of free outdoor opportunities is explored through the introduction of low maintenance park infrastructure.



There is the opportunity to relocate Lady Woodward Park while retaining existing trees along the southern boundary. This will allow for greater activation in the heart of Miller.



There is an opportunity for a staged redevelopment to ensure long-term community health and wellbeing outcomes are achieved. The staged approach will seek to retain infrastructure that has been deemed to be in good or reasonable condition whilst providing new, well-integrated facilities that meet community demands and industry trends.

Miller Social Infrastructure Masterplan

Precinct Masterplan

Legend

- 1 Envisioned Miller Shopping Centre with open and active edges
- 2 New proposed Miller Square
- 3 Creating recreational spaces that connect into the green corridor catering for all age groups
- 4 Proposed increase of urban tree canopy on precinct scale that connects and identifies key connection corridors
- 5a Additional 2 indoor courts and new timber sprung floor to existing courts as part of stage 2 redevelopment of MWALC
- 5b Future waterplay area / splash park and redevelopment of 50m pool under stage 2 works
- 6 Opportunity to create larger sport facility precinct. Investigate amenities and lighting upgrades in line with assess management plans.
- 7 Multiuse area for community events
- 8 Screening planting of backyard fencing to limit graffiti at the north of Cartwright Ave and south of Shropshire St
- 9 Consolidate signage and upgrade playspace in line with assess management programs at the south of Cartwright Ave
- 10 Using a landscape first approach to create series of well defined spaces that are connected to key community and recreational facilities
- 11 Use residual land to provide local embellishments and enhanced community garden opportunities, and establishing local spaces for community to connect
- 12 Youth-focused spaced at McGirr Park. Opportunities for adventure play and obstacle play space under stage 2 works.
- 13 Demolish cottage and relocate service to Miller Square
- 14 Health and fitness Centre under stage 1 works.
- 15 Opportunities for multipurpose rooms with carpark under. Improve pathways as a linear park with increased activation that assist a sense of safety and encourage community use
- 16 Proposed Carpark
- 17 Proposed program space
- 18 Stage 1 community hub and park
- 19 Stage 2 integrated square
- ↔ New well defined connections to the broader pedestrian / cycle network
- ↔ New pedestrian orientated axis connection from Miller Shopping Centre to Miller Square. Focus on safety and visual connections with open and ease of accessibility.
- ↔ Key creek corridor connections

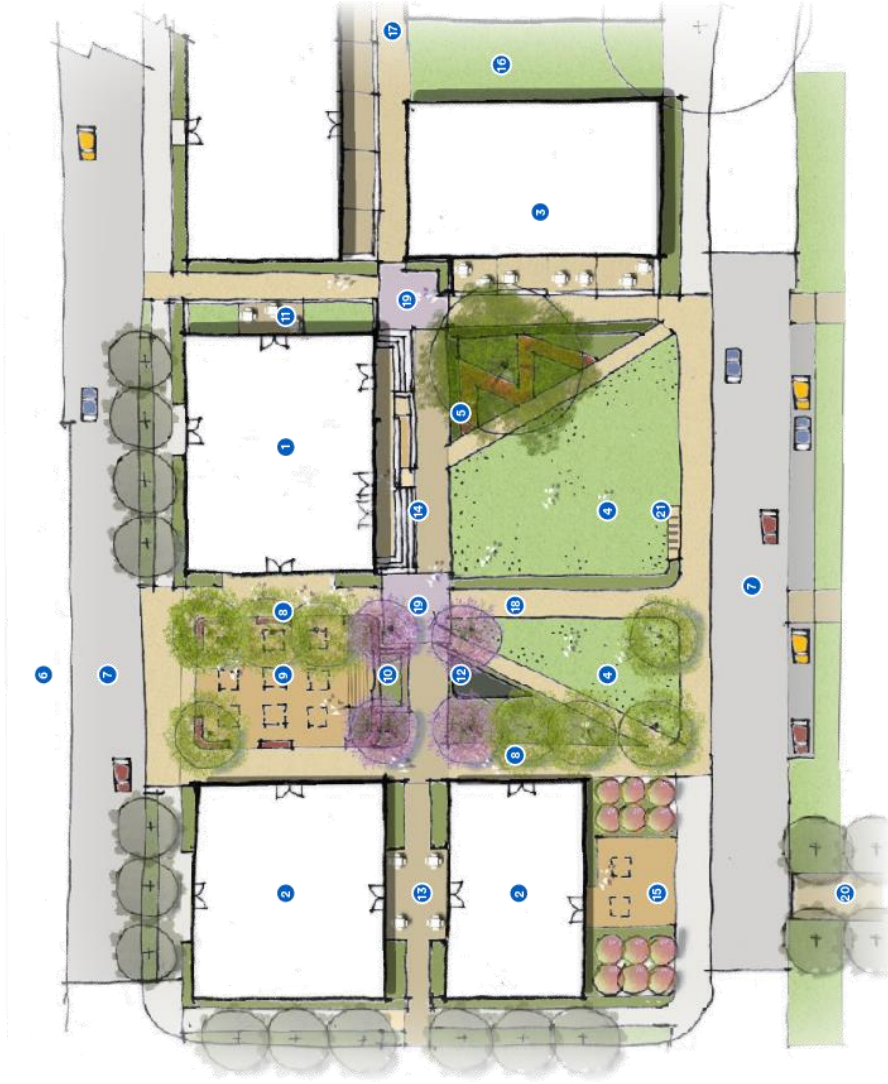


Miller Social Infrastructure Masterplan

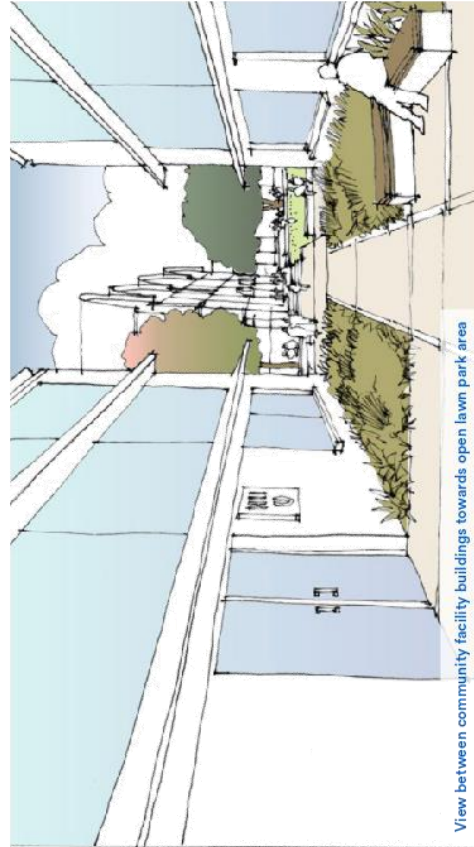
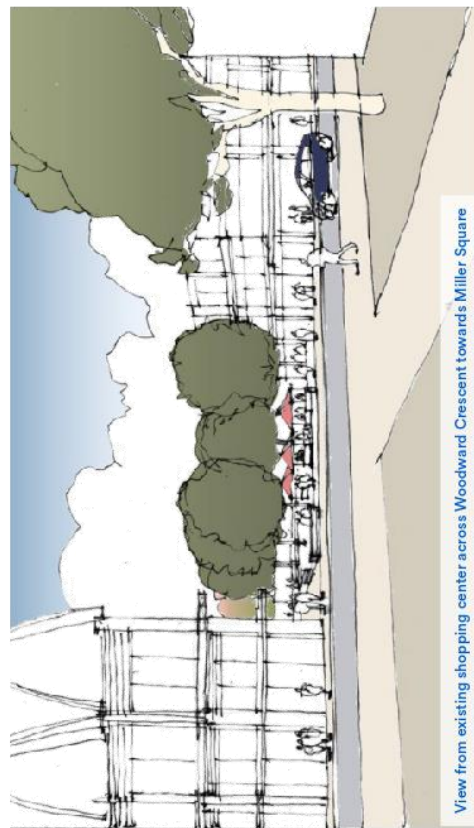
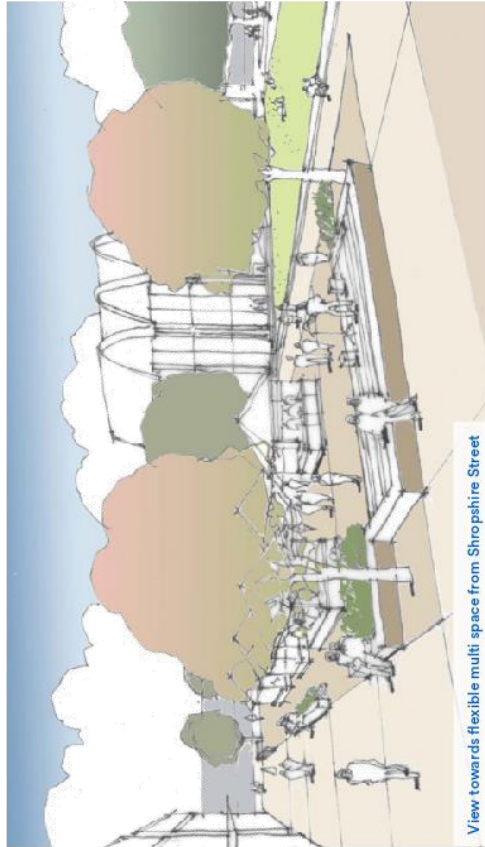
Miller Square Precinct

Legend

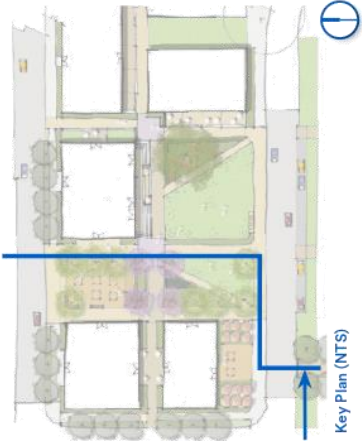
- 1 New Library with community facilities
- 2 Community Services
- 3 New Social Housing with creative hub spill out areas
- 4 Relocated central open park area
- 5 Multi-aged play ground / Seating around feature tree
- 6 Miller Shopping Centre
- 7 New pedestrian friendly space with raised crossing to Miller Square
- 8 New open and connected axis into Miller Square with boulevard of trees. Circulation open and clear visual connections with lighting.
- 9 Shared shaded seating zone with multi-purpose space / markets
- 10 Stage area
- 11 Break out space
- 12 New Shelter
- 13 Social corners / spill out areas with planting
- 14 Steps with ramp in front of Library not publicly accessible
- 15 Arrival park with recreational activities and accessible
- 16 Safe social housing recreational spaces
- 17 Existing trees to be retained
- 18 Planting and seating wall
- 19 Opportunity for public art or feature lighting
- 20 Using a landscape first approach to create series of well defined spaces that are connected to key community and recreational facilities
- 21 Potential bicycle location promoting active transport



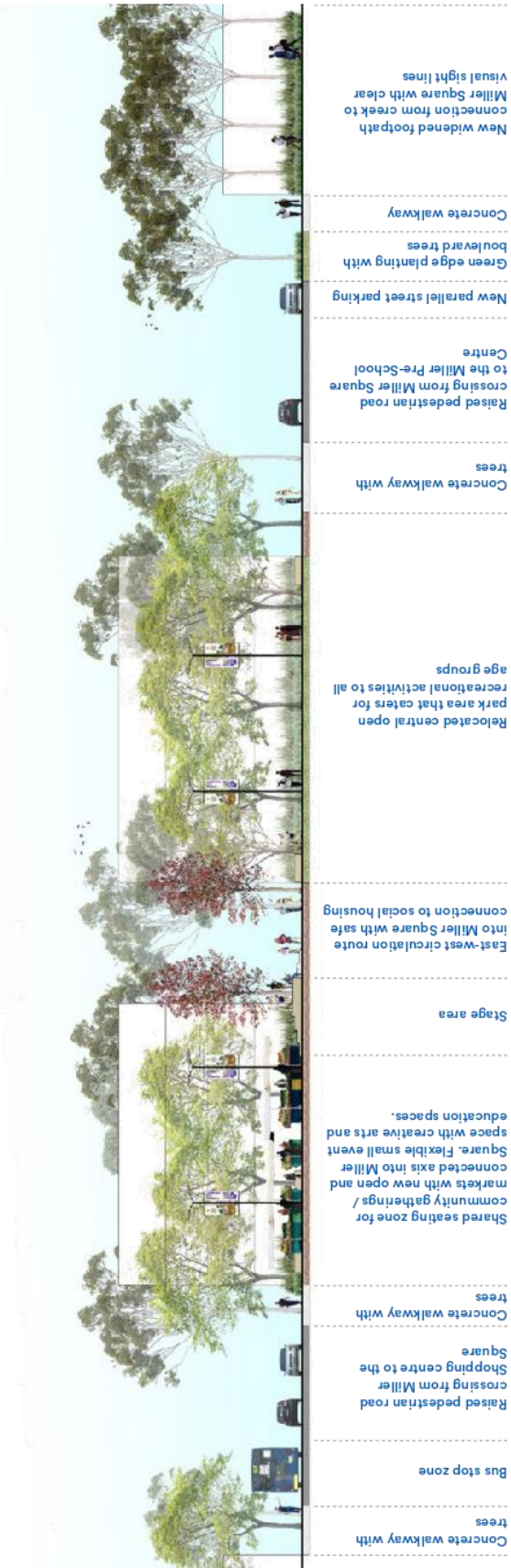
Perspectives



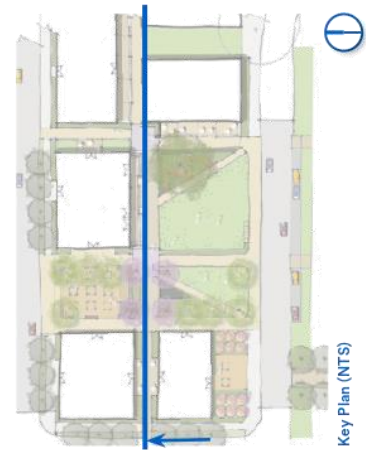
Sections



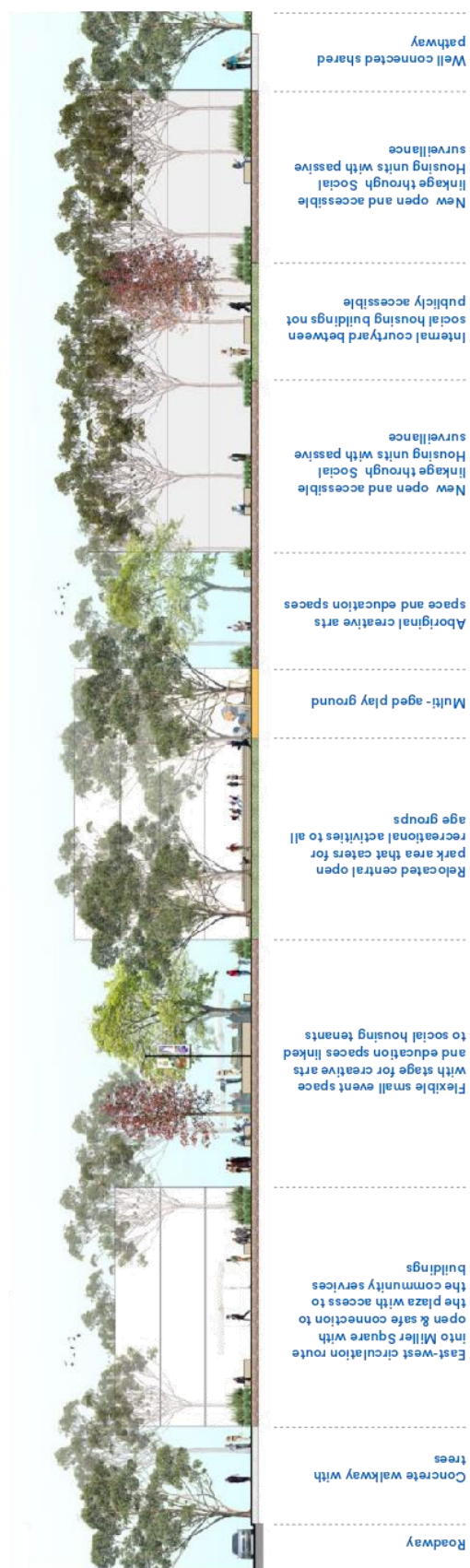
North-South



Miller Social Infrastructure Masterplan



East-West



Precedents



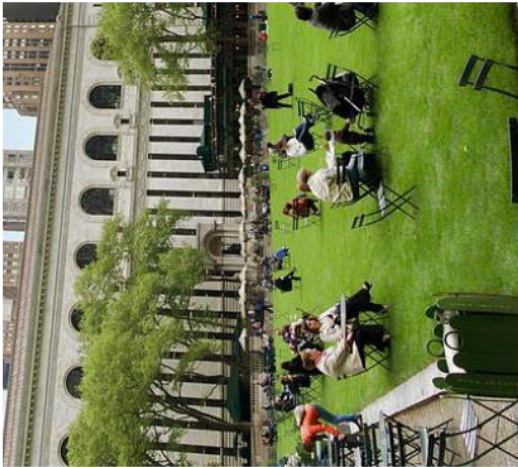
Plaza space in front of library



Town centre open lawn area



Opportunities for aboriginal artworks



Town park with balance of hardscape and softscape



Pedestrian friendly environment with landscape and visual amenity



Flexible space for weekend market



Opportunities for creek corridor activation and connection



Maximising opportunities for winter sun and summer shade



Mini plaza with opportunities for socialising



Green link with canopy trees between spaces



Building frontage activation



Plaza with seating and market space opportunities



Playground opportunities



Landscape amenity with seat along the garden bed

Planting selection

Feature trees



Fraxinus raywoodii
Claret Ash



Tristaniopsis laurina
Water Gum



Pyrus calleryana 'Capital'
Ornamental Pear



Corymbia maculata
Spotted Gum



Magnolia grandiflora 'Little Gem'
Little Gem Southern Magnolia



Eucalyptus moluccana
Grey Box

Native trees



Dodonea viscosa
Hopbush



Rhaphiolepis indica 'Cosmic Pink'
Indian Hawthorn



Bursaria spinosa
Australian Blackthorn



Westringia 'Wyn Gem'
Westringia Wynabbie Gem

Ornamental shrubs



Carex appressa
Tall Sedge



Ficinia nodosa
Knobby Club Rush



Lomandra longifolia 'Nyalia'
Lomandra Nyalia



Juncus usitatus
Common Rush

Ornamental groundcovers/grasses



Cerastium tomentosum
Snow in Summer



Dianella tasmanica 'Blaze'
Dianella Blaze



Dichandra repens
Kidney Weed



Diets grandiflora
Diets Wild Iris



Rhaphiolepis indica 'Snow White'
Snow White



Pennisetum alopecuroides
'Pennstripe'
Pennstripe



Liriope muscari
'Dwarf'
Liriope Dwarf



Lomandra longifolia
'Tanika'
Lomandra Tanika



Themeda australis
Kangaroo Grass



Rhodanthe anthemoides
Paper Daisy

THIS PAGE INTENTIONALLY LEFT BLANK

08 Miller Square staging



1. Council Land

This option proposes redevelopment of Council land. Providing a new multi-purpose community centre with enhanced connectivity to Lady Woodward Park. Dr Cr O'Brien Hall is to be reimaged and repurposed, integrating a new library space. Activated edges create stronger links to broader social infrastructure in Miller.

GFA	2,123m ² (estimated at 80% efficiency)
Miller Square	1,213m ² <small>*Not including the area of Lady Woodward Park (1,260sqm)</small>



2. Integrated Square

Working with NSW Health this option will see the delivery of upgraded community facility spaces connected by a revitalised Miller Square. Unlocking increased floor space this option provides opportunity to cater for long term population changes. Upgrades to the Woodward Crescent streetscape will support the revitalised Miller Square.

GFA	5,197m ² (estimated at 80% efficiency) additional 3,074m ² with NSW Health
Miller Square	1,413m ² additional 200m ² <small>*Not including the area of Lady Woodward Park (1,260sqm)</small>



3. Integrated Square & Park - Final Masterplan

Miller Square is to be transformed into a linear pedestrian boulevard, supported by local street upgrades. Council in collaboration with NSW Health and NSW Land and Housing Corporation will support stronger connections between the community and users of Miller social infrastructure through the provision of a safer and activated Miller Square, relocating Lady Woodward park into a central location supported with new community facility buildings and revitalised residential dwellings.

GFA	5,437m ² (estimated at 60-80% efficiency) additional 240m ² with NSW Land and Housing
Miller Square	3,985m ² additional 2,572m ² <small>*Including the area of the relocated Lady Woodward Park</small>

1. Council Land

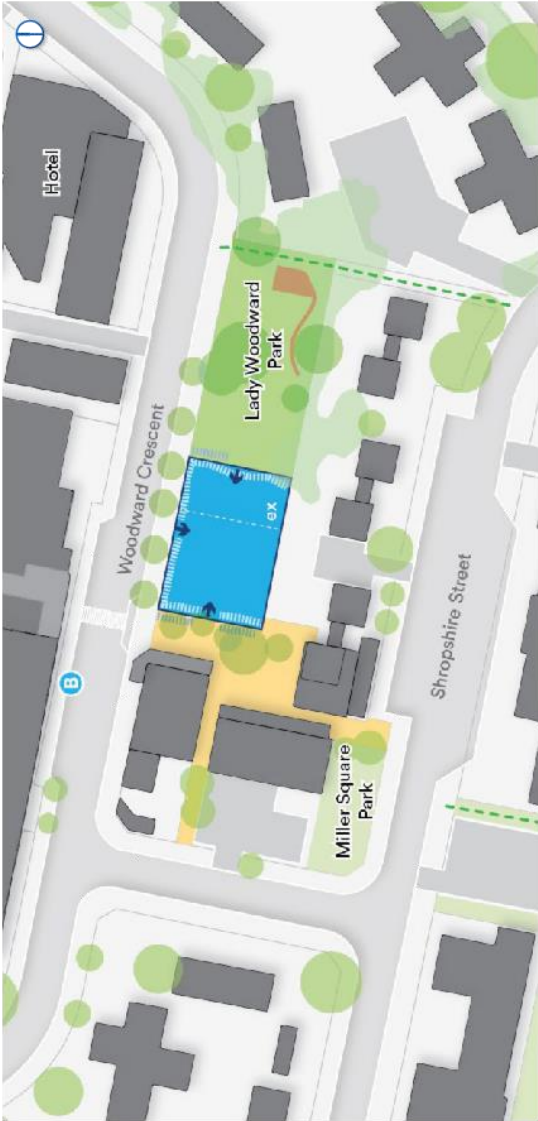
This option proposes to develop a new multi-purpose community centre on council land. Dr Cr O'Brien Hall is to be reimaged and repurposed. A new library space is to be integrated within the revitalised centre. Stronger links to the open space network will be supported through activated edges and continuous frontages for Miller Square and Woodward Crescent. The object building, connected to Lady Woodward Park will enhance the community presence, maximise usage and improve the open space network.

The creation of a landmark facility will enhance the civic space. Opening up and activating the ground level space ensures the streets become safer for the community. Transparent design will ensure the street and shared spaces are negotiable to users.

The design is to be responsive to individual and cultural needs with the final design required to create functional, harmonious, and inspiring collection of spaces for the community to enjoy.

GFA	2,123m ² (estimated at 80% efficiency)
Miller Square	1,213m ² <small>*Not including the area of Lady Woodward Park (1,260sqm)</small>

Legend
● Library, community lounges and community hall



Integrated multi-purpose facility
Library as focal point
Reimagined hall and creative arts space



The library acts as an "anchor" for the multi-purpose facility with the 4 level building integrated with surrounding public open space. Adaptable programming space to be provided to include library programs such as storytime, space for arts and creative programs, meeting room space for support services and referral services, as well as adaptable space for education and learning programs. Activated ground level will include café space with open entrance points and informal undercover meeting spaces. Facility uses include a new library (1,500sqm), two large adaptable meeting room spaces, new hall space with adjoining kitchen for education and event use, accessible bathroom facilities, space for Budiyari Miller Health Centre, as well as a new music studio and arts and creative spaces.

Legend
● Library, community lounges and community hall

2. Integrated Square

Working with NSW Health this option will see the delivery of an enhanced Miller Square, with surrounding community facility buildings providing shape to a focal point of positive public space in Miller Square.

The three buildings will be woven together by a common and consistent thread, considering colour, design and usage. Continuous frontages and activation of uses at the ground level will create enhanced vibrancy and safety for the community. Consideration can be given to enhanced activation of the ground level space through facilitation of retail, focusing on café and restaurants, with enhanced outdoor dining experiences during both day and night.

Unlocking increased floor space this option provides opportunity to cater for long term population needs. Upgrades are to occur to Miller Square as well as the Woodward Crescent streetscape.

GFA	5,197m ² (estimated at 80% efficiency) additional 3,074m ² with NSW Health
Miller Square	1,413m ² additional 200m ² <small>*Not including the area of Lady Woodward Park (0.250sqm)</small>

Legend

- Library, community lounges and community hall
- Health and wellness, including Aboriginal health services



Three interwoven buildings
Common landscaping thread
Flexible and adaptable public domain



Incorporate of Budyari Miller Community Health Centre on western side of Miller Square. Expansion of library spaces and community meeting room spaces to allow for large board room space. Incorporation of space for Sisters of Charity outreach program. Additional space provided for casual drop-in childcare services. Incorporation of space for specialist health services, such as dental facilities, health screening and blood pressure and diabetes testing. Dedicated manager to coordinate use and management of spaces throughout Miller Square.

Legend
● Library, community lounges and community hall
● Health and wellness, including Aboriginal health services

3. Integrated Square & Park - Final Master Plan

Working with NSW Health and NSW Land and Housing Corporation Miller Square will be transformed into a linear pedestrian boulevard. With the creation of strong north-south and east-west connections, the revitalised Square will provide a recognisable connection point to unify social infrastructure more broadly within Miller.

New community facility buildings are to be provided on all sides of Miller Square, woven by a common design thread and usage patterns.

The incorporation of NSW Land and Housing allows for the development of three new residential buildings, incorporating community facility space at the ground level, resulting in improved safety, security and connectivity throughout the site.

Upgrades are to occur to Lady Woodward Park which has been relocated, Miller Square and the Woodward Crescent and Shropshire streetscapes.

Sustainable design is a key objective with the overall building form and aesthetic to express key values of the Miller community.

GFA	5,437m ² (estimated at 60-80% efficiency) additional 240m ² with NSW Land and Housing
Miller Square	3,985m ² additional 2,572m ² <small>*including the area of the relocated Lady Woodward Park</small>

- Legend
- Library, community lounges and community hall
 - Health and wellness, including Aboriginal health services
 - Creative arts and education spaces
 - Social housing



Fully integrated Miller Square
Centralised public park
Expanded creative arts hub

Additional education program space, with expanded creative arts hub. Three unique zones. First zone for library, community lounges and community hall and offices. Second zone for health and wellness, including Aboriginal health services. Third zone for creative arts space and education spaces, linked to social housing tenants. All three zones unified through the reshaped public domain.






- Legend
- Library, community lounges and community hall
 - Health and wellness, including Aboriginal health services
 - Creative arts and education spaces
 - Social housing

09





Action plan

To meet community needs now and in the future, a series of recommendations and actions have been proposed to ensure the future social infrastructure for Miller is an accessible and adaptable network of community facilities, providing innovative and sustainable spaces to support community wellbeing. Recommendations have been made based on short term (within two years) and long term (2+ years) prioritisation. Some actions are ongoing as strategies and frameworks are developed and undergo continual evaluation. The priorities are flexible with opportunity to review following Council assessment.





As the masterplan takes shape it is recommended that Liverpool City Council incorporate the following recommendations and actions into broader council strategies, to assist in the delivery of the key principles.

As the masterplan takes shape it is recommended that Liverpool City Council incorporate the following recommendations and actions into broader council strategies, to assist in the delivery of the key principles.		<div>● Delivers on masterplan principle</div> <div><div><div></div><div></div><div></div></div><div>Short term</div><div><div></div><div></div><div></div></div><div>Medium term</div><div><div></div><div></div><div></div></div><div>Long term</div></div> <div>Health & wellbeing for all</div> <div>Connected & inclusive</div> <div>Community living room</div> <div>Active streets and spaces</div>			
Action		Project timing		  	
Facilities and Spaces					
Strategy 1: Undertake short term upgrades to existing community facilities in Miller to improve their quality, capacity and utilisation.					
1.1	Upgrade Dr CR O'Brien Hall to improve utilisation and flexibility of existing space, and programmed use of space, opening and enhancing connection to adjoining open space.	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>
1.2	Upgrade Caretaker Cottage and repurpose existing space to provide supplementary space that supports future activities associated with Michael Wenden Aquatic Centre.	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>
1.3	Retain and enhance quality of Miller Senior Citizens Centre to increase utilisation by a broader range of community members, focus on local enhancement and improved amenity.	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>
1.4	Retain Liverpool PCYC and explore opportunities to increase utilisation to be explored. Review of programs and activities and discussion of programming with Miller service providers.	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>
1.5	In the longer term, identify opportunities to rationalise the following facilities to support the funding of a new integrated multipurpose facility: <ul style="list-style-type: none">- Dr CR O'Brien Hall- Caretaker Cottage- Budyari Aboriginal Health Centre- Miller Community Centre	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>






















































Miller Social Infrastructure Masterplan

Action	Project timing				
Strategy 2: Plan, design and deliver a new integrated multi-purpose community facility in Miller, including a new library					
2.1 Work with NSW Health to undertake detailed design and planning for a new multi-purpose community facility, of at least 2,000sqm, within Miller Square, close to Miller Central Shopping Centre. The facility will include a diversity of spaces, including: - Space for unprogrammed activities, such as a community lounge that contains WiFi access, - Expanded library spaces, - Consultation rooms for service providers, - Larger flexible spaces for provision of education, cultural, creative and other community-based programs. These spaces can be hired and shared by different community service providers.	Short - Long term	●	●	●	●
2.2 Deliver a new library for Miller within the new multi-purpose facility in Miller Square. This facility will operate as a dynamic, cultural hub, with a flexible design to enable multi-purpose use. The co-location of the library floorspace and other spaces will operate as a community hub, connected to other social infrastructure and community-focused services in Miller.		●	●	●	●
2.3 Develop a library services plan for the relocated and expanded Miller Library.		●	●	●	●
2.4 Formalise agreement with agencies to share resources and collaborate funding opportunities.		●	●	●	●
2.5 Undertake comprehensive community consultation to review staging and outcomes.		●	●	●	●
Strategy 3: Effectively integrate social infrastructure within Miller, to improve visual amenity, permeability and accessibility.					
3.1 A public domain master plan is to be developed through the Liverpool Council City Design and Public Domain team.		●	●	●	●
3.2 Master planning of Miller Town Centre to include well integrated, high quality, well distributed open space including a district level town centre park. Master planning should seek to ensure open space areas are 'opened' up by increasing active frontages. Opportunities should increase visible access and passive surveillance through increased road frontage or expansion of adjacent public spaces.		●	●	●	●
3.3 Develop a 'landscape first' masterplan for the Cabramatta Creek Corridor that seeks to connect key community and recreation facilities and provides for safe and activated recreation opportunities. The masterplan for Cabramatta Creek is to increase connectivity between residential areas and green space through enhanced permeability of and through green spaces. The master plan will link and help deliver Council's Bike/Active Transport Plan as well as the NSW Government's priorities for establishing green networks – a "green grid" – throughout Sydney.	Short – long term	●	●	●	●
3.4 Ensure future site-based master or concept planning for public open space is undertaken through engagement with the local community and incorporates principles of Crime Prevention Through Environmental Design (CPTED) for improving safety in the built environment.		●	●	●	●
3.5 Diversify free outdoor recreation opportunities for young people through the introduction of low cost and low maintenance park infrastructure, such as multi-use outdoor courts, a parkour / calisthenics course etc.	Short – long term	●	●	●	●
Strategy 4: Identify increased play opportunities					
4.1 Increase the diversity of play opportunities, ensuring that adjacent play spaces offer different play experiences. The development of an overall local play strategy will guide replacements in line with asset renewal programs and direct a number of initiatives including consideration of "7 senses" play spaces, nature play, playable streets and play pathways.		●	●	●	●

Miller Social Infrastructure Masterplan

Action	Project timing				
4.2 Provide a nature play focused space at the northern side of Bradshaw Park, Busby Road.	<div><div></div></div>	●	●	●	●
4.3 Provide a new play space at Johnson Park, Busby aimed at older children between 8-12 year olds.	<div><div></div></div>	●	●	●	●
4.4 Provide youth-focused space at McGirr Park. This could be a collaboration project with Liverpool PCYC and surrounding schools and include elements such as an obstacle style play space / course, bouldering, parkour and socialising space. This should only be progressed if strong levels of passive surveillance and integration can be achieved.	<div><div></div></div>	●	●	●	●
4.5 Investigate the provision of a new play space west of Cartwright Avenue and south of Cabramatta Creek. Sites could include Yampi Park or along Mawson Drive.	<div><div></div></div>	●	●	●	●
4.6 Apply the NSW 'Everyone Can Play' guidelines to the development of an overall strategy and in designing any new or refurbished play spaces.	Ongoing	●	●	●	●
4.7 Review play space distribution and provision across the study area to improve the focus on equitable distribution of quality play spaces and diversity of play. This could include the combination of two sites into a larger single site providing better access and more opportunity for community interaction. Where there are overlaps in access/ distribution, consider the reallocation of play spaces to areas with no access.	<div><div></div></div>	●	●	●	●
Strategy 5: Collaborative partnerships to revitalise assets in Miller to improve their quality, accessibility and activation.					
5.1 Work with NSW Land and Housing Corporation to ensure any redevelopment of social housing achieves optimal placemaking outcomes. Open space quality, safety, access and diversity should be a focal point of any social housing redevelopment, with high levels of passive surveillance to support activation and the optimum use of social infrastructure and services networks.	<div><div></div></div>	●	●	●	●
5.2 In collaboration with NSW Land and Housing Corporation, identify any opportunities to deliver new and enhanced social infrastructure through redevelopment of social housing assets in Miller.	<div><div></div></div>	●	●	●	●
5.3 Collaborate with NSW Health to deliver enhanced social infrastructure facilities and services in Miller Square that meet community needs.	Short – long term	●	●	●	●
5.4 Work with surrounding landowners and operators, in particular the Miller Central Shopping Centre, to redefine layout in order to create improvements to shared streets and spaces that holistically integrate with Miller Square.	<div><div></div></div>	●	●	●	●
Strategy 6: Improve wayfinding and accessibility throughout the Miller Town Centre					
6.1 Improve wayfinding throughout and around the Miller Town Centre. Enhance naming and identification of public spaces and consider ways to create a distinct character for each site through design features	<div><div></div></div>	●	●	●	●
6.2 Audit all pedestrian path networks for access compliance, and undertake improvements to ensure increased accessibility for those with mobility challenges.	<div><div></div></div>	●	●	●	●
6.3 Develop a Sustainable Urban Mobility Plan.	<div><div></div></div>	●	●	●	●

Miller Social Infrastructure Masterplan

Action	Project timing				
Activation, programming and placemaking					
Strategy 7: Deliver new streetscapes, street furniture and spaces to enhance the character and activation of Miller					
7.1 Introduce a design palette that provides consistent park furniture that is robust and appealing. This palette is to reflect the character of Miller and the broader Liverpool community					
Strategy 8: Implement CPTED principles to enhance safety outcomes					
8.1 Ensure future planning for open space, recreation and community facilities is undertaken through engagement with the local community and incorporates safer by design or Crime Prevention through Environmental Design (CPTED) principles.	Short – long term				
8.2 In collaboration with key stakeholders, Council to lead the preparation of a Crime Prevention Strategy aimed to improve safety outcomes, prevent and minimise crime risks, and target local crime issues.					
Strategy 9: Increase green infrastructure (including street trees and green screen planting) to reduce urban heat and enhance visual amenity.					
9.1 In collaboration with other agencies, investigate the need and opportunity for the establishment of a community garden.					
9.2 Develop and implement a street tree strategy for Miller and surrounding suburbs to enhance visual amenity and reduce urban heat. This will also encourage greater walking and cycling.	Short – strategy development Long – implementation				
9.3 Identify locations where green screen planting along fence boundaries will improve aesthetics without compromising passive surveillance. This will enhance visual amenity and reduce vandalism opportunities.					
Strategy 10: Develop a placemaking policy and action plan with an emphasis on low cost, innovative actions					
10.1 Implement a placemaking plan that identifies planning and engagement activities for parts of Council and its partners responsible for the design and management of public places in Miller. Projects should be innovative, collaborative and encourage the application of healthy placemaking principles. Collaborative partnerships are to be explored between Council and local user groups and service providers, to create physical improvements to the public domain.	Short – long term – ongoing				
10.2 Prepare a creative and cultural events calendar that supports the utilisation of public space for delivery of events and programs, building on the success of existing events, e.g. Miller Community Christmas Party.	Ongoing				
10.3 Collaborate with relevant agencies and organisations to develop a range of public space activation activities. This could integrate community support programs such as youth intervention, community health, social enterprise into key locations such as Miller Park and Miller Square.					
10.4 Seek to introduce new programs and activities that aim to increase use of open space. For example, establishing community walking groups, offering group fitness classes, investigating the establishment of a new Parkrun at Miller etc.					
10.5 Provide a supportive community health and fitness program through encouraging fitness and exercise providers, such as personal trainers, to use specific open space areas at no or discounted rates.	Short – long term				

Miller Social Infrastructure Masterplan

Action	Project timing			
Strategy 11: Increase opportunities for community members in Miller to participate in sport and exercise				
11.1 Explore shared use or other opportunities for integration of sport fields and open space with schools in the area including Miller Technology High School and Miller Public School. Agreements may involve shared funding of amenities or other infrastructure to enable community use.	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
11.2 Explore opportunities with Little Athletics NSW and Athletics NSW to establish a new club at Edwin Wheeler Reserve where athletics infrastructure already exists.	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
11.3 Increase the capacity of Ron Darcy Reserve and McGirr Park Oval through the provision of new lighting that will enable longer hours of use.	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
11.4 Upgrade amenities in line with asset management plans and incorporate best practice design to include female friendly/gender neutral principles as well as state sporting organisation guidelines.	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
Monitoring and evaluation				
Strategy 12: Develop evaluation framework for implementation of Miller Social Infrastructure Masterplan.				
12.1 Develop an evaluation framework for the master plan to track its progress over time, through identifying key social outcomes, indicators and targets that will be applied to understand impacts of implementation.	Ongoing	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
12.2 Collaborate with service providers to identify evolving community needs and priorities, to inform the future design and delivery of social infrastructure in Miller.	Short – ongoing	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
Strategy 13: Explore opportunities to undertake HIA with NSW Health.				
13.1 Evaluate the likely health impacts of the Miller Social Infrastructure Masterplan in the community through undertaking a Health Impact Assessment in collaboration with NSW Health, with a view to maximising positive health outcomes over time.	<div><div></div></div>			

Miller Social Infrastructure Masterplan

1.1 Site specific public open space opportunities

Site specific recommendations have been made based on short term (within two years) and long term (2 + years and ongoing) prioritisation. Prioritisation has been made based on desktop assessment that considered potential asset condition, opportunity impact and proximity to the Miller Town Centre. The priorities are flexible with opportunity to review following Council assessment.



Site Name	Suburb	Function	Hierarchy	Opportunities	Priority
Jersey Park	Busby	Park	Local	<ul style="list-style-type: none"> - Consolidate signage - Provide pathway to current alignment of desire line - Lift the canopy on the trees to adjoining property (west) to increase visibility through the park and improve a sense of safety for users - Replace wheelie bin with park furniture bin 	Short term
Lady Woodward Park	Miller	Park	Local	<ul style="list-style-type: none"> - Enhance existing green screen planting - Provide greater spaces for socialising – seating and shelter - Consolidate signage - Replace wheelie bin with park furniture bin - Increase lighting 	Short term
Miller Square Park	Miller	Park	Local	<ul style="list-style-type: none"> - Redesign to improve connectivity - Consider community focused activations (such as pop up events, artist workshops, etc) 	Short term
Johnson Park	Busby	Park	Local	<ul style="list-style-type: none"> - North south footpath connection - Provision of local playground - Seating - Landscape enhancements - Public art opportunity 	Short term
Ron Darcy Oval	Miller	Sportsground	District	<ul style="list-style-type: none"> - Consider joint use proposal with adjoining school to create larger sport facility precinct - Investigate amenities and lighting upgrades in line with asset management plans 	Short term
Gabor Park	Sadleir	Park	Local	<ul style="list-style-type: none"> - Provide bollards and maintenance gate to prevent unauthorised access - Green screen planting along fence lines - Increase lighting - Lift the canopy on the trees along the western edge to increase visibility through the park and improve a sense of safety for users - Upgrade pathways and consider inclusion of public art / place making 	Short term
Costa Park	Busby	Road Reserve	Local	<ul style="list-style-type: none"> - Re-align pram ramp on south side - Provide street tree planting - Landscape improvement with low shrub and garden species 	Short term
McGirr Park	Cartwright	Sportsground	District	<ul style="list-style-type: none"> - Enhance capacity of sporting facilities though lighting and amenity upgrades - Provide youth focused play that is highly visible, activated and integrated with landscape and surrounding users such as the PCYC. 	Short term


Miller Social Infrastructure Masterplan

Site Name	Suburb	Function	Hierarchy	Opportunities	Priority
Bradshaw Park	Bradshaw	Bushland	Local	North of Cartwright Ave: - Playspace near Coolong Street. Nature focused - Green screen planting of backyard fencing to limit graffiti South of Cartwright Ave: - Consolidate signage - Upgrade playspace in line with asset management programs South of Shropshire Street: - Green screen planting	<div><div></div></div>
Cabramatta Creek	Cartwright	Riparian Corridor	District	- Develop a masterplan that aligns with the Liverpool Bike Plan and the Government Architect's Green Grid - Masterplan is to connect key destinations and provide a range of outdoor recreation opportunities.	<div><div></div></div>
Skillinger Park (East)	Busby	Park	Local	- Green screen planting along fence lines - Investigate pathway connecting Angus Place to Guernsey Street (topography may prohibit this) - Allow for pedestrian access whilst controlling prohibited use	<div><div></div></div>
Skillinger Park (West)	Busby	Park	Local	- Green screen planting along fence lines - Provide pathway connecting Alexandria Place to Guernsey Street - Allow for pedestrian access whilst controlling prohibited use	<div><div></div></div>
Edwin Wheeler Reserve	Sadleir	Sportsground	District	- Carpark - line marking and wheel stops - Landscaping around playground / enhance shading from western sun - Recreation trail along riparian corridor - Other facility requirements pending consultation with sport user groups	<div><div></div></div>
Miller Park	Miller	Park	Neighbourhood	- Consider activation programs - Place making, public art and way finding to be considered	<div><div></div></div>
Yampi Park	Cartwright	Park	Local	- Green screen planting - Bollards to prevent vehicular access - Consider local playground - Landscaping	<div><div></div></div>
Morgan Park	Miller	Park	Local	- Remove play space due to proximity to Miller Park - Pathway and pram ramps - Landscaping including shade tree planting	<div><div></div></div>
Charter Park	Sadleir	Park	Local	- Green screen planting - Landscaping - Replace and re-align pathway - Bollards to prevent vehicular access	<div><div></div></div>

Miller Social Infrastructure Masterplan

Site Name	Suburb	Function	Hierarchy	Opportunities	Priority
Knox Park	Miller	Park	Local	<ul style="list-style-type: none"> - Pathway connection to playspace - Remove chainwire and/or fence and replace with bollards - Landscaping / entry features - Green screen planting along southern border 	<div></div>
Eureka Crescent Rec. Reserve	Sadler	Park	Local	<ul style="list-style-type: none"> - Recreation trail along riparian corridor - Review laneway to the east - potential closure - Street tree planting along Eureka Crescent 	<div></div>
Wianamatta Park (North)	Miller	Park	Local	<ul style="list-style-type: none"> - Green screen planting along eastern boundary - Plant larger trees as features elements of the reserve 	<div></div>
Ellis Park	Miller	Road Reserve	Local	<ul style="list-style-type: none"> - Landscaping / perimeter planting and bollards or sandstone blocks - Seating and shelter 	<div></div>
Wianamatta Park (South)	Miller	Park	Local	<ul style="list-style-type: none"> - Plant larger trees as features elements of the reserve 	<div></div>
Fassifern Park	Cartwright	Park	Local	<ul style="list-style-type: none"> - Plant larger trees as features elements of the reserve 	<div></div>
Formica Park	Busby	Park	Local	<ul style="list-style-type: none"> - Green screen planting - Upgrade playspace in line with asset management plan - Access control at Devon Place to prohibit illegal riding 	<div></div>
Wheat Park	Sadler	Sportsground	District	<ul style="list-style-type: none"> - Planting along Celebration drive - Formalise car parking - Potential to consolidate built form (scout hall and amenities) 	<div></div>
Powell Park	Cartwright	Sportsground	District	<ul style="list-style-type: none"> - Re-align pathway away from Hoxton Park Road - Formalise entrance and carparking - Consolidate built form in consultation with user groups and in line with asset renewals. - Review use of skate facility. Consider re-location of skate facility to a more integrated site. 	<div></div>
Snowy Park	Heckenberg	Park	Local	<ul style="list-style-type: none"> - Landscape / boundary control between play and street - Upgrade playground with nature focused play opportunities - Green screen planting 	<div></div>
Hermitage Park	Cartwright	Park	Local	<ul style="list-style-type: none"> - Upgrade boundary fencing 	<div></div>
Cartwright Park	Cartwright	Park	Local	<ul style="list-style-type: none"> - Consolidate signage - Street tree planting 	<div></div>
Sadler Park	Sadler	Park	Local	<ul style="list-style-type: none"> - Green screen planting 	<div></div>

Miller Social Infrastructure Masterplan

Site Name	Suburb	Function	Hierarchy	Opportunities	Priority
Gibbs Park	Sadleir	Park	Local	<ul style="list-style-type: none"> - Green screen planting - Increase lighting / relocate power pole - Replace footpath - Bollards to prevent illegal vehicle access 	
Aubrey Keech Reserve	Hinchinbrook	Sportsground	District	<ul style="list-style-type: none"> - Retain and maintain 	Ongoing

Miller Social Infrastructure Masterplan

1.2 Michael Wenden Aquatic Leisure Centre Future Actions

Recommendation	Priority
Site Redevelopment	
Undertake a detailed feasibility study on the staged redevelopment of Michael Wenden Aquatic Leisure Centre. Proposed Stage 1 works would include new entrance/foyer/reception, administration, indoor learn to swim, indoor program pool with associated spa and sauna, creche, café, health and fitness, multi-purpose rooms. Proposed Stage 2 works include replacement of the 50m pool and associated seating and shading, redevelopment and expansion of the waterplay area, improve amenity and offerings of the grassed areas, 2 additional indoor courts and potentially the provision of adventure slides. The feasibility study is to include concept plan preparation, financial modelling and relevant technical studies.	<div><div></div></div>
Pending the outcome of the above and Council resolution, proceed to detailed business plan in line with NSW Treasury Guidelines and undertake community and stakeholder engagement.	<div><div></div></div>
Develop a funding strategy for the implementation of the proposed staged redevelopment. This funding that could include development contributions, voluntary planning agreements, general Council budgets, state and federal government grants and partnership funding with government agencies such as Housing NSW as part of any future redevelopment of public housing in Miller and surrounding suburbs.	<div><div></div></div>
Miller Town Centre	
Enhance connections between Miller Town Centre and Michael Wenden Aquatic Leisure Centre including consideration of way-finding signage. Key links for investigation are Woodward Crescent and the link through to Shropshire and Michael Wenden Aquatic Leisure Centre as well as Cabramatta Avenue and Cartwright Avenue.	<div><div></div></div>
Relocate use of old caretakers building located between Michael Wenden Aquatic Leisure Centre and the PCYC. Demolish building to enhance future development opportunities of Michael Wenden Aquatic Leisure Centre and activation and enhancement of the OS corridor linking to the PCYC.	<div><div></div></div>
Activate and improve connections between Michael Wenden Aquatic Leisure Centre and PCYC to provide enhanced integration of the two facilities into a more unified precinct. Connection enhancements to apply CPTED principles and increase design and landscape treatments so that the corridor acts as additional park space.	<div><div></div></div>
Enhance the main entry to MWLC with the inclusion of public art, landscape features and a better sense of place and arrival to a key community facility.	<div><div></div></div>
Partnerships and programming	
Work with the operating managers of Michael Wenden Aquatic Leisure Centre, PCYC and local service providers to complete business analysis of current aquatic and recreation service provision to ensure offerings are complementary/not competing.	<div><div></div></div>
Identify gaps and opportunities for collaboration of services, particularly with PCYC and other youth/cultural non-profit services.	Ongoing
Formalise joint marketing and cross promotion opportunities with PCYC ensuring complimentary services are provided.	
Ensure that centre management continues to provide for CALD groups and that marketing and communications consider the diverse local community with promotion material in Arabic and Vietnamese.	
Council to work with centre managers to investigate ways of engaging local community use through reduced pricing, subsidised access or other mechanisms.	<div><div></div></div>

Indicative cost estimates

In addition to the range of potential funding options, the draft masterplan report provides preliminary cost estimates of the delivery works. This is a snapshot of the cost estimates of the proposed social infrastructure improvements, included in the draft Masterplan.

Item	Cost \$(Excl GST)
Placemaking and Streets	5,356,000
Integrated Community Hub	371,359,000
Michael Wendon Aquatic & Leisure Centre (Stage 1 and 2)	66,142,000
Parks	5,201,000
Sports and Improvements	5,431,000
Construction Cost (inclusive of Design Contingencies)	119,269,000
Estimated Total Construction Cost	119,269,000

The Draft Masterplan explores the possible options / sources available within the industry to fund the delivery of the draft Masterplan with funding and delivery analysis developed by the Institute for Public Policy and Governance (IPPG) UTS. It is considered that the following budget provisions will need to be made to enable the necessary investigations, detailed designs and planning approvals to be completed.

Activity	Estimated Budget	Estimated Year/s
Site investigations and feasibility study	\$400,000	2020/21
Detailed Design, environmental assessment and DA Preparation	dependent on staging scope	2021/22 and 2022/23
Construction and project management	\$119,269,000	2023/24 and 2034/35
Estimated Total	\$119,269,000 plus planning and DA costs	

Conclusion

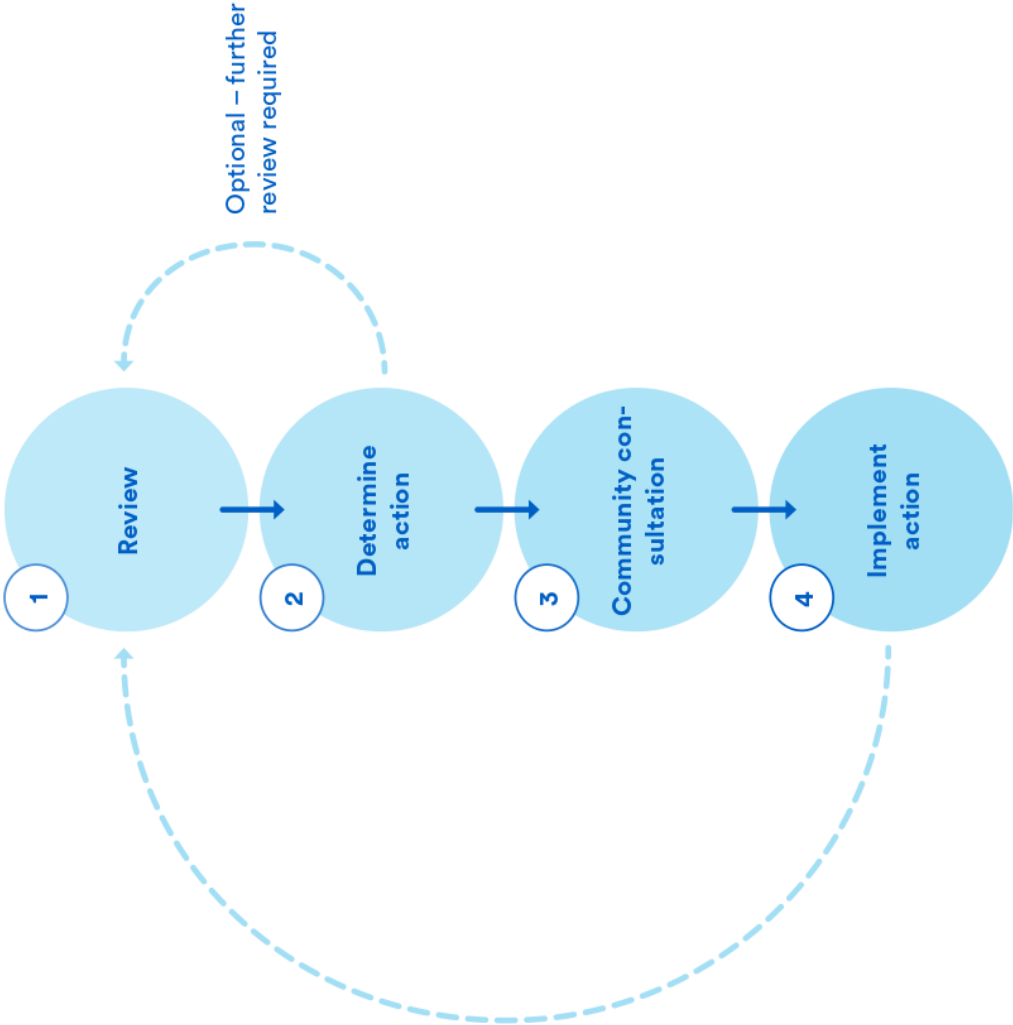
The potential funding options analysis recommends a range of funding options specific to the Miller Social Infrastructure Masterplan. The estimated cost of the proposed facilities is estimated to be \$119.3M exclusive of site investigations, feasibility study, detailed design, environmental assessment and Development Application preparation. Council officers will continue to explore alternative funding options through State and Federal Government grants to commence the detailed design process following Council's adoption of the draft Masterplan.

The Masterplan will require further implementation actions. They may include working with all landowners, developing a shared vision for Miller Square around an improved public domain and a purpose-built community hub and enhancing the role and function of Miller Square. Further improved connections between places, spaces and facilities, applying a people first' approach and effectively integrating open space and facilities in Miller to improve safety, visual amenity, permeability and accessibility are essential.

Indicative cost estimates provided Jason Flentjar, Turner & Townsend, August 2020

Implementation Framework

This implementation framework is intended to assist in guiding the design and delivery of programs and facilities across Miller. It is intended that the framework will allow an ongoing evidence base and community driven process for investment decisions in social infrastructure in Miller. Specifically relating to improvements, upgrades, repurposing or decommissioning.

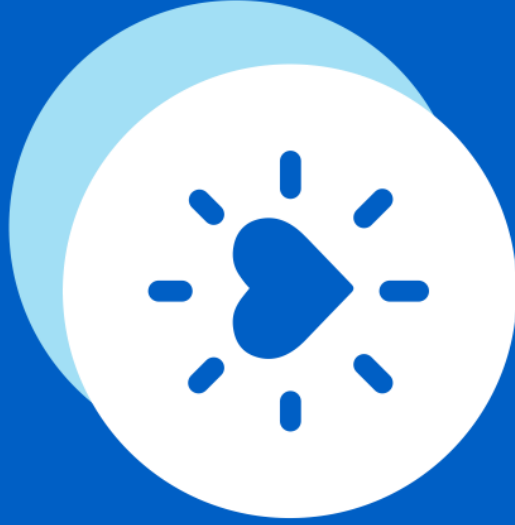


Monitoring and evaluation

To ensure the delivery of revitalised social infrastructure achieves this vision a monitoring and evaluation framework is to be developed to ensure the Masterplan achieves a positive impact on community wellbeing, happiness, health and social outcomes for the current and future population of Miller.

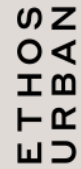
The framework is to be designed in collaboration with key service providers and agencies, working together to define key social outcomes, indicators and targets.

By 2040 Miller will be the heart of the 2168 community. A place centred around social wellbeing, the social infrastructure masterplan will ensure a sustainable, liveable, resilient and socially cohesive community well into the future.



Endnotes

- 1 Teriman et al., 2010, page 3.
- 2 Teriman et al., 2010; Casey, 2005, *Establishing Standards for Social Infrastructure*.
- 3 Teriman et al., 2010; Casey, 2005; Liverpool City Council, 2018, *Community Facilities Strategy: A Blueprint for a Modern Network of Community Facilities*.
- 4 See for example: Teriman et al., 2010; Casey, 2005.



BIANNUAL PROGRESS REPORT.



December
2020

LIVERPOOL
CITY
COUNCIL



Introduction

Section 404(5) of the *Local Government Act 1993* requires every council to report on progress with respect to the principal activities detailed in its Delivery Program. This report outlines Council's progress for the period of 1 July to 31 December 2020.

A Snapshot of Integrated Planning and Reporting Documents

Liverpool City Council has prepared a suite of Integrated Planning and Reporting documents in accordance with Sections 402-405 of the *Local Government Act 1993*. These documents include the 10-year Community Strategic Plan *Our Home Liverpool 2027*, the Delivery Program, annual Operational Plans, the Workforce Management Plan, Asset Management Plan and the Long-Term Financial Plan.

The Delivery Program activates the Community Strategic Plan, which has been developed in consultation with the Liverpool community. *Our Home Liverpool 2027* outlines the long-term vision for Liverpool by identifying four key directions that relate to the quadruple bottom line. The combined Delivery Program and Operational Plan details Council's Principal Activities including key performance indicators (KPIs) and milestones that have been developed to measure the overall progress in achieving the vision outlined in the Community Strategic Plan.




Summary of the Biannual Report July to December 2020

The Delivery Program 2017-2022 and Operational Plan 2020-2021 includes 103 Principal Activities that measure Council's progress in achieving the vision outlined in the Community Strategic Plan.

During this period, Council has focused on assisting residents and local businesses to mitigate the impact of the COVID-19 pandemic. The uncertainty experienced earlier during this period brought continuous and rapid change to Council's daily operations, with restrictions resulting in cancellation of major events and capacity limitations placed on several Council facilities. In response, Council assisted landowners through rebate programs and extended rent relief amongst many initiatives established to assist the community in recovering from the effect of the pandemic.

During this period, Council modified service delivery through virtual workshops, the launch of an online digital gallery and online events to keep the community connected. Council also continued to deliver major infrastructure works including the upgrade of Apex Park, Liverpool and Cirillo Reserve, Middleton Grange.

By the end of December 2020, 99 per cent of the 103 Principal Activities in the Delivery Program were reported as on track.

	Action on track Measures are being met and work is delivered to schedule
	Action needs attention Not all measures are being met or reaching satisfactory levels; work is ongoing and under review
	Action not met Measures are not being met and completion dates are unclear

Highlights



Light Up the Sky on New Years' Eve

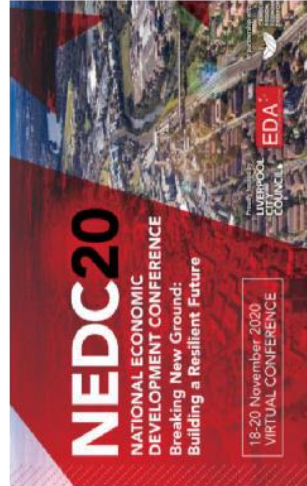
Liverpool was the only area in Sydney to deliver a series of COVID-friendly fireworks displays on New Years' Eve.

Council held fireworks at six locations including Sadlier, Hammondville, Prestons, Moorebank, Casula and West Hoxton. The event was also livestreamed on Council's Facebook page, reaching 70,500 people.



Council unveils new waste trucks

Council unveiled five new-look waste compactor trucks which not only collect rubbish but spread positive messages to the community. Key messages displayed on the trucks include promoting gender equality and celebrating cultural diversity.



National Economic Development Conference (NEDC20)

Council and Economic Development Australia, in partnership with Camden Region Economic Taskforce, hosted the virtual Economic Development Australia (EDA) conference from 18 to 20 November.

More than 180 global economic development leaders from a range of industries delivered valuable insight and best practice ideas for leading recovery, building resilience and transforming local economies in response to the COVID-19 pandemic.

Liverpool City Library's new accessible technology space

Liverpool City Library introduced a new accessible technology space to meet the demands of the one in five people in Liverpool who have some form of disability. The \$75,000 upgrade was partially funded through the Metropolitan Public Library Grants Program.

The upgrade includes height-adjustable tables for wheelchairs, two large touchscreen computers with software for people with dyslexia and vision impairments, large high contrast keyboards with trackball mice and a large text magnifying camera.

Explore the Online Collection

In September, Casula Powerhouse Arts Centre (CPAC) launched its online digital gallery showcasing more than 200 works from the CPAC collection.

The collection focused on building a legacy from the creativity and commitment of emerging and established artists and also reflected on the diversity and distinctiveness of Liverpool and Western Sydney.

The collection included pieces from Australian contemporary artists and Local Liverpool artists, including 116 artworks by Casula-based artist Gina Sinozich.

Christmas activities

Council hosted a variety of Christmas initiatives to celebrate a challenging year. Due to COVID-19 restrictions, the Christmas tree lighting was broadcast live on Council's Facebook page along with an online edition of the Senior's Concert.

In addition, Council distributed more than 300 Christmas hampers to bring festive cheer to vulnerable and disadvantaged community members. The Christmas hampers were filled with food and gifts.



Supporting businesses and jobseekers

Council hosted online workshops, created a business resilience development program and developed a local business directory. Awareness was further increased through the 'Support Local' campaign as part of NSW Small Business Month.

Council shared videos through its social media platforms and showcased local businesses demonstrating their resilience, adaptability and enhancing their online presence.

Apex Park redeveloped and reopened

Council reopened Apex Park on 17 November following a \$1.9 million upgrade. The upgrade includes a new all-ages playground with rubber soft fall and shade structures, landscaped gardens, tree planting, new accessible pathway networks, new park furniture, the installation of picnic facilities and shelters, and a memorial area.

Order of Liverpool Awards

Council congratulated 13 recipients for the Order of Liverpool Awards during a virtual ceremony streamed on Liverpool's 210th birthday.

The annual Order of Liverpool Awards recognise the achievements and contributions of local residents who voluntarily enhance the quality of life for others within Liverpool.





Liverpool Civic Place

The Concept Master Plan for Liverpool Civic Place was approved by the Sydney Western City Planning Panel in September and construction is underway. Liverpool Civic Place is a key piece of infrastructure for the city and will generate jobs and boost the local economy.

Liverpool Civic Place will include Council offices, Council Chambers, a library and community hub, a childcare facility, civic plaza, Council and public car parking and commercial, retail and education spaces.

Council's prompt COVID response

Council's Critical Incident Response Team (CIRT) played a key role during the period, ensuring that Council was able to effectively and safely deliver services to the community.

CIRT liaised closely with various agencies, including NSW Health, regarding their management of COVID-19 protocols. This ensured Council monitored and promptly implemented up-to-date health advice and legislative orders in all activities, including the COVID-safe operation of community facilities and public spaces.



2168 Children's Parliament triumphs at ZEST Awards 2020

The 2168 Children's Parliament was awarded Outstanding Project Promoting Social Cohesion and Community Harmony at the 2020 ZEST Awards.

The council-led initiative is made up of 44 students in years 5 and 6 from 11 primary schools across the 2168 postcode.

Members of the 2168 Children's Parliament continue to build strong relationships with their peers and explore practical ways to strengthen social cohesion in the broader community.

Citizenship Day Celebrations

In September, Liverpool City Council celebrated annual Citizenship Day with a special ceremony at Greenway Park Community Centre. COVID-safe social distancing and hygiene measures were in place as 16 newly conferred Australian citizens were welcomed. They are among 1000 new citizens welcomed to Liverpool during this period. Throughout the period Council held a total of 12 face to face citizenship ceremonies.

**New parking in Liverpool CBD**

In August, Council opened a new 78-space car park located at 68 Speed Street, Liverpool. The new parking space is fully accessible, features adequate lighting and additional capacity for commuters, supporting the demands of the growing community and improving access to the city centre.

**Liverpool Hospital Art Exhibition**

The Casula Powerhouse Arts Centre, in collaboration with South Western Sydney Local Health District, transformed the walls of Liverpool Hospital into a rotating art gallery. The Local Flora and Fauna – Winter 2020 Collection is the first instalment of a 12-month pilot exhibition program featuring 21 artworks from six local artists.





Snapshot July-December 2020

Council delivered a range of initiatives aimed at creating connection and supporting programs which celebrate diversity and inclusion in Liverpool.

Council continued to deliver high quality childcare services, and early education and care centres exceeded National Quality Standards.

Council's Early Childhood Programs are collaborating with the Western Sydney University and The Australian Research Council to enrich educational practices through the Observing, Reflecting, Improving Children's Learning (ORICL) program, which is a co-designed tool for infant-toddler educators. This partnership will increase the quality of the care environment and skill set of educators.

A new accessible technology space for the provision of people with disability was introduced in Liverpool City Library. The upgrade includes height-adjustable tables for wheelchairs, as well as advanced technology to assist people with dyslexia and vision impairment issues, increasing the accessibility of Library resources.




Council delivered a successful NAIDOC Week Program (rescheduled from July to November) through a series of virtual programs including storytelling, art workshops and sharing cultural information on the Casula Powerhouse Arts Centre website.


Council delivered various community capacity building initiatives including, two public art murals, 300 hampers of essentials items distributed to vulnerable community members, and \$58,000 in funding to community organisations to deliver programs and activities that kept the community connected.

Council's Casula Powerhouse Arts Centre (CPAC) continues to engage the community through various online digital activities including online art exhibitions, music events, art workshops and programs. CPAC launched its online digital gallery showcasing more than 200 works from the CPAC collection which focuses on building a legacy from the creativity and commitment of emerging and established artists.


Of the 22 Principal Activities for this direction, all were on track.



Celebrate diversity, promote inclusion and recognise heritage



Action	Description	Comment	Status
C.1.01	Promote and manage heritage	<ul style="list-style-type: none"> Council has made progress towards the development of a heritage management and assistance framework to support owners of heritage-listed properties. This includes an exemptions pathway for minor and/or maintenance works, and further development of a heritage assistance grant scheme. Key heritage conservation planning projects for heritage assets owned by Council have been completed. 	 On track
C.1.02	Manage Liverpool Regional Museum to attract visitors	<ul style="list-style-type: none"> The Liverpool Regional Museum Galleries reopened in August with the new exhibition 'Ray Hely - An Engineers Eye', Liverpool 1971-1993. Museum visits have been affected by COVID-19 restrictions, with limited capacity and no school visits. However strong media attention has increased awareness of the exhibition and Museum and a virtual tour of the exhibition is in development for launch in January 2021. In person public programs resumed in November, including workshops on photographic conservation and framing techniques. 	 On track
C.1.03	Deliver citizenship ceremonies	<ul style="list-style-type: none"> Council held 12 face-to-face citizenship ceremonies during the period and welcomed more than 1000 new citizens in Liverpool. In September, Council celebrated annual Citizenship Day with a special ceremony at Greenway Community Centre for 16 new Australian citizens. COVID-safe social distancing, masks and hygiene measures were in place at all ceremonies. 	 On track

Action	Description	Comment	Status
C.1.04	Implement actions from the Reconciliation Action Plan	<ul style="list-style-type: none"> • Council's Aboriginal Consultative Committee provided input and feedback on matters of importance, and Council's programs and services. • Council has continued to engage with the local Aboriginal community regarding employment and training, Liverpool's new Tourism Guide, planning for social infrastructure, co-creations and public art works. • Council delivered a successful NAIDOC Week Program (rescheduled from July to November) through a series of virtual programs including storytelling, art workshops and sharing cultural information on the Casula Powerhouse Arts Centre website. 	 On track



Deliver a range of community events and activities


Action	Description	Comment	Status
C.2.01	Deliver events schedule	<ul style="list-style-type: none"> Council amended its annual calendar of events to allow flexibility with COVID-19 restrictions. Council delivered smaller and more frequent outdoor events, changed the format of indoor events and added digital components to allow the community to have continued access to events in a safe manner. Council delivered the following events: <ul style="list-style-type: none"> NAIDOC Digital Program – one week of digital content was developed in consultation with community groups and distributed online; Virtual Gift of Time – The annual volunteer recognition event was delivered live on Council's Facebook page; 12 Days of Christmas – small pop up performances of Christmas songs in multiple languages were delivered throughout the CBD during December and a digital Mayoral message for the Christmas Tree Lighting was delivered; and New Year's Eve: Light Up The Sky – New Years' Eve fireworks were held in a COVID-safe manner with a seven-minute pyrotechnics show was delivered across six different locations within the local government area. 	 On track


Action	Description	Comment	Status
C.2.02	Manage civic events calendar	<ul style="list-style-type: none"> Council celebrated the reopening of Apex Park, Liverpool in November, with the presence of the Gandangara local Aboriginal Land Council. The Order of Liverpool Awards were presented in November and Council recognised the achievements of 13 awardees who have made outstanding contributions to the Liverpool community. The awards ceremony was streamed virtually on Liverpool Council's social media pages. Remembrance Day commemoration was streamed virtually on 11 November on Liverpool Council's social media pages. This event was held in collaboration with the Liverpool RSL sub-branch. Toda sister city students did not visit Liverpool due to COVID-19 travel restrictions, and the commencement of the student exchange program is scheduled for July 2022. A Memorandum of Understanding (MoU) has been signed between Liverpool City Council, Paddle Australia Limited and Toda City. The purpose of the MoU is for Toda City to support the Australian Olympic Kayak team to train for the 2022 Tokyo Olympic Games by allowing Olympic training on the Toda Rowing Course. 	 On track
C.2.03	Manage Anzac Day Dawn Service ceremony	<ul style="list-style-type: none"> The ANZAC Day Dawn service is scheduled to be held on 25 April 2021. 	 On track


Action	Description	Comment	Status
C.2.04	Deliver engaging library programs	<ul style="list-style-type: none"> Liverpool City Library continued to deliver regular children's, adult and senior's programs during the period and in-person programming recommenced in limited capacity in October. Online programming included Storytime Online, School's Out Online, Mini Makes, Conversation Café and Munch, Mend & Make. Children's programs have been successful with transitioning back to in-person delivery, with audience numbers being retained. Along with regular programming, partnership opportunities were sought to diversify programming, however public health orders continued to impact regular services. The following partnerships provided a valuable path for the library to continue reaching the community: <ul style="list-style-type: none"> Birds of a Feather Exhibition – Westwords; National Science Week - UNSW Women in Maths and Science Champions; NAIDOC week storytime - CPAC and Liverpool Women's Health Centre; The Art of Ageing - Department of Communities and Justice; School readiness program for Indigenous community – Kari; and Living Library - South Western Sydney Local Health District (SWSLHD). Council continues to engage with the community via digital platforms and promote the library as a valuable community resource. 	 On track
C.2.05	Deliver Casula Powerhouse Arts Centre (CPAC) programs	<ul style="list-style-type: none"> CPAC delivered eight in-person exhibitions, including two annual community art prizes, a music event and numerous online activities, art videos and programs. COVID-19 restrictions significantly reduced attendance during this period, and the venue was also closed for seven weeks for restoration works on the Koori Floor. CPAC's in-person attendance exceeded 10,600 people and virtual visitation experienced a significant increase due to new online programs, including virtual exhibitions, workshops, talks, and performances. Combined with increased social media engagement, virtual visitation reached between 70,000 – 80,000 people per month for a total of more than 485,000. Two Christmas Matinee musical shows and lunch were attended by approximately 200 patrons in December. They were the first in-person musical performances delivered as soon as COVID-19 restrictions were sufficiently lifted. These were soon followed by a Great Southern Nights concert, funded by the NSW Government. 	 On track


Implement access and equity for all members of the community

Action	Description	Comment	Status
C.3.01	Deliver high-quality childcare services	<ul style="list-style-type: none"> • Council delivered the community transition program remotely to families on the waitlist and modified it to ensure that families accessing the program were able to receive maximum benefit and access support. • The Carnes Hill and Liverpool playgrounds have been successful in providing parenting support to families in Liverpool and assisting them in accessing high-quality early childhood programs. • Council's Early Childhood Programs continue to be a benchmark for quality service provision within the Liverpool LGA. Recent data shows that Liverpool City Council's Early Childhood Services make up 27 per cent of education and care centres in the LGA which have received a rating of Exceeding National Quality Standards. • Council's Early Childhood Programs are collaborating with the Western Sydney University and The Australian Research Council to enrich educational practices through the Observing, Reflecting, Improving Children's Learning (ORICL) program, which is a co-designed tool for infant-toddler educators. This partnership will increase the quality of the care environment and skill set of educators. 	 On track
C.3.02	Provide well-used and appropriate resources at Liverpool libraries	<ul style="list-style-type: none"> • An increased use of the e-collections in Council libraries continued as the community became familiar with online resources during COVID-19 restrictions. • The Accessible Technology space at Liverpool Library opened in December, helping to meet the needs of people with disability. The \$75,000 project was partially funded by a State Library NSW grant. The space includes: <ul style="list-style-type: none"> - Height adjustable tables for wheelchairs; - Two large touchscreen computers with software for people with dyslexia and vision impairments; - Large high contrast keyboards with trackmice; and - Large text magnifying camera to help people with vision issues read newspapers, books and other texts. • The space complements the accessibility collection, which provides resources to support people with dyslexia, hearing impairment, vision impairment, Autism, and other intellectual disabilities. 	 On track


Action	Description	Comment	Status
C.3.03	Strengthen social inclusion in new developments	<ul style="list-style-type: none"> The COVID-19 pandemic resulted in the postponement or cancellation of many planned community events and programs, including the activation program at Carnes Hill Precinct, Live Life, Get Active program and school holiday activities. Some programs were moved to online platforms and others resumed with a COVID-19 safe plan, including school holiday workshops and skate park activation. Council continued to deliver its commitments to engage and consult the community during planning for social infrastructure in new and growth areas. Key planning outcomes for this period included: <ul style="list-style-type: none"> Masterplanning for recreation, sports and aquatic facilities at the Carnes Hill Precinct; Masterplanning for renewal and redevelopment of Council owned social infrastructure at Miller; and Supporting State Government planning for recreational and open space facilities in Western Sydney. Council provided information and updates to the community on social infrastructure developments at district forums, committees and local networks. 	 On track


Action	Description	Comment	Status
C.3.04	Implement actions from the Disability Inclusion Action Plan (DIAP)	<ul style="list-style-type: none"> • Council has continued to work with both internal and external stakeholders to improve access and inclusion in Liverpool for seniors, people with a disability, their carers and families. • Council conducted an extensive community consultation to engage with local seniors and develop a Positive Ageing Plan to create a more welcoming and age-friendly city. • The Liverpool Access Committee met regularly to provide advice and guidance to Council on access and inclusion in Liverpool. Council has also created an internal Diversity and Inclusion Working Group to improve access and participation in employment and Council initiatives. • Council acknowledged International Day of People with Disability (IDPwD) on 3 December 2020 with a video showcasing Council's commitment and initiatives to ensure access and inclusion for all community members in Liverpool. • Information about Council's Disability Inclusion Action Plan, the Accessible Technology Space at Liverpool City Library, and the ongoing work of Council to improve access to facilities and services across the Liverpool LGA was presented. • Other initiatives include an audit of Council facilities for accessibility, installation of an Accessible Communications Board, and accessibility improvements to footpaths, roads and parks. 	 On track


Action	Description	Comment	Status
C.3.05	Deliver Council-led programs that strengthen social inclusion and build community capacity	<ul style="list-style-type: none"> • Council delivered a number of diverse and exciting community capacity building initiatives during the period and implemented new and innovative measures to continue delivering key programs to the Liverpool community services sector. • Network, interagency and committee meetings were moved to an online format to allow continued engagement with the community services sector. • Programs highlights during this period included: <ul style="list-style-type: none"> – Organisation of COVID-19 responses to support vulnerable community groups, including coordination of donations and emergency relief, use of Council facilities and financial support to charities and not-for-profit organisations; – Delivery of two public art murals at Liverpool City Library and Bigge Park created by local young people; – Providing more than \$58,000 in funding to 12 community organisations to deliver programs and activities to benefit the Liverpool community; – Working with the Edmund Rice Centre on a Refugee Employment Experience Study to understand the challenges and experiences of refugees and migrants accessing jobs; – Renewal and installation of Alcohol-Free Zones signs across the Liverpool local government area; – Development and endorsement of Council's Child Safe Workplace Policy; – Provision of more than 300 hampers of essential grocery items, personal care items and toys for families and community members this Christmas; and – Joining the Very Neighbourly Organisation and Welcoming Cities Network. 	 On track



Action	Description	Comment	Status
C.3.06	Deliver the 2168 Children's Parliament in partnership with Department of Social Services and Mission Australia	<ul style="list-style-type: none"> The 2168 Children's Parliament members and students from participating schools were consulted about matters of importance to children. In July, an online school survey was conducted across 11 participating schools and more than 670 responses were provided. Children identified 'poverty' as an issue impacting their lives. The survey data assisted children to prepare speeches for the Parliament sitting in November and provided solutions for advocacy and action by responsible agencies. Workshop topics included health and wellbeing, children rights, speech writing, presentation and debating skills. The 2168 Children's Parliament sitting was held on 11 November, attended by 44 children, their teachers and principals, and members of the Ambassadors Panel. The Parliament put forward a number of recommendations for action and advocacy relating to poverty and its impact on children and community experiences. The 2168 Children's Parliament was also the proud winner of the ZEST Awards 2020, recognising the successful long-term impact of the project on children and the community they live, study and play in. 	 On track


Provide community facilities which are accessible to all

Action	Description	Comment	Status
C.4.01	Meet demands for community-connected spaces	<ul style="list-style-type: none"> Council's community centres have enabled several organisations to continue providing essential services during the period to assist and support vulnerable members of the community that have been affected by the COVID-19 pandemic. The easing of COVID-19 restrictions by the NSW State Government permitted the re-opening of community venues in July. Council took action to ensure all venues and activities met the NSW Government COVID-19 guidelines and these initiatives have resulted in a strong resumption of services and activities provided by hirers. 	 On track


Action	Description	Comment	Status
C.4.02	Deliver Council's adopted upgrade and renewals program for Council's building assets	<ul style="list-style-type: none"> • Council allocated \$8.5 million towards renewing, refurbishing and improving many of its existing properties and creating new facilities. • Works completed to date are as follows: <ul style="list-style-type: none"> - Warren Service Way, Casula Powerhouse, Hoxton Park and City Library lifts; - McGirr Park amenities building; - City Library front alteration works; - Bringelly and Hilda Davis Community Centre refurbishment works; - Cecil Hills Child Care refurbishment works; - Warwick Farm Child Care roof replacement and refurbishment works; - Carnes Hill bin enclosure; - Whitlam Centre switchboard upgrade; and - Bringelly Reserve refurbishment works. • Works in progress include: <ul style="list-style-type: none"> - New amenity buildings at Stante Reserve and Ernie Smith Reserve; - Heritage conservation works at the Collingwood House and Old Court House; - Plant and equipment upgrade at Whitlam, Michael Wenden Aquatic Leisure Centres and Casula Powerhouse Arts Centre; - Refurbishment works at Casula and Hinchinbrook Community Centres; - Floor replacement and play equipment upgrade at Casula and Green Valley Libraries; and - Accessible bathroom improvement works at Liverpool, Casula and Hinchinbrook Community Centres. 	 On track

Action	Description	Comment	Status
C.4.03	Facilitate use of Council sporting venues and leisure centres	<ul style="list-style-type: none"> Council's sporting venues and leisure centres have been substantially affected by the Federal Government's Public Health Order (COVID-19) issued in March 2020. Council's Leisure Centres reported reduced attendance levels in comparison to the same period last year. This is particularly notable in indoor sports and swimming activities. Attendance is progressively returning in some areas of operation. The impact of COVID-19 on Liverpool's sporting clubs over the winter 2020 season has been significant, including participation numbers and volunteers, which has challenged normal sports operations. The Government decision to enable the recommencement of community sport in July 2020 resulted in most sports delivering a modified winter competition. 	 On track

Action	Description	Comment	Status
C.4.04	Enhance access to facilities and resources through place-based planning initiatives	<ul style="list-style-type: none"> Council made significant progress on commitments and priority programs for planning and delivery of community facilities, parks and open spaces during the period, including: <ul style="list-style-type: none"> – Upgrade of Judy Pack Park, Cecil Hills; – Design and commencement of construction of a new park on Croatia Avenue, Edmondson Park; – Major upgrade of Cirillo Reserve, Middleton Grange - completion is due in early 2021; – Major upgrade of Stante Reserve, Middleton Grange - completion of water play is due in early 2021; – Major upgrade of Phillips Park, Lurnea including sports fields and amenities; – Construction of a \$1.3 million four-court tennis facility with lighting at McGirr Park, Miller; – Adoption of Stage 2 Masterplan for Cames Hill Recreation Precinct; – Preparation of the Georges River Parklands and Chipping Norton Lakes Spatial Framework; – Public Exhibition of Miller Social Infrastructure Masterplan, including open space and sport and recreation facilities; – Partnership with the Department of Planning, Industry and Environment on the provision of a new park in Leppington under the 'Parks for People Program'; and – Commencement of planning for Social Infrastructure in Austral. 	 On track
C.4.05	Manage library spaces to attract and inspire visitors	<ul style="list-style-type: none"> Community access to libraries increased during the period, with the reopening of Casula, Green Valley, Miller and Moorebank libraries. Major renovations were carried out at Casula and Moorebank Libraries, including the installation of new carpets and furniture. Council libraries implemented COVID-safe measures during the period including restricted numbers, contactless service, contact tracing sign in, sanitiser stations and additional cleaning. 	 On track

Action	Description	Comment	Status
C.4.06	Manage the Liverpool Animal Shelter	<ul style="list-style-type: none"> The Liverpool Animal Shelter has been successful in rehoming 84 per cent of impounded dogs during the period which exceeds the annual target. The shelter did not impound cats during this period. 	 On track

Create a dynamic, inclusive environment, including programs to support healthy living

Action	Description	Comment	Status
C.5.01	Deliver Council's adopted upgrade, renewal and conservation program for recreation and green assets	<ul style="list-style-type: none"> Council proposes to allocate more than \$7.1 million this financial year to renew and improve its existing passive open spaces and sporting ovals. Major projects completed include: <ul style="list-style-type: none"> A \$1.9 million redevelopment of Apex Park which includes landscape beautification works, new children's playground, memorial area, lighting and irrigation; Construction of McGirr Park Tennis Courts and Amenity Building to the value of \$1.5 million and; Stage 1 development of Schoeffel Park, Horningsea Park which includes a new children's playground, footpaths and landscaping to the value of \$800,000. The following major projects are in the design and/or procurement stages with construction to occur in the coming months; <ul style="list-style-type: none"> Stante Reserve Water Park, Middleton Grange; Livvi's Place Inclusive Playground at Lt Cantello Reserve, Hammondville and; Stage 2 works at Schoeffel Park, Horningsea Park which includes a bike pump rack, children's playground, outdoor fitness gym and carpark to the value of \$1.4 million. Council's program of improving local parks continues with more \$1.1 million upgrade works to be completed at Croatia Park, Edmondson Park, St Andrews Park, Casula and Dunumbral Park, Cecil Hills. Approximately \$500,000 has been allocated to the upgrade of playgrounds in line with Council's city-wide play equipment asset management plan. More than \$500,000 will be spent on sports ground improvements at Ash Road Sports Ground, Prestons and Larry Grant Reserve, Ashcroft. Approximately \$200,000 will be allocated to the construction of two outdoor fitness gyms at Gard Park, Ashcroft and Ashfordby Park, Chipping Norton. Approximately \$106,000 will be allocated to improving lighting at key suburb parks and solar lights will be installed at Ida Kennedy Reserve, Hinchinbrook and Havard Park, Prestons. 	 On track



Snapshot July-December 2020

Council implemented a range of initiatives which were aimed at strengthening and protecting Liverpool's environment and planning a high quality, sustainable urban city.

During the period, Council experienced a rise in kerbside waste collection and recycling with the Community Recycling Centre experiencing a 25 per cent increase in visits. The Community Recycling Centre provides the community with a free and convenient way of dropping off waste for environmentally friendly disposal and recycling.

Council has adopted the Liverpool Local Strategic Planning Statement, the Liverpool Local Housing, Liverpool Centres and Corridors and the Liverpool Industrial and Employment Lands Strategies. These strategies are being reviewed by the Department of Planning, Industry and Environment (DPIE) for endorsement. The Local Environmental Plan (LEP) Review Planning Proposal has also been completed and submitted to NSW Department of Planning, Industry and Environment (DPIE) for finalisation.




The Concept and Detailed Design packages for the Liverpool City Centre Urban Forest Strategy is complete and the works are scheduled to be delivered in 2021. The Public Art Policy and Casula Powerhouse Arts Centre Koori Floor Upgrade have been completed.

Council altered its waste education program due to COVID-19 restrictions and delivered various activities including Storytime at the libraries, social media posts and campaigns, National Recycling Week online giveaway, recycling bin feedback program, Early Learning and Primary Professional development workshops on waste, Love Food Hate Waste pop up display, and worm farming and composting workshop. Council also participated in the Western Sydney Regional Organisation of Councils (WSROC) educational projects.




Council has allocated \$8.5 million for renewing, refurbishing and upgrading facilities. Works completed include the McGirr Park amenities building, City Library front alteration works, Whitlam Centre switchboard upgrade and Warwick Farm Child Care roof replacement and refurbishment works.



Of the 24 Principal Activities for this Direction, all were on track.

Manage the community's disposal of rubbish




Action	Description	Comment	Status
S.1.01	Provide waste disposal services to the community to maximise recovery of materials	<ul style="list-style-type: none"> Council diverted 35 per cent of kerbside bin waste from landfill and diverted 60 per cent of kerbside bulk waste from landfill. Council will no longer be affiliated with the Project 24 waste strategy, and will be developing a new waste strategy in line with the State Government's 20-Year Waste Strategy for NSW. The strategy will focus on building resilient services and markets for waste resource. 	 On track
S.1.02	Manage the Community Recycling Centre and household problem waste	<ul style="list-style-type: none"> The Community Recycling Centre has experienced a 25 per cent increase in vehicles compared with the same period last year. 	 On track
S.1.03	Maintain the cleanliness of public spaces	<ul style="list-style-type: none"> During the reporting period Council recorded 1331 illegal dumping incidents, delivered 78 per cent of the street sweeping program and 99 per cent of the public bin servicing program. Council also completed the CBD cleaning program within schedule. 	 On track



Protect and enhance bushland, rivers and the visual landscape

Action	Description	Comment	Status
S.2.01	Manage Council's park maintenance program	<ul style="list-style-type: none"> Council continued to deliver the agreed maintenance service program including the tree management program. Council actioned all tree related customer requests and program relevant actions according to the risk assessment during the period. A number of trees were planted in Casula and Prestons, however due to extreme climatic conditions and the COVID-19 pandemic, limitations were placed on the planting program. Council's bushland restoration program re-commenced in seven locations within the Liverpool local government area and the delivery of this service is on track. 	 On track
S.2.02	Develop and implement improvement strategies, policies and programs for the management of stormwater	<ul style="list-style-type: none"> A range of programs for water quality improvements have been developed and are being implemented across the Liverpool local government area. Detailed design of flood detention basins and stormwater quality improvement structures, including rain gardens and gross pollutants traps (GPT) are underway and will be delivered progressively. On-going water quality monitoring at strategic locations of natural waterways and creeks including the Georges River and South Creek is underway. The Riparian Corridor Management Strategy and the Georges River Activation Action Plan is being finalised. 	 On track
S.2.03	Assess applications to prune or remove trees	<ul style="list-style-type: none"> Council completed all applications to prune or remove trees on private property within the required timeframe of 10 business days. 	 On track




Action	Description	Comment	Status
S.2.04	Manage contaminated lands under Council control	<ul style="list-style-type: none"> Council has been progressively investigating and remediating its priority contaminated sites. 	 On track
S.2.05	Engage the community in protection of natural areas	<ul style="list-style-type: none"> The Environment Volunteer Program monthly activities resumed in July with COVID-safe controls implemented. Council continues to explore options for reactivation while adhering to COVID-19 restrictions. 	 On track





Encourage sustainability, energy efficiency and the use of renewable energy

Action	Description	Comment	Status
S.3.01	Develop and implement environmental education for the community	<ul style="list-style-type: none"> Council's in person workshops were disrupted due to COVID-19 restrictions. Council has investigated a range of digital platforms and delivery models for subsequent workshops. Sustaining Liverpool newsletters are now produced for digital distribution only. 	 On track
S.3.02	Educate the community in waste disposal	<ul style="list-style-type: none"> Council's waste education program was altered during the period to comply with COVID-19 restrictions. Council delivered the following activities: <ul style="list-style-type: none"> Storytime at the libraries; Social media posts and campaigns; National Recycling Week online giveaway; Recycling bin feedback program; Early Learning and Primary Professional development workshops on waste; Love Food Hate Waste pop up display; and Worm farming and composting workshop. Council also participated in the Western Sydney Regional Organisation of Council's (WSROC) educational projects. 	 On track
S.3.03	Develop and implement energy efficiency program	<ul style="list-style-type: none"> Council is actively promoting State Government energy initiatives such as Sustainable House Day and AtHomeSaver facilitated by Endeavour Energy. 	 On track



Action	Description	Comment	Status
S.3.04	Promote local and sustainable food sources	<ul style="list-style-type: none">• Casula Powerhouse Arts Centre's (CPAC) in-house restaurant, Bellbird Dining & Bar, is a showcase for healthy, sustainable and local food, with a paddock-to-plate approach celebrated in the menu and on all surrounding promotions.• Utilising vegetables sourced from the Casula Powerhouse organic kitchen garden paired with produce sourced from local suppliers, this increasingly popular dining destination provides inspiration for people to grow their own food and support local farmers and artisans. This also serves to help reduce the 'food miles' involved in eating well, thus increasing energy efficiency and reducing pollution.• The organic kitchen garden is an example of successfully growing quality produce without the use of inorganic chemicals and pesticides. Many patrons have partaken in garden tours when COVID-19 restrictions allowed.• CPAC also produced online gardening segments to share information about food production at home. The garden composts the vegetable waste from the restaurant to further increase the sustainability of the operation.	 On track
S.3.05	Upgrade Council properties to increase sustainability	<ul style="list-style-type: none">• The annual NABERS rating assessment has been completed for Council's administration Centre located at 33 Moore Street, Liverpool.• All water and energy saving initiatives for 33 Moore Street, resulting from the previous energy efficiency report for the building have been completed.	 On track



Exercise planning controls to create high-quality, inclusive, urban environments

Action	Description	Comment	Status
S.4.01	Provide development assessment services	<ul style="list-style-type: none"> Council continues to improve Development Application determination times, while ensuring best practice planning and high-quality urban design outcomes are achieved for the benefit of the wider local government area (LGA). Maintaining key performance indicators during the period proved to be challenging due to the COVID-19 pandemic. Council adopted a proactive approach in adapting to the changing climate. Council has made a conscious effort to reduce the backlog of long-standing applications, by prioritising local and regionally significant applications in line with Council and State Government initiatives to assist in stimulating the economy and providing for additional housing in the LGA, including affordable housing. During the reporting period, Council approved 509 development applications with a total value of more than \$920 million, exceeding the dollar value of the same period in 2019 by \$575 million. Council had an average determination time for all applications of 82 days which is a 14-day improvement during the same period in 2019, despite the challenges of the pandemic. 	 On track
S.4.02	Facilitate floodplain management strategies, policies, systems and programs for the controlled occupation of flood-prone land	<ul style="list-style-type: none"> The impacts of flooding on major planning proposals and development applications are being assessed and advice is being provided to ensure sustainable occupation of flood prone lands. The Flood Constraint Study for the Liverpool Collaboration Area has been completed and development of the Regional Flood Evacuation Study is underway. The Overland Flow Path Study of rural catchment areas has been completed and review of the Cabramatta Creek Flood Study is underway. 	 On track
S.4.03	Manage and maintain public health and safety compliance	<ul style="list-style-type: none"> Council's outcome for Health and Safety Compliance substantially exceeds the targets in most areas. 	 On track

Action	Description	Comment	Status
S.4.04	Develop planning strategies	<ul style="list-style-type: none"> Council has adopted the Liverpool Local Strategic Planning Statement, the Liverpool Local Housing, Liverpool Centres and Corridors and the Liverpool Industrial and Employment Lands Strategies. These strategies are being reviewed by the Department of Planning, Industry and Environment (DPIE) for endorsement. The Local Environmental Plan (LEP) Review Planning Proposal has also been completed and submitted to NSW Department of Planning, Industry and Environment (DPIE) for finalisation. 	 On track
S.4.05	Manage land development engineering	<ul style="list-style-type: none"> Council continued to provide engineering advice and process Subdivision Work Certificates and Subdivision Certificate Applications with a focus on expediting the backlog of Development Assessment referrals. 	 On track
S.4.06	Manage building maintenance including fire safety	<ul style="list-style-type: none"> Council buildings are maintained on a programmed schedule for preventative maintenance. All Council buildings have a current Annual Fire Safety Statement and are on a yearly renewal program. 	 On track
S.4.07	Manage the design of public spaces	<ul style="list-style-type: none"> The Concept and Detailed Design packages for the Liverpool City Centre Urban Forest Strategy have been completed and works are scheduled to be delivered in 2021. Additional completed projects include the Public Art Policy and Casula Powerhouse Arts Centre Koori Floor Upgrade. Work has commenced on the Liverpool City Centre Public Domain Technical Manual, and Urban Design and Public Domain Development Application Manual. Due to the financial impacts of the COVID-19 pandemic on Council's budget, the Liverpool Signage and Wayfinding Manual, Liverpool Suburbs Character and Public Domain Study and Railway Street Detailed Design projects have been deferred and will be re-assessed and considered for delivery in future financial years. 	 On track

Develop and advocate for plans that support safe and friendly communities

Action	Description	Comment	Status
S.5.01	Undertake a program of upgrades and renewals for drainage infrastructure	<ul style="list-style-type: none"> Council has allocated a total of \$18.5 million this financial year for drainage and floodplain initiatives for the effective and efficient management of stormwater. Flood mitigation - Approximately \$16 million for land and works for detention basins in Austral and Edmondson Park to facilitate housing development as follows: <ul style="list-style-type: none"> Flood Detention Basin 6, Austral – Design and land acquisition is complete and the procurement process is underway. Construction will commence in 2021-22; Flood Detention Basin 29, Austral – Design complete and land acquisition is in progress. Construction commencing in 2021-22; Flood Detention Basin 14, Edmondson Park - Land Acquisition is in progress; Stormwater Infrastructure, East Leppington - Land Acquisition is in progress; and Flood Detention Basin 29, Austral - Land Acquisition is in progress. Asset renewal - Approximately \$1 million for ongoing relining and repairs of drainage assets to improve hydraulic capacity and provide extended service life of deteriorated stormwater pipes in Hinchinbrook and Green Valley. Works are currently underway in Hinchinbrook. Water quality - Approximately \$1.5 million to manage the quality of water reaching creeks and rivers e.g. Gross Pollutant Traps (GPT) and Erosion Protection works. GPT construction at Pearce Park has been completed and erosion protection works in Cabramatta Creek at Powell Park, Cartwright and Maxwells Creek crossing Hoxton Park Road, Sadlier are planned to commence in April 2021. 	 On track
S.5.02	Investigate, survey, design and estimate cost of Council's strategic infrastructure projects	<ul style="list-style-type: none"> Council has completed a majority of the investigation and design projects scheduled for December 2020. Major design projects including the design of the Pedestrian Overpass at Liverpool Station, Hume Highway/ Government Macquarie Drive intersection Improvement Works, Fifteenth Avenue and the Realignment of Pedestrian/Cycleway Shared Path along M7 Motorway are progressing. These design projects are programmed for two financial years. 	 On track

Action	Description	Comment	Status
S.5.03	Provide assistance and support to the Rural Fire Service and State Emergency Service	<ul style="list-style-type: none"> Council continues to provide support to the Rural Fire Service and State Emergency Services and has responded to all requests within the reporting period. Council facilitated all Emergency Management Committee meetings and provided extra time and resources for the COVID-19 pandemic. 	 On track
S.5.04	Develop plans to support community wellbeing	<ul style="list-style-type: none"> Council worked in consultation with NSW Health on mosquito surveillance to identify and develop treatment for breeding sites to eliminate health risks around adult mosquitos and bacteria. Council is preparing the relaunch of a media campaign which includes mosquito education videos informing residents on mosquito management at home. 	 On track



Snapshot July-December 2020

Council continued to build partnerships to develop the economic capacity of local businesses and residents.

In November, Council partnered with Austrade Singapore to provide information about opportunities for investment in Western Sydney food and beverage and agribusiness companies.

The Australian Government announced an extension to the Local Roads and Community Infrastructure Program. Council has been allocated more than \$6.5 million in funds to plan and execute major upgrades to local roads and infrastructure.

Council and Economic Development Australia, in partnership with Camden Region Economic Taskforce, hosted the virtual Economic Development Australia (EDA) 2020 conference from 18 to 20 November. More than 180 global economic development leaders from a range of industries delivered valuable insight and best practice ideas for leading recovery, building resilience and transforming local economies in response to the COVID-19 pandemic.




The conference provided the opportunity to showcase how Liverpool, despite recent challenges, remains a city of opportunity and to specifically highlight the crucial role that Council plays in attracting investment and facilitating jobs and economic growth through new infrastructure, nurturing small businesses, establishing skills development initiatives and ongoing collaboration with government partners and the private sector.

Delivery of Liverpool Civic Place has commenced, with demolition and early works underway. Completion is expected in December 2022. In addition, the Woodward Place Masterplan has been endorsed by Council with community consultation to commence in 2021. Concept planning for Hammondville Oval/Moorebank Sports Club is also underway.

Council continued to deliver maintenance works and repaired and resurfaced approximately 14,000 square metres of road pavement and 19 kilometres of road shoulder areas across various locations in the Liverpool local government area. Approximately 1900 linear metres of concrete footpath and 365 linear metres of kerb and guttering and 750 square metres of paved footpath were reconstructed.



Of the 19 Principal Activities for this Direction, all were on track.


Meet the challenges of Liverpool's growing population



Action	Description	Comment	Status
G.1.01	Demonstrate financial sustainability	<ul style="list-style-type: none"> Council's 2019/20 operating results were adversely impacted by the COVID-19 pandemic which consequently affected the reporting period results. Council's income streams, excluding rates and annual charges, were also affected and will continue to be monitored. 	 On track
G.1.02	Manage Council's childcare centres sustainably	<ul style="list-style-type: none"> Council's Early Education and Care Centres have maintained a utilisation rate of 98.7 per cent throughout the year, reflecting the high-quality programs that are offered within each of Council's services. Services have remained highly utilised, despite the COVID-19 pandemic. Families have highlighted the importance of having access to the services in order to meet their changing work commitments. Current wait list numbers highlight the significant demand of childcare services within the community with more than 1200 children waiting to gain a place. Policies and practices are regularly reviewed in line with quality improvement plans. These are developed in a way that supports continual improvement across services, ensuring that programs are reflective of current practices in Early Education and Care. 	 On track
G.1.03	Deliver strategic property projects	<ul style="list-style-type: none"> Delivery of Liverpool Civic Place has commenced with demolition and early works underway. Completion is expected in December 2022. The Woodward Place Masterplan has been endorsed by Council with community consultation to commence in 2021. Hammondville Oval/Moorebank Sports Club concept planning is underway, and the Casula Mall Town Centre master planning is ongoing. 	 On track

Action	Description	Comment	Status
G.1.04	Build effective relationships with State and Federal departments and governments	<ul style="list-style-type: none"> Council continues to build relationships with the State and Federal government to progress topics including the Western Sydney International Airport, economic opportunities, planning proposals, road upgrades and public transport. During the reporting period, 17 meetings were held. Council attended monthly briefings and engagements with agribusiness to identify funding opportunities and key issues impacting growth of the sector and attended strategic partners events and forums. The Greater Sydney Commission (GSC) is part of the project team which is investigating land use and infrastructure requirements for the rezoning of the Liverpool collaboration area. A consultant has been engaged to recommend land use and required transport infrastructure. A planning proposal for Moore Point (within the collaboration area) has been endorsed by Council. Council continues to review its assets and other resources to identify opportunities to supplement Council's revenue. 	 On track



Attract businesses for economic growth and employment options


Action	Description	Comment	Status
G.2.01	Attract new jobs within Liverpool's industry focus areas	<ul style="list-style-type: none"> Businesses in the local government area continue to display strong resilience during the COVID-19 pandemic and a recovery is well underway. Difficulties particularly in the retail sector in the CBD are noticeable as many office workers continue to work from home. As the transition back to the office continues, it is expected that recovery will strengthen. Considerable progress on support for local jobs and development of new career pathways occurred during the period with plans to expand on this progress during 2021. The strengthening of Council's relationship with the Defence sector was a significant achievement and career pathways for local residents in this sector will likely grow as a result. 	 On track
G.2.02	Market Liverpool as a business destination	<ul style="list-style-type: none"> The NSW Government's Small Business Month provided an opportunity to promote some of Liverpool's successful small businesses with video feeds on the Small Business Month site. Local businesses were showcased and celebrated for their success in pivoting and demonstrating resilience during the COVID-19 pandemic. Interest in investing in the Aerotropolis continues and Council actively participated in workshops designed to further planning of the area around the new airport. Council is also working with a range of potential new businesses interested in investing in the precinct to take advantage of the opportunities on offer. 	 On track

Action	Description	Comment	Status
G.2.03	Develop the economic capacity of local businesses and residents	<ul style="list-style-type: none"> Council continues to build partnerships in the Western Sydney region to engage and support businesses to export goods and services. Council's short-term focus area is to increase awareness of the export opportunity for local businesses, followed by the support and grants available from the NSW Government and Australian Investment and Trade Commission (Austrade). In November, Council partnered with Austrade Singapore to host an online event titled 'Opportunities in Singapore for Western Sydney food and beverage and agribusiness companies'. The event was well received with a total of 30 businesses registering and 10 virtually attending. In partnership with Regional Development Australia Sydney and three other Councils, Liverpool Council supports the Smart Farms Small Grants workshops with Western Sydney farmers. A topic of focus is developing export opportunities for Agribusiness entities in the region. This includes Agritourism and value-added food products for export markets. These workshops will continue to run quarterly until the end of 2021. Council arranged the Circular Economy (CE) panel discussion at the National Economic Development Conference for participants to gain an understanding of what the CE is and how it can benefit the Liverpool LGA. Council introduced a draft concept to establish a Western Sydney Exporters Network to Regional Development Australia (RDA) and Export Council of Australia (ECA). 	 On track
G.2.04	Develop Liverpool as an Innovation City	<ul style="list-style-type: none"> Activities identified in Council's Innovation Plan and the City Deal Digital Strategy continued to be delivered. The Liverpool Innovation Precinct (LIP) continued to develop and embed global partnerships into its implementation plan to ensure the LIP is recognised as a global leader in innovation and in Sydney's start-up ecosystem. 	 On track


Action	Description	Comment	Status
G.2.05	Monitor and advise Council on matters relating to the development of Western Sydney International Airport	<ul style="list-style-type: none"> Council continued to work with the Federal and State Government agencies on the planning and delivery of the Western Sydney International Airport. Council also provided comments on a Ground Transport Plan with the view to identify additional transport infrastructure to support operation of the airport. Council engaged with the Western Sydney Planning Partnership on the preparation of the Planning Framework for the Western Sydney Aerotropolis. During the period, Council joined the Planning Partnership Office, and has been involved in workshops and Technical Working Groups for the development of key documents. The Western Sydney Aerotropolis Plan (WSAP), State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 and the Phase 1 of the Development Control Plan were finalised in September, and the draft Precinct Plans for the initial precincts (Agribusiness, Aerotropolis Core, Badgerys Creek and Wianamatta-South Creek) were released for public exhibition in November. 	 On track
G.2.06	Promote Liverpool as a visitor destination	<ul style="list-style-type: none"> Liverpool has received promotional coverage through different channels highlighting it as a visitor destination. Liverpool has received third-party exposure through publications including TimeOut and Destination NSW. Liverpool was showcased as a region of great opportunities through various events and conferences including the National Economic Development Conference 2020, Liverpool Local Business Awards and smaller business networking events such as Welcome to Liverpool. Council continues to deliver initiatives that will contribute to the development of Liverpool as a visitor destination including developing a global brand for Liverpool, developing collateral for visitors and marketing campaigns to highlight the local assets and points of interest. 	 On track




Create an attractive environment for investment



Action	Description	Comment	Status
G.3.01	Activate and develop vibrant places that attract residents, visitors and workers to Liverpool	<ul style="list-style-type: none"> The City Activation Strategy review has been postponed until October 2021 due to COVID-19 restrictions. The initial review was to evaluate the short-term activations to determine the modification, cessation and/or continuation of the initiatives. Council will complete the review at a later date. Council has developed an interim six-month activation plan including some short activations. The program is focused on attracting the community to return to the city in a safe way as restrictions are progressively eased. Council continues to work on regeneration projects that will improve the public domain and user experience in the city centre, as well as assist with business recovery. 	 On track
G.3.02	Manage maintenance and repair program	<ul style="list-style-type: none"> Council delivered its maintenance and repair program during the reporting period, as follows: <ul style="list-style-type: none"> Repaired and resurfaced approximately 14,000 square metres of road pavement at various locations and 19 kilometres of road shoulder areas have been regraded and maintained; Reconstructed approximately 1900 linear metres of concrete footpaths, 365 linear metres of kerb and guttering and 750 square metres of paved footpaths at several locations; Reinstated faded and missing line markings on various streets including replacements and new installations of traffic signs and street furniture valued at approximately \$190,000; Cleaned all 115 gross pollutants traps twice as per the cleaning schedule, including repairs of damaged drainage structures and waterways weed removal. In addition, several street drainage pits were checked and cleaned; and Responded to a total of 1450 customer requests that were received for various maintenance works within the required timeframe. 	 On track

Action	Description	Comment	Status
G.3.03	Deliver property services	<ul style="list-style-type: none"> With the continuing impact of COVID-19 and social distancing requirements, the delivery of Property Services has been focused on meeting Council's assistance packages in terms of the provision of free parking to essential services workers and rent abatements to Council's retail and small tenants in accordance with Council resolutions. Acquisitions of properties required for drainage purposes at Austral and East Leppington have been progressing and offers have been made for properties at Edmondson Park. Council installed a second lift in Warren Serviceway Car Park. Council continues to process easement and road closure requests within required timeframes. 	 On track

Advocate for, and develop, transport networks to create an accessible city

Action	Description	Comment	Status
G.4.01	Deliver Council's adopted upgrade and renewals program for roads and transport related assets	<ul style="list-style-type: none"> Council has allocated approximately \$33 million for upgrades and improvements to road infrastructure this financial program year. Western Sydney Infrastructure Plan – More than \$10 million funded by the State Government for major intersection capacity and safety upgrades at the following locations: <ul style="list-style-type: none"> Governor Macquarie Drive and Newbridge Road, Moorebank – design is in progress, and delivery is scheduled for 2021-22 financial year; Governor Macquarie Drive and Hume Highway, Warwick Farm – design is in progress, and delivery is scheduled for 2021-22 financial year; and Heathcote Road and Bardia Parade, Moorebank – design is complete, and works are planned to commence in February 2021. Local Roads and Community Infrastructure (LRCI) Program – This is a recently announced program by the Federal Government, which supports local councils to deliver priority local road and community infrastructure projects, supporting jobs and the resilience of local economies to help communities bounce back from the COVID-19 pandemic. Council has been allocated a funding amount of more than \$6 million, which is to be spent by December 2021. Council intends to allocate these funds to the major upgrading of local roads and community buildings. Pavement renewal and resurfacing - Council is proposing to spend more than \$16 million for pavement reconstruction and resurfacing covering more than 14 kilometres of local and regional roads, in addition to seven kilometres of rural roads. More than 41 roads are planned to be improved and a total of 13 roads were completed during the period, including Fox Valley Road, Denham Court; Wolstenholme Avenue, Greendale, Willowdene Avenue, Luddenham, North Avenue, Rossmore, Cedar Road, Prestons and Oak Street, Prestons. Access improvements - Council is proposing to spend more than \$4.5 million for 9.5 kilometres of footpaths and shared paths to improve accessibility and mobility covering 34 sites of which 21 have been completed. Traffic control facilities and devices - Council has allocated more than \$2 million for a range of traffic facilities to improve pedestrian and motorist safety, including major intersections along Governor Macquarie Drive as listed under Western Sydney Infrastructure Plan. 	 On track

Action	Description	Comment	Status
G.4.02	Manage traffic and transport for Liverpool	<ul style="list-style-type: none"> Liverpool Pedestrian, Active Transport and Traffic Committee meetings were held during the period to discuss and endorse traffic facilities on the local road network. Funding submissions have been made to the Federal Government under its Blackspot program and Council secured \$540,000 for road safety improvements. The following three Federal funded projects are being designed for construction; <ul style="list-style-type: none"> Heathcote Road/Bardia Parade/Walder Road intersection improvement; Governor Macquarie Drive - Newbridge Road to Alfred Road upgrade; and Hume Highway / Governor Macquarie Drive intersection upgrade. Council continues to work with Transport for NSW on major projects including the M12 and M5 Motorways, St Mary's to Airport/Aerotropolis Metro and Bringelly Road, The Northern Road and Heathcote Road upgrades. 	 On track
G.4.03	Manage traffic and road safety on the local road network	<ul style="list-style-type: none"> Council continues to manage traffic and road safety on the local road network in consultation with the Police and Transport for NSW. This includes implementation of regional and local road safety programs and child restraint checking events. 	 On track
G.4.04	Assess impact of traffic and transport conditions and services	<ul style="list-style-type: none"> Traffic impacts of State Significant Development Applications including the St Mary's to Airport / Aerotropolis Metro, St Francis College and a quarry at Kemps Creek were assessed within the required timeframes. New streetlights were reviewed and endorsed within the required timeframes. 	 On track

Action	Description	Comment	Status
G.4.05	Advise on regional traffic and transport planning	<ul style="list-style-type: none"> Council provided advice on regional traffic and transport planning including input on the Transport for NSW and Sydney Metro transport planning strategies and on the Western Sydney Airport Corporation ground transport plans. Council continues to advocate for transport networks to create an accessible city. This has included representations to the Transport Minister and Transport for NSW to bring forward investigation for the Bankstown to Liverpool Metro extension. Council has successfully secured funding for the design investigation for Fifteenth Avenue, Cowpasture Road to Devonshire Road upgrade. Council has successfully liaised with Transport for NSW and Department of Planning Industry and Environment to fund a corridor study for staged delivery of the Fifteenth Avenue Smart Transit corridor. 	 On track
G.4.06	Inspect driveway constructions and manage road opening applications	<ul style="list-style-type: none"> Council completed and approved 920 driveway inspections for construction. Council received and processed 640 of road opening applications and issued permits in a timely manner within the reporting period. 	 On track



Snapshot July-December 2020

Council continued to deliver a range of initiatives aimed at leading through collaboration and ensuring best practice processes across the organisation.

Council won three awards during the period including the 2020 Greater Sydney Planning Awards in the category of Planning for Jobs and Skills, the LGNSW Excellence in the Environment Awards in the category of Asbestos Management and the 2020 ZEST Awards in the category of Outstanding Project Promoting Social Cohesion and Community Harmony.





Council has prepared a Memorandum of Understanding (MoU) for a multi-year partnership with Western Sydney University (WSU). The partnership will deliver internship programs, research partnerships and mutual access to production facilities, and includes a promotional agreement to ensure Casula Powerhouse Arts Centre programs are communicated to all WSU staff and students.






CPAC's transition to digital marketing to promote programs and content proved to successfully engage the community with an excess of 400,000 viewers and readers during the reporting period. Community engagement was enhanced through online music programs, live streams of performances in the theatre, artist interviews, online awards ceremonies for art prizes and backstage tours.





Council has reviewed and compared its existing workforce with the profile of the broader Liverpool community to assess areas that can be improved to attract and engage a more diverse range of future employees, which will be outlined in the Diversity Inclusion Strategy.

Of the 38 Principal Activities for this Direction, 37 were on track.




Seek efficient and innovative methods to manage our resources



Action	Description	Comment	Status
L.1.01	Provide support to Councillors and Executive Team	<ul style="list-style-type: none"> • Council received and actioned 605 Councillor requests in the reporting period, with 72 per cent responded to within the two-day timeframe. • Monthly Councillor briefing sessions continued to be delivered online. • Councillor Mobile Office sessions were cancelled during the period due to COVID-19 restrictions. 	 On track
L.1.02	Deliver Council meeting Secretariat	<ul style="list-style-type: none"> • Council prepared six agendas in the reporting period and posted on Council's website within the required timeframes. • Minutes of Council meetings were completed and posted on Council's website within the required timeframes. • A total of 183 Council resolutions were assigned to relevant officers within 48 hours of each Council meeting and 86 per cent were completed within timeframes. • Council meetings continued to be held in an online format during the reporting period following the COVID-19 restrictions. 	 On track
L.1.03	Monitor and improve Council's processes for enterprise risk management	<ul style="list-style-type: none"> • Council has an established Enterprise Risk Management Framework (ERM) that includes strategic, compliance and operational risks. • Risk Owners continuously monitor and assess the control effectiveness of risks through Council's ERM system. • Processes are in place to report on Council's risk management processes to Council's Audit, Risk and Improvement Committee and Council's Governing Body. • Council has an established Annual Risk Management Plan to improve risk maturity across the organisation and drive a program of continuous improvement. 	 On track
L.1.04	Deliver professional, timely and authoritative governance services for Council	<ul style="list-style-type: none"> • Council has converted the Government Information Public Access (GIPA) applications to online forms making it easier for the public to apply for information. 	 On track


Action	Description	Comment	Status
L.1.05	Manage recruitment framework to attract and engage diversity in our new employees	<ul style="list-style-type: none"> Council resumed limited and prioritised recruitment activities in July after they were placed on hold from March to June due to the COVID-19 pandemic. Council has reviewed and compared its existing workforce with the profile of the broader Liverpool community to engage a more diverse range of future employees, which will be outlined in the Diversity Inclusion Strategy. Additional measures for capturing diversity data of new employees will be implemented during the engagement and onboarding phase of recruitment on a voluntary basis. 	 On track
L.1.06	Manage IT Business Strategy	<ul style="list-style-type: none"> Council continues to enhance its systems and day-to-day operations with the implementation of best practice and procedures for Council's infrastructure and security. During the reporting period, Information Technology commenced development of a digital strategy that will deliver improved services through technology. 	 On track
L.1.07	Manage computer/infrastructure hardware administration program	<ul style="list-style-type: none"> Council's IT infrastructure is up to date and within the designated timeline of technology refresh. Investment in the maintenance of systems and their security and performance continues. 	 On track
L.1.08	Conduct, review and improve Council's internal audit activities	<ul style="list-style-type: none"> Council's Audit, Risk and Improvement Committee endorsed a four-year Strategic Internal Audit Plan for the period 1 July 2020 to 30 June 2024. The plan guides the internal audit activities of Council through a risk-based approach. Progress against the Strategic and Internal Audit Plans are reported quarterly to Council's Audit, Risk and Improvement Committee. 	 On track
L.1.09	Manage Council properties	<ul style="list-style-type: none"> During the reporting period, Council advertised the public tender for the lease of Pumphouse Café in Bigge Park and completed new leases for 46 Scott Street, Northumberland Arcade, Shop 8 at 33 Moore Street and managed existing commercial/retail leases. Council also convened with the Native Title/Crown Land Manager regarding responsibilities associated with the management of NSW Crown Land under the provisions of the Crown Land Management Act. 	 On track

Action	Description	Comment	Status
L.1.10	Coordinate the development of award submissions and industry recognition	<ul style="list-style-type: none"> Council submitted entries in eight categories within seven award programs during the reporting period. Council won three awards during the period including the 2020 Greater Sydney Planning Awards in the category of Planning for Jobs and Skills, the LGNSW Excellence in the Environment Awards in the category of Asbestos Management and the 2020 ZEST Awards in the category of Outstanding Project Promoting Social Cohesion and Community Harmony. Council was a finalist in the 2020 Urban Developer Industry Excellence Award and the National Local Government Customer Service Awards. Two submissions received highly commended achievements in the Greater Sydney Planning Award and the Local Government NSW Planning Awards. 	 On track
L.1.11	Provide support to various Council committees	<ul style="list-style-type: none"> Council provided support to 33 Committee meetings in the reporting period and meeting minutes were delivered within required timeframes. 	 On track
L.1.12	Manage the delivery of high-quality, cost-effective legal services	<ul style="list-style-type: none"> Council's in-house legal team adapted to the changing environment caused by the COVID-19 pandemic and were equipped with the resources and infrastructure to continue to provide legal services. Court appearances, hearings and interlocutory proceedings were conducted via audio-visual link, and commercial transactions were conducted electronically. 	 On track
L.1.13	Engage employees to manage performance achievement and development planning	<ul style="list-style-type: none"> Council has completed People Achieving Plans for 73 percent of staff, which encompasses the review of staff performance, achievement and development. 	 On track


Increase community engagement

Action	Description	Comment	Status
L.2.01	Promote Liverpool through marketing and communications	<ul style="list-style-type: none"> Council produced a range of collateral to promote its continuation of service to the community. Council produced two editions of Liverpool Life and achieved significant TV news and metropolitan media coverage for Council initiatives, including: <ul style="list-style-type: none"> Attracting Qantas to the Western Sydney Aerotropolis; Commencement of demolition for Liverpool Civic Place; and Council's fleet of waste compactor trucks with community messaging. 	 On track
L.2.02	Increase attendance at Council events through marketing	<ul style="list-style-type: none"> Council's major events including Love Livo Nights, Liverpool On A Roll, Eat Your Heart Out and Ideas 2170 were cancelled or postponed due to COVID-19 restrictions. Council produced and supported the production of a range of digital events including, Love Livo Live and various programs at CPAC and the Library to keeping the community engaged during the period. 	 On track
L.2.03	Manage community events to increase community engagement	<ul style="list-style-type: none"> The delivery of digital events enabled Council to engage with a more diverse audience, and ensured the events remained accessible during the COVID-19 restriction period. Council's Summer program will continue to engage the local community and target areas that have not previously been activated with events. The ability to move some events online has seen greater engagement digitally. This was evident in statistics for viewership for the NAIDOC online program, with a reach of 25,553 impressions and interactions with videos across the week. With a suite of 12 videos released over seven days, the online event was well received by the community. The New Years' Eve Light Up The Sky activation allowed small family groups to view the fireworks from their homes, driveways or streets in a COVID-safe manner. The livestream of the fireworks display reached more than 70,500 people on Council's Facebook page. The event attracted pre and post event coverage on Channel 7 and 9 News and articles in the Daily Telegraph and Sunday Telegraph. 	 On track






Action	Description	Comment	Status
L.2.04	Assist with the promotion, coordination and growth of sporting codes	<ul style="list-style-type: none"> During the reporting period, the COVID-19 pandemic adversely impacted regional, state and international sporting events which resulted in no applications being submitted for the Sporting Donations Program. The Sporting Grants and Donations programs for 2020-21 will remain in place to consider athletes' applications once representative sporting events recommence. The Sporting Grants program is offered annually to sports clubs to support sports development. Local sporting clubs will be invited to make application to the grants program in January 2021. The Liverpool Sports Committee continues to give sporting codes formal access to Council and convened as scheduled in August and November. The Committee provided valuable input into Council's support response for community sporting organisations during the disruptions caused to sporting seasons by the COVID-19 pandemic. 	 On track
L.2.05	Partner with organisations to increase Casula Powerhouse Arts Centre (CPAC) audience reach	<ul style="list-style-type: none"> Council prepared a Memorandum of Understanding (MoU) for a multi-year partnership with Western Sydney University (WSU). This partnership will deliver internship programs, research partnerships and mutual access to production facilities. It also includes a cross-promotional agreement to ensure CPAC programs are communicated to all WSU staff and students through various channels. A new partnership with the University of NSW has delivered the first part of a three-year project (on public display from November) showcasing the creative application of Raspberry Pi microcomputer technology to make light and sound displays that appeal to all ages. Youth programs were placed on hold due to COVID-19 restrictions. Planning has commenced for the programs to return in 2021 and children's programs will precede these from 18 January 2021. 	 On track






Action	Description	Comment	Status
L.2.06	Promote Casula Powerhouse Arts Centre (CPAC) through marketing and communications	<ul style="list-style-type: none"> The promotion of Casula Powerhouse Arts Centre (CPAC) included digital distribution due to COVID-19 restrictions and regular electronic direct email marketing to a segmented database utilising CPAC's ticketing database and mailing list. The centre was also advertised through Google ads, Facebook and Instagram, online listings and banners through other arts organisations, arts publications and relevant media. All print publications and collateral ceased during the period and the emphasis remained on the digital program and creating video content. CPAC reached more than 400,000 viewers/readers via these programs, the CPAC website and social media channels. This was an exponential increase as people looked to online sources of entertainment, education and engagement with the arts. Popular new online programs included virtual exhibitions, arts and crafts workshops, recipes and gardening tips further promoting CPAC to a local, national and international audience. The new emphasis on digital programming led to a 400 per cent increase in audience reach. Community engagement was enhanced through online music programs, live streams of performances in the theatre, artist interviews, online awards ceremonies for art prizes and backstage tours. 	 On track






Encourage community participation in decision-making




Action	Description	Comment	Status
L.3.01	Encourage community participation in programs and decision-making processes	<ul style="list-style-type: none"> The Liverpool District Forums were attended by a diverse and large number of residents. COVID-19 social distancing measures presented a unique challenge to continue to engage with the community and deliver these forums. Forums held in the period were delivered online through Microsoft Teams, where community members were still able to receive updates from Council and provide feedback on matters of concern. Council's Liverpool Youth Council Committee, Aboriginal Consultative Committee, Access Committee and Community Safety and Crime Prevention Advisory Committee all met in the period and meetings were held online due to COVID-19 social distancing restrictions. Council conducted community consultation on the proposed use of Mimosa Park, Casula. This consultation informed Council's decision to maintain this space as a public park and proposed embellishment based on community feedback. The Positive Ageing Survey received more than 200 responses from local seniors in Liverpool. This survey will inform the development of Council's Positive Ageing Plan, to be completed in 2021. 	 On track

Strive for best practice in all Council processes

Action	Description	Comment	Status
L.4.01	Manage Council's customer service operations	<ul style="list-style-type: none"> During the reporting period, Council answered more than 40,000 calls, processed and allocated 3351 inbound correspondence, and managed the rates operations for all rateable properties in Liverpool. Council also processed 141 Rates Hardship Claims. 	 On track
L.4.02	Manage and expand ePlanning Portal	<ul style="list-style-type: none"> Council continues to invest in developing and implementing online systems to support improved customer transactions and streamlined internal processes. These initiatives result in broader benefits to customers and Council. 	 On track
L.4.03	Manage and complete Integrated Planning and Reporting requirements	<ul style="list-style-type: none"> Council is meeting its Integrated Planning and Reporting requirements. The Annual Report 2019/20 was completed in December 2020 in line with the revised deadlines due to COVID-19. The Biannual Report for July-December 2020 and the Delivery Program 2017-22 and Operational Plan 2021-22 are currently in development and will be submitted to Council by legislated deadlines next year. 	 On track
L.4.04	Comply with financial legislative requirements	<ul style="list-style-type: none"> Council delivered all legislative financial obligations in the reporting period. 	 On track
L.4.05	Manage the delivery of monitored, transparent and accountable procurement services	<ul style="list-style-type: none"> Council continues to manage and facilitate all procurement sourcing activities that see the delivery of goods and services and major capital works to the community. During the reporting period, Council awarded seven procurement projects and managed 35 active ongoing projects. 	 On track

Action	Description	Comment	Status
L.4.06	Identify and report hazards to promote a safe workplace	<ul style="list-style-type: none"> During the reporting period, Council identified and managed hazard reports to create a safe workplace. 	 On track
L.4.07	Manage and report on workplace Work Health and Safety (WHS) risks through injury management and proactive engagement with staff and stakeholders	<ul style="list-style-type: none"> Council effectively managed changes to staff workplace arrangements during the COVID-19 restriction period and engagement was modified to suit the majority of staff working from home. 	 On track
L.4.08	Manage and deliver strategic initiatives	<ul style="list-style-type: none"> All Council business units have undergone business planning training and the framework is in development. The internal reporting framework for the organisation, including key performance indicators and performance measures has been drafted. Council continues to meet with representatives from other metropolitan councils and deliver actions from the Resilient Sydney Strategy to ensure metropolitan Sydney is a connected, inclusive and resilient city. 	 On track
L.4.09	Manage Council's Process Mapping System	<ul style="list-style-type: none"> Council established an 18-month Business Improvement Plan to prioritise critical services, processes and projects for improvement. 	 Needs attention
L.4.10	Utilise an effective resolutions model to promote a bullying and harassment-free workplace	<ul style="list-style-type: none"> Council's Dignity and Respect in the Workplace training was placed on hold during the reporting period due to the COVID-19 restrictions. Council has designed an interactive Dignity and Respect in the Workplace training eLearning module that incorporates Council's values and assists in fostering a positive workplace culture. This module will be available in 2021. 	 On track

Action	Description	Comment	Status
L.4.11	Manage fleet and outdoor machinery and equipment	<ul style="list-style-type: none"> Council's Fleet and Workshop Team have achieved the service levels required to ensure Council's outdoor operations run efficiently. Downtime of machinery has been significantly reduced and new technologies are further supporting the improvements to Council's delivery. 	 On track
L.4.12	Engage employees through internal communication	<ul style="list-style-type: none"> Council continued regular all-staff live online addresses, produced the regular In The Loop online news update and encouraged staff members to use Yammer, Council's online internal communication platform. 	 On track
L.4.13	Coordinate code of conduct and privacy complaints and public interest disclosures	<ul style="list-style-type: none"> The office of the Internal Ombudsman assessed and finalised most complaints during the reporting period. 	 On track
L.4.14	Develop, review and update asset management plans for Council's infrastructure and building assets	<ul style="list-style-type: none"> The review and update of asset management plans for Council's Building portfolio is progressing satisfactorily. Condition assessments of Council's Aquatic centres, Libraries, Museum and SES buildings are also progressing. 	 On track
L.4.15	Manage Council's insurance-related matters	<ul style="list-style-type: none"> Council assessed and processed all claims in a timely manner upon receipt of sufficient information relating to cause and other consideration pertaining to claims lodged. 	 On track

Action	Description	Comment	Status
L.4.16	Manage Council's equipment stores	<ul style="list-style-type: none"> Council delivered one stocktake and monthly cycle counts on all groups of items during the period. New processes and policies have been introduced to ensure stock hold is sufficient to support the operational needs of Council. 	 On track
L.4.17	Manage the review of developer contributions systems and policies	<ul style="list-style-type: none"> Council made several amendments to existing contributions plans to ensure they continue to be relevant and respond to current circumstances. Council has been actively involved in advocating for change through the significant reform agenda of the NSW Government relating specifically to infrastructure provision through levies on development. An online calculator is currently being developed that will allow customers to easily obtain an estimate of the contribution fees for a particular development, anywhere in the city. This will be deployed in early 2021. A number of policies supporting the provision of infrastructure including Voluntary Planning Agreements and Works in Kind agreements are currently being reviewed. These reviews include necessary updates related to a recent audit of local government by the NSW Audit Office, as well as other opportunities to optimise the operation and clarity of these policies. 	 On track
L.4.18	Maintain Council's Asset Management System	<ul style="list-style-type: none"> Council's Asset Management System (Assetic) now operates in the Cloud environment. This has helped Council to continue to enhance the standard of asset management practices in various aspects including asset accounting, data accessibility, data security and integration with GIS and Customer Request Management System (GRMS). 	 On track

CTTE 02	Minutes of the Community Safety and Crime Prevention Advisory Committee meeting 3 December 2020
<i>Attachment 1</i>	Minutes of the Community Safety and Crime Prevention Advisory Committee meeting 3 December 2020



This meeting was recorded for minute taking purposes
This meeting occurred via MS Teams

MINUTES FROM COMMUNITY SAFETY AND CRIME PREVENTION ADVISORY COMMITTEE MEETING 3 December 2020

COUNCILLORS:

Councillor Geoff Shelton
Councillor Karress Rhodes
Councillor Peter Harle

Liverpool City Council **(Chairperson)**
Liverpool City Council
Liverpool City Council

COMMITTEE REPRESENTATION:

Jason Aquilina
Ryan Roumieh
Det. Insp. Timothy Liddiard
Nevenka Francis
Richard Carbury
John Crozier
Andrew Miles
Jacqueline Druart

University of Wollongong
Lifeline Macarthur
Liverpool City Police Area Command
South Western Sydney Local Health District
Scott Street Clinic
Liverpool Hospital
South Western Sydney Local Health District
MTC Australia

COUNCIL ATTENDEES:

Toula Athanasiou
Themelina Bekiaris
Muizz Khan

Liverpool City Council
Liverpool City Council
Liverpool City Council **(Minutes)**

GUESTS:

Kelly Gee
Andrew Gissing

WSROC
Risk Frontiers

APOLOGIES:

Mayor Wendy Waller
Eva Kovaecvic

Liverpool City Council
Liverpool Neighbourhood Connections



OPEN

Meeting opened at 10:05 am.

1. WELCOME, ATTENDANCE AND APOLOGIES

Councillor Geoff Shelton opened the meeting and acknowledged the traditional custodians of the land.

2. DECLARATIONS OF INTEREST

Nil

3. REPORTS

3.1 Liverpool City Police Area Command

Detective Inspector Timothy Liddiard provided the following report:

- Police operations have been significantly impacted by COVID-19. Significant resources have been deployed to border control and hotel quarantine commitments. Police have now been returned to command with the borders re-opening, however, still hold their commitment to hotel quarantine;
- There has been a significant reduction in both property crime and crime linked to violence during COVID-19;
- Strategies are being implemented to manage crime trends over the Christmas period. Operations will be in place around licensed premises to prevent alcohol related crime over the Christmas period;
- Reported increase in theft of motor vehicle. Operations are being implemented in conjunction with Highway Patrol;
- Despite being impacted heavily by COVID-19, Liverpool Police Area Command has been recognised for its proactive operations in the Sydney South West region. NSW Bureau of Crime Statistics and Research (BOSCAR) recognises that police productivity has a positive impact on crime trends within the LGA; and
- Liverpool CBD is the PAC's main focus with most crime occurring within the CBD. During COVID-19, crime has spread to outer suburbs, with the command allocating resources accordingly.

Queries and discussion

Question: In light of these positive statistics and reduced crime, have any studies or surveys been conducted to measure changes in perception of crime from a resident's perspective?

Answer: At this stage, no study has been conducted. A number of strategies are implemented to engage with community and gather information around crime and safety.

Question: Due to the deployment of police officer to border protection duties and resources being stretched, was there an increase in crime within Liverpool?

Answer: The PAC was able to maintain proactive operations and manage their first response commitments to issues, such as responding to calls for assistance.



Question: Are you able to provide the number of staff/resources that were deployed to the Victorian border?

Answer: This number has been reported by the Commissioner's office. This includes numbers for the entirety of the operation.

Question: Is there a link between the hours of increased trade for liquor licenced premises and alcohol related crime and associated violence?

Answer: Operations are being conducted across liquor licenced premises to manage and prevent alcohol related crime and associated violence.

3.2 Councillor's report

Councillor Geoff Shelton provided an update on matters discussed at the most recent Council meeting, held on 25 November:

- Annual financial reports were adopted;
- Discussions were held in relation to changes of planning instruments to allow for larger signage on buildings. This is to support the idea of the potential for Liverpool to become Sydney's third CBD;
- Carnes Hill Recreation Precinct Stage 2 Masterplan adopted;
- Discussions were held in relation to contamination and illegal dumping within the LGA. This is an ongoing issue and Council has strategies to monitor this such as mobile CCTV cameras;
- Mental health issues were discussed, particularly its impact on individuals and their close contacts. This has been discussed and addressed in several council meetings; and
- Work has commenced on the Liverpool Civic Place development in Scott Street. Planning for Civic Place has been the focus of discussion in previous meetings, focusing on how planning should progress.

4. GUEST SPEAKERS

Kelly Gee – Project and Policy Officer (WSROC) and Andrew Gissing – Risk Frontiers presented to the committee on Heat Management and Preparedness, focusing on the WSROC "Heat Smart" Project:

- The Heat Smart Project was developed from the 'Turn Down the Heat' Strategy, which was launched in 2018 by WSROC. The Strategy brought together a range of stakeholders including Local councils and the Western Sydney Local Health District to develop strategies to mitigate heat impact present in Western Sydney;
- The project is funded by Resilience NSW with a focus on Western Sydney's resilience to heatwaves;
- The project particularly focuses on the impacts of heat on vulnerable communities, as well as targeting emergency response management to heat and heatwaves;
- There are three components to the study:
 - Literature review
 - Stakeholder interviews (local council and subject matter experts)



- Community survey conducted across Western Sydney to address community views on heat management and preparedness;
- Heatwaves pose a major risk to communities within Western Sydney. There is a lack of a defined emergency risk management role for heatwave at a state level;
- There is no standard risk management approach for heatwaves unlike other hazards such as floods or bushfires. Research indicates there are concerns about the identification of vulnerable people in response to heat;
- Heatwave management requires an integrated approach in order to link with the most vulnerable communities to develop heat resilience towards heatwaves. This includes:
 - Urban planning
 - Landscape management
 - Emergency and recovery planning
 - Community awareness, including organisations and community groups
 - Warning systems and temperature monitoring and the care for vulnerable communities;
- Heatwaves are a key area of concern for people within Western Sydney. Community members have reported that they have sought medical treatment and/or felt mentally stressed during previous heatwaves;
- Affordability and renting of housing pose a key barrier to heat management and resilience for community members; and
- Interviews and surveys have indicated that community members would like to see increased effort from state and local authorities to manage heat such as:
 - Preventing power outages
 - Provision of cooler public spaces and places
 - Community awareness campaigns
 - Changes to entry fees and hours for public pools
 - Targeting programs to the most vulnerable
 - Greater tree planting.

Queries and Discussion

Question: What is a cooling shelter?

Answer: A cooling shelter/refuge are locations identified in emergency planning such as shopping centres, libraries and cinemas. These locations provide a cool space as well as an abundance of energy supply to maintain this for vulnerable communities. The integrated approach has shown that the most at-risk individuals are not making use of the resources and spaces available to them.

Question: There have been discussions about introducing standards of tree planting near houses, such as properties are required to have enough space to have a tree at the front of the property and within the backyard of the property. Would such a strategy support this work?



Answer: A set of guidelines is being developed to aid councils in urban planning. These guidelines acknowledge that planning should incorporate heat management through urban design and planning.

'Cool Suburbs' is a project where councils are working with a panel of scientists to focus on heat mitigation strategies within homes. These projects are focusing on best practice to develop tools providing guidance to create cooler suburbs.

5. GENERAL BUSINESS

5.1 Community Safety and Crime Prevention Strategy

- Alcohol-Free Zone (AFZ) signs have now been updated and installed across the CBD and the outer suburbs of Liverpool. The consultation process has begun for an additional AFZ to be implemented at Wattle Grove Lake. Liverpool City PAC have recommended that an AFZ in this location would be beneficial to reduce alcohol related issues;
- Council is working closely with Liverpool City PAC to report and provide responses to community inquiries;
- Council is planning to implement projects to engage with the community and provide support to local services and community organisations in the new year. These projects will address issues around community safety and crime prevention to ensure the safety of all and promote the perception of safety;
- Council is investigating recommencing the Midnight Basketball program in Liverpool. This program engages with young people to create positive outcomes and reduce antisocial behaviour. Midnight Basketball incorporates competitive basketball rounds and provides opportunities for young people via social workshops and seminars that look to build resilience, strength and an understanding of community. A working group is being developed and the Committee is encouraged to become involved to assist with crime reduction in Liverpool; and
- Planning has commenced to re-launch partnership initiatives such as Coffee with a Cop and Box with a Cop as COVID-19 restrictions ease.

5.2 Pan Pacific Safe Community Accreditation

Council is working closely with subject matter experts in developing four priority area workshops aimed at increasing awareness of safety and crime in community members. These areas include:

- Domestic violence;
- Falls and trip prevention;
- Drugs and alcohol; and
- Road trauma and safety.

A pilot program will be delivered to students at MTC Australia on 15 and 16 December. The pilot will allow Council to gather feedback from the participants to develop the workshops further. This provides a great opportunity for Council to re-connect with community and deliver worthwhile programs and initiatives.



5.3 Funding Opportunities

Council has adopted a new grants management system known as "FLUXX". The feedback from staff and external services indicate the new grant system is easy to navigate and the process is an efficient platform to apply for grants. All Council grant programs are now open all year round to encourage increased uptake of this funding.

5.4 COVID-19 Updates

Council continue to follow the guidelines and advice by the NSW Health and continue to promote to local community. Moving into the new year, Council staff will increase working days from office and other designated workplace.

Many local services have returned to normal operations and have modified their strategies and initiatives to better meet the needs of community. Council continues to work with NSW Health and local services to support COVID testing clinics, information dissemination and support to vulnerable groups.

5.5 Statement of Commitment – Alcohol and Drug

A Statement of Commitment to the management of alcohol and other drugs issues in Liverpool has been drafted. This Statement supports a harm minimisation approach to the management of drug and alcohol related issues in Liverpool. The Statement recognises and acknowledges the work by the key stakeholders who are experts in developing and implementing strategies around minimising drug and alcohol impact.

The Statement of Commitment will be re-circulated within the December minutes for endorsement at the next Community Safety and Crime Prevention meeting in March 2021.

5.6 Crime and Safety matters concerning Railway Parade and Scott Street

Liverpool City PAC are aware of the issues in this location. The PAC will investigate and provide further recommendations.

5.7 Drug Paraphernalia in Pioneer Park and Wattle Grove Lake

Recommendations to be made offline and formal reports to be made to Council. Police have observed crime issues at Wattle Grove and strategies to manage these issues are being implemented.

5.8 Issues at Casula Bus stop – Corner of De Meyrick Ave and Reserve Road

Liverpool PAC will take this matter on notice and provide recommendations.

6. INFORMATION SHARE

A Free Car Restraint Fitting day was held at Liverpool Catholic Club on Friday 30 October. 49 seats were adjusted and corrected. Several car restraints were installed incorrectly and readjusted to ensure the safety of all.

Drug Health Service and SWSLHD have modified their programs and operations to meet the needs of community and to comply with social distancing guidelines.

CTTE 02	Minutes of the Community Safety and Crime Prevention Advisory Committee meeting 3 December 2020
<i>Attachment 1</i>	Minutes of the Community Safety and Crime Prevention Advisory Committee meeting 3 December 2020



Next Meeting

Thursday 4 March 2021 - location to be confirmed pending social distancing guidelines.

CLOSE

Meeting closed at 11:35am.



WSROC

HEAT SMART WESTERN SYDNEY

Kelly Gee
02 9671 4333
kelly@wsroc.com.au

Heat Smart is funded under the State Government Natural Disaster Resilience Program. The views expressed herein do not necessarily reflect the views of the New South Wales Government.

Heat in Western Sydney: Longer, hotter, more frequent

Resilient Sydney 2016

Heat is Sydney's top shock and biggest risk

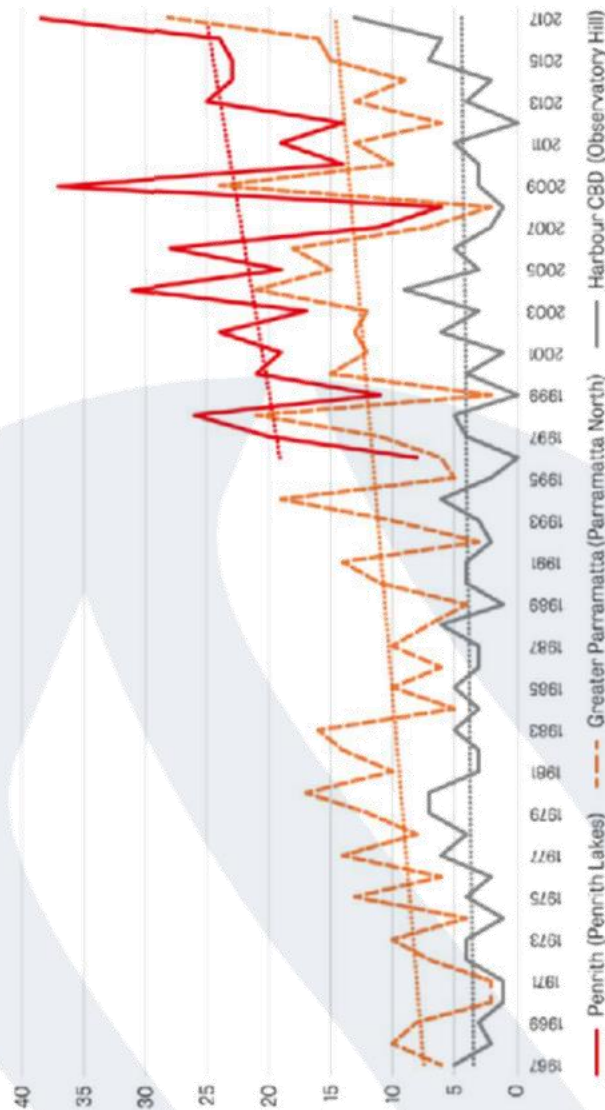
State Level Emergency Risk Assessment 2017

Extreme heat is one of the top hazards for NSW

Greater Sydney Commission 2018

Addressing urban heat one of four key performance indicators.

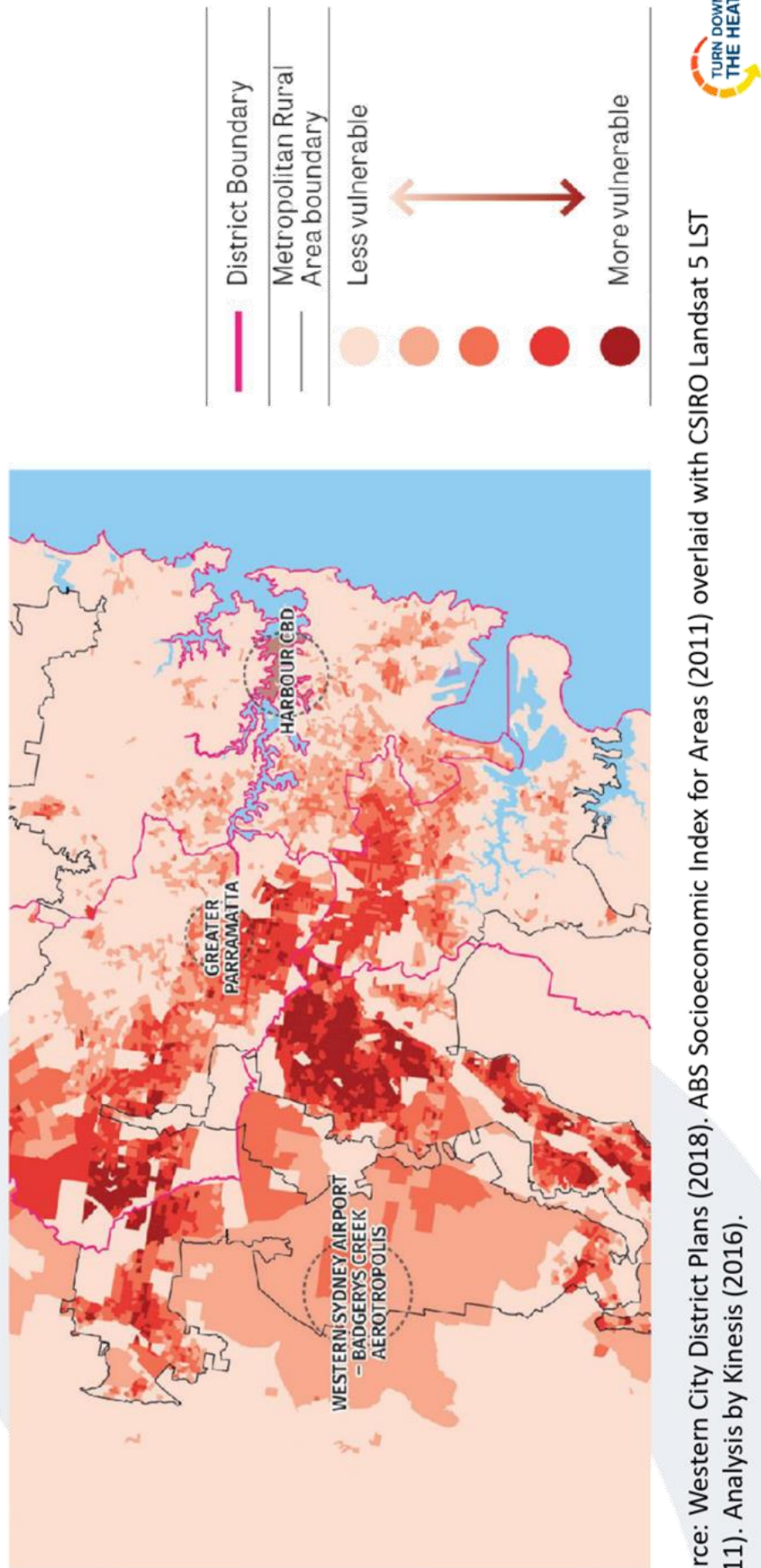
Last year, Western Sydney experienced 37 days over 35 degrees (compared to 6 in the CBD).



Source: Greater Sydney Commission (2018) using data from the Bureau of Meteorology



Heat in Western Sydney: Exposure x vulnerability = risk



Project context: Turn Down the Heat Strategy

Developed in consultation with 180 stakeholders across 55 organisations.

The Strategy includes 16 actions across the following strategic drivers:



Take action together



Design and plan to cool the built environment



Cool with green space and water



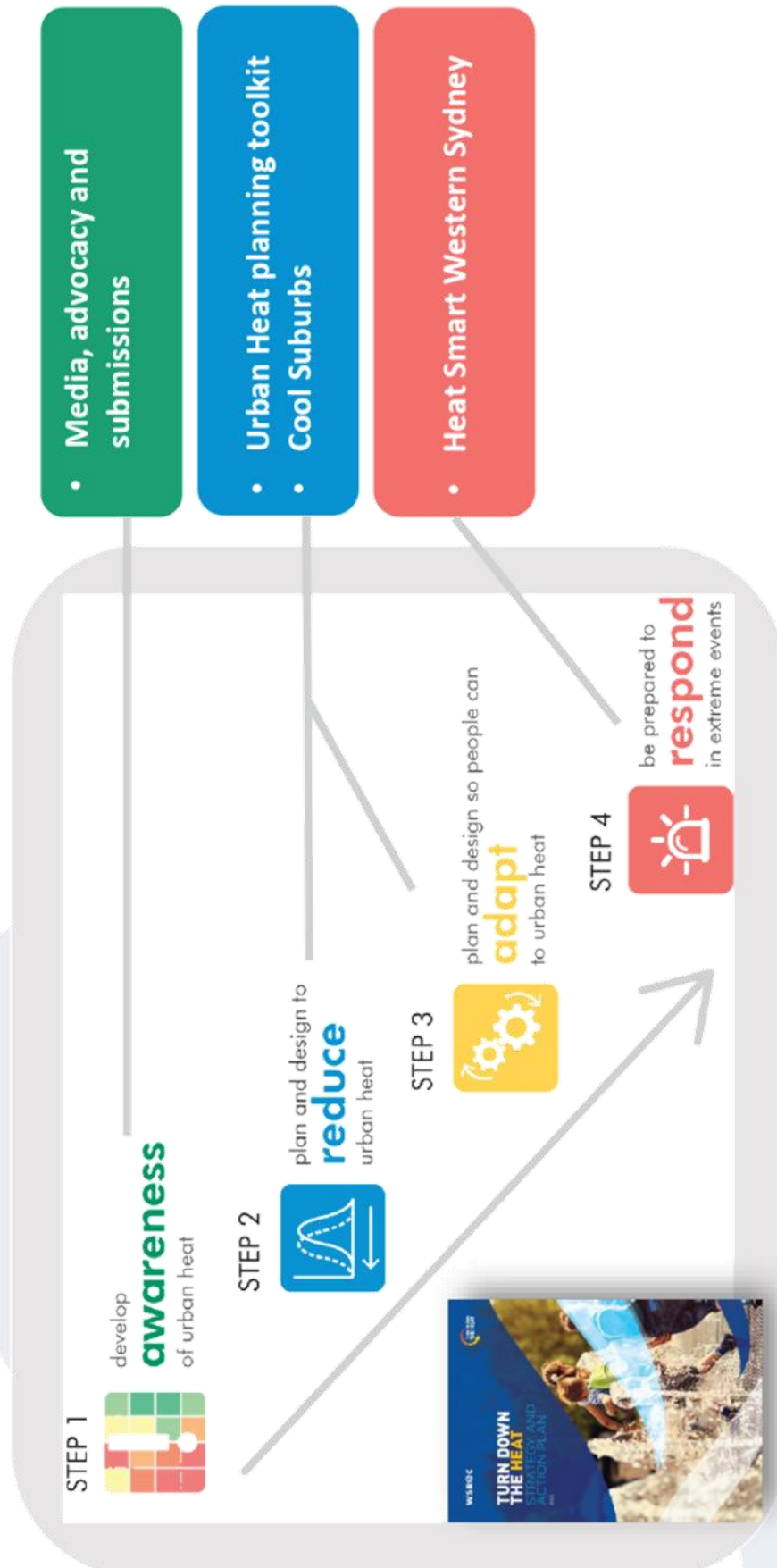
Build a community that is healthy and prepared



Innovative and responsive infrastructure



Turn Down the Heat: A resilience approach



This project: Heat Smart Western Sydney

AIM: To build Western Sydney's resilience to heatwaves, with a focus on vulnerable communities.



Heat Smart is funded under the State Government Natural Disaster Resilience Program.

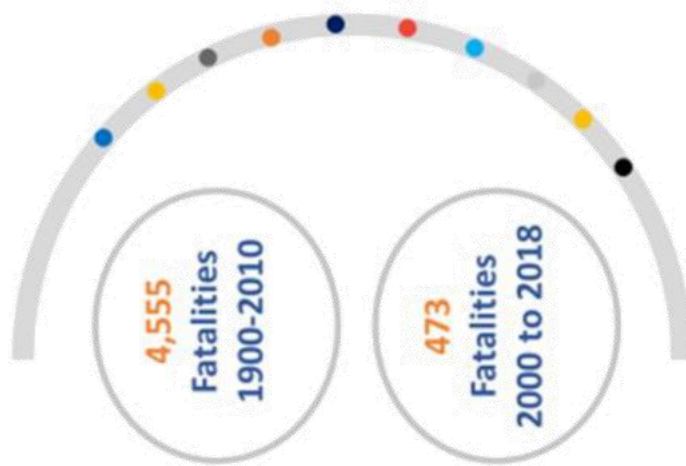
Gap Analysis – Structure

**Literature
Review**
Australian and
international research

**Stakeholder
interviews**
21 different
organisations

**Community
survey**
317 Western Sydney
residents

Who is most at-risk



Key Research
Findings

Interviews and
Literature
Review

Overall

- Heatwaves pose an extreme risk to residents of Western Sydney
- There is a lack of clarity of roles of local government in heatwaves
- There is an absence of defined emergency risk management roles for heatwave at a state level. There is no hazard leader.
- Not all LEMCs have locally developed arrangements for heatwave response. No specific heatwave plans exist at REMC level

Key Research
Findings

Interviews and
Literature
Review

Overall

- There is not standard risk management approach for heatwaves unlike other hazards
- There are concerns about the identification of vulnerable people
- Despite the lack of clarity councils are acting:
 - Identifying heat island impacts
 - Cooler public place strategies
 - Tree planting
 - Community engagement
 - Urban planning

Key Research
Findings

Interviews and
Literature
Review

Integrated approach

An integrated approach is needed:

Key Research Findings

Interviews and Literature Review



What the community said:

- People in Western Sydney appear to be concerned by heatwaves
- Most concerned by bushfires, personnel discomfort, loss of sleep and impacts on vulnerable people
- 28% felt unwell / sought medical treatment in previous heatwaves
- 34% felt distressed/mentally stressed in previous heatwaves
- Thought the elderly and children were most at-risk

Key Research
Findings

Community
Survey

What the community said:

- Most believe they are well prepared for heatwaves
- Additional actions they could take included:
 - ensuring cooling devices are working
 - listening for warnings
 - planting trees for shade
- Affordability and renting are key barriers to greater preparedness

Key Research
Findings

Community
Survey

Key Research Findings

Community Survey

What the community said:

- Community members would like to see:
 - effort to prevent power outages
 - provision of cooler places
 - hints to stay cool on hot days
 - changes to entry fees and hours for public pools
 - targeting of programs to the most vulnerable
 - greater tree planting

Opportunities for
improvement

Structural / broad
management



Governance

- Define a lead agency for heatwave preparedness and prevention
- Enhance emergency planning to improve clarity of roles and responsibilities for local government and community organisations in PPRR

Opportunities for improvement

Structural / broad management



Prevention and preparedness

- Formalise heatwave risk management planning processes
- Improve local government emergency management capacity
- Enhance heatwave warning systems to ensure they are locally tailored and targeted
- Enhance arrangements for cooling shelters
- Enhance capacity to connect with most vulnerable
- Investigate the provision of heatwave planning within aged care facilities

Planning

Key planning considerations

- Assess the needs of vulnerable people
- Organizations working with vulnerable people should be engaged in the planning process
- Establish arrangements to engage with vulnerable people
- Identify the location of cooler places (e.g. libraries and council buildings), transport connections and arrangements for extended hours of operation
- Promote heatwave safety messages
- Assist institutions caring for vulnerable people where necessary to implement heatwave plans
- Establish cancellation policies for outdoor sport and recreation events

CITY OF PARRAMATTA COUNCIL LEMC CONSEQUENCE MANAGEMENT GUIDE		2019	HEATWAVE
1. GENERAL DESCRIPTION This hazard/activity addressed by this guide has a risk rating of HIGH. According to the NSW state Heatwave Sub Plan, heatwaves are estimated to have caused more deaths in Australia than any other natural hazard except disease. Research suggests that during the period from the 1800s to the 1990s, heatwaves have been responsible for at least 4,287 fatalities in Australia.			
2. CONTROL <ul style="list-style-type: none"> • Combat arrangements for heathwaves will be controlled by the REOCON or SEOCO • The nominated Emergency Control Centre will be a REOC or SEOC • The City of Parramatta LEOCON may be requested to provide support to Region or State level operations by the REOCON or SEOCO • The nominated Local Emergency Operations Centre is located at City of Parramatta Emergency Operations Centre – 316 Victoria Rd Rydalmere 			
3. COMMAND / CO-ORDINATION <ul style="list-style-type: none"> • Emergency service organisation, functional areas and other supporting agencies command their own resources in accordance with relevant legislation and organisational policy/procedures • Coordination across supporting agencies will be undertaken by the Parramatta LEOCON • The nominated Incident Management Facility is the City of Parramatta Emergency Operations Centre at 316 Victoria Rd Rydalmere 			
4. TRIGGERS These occurrences will trigger the activation of an EOC: <ul style="list-style-type: none"> • A direction or request from the SEOCO or REOCON when coordinated action is required at a local level 			
5. STRATEGIES Strategy Coordinate local level operations		Details <ul style="list-style-type: none"> • If required, LEOCON to act as the local liaison to the SEACO or REOCON and establish a LEOC from which to coordinate heathwave related activities • Obtain and evaluate all available intelligence and ensure the SEOCO and/or REOCON are comprehensively briefed in relation to activities at a local level 	
Undertake impact assessment		<ul style="list-style-type: none"> • LEOCON to establish an impact assessment team in consultation with emergency service organisations, functional areas and other supporting agencies • All agencies to share relevant information related to heathwave response and known impacts, particularly with regard to human welfare 	
Assess welfare needs for impacted persons		<ul style="list-style-type: none"> • LEOCON in consultation with emergency service organisations, functional areas and other supporting agencies to determine welfare needs for affected persons, eg. refuge from heat, medical needs, sustenance and water • Consider need for evacuation centres or cool refuges • Ensure welfare needs of local communities are adequately communicated to the REOCON or SEOCO 	
Facilitate community based recovery of required		<ul style="list-style-type: none"> • If requested, LEOCON members to carry out a recovery needs assessment at the earliest possible opportunity and report to the REOCON and/or SEOCO regarding local recovery requirements 	
6. ACTIONS	Item	Responsibility	Actions/Details
Emergency response		NSW SES NSW RFS Fire & Rescue NSW LEOCON NSW Police City of Parramatta Council	<ul style="list-style-type: none"> • Conduct normal emergency response as required, or as directed by the relevant EOC • Ensure REOCON and/or SEOCO are informed of local level operations
	EOC activation	LEOCON Emergency services Functional areas Supporting agencies	<ul style="list-style-type: none"> • LEOCON to activate the LEOC if requested to do so by the REOCON and/or the • LEOCON to open EOC as requested by the LEOCON • Details of the EOC activation and summary incident information to be entered into EMOS
	Gather intelligence	LEOCON NSW SES	<ul style="list-style-type: none"> • LEOCON to receive regular briefings from the emergency services, functional areas and supporting agencies and ensure information is shared
	Impact assessment	LEOCON	<ul style="list-style-type: none"> • LEOCON and LEOCON to complete an impact assessment as soon as possible and report as required by State protocols
	Bushfire	LEOCON NSW RFS Fire & Rescue NSW	<ul style="list-style-type: none"> • NSW RFS and Fire & Rescue NSW to maintain heightened readiness for potential outbreaks of bushfire
Public information		LEOCON	<ul style="list-style-type: none"> • LEOCON to liaise with REOCON and/or SEOCO and assist with the dissemination of public information if requested
	Welfare	LEOCON Welfare functional areas	<ul style="list-style-type: none"> • LEOCON to assess need for activation of welfare services • Welfare functional area to facilitate opening of evacuation and/or cool refuges as requested
	Health services	LEMO Health services functional area	<ul style="list-style-type: none"> • Liaise with hospitals and aged care facilities within the affected area to identify any impacts and support requirements
	Education	LEMO NSW Police	<ul style="list-style-type: none"> • Liaise with education facilities within the affected area to identify any impacts, welfare issues and support requirements
	Traffic management	LEMO City of Parramatta Council NSW Police RMS	<ul style="list-style-type: none"> • Implement short and long term emergency road closures as required
Utilities		Endeavour Energy + Ausgrid Sydney Water Jemena Telstra	<ul style="list-style-type: none"> • To advise on utility service infrastructure potentially impacted including estimated restoration times
	Transport corridors	LEMO Transport functional area	<ul style="list-style-type: none"> • Brief LEOCON on status of key transport routes and services • Liaise with public transport providers to enact contingency plans • Ensure information is disseminated to the Transport Management Centre
	Animal welfare	Animal & agriculture functional area	<ul style="list-style-type: none"> • Liaise with welfare functional area to ascertain domestic animal support needs at evacuation centres

[illegible]

Climate Change, Heat and Health in Western Sydney

Some Burning Questions



Stephen Corbett

Centre for Population Health
Western Sydney Local Health District

Stephen Conaty

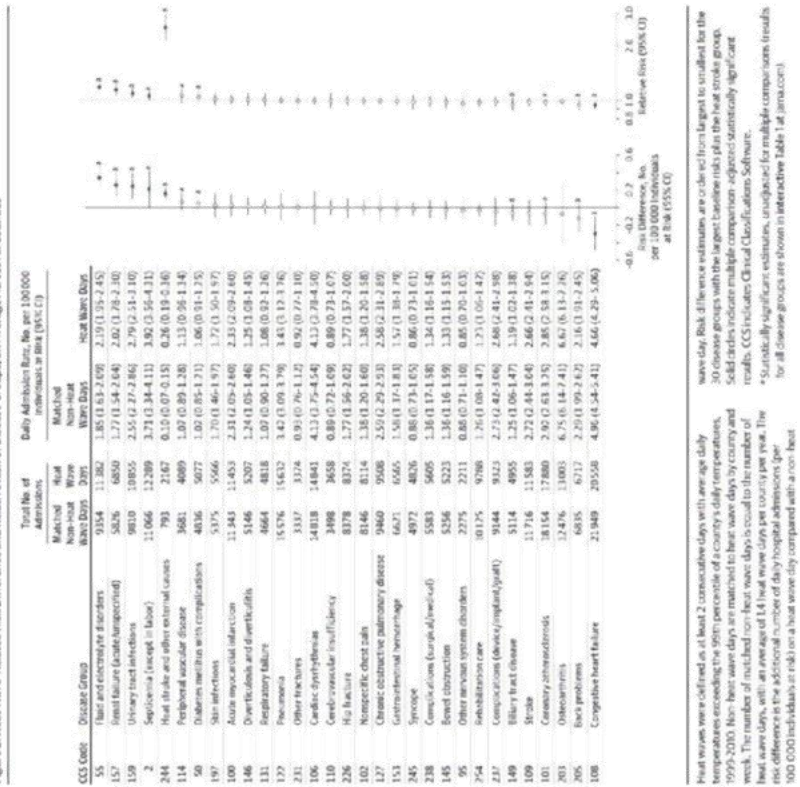
Population Health
South Western Sydney LHD

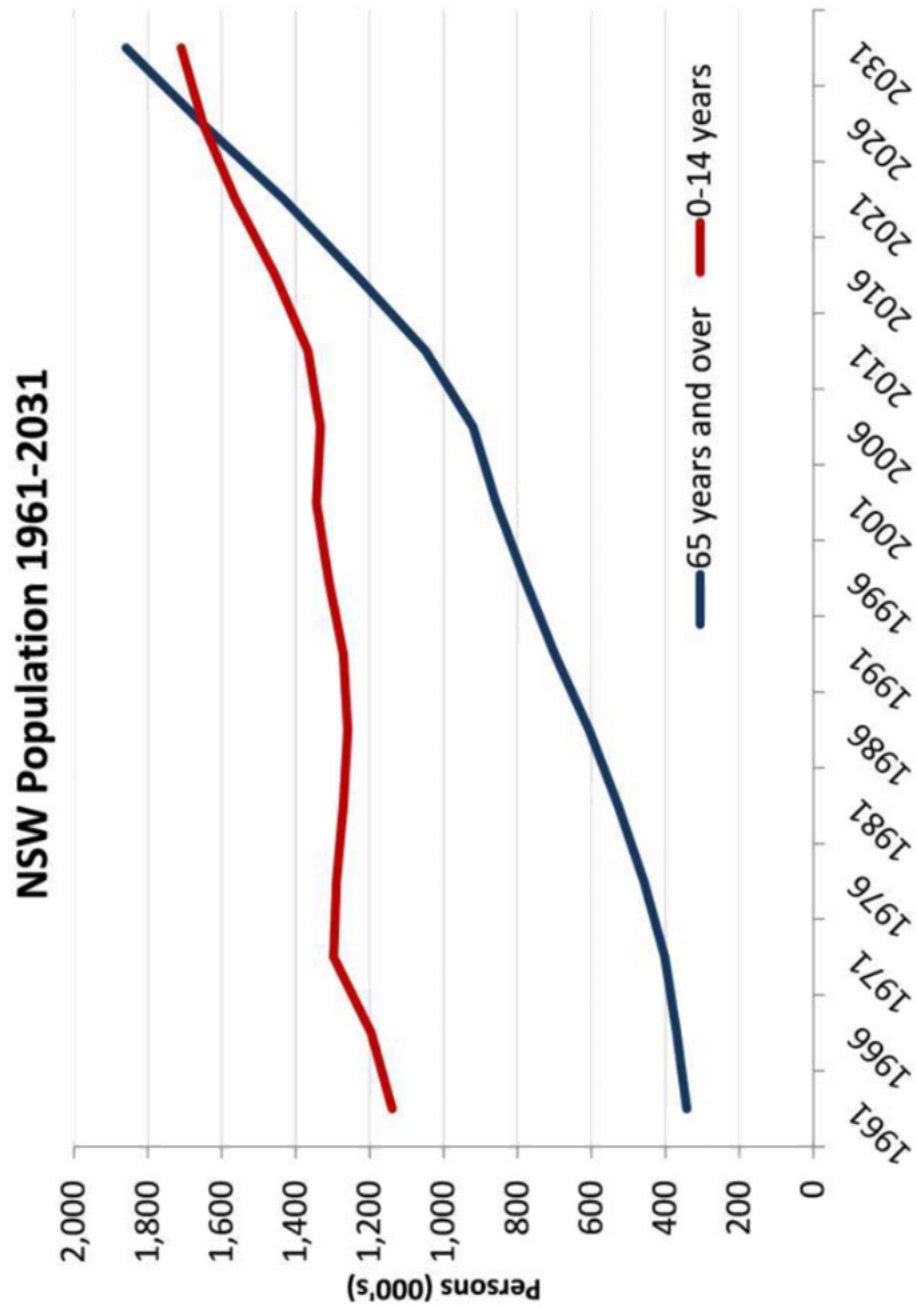
Heat Stress Illness

Heat Cramps	Sodium loss
Heat Syncope	<i>Increased Cutaneous Blood Flow. Usually in first 3-5 days of high heat</i>
Heat Exhaustion	<i>Headache, dizziness, fatigue, hyperirritability, tachycardia, hyperventilation, diarrhea, piloerection, hypotension, nausea, vomiting, syncope, heat cramps</i>
Heat Stroke	<p><i>A medical emergency with a high mortality rate (up to 80%)</i></p> <ul style="list-style-type: none"> • <i>Elevated temperature and associated neurological symptoms</i> • <i>Sudden loss of consciousness without warning</i> • <i>Irritability, combativeness, bizarre behaviour, hallucinations</i> • <i>Coma, convulsions,</i> • <i>Absence of sweating Skin may be pink or ashen</i> • <i>Widespread organ injury, especially with core temp >42°C</i>

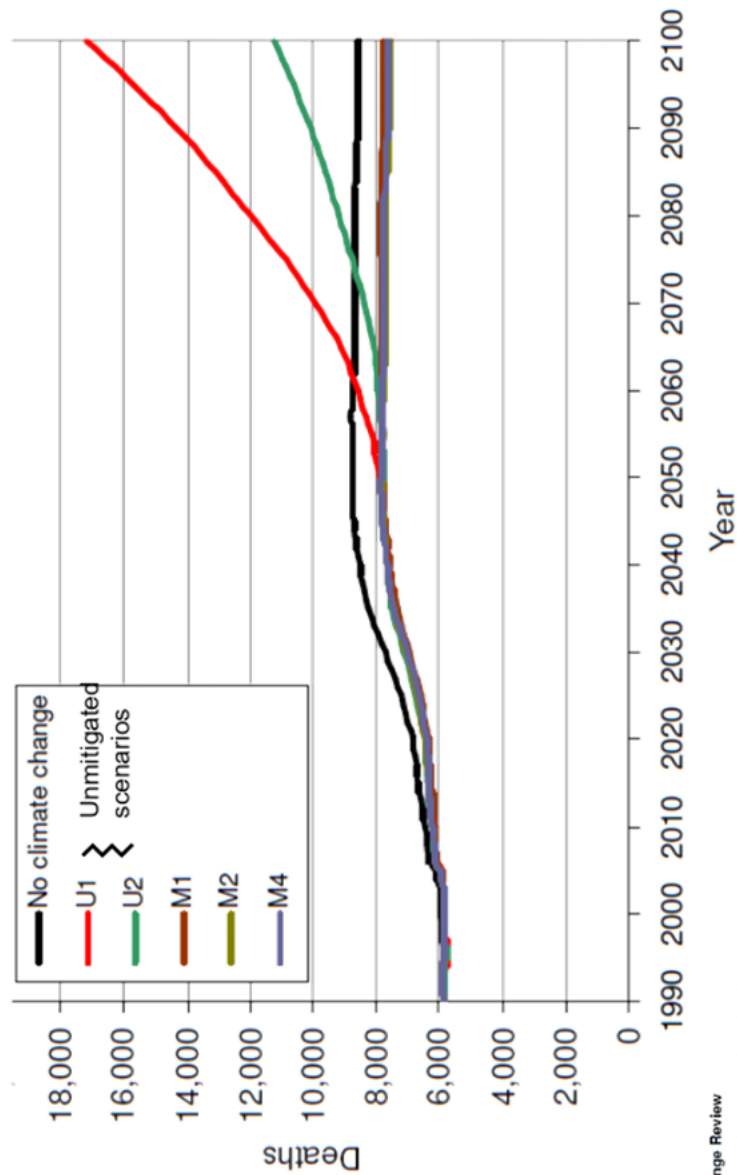
Increase in specific causes of hospitalisation [Bob JAMA 2014]

Figure 2. Heat Wave-Related Risk Difference and Relative Risk of Disease Groups, on Average Across All Countries





Impact of Climate change on Temperature Related Mortality

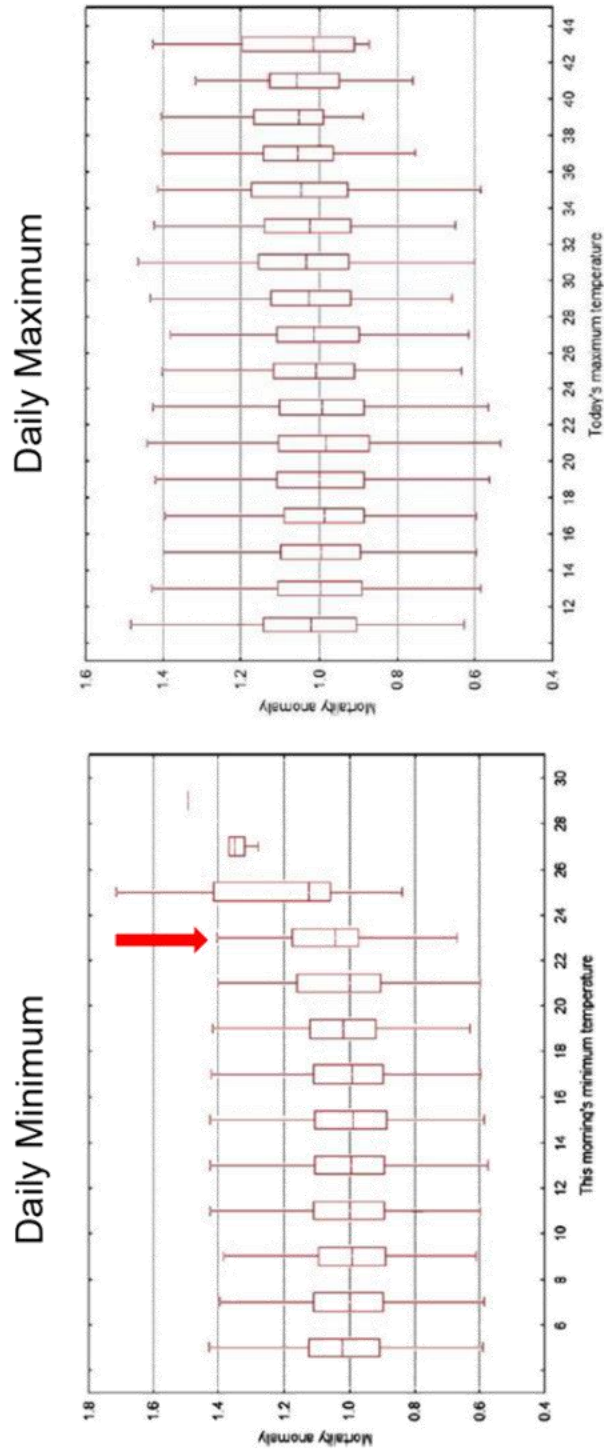


Garnaut Climate Change Review

The impacts of climate change on three health outcomes: temperature-related mortality and hospitalisations, salmonellosis and other bacterial gastroenteritis, and population at risk from dengue

Prepared by
Helen Rumbold, "Kath Dow", "Fiona Wood", "Van Houten", "Anthony M. M. M. M."
School of Medicine, University of Western Sydney
National Centre for Epidemiology and Population Health, The Australian National University

Thresholds for Heat Alerts



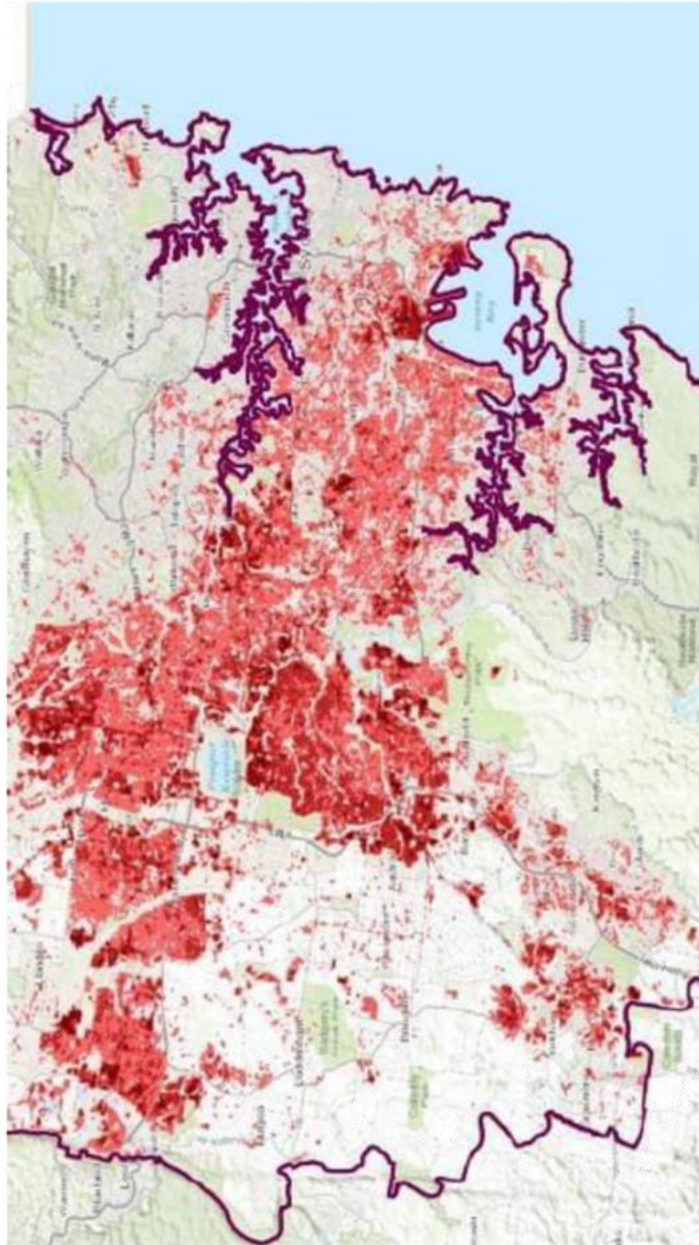
Int J Biometeorol (2008) 52:375–384
DOI 10.1007/s00484-007-9133-5

ORIGINAL PAPER

A simple heat alert system for Melbourne, Australia

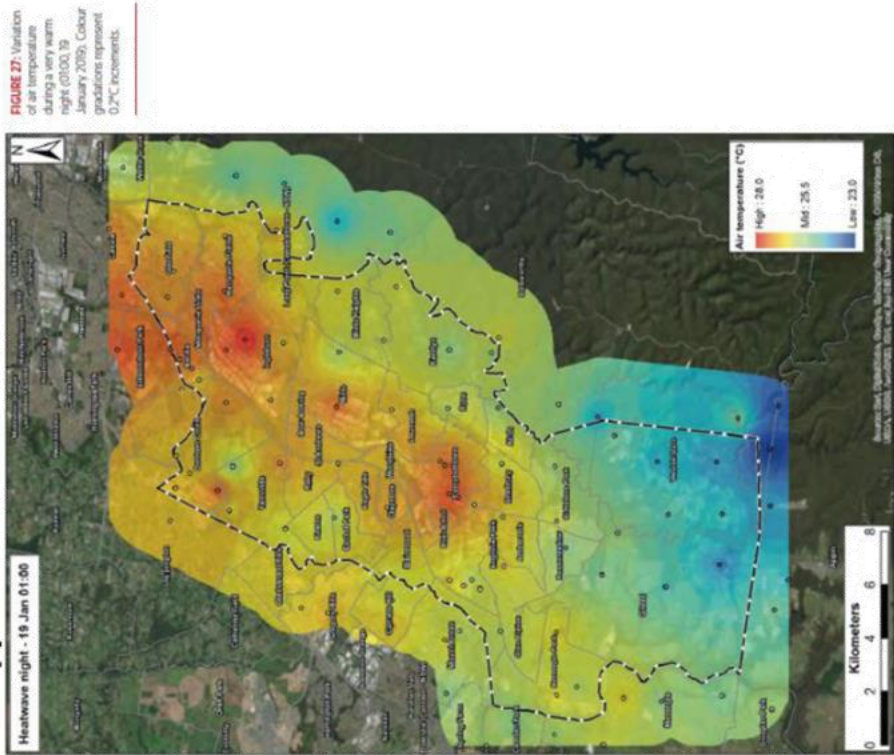
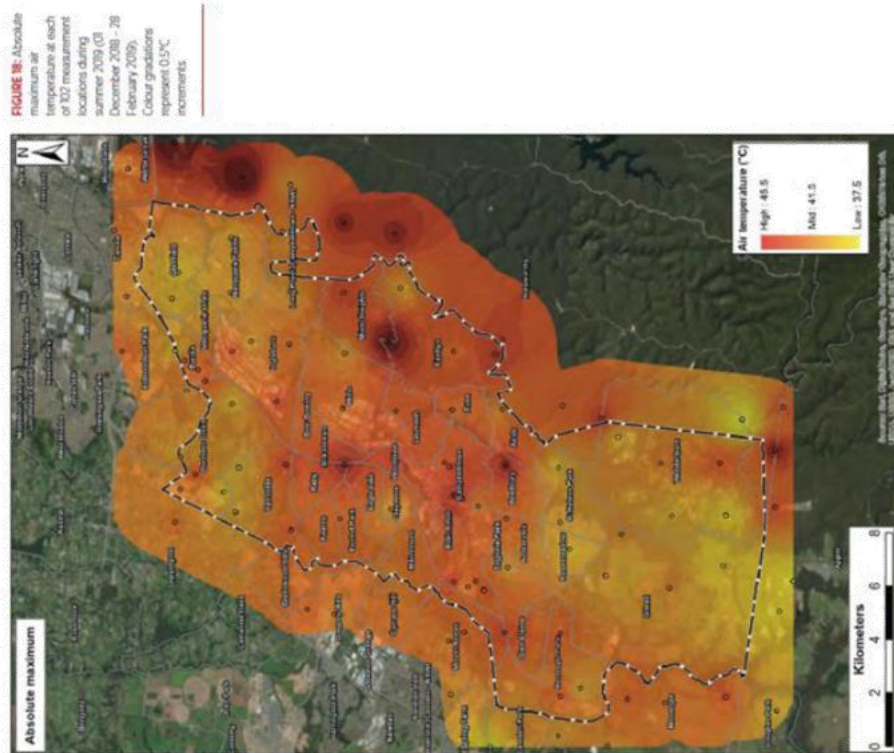
Neville Nicholls · Carol Skinner · Margaret Longman · Nigel Tapper

Heat and Heat Wave events in Western Sydney



A Heat Island Effect?

Benchmarking Heat Across Campbelltown [WSU and CCC] - maxima and warm night night minimums



What Councils Can do

- We need to have a better understanding of the nature of heat related events in Western Sydney
 - What should be the threshold for activation of heat responses
 - Should we worry about heat wave duration
 - Where are the hottest of hotspots?
- Identify and engage the vulnerable populations in an area
- Ongoing involvement in mitigating heat effects
 - Design guidance
 - Greening

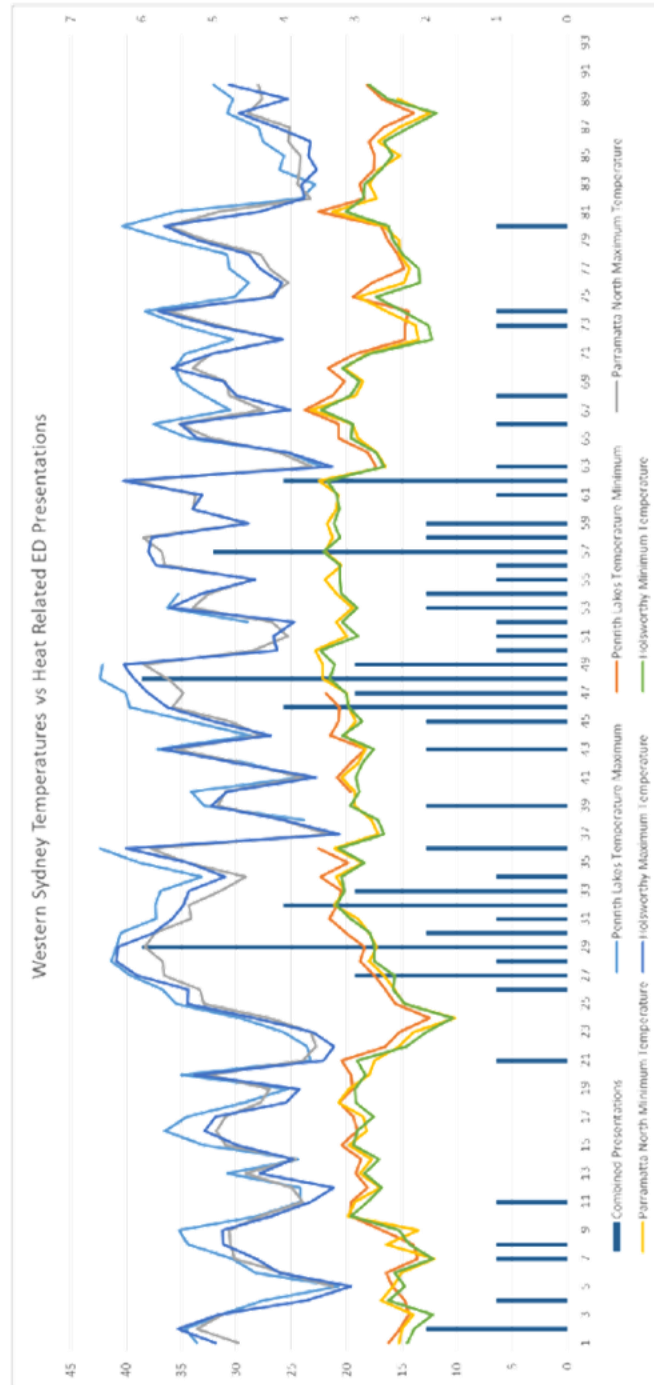
Heat morbidity survey in western Sydney

- Obtained from PHREDSS 949 presentations for heat related problems and dehydration over the 2017-18 and the 2018-2019 summer period across three Local Health Districts (South Western Sydney, Nepean Blue Mountains and Western Sydney)
- Those with 'heat problems' were contacted for a structured telephone interview in two separate tranches in 2018 and 2019

Sample characteristics

- 129 were coded as heat problems, and 820 as dehydration
- Median age of 44 (1-89 years old)
- 68% male
- Local Health Districts: SWS 42%, NBM 22% and WS 36%

Temporal distribution of heat-related problems and max / min temperatures 2018/19



Interviewee characteristics

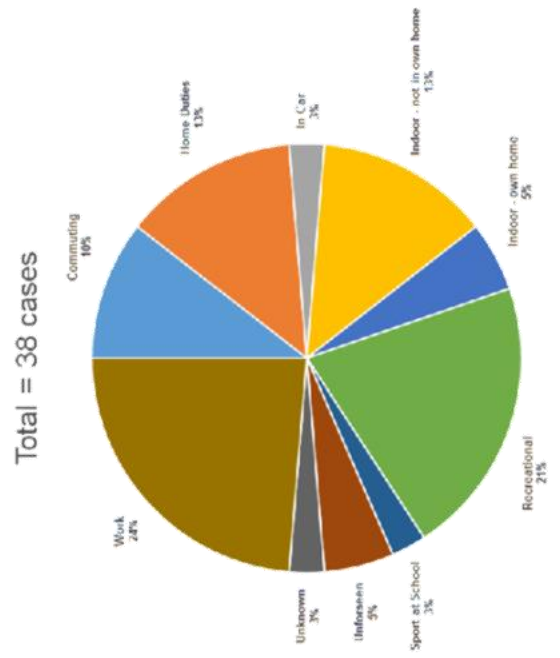
- Responses from 38 of the 129 (30%)
- 55% male
- Median age of 46 (6-89 years old)
- Median household income of \$60 000 - \$90 000
- 21 (55%) of cases had a Year 12 education or above

Health and social vulnerabilities

- 68% reported no health issues in the three months preceding their heat related presentation
- Coexistent disease: Hypertension (13), Heart disease (2), Respiratory disease (1), Kidney disease (2)
- 45% took daily medication (of these 16% took > 5 medications)
- Functionally independent
- Socially well supported

Heat exposure

- The reported duration of heat exposure varied between 15 minutes and 48 hours, with a median of 2 hours
- We estimated potentially 27 (71%) of these situations could be prevented by changes to behaviour



Perceptions of vulnerability to heat

- 12 (32%) reported hearing a heat wave health warning prior to their exposure, out of the 31 (82%) that consumed daily news media
- 35 (92%) knew behavioural changes to take during a heat wave

Conclusions

- We found a physically well, socially supported middle aged population who [anecdote + inference] did not perceive themselves to be at risk in an extreme heat setting and for whom their heat exposure was avoidable
- This group is not particularly the target of public health messages during heat wave events

Health messaging (NSW Health)



1.

- Drink plenty of water



2.

- Keep cool



3.

- Take care of others



4.

- Have a plan

Discussion

- What is Liverpool already doing to address heatwave risks?
- What areas for improvement exist?