

COUNCIL AGENDA

ORDINARY COUNCIL MEETING

24 April 2024

BOOK 1



You are hereby notified that an **Ordinary Council Meeting** of Liverpool City Council will be held at the **LIVERPOOL CIVIC TOWER COUNCIL CHAMBERS, LEVEL 1, 50 SCOTT STREET, LIVERPOOL NSW 2170** on **Wednesday, 24 April 2024** commencing at 2:00pm. Doors to the Chambers will open at 1.50pm.

Liverpool City Council Meetings are livestreamed onto Council's website and remain on Council's website for a period of 12 months. If you have any enquiries, please contact Council and Executive Services on 8711 7441.

A handwritten signature in black ink, appearing to read "John Ajaka". The signature is written in a cursive, flowing style.

Hon John Ajaka
CHIEF EXECUTIVE OFFICER

Statement of Ethical Obligations

Oath or Affirmation of Office

In taking the Oath or Affirmation of Office, each Councillor has made a commitment to undertake the duties of the office of councillor in the best interests of the people of Liverpool and Liverpool City Council and that they will faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act 1993 or any other Act to the best of their ability and judgment.

Conflicts of Interest

A councillor who has a conflict of interest in any matter with which the council is concerned, and who is present at a meeting of the council when the matter is being considered, must disclose the interest and the nature of the interest to the meeting as soon as practicable. Both the disclosure and the nature of the interest must be recorded in the minutes of the Council meeting where the conflict of interest arises. Councillors should ensure that they are familiar with Parts 4 and 5 of the Code of Conduct in relation to their obligations to declare and manage conflicts of interests.

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Council in Closed Session

The following items are listed for consideration by Council in Closed Session with the public excluded, in accordance with the provisions of the Local Government Act 1993 as listed below:

CONF 01 Transfer/Dedication to Council as Public Road - Pt Lot 100 in DP 1049508 Moorebank Avenue, Moorebank

ORDER OF BUSINESS

Reason: Item CONF 01 is confidential pursuant to the provisions of s10A(2)(c) of the Local Government Act because it contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

CONF 02 Purchase of Lot 169 DP 1240562 Aries Street & Lot 240 DP 1273155 Tenth Avenue, Austral for RE1 Public Recreation

Reason: Item CONF 02 is confidential pursuant to the provisions of s10A(2)(c) of the Local Government Act because it contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

CONF 03 Compulsory Acquisition of Lot 1 DP 1224201, 275 Jardine Drive, Edmondson Park for RE1 Public Recreation

Reason: Item CONF 03 is confidential pursuant to the provisions of s10A(2)(c) of the Local Government Act because it contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

Close



MINUTES OF THE ORDINARY MEETING HELD ON 27 MARCH 2024

PRESENT:

Mayor Ned Mannoun arrived at 2.17pm

Councillor Ammoun

Councillor Goodman

Councillor Dr Green

Councillor Hadid OAM

Councillor Harle

Councillor Kaliyanda

Councillor Karnib (online)

Councillor Macnaught

Councillor Rhodes

Hon John Ajaka, Chief Executive Officer

Mr Farooq Portelli, Director Corporate Support

Ms Tina Bono, Director Community & Lifestyle

Mr Mark Hannan, Acting Director Planning & Compliance

Ms Michelle Mcilvenny, Director Customer Experience & Business Performance

Mr Shayne Mallard, Director City Futures

Mr Jason Breton, Director Operations

Mr David Galpin, General Counsel, Manager Governance, Legal and Procurement

Mr Vishwa Nadan, Chief Financial Officer

Mr Charles Wiafe, Principal Transport Planner

Ms M'Leigh Brunetta, Civic and Executive Services Lead

Ms Melissa Wray, Councillor Executive and Support Officer

Ms Susan Ranieri, Coordinator Council and Executive Services

The meeting was opened by Deputy Mayor Macnaught and commenced at 2.05pm.

STATEMENT REGARDING WEBCASTING OF MEETING

The Deputy Mayor reminded everyone that in accordance with Council's Code of Meeting Practice (other than the Public Forum Section), the meeting is being livestreamed.

DECLARATIONS OF INTEREST

Clr Harle declared an interest in the following item:

Item: **CONF 03** – Legal Expenses

Clr Harle remained in the Chambers during the duration of this meeting.

Mayor Mannoun declared a non-pecuniary, less than significant interest in the following item:

Item: **PLAN 01** - Street Naming - Prestons

Reason: As a private citizen he previously provided advice to the owner. The advice was a long time ago and Mayor Mannoun has no relationship with the owner.

Mayor Mannoun left the Chambers for the duration of this item.

Mayor Mannoun declared a non-pecuniary but significant interest in the following item due to content of report.

Item: **CONF 03** – Legal Expenses

Mayor Mannoun retired from the meeting prior to this item and was not in the Chambers for the duration of this item.

Clr Ammoun raised a Motion of Urgency in regards to Grove Street, Casula due to community safety. Deputy Mayor Macnaught ruled the matter as urgent, however suggested that Council hear from the public forum speakers first, who are also speaking on this item and that the item be dealt with after that. Council agreed, to ensure community feedback was heard prior to making a formal decision on the matter.

Mayor Mannoun arrived at the meeting at 2.17pm and became the Chairperson.

PUBLIC FORUM

Presentation – items not on agenda

1. **Mr Michael Russell** addressed Council on the following item:

Council’s failure to act in providing safe pedestrian access to Casula Railway Station for pedestrians both mobile and disability access.

Mayor Mannoun granted a two minute extension to Mr Russell.

2. **Ms Susie Kneipp** addressed Council on the following item:

Residents issue with Grove Street, Casula.

Mayor Mannoun granted a two minute extension to Ms Kneipp.

3. **Mr Daniel Kneipp** addressed Council on the following item:

Grove Street Casula Concerns.

4. **Mr Michael Russell** addressed Council on the following item:

Request to close Grove St Casula at the Hume Highway end due to safety issues.

5. **Dr Criss Moore** addressed Council on the following issue:

Casula Community Group and Grove Street.

Representation – items on agenda

NIL.

MOTION OF URGENCY

Clr Harle requested Mayor Mannoun consider a Motion of Urgency with regards to Casula Railway Access.

Clr Harle stated it was urgent as the issue has been ongoing for a number of years and has been delayed. He requests a report on the viability of implementing pedestrian access to the western side of the Casula Railway Station via Carrol Park and adjoining streets.

Mayor Mannoun ruled the matter as not urgent and therefore this item was not dealt with at this meeting. Mayor Mannoun suggested a meeting onsite with Clr Harle and the Director Operations.

MAYORAL MINUTES

ITEM: MAYOR 01
SUBJECT: Business Excellence – Local Government Medal for our ‘Experience the World’ events.
REPORT OF: Mayor Ned Mannoun

Liverpool City Council recently received the ‘2024 Business Excellence – Local Government Medal’, for our ‘Experience the World’ events. The award recognises the outstanding achievements of an amazing team. I would like to take this opportunity to thank everyone involved in curating the events. A special thank you must go to Tina Bono, our Director of Community and Lifestyle, and the incredible Clara McGuirk.

In 2023, Council launched, ‘Experience the World’: a series of seven major cultural events that celebrate Liverpool’s diversity. Liverpool is the face of multicultural Australia with 43.2 per cent of our residents born overseas. We took it upon ourselves to share our story, through food, festivities, and storytelling.

There has been considerable positive community feedback about the Experience the World events. The events are a fun and welcoming outlet for people close to home, improving our quality of life. People have voted with their feet with almost 900,000 people having attended the events. With over 75,000 people attending Most Blessed Nights last weekend – we are on track to surpass 1 million visits.

The ‘Experience the World’ events are now a staple within our community. It is hard to believe that they have only been running for just over one year. The blueprint and legacy set in 2023 for the ‘Experience the World’ series will last for a long time to come.

RECOMMENDATION:

That Council:

1. Thanks the Premier of NSW, Chris Minns, for awarding Liverpool City Council with the ‘2024 Business Excellence – Local Government Medal’ for our ‘Experience the World’ Events; and
2. Thanks all participants that have made ‘Experience the World’ in Liverpool such a success, including local residents, business owners, performers, multicultural and multifaith leaders, Council staff, Councillors and the NSW Government.

MAYORAL MINUTE

ITEM: MAYOR 02
SUBJECT: Acknowledgment of George Street as a Growing Little India and Proposed "Little India Liverpool – Sari Street"
REPORT OF: Mayor Ned Mannoun

Over the course of the last three decades, George Street in Liverpool has evolved into a prominent Indian fashion and culinary destination. This transformation has made George Street a sought-after high street destination, drawing in fashion enthusiasts and food aficionados from across the world.

George Street's emergence as a Little India or Sari Street exemplifies the vibrancy and multiculturalism that defines Liverpool. It stands as a testament to our commitment to fostering diverse and inclusive spaces within our city, offering residents and visitors a glimpse into the rich tapestry of diverse cultures that enrich our community.

RECOMMENDATION

In light of the burgeoning reputation of George Street as Sari Street, Little India, I propose:

That Council:

- (a) Supports the establishment of the precinct "Little India Liverpool - Sari Street" to position George Street as a destination of choice with a unique food, fashion, and cultural offering to deliver economic, cultural, and marketing benefits to local businesses and the City of Liverpool;
- (b) Develops a marketing plan to assess, brand and promote "Little India Liverpool - Sari Street" as a vibrant cultural precinct, identifying opportunities to enhance its appeal and attract visitors;
- (c) Engage an appropriate person to provide a design language for facade upgrades, street furniture, and plantings to amplify the uniqueness of the street and shops;
- (d) Undertakes a Community Consultation Process supporting initiatives in this Mayoral Minute; and
- (e) Provides \$100k in the 24/25 budget for this initiative.

COUNCIL DECISION

Motion: **Moved: Mayor Mannoun**

That the recommendation be adopted.

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

CHIEF EXECUTIVE OFFICER REPORTS

ITEM NO: CEO 01
FILE NO: 087008.2024
SUBJECT: Elected Officials Local Government - Long Service Awards

COUNCIL DECISION

Motion: **Moved: Cllr Macnaught** **Seconded: Cllr Rhodes**

That Council congratulates elected members for the Long Service achievement and notes this report.

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

Mayor Mannoun declared a non-pecuniary, less than significant interest in the following item and left the Chambers at 3.29pm. Clr Macnaught, as the Deputy Mayor, became the Chairperson.

Clr Ammoun left the Chambers at 3:30pm.

PLANNING & COMPLIANCE REPORTS

ITEM NO: PLAN 01
FILE NO: 049743.2024
SUBJECT: Street Naming - Prestons

COUNCIL DECISION

Motion: **Moved: Clr Harle** **Seconded: Clr Hadid**

That Council:

1. Supports the proposed Street names “Hyams” Street and “Bemboka” Street, Prestons;
2. Forwards the names to the Geographical Names Board, seeking formal approval;
3. Publicly exhibits the names in accordance with Council’s Naming Convention Policy, for a period of 28 days, following formal approval from the GNB; and
4. Authorises the Chief Executive Officer to undertake the process of gazettal, if there are no objections received during public exhibition.

On being put to the meeting the motion (moved by Clr Harle) was declared CARRIED and the Foreshadowed motion (moved by Clr Rhodes) therefore lapsed.

Foreshadowed motion: **Moved: Clr Rhodes** **Seconded: Clr Macnaught**

That Council:

1. Supports the proposed Street name “Bemboka” Street, Prestons;
2. Considers the alternate option for a street name “Cohbra” Street, highlighting our First Nation history in Prestons;
3. Forwards the names to the Geographical Names Board, seeking formal approval;
4. Publicly exhibits the names in accordance with Council’s Naming Convention Policy, for a period of 28 days, following formal approval from the GNB; and
5. Authorises the Chief Executive Officer to undertake the process of gazettal, if there are no objections received during public exhibition.

Mayor Mannoun returned to the Chambers at 3.35pm and became the Chairperson

Clr Ammoun returned to the Chambers at 3.35pm.

ITEM NO: PLAN 02

FILE NO: 051310.2024

SUBJECT: Draft Regional Affordable Housing Contribution Scheme

COUNCIL DECISION

Motion: **Moved: Clr Macnaught** **Seconded: Clr Ammoun**

That Council:

1. Notes this Report, the draft Western Sydney Affordable Housing Contribution Scheme prepared by the Western Sydney Planning Partnership, and the response to the Questions on Notice.
2. Does not endorse the draft Scheme.
3. Thanks the Western Sydney Planning Partnership for their work on this proposal, but does not participate further in its advancement.
4. Waive 7.11/7.12 contributions for multi storey residential and commercial developments within Liverpool city centre for projects that are completed within 4 years of today.
5. Write to the state government asking them to waive land tax during the CC to OC stage of development in Liverpool and other LGA's that waive contributions as per the above.
6. Write to the Federal government asking them to allow home owners who purchase residential multi-dwelling units as per the above scenario to claim back their GST paid on residential units.
7. Waive all contributions for the development of granny flats.
8. Allow contributions for all projects to be paid on occupation certificate rather than construction certificate.
9. Write to the State Government to amend the SEPP to say that any affordable housing under a bonus remains affordable housing in perpetuity.

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

Division called:

Vote for: Mayor Mannoun, Clr Ammoun, Clr Goodman, Clr Hadid, Clr Harle, Clr Karnib, Deputy Mayor Macnaught and Clr Rhodes

Vote against: Clr Green*

***Note:** Clr Green did not vote for or against the motion. Therefore, in accordance with Clause 11.4 of Council's Code of Meeting Practice (as shown below), she is recorded as voting against the motion:

"A councillor who is present at a meeting of the council but who fails to vote on a motion put to the meeting is taken to have voted against the motion."

Note: Clr Kaliyanda had retired from the meeting and did not vote on this item.

ITEM NO: PLAN 04
FILE NO: 062291.2024
SUBJECT: Bradfield City Centre Masterplan Submission

COUNCIL DECISION

Motion: **Moved: Cllr Macnaught** **Seconded: Cllr Rhodes**

That Council:

1. Notes the interim submission to the Department of Planning, Housing and Infrastructure (DPHI) regarding the Bradfield City Centre Master Plan.
2. Includes in the formal submission the work previously undertaken by Council regarding the Fifteenth Avenue Smart Transit (FAST) corridor, which was committed to as part of the Western City Deal.
3. Includes in the formal submission a strong desire for government to forward fund infrastructure to enable efficient rollout of the precinct in the absence of a current Contributions Plan or VPA.
4. Forward the interim submission, inclusive of the above additions, to DPHI as a formal submission on the Bradfield City Centre Master Plan.

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

ITEM NO: PLAN 05
FILE NO: 078694.2024
SUBJECT: Draft Principal Planning Proposal to establish a new Liverpool Local Environmental Plan

COUNCIL DECISION

Motion: **Moved: Mayor Mannoun** **Seconded: Clr Hadid**

That this item be deferred to the next Council meeting.

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

COMMUNITY & LIFESTYLE REPORTS

ITEM NO: COM 01
FILE NO: 017593.2024
SUBJECT: Disability Inclusion Action Plan 2024-2028

COUNCIL DECISION

Motion: **Moved: Cllr Macnaught** **Seconded: Cllr Rhodes**

That Council:

1. Endorse the draft Disability Inclusion Action Plan 2024 – 2028 to be placed on public exhibition for a period of 28 days; and
2. Receive a post-exhibition report on the draft Disability Inclusion Action Plan 2024 – 2028 incorporating community feedback or, if no significant feedback is received, direct the Chief Executive Officer (CEO) to adopt the draft Disability Inclusion Action Plan 2024 – 2028 on behalf of Council.

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

ITEM NO: COM 02
FILE NO: 078005.2024
SUBJECT: Grants Donations and Community Sponsorship Report

COUNCIL DECISION

Motion: **Moved: Cllr Rhodes** **Seconded: Cllr Green**

That Council:

1. Endorses the funding recommendation of **\$10,000** (GST exclusive) under the **Community Grant Program** for the following projects:

Applicant	Project	Recommended
Lifeline Macarthur and Western Sydney	Lifeline Macarthur and Western Sydney 007 Gala 2024	\$5,000
Australian Sickle Cell Advocacy Inc	Family Fun Day	\$5,000

2. Endorses the funding recommendation of **\$20,000** (GST exclusive) under the **Community Sponsorship Program** for the following projects:

Applicant	Project	Recommended
Western Sydney Community Forum	2024 ZEST Community Awards	\$10,000
Vedic Festival Incorporated	Festival of Chariots 2024	\$10,000

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

CUSTOMER EXPERIENCE & BUSINESS PERFORMANCE REPORTS

ITEM NO: CEBP 01
FILE NO: 084734.2024
SUBJECT: Enterprise Risk Management Policy

COUNCIL DECISION

Motion: **Moved: Cllr Macnaught** **Seconded: Cllr Green**

That the Enterprise Risk Management Policy be approved.

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

ITEM NO: OPER 02
FILE NO: 056951.2024
SUBJECT: Civic Place Car Park - Fees and Charges

COUNCIL DECISION:

Motion: **Moved: Cllr Rhodes** **Seconded: Cllr Macnaught**

That Council:

1. Give public notice of the proposed schedule of parking fees for Civic Place car park
2. Consider Westfields pricing range as shown below:

Schedule of fees	Rate
Hours	
0-2 hrs	Free
2 – 2.5 hrs	Free
2.5 – 3 hrs	Free
3 – 3.5 hrs	\$6.00 (down from \$15.00)
3.5 – 4 hrs	\$12.00 (down from \$20.00)
4- 4.5 hrs	\$15.00 (down from \$30.00)
4.5 – 5 hrs	\$20.00 (down from \$40.00)
5 hrs +	\$30.00 (down from \$50.00)
Overnight fee (per day)	\$50.00 (down from \$60.00)

3. Review pricing, and report back to Council after 12 months of operation on usage, visitation times and review costs for future use.

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

RECESS

Mayor Mannoun called a recess of meeting at 4.24pm.

RESUMPTION OF MEETING

The meeting resumed in Open Session at 4.43pm with all Councillors present.

Note Cllr Kaliyanda had retired from the meeting earlier.

PRESENTATIONS BY COUNCILLORS

Nil.

NOTICES OF MOTION

ITEM NO: NOM 01
FILE NO: 084161.2024
SUBJECT: That Council Reinstate the Liverpool City Council Opportunity Scholarship

BACKGROUND

As recent as 2023 Liverpool City Council was committed to supporting local Liverpool students from low socio-economic backgrounds with scholarships to undertake studies at the University of Wollongong at the Liverpool Campus.

The Liverpool Council scholarships are still advertised on the internet.

The scholarship information can be found at

<https://scholarships.uow.edu.au/scholarships/search?scholarship=1181>

And still reads as;

2023 Liverpool City Council Opportunity Scholarship

Community/Equity

Liverpool City Council is committed to supporting local students in need from the Liverpool Local Government Area

(<https://www.liverpool.nsw.gov.au/council/The-Liverpool-Area/maps-of-liverpool>) who are studying at the UOW South Western Sydney campus to achieve their education aspirations.

These three (3) \$5000 scholarships, available for future and current SWS students in their first, second or third year of study in 2023.

These scholarships aim to inspire local students to use their acquired expertise to give back to the local region, and are for students who have demonstrated need, such as financial or social disadvantage, and recognises those who have been involved in activities which add value to the community. There are a range of criteria that are looked at in determining this need such as low income, family background, living in a rural or isolated region, having a permanent disability, being a recent migrant from a non-English speaking country, a first in family university attendee and Indigenous Australians.

Applicants must provide a one page outline of their involvement in the community and how a scholarship will assist with your career ambitions.

The promotion ends with this false ray of hope.

Information for 2024 applicants will be available soon.

The Council scholarships are the lifeline we extend to those who are otherwise without hope.

Imagine how they must feel upon reading the current Council promotion, only to ring the University to be told that despite the worsening economic situation Liverpool has now stopped its scholarship funding and despite the information saying the dates for 2024 will be available soon...that is not the case.

Liverpool's most in need from our low socio-economic areas are in need of financial assistance now, more than ever.

Now is not the time to withdraw our support for those most in need.

I call upon all Councillors to support the reinstatement of the Liverpool Council Opportunity scholarships.

NOTICE OF MOTION (submitted by Cllr Rhodes)

That Council:

1. Reinstate the Liverpool Council Opportunity Scholarships with the University of Wollongong; and
2. Makes funds available from general revenue for three (3) \$5000 scholarships, available for future and current SWS students in their first, second or third year of study in 2024.

ITEM NO: NOM 02
FILE NO: 084771.2024
SUBJECT: ANZAC Community Display

BACKGROUND

Kelli and Steve Hill, residents of Wattle Grove, have conducted an ANZAC Day Dawn Service and memorabilia display at their home in Wattle Grove for several years now. The event is a fundraiser, with all proceeds raised going to a nominated charity.

Over the last few years, Kelli, Steve and their family have been putting on incredible displays of military uniforms and other history/artefacts on their street in Baileyana Court, Wattle Grove. I met them a couple of years ago when I went to view the displays at her house on Anzac Day. The engagement from people across the area is huge, and there is a steady stream of people who visit on Anzac Day to see the displays and have a chat.

Kelli says the community support for their event has grown over the past few years. "What started out as a small local gathering to commemorate ANZAC Day during lockdowns has now grown into a full day with hundreds of people. We have a lot of kids come along, and it's quite multicultural now with people new to the area coming to see what it's all about".

This year, Kelli has advised that they are hoping to put on a bigger and better display hoped to book Wattle Grove Community Centre for a few days to showcase the collection. Last year they had 450 people turn up for the Dawn service alone. So having a bigger space would be ideal. However, due to logistical and cost issues, this was not possible.

Steve also usually attends the local schools with a smaller display, so this would incorporate both events into one. In November 2022 they were given a Community Recognition Award from NSW Parliament, thanking them for their efforts and were also previously recognised by Moorebank Sporties.

If they do not receive some financial support to organise this display, our broader community will miss out.

NOTICE OF MOTION (Submitted by Cllr Kaliyanda)

That Council:

1. Allocate \$1,000 towards the 2024 ANZAC Day display at Baileyana Court, Wattle Grove;
2. Work with Kelli and Steve Hill to organise a more sustainable process for providing Council support for this initiative going forward; and
3. Consider how best our local community can engage with this display.

THE MEETING CLOSED AT 5.12pm.

<Signature>

Name: Ned Mannoun

Title: Mayor

Date: 24 April 2024

I have authorised a stamp bearing my signature to be affixed to the pages of the Minutes of the Council Meeting held on 27 March 2024. I confirm that Council has adopted these Minutes as a true and accurate record of the meeting.

.....

Chairperson

PLAN 01	Amending the State Environmental Planning Policy (Precinct- Western Parkland City) to secure industrial land in Austral.
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Strategic Objective	Liveable, Sustainable, Resilient Deliver effective and efficient planning and high-quality design to provide best outcomes for a growing city
File Ref	050172.2024
Report By	Masud Hasan - Senior Strategic Planner
Approved By	Mark Hannan - Acting Director Planning & Compliance

EXECUTIVE SUMMARY

The scale of commercial land uses permitted in the IN2 Light Industrial zone under the State Environmental Planning Policy (Precincts – Western Parkland City) is currently uncontrolled. As per the objectives of the Light Industrial zone, non-industrial uses in the zone should only be permitted to meet the day-to-day need of the local workers. However, a lack of planning controls for the scale of retail and commercial uses under the SEPP results in Council receiving, and eventually having to approve developments, where the majority of industrial land is being used for non-industrial purposes.

There are concerns that the current controls are facilitating out-of-centre development, which will lead to an increase in local congestion, decreased viability of planned centres, and decreased access to shops and commercial services for those without access to private vehicle transport. Importantly, this is also impacting upon the availability of industrial zoned land and will reduce local employment opportunities if left unmanaged.

A Planning Proposal (**Attachment 1**) has been prepared to address the adverse planning outcome relating to industrial lands being used for non-industrial purposes. The objective of the Planning Proposal is to secure industrial land for industrial development. This would be achieved by an additional local provision (proposed Clause 6.7) under Part 6, Appendix 4 of the Western Parkland City SEPP. This additional provision would regulate the extent of non-industrial uses in the Light Industrial (IN2) zone in Austral.

Council staff and the Liverpool Local Planning Panel (LPP) have deemed that the Planning Proposal has strategic and site-specific merit and complies with the broader planning framework. It is recommended that the Planning Proposal be supported by Council to proceed to the Department of Planning, Housing and Infrastructure (DPHI) for Gateway determination.

RECOMMENDATION

That Council:

1. Notes the advice of the Liverpool Local Planning Panel;
2. Endorses in principle the Planning Proposal request;
3. Forwards the Planning Proposal to the Department of Planning, Housing and Infrastructure pursuant to Section 3.34 of the *Environmental Planning and Assessment Act 1979* for Gateway determination;
4. Subject to Gateway determination, publicly exhibits the Planning Proposal for a minimum of 28 days in accordance with the conditions of the Gateway determination and Council’s Community Participation Plan; and
5. Receives a further Report on the outcomes of the public exhibition and community consultation at a future Ordinary Meeting of Council.

REPORT

The Site and Locality

All land zoned IN2 Light Industrial, including approximately 40 hectares of land in the Austral Precinct (see Figure 1), is under Appendix 4 of the State Environmental Planning Policy (Western Parkland City). The site comprises multiple parcels of land with multiple landowners.

Table 1 shows the street address, lot and DP number of the properties that are zoned IN2 Light Industrial under Appendix 4 (Liverpool Growth Centre Precincts) of the Western Parkland City SEPP. These lots would be affected by the Planning Proposal.

Table 1 – Lots subject to the Planning Proposal

Street Address	Lot	DP
190 Gurner Avenue	264	804734
184 Gurner Avenue	263	804734
180 Gurner Avenue	262	804734
174 Gurner Avenue	261	804734
170 Gurner Avenue	28	3403
160 Gurner Avenue	29	3403
150 Gurner Avenue	102	620585
144 Gurner Avenue	101	620585
535 Fifteenth Avenue	380	2475
545 Fifteenth Avenue	381	2475

Street Address	Lot	DP
555 Fifteenth Avenue	382	2475
561 Fifteenth Avenue	383	2475
575 Fifteenth Avenue	384	2475
585 Fifteenth Avenue	385	2475
595-599 Fifteenth Avenue	8	235953
605 Fifteenth Avenue	7	235953
615 Fifteenth Avenue	6	235953
625 Fifteenth Avenue	5	235953

Background

Precinct Planning

In March 2013, the Austral and Leppington North Precincts were rezoned to provide for 17,350 new dwellings, and four (4) town centres supported by an array of planned social, transport and drainage infrastructure. Approximately 40 hectares of land was zoned IN2 Light Industrial within the Austral Precinct under the State Environmental Planning Policy (Precincts – Western Parkland City) to provide for local jobs and land for urban services. The location of the ALN industrial lands is presented in Figure 1.

During the rezoning of the Precincts, an Employment and Industrial Assessment (December 2010) was undertaken. It was recognised that industrial users (namely urban services such as smash repairers and the like) would be subject to competition (being outpriced) by alternative uses such as bulky goods.

No controls were implemented to control the scale of non-industrial development that could be delivered in the light industrial zone despite the following zone objectives of IN2 Light Industrial zone under the SEPP:

- To encourage employment opportunities and support the viability of centres; and
- To enable other land uses that provide facilities or services to meet the day-to-day needs of workers in the area.

The IN2 Light Industrial zone under the SEPP is also an open zone. An open zone means that if a land use is not listed as prohibited, or permissible with consent, it can be determined to be permissible upon merit. Given the zone objectives, Council can consider some of the non-listed but non-industrial land uses on merit.

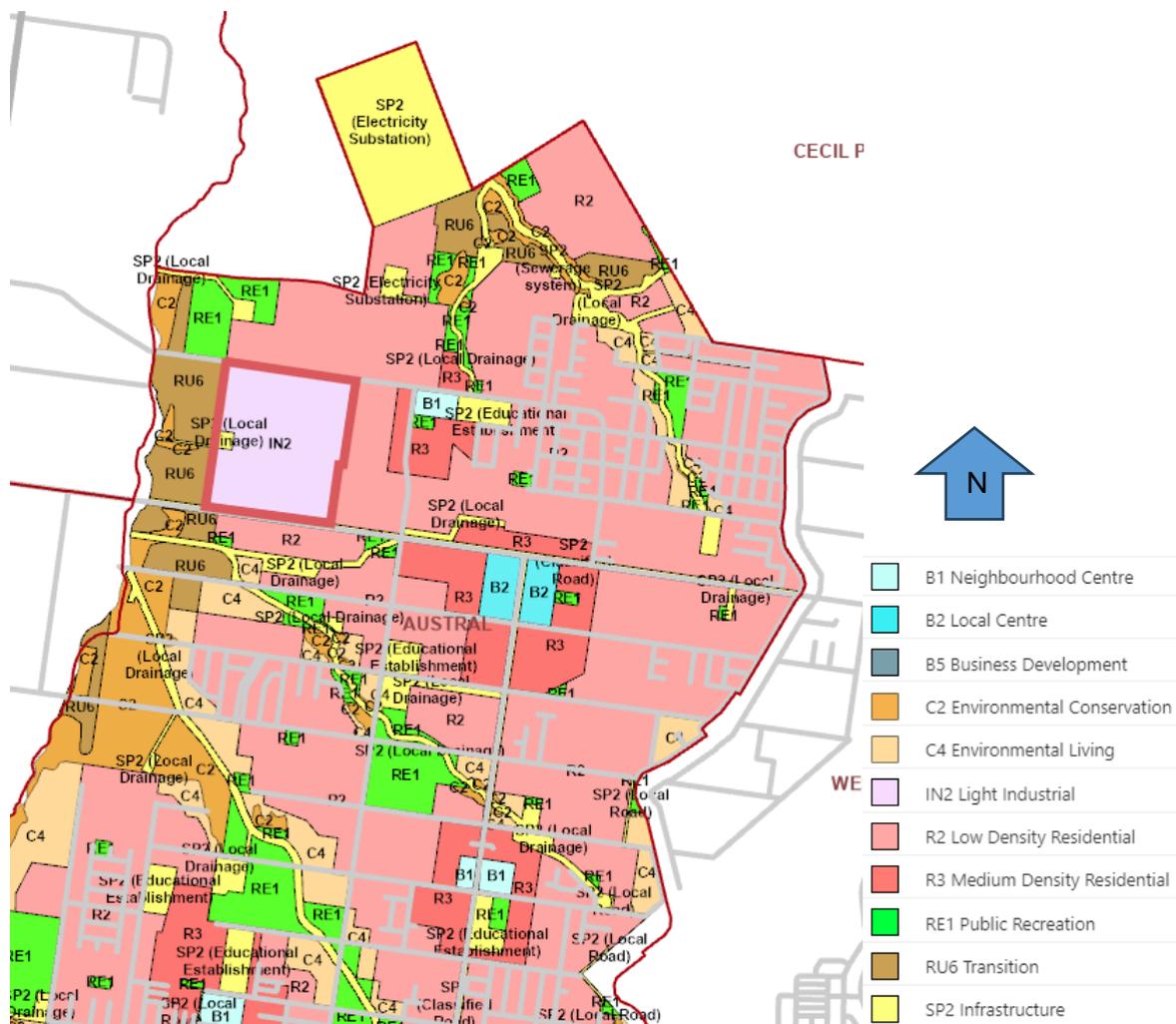


Figure 1: Light Industrial zoned land in Austral (outlined with red boundary)

Post-Precinct Planning

The lack of planning controls for non-industrial uses has resulted in Council receiving, and eventually approving developments in which the majority of land is used for non-industrial purposes. Approved developments include one early example where more than 50% of the site area was approved for non-industrial (commercial) uses, whilst another example which has been lodged includes eight (8) take-away food and drink premises.

The later example was referred to the Liverpool LPP, in which the Panel, in its comments, pointed out the need for additional planning controls in the planning policies for non-industrial uses in the industrial zone. It is clear in these examples that the development being provided has a strong commercial component, competing with trade for planned town centres, and displacing lands strategically set aside for urban services.

Potential Impacts of Doing Nothing

If the current trend of non-industrial development in the industrial zone is not regulated, this would create a situation where non-industrial uses could take up majority of the IN2 zone and

would threaten the commercial viability of B1 (Neighbourhood Centre) and B2 (Local Centre) zoned lands. This would impact upon the availability of suitable land for industrial development and result in industrial jobs being displaced to other areas or lost entirely. The scale of commercial land uses permitted will encourage out-of-centre development, land use conflict, increasing local congestion and decrease access to shops and commercial services for those who do not or cannot access private vehicle transport.

There would likely be a net loss of employment opportunities across the precincts, as there is a finite demand for retail floorspace / jobs. Rather than the industrial lands creating additional retail jobs, they will instead be parasitically reducing floorspace demand in planned centres, resulting in these either centres not developing, not developing to their planned capacity, or being developed / later rezoned for alternative uses (e.g. residential in the form of shop-top housing).

As such, there is a need to secure land for light industrial purposes, and limit competition from retail activities. Securing land for more low-impact industrial jobs close to residential areas will improve access to employment opportunities, reduce travel time for residents, and enable local industries to flourish.

Proposed Amendments to the SEPP (Western Parkland City)

The lack of clear planning controls for non-industrial uses in the IN2 Light Industrial zone warrants an amendment to the development standards in the SEPP. There are planning provisions to regulate the size and scale of non-industrial uses in the industrial zone under the *Liverpool Local Environmental Plan 2008* (LLEP 2008). Introducing similar provisions into the SEPP, to regulate retail and commercial activities in the industrial zones, would further ensure consistency in the planning instruments.

On 18 July 2023, Council's Governance Committee resolved to investigate amendments to the SEPP and DCP to provide clearer controls relating to non-industrial development in industrial zones (refer to **Attachment 2 and 3**).

On 21 December 2023, the LPP considered the Planning Proposal in their meeting and agreed that the Proposal had both strategic and site-specific merit and supported the Proposal proceeding for Gateway determination. They also recognised that, given Austral Leppington North is a greenfield Precinct, there is a need to provide a different approach in the planning controls compared to those in the Liverpool LEP. The advice of the LPP is included in **Attachment 4**.

An amendment to the current development standards is needed to limit the size and scale of non-industrial uses within industrial zones. This would be achieved by including an additional local provision (Clause 6.7) into Part 6 under Appendix 4 of the State Environmental Planning Policy (Precincts – Western Parkland City) 2021. A copy of the proposed amendments to Clause 6.7 is provided in **Attachment 5**.

The Floor Space Ratio Map of the SEPP would also require amendment to add reference to the newly added Clause. The specific wording of this draft Clause would be refined through the plan-making process prior to finalisation.

Explanation of the Clause Amendment

It should be noted that whilst the draft Clause may seem long and complex it has been worded to achieve a fair and predictable outcome, whilst still providing for site and titling flexibility:

- Prevent circumvention via the Codes SEPP (complying development)

To ensure that complying development cannot circumvent the control, it is necessary to include Clause 6.7(3.a) to restrict the FSR of all non-industrial buildings on the parent lot to no more than 0.05:1 (5%). This is because Clause 6.7(3.b) would have no effect on complying development, only FSR controls do.

Furthermore, this is why it is proposed that the FSR map is amended to make reference to Clause 6.7 (to ensure private certifiers are aware of this control as they wouldn't typically look at Section 6 of the SEPP).

- Provide absolute certainty as to what constitutes non-industrial development

Being an open zone, it is necessary to define the uses which are not prohibited and could be considered 'non-industrial development' (developments subject to the control which are more appropriate in town centres beyond a certain size) as per Clause 6.7(5).

Rather than closing the zone, or listing them as prohibited in an open zone, a limited amount of non-industrial uses in the zone can be accommodated to service the day-to-day needs of the local workers (such as café, childcare centres, etc.). This would not be possible if non-industrial uses were entirely prohibited in the zone.

- Apply control to parent lot

This is to:

- a. ensure equity

A control across the whole precinct means that the first few lots to develop could exhaust the 5%. Applying it to the parent lot ensures each existing landowner gets an equal opportunity.

- b. prevent double dipping or repeated use of the provision

The control requires consideration of existing development or other DAs that have been approved on the parent lot (Clause 6.7(3b-c)).

- c. ensure subdivided lots can still support viable development.

Opposite to the scenario above, if a parent lot were to be subdivided into many smaller lots before a building was constructed or before a use commenced, then a

control which limited non-industrial uses to only 5% of any lot would mean that non-industrial uses would probably be too small to be viable on all of those new smaller lots.

- Defining the area that constitutes non-industrial development

Unlike residential and industrial development, car based commercial developments often have small building footprints compared to their site area (e.g. a service station of fast-food premises will often have a modest sized building compared to parking, bowsters, drive-thru, hardstand areas, etc.). As such, controlling FSR is not particularly useful as it is the site area, not the building footprint which eats into the land available for industrial development.

Given that some non-industrial uses might not be subdivided from other uses (e.g. remain as a strata development on a parent lot), it is necessary to list out what elements count towards the non-industrial uses footprint in Clause 6.7(5).

- Still providing flexibility

The way the control is written provides for similar outcomes whether the lot is or is not subdivided and whether that subdivision is Torrens title or Strata title.

The control also does not seek to prohibit certain uses, rather it only seeks to control their size, as per the zone objectives.

As it is currently worded, the controls would also still permit a larger non-industrial development, if it were physically spread across two or more parent lots. For example, a site of 1,000m² could be used for non-industrial development on a single 2ha parent lot.

But a site of 2,000m² could be located on the boundary of two 2ha parent lots (1000m² in each) as this would still only represent 5% of the area of each parent lot. Given the size of parent lots in Austral, this is useful for developments such as service stations, which typically require space for vehicle maneuverability and might not fit within a 5% footprint of just one parent lot.

Visual examples of possible development outcomes are provided in **Attachment 6**.

Next Steps

If the Planning Proposal is supported by Council, the Proposal will be submitted to the Department of Planning, Housing and Industry (DPHI) for Gateway determination. Subject to receiving Gateway determination, the Planning Proposal will then be publicly exhibited in accordance with the conditions of the Gateway determination and Council's Community Participation Plan.

Following the public exhibition, a further Report will be provided for Council consideration detailing submissions received and any amendments proposed.

Conclusion

The Planning Proposal aims to provide positive economic, environmental and planning outcome by limiting non-industrial uses in the industrial zone, thereby securing more jobs in Austral and increasing town centre development feasibility.

Council staff and the LPP have deemed that the Planning Proposal has strategic and site-specific merit, and complies with the broader planning framework. It is recommended that Council endorses the Planning Proposal and supports the Planning Proposal proceeding to the DPHI for Gateway determination.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONSIDERATIONS

Economic	Deliver a high-quality local road system including provision and maintenance of infrastructure and management of traffic issues. Facilitate economic development.
Environment	Promote an integrated and user-friendly public transport service. Support the delivery of a range of transport options.
Social	There are no social and cultural considerations.
Civic Leadership	Encourage the community to engage in Council initiatives and actions. Provide information about Council’s services, roles and decision-making processes.
Legislative	Environmental Planning and Assessment Act 1979 State Environmental Planning Policy (Precinct – Western Parkland City) 2021
Risk	The risk associated with perverse planning outcomes is considered moderate if no action is taken. Further non-industrial development in this precinct will likely lead to a loss of local industrial job opportunities, poorer town centre viability, higher traffic congestion, and greater road infrastructure costs for Council.

	The risk to Council can be reduced by supporting the Planning Proposal. The risk associated with supporting the Planning Proposal is within Council's risk appetite.
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ATTACHMENTS

1. Planning Proposal- Securing Austral Industrial Land (Under separate cover)
2. Governance Committee meeting minutes (Under separate cover)
3. Governance Committee meeting report (Under separate cover)
4. Liverpool Local Planning Panel (LLPP) meeting minutes (Under separate cover)
5. Draft Clause 6.7 (Under separate cover)
6. Possible development outcomes (Under separate cover)

PLAN 02	S3.22 Expedited Amendment for Middleton Grange Local Centre
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Strategic Objective	Evolving, Prosperous, Innovative Continue to invest in improving and maintaining Liverpool's road networks and infrastructure
File Ref	078215.2024
Report By	Luke Oste - Coordinator Strategic Planning
Approved By	Mark Hannan - Acting Director Planning & Compliance

EXECUTIVE SUMMARY

A minor amendment is proposed to Clause 7.42 of the *Liverpool Local Environmental Plan 2008* (LLEP 2008), which would apply to the future site of the Middleton Grange Local Centre.

The Proponent has requested consideration of the amendment to enable the delivery of roads within the Middleton Grange Local Centre in advance of the building works, without affecting the achievable density that is envisioned for the site. The proposed road layout for the Local Centre has already received development approval (DA-64/2007/D) while a Development Application for the building works is yet to be lodged. The staging of the development has been reconfigured to allow the roads to be constructed ahead of the building works.

If the roads are dedicated to Council prior to the approval of building works, it would mean the potential density which can be achieved is reduced once a Development Application is lodged for the building works. This is because the site area figure used to calculate Floor Space Ratio excludes any area used for roads as they are a 'public place' and therefore excluded under Clause 4.5 (4) of the LLEP 2008.

It is therefore proposed to resolve this matter by inserting the following sentence (or similar) into Clause 7.42 (based on similar LEPs with this type of clause like the *Burwood LEP 2012*, CI4.4A(10)):

"The site area of proposed development on the land within the Middleton Grange town centre is, for the purpose of applying a floor space ratio under Clause 4.5, taken to include land that –

- (i) Is dedicated to the Council or a public authority for a public purpose, being roads and intersections, and*
- (ii) Would have been part of the site areas if the land has not been so dedicated or set aside."*

As part of this amendment, it is also intended to rectify several errors and minor issues identified with the original drafting of Clause 7.42 of the *Liverpool Local Environmental Plan 2008*. These include:

- Changing 'residential apartments' to 'dwellings' in Clause 2(a) to capture all residential development;
- Clarify application of Clause 4(a) and 4(b) through improved wording; and
- Amend reference to 'public park' in Clause 5 and 6 to accurately convey a publicly accessible park on privately owned land.

A suggested rewording of Clause 7.42 is provided in **Attachment 1**. Approval of these proposed amendments however will ultimately be determined by the Parliamentary Counsel's Office.

Section 3.22 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) allows for expedited amendments to occur without the need for a Planning Proposal if certain criteria can be met. In this instance, it is proposed to amend the LLEP 2008 in this manner as it would not have any impact on the environment or adjoining land. There are no adverse economic, social or environmental impacts arising from the proposed amendment.

Furthermore, bringing forward delivery of the roads in advance of the building works is considered beneficial for the wider community as it would enhance accessibility within the Local Centre and alleviate existing congestion during peak periods. As such, it is recommended to submit a s3.22 amendment request to the Department of Planning, Housing and Infrastructure (DPHI) for consideration.

If supported, the minor amendment will be made in consultation with the Parliamentary Counsel's Office.

RECOMMENDATION

That Council:

1. Receives and notes this Report;
2. Submits a s3.22 amendment request to the Department of Planning, Housing and Infrastructure (DPHI) to amend Clause 7.42 of the *Liverpool Local Environmental Plan 2008* as per this Report; and
3. Notifies the Proponent on the outcome of the s3.22 amendment request once the determination decision is received from the DPHI.

REPORT

In April 2022, a Planning Proposal seeking to amend the planning controls for the Middleton Grange Local Centre was finalised by the NSW Government. This was Amendment 63 to the *Liverpool Local Environmental Plan 2008* (LLEP 2008).

The Planning Proposal increased the development potential of the Local Centre site and resulted in the insertion of Clause 7.42 '*Development in Middleton Grange town centre*' into the LLEP 2008. To support this Planning Proposal, the Proponent also entered into a Voluntary Planning Agreement (VPA) with Liverpool City Council in November 2022. The VPA requires the delivery of road upgrades and intersection treatments (amongst other items).

The proposed road layout for the Local Centre has already received development approval (under DA-64/2007/D approved on 28 November 2022) while a Development Application for the building works is yet to be lodged.

In April 2023, excavation of the roads under this Development Application commenced, with the Proponent now seeking to deliver these roads and dedicate them to Council upon completion, in advance of any building works.

The dedication of roads to Council prior to the approval of building works would mean the potential density which can be achieved is reduced. This is because the site area figure which is used to calculate Floor Space Ratio excludes any area used for roads as they are a 'public place' and therefore excluded under Clause 4.5 (4) of the LLEP 2008.

The Proponent originally contacted the DPHI regarding this issue, and requested that an expedited amendment be made to the LLEP 2008 to resolve this. The amendment would enable for the roads to be dedicated to Council ahead of building works, without impacting the achievable density envisioned in the original Planning Proposal (Amendment 63). Council was informed of this request by the DPHI in August 2023.

Following a review however, it was concluded by the DPHI that an expedited amendment would not be supported, and Council staff wrote to the Proponent advising of this outcome in December 2023.

On 23 February 2024, the DPHI wrote to Council advising that a meeting was held with the Proponent. The correspondence noted that the DPHI would consider either a Planning Proposal or an expedited amendment, however this would be a decision for Council.

On 4 March 2024, the Proponent met with representatives from Council's Executive Team to discuss the updated advice from the DPHI in regards to a s3.22 amendment. In light of the updated advice, at the meeting it was agreed that Council would seek approval from the DPHI via the s3.22 pathway.

As part of the amendment proposal, Council also intends to rectify several errors and minor issues identified with the original drafting of Clause 7.42.

Proposed Amendments to Clause 7.42

To facilitate the early delivery of the roads without affecting the vision for the Local Centre considered by DPHI, the following minor amendment is intended to be added into Clause 7.42 of the *Liverpool Local Environmental Plan 2008*:

“The site area of proposed development on the land within the Middleton Grange town centre is, for the purpose of applying a floor space ratio under Clause 4.5, taken to include land that –

- (i) Is dedicated to the Council or a public authority for a public purpose, being roads and intersections, and*
- (ii) Would have been part of the site areas if the land has not been so dedicated or set aside.”*

Various errors and concerns with the wording have also been identified with Clause 7.42 which are proposed to be rectified as part of this amendment. These are discussed further in Table 1.

Table 1: Proposed Changes to Existing Wording in Clause 7.42 and Reasoning

Change to Clause 7.42	Reasoning
Change ‘residential apartments’ to ‘dwellings’ in Clause 2(a).	The intent of this control by the DPHI was to restrict the total dwelling yield on the site, not just residential development in the form of apartments.
Clarify application of Clause 4(a) and 4(b).	The current wording of Clause 4(a) suggests an 8.5 metre Height of Building (HoB) limit applies to the whole site. Furthermore, the setback requirements in Clause 4(b) does not clearly articulate that this is an upper setback requirement. The wording of these clauses is not aligned with the original intent of these controls, as outlined in the original Planning Proposal (i.e. 8.5m street wall, with upper levels setback).
Amend the references to a ‘public park’ in Clause 5 and 6.	The ‘public park’ is to be located on privately owned land zoned E1 Local Centre. Further legal refinement of this wording is recommended to convey it is publicly accessible open space on privately owned land in accordance with the executed VPA for the site.

A suggested rewording of Clause 7.42 is provided at **Attachment 1**. This will be ultimately determined by the Parliamentary Counsel's Office. It is noted that no changes to maps are proposed as part of this amendment.

SECTION 3.22 AMENDMENT

Section 3.22 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) allows for expedited amendments of Environmental Planning Instruments (like the LLEP 2008) where certain criteria can be met. In this instance, it is intended to amend the LLEP 2008 in accordance with Section 3.22 (1)(a) and (1)(c) of the EP&A Act, as justified below:

(a) correct an obvious error in the principal instrument consisting of a misdescription, the inconsistent numbering of provisions, a wrong cross-reference, spelling error, a grammatical mistake, the insertion of obviously missing words, the removal of obviously unnecessary words or a formatting error

The issues identified in Clause 7.42(2)(a), (5) and (6) are errors in the drafting of the clause. A comparison between the identified provisions and the intent of these controls (as discussed in the DPHI's Finalisation Report for Amendment 63) would suggest these to be misdescriptions.

(c) deal with matters that the Minister considers do not warrant compliance with the conditions precedent for the making of the instrument because they will not have any significant adverse impact on the environment or adjoining land

In relation to the proposed addition of Clause 7.42(6A), a Planning Proposal is not deemed necessary as it would not have any adverse impact on the environment or adjoining land. There are no adverse economic, social or environmental impacts arising from this proposed amendment.

Given the FSR control and density caps stipulated in Clause 7.42, there is no impact to the development outcome progressed under the original Planning Proposal for the site.

Furthermore, the staging of the development has been reconfigured to allow the roads to be constructed and dedicated ahead of the building works. Bringing forward delivery of the roads in advance of the building works is considered beneficial for the wider community as it would enhance accessibility within the Local Centre and alleviate existing congestion during peak periods.

The proposed re-wording of Clause 7.42(4) is to capture the intent of this control more clearly and accurately, which essentially was to enable for a sensitive transition down to existing low scale development. This will not adversely impact the environment but rather, will have a positive impact by ensuring future development correctly complies with the development standards intended by the DPHI.

NEXT STEPS

It is recommended to submit a s3.22 amendment request to the DPHI for consideration. If supported, the minor amendment will be made in consultation with the Parliamentary Counsel's Office.

If the DPHI do not support the s3.22 amendment, a Planning Proposal would need to be prepared to amend the LLEP 2008 in the above discussed manner. The Planning Proposal would need to be prepared and initiated by the Proponent.

FINANCIAL IMPLICATIONS

There are no financial implications relating to this recommendation.

CONSIDERATIONS

Economic	Deliver a high quality local road system including provision and maintenance of infrastructure and management of traffic issues. Facilitate economic development.
Environment	There are no environmental and sustainability considerations.
Social	There are no social and cultural considerations.
Civic Leadership	There are no civic leadership and governance considerations.
Legislative	Section 3.22 of the <i>Environmental Planning and Assessment Act 1979</i> .
Risk	The risk is deemed to be low. The proposed amendment is to facilitate the development of roads within the Middleton Grange Local Centre as well as correct existing errors / poor wording in Clause 7.42 of the <i>Liverpool Local Environmental Plan 2008</i> . Failure to support the amendment may result in further delays to the delivery of the Middleton Grange Local Centre. The risk is considered within Council's risk appetite.

ATTACHMENTS

1. Suggested Rewording of Clause 7.42



Attachment 1: Suggested Rewording of Clause 7.42

A suggested rewording of Clause 7.42 of the *Liverpool Local Environmental Plan 2008* is provided below (deletions shown in **red strikethrough** and additions in **green bold**). This will be ultimately determined however by the Parliamentary Counsel's Office.

7.42 Development of Middleton Grange town centre

- (1) *This clause applies to the following land—*
 - (a) *Lots 2–5 and 6, DP 1207518,*
 - (b) *Lot 1, DP 1078564,*
 - (c) *Lot 12, DP 1108343,*
 - (d) *Lot 102, DP 1128111.*
- (2) *Development consent must not be granted to development if the development will result in any of the following—*
 - (a) *the total number of ~~residential apartments~~ **dwelling**s on the land exceeding 671,*
 - (b) *the total residential floor area of all buildings on the land exceeding 72,000m²,*
 - (c) *the total non-residential ground floor area of all buildings on the land exceeding 26,000m².*
- (3) *Development consent may be granted to development that includes non-residential upper floor area of a building, but only if—*
 - (a) *the development will not result in the total non-residential upper floor area of all buildings on the land exceeding 10,000m², and*
 - (b) *the consent authority is satisfied that—*
 - (i) *the development is consistent with Connected Liverpool 2040 as published by the Council in March 2020, and*
 - (ii) *the inclusion of non-residential upper floor area of buildings in the development is justified having regard to the economic impact assessment prepared in relation to the development application.*
- (4) *Development consent must not be granted to development on land in Zone E1 Local Centre ~~that has a property boundary shown with a dark blue dotted line on the Key Sites Map~~ that will result in—*
 - (a) *despite clause 4.3—a building ~~on the land that will exceed a height of 8.5m, or within 4m of each street shown with a dark blue dotted line on the Key Sites Map~~ **exceeding a height of 8.5m.***
 - (b) *~~a setback of less than 4m from the property boundary as shown with a dark blue dotted line on the Key Sites Map.~~*
- (5) *Development consent must not be granted to development on the land unless the development includes an area of not less than 2500m² to be used for the purposes of a ~~public park~~ **(insert revised wording here, e.g. publicly accessible open space).***
- (6) *The land to be used as a ~~public park~~ **(insert revised wording here)** under subclause (5) must be located on the land shown as coloured light pink on the Key Sites Map that is in Zone E1 Local Centre.*



- (6A) *The site area of proposed development on the land within the Middleton Grange town centre is, for the purpose of applying a floor space ratio under Clause 4.5, taken to include land that –*
- (i) *Is dedicated to the Council or a public authority for a public purpose, being roads and intersections, and*
 - (ii) *Would have been part of the site areas if the land has not been so dedicated or set aside.*

- (7) *In this clause—*
- non-residential floor area**, of a building, means floor area used for non-residential purposes.*
 - non-residential ground floor area**, of a building, means the non-residential floor area on the ground floor of the building.*
 - non-residential upper floor area**, of a building, means the non-residential floor area on a floor above the ground floor level of the building.*
 - residential floor area**, of a building, means floor area used for residential purposes.*

PLAN 03

Draft Compliance and Enforcement Policy

Strategic Objective	Healthy, Inclusive, Engaging Improve liveability and quality of life for the community by delivering vibrant parks, places and facilities
File Ref	094099.2024
Report By	Noelle Warwar - Manager Community Standards
Approved By	Mark Hannan - Acting Director Planning & Compliance

EXECUTIVE SUMMARY

In late 2015, the NSW Ombudsman issued Enforcement Guidelines and a Model Policy for Councils. The Policy provides structure for consistency and transparency in decision-making regarding compliance and enforcement issues and facilitates a proportional approach to compliance and enforcement based on risk and impact.

The draft Compliance and Enforcement Policy (**Attachment 1**) is intended to replace Council's Current Enforcement Policy (adopted on 23 November 2022).

The key changes to the Policy include:

- A title change to include both compliance and enforcement;
- Reflects the principles of the NSW Ombudsman's Guidelines and Model Policy for Councils;
- Provides greater clarity on the use of discretion; and
- Proposes a proportionate approach to enforcement and compliance management based on the level of risk in regard to the unlawful activity and the resources available.

RECOMMENDATION

That Council:

1. Receives and notes this Report;
2. Endorses the public exhibition of the draft 'Compliance and Enforcement Policy' for a period of no less than 28 days; and
3. Notes that a Post-Exhibition Report will be brought back to a future Ordinary Meeting of Council for Council consideration.

REPORT

As a regulator, Council is obliged under certain legislation (including but not limited to the Local Government Act 1993, Environmental Planning and Assessment Act 1979, Protection of Environment Act 1991, Public Spaces (Unattended Property) Act 2021 and Roads Transport Act 2013) to properly deal with allegations about unlawful activities relating to planning, building and construction, environmental and public health, safety, car parking and transport, companion animal management, and public and natural area regulation.

This may also include activities that are prohibited, unauthorised or contrary to the terms of a consent or approval. A failure to properly deal with allegations and compliance can have adverse outcomes for the community and expose Council to liability and subsequent litigation expenses.

The draft Policy outlines matters for consideration through the various stages of the process from receipt of unlawful activity complaints through to the types of enforcement actions that can be considered, including the use of discretion.

A key aspect of the draft Policy is the inclusion of a “risk matrix” which provides guidance on how Council will prioritise, and action complaints received, particularly during times where the number of complaints received exceeds the available resources dedicated to investigations.

Currently, with the exception of the most serious public safety matters, requests are dealt with in the order they are received and utilising the same investigative process. Given the available Council resources, the current process has resulted in a backlog of more than 700 unactioned requests with wait times far exceeding 12 months.

The draft Policy is intended to give priority to the high-risk complaints where a full investigation will be conducted. Lower risk complaints may be dealt with via the use of discretion (i.e. no action) or alternatively via “letters of cooperation”.

Letters of cooperation will provide information on how the customer may be able to resolve the issue via other means. This may include speaking with their neighbour, seeking the support of the Community Justice Centre (mediation), other requests that may be better dealt with by a third party (for example a strata corporation or other agency such as NSW Police or the NSW Housing).

As staff resources become available, more detailed investigations of complaints other than high risk would be able to occur.

The benefits of this approach includes a focus on the more serious matters in our community i.e. where there is a threat to persons, property or the environment and a more timely response

to concerns from our community. This approach also provides clear communication and expectations on how Council will respond.

As part of the implementation of a revised Compliance and Enforcement Policy, Council will need to make internal administrative changes to its processes to manage the impact of the Policy changes. This includes developing processes and forms / checklists, standard letters used to respond to low risk and impact concerns.

REVIEW BY GOVERNANCE & LEGAL

In preparing the draft Policy, feedback was sought from Council's Governance Team and Legal Services Team. The feedback provided has been considered and incorporated into the draft Policy.

FINANCIAL IMPLICATIONS

There are no financial implications relating to this recommendation.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
Environment	<p>Manage the environmental health of waterways.</p> <p>Manage air, water, noise and chemical pollution.</p> <p>Protect, enhance and maintain areas of endangered ecological communities and high-quality bushland as part of an attractive mix of land uses.</p> <p>Raise community awareness and support action in relation to environmental issues.</p>
Social	There are no social and cultural considerations.
Civic Leadership	<p>Act as an environmental leader in the community.</p> <p>Undertake communication practices with the community and stakeholders across a range of media.</p> <p>Provide information about Council's services, roles and decision-making processes.</p> <p>Deliver services that are customer focused.</p> <p>Operate a well-developed governance system that demonstrates accountability, transparency and ethical conduct.</p>

Legislative	Local Government Act 1993.
Risk	The risk is deemed to be Medium. The risk is considered within Council's risk appetite.

ATTACHMENTS

1. Draft Compliance and Enforcement Policy



COMPLIANCE AND ENFORCEMENT POLICY

Adopted: *(Current date)*

TRIM 281536.2023-008



COMPLIANCE AND ENFORCEMENT POLICY

DIRECTORATE: Planning and Compliance

BUSINESS UNIT: Community Standards

1. PURPOSE/ OBJECTIVES

This Policy provides information about Council's position on compliance and enforcement matters for Liverpool City.

The purpose of the Policy is to provide structure, consistency and transparency in decision making, and to facilitate a proportionate approach to compliance and enforcement. It is also intended to assist Council staff to act promptly, effectively, and consistently in response to allegations of unlawful activity.

This Policy outlines matters to be considered at the various stages of the enforcement process from the receipt and investigation of reports alleging unlawful activity, through to what enforcement options Council will consider and whether to commence criminal or civil proceedings.

In certain circumstances Council will have shared enforcement responsibilities with other regulatory authorities. Advice and guidance are also provided on the role of Council in building and construction compliance matters where there is a Private Certifier, and the role of Councillors in enforcement.

Responsible Council staff will apply this Policy as appropriate in their use of discretion and exercise of official functions. In each case, staff will consider the relevant circumstances and facts and decide what action to take on all available information.

Council's regulatory responsibilities are applicable to threatened or *actual unlawful activity*, as well as a failure to take action (in order to be compliant with certain legal requirements). For simplicity, this policy refers to both an act and/or an omission by an alleged offender as 'unlawful activity'.

The Policy is supported by a culture that puts the "Customer at the Centre", our "People at the Heart" of what we do, removes the red tape and gets us back to delivering the basics. The culture provides our customers with seamless quality experiences by understanding and prioritising their needs, while engaging meaningfully and delivering service, operational and planning excellence.

2. DEFINITIONS

The Following are the definitions of key terms in this policy:

Enforcement

Actions taken in response to contraventions of laws.

Regulation

A legal instrument made under an Act of the Parliament of New South Wales. In this Policy, the term Regulation refers to Rules, Regulation or other statutory instruments administered by Council.

Report alleging unlawful activity

An expression of concern or a request for service in relation to alleged unlawful activity, where a response or resolution is explicitly expected or legally required.

Unlawful activity

Any activity or work that has been or is being carried out contrary to the below and/or failure to take required action in order to be compliant with:

- Terms or conditions of a Development Consent, Approval, Permit or Licence.
- An environmental planning instrument that regulates the activities or work that can be carried out on particular land.
- A legislative provision regulating a particular activity or work.
- A required Development Consent, Approval, Permission or Licence.

3. POLICY STATEMENT

This Policy applies to the investigation of customer complaints about unlawful activity or failure to comply with the terms or conditions of Approvals, Consents, Notices or Orders. It outlines how to prioritise action based on impact by determining whether complaints of unlawful activity require investigation, options for dealing with unlawful activities and regulatory breaches, matters for consideration and facilitates a proportionate approach to compliance management.

It is based in the NSW Ombudsman “Enforcement Guidelines for Councils” and “Model Policy” (2015).

The Objectives of this Policy are:

1. To establish clear guidelines and protocols for Council staff in the managements of Council’s regulatory activities.
2. To provide a framework to facilitate a responsive and risk-based approach to proactive and reactive compliance and enforcement matters.
3. To improve compliance management and reduce the impact of unlawful activity on the community and our environment.

The Policy also provides advice and guidance on the role of the Private Certifiers and the role of Councillors in enforcement.

The Policy applies a risk based approach to compliance management to ensure resources are focussed on those matters posing the biggest risk to the community and environment. This approach is applied to both proactive compliance activities and also in response to reports alleging unlawful activity (reactive compliance). Council will undertake enforcement action where appropriate in accordance with the Policy.

3.1 Compliance and Enforcement Principles

The following are the principles that underpin Council actions relating to compliance and enforcement.

Principle	Actions
Accountable and transparent	<ul style="list-style-type: none"> • Acting in the best interest of public health and safety and in the best interests of the environment. • Ensuring accountability for decisions to take or not take action. • Acting fairly and impartial, without bias or unlawful discrimination. • Providing information about compliance and enforcement priorities and the framework for decisions to improve understanding and certainty and promote trust by the regulated community. • Ensuring meaningful reasons for decisions are given to all relevant parties, particularly when there is a departure from this Policy.
Fair and Consistent	<ul style="list-style-type: none"> • Ensuring compliance and enforcement action is implemented consistently. • Encouraging customer reports about possible unlawful activity by acting reasonably in response to the circumstances and facts of each matter.
Proportionate	<ul style="list-style-type: none"> • Ensuring the level of enforcement action is proportionate to the level of risk and seriousness of the breach. • Making cost effective decisions about enforcement action. • Taking action to address harm and deter future unlawful activity.
Timely	<ul style="list-style-type: none"> • Ensuring responses to reports alleging unlawful activity and decision making in relation to those is timely.

3.2 Risk Based Regulation

Our Community expects to live in a healthy and liveable City where we value and protect our environment. The number of laws and regulations have increased expanding the scope of necessary enforcement. From time-to-time reports alleging unlawful activity will exceed available resources.

Risk based approach to compliance action chosen by Council will depend on the degree of risk, and the impact of the non-compliance on Council's ability to achieve its objectives. This risk based approach is a way to target resources where they are most needed and where they will produce the most effective impact.

Council is committed to developing and implementing both proactive and reactive strategies to achieve effective and efficient risk-based compliance enforcement programs. To this end, Council uses intelligence gained from its customer request system to determine the most appropriate strategy.

Proactive compliance monitoring assists Council in meeting its statutory requirements, respond to common complaints and maintain a positive monitoring presence. The aim of proactive strategies is to reduce the number of reactive incidents requiring a Council response.

Education and awareness raising activities are both proactive approaches to preventing breaches of the law and can be very cost effective in achieving compliance. Providing information to the public through media releases, Council's website, workshops with target groups and brochures/fact sheets together with Incentives e.g. financial/awards, are all strategies Council will explore to determine the best fit for the areas of focus.

Council's risk-based approach involves categorising alleged unlawful activity into low, medium, and high risk, based on the following:

- degree of impact on health, property or the environment;
- seriousness of the offence;
- priority for council and the community based on impact.

Council's Risk Category Matrix in Appendix 1 reflects these factors and will be used to guide enforcement action. The colour-coding in Figure 1 indicates how enforcement action may be related to the risk assessment. Council will apply its risk-based approach intelligently and consider the appropriate action in the facts and circumstances of each case.

Periodic reviews of Council's Risk Category Matrix will be undertaken using intelligence collated from its case management systems and other sources. When reviewing the matrix, Council will consider whether systemic or more serious patterns are emerging which warrant re-assessing the risk exposure of unlawful activities.

3.3 Responsibility

Council receives information about alleged unlawful activity from members of the public, contact from other government agencies and information gathered by its officers during proactive inspections.

Only Council staff with appropriate delegations from the Chief Executive Officer can undertake investigations, compliance and enforcement action in relation to this policy.

Where enforcement action is taken, Council staff are required to:

- Deliver seamless quality experiences by understanding and prioritising relevant parties needs, while engaging meaningfully and delivering service excellence;
- Treat all relevant parties with courtesy and respect;
- Communicate with all relevant parties and provide feedback on the progress of an investigation and any reasons for delay without compromising the integrity of the investigation;
- Maintain full and proper records in relation to the assessment and investigation of reports alleging unlawful activity, including reasons for any decisions;
- Provide as much information as possible to all relevant parties about the outcomes of investigations to demonstrate adequate and appropriate action was taken and/or is proposed to be taken in response to a report of alleged unlawful activity; and
- Provide information to all relevant parties about any avenues to seek an internal or external review of a decision.

All reports alleging unlawful activity are to be entered into Council's customer request system and actioned within the appropriate risk-based time frame by the appropriate business unit.

3.4 Submitting Reports of Unlawful Activity

Reports alleging unlawful activity will be recorded in Council's customer request system and will be allocated a unique reference number. The report will be referred to the relevant Council Officer to commence any necessary action.

The name, address and contact details of the person submitting the report will also be recorded. This information is critical as Council may need to rely on evidence from the complainant to prove any alleged offence and commence enforcement action. Council will advise any Complainant of the progress and outcome/s of the investigation.

As outlined in Privacy Information Statement | Liverpool City Council (nsw.gov.au)

3.4.1 What Council expects from people who report allegations of unlawful activity

Council expects that people who report allegations of unlawful activity will cooperate and act in good faith in respect of any investigations conducted by Council. This includes:

- Providing a clear description of the problem (and the outcome sought, if relevant);

- Providing a clear description / account of the impact that the alleged activity is having;
- Giving all available and relevant information to Council, including any new information about the alleged activity that may become known to the person following the making of their report;
- Not giving any information that is intentionally misleading or wrong;
- Cooperating with Council's enquiries and providing timely responses to questions and requests for information; and
- Treating Council's staff with courtesy and respect.

3.4.2 Anonymous Reports

Council shall not undertake an investigation into an anonymous complaint, unless the issue places public safety at risk and raises a serious matter and there is sufficient information for the officer to undertake the investigation.

3.5 Responding to concerns about Unlawful Activity

Council will record every report alleging unlawful activity.

A preliminary assessment of all matters will be made to determine the priority for a response, and whether investigation or other action is required, in line with the principles above.

An investigation of alleged unlawful activity may take a significant amount of time to complete, particularly where the issues are complex. If an investigation is required by Council, staff will give the person who reported the alleged unlawful activity regular feedback on the progress of the investigation, and any reasons for delay. Feedback provided would not include details about every aspect of the investigation or information that would compromise the integrity of the investigation.

Decisions about what action should be taken by Council are made at the Council's discretion in accordance with this Policy. This means the objective is that reports alleging unlawful activity will be resolved based on the best outcome for the community as a whole and in-line with relevant legislation and benchmarks.

Council staff will endeavour to manage the expectations of people who report alleged unlawful activity, in particular where there is an absence of sufficient evidence of unlawful activity and Council is unable to take further action.

Council has limited resources and powers to deal with reports alleging unlawful activity.

Council will prioritise understanding any allegations raised and endeavour to respond in a timely manner. This will include regular updating of all parties involved, where appropriate, completing investigations and actions within a reasonable timeframe. Actions taken will always be based on the best outcome for the community as a whole and in-line with relevant legislation and benchmarks.

3.6 Investigating alleged Unlawful Activity

A preliminary assessment of all requests will be made to determine whether investigation or other action is required. Council will prioritise matters based on the Compliance and Enforcement Principles (section 4).

If there is insufficient information in the report to undertake a preliminary assessment, the customer will be advised, and the matter not tasked for investigation.

3.6.1 Circumstances where no regulatory action will be taken

Council will take no further action, if, following a preliminary assessment, it is identified that:

- The complaint is not supported with evidence, or appears to have no substance,
- Council does not have to investigate or is not the appropriate authority to take action on the issues raised. Where there is another appropriate authority or course of action, Council may bring that matter to the attention of the authority or provide information and contact details to the individual. For example, Safework NSW for workplace safety matters, the NSW Environment Protection Authority (EPA) for possible environmental offences and Community Justice Centres NSW for personal disputes.
- The report relates substantially to a matter previously determined by Council and no new or compelling information is presented which would cause Council to change its earlier decision. In this case, staff will acknowledge the report and advise that no further action will be taken as no new information had been provided (other than where the person has previously been advised they would receive no further response).
- The allegations relate to a lawful activity (e.g. where there is an existing approval, or the activity is permissible without Council approval or consent being required).

The relevant Coordinator, Manager, Director, or CEO may use discretion in determining that an investigation or further regulatory action isn't required.

Examples of circumstances where regulatory action may be determined not be required include where:

- a. The investigation revealed that approval is likely to be achieved.
- b. It is not a safety concern.
- c. There is no amenity impact to the community.
- d. The complaint is made anonymously, relates to low-risk activity as defined by Councils 'Risk Category Matrix' and is without supporting evidence.
- e. The complaint relates to a known neighbourhood dispute and has no substance.

- f. It is not in the public interest as the outcome will not justify the expenditure of resources.

3.6.2 Relevant factors guiding decisions as to whether to take regulatory action

When deciding whether to investigate, Council will consider factors relevant to the circumstances of the case, which may include whether:

- The activity is having a significant detrimental effect on the environment, or it constitutes a risk to public safety.
- The report is premature as it relates to some unfinished aspect of work that is still in progress.
- The activity or work is permissible with or without permission.
- All conditions of consent are being complied with.
- Significant time has elapsed since the events, the subject of the report, took place.
- Another body is a more appropriate agency to investigate and deal with the matter.
- It appears there is a pattern of conduct or evidence of a possible widespread problem.
- The person or organisation reported has been the subject of previous reports.
- The report raises matters of special significance in terms of the Council's existing priorities.
- There are significant resource implications in relation to an investigation and any subsequent enforcement action.
- It is in the public interest to investigate the report.
- The activity is having an amenity impact to the community.

The above factors for Council to consider and weigh in making a determination. Council staff are not limited in their use of discretion by these considerations and may decide to investigate based on these and other factors.

The objective of the processes Council staff use when investigating incidents of alleged unlawful activity, is to:

- Determine the cause of the incident;
- Determine if there has been a contravention of Law, Policy or Standards;
- Gather evidence to the required standard to support any required enforcement action; and
- Determine any necessary action to mitigate the possibility of reoccurrence of similar incident.

Any decision not to investigate an allegation of unlawful activity will be recorded and the reasons for that decision clearly stated.

3.7 Deciding whether or not to take enforcement action

When deciding whether to take enforcement action in relation to a confirmed case of unlawful activity, Council will consider the full circumstances and facts of the matter and the public interest. The following general considerations will assist Council staff in determining the most appropriate response in the public interest:

3.7.1 Considerations about the alleged offence and impact:

- The nature, extent and severity of the unlawful activity, including whether the activity is continuing.
- The harm or potential harm to the environment or public health, safety or amenity caused by the unlawful activity.
- The seriousness of the breach, including whether the breach is merely technical, inconsequential or minor in nature.
- The time period that has lapsed since the date of the unlawful activity.

3.7.2 Considerations about the alleged offender:

- Any prior warnings, cautions, instructions, advice that was issued to the person or organisation reported or previous enforcement action taken against them.
- Whether the offence was committed with intent.
- Whether the person or organisation reported has been proactive in the resolution of the matter and assisted with any Council requirements and instructions.
- Any mitigating or aggravating circumstances demonstrated by the alleged offender.
- Any particular circumstances of hardship affecting the person or organisation reported.
- The youth, age, maturity, intelligence, physical health, mental health or special disability or infirmity of the alleged offender, a witness or a victim.
- The willingness of the alleged offender to cooperate in the investigation and prosecution of others.

3.7.3 Considerations about the impact of any enforcement action:

- The prevalence of the alleged offence or breach and the need for deterrence.
- Whether an educative approach would be more appropriate than a coercive approach in resolving the matter.
- The prospect of success if the proposed enforcement action was challenged in court.
- The costs and benefits of taking formal enforcement action as opposed to taking informal or no action.
- What action would be proportionate and reasonable in response to the unlawful activity.
- Whether Council's prior advice or actions have been relied upon by the alleged offender such as to create a form of estoppel.

3.7.4 Consideration about the potential for remedy:

- Whether the breach can be easily remedied.
- Whether it is likely consent would have been given for the activity if it had been sought.
- Whether there is a draft planning instrument on exhibition that would make the unauthorised use legal.

3.8 Options for dealing with Confirmed cases of Unlawful Activity

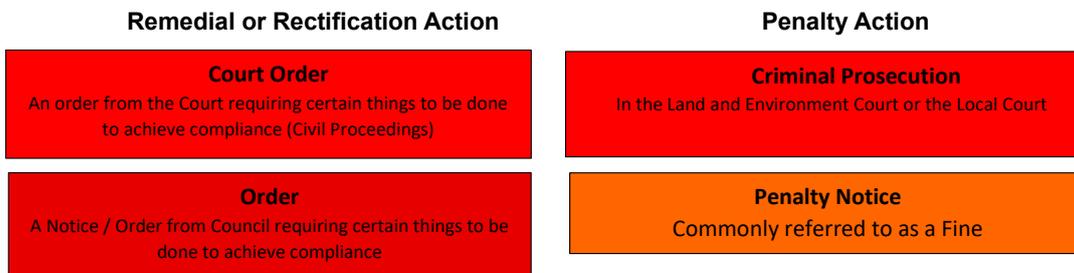
There is a range of enforcement action available as illustrated below in Figure 1. The examples given in Figure 1 have been ranked from highest formality at the top to lowest formality at the bottom.

In deciding what enforcement action to take, Council will:

- use discretion to determine the most appropriate response to confirmed cases of unlawful activity;
- take a risk-based approach;
- choose the least formal option likely to achieve its enforcement objectives;
- consider the circumstances and facts of each case and decide on the merits of the case.

Council may use more than one enforcement approach in a case. Enforcement options are not necessarily mutually exclusive: for example, in some circumstances it may be appropriate to simultaneously issue an Order and a Penalty Notice. It is also important to note that the following is a guide only and each case must be assessed on the particular facts.

Figure 1: Enforcement actions available to Council





Note that it may be appropriate to use more than one enforcement option in some cases. If initial enforcement action does not achieve a satisfactory outcome, it may be necessary to proceed to a higher level of enforcement response. For example, if a warning letter or notice of intention does not achieve the desired response, it may be appropriate to give an Order; or if an Order is not complied with, it may be appropriate to bring enforcement or prosecution proceedings.

3.9 Offences when penalty notice can be issued

For certain offences a penalty notice can be issued as the appropriate regulatory action, even for these certain offences, Council officers have the authority to use discretion and issue a caution in place of a monetary fine. The circumstances for which a Council Officer may use discretion are clearly outlined as guidelines in section 19A (3) of the *Fines Act 1996*.

<https://dcj.nsw.gov.au/justice/policy-reform-and-legislation/publications/guidelines.html> Following up enforcement action

All enforcement action will be reviewed and monitored to ensure compliance with any undertakings given by the subject of enforcement action or advise, directions or orders issued by council. Reports alleging continuing unlawful activity will be assessed and further action taken if necessary. If the unlawful activity has ceased or the work has been rectified, the matter will be resubmitted for follow up action to ensure compliance outcomes are met. Should initial enforcement action be found to have been ineffective, Council staff will consider other enforcement options.

3.10 Taking Legal Action

Council and delegated staff will be guided by legal advice in deciding whether to commence criminal or civil proceedings and will consider the following:

- Whether there is sufficient evidence to establish a case to the required standard of proof;
- Whether there is reasonable prospect of success before a Court; and
- Whether the public interest warrants legal action being pursued.

The same considerations apply to whether Council should continue with proceedings. Council will act reasonably in response to new material.

Whether there is sufficient evidence to establish a case to the required standard of proof

Council considers the decision to take legal action a serious matter, and as such will only initiate and continue proceedings once it has been established that there is admissible, substantial and reliable evidence to the required standard of proof.

The basic requirement of any **criminal** prosecution is that the available evidence establishes a prima facie case.

The Prosecutor is required to prove the elements of the offence beyond reasonable doubt.

In **civil** enforcement proceedings, Council will require sufficient evidence to satisfy the court that an actual or threatened breach has occurred on the balance of probabilities.

Whether there is a reasonable prospect of success before a Court

Given the expense of legal action Council will not take legal action unless there is a reasonable prospect of success before a Court. In making this assessment, Council staff will consider the availability, competence and credibility of witnesses, the admissibility of the evidence, all potential defences, and any other factors which could affect the likelihood of a successful outcome.

Whether the public interest requires legal action to be pursued

The principal consideration in deciding whether to commence legal proceedings is whether to do so is in the public interest. In making this determination, the same factors to be considered when taking enforcement action apply.

The following considerations relate more specifically to the decision to commence legal proceedings and may also assist Council and its delegated staff in making the determination:

- Whether the applicable law is obsolete or obscure
- Whether proceedings may be counter-productive and bring the law into disrepute
- The availability of any effective alternatives to proceedings
- Whether an urgent resolution is required (court proceedings may take some time)
- The possible length and expense of court proceedings
- What sentencing options are available to the court in the event of conviction
- The alleged offender's degree of culpability
- The attitude of the victim and possibly material witnesses
- Whether a precedent will be set by instituting proceedings.

Council will consider discretionary factors to the extent applicable to the facts and circumstances of the case and will give them appropriate weight.

Time within which to commence proceedings

Council staff must be aware of legislative time limits in which enforcement proceedings must be commenced. Sometimes legal action will be statute barred despite good evidence that unlawful activity has occurred.

3.11 Shared Enforcement Responsibilities

Some reports will raise matters involving shared regulatory responsibilities between Council and other authorities including the Environment Protection Authority, NSW Police, NSW Department of Planning and Environment, NSW Liquor and Gaming, NSW Fair Trading, NSW Food Authority and Crown Lands.

Council recognises that collaboration and cooperation between authorities to address issues of shared regulatory responsibility is the best approach. To this end, where there are shared legislative responsibilities, Council staff will work with relevant authorities to establish:

- Which authority will take the leading role on any joint investigation
- Which activities each authority will carry out
- Responsibilities for updating an individual where relevant
- Protocols for exchanging confidential information between the relevant authorities.

Council will reasonably endeavour to respond to requests for information or assistance on joint regulatory matters in a timely manner.

3.12 Role of Council Where a Private Certifier Has Been Nominated as the Principal Certifier

Where the Private Certifier has been appointed as the Principal Certifier the Council recognises that the Private Certifier is the authority responsible for ensuring compliance with the conditions of development consent.

Private Certifiers have limited enforcement powers. They can issue a Written Directions Notice (WDN) to the owner or builder to comply with the conditions of consent or rectify any breaches. A copy of any WDN issued by a Private Certifier must be provided to Council for assessment as to whether Council will consider enforcement action.

Persons making complaints regarding a site where the PCA is private will be advised to contact the Private Certifier in the first instance. This will give the Private Certifier an opportunity to address the issues and take appropriate action.

Should the Private Certifier fail to use their enforcement powers to address the issue raised within a reasonable timeframe, Council will give consideration to investigate the matter dependent upon the specific circumstances and whether there is a serious threat to persons and/or property.

It must be noted that Council is not the regulator of Private Certifiers and any complaints about the conduct of Private Certifiers must be directed to NSW Fair Trading.

Council will endeavour to work with Private Certifiers to resolve any issues when they arise to achieve compliance with the development consent or complying development certificate. Council staff will take steps to ensure individuals are clear about which agency performs which role.

3.13 Review and Appeal Processes

Any order issued by Council (as a proposed order) (unless issued in an emergency) will have a notice period allowing representations to be made (generally up to 21 days). Representations should be made in writing to the attention of the relevant section Manager.

Fines issued by Council under a range of legislation have a review process that is managed by Revenue NSW. Information on how to request a review of a fine can be found at www.revenue.nsw.gov.au.

3.14 Role of Councillors in Enforcement

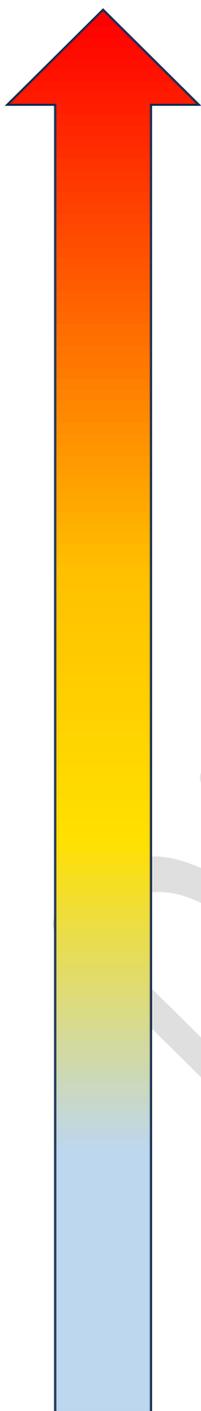
Compliance and enforcement matters are sensitive and easily susceptible to allegations of impropriety, bias or inconsistency. In order to manage those risk, and consistent with Council's Code of Conduct, Councillors do not attend on-site meetings with Council staff, the complainants, or persons the subject of investigation or enforcement action, or direct staff in relation to particular outcomes relating to investigations or enforcement options or actions.

Councillors can help individuals who raise concerns with them by referring them to the relevant team for the appropriate action to take place as outlined in this Policy.

4. RELEVANT LEGISLATIVE REQUIREMENTS *(where applicable)*

This policy is based in the NSW Ombudsman “Enforcement Guidelines for Councils” and “Model Policy” (2015).

DRAFT

APPENDIX 1**RISK CATEGORY MATRIX**

Including but not limited to:

High Risk

- Large scale / significant pollution incidents
- Dog attacks, straying stock and roaming dogs
- Large scale vegetation clearing
- Unattended/Illegally parked vehicles in unsafe locations
- Collapsed or unsafe building works adjacent to public areas
- Poor sediment control on building sites
- Swimming pool barrier fencing
- Fire safety matters
- Domestic sewage surcharge

Medium Risk

- Abandoned motor vehicles
- Minor pollution incidents
- Breaches of tree preservation orders
- Commercial & industrial air/noise complaints (criteria)
- Food/beauty/Skin penetration and other health related premises complaints
- Significant unauthorised/non-complying building works
- Building works where a Private Certifier appointed
- Land filling
- Rubbish dumping
- Parking
- Footpath obstructions
- Onsite sewage management systems
- Illegal Boarding houses/multi occupancies/dual occupancies

Low Risk

- Animal registration / general companion animal enquiries
- Barking Dogs
- Domestic air noise complaints (power tools, air conditioners, pool pumps, amplified music)
- All other animal related enquiries
- Overgrown land (criteria)
- Home business / home occupation
- Minor unauthorised / non-complying building works (criteria)
- Overland stormwater flow (criteria)
- Smoke nuisance from domestic wood heaters, outdoor BBQ's, burning prohibited items
- Keeping of roosters, rooster noise, including poultry and fowl houses
- Strata issues where NSW Civil and Administrative Tribunal (NCAT) is appropriate authority

RELATED POLICIES & PROCEDURE REFERENCES

This Policy has been developed in consultation with Wollongong City Council. Liverpool Council acknowledges the Wollongong City Council Compliance and Enforcement Policy in the creation of this document.

AUTHORISED BY

Council Resolution

EFFECTIVE FROM

This date is the date the policy is adopted by Council resolution.

REVIEW DATE

The policy must be reviewed every two years or more frequently depending on its category or if legislative or policy changes occur.

VERSIONS

The current and previous version of the policy should be set out in the following table.

Version	Amended by	Changes made	Date	TRIM Number
1	New Policy	Compliance		281536.2023-016

PLAN 04	Post Door Knocking Report - Renaming of Street Sections Middleton Grange
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Strategic Objective	Liveable, Sustainable, Resilient Deliver effective and efficient planning and high-quality design to provide best outcomes for a growing city
File Ref	098521.2024
Report By	Danielle Hijazi - Strategic Planner
Approved By	Mark Hannan - Acting Director Planning & Compliance

EXECUTIVE SUMMARY

This Report seeks to inform Council on the outcome of a door-knocking exercise undertaken on 8 February 2024 seeking feedback from affected residents and property owners for the renaming of the street sections Southern Cross Avenue, Seventeenth Avenue East and Hall Circuit, Middleton Grange.

Notwithstanding the objections received during the public exhibition and concerns voiced at a community forum, the door-knocking effort provided valuable insights. Among the 86 affected properties, feedback indicated a preference for retaining the street name Southern Cross Avenue, consecutively renumbering Southern Cross Avenue properties, and renaming Seventeenth Avenue East and Hall Circuit to Southern Cross Avenue.

Residents expressed valid concerns regarding past address changes and uncertainty surrounding the future town centre development. However, the current naming arrangements pose safety and service delivery risks and renaming needs to happen prior to the town centre being delivered. Council staff are already in the process of preparing an amendment to the Middleton Grange Development Control Plan (DCP). It is recommended that new provision(s) be provided in the DCP to make Southern Cross Avenue a fixed road.

RECOMMENDATION

That Council:

1. Notes the outcome and feedback from residents and property owners through the door knocking exercise.
2. Supports renaming of the street sections Southern Cross Avenue/Seventeenth Avenue East and Hall Circuit to Southern Cross Avenue, Middleton Grange.

3. Supports the renumbering of properties located on the street sections Southern Cross Avenue/Seventeenth Avenue East and Hall Circuit to Southern Cross Avenue, Middleton Grange.
4. Delegates authority to the Chief Executive Officer to proceed with the process of gazettal.
5. Notes that Council staff will make Southern Cross Avenue a fixed road in an upcoming amendment to the Middleton Grange Development Control Plan.

REPORT

Background

At the Ordinary Meeting of Council on 30 August 2023, a Report was prepared by Council staff outlining the property address issues for owners and residents living on the street sections of Southern Cross Avenue, Seventeenth Avenue East and Hall Circuit, Middleton Grange. Council resolved that staff write to the affected residents located on the abovementioned street sections with six options to vote on the renaming of these street sections to have one consistent name (**Attachment 1**).

Community Engagement

In accordance with the Resolution of Council, staff wrote to the affected landowners on the 17 October 2023, detailing the issues with the current street names and requested the landowners vote between the six proposed street names being Jetstream Avenue, Nacelle Street, Pilot Street, Radome Street, Skyport Street and Wirraway Street (**Attachment 2**).

The letter advised residents that the proposed street name that received the highest vote would be formally gazetted. Following gazettal, the entire street sections of Southern Cross Avenue, Seventeenth Avenue East and Hall Circuit would be renamed with the preferred option.

Public Exhibition

During the exhibition period:

- **Seven (7)** individual submissions were received objecting to the renaming proposal;
- A signed petition with the signatures of **42** residents objecting to the proposal was also received;

- A further **29** residents/affected property owners did not respond or provide a submission to the letter;
- **Nine (9)** votes were received on the proposed new street name; and
- **13** of the letters sent to residents were returned to Council as the address details were not recognised as valid by Australia Post.

A general community forum was also held at Thomas Hassall Anglican College on 15 November 2023 where residents raised concerns with the street name change.

A Post-exhibition Report (**Attachment 3**) was prepared for Council consideration at the Ordinary Meeting of Council on 13 December 2023. At the Meeting, Council deferred the item and resolved that Council Officers to undertake a door-knocking exercise of affected properties to inform residents of the need to change the street name for essential services.

Door-Knocking Exercise

Council staff door-knocked affected properties on Thursday 8 February 2024. A summary of the exercise is provided below:

- There are a total of **86** affected properties;
- **18** properties are either vacant land, being constructed with no letterbox, Council assets (parks) or schools (being Thomas Hassall and Middleton Grange Primary);
- **43** call back slips were left at properties where the resident was not home;
- **Six (6)** residents called Council to discuss the renaming proposal within the following days; and
- Council staff spoke to **25** residents.

Of the feedback received during the door-knocking exercise, and subsequent discussions had with affected residents following the exercise, the following results were identified:

- **Six (6)** residents disagreed with the proposed renaming and want the street section names to remain as they currently stand;
- **Four (4)** residents understand the need for the renaming and have no preference on how we proceed with changing the names.;
- **Four (4)** residents prefer to change to a new name being Pilot Avenue;
- **13** residents advised they would like to keep the name Southern Cross Avenue and have their properties renumbered;
- **18** properties are vacant land; and
- **41** residents did not respond.

During the exercise, a number of residents voiced concerns that their address had changed on multiple occasions in the past (historical street name changes, as well as changes from lot numbers to house numbers). These residents were also apprehensive that the future Middleton Grange Local Centre development, road network and associated Development Control Plan (DCP) are yet to be finalised, and that their address may again change as the Local Centre develops.

This uncertainty poses significant inconvenience as well as financial burdens associated with multiple address changes. Residents are seeking assurance that future amendments to the Middleton Grange Local Centre development, road network and DCP will not require additional address modifications in the future.

Recommendations

Following the door-knocking exercise, it is recommended that the:

1. Street sections of Southern Cross Avenue, Seventeenth Avenue East and Hall Circuit be renamed to Southern Cross Avenue and renumbering occur for all properties located on these street sections; and
2. An amendment to Part 2.5 of the Middleton Grange DCP to ensure the position of Southern Cross Avenue is fixed.

Next Steps

If supported by Council, Southern Cross Avenue, Seventeenth Avenue East and Hall Circuit will be renamed to Southern Cross Avenue. All properties will be given new street numbers (including the provision of reserve numbers for the Middleton Grange Local Centre and other undeveloped parcels).

Council staff will also prepare an amendment to Part 2.5 of the Middleton Grange DCP, to fix the road of Southern Cross Avenue. The change will subsequently be reported to Council at a future Ordinary Meeting of Council.

FINANCIAL IMPLICATIONS

Should the proposed name change be endorsed, the cost associated with replacing street signage is estimated at \$771.00.

The financial implications to residents having to change letterbox and other street numbers is considered outside the scope of this Report.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
Environment	There are no environmental and sustainability considerations.
Social	There are no social and cultural considerations.
Civic Leadership	There are no civic leadership and governance considerations.
Legislative	<p>Roads Act 1993.</p> <p>Roads Regulation 1998.</p> <p>Pursuant to section 162 of the Roads Act, Council may name and number all public roads for which it is the roads authority. Council may only name a road if it has given the Geographical Names Board at least one month's notice of the proposed name.</p> <p>Regulation 7 (<i>Roads Regulation 2018</i>) prescribes a procedure for naming roads, requiring prior publication of a proposal, notification of relevant parties and consideration of submissions. If a relevant party objects, Council may not proceed with the proposal without ministerial approval.</p>
Risk	<p>The risk is deemed to be moderate if the street naming process is delayed.</p> <p>There is a risk that if Council fails to support the recommendation that emergency services will be unable to attend to incidents within Middleton Grange.</p> <p>Given the recommendation, the risk is considered within Council's risk appetite.</p>

ATTACHMENTS

1. Council Report and Resolution - 30 August 2023
2. Letter to affected residents
3. Council Report and Resolution - 13 December 2023

PLAN 04	Street Naming - Middleton Grange
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Strategic Objective	Liveable, Sustainable, Resilient Promote and advocate for an integrated transport network with improved transport options and connectivity
File Ref	249463.2023
Report By	Danielle Hijazi - Strategic Planner
Approved By	Lina Kakish - Director Planning & Compliance

EXECUTIVE SUMMARY

This report seeks Council endorsement to rename several connecting street sections in Middleton Grange and proposes to create an additional list of street names to be utilised in the forthcoming future Town Centre road network and subdivisions nearing completion that have varied the current Indicative Layout Plan (ILP) of the suburb.

The Street naming theme for the locality is aviation and the proposed names have been assessed using Council's Naming Convention Policy and have been granted pre-approval by the NSW Geographical Names Board (GNB).

RECOMMENDATION

That Council:

1. Supports the renaming of the Street sections Flynn Avenue/Hall Circuit/Sixteenth Avenue East/Qantas Boulevard to Flynn Avenue, Middleton Grange.
2. Endorses staff to write to the affected residents located on the Street sections of Southern Cross Ave/Seventeenth Ave East/Hall Circuit, Middleton Grange with seven options to vote on the renaming of these street sections.
3. Supports the seven additional street names being Boeing Avenue, Jetstream Avenue, Nacelle Street, Pilot Street, Radome Street, Skyport Street and Wirraway Street to be used in the forthcoming future town centre and subdivisions nearing completion that have varied the current ILP of the suburb.
4. Forwards the names to the Geographical Names Board, seeking formal approval;

5. Publicly exhibits the names in accordance with Council's Naming Convention Policy, for a period of 28 days, following formal approval from the GNB; and
6. Authorises the Chief Executive Officer to undertake the process of gazettal, if there are no objections received during public exhibition.

REPORT

Background

In April 2023 Council's rates and property officer received multiple inquiries from Middleton Grange residents regarding property address problems. Council staff have undertaken investigations into the various issues and have detailed each matter below.

Flynn Avenue/Hall Circuit/Sixteenth Avenue East/Qantas Boulevard

Council has received several inquiries from various property owners. They are experiencing significant challenges with essential services including Australia Post, Ambulance and various delivery services due to confusion and difficulty locating their property. The affected properties include those situated between Hall Circuit and Sixteenth Avenue East, as shown in figures 1 and 2 below.



Figure 1: Flynn Avenue/Hall Circuit/Sixteenth Avenue East/Qantas Boulevard Street Sections – (Highlighted in yellow)



Figure 2: Hall Circuit/Sixteenth Avenue East/Qantas Boulevard affected properties (highlighted).

Given the previous planning proposal, and new plans for the town centre, the Indicative Layout Plan, shown in Figure 1 will not be realised. In response, it is proposed to rename the sections of Hall Circuit, Sixteenth Avenue East, and Qantas Boulevard to Flynn Avenue.

When considering a renaming proposal, staff are bound by Liverpool City Council's own 'Naming Convention Policy', as well as the Geographical Names Board of NSW's (the GNB's) 'NSW Address Policy and User Manual'.

Section 6 of the NSW Address Policy and User Manual states the following principles when considering a renaming request:

6.7.1 Ensuring Public Safety and Service Delivery Road names shall not risk public and operational safety for emergency response, or cause confusion for transport, communication and mail services. Many emergency responses and other public services (such as mail) are determined by the clarity of road names and road extents, and all road name proposals shall ensure that operations will not be adversely affected.

The existing Street sections and names all apply to a single contiguous road and are risking public safety and causing confusion for emergency and essential services.

6.7.7 Road Extents A road name shall apply from one end of the road to the other i.e. the point where the road finishes or intersects with another road or roads. The extent of a named road shall be defined by the formed road, and shall include only one section navigable by vehicles or foot.

The original plans for this road corridor have been superseded, and the road no longer needs to be split into individual segments. The extent of the existing street sections now start and end at illogical positions along the street, and not at the terminus of the street (via a corner or

intersection). It is proposed that renaming the entirety of the street corridor to Flynn Avenue will make the street consistent with this policy direction.

6.7.9 Amending Road Names *Road names are intended to be enduring, and the renaming of roads is discouraged unless there are compelling reasons for a change. Issues that can prompt renaming include the redesign of a road, changed traffic flow, mail or service delivery problems, duplication issues and addressing problems.*

The existing Street sections and names are causing addressing, mail, and service delivery problems for residents.

Given that the current configuration of the street sections fails to align with the above mentioned addressing principles, Council staff recommend adopting a rational and systematic approach. It is proposed to rename Flynn Avenue, Hall Circuit, Sixteenth Avenue East, and Qantas Boulevard to a single unified street name, functioning as Flynn Avenue, Middleton Grange.

The use of Flynn Avenue is suggested as this will cause the least amount of disruption to residents along the corridor. The street numbering starts at 1 at the western end of the street, and as such residents currently addressed to Flynn Avenue will not need to update any details resulting from this change. Residents in the sections of Hall Circuit, Sixteenth Ave East and Qantas Boulevard would be assigned consecutive numbers from where the extent of Flynn Ave currently terminates; these residents (see figure 2) will need to update their address details if Council proceeds to rename these street sections.

Southern Cross Avenue/Seventeenth Avenue East/Hall Circuit

Background

Council's rates and property officer has received several inquiries from property owners located around Seventeenth Avenue East, Middleton Grange. Some are experiencing challenges with the *Valuer General Office NSW* not recognising names such as Seventeenth Avenue East as a valid street location. Council's rates and property office has assisted the property owners to rectify the issue, including providing the map data to the *Valuer General Office NSW*, but to date the street addresses are not being recognised. There are also issues with essential services including Australia Post, Ambulance and various delivery services not being able to correctly locate properties.

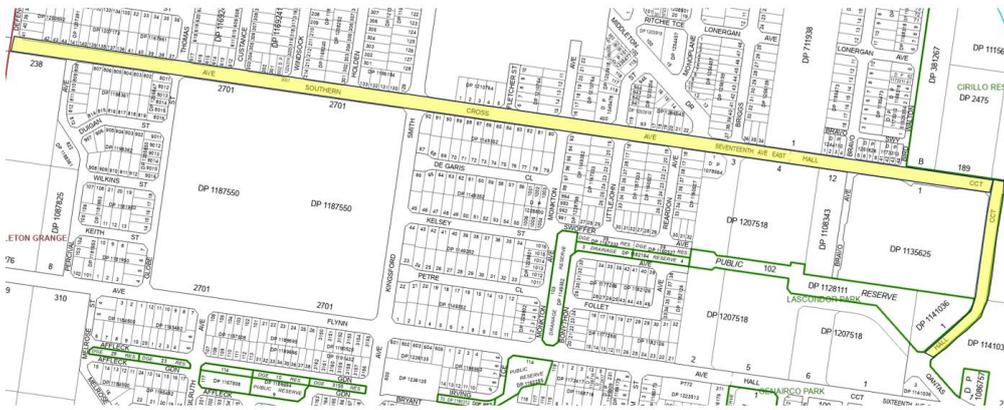


Figure 3: Southern Cross Avenue/Seventeenth Avenue East/Hall Circuit/Street Sections – (Highlighted in yellow)



Figure 4 Southern Cross Avenue/Seventeenth Avenue East/Hall Circuit/ eighty-four affected properties (highlighted).

When considering a renaming proposal, staff are bound by Liverpool City Council's own 'Naming Convention Policy', as well as the Geographical Names Board of NSW's (the GNB's) 'NSW Address Policy and User Manual'.

Section 6 of the NSW Address Policy and User Manual states the following principles when considering a renaming request:

6.7.1 Ensuring Public Safety and Service Delivery Road names shall not risk public and operational safety for emergency response, or cause confusion for transport, communication and mail services. Many emergency responses and other public

services (such as mail) are determined by the clarity of road names and road extents, and all road name proposals shall ensure that operations will not be adversely affected.

The existing Street sections and names all apply to a single contiguous road and are risking public safety and causing confusion for emergency and essential services.

6.7.7 Road Extents *A road name shall apply from one end of the road to the other i.e. the point where the road finishes or intersects with another road or roads. The extent of a named road shall be defined by the formed road, and shall include only one section navigable by vehicles or foot.*

The extent of the existing Street sections start and end at illogical positions along the street, and not at the terminus of the street (via a corner or intersection). It is proposed that renaming the entirety of the street corridor to one name will make the street consistent with this policy direction.

6.7.9 Amending Road Names *Road names are intended to be enduring, and the renaming of roads is discouraged unless there are compelling reasons for a change. Issues that can prompt renaming include the redesign of a road, changed traffic flow, mail or service delivery problems, duplication issues and addressing problems.*

The existing Street sections and names are causing addressing, mail, and service delivery problems for residents.

If Street sections remain in their current form:

- The current addressing issues will remain.
- Government agencies, legal entities, and public services rely on accurate addressing for their operations. Failing to address the issues can create legal and administrative issues i.e., property being recognised by the Valuer General Office.
- The risk to public safety remains.
- Persistent addressing issues can lead to frustration and dissatisfaction amongst community members. This may be perceived as that Council's inaction is a lack of responsiveness or disregard for their concerns.
- By not addressing the issues, the opportunity to improve the overall addressing system and enhance the efficiency and effectiveness of services may be missed. Taking action to rectify the addressing issues can lead to long-term improvements in navigation, service delivery, and community satisfaction.

- If Council proposes to retain the name Southern Cross Avenue and apply it to the whole corridor, renumbering the existing Southern Cross Avenue properties would need to occur. This is problematic for the reasons detailed below:
 - The numbering of properties located on Southern Cross Avenue starts near the middle of the corridor (at the intersection of Middleton Drive and heads west) see figure 5 below; this means that staff cannot apply the name Southern Cross Drive to properties east of this location as these properties would need negative street address numbers (which are not allowed).
 - Re-numbering may cause further confusion and inconvenience for the existing residents, businesses, and visitors of Southern Cross Avenue as they are familiar with the previous numbering system and may struggle to adjust to the new numbering, leading to difficulties in locating addresses and communicating directions.
 - Re-numbering without changing the street name is highly likely to lead to a situation where an address can be interpreted as applying to two different properties (e.g. the old location and the new renumbered location).

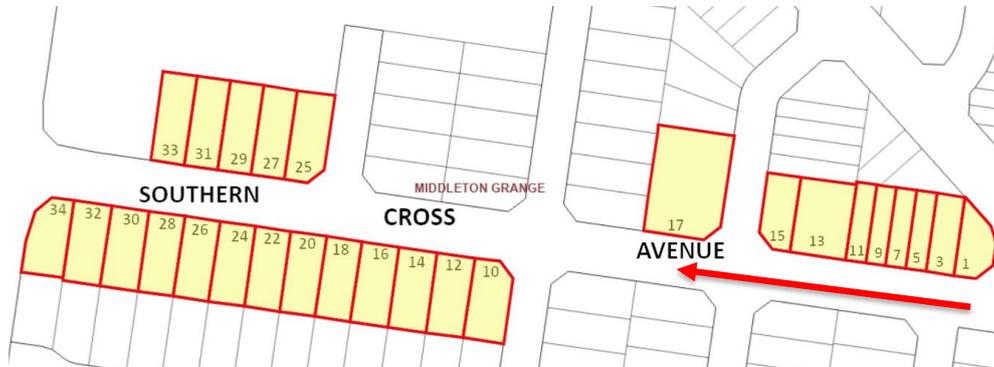


Figure 5: Numbering of properties on Southern Cross Avenue - number 1 starting at the Middleton Drive intersection heading west.

Considering that the current configuration of the street sections fails to align with the aforementioned addressing principles and renumbering properties on Southern Cross Avenue will cause greater confusion, all of the Street sections must be renamed.

Proposed community engagement

Council staff are proposing to write to the affected landowners (Southern Cross Ave / Seventeenth Ave E / Hall Cct) detailing the issues with the current street names, as above, and requesting the landowners vote between the seven proposed street names detailed in the report below. The proposed Street name that receives the highest vote will be formally gazetted and rename the entire street sections of Southern Cross Avenue, Seventeenth Avenue East and Hall Circuit. If any submissions are received a detailed report will be prepared for the next available Council meeting outlining the submissions received and a recommendation based on the community feedback.

Proposed additional Street names

At the 27 July 2022 meeting, Council resolved to *develop a process for first nations naming, renaming and co-naming of places and spaces in Liverpool*. That work is currently underway in conjunction with the Aboriginal Consultative Committee. However, a list of names for Council staff to use has not yet been provided.

It should be noted that the Middleton Grange precinct is developing rapidly, and the list of available names to assign to new streets is exhausted. There are subdivisions near completion and the future town centre road network has been approved. Therefore, it is crucial that new street names are gazetted as a matter of urgency.

Unfortunately, the timeframes for researching new names (of an indigenous origin, figure or thing), agreeing to spelling, and having multiple stakeholders endorse the names via a committee has the potential to impact upon the delivery of subdivisions in the area causing time and financial consequences for prospective homeowners. Furthermore, the proposed names ensure a unified theme is continued for the locality.

The Street naming theme for Middleton Grange is aviation and the proposed names have been assessed using Council's Naming Convention Policy and have been granted pre-approval by the NSW Geographical Names Board (GNB).

The pre-approved aviation themed names are as follows:

- Boeing Avenue
Boeing is one of the world's leading aerospace manufacturers. Boeing designs, manufactures, and sells commercial airplanes, military aircraft, satellites, and other aerospace products. It is a prominent name in the aviation industry and has played a significant role in the development of modern aviation.
- Jetstream Avenue

In aviation terms, a jet stream refers to a high-altitude, fast-flowing air current in the atmosphere. It consists of strong winds that blow from west to east in the Northern Hemisphere and from east to west in the Southern Hemisphere. Jet streams can significantly impact aircraft travel, providing tailwinds for faster flights when flying in the same direction, or headwinds that slow down aircraft when flying against them.

- Nacelle Street
A nacelle refers to an aerodynamic enclosure or structure that surrounds and protects certain components of an aircraft. It is typically found on jet engines, specifically the part that houses the engine itself.
- Pilot Street
A pilot refers to an individual who is trained and licensed to operate an aircraft. Pilots are responsible for safely flying and navigating the aircraft, ensuring the well-being of passengers, and adhering to aviation regulations and procedures.
- Radome Street
A radome refers to a protective enclosure that protects radar equipment installed on an aircraft. It is a specialised structure designed to be transparent to radar signals while providing physical protection to the radar system.
- Skyport Street
A skyport is a specialised landing area for electric vertical takeoff and landing (eVTOL) aircraft or urban air mobility (UAM) vehicles in urban areas. It serves as an infrastructure hub for efficient short-distance aerial transportation, offering facilities like landing pads, charging stations, and passenger boarding areas.
- Wirraway Street
The Wirraway is a World War II aircraft used by the Royal Australian Air Force (RAAF). Initially designed as a trainer, it was also used for combat roles such as reconnaissance, ground attack, and light bombing. It played a significant role in Australia's defense during the early war years. Today, it is preserved as a historical aircraft.

Next Steps

If supported by Council, the renaming of the Street sections Flynn Avenue, Hall Circuit, Sixteenth Avenue East, and Qantas Boulevard to Flynn Avenue, and the seven additional street names being Boeing Avenue, Jetstream Avenue, Nacelle Street, Pilot Street, Radome Street, Skyport Street and Wirraway Street will be placed on public exhibition for 28 days. Council officers will consider all submissions during the public notification period. The following three potential scenarios are likely to arise:

- No objections received
The names will be forwarded to the GNB for formal approval and gazettal to the NSW Parliamentary Counsel's Office (PCO) under the delegation of the Chief Executive Officer (or delegate). Relevant stakeholders such as Australia Post, NSW Ambulance, Fire and Rescue NSW, NSW Rural Fire Service, NSW State Emergency Service, NSW Volunteer Rescue Association, Transport for NSW and the NSW Police Force, will be notified.
- Objections from the relevant agencies
Council will not proceed with the naming request for the name(s) that received an objection. A report to Council will be prepared for the next available meeting outlining the reason for rejection.
- Submissions received from the community
If there is community objection, or reason to reconsider a proposed name, a report will be prepared with a suitable recommendation for the next available Council meeting.

For the renaming of the street sections Southern Cross Avenue, Seventeenth Ave East, and Hall Circuit, Council staff will write to the affected landowners detailing the issues with the current street names as detailed above and requesting the landowners vote between one of the seven proposed street name options. Only affected landowners will be able to vote. The street name with the highest number of votes will be applied to these street sections. If any objections are received, a report will be prepared for the next available Council meeting outlining the submissions received and a recommendation based on the community feedback.

FINANCIAL IMPLICATIONS

There are no costs associated with endorsing and exhibiting Boeing Avenue, Jetstream Avenue, Nacelle Street, Pilot Street, Radome Street, Skyport Street and Wirraway Street. The costs associated with writing letters to affected households and replacing street signs on the street to be named Flynn Ave is estimated at \$771.00. The cost associated with writing letters to affected households and replacing street signs on the street sections to be renamed at Southern Cross Avenue, Seventeenth Avenue East and Hall Circuit is estimated at \$771.00.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
Environment	There are no environmental and sustainability considerations.

Social	Preserve and maintain heritage, both landscape and cultural as urban development takes place
Civic Leadership	Foster neighbourhood pride and a sense of responsibility
Legislative	Roads Act 1993. Roads Regulation 1998. Pursuant to section 162 of the Roads Act, Council may name and number all public roads for which it is the roads authority. Council may only name a road if it has given the Geographical Names Board at least one month's notice of the proposed name. Regulation 7 (<i>Roads Regulation 2018</i>) prescribes a procedure for naming roads, requiring prior publication of a proposal, notification of relevant parties and consideration of submissions. If a relevant party objects, Council may not proceed with the proposal without ministerial approval.
Risk	The risk is deemed to be Low if the street naming process is not delayed. There is a risk that if Council fails to support the recommendation and these new streets remain unnamed, that emergency services will be unable to attend to incidents within Middleton Grange. Given the recommendation, the risk is considered within Council's risk appetite.

ATTACHMENTS

Nil



Ref No.: SPN-3/2023
 Contact: Danielle Hijazi
 Ph: 8711 7627
 Date: 17 October 2023

Dear Resident/Owner

Renaming of Street sections Southern Cross Avenue/Seventeenth Avenue East/Hall Circuit.

Council writes to you in relation to the renaming of several street sections in Middleton Grange including Southern Cross Avenue, Seventeenth Avenue East and Hall Circuit (Figure 1).



Figure 1: Southern Cross Avenue/Seventeenth Avenue East/Hall Circuit/Street Sections – (Highlighted in yellow)

You are receiving this letter as an affected property owner and/or resident, as the renaming of the above-mentioned street sections will result in a change to your address.

Following on from the Middleton Grange Town Centre Planning Proposal, which changed the planned road layout for the suburb, and confusion caused by multiple existing street Council, at its meeting held on 30 August 2023, endorsed the proposal to rename the aforementioned street sections to a new unified street name. This decision aligns with Liverpool City Council's 'Naming Convention Policy' and the Geographical Names Board of NSW's (GNB) 'NSW Address Policy and User Manual.' The report provides additional detail as to why the renaming is considered necessary. A copy of the Council report and minutes can be found on Council's website: <https://www.liverpool.nsw.gov.au/council/council-meetings>.

Council invites you to provide feedback and to cast a vote with your preferred street name from the list of names provided in this letter.



Customer Service Centre Ground floor, 33 Moore Street, Liverpool NSW 2170
All correspondence to Locked Bag 7064 Liverpool BC NSW 1871
Call Centre 1300 36 2170 **Email** lcc@liverpool.nsw.gov.au
Web www.liverpool.nsw.gov.au **NRS** 13 36 77 **ABN** 84 181 182 471

Proposed Names

The street naming theme for Middleton Grange is aviation and Council is publicly exhibiting the following names to be used within the suburb.

- Jetstream Avenue
- Nacelle Street
- Pilot Street
- Radome Street
- Skyport Street
- Wirraway Street

The proposed names have been assessed using Council's Naming Convention Policy and have been granted pre-approval by the NSW Geographical Names Board (GNB).

Jetstream Avenue

In aviation terms, a jet stream refers to a high-altitude, fast-flowing air current in the atmosphere. It consists of strong winds that blow from west to east in the Northern Hemisphere and from east to west in the Southern Hemisphere. Jet streams can significantly impact aircraft travel, providing tailwinds for faster flights when flying in the same direction, or headwinds that slow down aircraft when flying against them.

Nacelle Street

A nacelle refers to an aerodynamic enclosure or structure that surrounds and protects certain components of an aircraft. It is typically found on jet engines, specifically the part that houses the engine itself.

Pilot Street

A pilot refers to an individual who is trained and licensed to operate an aircraft. Pilots are responsible for safely flying and navigating the aircraft, ensuring the well-being of passengers, and adhering to aviation regulations and procedures.

Radome Street

A radome refers to a protective enclosure that protects radar equipment installed on an aircraft. It is a specialised structure designed to be transparent to radar signals while providing physical protection to the radar system.

Skyport Street

A skyport is a specialised landing area for electric vertical takeoff and landing (eVTOL) aircraft or urban air mobility (UAM) vehicles in urban areas. It serves as an infrastructure hub for efficient short-distance aerial transportation, offering facilities like landing pads, charging stations, and passenger boarding areas.

Wirraway Street

The Wirraway is a World War II aircraft used by the Royal Australian Air Force (RAAF). Initially designed as a trainer, it was also used for combat roles such as reconnaissance, ground attack, and light bombing. It played a significant role in Australia's defense during the early war years. Today, it is preserved as a historical aircraft.

How to vote

Your preferred name is to be received by **Monday 13th November 2023**, and can be made in writing to Liverpool City Council, Locked Bag 7064 Liverpool BC NSW 1871, or emailed to lcc@liverpool.nsw.gov.au quoting file number **SPN-3/2023**.

To cast an eligible vote, you must also include

1. The first name and surname of the owner / occupier of the property; and
2. Your residential address (as shown on this letter) in your response to Council; and
3. A statement voting for **one** of the following names: Jetstream Avenue, Nacelle Street, Pilot Street, Radome Street, Skyport Street, or Wirraway Street.

Sample text to help you write your letter / email is provided below:

Subject: Re- SPN-3/2023 Vote for Middleton Grange Street Name

Dear Mr Stendara

In response to Council's letter regarding the renaming of street sections in Middleton Grange (SPN-2/2023) please see my response below.

I (first name) (surname), of (street address), wish to cast a vote on behalf of my household for (street name).

Sincerely,

(Name and/or signature)

Only properties which will have their street name changed by this proposal are eligible to vote. Only one vote is allowed per owner-occupied property. For leased properties only one vote can be cast by the property owner, and one vote by the current occupants. Council reserves the right to discount votes which do not adhere to the above conditions, or to make exceptions for special circumstances. The proposed street name that receives the highest number of votes will be used to rename the street sections.

Following the public exhibition period and consideration of all submissions and votes, Council will inform you of the next steps in this renaming process.

Should you require any further information on this matter, please do not hesitate to contact Danielle Hijazi, Strategic Planner on 8711 7627.

Yours sincerely,



Ian Stendara
Acting Coordinator Strategic Planning

If you do not understand this letter/application, please ring the Telephone Interpreter Service (131 450) and ask them to contact Council (1300 362 170). Office hours are 8.30 am to 5.00 pm, Monday to Friday.

ARABIC

إذا لم تستطع فهم هذا الطلب ، الرجاء الاتصال بخدمة الترجمة الهاتفية على رقم 131 450 واسألهم أن يتصلوا بالبلدية على رقم 1300 362 170 . دوام ساعات العمل هي من الساعة 8.30 صباحاً إلى 5.00 بعد الظهر من الاثنين إلى الجمعة.

CHINESE

如您看不懂此信 / 申請書，請打電話給「電話翻譯服務台」(131 450)，請他們聯絡市政廳(市政廳電話 1300 362 170)。市政廳辦公時間，星期一至星期五，上午八時三十分至下午五時。

CROATIAN

Ako ne razumijete ovo pismo/aplikaciju, molimo nazovite Službu prevodilaca i tumača (Translating and Interpreting Service - na broj 131 450) i zamolite ih da nazovu Općinu (na 1300 362 170). Radno vrijeme je od 8.30 ujutro do 5.00 popodne, od ponedjeljka do petka.

GERMAN

Wenn Sie diesen Brief/Antrag nicht verstehen können, rufen Sie bitte den Telefon Dolmetscher Dienst (Telephone Interpreter Service) (131 450) an und lassen Sie sich vom Personal mit dem Gemeinderat (Council) in Verbindung setzen (1300 362 170). Geschäftsstunden sind von 8:30 bis 17:00 Uhr, montags bis freitags.

GREEK

Αν δεν καταλαβαίνετε αυτή την επιστολή/αίτηση, σας παρακαλούμε να τηλεφωνήσετε στην Τηλεφωνική Υπηρεσία Διερωτημάτων (131 450) και να τους ζητήσετε να επικοινωνήσουν με το Δημοτικό Συμβούλιο (1300 362 170). Τα γραφεία του είναι ανοιχτά από τις 8.30π.μ. μέχρι τις 5.00μ.μ. από Δευτέρα μέχρι και Παρασκευή.

HINDI

अगर आप इस पत्र/आवेदन को पढ़कर समझ नहीं पा रहे हैं तो कृपया टेलीफोन सहायक सेवा (131 450) को फोन करें और उनसे काउंसिल (1300 362 170) से संपर्क करने को कहें। कार्यालय का समय सोमवार से शुक्रवार तक प्रातः ८:३० बजे से सायं ५:०० तक है।

ITALIAN

Se non comprendi questa lettera/questo modulo di domanda, telefona al Servizio traduzioni e interpreti al numero 131 450 chiedendo di essere messo in contatto con il Comune (telefono 1300 362 170). Orario d'ufficio: ore 8.30 -17.00, dal lunedì al venerdì.

KHMER

បើលោកអ្នកមិនយល់ពីអត្ថន័យប្រកាសប្រតិបត្តិទេស សូម ទូរស័ព្ទទៅសេវាបកប្រែភាសាភាសាខ្មែរស្រី (លេខ 131 450) ហើយស្នើសុំឲ្យគេទាក់ទងសាលាក្រុង (លេខ 1300 362 170)។ ពេលម៉ោងធ្វើការគឺម៉ោង 8 កន្លះព្រឹកដល់ម៉ោង 5 ល្ងាច ពីថ្ងៃចន្ទដល់ថ្ងៃសុក្រ

MACEDONIAN

Ako ne go razbirate ova pismo/aplikacija, ve molime da se javite vo Telefonската преведувачка служба на 131 450 и замолете ги да стапат во контакт со Општината на 1300 362 170. Работното време е од 8.30 часот наутро до 5.00 часот попладне од понеделник до петок.

MALTESE

Jekk ma tifhimx din l-ittra/applikazzjoni, jekk joghgbok ċempel lis-Servizz ta' l-Interpretu bit-Telefon (131 450) u itlobhom jikkuntattjaw il-Kunsill (1300 362 170). Il-hinijiet ta' l-Uffiċċju huma mit-8.30a.m. sal-5.00p.m., mit-Tnejn sal-Ġimgħa.

POLISH

Jeśli nie rozumiesz treści niniejszego pisma/podania, zadzwoń do Telefonicznego Biura Tłumaczy (Telephone Interpreter Service) pod numer 131 450 I poprosz o telefoniczne skontaktowanie się z Radą Miejską pod numerem 1300 362 170. Godziny urzędowania: 08.30-17.00 od poniedziałku do piątku.

SERBIAN

Ako ne razumete ovo pismo/aplikaciju, molimo vas da nazovete Telefonску преводилачку службу (131 450) и замолите их да контактирају Општину (1300 362 170). Радно време је од 8.30 ујутро до 5.00 поподне, од понедељка до петка.

SPANISH

Si Ud. no entiende esta carta/solicitud, por favor llame al Servicio Telefónico de Intérpretes (131 450) y pídales que llamen a la Municipalidad (Council) al 1300 362 170. Las horas de oficina son de 8:30 am a 5:00 pm, de lunes a viernes.

TURKISH

Bu mektubu veya müracaatı anlayamazsanız, lütfen Telefon Tercüme Servisi'ne (131 450) telefon ederek Belediye ile (1300 362 170) ilişkiye geçmelerini isteyiniz. Çalışma saatleri Pazartesi - Cuma günleri arasında sabah saat 8:30 ile akşam 5:00 arasındır.

VIETNAMESE

Nếu không hiểu thư/đơn này, xin Quý Vị gọi cho Telephone Interpreter Service (Dịch Vụ Thông Dịch Qua Điện Thoại), số 131 450, và nhờ họ liên lạc với Council (Hội Đồng), số 1300 362 170. Giờ làm việc là 8 giờ 30 sáng đến 5 giờ 00 chiều, Thứ Hai đến Thứ Sáu.

PLAN 01	Post exhibition report- Renaming street sections Southern Cross Avenue/Seventeenth Avenue East and Hall Circuit, Middleton Grange
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Strategic Objective	Liveable, Sustainable, Resilient Promote and advocate for an integrated transport network with improved transport options and connectivity
File Ref	402229.2023
Report By	Danielle Hijazi - Strategic Planner
Approved By	Lina Kakish - Director Planning & Compliance

EXECUTIVE SUMMARY

This report seeks a Council resolution on the renaming proposal for the street sections of Southern Cross Avenue/Seventeenth Avenue East and Hall Circuit to Pilot Street, Middleton Grange.

At its meeting on 30 August 2023, Council resolved that staff write to the affected residents located on the Street sections of Southern Cross Ave/Seventeenth Ave East and Hall Circuit, Middleton Grange with six options to vote on the renaming of these street sections. This resolution was to progress the renaming of the street section to one of the following new names: Jetstream Avenue, Nacelle Street, Pilot Street, Radome Street, Skypost Street and Wirraway Street.

A letter detailing the current street name issues as well as the renaming option to vote, was sent to approximately 84 landowners and affected residents (**Attachment 1**). During the exhibition period, 7 individual submissions and a signed petition from 42 residents objecting to the proposal were received (**Attachment 2**). The petition was also forwarded to Council staff from MP Nathan Hagarty and MP Anne Stanley.

9 votes were received with the highest name being Pilot Street (**Attachment 3**). 29 residents/affected property owners did not respond or provide a submission to the letter, and Council received 13 Return to Sender letters indicating these properties are not recognised by Australia post.

A community forum was held at Thomas Hassall Anglican collage on Wednesday 15 November 2023 where residents raised concerns with the street name change.

The submissions received detailed that residents on Southern Cross Avenue do not want the street name to change. This was because it would cause an inconvenience to residents who would have to change their address details with essential services and utilities, and requested that Council reconsider the renaming of the above-mentioned street sections. Following a review of the submissions received, Council staff are concerned that the risk to public safety and the non-conformance to the NSW Addressing principles will remain if the street sections are not unified.

It is recommended that Council supports the renaming of the street sections of Southern Cross Avenue/Seventeenth Avenue East and Hall Circuit to Pilot Street, Middleton Grange, and delegates authority to the Chief Executive Officer to proceed with the process of gazettal.

As an alternative, the street sections of Southern Cross Avenue/Seventeenth Avenue East and Hall Circuit can be renamed to Southern Cross Avenue with a new numbering allocation established. This is not recommended due to the potential confusion and safety risks that number changes to an existing street may cause.

The option to leave the street naming arrangements as they currently are, is not recommended due to the current safety issues risk and mail, and service delivery problems.

RECOMMENDATION

That Council:

1. Notes the submissions and votes received on the renaming proposal;
2. Supports the renaming of the street sections Southern Cross Avenue/Seventeenth Avenue East and Hall Circuit to Pilot Street, Middleton Grange
3. Delegates authority to the Chief Executive Officer to proceed with the process of gazettal.

REPORT

Background

Council's rates and property officer has received several inquiries from property owners located around Seventeenth Avenue East, Middleton Grange. Some are experiencing challenges with the *Valuer General Office NSW* not recognising names such as Seventeenth Avenue East as a valid street location. Council's rates and property office has assisted the property owners to rectify the issue, including providing the map data to the *Valuer General Office NSW*, but to date the street addresses are not being recognised. There are also

issues with essential services including Australia Post, Ambulance and various delivery services not being able to correctly locate properties.



Figure 1: Southern Cross Avenue/Seventeenth Avenue East/Hall Circuit/Street Sections – (Highlighted in yellow)



Figure 2: Southern Cross Avenue/Seventeenth Avenue East/Hall Circuit/ eighty-four affected properties (highlighted).

When considering a renaming proposal, staff are bound by Liverpool City Council's own 'Naming Convention Policy', as well as the Geographical Names Board of NSW's (the GNB's) 'NSW Address Policy and User Manual'.

Section 6 of the NSW Address Policy and User Manual states the following principles when considering a renaming request:

6.7.1 Ensuring Public Safety and Service Delivery Road names shall not risk public and operational safety for emergency response, or cause confusion for transport, communication and mail services. Many emergency responses and other public services (such as mail) are determined by the clarity of road names and road extents, and all road name proposals shall ensure that operations will not be adversely affected.

The existing Street sections and names all apply to a single contiguous road and are risking public safety and causing confusion for emergency and essential services.

6.7.7 Road Extents A road name shall apply from one end of the road to the other i.e. the point where the road finishes or intersects with another road or roads. The extent of a named road shall be defined by the formed road, and shall include only one section navigable by vehicles or foot.

The extent of the existing Street sections start and end at illogical positions along the street, and not at the terminus of the street (via a corner or intersection). It is proposed that renaming the entirety of the street corridor to one name will make the street consistent with this policy direction.

6.7.9 Amending Road Names Road names are intended to be enduring, and the renaming of roads is discouraged unless there are compelling reasons for a change. Issues that can prompt renaming include the redesign of a road, changed traffic flow, mail or service delivery problems, duplication issues and addressing problems.

The existing Street sections and names are causing addressing, mail, and service delivery problems for residents.

If Street sections remain in their current form:

- The current addressing issues will remain.
- Government agencies, legal entities, and public services rely on accurate addressing for their operations. Failing to address the issues can create legal and administrative issues i.e., property being recognised by the Valuer General Office.
- The risk to public safety remains.
- Persistent addressing issues can lead to frustration and dissatisfaction amongst community members. This may be perceived as that Council's inaction is a lack of responsiveness or disregard for their concerns.
- By not addressing the issues, the opportunity to improve the overall addressing system and enhance the efficiency and effectiveness of services may be missed. Taking action to rectify the addressing issues can lead to long-term improvements in navigation, service delivery, and community satisfaction.

- If Council proposes to retain the name Southern Cross Avenue and apply it to the whole corridor, renumbering the existing Southern Cross Avenue properties would need to occur. This is problematic for the reasons detailed below:
 - The numbering of properties located on Southern Cross Avenue starts near the middle of the corridor (at the intersection of Middleton Drive and heads west) see figure 3 below; this means that staff cannot apply the name Southern Cross Drive to properties east of this location as these properties would need negative street address numbers (which are not allowed).
 - Re-numbering may cause further confusion and inconvenience for the existing residents, businesses, and visitors of Southern Cross Avenue as they are familiar with the previous numbering system and may struggle to adjust to the new numbering, leading to difficulties in locating addresses and communicating directions.
 - Re-numbering without changing the street name is highly likely to lead to a situation where an address can be interpreted as applying to two different properties (e.g. the old location and the new renumbered location).

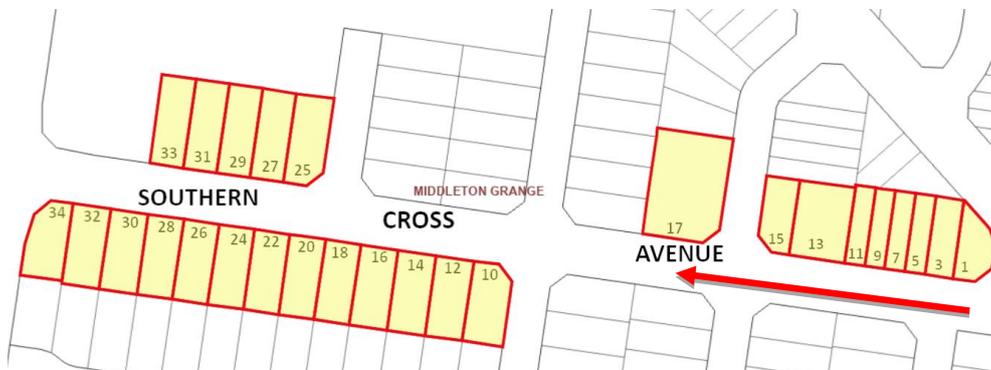


Figure 3: Numbering of properties on Southern Cross Avenue - number 1 starting at the Middleton Drive intersection heading west.

Considering that the current configuration of the street sections fails to align with the aforementioned addressing principles and renumbering properties on Southern Cross Avenue will cause greater confusion, all of the Street sections must be renamed.

Council received a report on this issue and another related street naming issue on 30 August 2023 where it was resolved (amongst other things) that Council:

2. *Endorses staff to write to the affected residents located on the Street sections of Southern Cross Ave/Seventeenth Ave East/Hall Circuit, Middleton Grange with seven options to vote on the renaming of these street sections.*
3. *Publicly exhibits the names in accordance with Council's Naming Convention Policy, for a period of 28 days, following formal approval from the GNB; and*
4. *Authorises the Chief Executive Officer to undertake the process of gazettal, if there are no objections received during public exhibition.*

Community engagement

In accordance with the August Council resolution, staff wrote to the affected landowners (Southern Cross Ave / Seventeenth Ave East and Hall Circuit) detailing the issues with the current street names, as above, and requesting the landowners vote between the six proposed street names being Jetstream Avenue, Nacelle Street, Pilot Street, Radome Street, Skyport Street and Wirraway Street (**Attachment 1**).

The letter advised residents the proposed Street name that receives the highest vote will be formally gazetted and rename the entire street sections of Southern Cross Avenue, Seventeenth Avenue East and Hall Circuit.

If any submissions are received a detailed report will be prepared for the next available Council meeting outlining the submissions received and a recommendation based on the community feedback.

Public Exhibition

During the exhibition period, seven individual submissions were received objecting to the renaming proposal. A signed petition of forty-two residents objecting to the renaming was also received (**Attachment 2**). It should be noted that four of the signatures signed on the petition are invalid as three residents also voted on a name and one resident did not live on any of the street sections.

Thirteen letters were returned to Council as the address details were not recognised as valid by Australia Post. Twenty-nine residents/affected property owners did not respond or provide a submission to the letter.

Nine votes were received on the proposed new street name (**Attachment 3**). A general community forum was also held at Thomas Hassall Anglican collage on Wednesday 15 November 2023 where residents raised concerns with the street name change.

Submissions

The below table details the submissions, justification and response undertaken by Council staff.

Table 1: Submissions objecting to the renaming

Submission	Justification	Response
<p>Submission 1: Objecting to the name change. Would like to keep the Street name Southern Cross Avenue.</p>	<p>Council did not consult and advise the affected property owners effectively. Links council provided in the letter provided on the 17th October 2023 are not adequate in showing relevant information as to why this change is required.</p> <p>Council has not considered the affect's of the people whom live in these streets having to change address on all personal information.</p> <p>Over 90% of the households on the affected streets are addressed as Southern Cross Avenue.</p> <p>The name Southern Cross synonymously represents our Great nation being on the Australian Flag and is what would guide the original custodians and ancient navigators and modern sailors and air plane pilots being the most southern constellation that is recognisable and constant in our night skies.</p>	<p>Council wrote to the affected residents and property owners in a letter dated 17 October 2023. The letter provided a link to the August Council report which detailed the reasons why the street name change is required.</p> <p>Council understands that changing address information is an extra burden for residents, however all essential services and third-party agencies will be automatically updated through the NSW addressing portal once the street name is formally gazetted. It is recommended that residents follow up with essential services and utilities as an extra measure. A factsheet on how to update your address and who to notify will be provided to all residents if the renaming of the street sections progresses.</p> <p>There are a total of 84 properties affected.</p> <p>The makeup of households affected are 62 (72%) properties on Southern Cross Avenue, 8 (9.4%) properties on Seventeenth Avenue East and 16 (18.6%) properties on Hall Circuit.</p> <p>The name Southern Cross represents the aircraft that was flown by Australian aviator Charles Kingsford Smith, Charles Ulm, Harry Lyon and James Warner in the first-ever trans-Pacific flight to Australia from the mainland United States, in 1928.</p>

<p>Submission 2: Decline to vote on an alternative name.</p>	<p>Resident wants to retain the name Southern Cross Avenue</p>	<p>Noted.</p>
<p>Submission 3: Object to the name change as has the potential to cause inconvenience and hassle that would arise in our neighbourhood.</p>	<p>Major concern is the need to update all our personal documents, licenses, and bills to reflect the new street name. This process can be time-consuming for residents, causing unnecessary stress and confusion. This will also cause confusion and stress on postal services as they have to navigate through new street names.</p> <p>Additionally, all our neighbours are happy and content with Southern Cross Avenue and would like to keep it as that.</p>	<p>Council understands that changing address information is an extra burden for residents, however all essential services and third-party agencies will be automatically updated through the NSW addressing portal once the street name is formally gazetted. It is recommended that residents follow up with essential services and utilities as an extra measure. A factsheet on how to update your address and who to notify will be provided to all residents if the renaming of the street sections progresses. There will be a transition period and Council will work with residents to ensure that the address change is a smooth and easy process.</p> <p>The street sections cannot remain in their current form as they do not comply with the addressing principals as noted in the report above.</p> <p>Not all residents are happy and content to leave the name as Southern Cross Avenue. Council staff have received votes on preferred street names, phone enquiries from residents wanting to gain a better understanding of why the street name is proposed to change, return to sender letters as the current address has not been recognised by Australia post and no response from a number of residents at all.</p>

<p>Submission 4: Keep the name as Southern Cross Avenue or change to Seventeenth Avenue.</p>	<p>No rationale given. Submission also states they object to property owners and tenants having one vote each, as owners we have one vote and I believe that tenants have no say in the decision making.</p>	<p>Noted. The name Seventeenth Avenue exists in the neighboring suburb of Austral and is considered a duplication of a road name as stated in the NSW addressing Policy User Manual. This is another reason why the current street sections do not conform and need to be renamed.</p> <p>Both property owners and tenants should have a say in decisions that affect the community they live in. All affected landowners and tenants have been consulted as part of this process.</p>
<p>Submission 5: Petition signed by 42 property owners/residents.</p> <p>The petition was also forwarded to Council staff from MP Nathan Haggarty and MP Anne Stanley.</p>	<p>As part of street renaming guidelines only if a resident or group of residents are not happy with an existing road name, or are experiencing problems with mail deliveries, would there be a need to change a name.</p> <p>The renaming of the street will cause a great inconvenience to all of us as we would have to update identity documents and personal information with all our service providers and financial institutions.</p>	<p>Section 6.7.9 Amending Road Names of the NSW Addressing Policy Manual States: Road names are intended to be enduring, and the renaming of roads is discouraged unless there are compelling reasons for a change.</p> <p>Issues that can prompt renaming include the redesign of a road, changed traffic flow, mail or service delivery problems, duplication issues and addressing problems.</p> <p>Residents have expressed concerns that they are having issues with their property addresses being recognised by essential and delivery services. A resident has also advised Council the valuers general office NSW does not recognise their street address.</p> <p>Residents with house numbering on the East end of Southern Cross Avenue and Seventeenth Avenue East are being mistaken and confused with one another as they are in close proximity and are considered duplicate numbers with essential and delivery services.</p>

		<p>Thirteen Return to Senders letters were received to Council, indicating residents are having issues with receiving mail deliveries.</p> <p>The street sections cannot remain in their current form as they do not comply with the addressing principals as noted in the report above.</p> <p>Council understands that changing address information is an extra burden for residents, however all essential services and third-party agencies will be automatically updated through the NSW addressing portal once the street name is formally gazetted. It is recommended that residents follow up with essential services and utilities as an extra measure. A factsheet on how to update your address and who to notify will be provided to all residents if the renaming of the street sections progresses. There will be a transition period and Council will work with residents to ensure that the address change is a smooth and easy process.</p>
<p>Submission 6: The residents of Southern Cross Ave, strongly advocate for retaining our street's current name due to its profound aeronautical heritage.</p>	<p>The name Southern Cross Ave is not just a label for our location; it is a tribute to the rich history of aviation in our community. Changing it would mean losing a significant part of our identity.</p> <p>More so, we have already endured the disruption and challenges of transitioning from lot numbers to house numbers. This process was not easy, and we have only just adapted to this change. We believe it is unnecessary and burdensome</p>	<p>Noted and agree the street naming theme for Middleton Grange is aviation. The proposed six names have an aviation theme to ensure they align with the suburb naming theme as well as complying with the addressing principals outlined in the NSW Addressing Policy User Manual 2021.</p> <p>The street sections cannot remain in their current form as they do not comply with the addressing principals as noted in the report above.</p>

	<p>to go through another significant alteration. Therefore, we unanimously vote to maintain our street name as it is, honoring our unique aviation legacy and respecting the convenience of the residents.</p>	<p>Council understands that changing address information is an extra burden for residents, however all essential services and third-party agencies will be automatically updated through the NSW addressing portal once the street name is formally gazetted. It is recommended that residents follow up with essential services and utilities as an extra measure. A factsheet on how to update your address and who to notify will be provided to all residents if the renaming of the street sections progresses. There will be a transition period and Council will work with residents to ensure that the address change is a smooth and easy process.</p>
<p>Submission 7: I wish to cast a vote for Southern Cross Avenue.</p>	<p>No rational given.</p>	<p>Noted.</p>
<p>Submission 8: My husband and I are against the proposed change of our street name.</p>	<p>There are some issues with the road, but none would be fixed by changing the name. It would also involve many people in time-consuming paperwork and alterations on licences, bank records, etc etc.</p> <p>There are other and more effective ways to fix the issues such as putting gutter numbering along the road and asking all residents and owners to properly label their properties. This would be substantially less costly and time-consuming than changing the name.</p>	<p>The street sections cannot remain in their current form as they do not comply with the NSW addressing policy and principles as noted in the report above.</p> <p>Council understands that changing address information is an extra burden for residents, however all essential services and third-party agencies will be automatically updated through the NSW addressing portal once the street name is formally gazetted. It is recommended that residents follow up with essential services and utilities as an extra measure. A factsheet on how to update your address and who to</p>

		notify will be provided to all residents if the renaming of the street sections progresses. There will be a transition period and Council will work with residents to ensure that the address change is a smooth and easy process.
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It should be noted that the NSW Addressing Policy Manual section **7.1.5 Submissions** states:

From time to time members of the public or organisations might wish to comment on, support or object to an addressing proposal, be it for numbering, road naming or address locality name/ boundary definition.

Objections submitted:

- *For road names - must be made directly to the Local Government during the public consultation period.*
- *For address localities - must be made directly to the GNB during the consultation period.*

All objections must identify where or how the proposal does not conform to the Principles NSW Address Policy and User Manual Addressing Procedures outlined APUM Chapter 6, if they are to be considered and responded to by Local Government in the decision making process.

In reviewing the submissions detailed above, it is noted that the emphasis was predominantly placed on the inconvenience arising for residents having to change their address details, rather than addressing the aspect of non-conformance with the addressing the principals detailed in the NSW Address Policy and User Manual.

Community Forum Meeting

On Wednesday 15th November 2023 a community forum meeting was held at Thomas Hassall Anglican College. A number of residents raised concerns and objected to the proposed name change. A resident living on Seventeenth Avenue East shared a past experience, who suffered a heart attack. An ambulance was called and unfortunately could not locate the property due to the difficulty and confusion with the street sections. This incident caused the family undue distress and had the potential to be fatal.

Following the forum several residents left their details for Council officers to contact them and discuss the proposed name change in more detail.

As a result of the call backs to residents it is understood that some of the residents who signed the petition would be satisfied if the street name remained as Southern Cross Avenue understanding that all their properties would be renumbered and residents would still need to

undertake the process of changing their address details. Council officers also advised the residents that renumbering the Street would possibly lead to more confusion for the reasons detailed in the report above and was therefore not the best option to rectify the current issues.

Votes

The below table details the votes received by the affected property owners/resident.

Table 2: Votes received by property owner/affected resident

Property Owner/Resident	Vote
Vote 1 - Southern Cross Avenue	Skyport
Vote 2 - Southern Cross Avenue	Skyport
Vote 3 - Southern Cross Avenue	Pilot
Vote 4 - Southern Cross Avenue	Pilot
Vote 5 - Southern Cross Avenue	Skyport
Vote 6 - Southern Cross Avenue	Pilot
Vote 7 - Southern Cross Avenue	Wirriway
Vote 8 - Southern Cross Avenue	Pilot
Vote 9 - Southern Cross Avenue	Pilot

The highest voted street name is **Pilot**.

Following a review of the submissions received, the risk to public safety and the non-conformance of the current street section names it is recommended that Council supports the renaming of the street sections of Southern Cross Avenue, Seventeenth Avenue East and Hall Circuit to Pilot Street Middleton Grange, and delegates authority to the Chief Executive Officer to proceed with the process of gazettal.

As an alternative, the street sections of Southern Cross Avenue/Seventeenth Avenue East and Hall Circuit can be renamed to Southern Cross Avenue with a new numbering allocation established. This is not recommended due to the potential confusion and safety risks that number changes to an existing street may cause.

The option to leave the street naming arrangements as they currently are, is not recommended due to the current safety issues risk and mail, and service delivery problems.

Next Steps

If supported by Council, the naming proposal for the renaming of the street sections of Southern Cross Avenue, Seventeenth Avenue East and Hall Circuit to Pilot Street Middleton Grange, will proceed to gazettal.

FINANCIAL IMPLICATIONS

The costs associated with replacing street to be named Pilot Street is estimated at \$771.00.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
Environment	There are no environmental and sustainability considerations.
Social	There are no social and cultural considerations.
Civic Leadership	There are no civic leadership and governance considerations.
Legislative	Roads Act 1993. Roads Regulation 1998. Pursuant to section 162 of the Roads Act, Council may name and number all public roads for which it is the roads authority. Council may only name a road if it has given the Geographical Names Board at least one month's notice of the proposed name. Regulation 7 (<i>Roads Regulation 2018</i>) prescribes a procedure for naming roads, requiring prior publication of a proposal, notification of relevant parties and consideration of submissions. If a relevant party objects, Council may not proceed with the proposal without ministerial approval.
Risk	The risk is deemed to be moderate if the street naming process is not delayed. There is a risk that if Council fails to support the recommendation that emergency services will be unable to attend to incidents within Middleton Grange. Given the recommendation, the risk is considered within Council's risk appetite.

PLAN 05

Draft Principal Planning Proposal to establish a new Liverpool Local Environmental Plan

Strategic Objective	Liveable, Sustainable, Resilient Deliver effective and efficient planning and high-quality design to provide best outcomes for a growing city
File Ref	105425.2024
Report By	Nancy-Leigh Norris - Executive Planner
Approved By	Mark Hannan - Acting Director Planning & Compliance

EXECUTIVE SUMMARY

At its Ordinary Meeting of Council on 2 February 2022, Council endorsed their commitment to “*Start the process to create a new Liverpool LEP as a matter of urgency*”. Since this Resolution of Council, significant work has been undertaken to prepare the Principal Planning Proposal (**Attachment 1**). This includes Councillor workshops, preliminary engagement with the community, stakeholders and the development industry, as well as additional investigations such as design and feasibility testing to support the new Local Environmental Plan (LEP).

The primary objective of the Principal Planning Proposal is to establish a new Liverpool Local Environmental Plan, in alignment with the strategic vision of the Western City District Plan (District Plan) and Liverpool’s Local Strategic Planning Statement (LSPS) ‘*Connected Liverpool 2040*’. This takes into account numerous short and medium term actions within Liverpool’s Land Use Strategies (i.e. Local Housing Strategy, Centres and Corridors Strategy, and Industrial and Employment Lands Strategy).

The new LEP has been informed by community consultation, which occurred during the development of the LSPS and land use strategies listed above, as well as early community engagement conducted as part of the LEP Review process.

The new LEP considers the current planning context of the broader Liverpool LGA, such as the:

- extensive controls introduced by Amendment 52 to enable the development of Sydney’s third CBD in the Liverpool City Centre;
- significant growth of the greenfield areas such as Austral, Leppington North and Edmondson Park; and
- need for housing diversity within suburban areas to assist with affordability.

The new LEP proposes varying land use zones, development standards and local provision clauses in comparison to the LLEP 2008. This includes changes relating to Residential, Commercial, Industrial, Environmental, Recreational and Infrastructure zoned land, as well as miscellaneous and housekeeping matters. It is noted that certain aspects of the LLEP 2008 are intended to be transferred into the new LEP. The key differences in comparison to the LLEP 2008 are noted within this Report.

Recommendations for the new LEP has been informed by additional investigations by Mecone, Smith & Tzannes, and Atlas Economics. A Residential Land Investigation (**Attachment 2**), Commercial Lands Investigation (**Attachment 3**) and Industrial Lands Investigation (**Attachment 4**) were conducted to review the impacts of amendments proposed within the exhibited Scoping Report, as well as to provide feasibility and design testing of the proposed changes, and to refine recommendations for development standards under the new LEP.

The Principal Planning Proposal was presented to the Liverpool Local Planning Panel (LPP) on 21 December 2023. The LPP were supportive of the principles for the new LEP, as well as the scoping, consultation and analysis undertaken. Further discussion on the recommendations from the Panel is provided in this Report.

Since the LPP on 21 December 2023, the Principal Planning Proposal for a new Liverpool Local Environmental Plan was presented to the Ordinary Meeting of Council on 28 February 2024. The item was deferred to enable facilitation of a further workshop for Councillors on the Draft Proposal.

Following the workshop, the item was referred to the Ordinary Meeting of Council on 27 March 2024 for Council consideration and again deferred.

It is strongly recommended that the Principal Planning Proposal is endorsed by Council. Following Council endorsement, the Planning Proposal would then be submitted to the Department of Planning, Housing and Infrastructure (DPHI) for a Gateway determination.

Subject to a favourable Gateway decision, this would enable further community engagement to occur across the Liverpool LGA. The outcomes of further engagement would subsequently be reported to Council prior to finalisation.

RECOMMENDATION

That Council:

1. Notes the advice of the Liverpool Local Planning Panel;
2. Endorses the Principal Planning Proposal to establish a new Liverpool Local Environmental Plan;
3. Forwards the Principal Planning Proposal to the Department of Planning, Housing and Infrastructure, pursuant to Section 3.34 of the *Environmental Planning and Assessment Act 1979*, seeking a Gateway Determination;
4. Subject to Gateway determination, undertake public exhibition and community consultation in accordance with the conditions of the Gateway determination, the Liverpool Community Participation Plan 2022, *Local Government Act 1993* and the LEP Review Community Engagement Strategy;
5. Receives a further Report on the outcomes of public exhibition period; and
6. Delegate to the CEO (or delegate) to amend the Principal Planning Proposal and attachments for any typographical and other minor errors / amendments if required.

REPORT

BACKGROUND INFORMATION

Following the establishment of Council's Local Strategic Planning Statement (LSPS) in 2020, Land Use Strategies and the Phase 1 Liverpool Local Environmental Plan (LEP) Review which occurred from 2018 to 2021, the progression of the Phase 2 LEP Review, has occurred as follows:

- **February 2022:** Council endorsed their commitment to "*Start the process to create a new Liverpool LEP as a matter of urgency*";
- **May - June 2022:** Councillor bus tour and four workshops to determine the scope and priorities for the new Local Environmental Plan (LEP);
- **July 2022:** Endorsement of LEP Review Principles by Council;
- **August 2022:** Endorsement of the LEP Review Scoping Report for public exhibition and agency consultation;
- **September - November 2022:** Public Exhibition of the LEP Review Scoping Report;

- **October 2022:** Medium Density Housing Workshop with development industry and stakeholders;
- **March 2023:** Post-Exhibition Report to Council deferred for further discussion regarding height of buildings for commercial areas;
- **April 2023:** Post-Exhibition Report to Council detailing outcomes of the exhibition period;
- **February - August 2023:** Procurement processes to engage a Consultant to undertake additional investigations to support the Planning Proposal;
- **August - November 2023:** Additional investigations including yield, feasibility and design testing undertaken by Mecone, Smith & Tzannes, and Atlas Economics. Refer to the Residential, Commercial and Industrial Lands Investigations at **Attachments 2, 3 and 4**;
- **November 2023:** Preparation of the Principal Planning Proposal and attachments;
- **December 2023:** Presentation of the Principal Planning Proposal to the Local Planning Panel (LPP). Refer to **Attachment 17** for the LPP Report, which includes additional information regarding the outcomes of Mecone's investigations, including design and feasibility testing;
- **February 2024:** Principal Planning Proposal for a new Liverpool LEP was presented to Council at the Ordinary Meeting of Council on 28 February 2024 and the matter was deferred for a further workshop; and
- **March 2024:** Further Councillor Workshop on the new Liverpool LEP was held on 11 March 2024. The matter was rereported to the Ordinary Meeting of Council on 27 March 2024 for Council consideration and again deferred.

Refer to **Attachment 10** for consolidated Council Reports and Resolutions, which contains detailed background information at each stage of the LEP Review process.

Principal Planning Proposal

The Principal Planning Proposal (**Attachment 1**) has been prepared in accordance with the DPHI's Local Environmental Plan Making Guideline. The objectives of the Principal Planning Proposal are to:

1. Establish a new Liverpool Local Environmental Plan, in alignment with the strategic vision of the Western City District Plan (District Plan) and Liverpool LSPS '*Connected Liverpool 2040*';
2. Implement endorsed Liverpool Land Use Strategy actions; and
3. Repeal the *Liverpool Local Environmental Plan 2008* (LLEP 2008).

The intended outcomes of the Principal Planning Proposal are outlined by the LEP Principles for residential, commercial and industrial land, as endorsed by Council at its Ordinary Meeting

of Council on 27 July 2022. This is to ensure a consistent approach to land uses within the new LEP. Refer to the Local Planning Panel Report for a summary of the LEP Principles (**Attachment 17**).

The Planning Proposal justifies the new LEP against all relevant legislation, plans, strategies and Ministerial Directions, and the proposed legislation is shown to have site-specific and strategic merit.

It is recommended that the Planning Proposal be submitted to the Department of Planning, Housing and Infrastructure (DPHI) seeking a Gateway determination, which would enable a formal consultation period to occur for further engagement with the community, industry and stakeholders.

Whilst the Planning Proposal is for a new Liverpool LEP, for the purposes of this Report, the proposed amendments have been detailed in comparison to the LLEP 2008.

Residential Land

The LEP Principles for residential land are focused around locating higher density near centres and transport, enabling a transition between high and medium density zones, encouraging medium-density housing and protecting the character of low-density neighbourhoods.



Figure 1 - Five Priorities for Residential Land (Exhibited Material)

A summary of the proposed changes is provided below. For a detailed explanation of the new provisions, refer to **Attachment 1** 'Principal Planning Proposal' or **Attachment 17** 'Local Planning Panel Report'.

Mecone's Residential Lands Investigation at **Attachment 2** also details the findings of the design and feasibility testing of the proposed amendments. The LEP currently has a latent capacity of 31,825 new residential dwellings. The new LEP will enable capacity for 41,250 new residential dwellings within the LEP application area (p88 **Attachment 2**). It is noted this figure includes a 'loss' of 7,450 dwellings which is no longer proposed as part of the LEP Review (details in low density section below).

High Density Residential Summary

- Height of Buildings of R4 High Density Residential land is to be lowered to 12m (as per the Scoping Report). This is to occur in Moorebank (currently 12m, 15m and 18m), Casula (currently 12m, 15m and 18m), Green Valley (currently 12m and 15m), and Ashcroft (currently 18m). This is to enable a three-storey built form in suburban areas.
- The new LEP will include exceptions to the 12m Height of Building limit, including in Liverpool (12m-77m), Warwick Farm (21m-35m), Miller and surrounding Busby/Sadlier (15m-21m), Edmondson Park (15m-21m), Lurnea and Cartwright (12m-18m).
- Floor Space Ratio of 0.9:1 is proposed to all R4 High Density and R1 General Residential land with a HOB of 12m (increased from 0.75:1 under the LLEP 2008), in accordance with Mecone's recommendations.
- Apply the R4 High Density Residential zone to 'Edmondson Park Villages' (currently R3), as per the Scoping Report, to reflect their intended use for shop top housing.
- Apply the R3 Medium Density Residential zone to certain R4 High Density Residential land where interface issues would occur. This is proposed for certain land in Liverpool, Casula, Green Valley, Lurnea and Cartwright (as per Scoping Report).
- Apply the R3 Medium Density Residential zone to certain R4 land in Ashcroft and Chipping Norton (as per Scoping Report) to limit out of centre development which doesn't align with the infrastructure of the area.

Medium Density Residential Summary

- The new LEP will continue to permit dwelling houses, semi-detached dwellings, attached dwellings and multi dwelling housing. It is proposed that dual occupancies are included as permissible uses in the R1 and R3 zones, with a lot size requirement of 550sqm (overriding the Complying Development size of 400sqm). This still allows for approximately 60% of lots within the R3 zone to undertake Complying Development.

- Additional R3 zoned land is proposed to a certain part of Chipping Norton, in the vicinity of the Local Centre.
- A 9m Height of Building is proposed to align with *SEPP (Exempt and Complying Development Codes) 2008*. This would enable two-storey built form, potentially with a third storey attic space.
- As recommended by Mecone, a nil FSR is proposed for the R3 zone. This will recognise the diversity in FSR which can be achieved depending on the type of housing, and assist in improving feasibility of different dwelling types. Guidance on FSR can be provided in a DCP. In lieu of the FSR standard, it is proposed that a 25% site landscaping standard is applied to control building footprint and reinforce the value of permeable ground for landscaping.
- A 200sqm lot size for Torrens Title subdivision is proposed to encourage redevelopment of single sites. No size limit is proposed for strata subdivision.
- Recent development within the R3 zone is mainly new single dwellings, and this is a significant constraint in the delivery and feasibility of medium-density housing. Therefore, a minimum lot size of 400sqm is proposed in the R3 zone for new single dwellings. This will deter from the development of single dwellings in medium-density areas, resulting in improved housing diversity and choice.
- Design testing found that corner sites and block ends (see Figure 2) can be amalgamated to facilitate mid-rise medium density forms, such as terraces and/or small scale apartments. The new LEP is proposed to include a bonus provision, which enables 11.5m HOB, 10% landscaping, and additional permitted use of Residential Flat Buildings, where amalgamation occurs resulting in 25m frontages to each street, and a minimum of 1,000sqm. This would enable three-storey built form, and is subject to a Development Control Plan.
- A summary of medium density development standards is provided in Table 1:

Table 1: Proposed Medium Density Development Standards in comparison to LLEP 2008

Development Standards	LLEP 2008	New LEP
Height of Building	8.5m	9m
Floor Space Ratio	Generally 0.55:1	Nil
Landscaping	Nil	25%
Lot Size Medium Density (Torrens)	Generally 250sqm	200sqm
Lot Size Single Dwellings	300sqm	400sqm
Corner / End Block Sites	Nil	Bonus provisions for amalgamation

- Mecone provided recommended controls for a supporting Development Control Plan for these medium-density uses. It is anticipated a supporting DCP amendment will be exhibited as part of the Planning Proposal, however will be subject to the outcomes of the DPHI Gateway process. Refer to p75-78 of **Attachment 2**.
- It is noted that the complex 'Area 1, 2, 3' provisions are proposed to be removed from the LEP. A two year savings provision is proposed for the R1 General Residential zoned areas of Middleton Grange and Edmondson Park, as a small quantity of remaining development is still utilising these provisions.



Figure 2: Examples of Corner and End Blocks (Mecone 2023)

Low Density Residential Summary

- As per the Scoping Report, the R2 Low Density Residential zone is to apply to certain areas currently zoned R3 or R4, to reflect their current and likely future low-density character. This is proposed in Wattle Grove, Carnes Hill, Moorebank, Prestons, Cecil Hills and Hinchinbrook.
- The zone will continue to permit dwelling houses, semi-detached dwellings and attached dwellings (similar built form to dual occupancies and terraces) within this zone. Dual Occupancy and Multi Dwelling Housing is not proposed within this zone, as Complying Development pathways are not appropriate in low density areas where there is poor infrastructure provision and sensitive local constraints. Shop top housing and neighbourhood shops are proposed to deliver minor retail in these 'retail cold spots'.

- A Minimum Lot Size of 400sqm (for new single dwellings) is generally proposed for the R2 zone (generally 300sqm under the LLEP 2008). Where certain areas contain alternative lot sizes under the LLEP 2008 (e.g. Warwick Farm, Hoxton Park have 450sqm), these are to be retained.
- Semi-detached and attached dwellings in R2 Low Density zones are proposed to retain the 300sqm lot size requirement. This means that these low scale, medium-density uses can continue on 300sqm lots (i.e. a 600sqm lot can undertake a semi-detached DA). This has been proposed following Mecone's investigations, and will overcome the 'loss' of 7,450 dwellings (**Attachment 2**, p49) factored in Mecone's assessment of the lot size change above.
- The height of building control is to remain at 8.5m, and Floor Space Ratio of generally 0.5:1 for this zone. This is a two-storey built form.

Commercial Land – Liverpool City Centre

In relation to activating the Liverpool City Centre in a post-Covid economy, the following amendments are proposed to Clause 7.5A (which enables a bonus height and floor space ratio to certain developments in the City Centre):

- **Reduced Commercial Gross Floor Area (GFA):** Reduction of 20% GFA requirement for commercial uses to minimum of 15% GFA, to achieve the bonus development standards. The market can still exceed the 15% requirement if demand is present.
- **Inclusion of Build to Rent:** Introduction of Build to Rent (BTR) to be classified as a 'commercial use', to achieve the bonus development standards as per this clause.
- **Clause 4.6 Variation:** Removal of this Clause as a prohibition of Cl. 4.6 Exception to Development Standards, to enable flexibility where minor variations can be accommodated to the site size and street frontage requirements specifically.
- **New Area for Liverpool Hospital:** Expansion of 'Area 9' provision to land directly west of the Liverpool Hospital (see Figure 3). This area contains the recently-gazetted Private Hospital, which contains similar development standards as the bonuses within Area 9 (Cl. 7.5A).

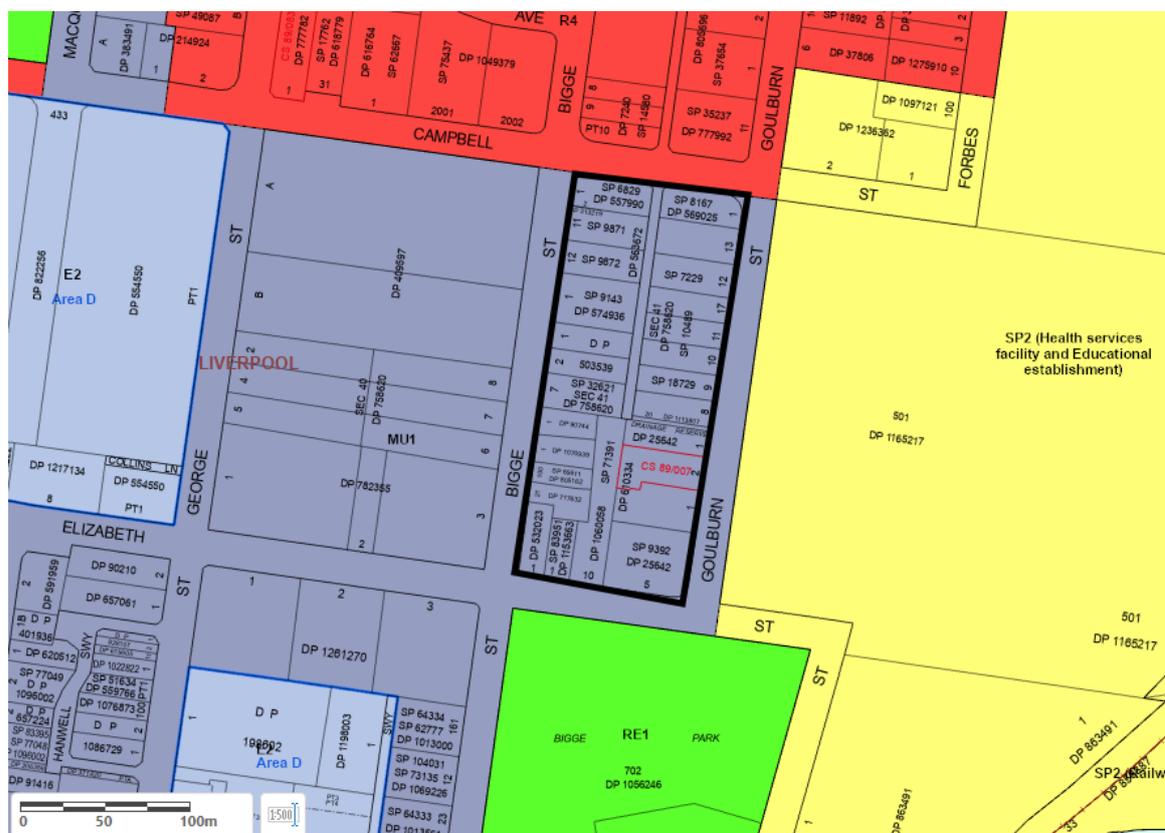


Figure 3: Additional 'Area 9' provisions marked in black

Commercial Land – Other Centres

Mecone recommended not to progress with the proposed changes to building heights in centres outside of the Liverpool CBD as it would limit opportunities for sites to renew and provide local employment and enhanced retail opportunities. Despite this, in accordance with Council's previous resolutions and the 100-day Plan, a reduction in the Height of Buildings (HOB) to certain commercial centres is proposed. Mecone provided the following recommendation if the height reduction is to proceed:

If Council wishes to progress the proposed reduction in building height, then:

- a. *For centres where a 10m height is proposed, the height should be increased to 11.5 or 12m to better accommodate three (3) storeys and a FSR of 1.3:1 adopted.*
- b. *For centres where a 12m height is proposed, a FSR of 1.3:1 should be adopted.*
- c. *For centres where a 15m height is proposed, a FSR of 1.4:1 should be adopted.*

Therefore, most commercial centres and corridors are to generally apply the development standards of 12m HOB and 1.3:1 FSR. Refer to **Attachment 8** 'Comparison to LLEP 2008 Mapping' for a list of existing and proposed development standards for each centre and corridor in the LEP application area.

These standards would enable a low-rise shop-top housing form which can activate the street frontage with retail and provide opportunities for smaller apartments on the second and third storeys (see Figure 4).

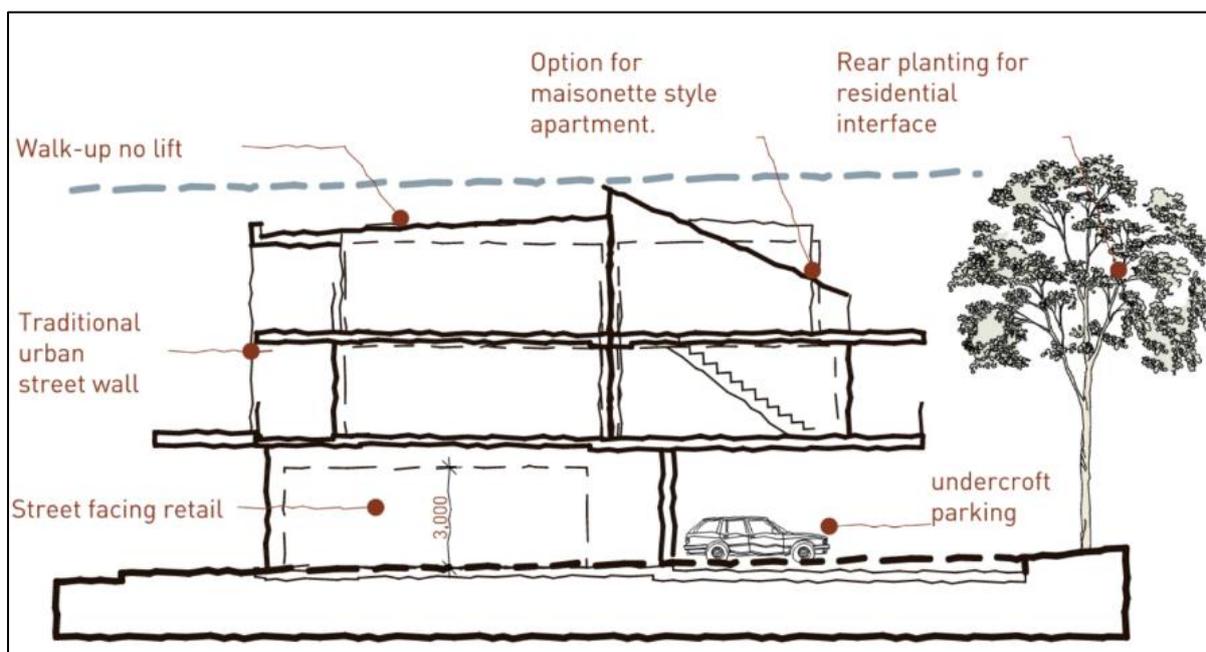


Figure 4 - Shop-top cross section (Mecone 2023)

The following areas are proposed to be exceptions to the 12m HOB application. These areas are to generally retain existing development standards as per the LLEP 2008 (or will reduce HOB to align with the surrounding high-density area):

- Liverpool City Centre MU1 Mixed Use zone;
- Miller Town Centre;
- Local Centres of Holsworthy and Middleton Grange;
- Warwick Farm Neighbourhood Centres (Goulburn St and Mannix Pde);
- Cartwright Neighbourhood Centre on Hoxton Park Road (reduced HOB to match R4);
- Stand Alone Centres of Flowerdale Road, Casula and Prestons Woolworths on Hume Highway, and Orange Grove;
- Business Corridors of 240 Governor Macquarie Drive, Warwick Farm and 124 & 146 Newbridge Rd, Moorebank; and
- Bulky Goods Centres of Casula Crossroads and Sappho Road Warwick Farm.

Industrial Land

Across the 11 industrial precincts in the LEP application area, the industrial land use zones are to be retained.

Within the Industrial Lands Investigation (**Attachment 4**), Mecone recommended the consistent application of Nil FSR, as height and setbacks can be used to manage the bulk of proposed development on a site. It also noted that the specification of an FSR, especially a low FSR of 0.75:1 can be a perceived barrier to development. This recommendation has been supported, and Nil FSR is proposed across the Precincts (except Cecil Park, which will retain its FSR and the Nil HOB standards for this site, due to a recent Planning Proposal).

Mecone recommended the consistent application of an 18m HOB to sites currently with 15m HOB, to ensure consistency with the development standards within *SEPP (Exempt and Complying Codes) 2008*. This means the HOB has been increased within certain parts across nine industrial precincts. The other existing heights under the LEP are proposed to be retained in the new LEP.

Mecone recommended not proceeding with the 1,000sqm lot size for certain industrial land (as per the Scoping Report), as this would lead to further land fragmentation and adverse traffic implications with heavy vehicles being unable to leave the site in a forward direction. Instead, Mecone's recommendation for a standard 8,000sqm lot size (compared to the existing 2,000sqm) is proposed for all industrial precincts. Strata subdivision would still be permitted, however the increased lot size will retain large floorplates for future development (e.g. multi-storey warehousing which requires large lots).

An additional local provision for 10% landscaping is proposed for industrial development, following the advice of the Local Planning Panel. This aligns with landscaping controls stipulated within the Liverpool Development Control Plan.

Environmental Land

The early community engagement period found that the protection of the environment and management of urban heat were the top priorities for the community. Therefore, the following environmental matters are to be progressed (as per the Scoping Report):

- **Terrestrial Biodiversity Map & Clause:** A new map and clause will protect native flora and fauna. This will replace the outdated (from pre-1997) Environmentally Significant Land map and clause in the LLEP 2008. The new provisions are informed by the *Liverpool Biodiversity Study 2019 (Attachment 11)* and would work in the same way as the existing LEP provisions, by restricting Complying Development on the site, to ensure an assessment via a Development Application occurs.
- **Environmental Clauses:** The new LEP will contain the following new clauses, which will ensure environmentally friendly and sustainable development under the new LEP:

Recycled Water, Stormwater and Water Sensitive Urban Design, Waste as essential service, Urban Heat and Landscaping.

Recreation Land

The LLEP 2008 land use zone map has been reviewed to update recreation zones in the new LEP. Updates are generally housekeeping in nature, and include:

- **Council Owned Land:** Apply the RE1 Public Recreation zone to 363 Council owned sites, which are classified as Community Land (refer to **Attachment 12**). This will accurately reflect the current and/or intended future use of the site as public open space.
- **Pocket Parks:** Apply the RE1 Public Recreation zone to certain sites identified as future pocket parks within the Liverpool Public Domain Masterplan (as per Scoping Report).
- **Moorebank Voluntary Acquisition Scheme:** Apply the RE1 Public Recreation zone to sites acquired by Council under the Scheme along the Georges River.
- **Anomalies and errors:** Minor amendments to remove the application of the RE1 Public Recreation zone as noted in the Recreation Section of **Attachment 8** 'Comparison to LLEP 2008 Mapping'.
- **RE2 Private Recreation:** Minor changes are proposed regarding RE2 Private Recreation zoned land, as noted in the Recreation Section of **Attachment 8** 'Comparison to LLEP 2008 Mapping'.

Infrastructure Land

The SP2 Infrastructure zone and Land Reservation Acquisition layer of the LLEP 2008 has been reviewed, to ensure updated provisions under the new LEP. Changes are generally housekeeping in nature and include:

- **Land Acquisition Mapping Review:** Refer to **Attachment 13** 'Land Acquisition Layer Review' which identifies all parcels required for land acquisition in the new LEP. Sites which have been acquired by Council or Transport for NSW have been removed from mapping. Acquisition markings yet to be acquired are retained on maps, and new acquisition markings are proposed when required by the land use zone (i.e. RE1 Public Recreation). It is noted that not all existing and proposed marking are mapped within a Contributions Plan, however the Contributions Plan will be reviewed following the LEP, to ensure alignment where needed.
- **Endeavor Energy & Sydney Water Sites:** In consultation with relevant agencies, 10 Endeavour Energy sites and seven Sydney Water sites are to be zoned SP2 Infrastructure, to reflect their current and future intended uses.

- **Council Drainage:** 18 Council-owned parcels of land to be rezoned to SP2 Infrastructure (Drainage) as it is used for drainage purposes (refer to **Attachment 12**).
- **Transport for NSW Sites:** Additional consultation occurred in early to mid-2023 regarding TfNSW-owned sites. The following land owned by TfNSW and zoned SP2 Infrastructure is requested to be relinquished and rezoned to adjoining land uses (refer to **Attachment 8** 'Comparison to LLEP 2008 Mapping').
 - 27, 29 & 39 Grove St, Casula: TfNSW noted this is surplus land which is no longer required to be acquired as it is outside of their dedicated infrastructure boundary. This land can be rezoned in accordance with the adjoining R2 Low Density Residential land.
 - 300-324 Hume Highway, Liverpool: TfNSW noted that this land was surplus to the requirements of the Hume Highway Corridor and have abandoned the upgrade. This land can be rezoned in accordance with the adjoining MU1 Mixed Use land.

Miscellaneous Amendments

The new LEP will include various other changes in comparison to the existing LLEP 2008. This includes the following matters:

- **Public Art Clause:** The proposed clause would not require consent for public art if the Applicant has notified Council, and Council has advised that it is satisfied the proposed public artwork meets a listed set of requirements (refer to Part E of **Attachment 6** 'Written Instrument Report').
- **Gateway Site Clause:** As requested by Council in their workshops, a Gateway Site clause is proposed to ensure high quality architectural design on certain key sites identified on main roads leading into the Liverpool City Centre. Refer to Part of **Attachment 8** 'Comparison to LLEP 2008 Mapping'.
- **Airport Noise Maps:** The LLEP 2008 contains Australian Noise Exposure Concept (ANEC) mapping for the Western Sydney International (Nancy-Bird Walton) Airport and the Bankstown Airport. The new LEP is to contain updated Australian Noise Exposure Forecasted (ANEF) mapping which is the more accurate mapping standard.
- **Land Use Tables:** Additional permissible uses in accordance with the nature of land use zones. Refer to **Attachment 17** 'LPP Report' for a summary.
- **Other housekeeping matters:** Review of clauses and maps across the LLEP 2008 and remove redundant clauses, including where development has occurred and provisions are no longer required, updates to Key Site Maps to correct errors and boundaries etc.

Local Planning Panel Comments

The Planning Proposal was presented to the Liverpool Local Planning Panel (LPP) on 21 December 2023. The LPP were supportive of the scoping, consultation, analysis and principles undertaken for the new LEP. Refer to the LPP Report and Minutes at **Attachment 17**. The following comments were provided:

- Reconsider the Nil FSR for the R3 zone, to ensure size and bulk of buildings is considered. Undertake design modelling of potential outcomes, to ensure medium density and Residential Flat Buildings (RFB's) are designed comfortably within height and setback controls. Additionally, consider a minimum lot size for RFB's in the R3 zone.
 - Council Response: The proposed permissibility of RFB's across the R3 Medium Density Zone (as per Mecone's Report) has been refined following the Panel's advice. RFB's in the R3 zone are now proposed as part of the bonus provision for corner and end-block sites only, and would require a minimum lot size of 1,000sqm.

Additionally, a supporting DCP would include guidance on suitable FSR based on the development type (e.g. semi-detached vs multi-dwellings) and the lot type (e.g. mid-block vs end-block sites). This ensures a flexible approach based on the specific circumstance of development. Further testing and consultation will occur regarding future DCP controls to support the new LEP.
- Recommend undertaking modelling of potential built forms under the proposed HOB and FSR in the R4 zone, to ensure compatibility of development standards.
 - Council Response: This was undertaken as part of Mecone's Residential Lands Investigation. Refer to **Attachment 2** of this report.
- Reconsider whether the proposed 9m and 12m HOB's align with the anticipated number of storeys, to reduce clause 4.6 variations.
 - Council Response: The Planning Proposal has been amended following LPP's advice to clarify that 9m in the R3 zone is to enable two-storey built form (with potential attic space), where as 11.5m in the R3 zone (corner and end block sites) and 12m in the R4 zone are to enable three-storey built forms. Future supporting DCP's will also provide further design guidance.
- Supportive of the 8,000sqm lot size for industrial development and the retention of the 'closed' land use industrial zones. A minimum landscape and/or site cover for industrial development in the LEP is recommended.

- Council Response: A minimum of 10% (as per the existing DCP) is proposed in the new LEP.

Next Steps

Following endorsement by Council, the Principal Planning Proposal would be submitted to DPHI seeking a Gateway determination. Following receipt of a Gateway determination, the proposal would then be publicly exhibited for further consultation with the community and stakeholders.

The Planning Proposal would then be reported to Council post-exhibition for Council’s consideration prior to finalisation. Due to the nature and scale of the new LEP, Council will not be the plan-making authority, and finalisation would be undertaken by DPHI.

FINANCIAL IMPLICATIONS

Costs associated with this recommendation have been included in Council’s budget for the current year and long-term financial plan.

201594 – LEP & DCP Review	2023-24 Remaining
Employee – LEP Review Staff	\$43,170
Consultants	\$183,738
Total	\$226,908

CONSIDERATIONS

Economic	<p>Further develop a commercial centre that accommodates a variety of employment opportunities.</p> <p>Encourage and promote businesses to develop in the hospital health and medical precinct (of the City Centre).</p> <p>Enhance the environmental performance of buildings and homes.</p> <p>Facilitate economic development.</p>
Environment	<p>Manage the environmental health of waterways.</p> <p>Protect, enhance and maintain areas of endangered ecological communities and high-quality bushland as part of an attractive mix of land uses.</p>

Social	<p>Preserve and maintain heritage, both landscape and cultural as urban development takes place.</p> <p>Regulate for a mix of housing types that responds to different population groups such as young families and older people.</p>
Civic Leadership	<p>Act as an environmental leader in the community.</p>
Legislative	<p>Division 3.2 and 3.4 of the <i>Environmental Planning and Assessment Act 1979</i>.</p>
Risk	<p>The risk is deemed to be Low. The new <i>Liverpool Local Environmental Plan</i> will lead to implications for landowners in the LGA (where land use zone, development standards and/or mapping varies from the LLEP 2008). However, extensive community engagement has already occurred, and further engagement will continue to occur as part of the Planning Proposal process. The risk is considered within Council's risk appetite.</p>

ATTACHMENTS

1. Draft Principal Planning Proposal (Under separate cover)
2. Mecone Residential Lands Investigation (Under separate cover)
3. Mecone Commercial Lands Investigation (Under separate cover)
4. Mecone Industrial Lands Investigation (Under separate cover)
5. Part 3B Codes SEPP Report (Under separate cover)
6. Written Instrument Report (Part 2 Explanation of Provisions) (Under separate cover)
7. Land Use Matrix (Under separate cover)
8. Comparison to LLEP 2008 Mapping (Under separate cover)
9. Comparison to LLEP 2008 Written Instrument (Under separate cover)
10. Consolidated Council Reports and Resolutions (Under separate cover)
11. Liverpool Biodiversity Study 2019 (Under separate cover)
12. Council Owned Land Review (Under separate cover)
13. Land Acquisition Review (Under separate cover)
14. LEP Review Engagement Action Plan (Under separate cover)
15. LEP Review Early Engagement Outcomes Report (Under separate cover)
16. Draft LEP Mapping (Part 4 of Planning Proposal) (Under separate cover)
17. Local Planning Panel - Report and Recommendations (Under separate cover)

PLAN 06	Investigation on the use Transport for NSW mobile speed cameras on Local Streets effective in the Liverpool LGA
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Strategic Objective	Liveable, Sustainable, Resilient Promote and advocate for an integrated transport network with improved transport options and connectivity
File Ref	105612.2024
Report By	Charles Wiafe - Principal Transport Planner
Approved By	Mark Hannan - Acting Director Planning & Compliance

EXECUTIVE SUMMARY

At the Ordinary Meeting of Council on 28 February 2024, Council considered the Minutes of the Liverpool Local Traffic Committee Meeting (CTTE 01) held on 31 January 2024. Council resolved to note the Committee's recommendations, as well as:

1. Investigate the possibility of utilising Transport for NSW mobile speed cameras in known problem areas within the Liverpool Local Government Area (LGA); and
2. Write to the Minister to advocate to establish a traffic summit in Liverpool, due to having the highest amount of traffic incidents, to address ongoing traffic concerns.

Resolution 1 (CTTE 01) – Possibility of Utilising TfNSW Mobile Speed Cameras

The NSW Road Rules and *Road Transport (Safety and Traffic Management) Act 1999* outlines that Transport for NSW (TfNSW) and the NSW Police are responsible for speed, traffic management and enforcement. In accordance with this Act, TfNSW is responsible for the management of fixed and mobile speed cameras on NSW public roads.

Council has previously nominated roads within the Liverpool LGA, including Nuwarra, Kurrajong, and Green Valley Roads, to TfNSW for mobile speed camera consideration. It is recommended that Council continue to nominate high risk locations across the Liverpool LGA to TfNSW for potential mobile speed camera enforcement.

Resolution 2 (CTTE 01) – Advocate for Traffic Summit in Liverpool

Following the Ordinary Meeting of Council on 28 February 2024, Council staff sent a letter to the NSW Minister for Roads, John Graham, on 13 March 2024 seeking support for a road safety summit to be held in Liverpool. A copy of the letter is provided in **Attachment 3**.

As of 8 April 2024, Council is yet to receive a response from the Minister's Office.

RECOMMENDATION

That Council:

1. Notes and receives this Report.
2. Notes that Transport for NSW is responsible for the management of fixed and mobile speed cameras on NSW public roads, in accordance with the *Road Transport (Safety and Traffic Management) Act 1999*.
4. Continues to nominate high risk locations across the Liverpool LGA to Transport for NSW for potential mobile speed camera enforcement.

REPORT

At the Ordinary Meeting of Council on 28 February 2024, Council considered the Minutes of the Liverpool Local Traffic Committee Meeting (CTTE 01) held on 31 January 2024. Council resolved to note the Committee's recommendations, as well as:

1. Investigate the possibility of utilising Transport for NSW mobile speed cameras in known problem areas within the Liverpool Local Government Area (LGA); and
2. Write to the Minister to advocate to establish a traffic summit in Liverpool, due to having the highest amount of traffic incidents, to address ongoing traffic concerns.

Resolution 1 (CTTE 01) – Possibility of Utilising TfNSW Mobile Speed Cameras

The NSW Road Rules and *Road Transport (Safety and Traffic Management) Act 1999* outlines that Transport for NSW (TfNSW) and the NSW Police are responsible for speed, traffic management and enforcement. In accordance with this Act, TfNSW is responsible for the management of fixed and mobile speed cameras on NSW public roads.

The use of mobile speed cameras along local roads in the Liverpool LGA has been discussed with TfNSW representatives who have advised that fixed and mobile speed cameras are installed or placed along public roads in accordance with TfNSW's NSW Automated Enforcement Strategy for Road Safety. A copy of the Strategy is shown in **Attachment 1**.

The Strategy provides an overarching framework to manage the automated enforcement programs used in NSW, with the aim to:

- Deliver reductions in road trauma on NSW roads aligned to our trauma reduction targets by reducing illegal and unsafe road behaviour;
- Reduce the risk of trauma related crashes; and
- Complement on-road policing.

TfNSW has advised that its Safer People Unit is responsible for the management of the speed camera program, including preparation of related policies and strategies for the program.

The following criteria are considered in combination to select automated enforcement locations:

- Risk levels including crash rates and trauma levels, crash types, compliance rates, traffic volumes, specific safety risks and safety rating of roads
- Geographic spread
- Nominated routes or locations
- Difficulty of the location for enforcement
- Operational criteria
- Existing Infrastructure

TfNSW has also noted that it undertakes approximately 300-400 hours of Mobile Speed Camera (MSC) enforcement each month at approximately 10 MSC enforcement sites within the Liverpool LGA.

In 2023, TfNSW undertook 4,553 hours of MSC enforcement within the Liverpool LGA, checked the speeds of approximately 3 million motorists and issued 834 fines for speeding. This was an offence rate of 0.03% (1 in 3,709 motorists speeding).

TfNSW also advised that current MSC sites are more likely to be on both State and Regional Roads rather than Local Roads due to the nature of these roads meeting more of the criteria required for a site to be compliant. TfNSW does however continue to welcome Local Road nominations for automated enforcement via the online submission process at the Safer Roads website.

Council has previously nominated roads within the Liverpool LGA, including Nuwarra, Kurrajong, and Green Valley Roads, to TfNSW for mobile speed camera consideration. It is recommended that Council continue to nominate high risk locations across the Liverpool LGA to TfNSW for potential mobile speed camera enforcement. A copy of the nomination form is shown in **Attachment 2**.

Resolution 2 (CTTE 01) – Advocate for Traffic Summit in Liverpool

Following the Ordinary Meeting of Council on 28 February 2024, Council staff sent a letter to the NSW Minister for Roads, John Graham, on 13 March 2024 seeking support for a road safety summit to be held in Liverpool. A copy of the letter is provided in **Attachment 3**.

As of 8 April 2024, Council is yet to receive a response from the Minister’s Office.

FINANCIAL IMPLICATIONS

There are no financial implications relating to this recommendation.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
Environment	Deliver a high-quality local road system including provision of infrastructure and management of traffic and road safety issues.
Social	Raise awareness in the community in relation to road safety issues and about the available services.
Civic Leadership	Actively advocate for federal and state government support, funding and services in relation to road safety.
Legislative	NSW Roads Act 1993 and Road Transport (Safety and Traffic Management) Act 1999
Risk	The risk is deemed to be Low.

ATTACHMENTS

1. TfNSW Automated Enforcement Strategy for Road Safety
2. TfNSW Speed Camera Nomination Form
3. Liverpool City Council letter to NSW Minister for Roads

Transport
for NSW

NSW Automated Enforcement Strategy for road safety

November 2022



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Version 1 Published September 2022.

Version 1.1 Published November 2022.

Executive Summary

The NSW Automated Enforcement Strategy for road safety ('Strategy') provides an overarching framework to manage the automated enforcement programs used in NSW which continue to help reduce road trauma in NSW.

This Strategy is a key component in the NSW Government's 2026 Road Safety Action Plan, to achieve Transport for NSW's (Transport) long-term goal of zero road deaths and serious injuries by 2050, consistent with the vision set by both the NSW Future Transport Strategy and the National Road Safety Strategy 2021-30.

The Strategy builds on the success of the current NSW automated enforcement programs, and harnesses technological advancements to implement more innovative, flexible and sustainable solutions to respond to existing and emerging road trauma issues and risks in NSW.

Community research shows high support for camera enforcement, with 63 per cent up to almost 80 per cent of a representative sample of NSW residents supporting the different camera types¹. Additionally, almost two thirds (65 per cent) agree that using existing cameras to enforce other road rule offences would help to improve road safety².

The overarching **aim** of this Strategy is to:

- Deliver reductions in road trauma on NSW roads aligned to our trauma reduction targets, by reducing illegal and unsafe road behaviour
- Reduce the risk of trauma related crashes
- Complement on-road policing.

The expected **benefits** of this Strategy are:

- ✓ Fewer deaths and injuries on NSW roads
- ✓ Overall reduction of the risk of trauma related crashes
- ✓ The NSW automated enforcement programs are better aligned to best practice evidence in achieving trauma reductions.

- ✓ Greater compliance and behaviour change among the community due to enhanced understanding & support of automated enforcement.
- ✓ More innovative, flexible and sustainable technology solutions that further complement on road policing.

A key set of **principles** which underpin and guide the Strategy to help it achieve its aim are as follows:

- An evidence-based approach to designing enforcement solutions
- Support with positive reinforcement
- Fair enforcement
- Address a range of unsafe road behaviours
- Communicate effectively with the community
- Balance network-wide with localised deterrence
- Select enforcement locations through clear guidelines
- Flexible and sustainable solutions
- Support industry innovation
- Use existing assets efficiently

The table following summarises the **actions** to be delivered throughout the lifecycle of the Strategy.

Table 1. NSW Automated Enforcement Strategy – key areas and actions

Key Area	Actions
Automated enforcement solutions	<ul style="list-style-type: none"> Actively explore new and improved automated enforcement solutions considering: <ul style="list-style-type: none"> Enhancement of existing technology and policies; Expansion of the capabilities of existing enforcement technology to detect additional risky behaviours; and Innovation, including seeking out new solutions.
	<ul style="list-style-type: none"> Establish an expert advisory group to provide advice on automated enforcement developments.
	<ul style="list-style-type: none"> Identify and implement the most appropriate solution for speed enforcement in road work zones.
Enforcement locations	<ul style="list-style-type: none"> Use the criteria outlined in this Strategy for selecting locations for automated enforcement, and make this publicly available.
	<ul style="list-style-type: none"> Continue to allow the community to nominate locations for speed and red-light cameras, along with road network managers (including local councils) and NSW Police for all camera types.
	<ul style="list-style-type: none"> Integrate automated enforcement into road planning and design, and upgrades of key routes.
Communication and education	<ul style="list-style-type: none"> Engage the community to increase understanding of, and support for, the different ways automated enforcement is used in NSW to improve safety, to foster greater support and acceptance.
	<ul style="list-style-type: none"> Increase community awareness of the Community Road Safety Fund through enhanced information and communication, outlining where the funds are invested throughout the year.
	<ul style="list-style-type: none"> Continue to publish the locations of site and route based automated enforcement designed to address high risk locations, as well as the broad locations of mobile speed camera enforcement.
	<ul style="list-style-type: none"> Consider extending public nominations for locations for automated enforcement, beyond speed and red-light cameras.
	<ul style="list-style-type: none"> Develop public education campaigns to support any new, expanded or enhanced automated enforcement.
Ensuring fair enforcement	<ul style="list-style-type: none"> Explore additional positive rewards or reminders for motorists to help motivate and reinforce safe road behaviours.
	<ul style="list-style-type: none"> Review existing penalty related policies and develop new policies where relevant, to ensure fair and transparent enforcement processes.
	<ul style="list-style-type: none"> Work with Revenue NSW to determine the suitability of including the relevant offence image on infringement notices.
	<ul style="list-style-type: none"> Work with Revenue NSW and Service NSW to expand the possibility of the electronic delivery of infringements, and notifications of infringements, for broader implementation.
	<ul style="list-style-type: none"> Work with Revenue NSW and Service NSW to appraise the current process for requesting a review of an infringement to ensure it is straightforward and transparent.
Research and evaluation	<ul style="list-style-type: none"> Continue to monitor community attitudes toward automated enforcement.
	<ul style="list-style-type: none"> Complete an evaluation of the Strategy and its enforcement programs.
	<ul style="list-style-type: none"> Continue to monitor the effectiveness of individual camera programs and make this information publicly available.

1 Introduction

1.1 Background

Technology-based automated enforcement to improve road safety outcomes is a feature in all national and leading international jurisdictions. It is proven as a high value measure to tackle persistent risky road user behaviours and reduce road trauma. In NSW we have been delivering effective automated enforcement since 1988, having been used primarily to target speeding and red-light running to reduce crashes at high-risk locations, and more broadly across the network. Cameras also assist with fatigue compliance among heavy vehicle drivers and detecting unregistered driving.

Following the NSW Auditor-General's audit of speed cameras in NSW in 2011, Transport developed an evidence-based Speed Camera Strategy (2012) to ensure the various types of cameras being used were effective in reducing road trauma. Since this Strategy, speed cameras used in NSW have continued to deliver road safety benefits.

In 2020, NSW introduced the world-first Mobile Phone Detection Camera program to enforce illegal mobile phone use while driving, following a comprehensive pilot of new technology. These same cameras will also begin enforcing seatbelt non-use as part of the 2026 Road Safety Action Plan. As the capabilities of enforcement technology continue to advance, and the application of camera enforcement in Australia and internationally has expanded and evolved, harnessing this new technology is an opportunity for NSW to reframe our approach to automated enforcement.

In light of this, and to help achieve the long-term vision of zero deaths and serious injuries on NSW roads, the need to develop a new, broader Strategy that builds upon the success of the Speed Camera Strategy was identified.

1.2 Purpose of the NSW Automated Enforcement Strategy

The Strategy provides an overarching framework to manage the automated enforcement programs used in NSW, assist innovation in this space, and continue to help reduce NSW road trauma.

This Strategy is a key action in the NSW Government's 2026 Road Safety Action Plan to achieve Transport's long-term vision of zero road deaths and serious injuries by 2050, set by the NSW Future Transport Strategy and the National Road Safety Strategy 2021-30.

This Strategy also aligns with the vision of the NSW Future Transport Technology Roadmap 2021-24 to be a leader in the use of innovative and transformative technologies for transport and mobility solutions for its customers.

The following Strategy outlines the road safety problem, and the role for enforcement including best practice principles. It covers its core aims, underlying principles to achieve these aims and how future automated enforcement will be explored, communicated and monitored in NSW.

1.3 Our commitment to reduce trauma

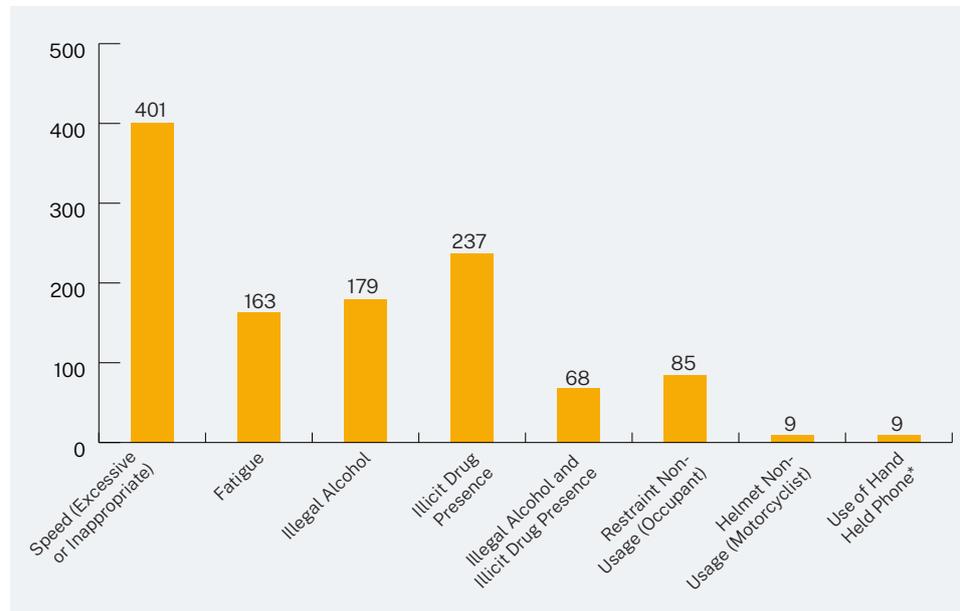
Implementation of this Strategy is a key action in the NSW Government’s 2026 Road Safety Action Plan. This new Plan builds on the previous Road Safety Plan 2021 and sets out new and proven road safety initiatives to further reduce the road toll and contribute toward achieving NSW Government road safety targets. In line with the targets set by the National Road Safety Strategy 2021–30, the 2026 Road Safety Action Plan sets new targets to reduce road deaths by 50 per cent and serious injuries by 30 per cent by 2030, compared to 2018–20 levels. These are not just strategic targets but represent real savings to people’s lives. Enhancing automated enforcement is one critical measure that will help reach these targets.

1.4 The road safety problem

Each year, on average, around 300 people are killed and 10,800 people are seriously injured on NSW roads³. The estimated cost to the community from fatalities and serious injuries is around \$8 billion per year⁴.

Road deaths can involve a range of risky behaviours. As shown in Figure 1, the biggest contributing factor in NSW is speeding (involved in around 40 per cent of road deaths), which includes both exceeding the speed limit and travelling at inappropriate speed for the conditions; followed by illicit drugs (presence of four priority illicit drugs in around 24 per cent); tired motorists (around 16 per cent); illegal alcohol (around 18 per cent); and restraint non-use among vehicle occupants (around 14 per cent).

Figure 1: Number of fatalities in NSW by behavioural factor, three-year period 2018–2020^{a,5}

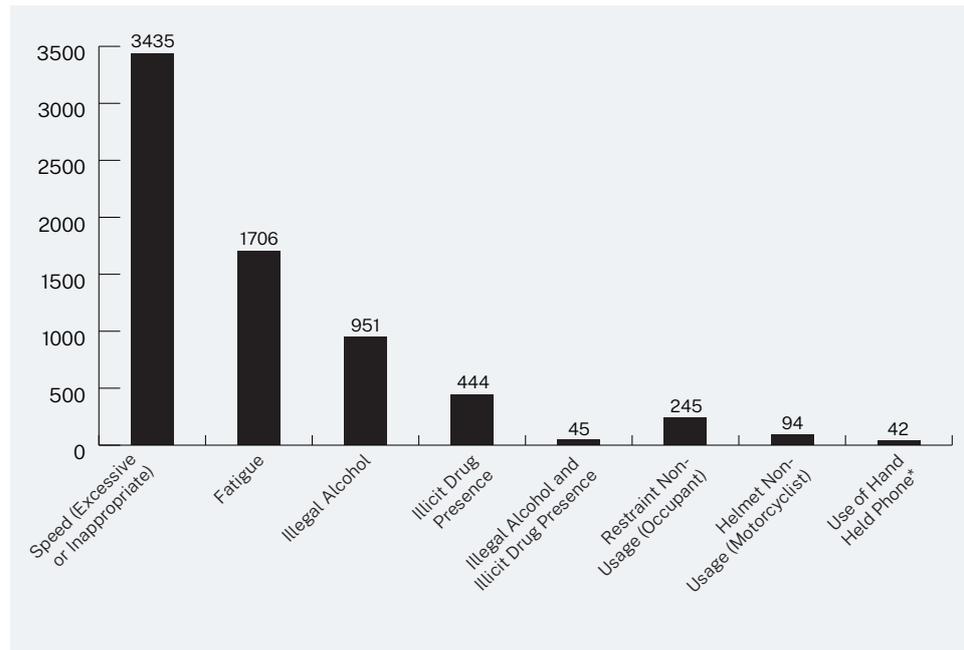


*under-reported due to difficulty obtaining evidence at crash scenes

a Totals will add up to more than the total number of fatalities as some deaths may involve more than one behavioural factor

As shown in Figure 2, the key behaviours involved in serious injury trauma are somewhat similar, with speeding as the main contributing factor.

Figure 2: Number of matched serious injuries in NSW by behavioural factor, three year period 2018-2020⁶



*under-reported due to difficulty obtaining evidence at crash scenes

The majority of road fatalities in NSW happen on country roads (65 per cent), while most serious injuries happen in metropolitan areas (58 per cent). Over a third of fatalities (35 per cent) and almost two thirds of serious injuries (60 per cent) happen where the speed limit is 60 km/h or less⁷.

Road crash statistics and safety risks will be considered when reviewing potential automated enforcement solutions for use in NSW (see 'Behaviours to be targeted' in section 4.1).

2 The role of enforcement in road safety

The NSW Government adopts the Safe System approach to address road safety. The Safe System approach aims to create an environment that helps people avoid a crash and minimise the risk of injury or death if a crash occurs. It does this through a combination of infrastructure and vehicle safety features, setting safe travel speeds, and fostering safe behaviours. Effective legislation, enforcement and licensing systems, as well as education and information to make better choices on our roads, all help to encourage safe and legal road user behaviour and minimise the risk of road trauma.

Effective enforcement of road rules is essential to a safe system – be that by police enforcement, automated enforcement or a combination of both. Enforcement and effective penalties changes road user behaviour and helps encourage motorists to comply with the road rules, resulting in reduced risk, fewer crashes and reduced road trauma.

Enforcement deters motorists from engaging in illegal behaviours in two ways:

- **Specific deterrence** – occurs when a motorist who has been penalised for an offence no longer engages in that behaviour for fear of incurring additional penalties.
- **General deterrence** – occurs when a motorist refrains from illegal behaviours as a result of observing others being penalised or is warned of the penalties for illegal behaviours or likelihood of being caught.

Police enforcement and automated enforcement complement each other in deterring illegal behaviour by road users. A highly visible and sustained police presence is critical in deterring road users from a range of behaviours by increasing the perceived likelihood of getting caught.

Automated enforcement complements this by allowing for efficient, cost effective and ongoing enforcement across the road network. Automated enforcement can remain at a location on a permanent or long-term basis, as well as enforce areas where police access is difficult or unsafe, such as in tunnels, or motorways with no enforcement bays. Automated enforcement has the ability to be highly visible or covert and is used in both ways depending on the issue to be addressed. The technology also allows police more time to enforce other important road safety issues that are not detectable by automated enforcement, such as drink and drug driving.

2.1 Best practice enforcement principles

Research shows that there are key principles for achieving effective road enforcement. These principles provide a basis for the ways in which automated enforcement will be used in NSW to address different risky road user behaviours.

Deterrence before detection

The main aim of enforcement should be to promote road safety by deterring motorists from illegal or risky behaviour through evidence based best practice enforcement programs. If motorists believe it is likely they will get caught, they are more likely to comply with the road rules, which reduces the risk of crashing⁸. This highlights the role of general deterrence, as well as the importance of the principle of educating about enforcement in achieving deterrence (outlined below). Detecting non-compliance among motorists, while critical for the small proportion of regular offenders, should be a secondary aim⁹.

Effective localised and network wide enforcement

Improving compliance at specific high-risk locations can be achieved relatively easily through fixed or targeted automated enforcement. However, many risky behaviours do not only occur at specific locations, and resulting trauma is spread across the whole road network. Therefore, the use of automated enforcement across the whole network is also required to address the limited predictability of crash locations across the State, and deliver a broader road safety benefit.

Visibility should vary

Road offences can be either:

- **Fixed** – a physical or legal state that cannot be changed when the driver becomes aware of enforcement (e.g. driving under the influence of alcohol or drugs)
- **Transient** – where a driver can choose to comply at a particular time or location and not at another (e.g. speeding, hand held mobile phone use).

For fixed offences, high visibility enforcement is more beneficial in deterring the behaviour as motorists are more likely to believe they will get caught¹⁰.

For transient offences both highly visible and covert enforcement are useful for achieving different objectives¹¹. Highly visible enforcement is most effective in achieving deterrence at specific high-risk locations. Motorists are made aware of the enforcement through its visibility and can modify their behaviour if necessary. Less visible, covert operations are more effective when aiming for compliance across the road network. The unpredictability of enforcement that could occur anytime or anywhere, encourages drivers to comply with road rules at all times, not only when they see enforcement^{12, 13}.

Sufficient scale to ensure unpredictability

When aiming for network-wide compliance, the size, intensity and random nature of the program affect its success. If only a small number of enforcement locations exist – or few operating hours for mobile enforcement, that

are not sufficiently random – motorists will learn where they need to obey the road rules to avoid receiving an infringement but still offend when they believe there is little risk of detection. A larger number of sites or mobile hours across a wide range of locations, along with randomised operations, is needed to achieve an expectation of anywhere, anytime enforcement. Motorists are then more likely to obey the road rules across the whole road network. The optimal size and intensity of the program is best determined by factors such as road network size, population size, road usage and number of registered vehicles¹⁴.

Educating about enforcement

Enforcement is more effective in changing behaviour when combined with public education and communications, to ensure people are aware of the enforcement and are deterred from illegal behaviours. This may include public education campaigns, signage, or where appropriate, visibility of enforcement.

In addition, education can improve support for enforcement and subsequently, compliance. For example, in relation to speed enforcement, research shows public education to remove misconceptions of enforcement practices may increase the acceptability and support for enforcement, and result in voluntary compliance rather than just reactive compliance¹⁵.

2.2 Existing automated road safety enforcement in NSW

Since 1988, automated enforcement has been integral to road safety in NSW and supplements road safety enforcement conducted by the NSW Police. In 2022 automated enforcement used to address road safety spans speeding, red-light running, illegal mobile phone use, unregistered driving and assists with fatigue compliance among heavy vehicle drivers. Automated enforcement will also be used to address seatbelt non-use as part of the 2026 Road Safety Action Plan.

Speed and red-light cameras

Speed cameras detect vehicles that exceed the posted speed limit. They have been proven to make roads safer by reducing speeding and in turn the number and severity of crashes¹⁶. There are four types of speed cameras currently used in NSW. Each are used in different ways to encourage drivers to comply with the speed limit.

- **Fixed speed cameras** – detect speeding at specific, high risk locations.
- **Red-light speed cameras** – detect speeding and red-light running at specific signalised intersections.
- **Mobile speed cameras** – detect speeding across the road network by moving around various locations at various times, at a scale and network spread to support the perception of 'anywhere, anytime' enforcement.
- **Average speed cameras** – detect heavy vehicle speeding between two points on specific high volume and/or high-risk routes.

Mobile Phone and Seatbelt Detection Cameras

The Mobile Phone Detection Camera program targets drivers illegally using a mobile phone when driving and is the first of its kind globally. Both fixed and transportable cameras are used. The system operates using high-definition cameras to capture images of the front-row cabin space of all vehicles to detect illegal mobile phone use.

The program aims to achieve general deterrence of illegal mobile phone use, and produce a sustained change in driver behaviour, by promoting that the cameras operate anywhere, anytime.

The NSW Government has now approved the use of these same cameras to also detect and enforce seatbelt non-use offences as part of the 2026 Road Safety Action Plan. The cameras will capture non-use among the driver and front passenger. As with illegal mobile phone use, this program aims to achieve general deterrence of seatbelt non-use, through the anywhere, anytime operation of the cameras.

Safe-T-Cam

Safe-T-Cam is a network of digital cameras that monitor the movement of heavy vehicles, rather than automatically detecting offences. Data from Safe-T-Cam is used to target on-road enforcement towards high-risk vehicles and operators and support prosecution of safety offences. Enforcement focuses on fatigue offences among fatigue-regulated heavy vehicles bound by maximum work and minimum rest time; vehicles that are unregistered and/or uninsured; attempts to avoid detection at camera sites; and failures to enter inspection stations.

3 Automated Enforcement Strategy: Aims, Principles and Action areas

This Strategy builds on the success of the current NSW automated enforcement programs, and harnesses technological advancements to implement more innovative, flexible and sustainable solutions to respond to existing and emerging road trauma issues and risks.

The overarching aim of this Strategy is to:

- Deliver reductions in road trauma on NSW roads aligned to our trauma reduction targets, by reducing illegal and unsafe road behaviour
- Reduce the risk of trauma related crashes
- Complement on-road policing.

A set of key principles underpin and guide the Strategy to help it achieve these aims:

- **An evidence-based approach to designing enforcement solutions** – consider the road safety need, to ensure technology-based solutions will tackle areas of risk and reduce road trauma.
- **Support with positive reinforcement** – reward safe behaviour as well as enforcing risky behaviours, to further reinforce road safety benefits.
- **Fair enforcement** – policies and program settings are reasonable, privacy measures are in place, data managed securely, and technology systems are accurate, to aid community trust and compliance.
- **Address a range of unsafe road behaviours** – to maximise the road safety benefits.
- **Communicate effectively with the community** – enhance general awareness and transparency of the enforcement programs to aid community support and compliance.

- **Achieve network-wide and localised deterrence** – use enforcement to reduce crash risks at specific locations, in addition to tackling network wide behavioural issues.
- **Select enforcement locations through clear guidelines** – use set criteria to ensure locations are based on safety needs.
- **Flexible and sustainable solutions** – adapting to new, emerging or improved solutions that are practical and effective
- **Support industry innovation** – actively seek out new or improved technology-based enforcement solutions to encourage the development of new opportunities.
- **Use existing assets efficiently** – use existing infrastructure, cameras and technology, including multiple uses of technology, to achieve greater benefits while minimising costs.

These principles are reflected throughout this document and provide the foundation for the five key action areas which represent the focus of the Strategy. These action areas are listed in the box below and are described in more detail throughout the following sections.

NSW Automated Enforcement Strategy – Key action areas

- ▶ Automated enforcement solutions
- ▶ Enforcement locations
- ▶ Communication and education
- ▶ Ensuring fair enforcement
- ▶ Research and evaluation

4 Action Area – The future of automated enforcement for road safety in NSW

4.1 Behaviours to be targeted

With advances in technology it is possible for a broad range of risky road user behaviours to be targeted through automated enforcement.

The use of technology to tackle speeding, red-light running, illegal mobile phone use, seatbelt non-use (once commenced) and unregistered driving, as well as fatigue breaches among heavy vehicle drivers will continue.

This Strategy supports industry innovation and allows for the testing and adoption of new road safety solutions that may arise which address the above behaviours, as well as other key behaviours. To help complement police activities, behaviours that are difficult for police to enforce from the roadside will also be prioritised for automated enforcement. Solutions will also be explored that target behaviours affecting vulnerable road users to improve their safety. Any behaviour to be enforced must meet all of the following criteria:

- It is a road safety risk
- It is an illegal road behaviour
- Automated enforcement of the behaviour is expected to reduce the risk of road trauma and can be efficiently and effectively implemented.

4.2 Modernising enforcement solutions

This Strategy will explore new, emerging and improved automated enforcement solutions. Solutions will only be implemented if they are sustainable, easily maintained, flexible and adaptable to changes in technology, policy or behaviours. The exploration of automated enforcement solutions will focus on answering questions related to: enhancement, expansion, and innovation, as outlined in Figure 3. The road safety need, and the role of NSW Police in enforcing road laws, will remain central when considering each of these areas.

Figure 3: Areas of exploration for new and improved automated enforcement solutions

<p>Enhancement</p> <p>Improve current technology or policies to maximise the road safety benefits</p>	<ul style="list-style-type: none"> ▶ Can our existing technology systems be improved? ▶ Is our existing automated enforcement based on best practice principles? ▶ What are the gaps within our existing use of automated enforcement?
<p>Expansion</p> <p>Broaden existing automated enforcement to detect other risky behaviours</p>	<ul style="list-style-type: none"> ▶ Can our existing technology be used to detect other risky behaviours? ▶ Are there any opportunities to integrate new solutions?
<p>Innovation</p> <p>Use new technology to address additional road safety risks</p>	<ul style="list-style-type: none"> ▶ Is there an opportunity to detect additional risky behaviours through new technology used in other Australian jurisdictions or overseas, or through industry innovation?

Enhancement

Under this Strategy, Transport will actively review and assess the existing suite of automated enforcement used in NSW, to determine areas for improvement. It is important that automated enforcement used across the road network adapts to changes in policy and technology. Enhancing already successful programs is also likely to achieve increased road safety benefits, cost effectively.

While automated enforcement is already in place in NSW for speed, red-light, mobile phone and soon seatbelt offences, and assists with heavy vehicle fatigue compliance, new technology may exist that offers a more efficient or cost-effective solution, or that results in greater safety benefits (such as enforcing traffic in both directions rather than one).

Enhancements in technology may also allow for enforcement to be better targeted (such as through red-light running monitoring systems), or mean that certain enforcement may no longer be necessary in some locations.

Policies will also be reviewed to ensure current automated enforcement follows best practice, and that any gaps in terms of risk or application are addressed, so that the road safety benefits can be maximised.

A key gap within our existing use of automated enforcement to be addressed as a priority is enforcement in road work zones, including speed enforcement. There are often changed road conditions and additional hazards in these areas, with road workers regularly working close to traffic. Transport has a duty of care obligation under the *NSW Work Health and Safety Act 2011* to ensure the safety of these workers. Automated enforcement, combined with education, is crucial in helping achieving compliance with the road rules, including reduced speed limits, to improve safety for these workers as well as other road users.

The active review of automated enforcement will also apply to any new solutions that become part of the automated enforcement program to ensure ongoing improvement.

Expansion

One of the principles that guides this Strategy is the efficient use of existing assets. There may be the opportunity for existing technologies to enforce additional risky road behaviours and integrate new solutions to further improve safety. Doing so may achieve additional benefits, cost effectively. This includes non-road-safety related cameras and technology such as traffic flow and bus lane cameras.

Any new behaviour to be enforced would need to meet the criteria for behaviours to be targeted, outlined in this Strategy.

The capabilities of the current suite of enforcement assets will be investigated to determine the possibility of expanding these to other behaviours that would result in increased safety benefits. Non-road-safety related automated enforcement assets will also be explored for their potential use in road safety enforcement.

Innovation

Another guiding principle of this Strategy is to support industry innovation and encourage the development of new solutions.

Technological solutions exist in other Australian jurisdictions and overseas that can detect a range of risky behaviours that are not currently enforced through automation in NSW. These include tailgating¹⁷, illegal turns¹⁸, not stopping at a stop sign¹⁹, overtaking offences²⁰ vehicles in wrong lanes²¹, and illegal railway crossings²².

These will be investigated under this Strategy to determine the suitability of their use to address road safety within NSW.

Transport will also seek out solutions to known risky behaviours where automated enforcement solutions are desired but are not yet developed. It may also be possible for in-vehicle enforcement via telematics, which could be used in the future among high risk or repeat offenders.

Scope of exploration

The initial scope of exploration will primarily consider camera based enforcement, however this can be reviewed during the life of this Strategy to also include other automated enforcement solutions as technology evolves.

4.3 Expert Advisory Group for Automated Enforcement

The exploration of modernised automated enforcement solutions will be led by Transport and delivered in partnership with relevant agencies and industry. Transport will also establish an advisory group that may include road safety experts, advocacy group members, and law enforcement professionals, who will provide advice on automated enforcement developments. The purpose of the group will be to advise on areas including, but not limited to:

- Road behaviours that may benefit from automated enforcement
- Potential new or emerging automated enforcement solutions proposed by Transport that could be used in NSW to improve road safety
- The review of enforcement programs against best practice enforcement principles
- Ways in which automated enforcement programs can best complement on road policing
- Public communications related to automated enforcement.

4.4 Requirements of technology solutions

Any new solutions considered for use in NSW must have the potential to reduce road trauma. The criteria for behaviours to be enforced will also be considered: being an illegal road behaviour, a key road safety risk, and that automated enforcement of the behaviour is expected to reduce the risk of road trauma.

If the behavioural criteria is met, the technology itself will be carefully considered for use in NSW based on:

- Effectiveness and accuracy of the technology in detecting the specific offence/s
- Cost effectiveness of the technology
- Ability of the technology to meet any privacy or information security requirements
- Safety of the deployment of the technology – considering risks to workers, the community and the environment
- Success of the technology in achieving road safety benefits in other Australian jurisdictions or overseas (if relevant).

Any potential new or improved solutions will undergo significant testing and be required to meet specific performance requirements set by Transport before implementation.

Extensive public education and communication will be used to ensure the community is aware of any additional road rule offences being enforced through cameras or other technology and the road safety risk being addressed.

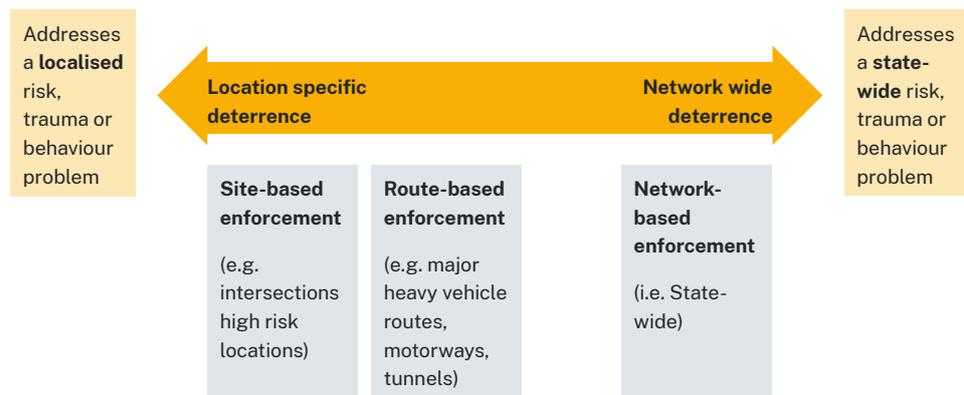
5 Action Area – Selection of enforcement locations

As is best practice, the Automated Enforcement Program will aim to achieve a balance of deterrence of illegal behaviours at high-risk locations, with deterrence across the whole network through anytime, anywhere enforcement.

Three types of location-based enforcement will be considered for each behaviour to be enforced – site-based; route-based; and network-based

(see Figure 4). Selection of these will depend on whether the aim of the enforcement is to address a particular localised issue, a network wide problem, or a combination. One behaviour may be addressed by using multiple types of location-based enforcement.

Figure 4: Three types of location-based enforcement aligned to deterrence goal



Any new automated enforcement, as well as the expanded roll out of any existing programs, will consider the following criteria to select enforcement locations. Some may be more relevant than others, depending on the intent of the enforcement and the type of location-based enforcement used.

For example, for site and route-based enforcement, risk levels will be considered at/ along specific sites and routes to help select locations, as this enforcement aims to address a safety issue at particular locations.

However, network-based enforcement aims to address a safety risk that is network wide and achieve a general deterrent effect; so location-specific risks do not need to be present for enforcement to be used at a location (although they still can be). Factors such as volumes of vehicles and other road users, geographic spread, or operational criteria may be given a greater focus to help identify enforcement locations.

The below criteria are to be considered in combination to select automated enforcement locations:

- **Risk levels** – the likelihood of future crashes occurring at a specific location, along a route, or network-wide. The risk should be determined and considered by reviewing a range data and information sources:
 - **Crash rates and trauma levels** – a high level of crashes, and fatalities and injuries identified through crash data is a good predictor of future trauma that needs to be addressed. This could relate to a risky behaviour that is present across the State, or a specific risk at a particular location.
 - **Crash types** – crashes that may result in greater trauma should be considered – for example, intersection T-bone crashes, or crashes on higher speed roads are likely to have a more severe outcome.
 - **Compliance rates** – the lower the compliance, the greater the risk of crashes. Data collected on speed levels and red-light running, as well as observational studies are examples of how this can be determined.
 - **Volumes of vehicles and other road users** – the higher the volumes of, the greater the risk of a crash due to more road users and more chance of an error. For vehicles is attained through annual average daily traffic (AADT) data. Specific road user groups relevant to the enforcement should also be considered (for example, pedestrian volumes for enforcement of red-light running).
 - **Risk assessment tools** – the use of specific tools to help identify risk including, but not limited to, intersection and curve risk models, infrastructure risk rating tools, and red-light running monitoring software.
 - **Specific safety risks** – locations where there are specific safety risk to all road users, or specific groups, and enforcement can be used to help reduce the risk – including but not limited to, tunnels, school zones, public transport hubs, and road work zones.
- **Safety rating of roads** – the rating of the road (where it is a State road) using the AusRAP (Australian Roads Assessment Program) Risk Rating methodology – the lower the risk rating, the safer the road. The ratings are based on features of the road such as road geometry, prevalence of and distance to roadside hazards (such as trees and power poles) and the speed motorists generally travel on the road. Note that this does not preclude enforcement locations on local roads.
- **Geographic spread** – the distribution of enforcement across the road network, including metropolitan, country urban and country rural NSW; as well as proximity to other automated enforcement.
- **High movement and place** – locations that have a high level of movement as well as a high place value using the NSW Government's Movement and Place Framework²³, to help improve the safety of these busy areas, particularly for vulnerable road users. The Movement and Place Framework recognises that streets are not just for moving people and goods – they are also places for people to live, work and spend time.
- **Nominated routes or locations** – those proposed by NSW Police, the community, local councils or Transport regional road safety teams, based on evidence of safety risks.
- **Difficult locations for NSW Police to enforce** – locations where it is not possible, or not safe, for NSW Police to enforce. For example, tunnels, road work zones, locations where there is no space for police to pull a motorist over.
- **Operational criteria** – the feasibility of the route or location for enforcement. For example, work health and safety requirements for any operators, technical requirements of the enforcement technology, or suitability of the route (such as entry and exit opportunities along average speed camera lengths).
- **Alternative road safety works** – road development or engineering works already planned that will improve the safety of the road or location, which is likely to reduce or eliminate the need for enforcement.

Other considerations:

- **Existing infrastructure** – where possible, existing infrastructure will be used for any new enforcement to help minimise costs. This is not a specific criterion for selection of locations as these should be based on the road safety need. However, existing infrastructure may determine exactly where on a route selected for enforcement, the automated enforcement may be placed.

The specific criteria for selecting locations will differ depending on the enforcement program and the deterrent goal.

As is currently the case, all enforcement locations will be determined by the NSW Centre for Road Safety, in consultation with the Transport metropolitan and regional road safety teams and NSW Police, to ensure the right solutions are being used in the right places to provide the maximum road safety gains.

All enforcement cameras, locations, or lengths will be recorded in a central database to ensure accurate consideration of geographic spread, and reporting.

5.1 Inclusion of automated enforcement in road design

To achieve the greatest safety, efficiency and financial benefits, automated enforcement should be considered during the planning and design phase of new roads, and upgrade of key routes. For example, consideration of proposed infrastructure that could also be used to house enforcement cameras, provision of enforcement bays for mobile speed camera vehicles, as well as police. This is especially key when the road environment limits the suite of enforcement options available, such as in tunnels and on motorways. The NSW Centre for Road Safety will work with other areas of Transport to embed this process.

5.2 Approval and removal of locations

New locations will be determined by the NSW Centre for Road Safety in consultation with the Transport metropolitan and regional road safety teams, and NSW Police. Locations will be approved within Transport.

Occasionally, some locations where enforcement takes place may become unsuitable for enforcement. This could be due to factors such as road engineering treatments to improve safety, road by-passes, policy or operational changes, or the site/route-based enforcement aimed at addressing a particular high-risk location is no longer effectively doing so. This will be determined by Transport informed by continued monitoring of locations.

6 Action Area – Engaging the community and fostering support for automated enforcement

Community support for automated enforcement and understanding its role in improving safety are key in helping to achieve compliance and improve attitudes and behaviour among motorists. While over 99 per cent of vehicles passing existing enforcement cameras are complying with the road rules and are not infringed^{24,25}, more can be done to educate the community on the role of these cameras in improving safety. A core component of this Strategy will be to ensure road users are aware of the rationale for automated enforcement and its benefits in reducing road trauma. This will be achieved through transparency and continued education and engagement.

6.1 Reinforcing safe behaviours

Behaviour change is best achieved through a mix of approaches and forcing a change in behaviour – such as through enforcement – is only one of these. Along with others such as education and training which are widely used in road safety, incentivisation is a key method²⁶. It is therefore important to not only enforce illegal and risky behaviour, but to reward good behaviour and reinforce it. This is particularly relevant given the large majority of motorists who comply with the road rules and are not infringed.

Currently in NSW, fully licenced motorists can receive a half price licence if they have had no demerit points recorded over the last five years. This rewards good behaviour, rather than punishing bad behaviour, however the reward

is not an immediate or regular one. Studies into human behaviour show that given the choice, people prefer a smaller reward sooner over a larger reward later²⁷. Other existing benefits for positive road behaviours are somewhat ‘unseen’, such as not having to pay fines and lower insurance costs.

This Strategy proposes the exploration of any additional or more immediate, positive rewards or reminders that may help motivate and reinforce safe behaviours on the road.

6.2 The varied use of automated enforcement in enhancing safety

As outlined in this Strategy, automated enforcement can be used in different ways to improve safety.

NSW’s existing program of automated enforcement is used for both localised and network wide deterrence, with differing levels of visibility. The NSW Centre for Road Safety will work to increase community understanding of, and support for, the different ways automated enforcement is used, as well as less visible operations, in improving safety. This aims to foster support and acceptance for automated enforcement by reassuring the community that while some enforcement may not be highly visible, or located at a known ‘black spot’, it still plays a key role in reducing road trauma.

6.3 The role of signage and publication of locations

Best practice evidence, outlined earlier, highlights that the degree to which automated enforcement is highly visible on the network is best determined by its aim. High visibility operations are more successful to address high risk locations (such as site or route-based enforcement), as they provide motorists with the opportunity to modify their behaviour if necessary. Covert operations are more useful when aiming to achieve network wide compliance through the unpredictability of anytime, anywhere enforcement.

As an example, independent modelling²⁸ found that, all other things being equal, if the Mobile Phone Detection Camera locations were marked with advance warning signs, it would take five years to achieve the same safety benefits that a program without advance warning signs would achieve in one year.

The visibility of automated enforcement including signage and the publication of the site-specific enforcement locations will therefore depend on the purpose of the enforcement. In line with the automated enforcement principles, fixed, red-light and average speed cameras use advance signage immediately before the point of enforcement to help improve compliance at those specific, risky locations and reduce the likelihood of a crash. Safe-T-Cam also uses advance signage to provide drivers with the opportunity to modify their behaviour if necessary and reduce the likelihood of a crash, particularly related to fatigue. Site-specific details of these cameras are published.

From January 2023, mobile speed cameras will also have warning signage before and after the vehicle. This, along with fixed signs across the network, is intended to raise driver awareness that speed enforcement occurs on NSW roads, to reduce speeding more generally across the network.

For Mobile Phone and Seatbelt Detection Cameras, advance warning signage located immediately before the point of enforcement is not used to ensure unpredictability and help achieve compliance across the whole road network.

For both mobile speed cameras and Mobile Phone and Seatbelt Detection Cameras, site-specific details of enforcement will not be published in order to increase unpredictability and help achieve network wide deterrence. Other advisory signage will be used to raise public awareness of these automated enforcement programs, such as the use of permanent signage or Variable Message Signs (VMS) placed across the road network. In addition, the broad areas of enforcement may be made publicly available if it does not compromise the likely deterrent effect, such as the continued publication of the broad locations of mobile speed camera enforcement.

Where automated enforcement is not highly visible, other measures will also be used to ensure the public are aware of the enforcement. This includes public education campaigns; information on the NSW Centre for Road Safety website; media, including social media; as well as warning letter periods prior to infringing drivers.

6.4 Redirecting fine revenue to fund road safety improvements

All money obtained from fines through camera detected speeding, red-light, mobile phone use and seatbelt (when commenced) offences will continue to be invested directly back into road safety through the Community Road Safety Fund (the Fund), as required in legislation. This money directly funds measures in the 2026 Road Safety Action Plan such as road safety infrastructure upgrades, road safety education programs, public education campaigns, additional enforcement by NSW Police and other significant road safety initiatives.

The use and expenditure of the Fund will continue to be included in the annual NSW Road Safety Progress reports. Transport will also work to increase community awareness of the Fund through enhanced information and communication outlining where the funds are invested throughout the year.

6.5 Ongoing community research

Regular research with the NSW community about their attitudes and behaviours toward automated enforcement is conducted by Transport. Findings show high support for camera enforcement, with 63 per cent up to almost 80 per cent of a representative sample of NSW residents supporting the different camera types²⁹, and almost two thirds (65 per cent) of respondents agreeing that using existing cameras to enforce other road rule offences would help to improve road safety³⁰.

Research among the community will continue as part of this Strategy. These attitudes and behaviours are important to understand in order to direct communications with the public and help inform decisions around any new or expanded technologies or other behavioural measures.

6.6 Continued community input

Each year on average, almost 1,000 nominations for speed cameras are received through the Safer Roads website³¹. The NSW Centre for Road Safety will continue to accept nominations from the public for speed camera locations and consider expanding this to automated enforcement that detects other behaviours where relevant. All nominations will continue to be reviewed against the selection criteria.

6.7 Public education campaigns

Enforcement works best in combination with public education to achieve maximum road safety results. Educating road users about the risks of unsafe driving behaviours and informing them about enforcement, gives road users the opportunity to modify their behaviour, and in turn fewer are infringed for unlawful driving behaviours.

The NSW Centre for Road Safety will continue to develop public education campaigns on the road safety issues being addressed via automated enforcement and encourage safer behaviour by road users. All campaigns will follow requirements of the *Government Advertising Act 2011*, as well as associated regulations and guidelines.

Extensive public education will also be used to ensure the community is aware of any new or expanded automated enforcement, being used across NSW – particularly if any additional road rules will be enforced.

7 Action Area – Ensuring fair enforcement

7.1 Automated enforcement policies

There are a range of ways in which automated enforcement in NSW is managed and monitored to ensure it is fair for road users, and this will continue. Measures to ensure fairness will include the following, with specific, detailed policies developed where relevant:

- **Placement of enforcement locations** – selection of enforcement locations will use the criteria outlined in Section 5 of this Strategy. This includes consideration of the location of other automated enforcement that address the same behaviour, to ensure they are located at a fair distance and motorists are not penalised repeatedly for the same occasion of offending.
- **Multiple penalties from one camera/ technology** – individual cameras that enforce multiple behaviours present the potential for a motorist to lose their licence from one occasion. This will be assessed as part of the ongoing monitoring of enforcement programs, to determine if further consideration of the impact of this is required.
- **Enforcement in warning mode** – any new enforcement program deployed will remain in warning mode for a period. This means motorists who are detected by the camera are sent a letter warning them about the enforcement, rather than a fine. This gives motorists time to modify their behaviour before they are penalised. Motorists who display extreme behaviours, such as excessive speeding, will continue to be penalised.
- **Images of offence on infringement notice** – research has shown that the greatest factor in a motorist considering a penalty to be fair, and more willing to pay a fine is to include a photographic image on the notice, which captures them doing the wrong thing³². This is viewed as proof that the technology can be trusted and therefore a fair penalty. It is currently possible to view a photograph of the offence on the Revenue NSW website. Transport will work with Revenue NSW to determine the suitability of including offence images on infringement notices, including reviewing additional research, assessing privacy implications and thoroughly testing the technology.
- **Electronic delivery of infringement notices** – Deterrence Theory suggests that the swifter the penalty, the more effective it is in deterring the behaviour³³. The electronic delivery of an infringement notice, or an electronic notification that the motorist will receive one, shortens the time between committing a driving offence and receiving a penalty. Transport will work with Revenue NSW and Service NSW to expand the electronic delivery of fines and notifications, for broader implementation.
- **Accurate camera technology and systems** – as is currently the case, all cameras, technology and measurement systems will be checked frequently – consistent with legislation. Fines will only be issued where it can be proven a behaviour occurred, taking into account the limits of measurement error of the device.
- **Motorist ability to review penalty** – road users who receive a fine will continue to be able to challenge the penalty and have it reviewed if they believe it to be false, by requesting a review of the penalty through Service NSW or Revenue NSW. Transport will work with both Revenue NSW and Service NSW to appraise the current process to ensure it is straightforward and transparent.

- **Measures to assist those disadvantaged**
 - existing measures to help motorists who receive an infringement and may have difficulty paying the fine will remain in place. These include the ability to have the penalty reviewed, and where eligible, payment plans or orders to complete unpaid work, courses or treatments in place of payment.

7.2 Legislative frameworks

For any new or improved automated enforcement that is proposed, legislation will be reviewed to ensure the appropriate frameworks are in place.

Legislation should be an option to support industry innovation, where there is a demonstrated road safety need. For example, for camera-based detection of mobile phone use offences, legislation was amended to enable cameras (that met robust standards) to be approved and used to detect mobile phone use offences before the enforcement technology was fully available. This sent a strong signal to industry that NSW was open to developing a solution in partnership to tackle illegal use of mobile phones while driving. The specific device was approved under the legislation, but only once the technology and systems were developed and successfully tested.

Before any new automated enforcement becomes operational, policy, privacy and governance measures, including risk management and data protection, should also be in place to support the program. This ensures the consistency and security of enforcement and builds further trust in the enforcement.

8 Action Area – Evaluating the Automated Enforcement Strategy

A core stage in any strategy is evaluation; to determine if it is successful in achieving its aims and identify ways in which it can be improved. Evaluation, performance monitoring and subsequent review of the Strategy are therefore key to ensuring its success and ongoing improvement.

8.1 Evaluation of the Strategy

An independent evaluation of the Strategy and its enforcement programs will be undertaken. This will consider whether the Strategy and its enforcement programs have been implemented as planned, how well the Strategy is working, whether it is achieving its aims, and what impact it is having on road safety. It will also consider the impact of automated enforcement on the court system. The results of the evaluation will be used to guide the future shape of the Strategy.

8.2 Monitoring the performance of automated enforcement programs

In line with the Auditor General's recommendation, Transport will continue to monitor the effectiveness of individual camera programs and make this information publicly available—in replacement of its annual review of speed camera programs.

8.3 Review of the Strategy

This Strategy will be reviewed in 2026, to determine if it remains suitable for use. A recommendation will be made on whether the Strategy should continue to exist in its current form; remain with some modifications; or be replaced in full.

9 Summary of actions

The actions to be delivered by the Strategy for road safety are outlined below. Some actions will be ongoing to ensure continuous improvement in automated enforcement throughout the life of the Strategy.

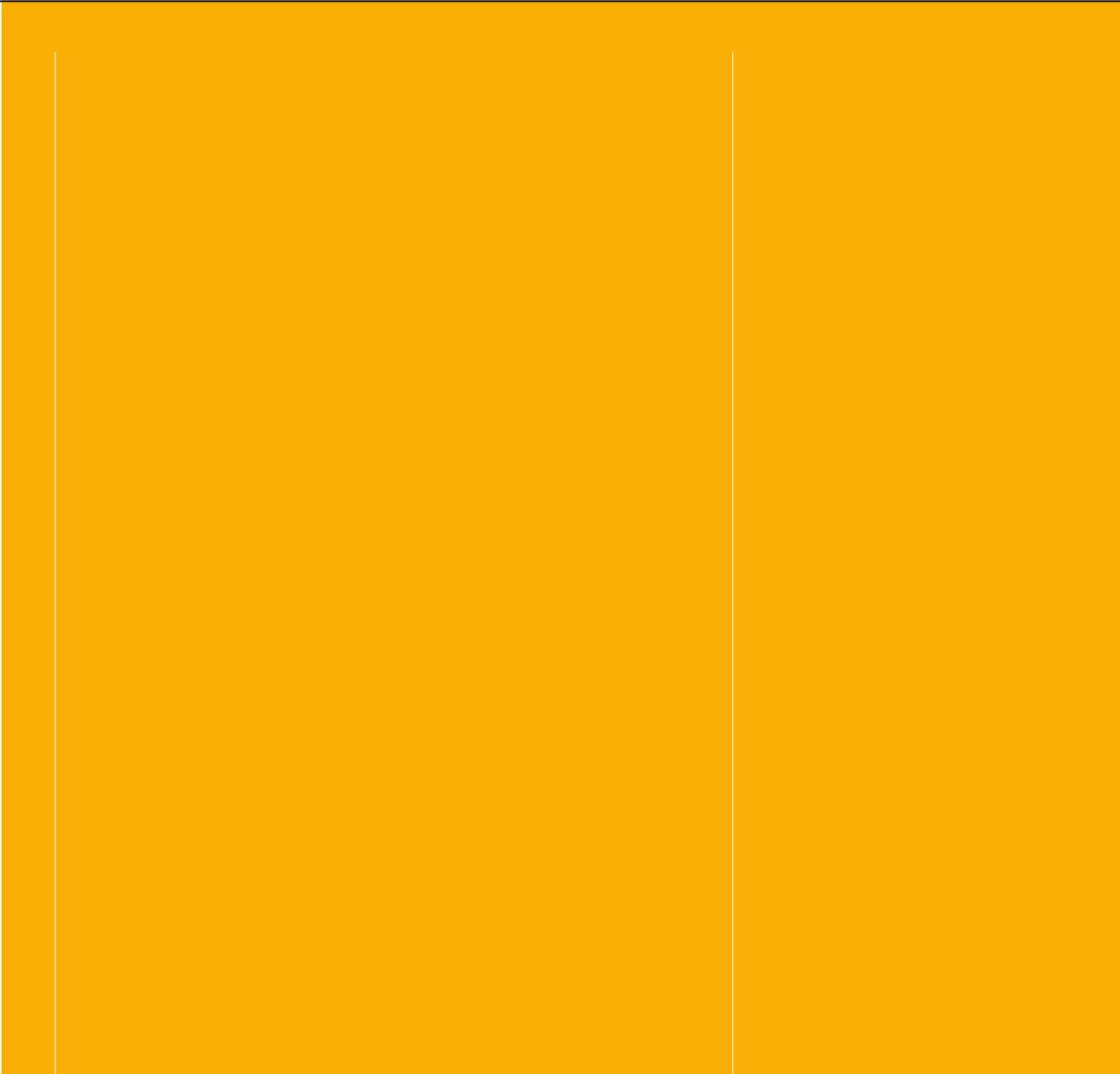
Table 1. NSW Automated Enforcement Strategy - key areas and actions

Key Area	Actions
Automated enforcement solutions	<ul style="list-style-type: none"> Actively explore new and improved automated enforcement solutions considering: <ul style="list-style-type: none"> Enhancement of existing technology and policies; Expansion of the capabilities of existing enforcement technology to detect additional risky behaviours; and Innovation, including seeking out new solutions.
	<ul style="list-style-type: none"> Establish an expert advisory group to provide advice on automated enforcement developments.
	<ul style="list-style-type: none"> Identify and implement the most appropriate solution for speed enforcement in road work zones.
Enforcement locations	<ul style="list-style-type: none"> Use the criteria outlined in this Strategy for selecting locations for automated enforcement, and make this publicly available.
	<ul style="list-style-type: none"> Continue to allow the community to nominate locations for speed and red-light cameras, along with road network managers (including local councils) and NSW Police for all camera types.
	<ul style="list-style-type: none"> Integrate automated enforcement into road planning and design, and upgrades of key routes.
Communication and education	<ul style="list-style-type: none"> Engage the community to increase understanding of, and support for, the different ways automated enforcement is used in NSW to improve safety, to foster greater support and acceptance.
	<ul style="list-style-type: none"> Increase community awareness of the Community Road Safety Fund through enhanced information and communication, outlining where the funds are invested throughout the year.
	<ul style="list-style-type: none"> Continue to publish the locations of site and route based automated enforcement designed to address high risk locations, as well as the broad locations of mobile speed camera enforcement.
	<ul style="list-style-type: none"> Consider extending public nominations for locations for automated enforcement, beyond speed and red-light cameras.
	<ul style="list-style-type: none"> Develop public education campaigns to support any new, expanded or enhanced automated enforcement.

Key Area	Actions
Ensuring fair enforcement	<ul style="list-style-type: none"> <li data-bbox="655 495 1337 555">• Explore additional positive rewards or reminders for motorists to help motivate and reinforce safe road behaviours. <li data-bbox="655 562 1337 645">• Review existing penalty related policies and develop new policies where relevant, to ensure fair and transparent enforcement processes. <li data-bbox="655 651 1337 712">• Work with Revenue NSW to determine the suitability of including the relevant offence image on infringement notices. <li data-bbox="655 719 1337 801">• Work with Revenue NSW and Service NSW to expand the electronic delivery of infringements, and notifications of infringements, for broader implementation. <li data-bbox="655 808 1337 891">• Work with Revenue NSW and Service NSW to appraise the current process for requesting a review of an infringement to ensure it is straightforward and transparent.
Research and evaluation	<ul style="list-style-type: none"> <li data-bbox="655 904 1337 965">• Continue to monitor community attitudes toward automated enforcement. <li data-bbox="655 972 1337 1032">• Complete an evaluation of the Strategy and its enforcement programs. <li data-bbox="655 1039 1337 1090">• Continue to monitor the effectiveness of individual camera programs and make this information publicly available.

Endnotes

- 1 Kantar Colmar Brunton (2021) December results. Community Satisfaction with Camera Enforcement. Unpublished report for Transport for NSW
- 2 Ipsos Public Affairs (2021). 2026 Road Safety Action Plan: Community Attitudes. Prepared for the Centre for Road Safety, Transport for NSW
- 3 NSW Centre for Road Safety crash data, three year period 2019-2021, provisional fatalities for 2021, preliminary serious injuries for the period July 2019-June 2021
- 4 Based on the Inclusive Willingness to Pay methodology. Willingness to Pay values represent the amount people are willing to pay to avoid road death or serious injury. Inclusive Willingness to Pay represents the Willingness to Pay costs as well as the cost to society due to the crash such as vehicle, emergency and other costs. The methodology is in accordance with 'Transport for NSW Economic Parameter Values' June 2020, NSW Government, Transport for NSW.
- 5 NSW Centre for Road Safety crash data, three year period 2018-2020
- 6 NSW Centre for Road Safety crash data, three year period 2018-2020, includes only serious injuries that have been matched to police records.
- 7 NSW Centre for Road Safety crash data, three year period 2018-2020
- 8 Davey, J. D. & Freeman, J. E. (2010). Improving road safety through deterrence-based initiatives: a review of research. Sultan Qaboos University Medical Journal
- 9 Soole, David, Watson, Barry, & Fleiter, Judy (2014) A review of international speed enforcement policies and practices: Evidence-based recommendations for best practice. In Landry, S, Stanton, N, Vallicelli, A, & DiBucchianico, G (Eds.) Advances in Human Aspects of Transportation, Part I: Proceedings of the 5th International Conference on Applied Human Factors and Ergonomics, AHFE 2014. AHFE International, Poland, pp. 553-566
- 10 Cameron M. H. (2015) The role and strategies for traffic policing in road safety, Submission to Inquiry into the methods employed by WA Police to evaluate performance, Community Development and Justice Standing Committee, Parliament of Western Australia
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- 14 Mobile speed camera operations in other Australian jurisdictions: Research Report (2020). <https://roadsafety.transport.nsw.gov.au/downloads/msc-better-practice-review-research-report.pdf>
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- 16 New South Wales Auditor-General's Report (2011) Performance Audit. Improving Road Safety: Speed Cameras. Roads and Traffic Authority
- 17 <https://www.parifex.com/en/>; <https://redflex.com/solution/halo/>;
- 18 <https://www.jenoptik.com/products/road-safety/>
- 19 <https://redflex.com/solution/halo/>
- 20 <https://www.jenoptik.com/products/road-safety/speed-enforcement>
- 21 <https://redflex.com/solutions/lane-enforcement>; <https://roadsafetygb.org.uk/news/camera-enforcement-of-red-x-offences-begins/>
- 22 <https://www.antai.gouv.fr/controle-automatise?lang=en>
- 23 <https://www.transport.nsw.gov.au/industry/nsw-movement-and-place-framework>
- 24 Speed Camera Programs: 2020 Annual Review. Transport for NSW, Centre for Road Safety. <https://roadsafety.transport.nsw.gov.au/downloads/2020-speed-camera-review.pdf>
- 25 Transport for NSW's internal data systems for Mobile Phone Detection Cameras.
- 26 Based on the COM-B model of behaviour change, and the Behaviour Change Wheel.
- 27 The behavioural economics model 'Hyperbolic discounting'.
- 28 Stephan, K., Stephens, A., & Newstead, S. (2019) Modelling the Potential Trauma Reductions of Automated Mobile Phone Enforcement in NSW: Final Report. MUARC.
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- 30 Ipsos Public Affairs (2021). 2026 Road Safety Action Plan: Community Attitudes. Prepared for the Centre for Road Safety, Transport for NSW.
- 31 Transport for NSW data on Speed Camera Nominations via the Safer Roads website, three year average 2018-2020.
- 32 Testing customer perceptions and behaviour of new fines. August 2020. Unpublished report for the NSW Government
- 33 Davey, J. D. & Freeman, J. E. (2010). *Improving road safety through deterrence-based initiatives: a review of research*. Sultan Qaboos University Medical Journal



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Suggest a location for a speed camera

You can use this page to nominate a location where you think a speed camera should be in NSW. Follow the three easy steps below to have your say. You will need to complete all three steps for your nomination to be submitted. Once submitted, road safety experts will review your comments.

The information you provide, together with crash data and other road safety information will help to prioritise future locations for speed cameras in NSW. The Centre for Road safety will not respond to every submission. More information about automated enforcement cameras is available on the [Centre for Road Safety](#) website.



* indicates a mandatory field

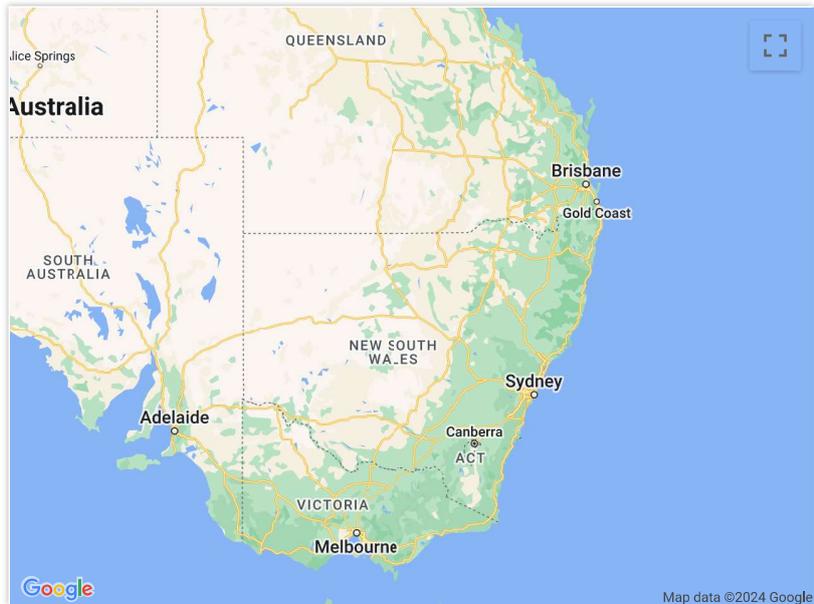
Step 1 Identify location

[Google maps help](#)

Please enter your suggested location by street, suburb, postcode or city. Once the point is shown on the map, you can drag it to adjust its position.

Enter the location here... *

[Show Location on Map](#)



Your pinpointed location is:

Step 2 Reason for suggesting location

Please provide a brief summary of the reason(s) for suggesting this location *

Number of characters left: 500

Step 3 Your details

Thank you for your suggestion. Your comments will help by providing an ongoing source of information to help identify and prioritise locations for speed camera enforcement. In most cases, you won't be contacted. If more information is required, you will be contacted using the details you have provided.

Please provide your contact details below.

First Name *

Last Name *

Email Address *

Confirm Email Address *

Of the numbers 43, twelve or 5, which is the highest? *

I have read and agree to the [Terms of Use](#) of this site *

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Submit >



Ref No.: 068258.2024
Contact: Deborah Cuthbertson
Ph: 8711 7777
Date: 13 March 2024

The Hon. John Graham MLC
Minister for Roads
Parliament House
Macquarie Street
SYDNEY NSW 2001

By Email: Office@graham.minister.nsw.gov.au

Dear Minister Graham *John,*

Re: Request for Establishment of a Road Safety Summit to be held in Liverpool

At its meeting on 28 February 2024, Council resolved that I write to you to request that a road safety summit be held in Liverpool to discuss options to minimise increasing roads crashes and speeding in the Local Government Area (LGA).

At the meeting, Ms Angelina Kauffman, the mother of two siblings who were involved in a fatal crash on Sadleir Avenue, Sadleir, late last year, addressed the Council with a strong representation for strategies to be implemented to address the increasing fatality crashes in the Liverpool LGA.

Council notes that in the last six months, there have been six fatality crashes in the Liverpool LGA, and that the LGA is experiencing serious crashes among the top ten worst LGA's in the Sydney metropolitan area.

Council also considered minutes of the Liverpool Traffic Committee Meeting held on 31 January 2024 relating to road crashes, anti-social driving behaviour and speeding. The minutes identify the need for a roundtable discussion with stakeholders including Transport for NSW (TfNSW) and Police representatives to address these road safety concerns.

Council continually prepares and implements local road safety improvements and applies for Federal Blackspot grants to improve identified blackspot locations in the LGA, however this has not resulted in overall reductions in speeding, driving without a license, and anti-social driving behaviour. Hence, Council requests that TfNSW lead a road safety summit in Liverpool including representatives from Council and the Police to discuss options to minimise increasing road crashes and speeding in the Local Government Area (LGA).

Council would appreciate a response with advice on when the requested road safety summit could be held. Should you require any further information on this matter, please contact my office on 8711 7777.

Yours sincerely

John Ajaka
Hon John Ajaka
Chief Executive Officer



Customer Service Centre Ground floor, 33 Moore Street, Liverpool NSW 2170
All correspondence to Locked Bag 7064 Liverpool BC NSW 1871
Call Centre 1300 36 2170 **Email** lcc@liverpool.nsw.gov.au
Web www.liverpool.nsw.gov.au **NRS** 13 36 77 **ABN** 84 181 182 471

PLAN 07	Planning Proposal to amend the Liverpool Local Environmental Plan 2008 at 146 Newbridge Road Moorebank - Georges Cove Village
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Strategic Objective	Liveable, Sustainable, Resilient Deliver effective and efficient planning and high-quality design to provide best outcomes for a growing city
File Ref	107145.2024
Report By	Stephen Peterson - Senior Strategic Planner
Approved By	Mark Hannan - Acting Director Planning & Compliance

EXECUTIVE SUMMARY

In October 2017, Council received a Planning Proposal from EMM Consulting Pty Ltd on behalf of Tanlane Pty Ltd for 146 Newbridge Road, Moorebank (Lot 1 DP 1246745). At the time of lodgment, the subject site was zoned B6 Enterprise Corridor and the Planning Proposal sought to amend the *Liverpool Local Environmental Plan 2008* (LLEP 2008) by way of the inclusion of an additional Schedule 1 (Additional Permitted Uses) Clause to:

- Permit the land uses of a 'child care centre', 'seniors housing' and 'health care facility';
- Increase the Height of Buildings (HOB) from 15m to 30m; and
- Increase the Floor Space Ratio (FSR) from 0.75:1 to 2:1.

This would have enabled a stepped shop top housing development of between five (5) to nine (9) storeys in height.

The Planning Proposal was referred to the Liverpool Local Planning Panel on 29 June 2020 and to the Ordinary Meeting of Council on 30 September 2020. The Planning Proposal (Amendment 87) was then forwarded in November 2020 to the former Department of Planning and Environment (now known as NSW Department of Planning, Housing and Infrastructure (DPHI)).

In December 2020, the DPHI provided a letter to Council (**Attachment 2**), outlining that Council was to resubmit the subject Planning Proposal, and others within the Moorebank East Precinct, upon completion of the Georges River Regional Flood Study, due to unresolved NSW Government Agency concerns regarding flooding and evacuation.

In March 2022, the Georges River Regional Flood Evacuation Study was completed.

In April 2023, Council staff held a meeting with the DPHI regarding the subject Planning Proposal and others lodged for the Moorebank East Precinct.

In May 2023, the DPHI provided advice to Council with requirements to be addressed for Planning Proposals within the Precinct. In this regard, Council received amended documentation in October 2023. A copy the amended Planning Proposal Justification Report is provided in **Attachment 1**.

The Planning Proposal has been amended by the Proponent, and in its current form, seeks to amend the Liverpool LEP 2008 by way of a new Schedule 1 (Additional permitted use) Clause to permit retail premises with a maximum Gross Floor Area of 4,000m². The Planning Proposal further nominates that the proposed retail premises, with a Gross Floor Area of 4,000m², is for the purpose of a 'supermarket'.

Under the LLEP 2008, the land use of a 'supermarket' falls under the initial term of a 'shop'. A 'shop' falls under the term of 'retail premises'. Furthermore, 'retail premises' falls under the parent term of a 'commercial premises'.

The LLEP 2008 already includes a Schedule 1 Clause (clause 35) permitting a 'commercial premises' land use on the subject site, however Clause 7.23 (which applies to the subject site) limits the Gross Floor Area for each 'retail premises' on the site to a maximum of 1,600 m². As the Planning Proposal seeks a 'shop' (Supermarket) with a Gross Floor Area of 4,000m², the Planning Proposal is required.

In addition, the LLEP 2008 Clause 4.6 (Exceptions to development standards) does not enable a variation of Clause 7.23 of LLEP 2008, i.e. the Consent Authority cannot consider a variation for a retail premises on the subject site having a Gross Floor Area greater than 1,600m².

As the land use of a 'commercial premises' (of which a supermarket falls under), is already permissible on the subject site, it is recommended that the Proponent update the Planning Proposal Justification Report prior to Gateway seeking to amend Part 7, Division 2 of the LLEP 2008 to permit the land use of a 'Shop' with a maximum Gross Floor Area of 4,000m² on the subject site.

The Proposal no longer includes residential development, and also contains updated justification in relation to flood impacts and flood mitigation. Following a Council staff assessment of the updated information provided, it is considered that the Planning Proposal has sufficient strategic and site-specific merit to proceed to the DPHI for a Gateway determination.

The Proposal, including flooding and vehicular access, will be further discussed with the relevant NSW Government Agencies once Gateway is issued. It is recommended that Council endorses the Planning Proposal to proceed for Gateway determination.

Should a Gateway determination be issued by the DPHI, it is recommended that an amended site-specific Development Control Plan (DCP) be prepared to support the Planning Proposal. The draft DCP amendment would need to be endorsed “in principle” by Council prior to the exhibition of the entire Planning Proposal package.

RECOMMENDATION

That Council:

1. Endorses “in principle” the amended Planning Proposal for 146 Newbridge Road, Moorebank (Lot 1 DP 1246745) to amend Part 7, Division 2 of the *Liverpool Local Environmental Plan 2008* to permit the land use of a ‘Shop’ with a maximum Gross Floor Area of 4,000m²;
2. Requests the Proponent updates the Planning Proposal Justification Report, in-line with Recommendation 1 of this Resolution, prior to forwarding the Planning Proposal to the Department of Planning, Housing and Infrastructure for a Gateway determination;
3. Delegates to the CEO authority to make any minor amendments to the Planning Proposal if required;
4. Upon receiving an amended Planning Proposal Justification Report from the Proponent, forwards the Planning Proposal to the Department of Planning, Housing and Infrastructure pursuant to Section 3.34 of the *Environmental Planning and Assessment Act 1979* for a Gateway determination;
5. Subject to Gateway determination, prepares a site-specific Development Control Plan (DCP) and undertakes community consultation for the Planning Proposal and site-specific DCP in accordance with the conditions of the Gateway determination and the Liverpool Community Participation Plan 2022; and
6. Receives a further Report on the outcomes of public exhibition and community consultation.

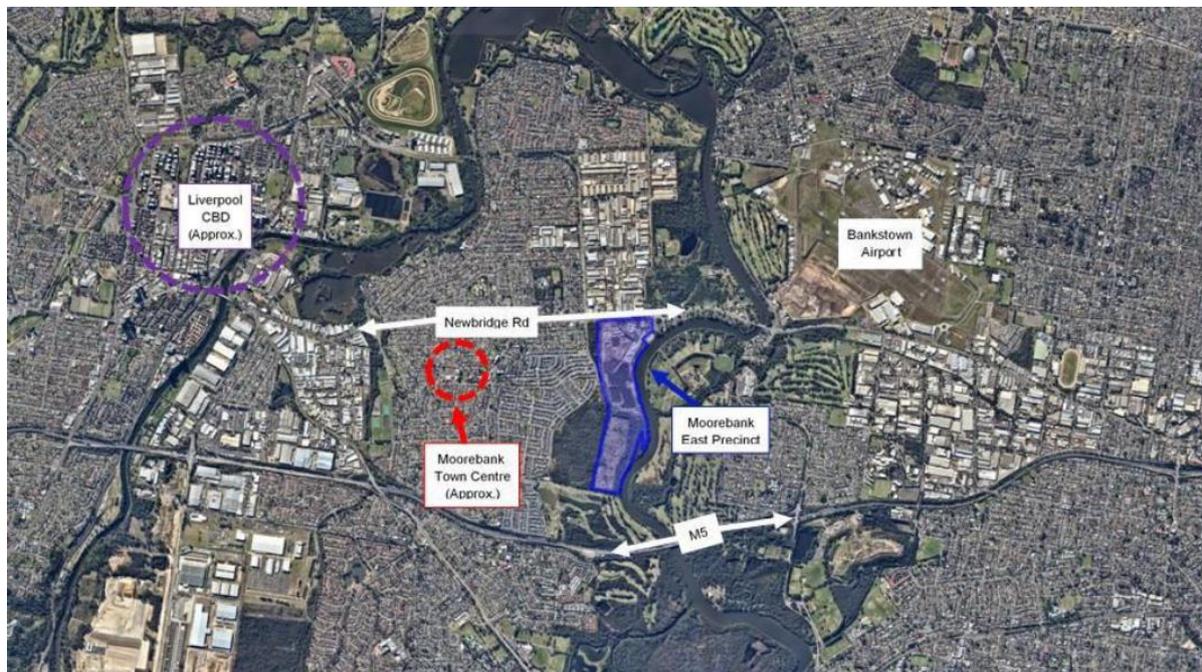
REPORT**Moorebank East Precinct**

Figure 1 - Context map of the subject precinct (Source Nearthmap)

The Moorebank East Precinct is a collection of sites that are largely undeveloped and located along the western bank of the Georges River on the eastern border of the Liverpool LGA. The precinct is bounded by the Georges River to the east, Brighton Lakes Golf Club to the south, Wurrungwuri Reserve to the west and Newbridge Road to the north.

The Site and Locality

The subject site is known as 146 Newbridge Road Moorebank and is shown in figure 2 below. The site is approximately 17,226m² in area and fronts the southern side of Newbridge Road of which traffic flows towards the Liverpool CBD. The subject site is approximately 3.65km east of Liverpool CBD and 4km east of Liverpool railway station. The nearest bus stop is located on Newbridge Road (adjacent to the subject site) and is serviced by the M90 bus route.



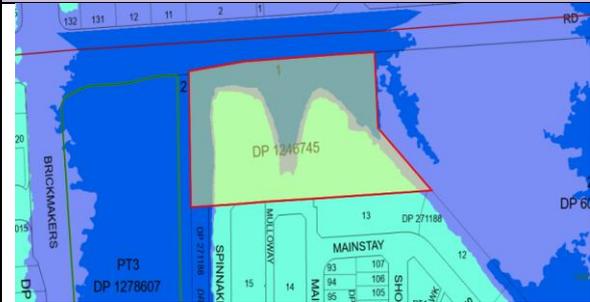
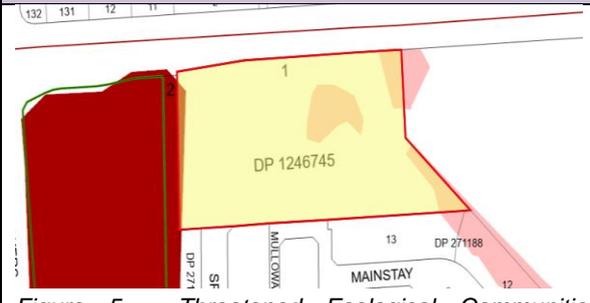
Figure 2 - Aerial view of the Moorebank East precinct and the subject site outlined in red (Source: Nearmap)

Surrounding the subject site are the following neighbouring sites:

- **North:** Newbridge Road, Moorebank. The road is a major arterial road under the care and control of Transport for NSW.
- **South (immediate):** Lot 2 (Georges Cove) of 146 Newbridge Road which is currently under construction to deliver approximately 179 dwellings within a community titled development;
- **South (further):** Lot 3 (Georges Cove Marina). The Marina is currently under development and a Planning Proposal is under assessment to facilitate approximately 4x eight storey residential flat buildings for a total of approximately 319 apartments and 21x 3 storey terraces. Further south is the EQ Riverside-Concrete Crushers site which benefits from previous heavy industrial use and is subject to a Council initiated Planning Proposal to rezone part of the site to E4-General Industrial;
- **East:** The Georges River, Previous Flower Power site (Subject to Planning Proposal RZ-4/2017) and Canterbury-Bankstown LGA;
- **West:** Council's Wurrungwuri Reserve, Brickmakers Drive and Georges Fair residential area.

The subject property is under the single ownership of Tanlane Pty Ltd. It contained a former sand mining operation by Benedict Sands, which has reached the end of its life cycle. Works at the subject site have occurred from early to mid-2020, including the demolition of a dilapidated dwelling fronting Newbridge Road, earthworks including significant cut and large scale tree removal. The subject site has the following environmental constraints as per Table 1 below:

Table 1 - Summary of Environmental Constraints

Flooding	Bushfire
 <p data-bbox="193 685 783 719"><i>Figure 3 - Flood mapping of site. Source: Geocortex</i></p> <p data-bbox="193 757 783 943">The site is affected by flooding from the Georges River, is within the flood planning area and the site is categorised as part low, part medium and part high flood risk, i.e. 1 in 100 and Probable Maximum Flood.</p>	 <p data-bbox="804 685 1401 719"><i>Figure 4 - Bushfire mapping of site. Source: Geocortex</i></p> <p data-bbox="804 757 1401 943">The subject site is partially identified as Bushfire Prone Land mainly on the western side. The majority of the site highlighted yellow identifies vegetation buffer of 30m and 100m.</p>
Threatened Ecological Communities	Biodiversity
 <p data-bbox="193 1328 783 1361"><i>Figure 5 - Threatened Ecological Communities mapping of site. Source: Geocortex</i></p> <p data-bbox="193 1400 783 1525">The western boundary of the site contains Endangered Threatened Ecological Communities (BC Act).</p>	 <p data-bbox="804 1328 1401 1361"><i>Figure 6 - Biodiversity mapping of site. Source: Geocortex</i></p> <p data-bbox="804 1400 1401 1630">The site is mapped as containing Forest Red Gum - Rough-barked apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion (Light red) and unclassified (grey).</p>
Contamination	
<p data-bbox="193 1668 1401 1977">The subject site is identified as being contaminated due to previous uses of the site including sand extraction via dredging and dry extraction methods on the site since 1993. Lot 3 is subject of an approved Marina development. The Marina development application was approved with various Environmental Impact Assessments, Site Audit Reports and statements, and remediation strategies and Action Plans. This report concluded that the site is contaminated as per the EP&A Act 1979 definition, however the subject allotment can be remediated to be suitable to accommodate the Marina development as well as high density residential uses with minimal opportunities for soil access.</p>	

Background

Existing Voluntary Planning Agreement (VPA)

The subject site previously was one allotment known as 146 Newbridge Road, Moorebank. 146 Newbridge Road Moorebank is currently subdivided into 3 allotments with the subject allotment known as Lot 1.

A VPA (Council reference: VPA-11) was entered into on 11 June 2008 which applies to all 3 lots which form 146 Newbridge Road Moorebank. Of note, the VPA restricts the total Gross Floor Area of Lot 1 (Subject site) only to 11,500m².

Previous public exhibition of Planning Proposal

At its meeting on 27 July 2020, Council resolved to exhibit all Planning Proposals that have been lodged within Moorebank (excluding the Site C Marina, as it had already been supported by Council) in accordance with Council's Community Participation Plan. The exhibition period concluded on 10 September 2020 with two submissions being received, including one objection.

Previous Planning Proposal sought amendments

In 2017, the Planning Proposal sought to amend LLEP 2008 by way of the inclusion of an additional Schedule 1 (Additional Permitted Uses) clause to permit the land uses of a 'child care centre', 'seniors housing' and 'health care facility', increase the height of buildings (HOB) from 15m to 30m and to increase the floor space ratio (FSR) from 0.75:1 to 2:1.

In 2020 the proposal was amended and sought to amend the FSR from 0.75:1 to 1.88:1 and to increase the HOB from 15 metres to 25 metres. The proposal further sought to amend Schedule 1 of the LLEP 2008 to allow the use of a 'health care facility' (medical centre) and a retail premises with a maximum Gross Floor Area (GFA) of 4,200m² on the site only. This would facilitate mixed use development, including 126 residential apartments, neighbourhood retail and commercial facilities, including a medical centre, grocery shops and a gym.

It is noted that all the previous amendments sought at the time of lodgment of the Planning Proposal are no longer being sought.

DPHI Employment Zone Reform

At lodgment in 2017, the subject site was zoned B6 Enterprise Corridor which permitted the land use of 'retail premises' and 'shop top housing'. On 26 April 2023, DPHI introduced Employment Zone Reforms. As part of the reforms, the previous B5 Business Development and B6 Business Enterprise zones were repealed and both became known as E3 Productivity Support zones.

As the new E3 Productivity Support zone comprised of two previous zones, which permitted different land uses, the reforms also introduced area mapping of which in this case land previously zoned B5 Business Development includes reference to 'Area E' and land previously zoned B6 Business Enterprise includes reference to 'Area A' throughout LLEP 2008.

Under the land use zone E3 Productivity Support, the land use of a 'Retail Premises' and 'Shop Top Housing' are no longer permitted with consent. The Liverpool LEP 2008 includes clause 35 under Schedule 1 (Additional Permitted Uses) which continues to permit 'Commercial Premises' in the E3 Productivity Support 'Area A' zone (i.e. the subject site). The land use term of 'Shop' is encompassed by the 'Retail Premises' term, which is under the parent term of a 'Commercial Premises'.

Proposed Amendments to the *Liverpool Local Environmental Plan 2008*

As of October 2023, the Planning Proposal no longer seeks to amend the HOB or FSR development standards and no longer seeks to permit the Additional Permitted Use of shop top housing, child care centre, seniors housing or a health care facility on the subject site.

The Planning Proposal in its current form submitted by the Proponent, seeks to amend Liverpool LEP 2008 by way of a new Schedule 1 (Additional permitted use) clause to permit a retail premises with a maximum Gross Floor Area of 4,000m². The Planning Proposal further nominates that the proposed retail premises, with a Gross Floor Area of 4,000m², is for the purpose of a 'supermarket'.

Council staff note that the land use of a supermarket falls under the LLEP 2008 term of a 'shop'. Under LLEP 2008, a 'shop' falls under the term 'retail premises' and a 'retail premises', falls under the parent term of a 'commercial premises'.

Further, Council staff note that the land use of 'commercial premises' is already permissible on the subject site under LLEP 2008 (Schedule 1 clause 35) however that LLEP 2008 clause 7.23, limits the Gross Floor Area for a 'retail premises' on the subject site to a maximum of 1,600m². Clause 4.6 of LLEP 2008 does not allow Clause 7.23 of LLEP 2008 to be varied as part of development consent.

As demonstrated above, as that the land use of a 'supermarket' is already permissible on the subject site, however is restricted to a maximum Gross Floor Area of 1,600m², the current Planning Proposal request, as recommended by Council staff, seeks to amend LLEP 2008 in the following manner:

- Include an additional clause under Part 7, Division 2 (Additional Local Provisions – Other provisions) to enable development on the site of a 'Shop' (For the purpose of a Supermarket) with a maximum Gross Floor Area of 4,000m².

The Planning Proposal is supported by the following reports and plans:

- Planning Proposal report prepared by EMM Consulting;
- Revised Architectural package prepared by Rothelowman;
- Revised Flood Impact Assessment and Flood Emergency Response Plan by Tooker and Associates;
- Revised Bushfire Constraints Assessment prepared by ABPP;
- Addendum Traffic Impact Assessment Report prepared by EMM;
- Social Impact Assessment Addendum prepared by EMM; and
- Economic Impact Assessment Report prepared by LocationIQ.

These documents are available on Council's Eplanning Portal at the following link:

[\(Liverpool Council Eplanning - RZ-9/2017 - Lot 1 - 146 Newbridge Road Moorebank - Georges Cover Village\)](#)

The architectural plans demonstrate a development comprising a 3-storey building with a ground floor supermarket and parking/loading areas and 2 storeys above comprising parking and light industrial and office uses.

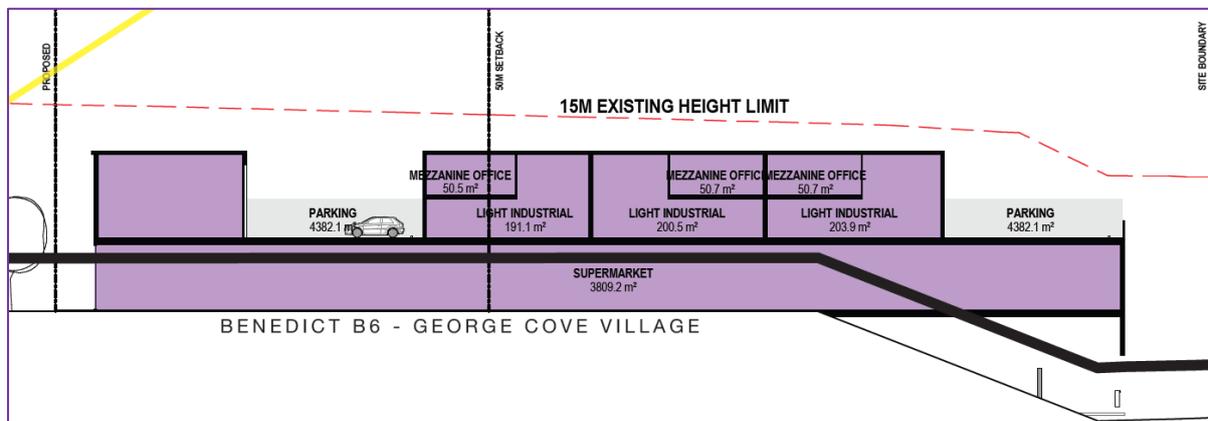


Figure 7 – Side view of proposal looking west (Source: Rothelowman Planning Proposal Design Report)

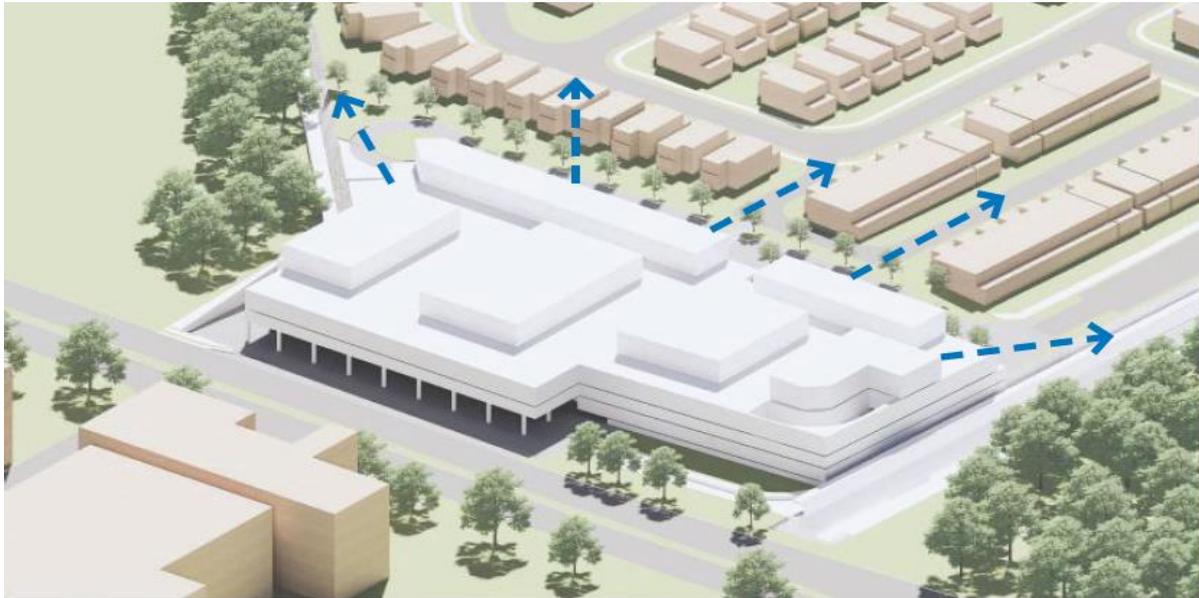


Figure 8 – 3D Aerial view of proposal as viewed from Newbridge Road frontage (Source: Rothelowman Planning Proposal Design Report)



Figure 9 – 3D Aerial view of proposal as viewed from Newbridge Road frontage (Source: Rothelowman Planning Proposal Design Report)

Planning Assessment

Consistency with Strategies and advice of the Liverpool Local Planning Panel

The proposal has been assessed against the Region Plan (Greater Sydney Regional Plan - A Metropolis of Three Cities), District Plan (Western City District Plan) and relevant strategies including Council's adopted Local Strategic Planning Statement (LSPS) and the Liverpool Local Housing Strategy 2020.

The proposal in its previous form (which included retail) was referred in June 2020 to the Liverpool Local Planning Panel (LLPP). The LLPP provided advice to Council that that the Planning Proposal has strategic and site-specific merit and should proceed to a Gateway determination.

The Council meeting report and resolution from the 30 September 2020 meeting (available on Council's Eplanning Portal) provides further comment regarding the Local Planning Panel meeting.

The proposal in its current form continues to demonstrate consistency with the Region Plan and the District Plan including the District Plan planning priority W3 (Providing services and social infrastructure to meet people's changing needs) and W5 (Providing housing supply, choice and affordability, with access to jobs, services and public transport).

The proposal is consistent with the relevant local strategies including Council's adopted Local Strategic Planning Statement (LSPS) and the Liverpool Local Housing Strategy 2020, including Planning Priority 6 of the LSPS – to create high-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth.

The proposal provides the opportunity for a retail premises being a supermarket, to be developed on the site of an adequate size to service the current and future population and visitors of the Moorebank East precinct and vicinity, whilst not impacting upon existing retail, including supermarkets, within the vicinity of the subject site and provides employment opportunities.

Flooding and Evacuation

As per Figure 3 above, Council mapping indicates that the site is affected by flooding from the Georges River, is within the flood planning area and the site is categorized as part low, part medium and part high flood risk, (i.e. 1 in 100 and PMF).

An updated Flood Impact Assessment and Flood Emergency Response Plan report were submitted to Council to support the current form of the Planning Proposal request. The report is made in conjunction with current Council and State agency policies including current Ministerial Directions, DPE draft Shelter in Place Guidelines, current Planning Circulars, 2022

Flood Enquiry Report recommendations and the Georges River Regional Flood Study undertaken in 2022.

The Report states that the 1:100 flood planning level is RL 5.6m ADH and PMF flood level is RL 10.2m AHD.

The report further provides the following levels:

- Ground Level - Loading dock area with a level of RL 2.5m AHD;
- Elevated ground level - Elevated loading dock and open area for extra flood storage with a level of RL 3.4m AHD;
- Level 1 - Retail car parking with a level of RL 7m AHD;
- Level 2 - Supermarket and retail specialty shops with a level of RL 10.2m AHD; and
- Level 3 - Light industrial uses with a level of RL 15.2m AHD.

The Report states that in the case of flooding, the vehicular evacuation route from the site is via roads which are flood free during a 1:100 flood event, being from the DCP collector road (Sprinkler Drive) located to the immediate south of the subject site between subject Lot 1 and Lot 2, to the road bridge known as Promontory Way, and onto Brickmakers Drive providing access to either Newbridge Road or Nuwarra Road.

The Report states that in the case of flooding, the pedestrian evacuation route from the site is via the DCP Road (Sprinkler Drive) into the Mirvac Georges Cove Residences residential area, and via the high level pedestrian bridge leading to Paine Park, and then to flood-free land along Horizon Circuit towards Nuwarra Road.

The report concludes that, *'The proposed E3-zoned retail and light industrial/commercial development proposed in this PP for site A has been designed to exceed the State and Local Government requirements for flood management including considering the recent recommendations for the 2022 Flood Enquiry and revisions to the flood-related State and Council Planning requirements. It also complements the adjacent and recently approved development sites at Georges Cove Marina (site D) and Mirvac Georges Cove Residences (site C). There is sufficient vehicular and pedestrian infrastructure to provide safe flood evacuation. There is also a fall-back emergency, the shelter-in-place option available above PMF flood levels (if required) and additionally, the same option is provided in the approved Georges Cove Marina (site D) and Mirvac Georges Cove Residences (site C) developments'*.

Council assessment note that the Planning Proposal is achievable by implementing necessary flood control measures, however, the site faces substantial challenges with evacuation in the event of a flood.

Access to the proposed supermarket includes, but is not limited to, is via Newbridge Road, which is prone to frequent flooding and subsequent road closures. The Planning Proposal has

relied on the flood evacuation route of the Moorebank Cove residence (Site C), which is through Brickmakers drive.

Further, Council staff note the completed Georges River Flood Evacuation Study undertaken by Molino Stewart, recommends restricting further developments in the Moorebank East area, particularly as the existing infrastructure in the area is unable to provide safe flood evacuation from the proposed rezoning site. It is noted that the Planning Proposal carries the risk of necessitating a substantial boost in government expenditure on both road infrastructure and emergency management services and may contradict with Ministerial Direction 4.1 (Flooding).

Should the proposal be referred to DPHI for a Gateway request, a condition of the Gateway request is expected to involve consultation with the NSW State Emergency Services (SES). Further it is noted that the proposed development of a 'supermarket' is currently permissible on the site and the proposal seeks to increase the Gross Floor Area of the 'supermarket' only. Further it is expected that access to the future supermarket site can be closed in advance of predicted flood events as no residential land use is proposed on the site.

Vehicular Access and Impact upon road network

LDCP 2008 Part 2.10 (Development in Moorebank East) applies to the subject site and includes a collector street (Link Road) as per Figure 11 below (orange) which is partially constructed.



Figure 10 – LDCP 2008 Part 2.10 Link Road outlined in orange providing access from Brickmakers Drive in the West to Davey Robinson Drive to the east (Source: LDCP 2008)

The Planning Proposal includes an Addendum Traffic Impact Assessment report based on the proposed land use of the site. The report proposes vehicular access for the site as follows:

- Newbridge Road – Two vehicular access points are proposed, with one being left in access for light and heavy vehicles, and one being left out for heavy vehicles only. Both provide ingress and egress in a forward direction for vehicles. Light vehicles exit via Sprinkler Avenue.

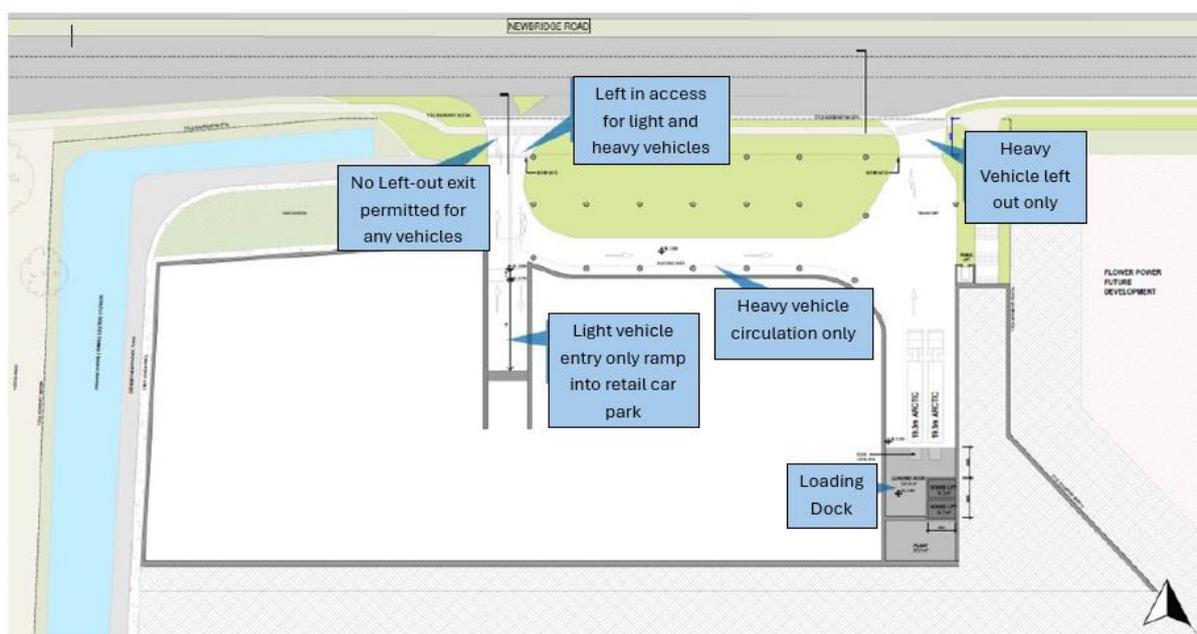


Figure 11 – Newbridge Road proposed light and heavy vehicle entry/exit points. Source: Addendum Traffic Impact Assessment Report prepared by EMM Consulting.

- Sprinkler Drive (LDCP 2008 Collector Road) located to the immediate south of the subject site between subject Lot 1 and Lot 2 – Two vehicular access points with one being entry and exit for the proposed light industrial carpark, and one driveway being in/out for the retail car park. This road provides in/out access to Brickmakers Drive via the road bridge known as Promontory, Way and may in the future provide access to Davey Robinson Drive/Newbridge Road subject to progression of various other Planning Proposals.

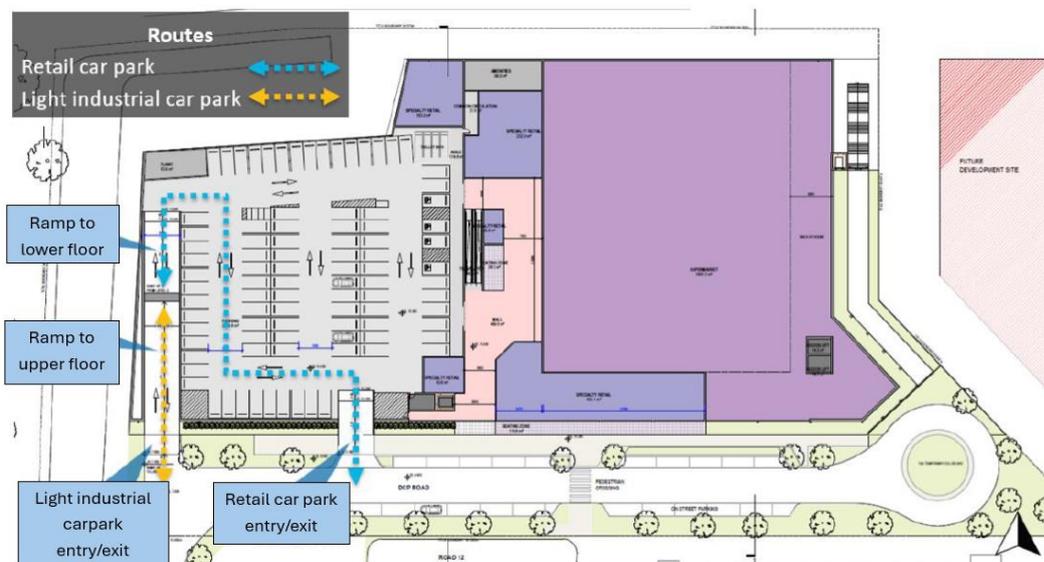


Figure 12 – Sprinkler Avenue proposed entry/exit points. Source: Addendum Traffic Impact Assessment Report prepared by EMM Consulting

Site Specific Development Control Plan (DCP)

Due to multiple Planning Proposals within the Moorebank East precinct and proposed land uses within the precinct, the existing Liverpool DCP 2008, Part 2.10 (Moorebank East Benedict Sands), is required to be updated. It is recommended if a Gateway determination is issued, for the DCP to be amended in consultation with the Proponent to reflect the proposed land use of the site.

The site specific DCP will include design controls such as building design treatments, activation elevations particularly fronting Newbridge Road and the southern access road, integration of vehicles and pedestrians, waste areas, open space, landscaping, tree planting, street and wall art, and any flooding/traffic/vehicular access related controls required.

Next Steps

If Council supports the Planning Proposal request, it will be submitted to DPHI seeking a Gateway determination. It is noted this will be an amended Planning Proposal to seek the proposed Local Provision clause within Part 7, Division 2 of the LLEP 2008, instead of Schedule 1 Additional Permitted Use (as currently proposed within the Proponents Planning Proposal).

Should a Gateway determination be issued by DPHI, it is recommended that the preparation of an amended site specific DCP be undertaken to support the Planning Proposal. The draft DCP amendment will need to be endorsed in principle by Council prior to the exhibition of the entire Planning Proposal package.

Subject to the above, public agency and community consultation can occur in accordance with the Gateway determination and Councils Community Participation Plan.

Following consultation, a further report will be prepared for Council prior to proceeding with the making of any amendment to the LEP and DCP.

Conclusion

It is considered that the Planning Proposal has sufficient strategic and site-specific merit to proceed to DPHI for a Gateway determination. The complex constrains of the site regarding vehicular access, traffic impacts on the road network and flooding can be further discussed and resolved post Gateway with the relevant State Agencies. It is recommended that Council endorses the Planning Proposal to proceed to a Gateway determination.

FINANCIAL IMPLICATIONS

There are no financial implications relating to this recommendation.

CONSIDERATIONS

Economic	Facilitate economic development.
Environment	There are no environmental considerations.
Social	There are no social considerations.
Civic Leadership	There are no civic leadership considerations.
Legislative	Division 3.4 (Environmental Planning Instruments – LEPs) of <i>Environmental Planning and Assessment Act 1979</i>
Risk	The risk is deemed to be Low. If Council does not support the Planning Proposal request, there is a risk that the landowner will seek a review of Council’s decision by the Sydney Western City Planning Panel. The risk is considered within Council’s risk appetite.

ATTACHMENTS

1. Planning Proposal - October 2023 (Under separate cover)
2. DPE Letter to Council – December 2020 (Under separate cover)
3. Request For Information Letter dated June 2023 (Under separate cover)
4. ASIC and Title Search (Under separate cover) **CONFIDENTIAL**

OTHER DOCUMENTS

The following documentation is available on Council's Eplanning Portal at the following link:

[Liverpool Council Eplanning - RZ-9/2017 - Lot 1 - 146 Newbridge Road Moorebank - Georges Cover Village](#)

- A. Local Planning Panel Report and Advice - 29 June 2020
- B. Council Report and Resolution - 30 Sept 2020
- C. Georges Cove Village concept design and architectural statement - October 2023
- D. Flood Impact Assessment and Flood Emergency Response Plan - July 2023
- E. Economic Impact Assessment Report - July 2023
- F. Traffic Impact Assessment Report Addendum - October 2023
- G. Traffic Impact Assessment Report - 9 October 2017
- H. Social Impact Assessment Addendum - July 2023
- I. Social Impact Assessment Report - 13 October 2017
- J. Detailed Site Investigation for DA-24-2017 - March 2016
- K. Remediation Action Plan for DA-24-2017 - May 2017
- L. Ecological Impact Assessment - 14 December 2016
- M. Bushfire Constraints Assessment - 26 July 2023
- N. Georges River Regional Flood Evacuation Study - March 2022
- O. Pre gateway exhibition submissions – August - September 2020

PLAN 08

Re-exhibition of draft VPA 49

Strategic Objective	Visionary, Leading, Responsible Demonstrate a high standard of transparency and accountability through a comprehensive governance framework
File Ref	107172.2024
Report By	Rouzbeh Loghmani - Coordinator Contributions Planning
Approved By	Mark Hannan - Acting Director Planning & Compliance

EXECUTIVE SUMMARY

The purpose of this Report is to seek Council endorsement to re-exhibit the amended draft Planning Agreement (VPA-49) between the Liverpool City Council (Council) and CFT No 13 Pty Limited atf Coombes Family Trust No 13 (Proponent).

The draft Planning Agreement is to enable the determination of an existing State Significant Development Application (SSD-10446) for the construction of a resource recovery centre located at 275 Adams Road, Luddenham.

The State Significant Development Application (SSDA) cannot be determined unless a Contributions Plan or a Planning Agreement is in force. Currently no Contributions Plan applies to the site – 275 Adams Road, Luddenham – and a Planning Agreement must be prepared to enable the assessment and determination of the SSD Application.

The draft VPA-49 was initially exhibited between 21 November 2022 and 19 December 2022 and no submissions were received during this period. Once the public exhibition period was completed however, the Proponent subsequently sought Council support to extend the timing for the adjustment mechanism of monetary contributions under Part 2 of Schedule 1 of the draft VPA-49 from 31 December 2024 to 31 December 2027.

The amended draft Planning Agreement (**Attachment 1**) and the draft Explanatory Notes (**Attachment 2**) must be re-exhibited to incorporate the proposed timing extension.

RECOMMENDATION

That Council:

1. Notes and receives this Report.
2. Endorses the public exhibition of an amended draft Planning Agreement (VPA-49) associated with SSD-10446 at 275 Adams Road, Luddenham and draft Explanatory Notes for a minimum of 28 days in accordance with Section 7.5 of the *Environmental Planning and Assessment Act 1979* and Council's Community Participation Plan.
3. If no objections are received and no amendments are requested by the Proponent during the public exhibition period, delegate to the CEO to execute the draft Planning Agreement in the form that was publicly exhibited.
4. If objections are received during the public exhibition period and/or any further amendments are requested by the Proponent, a further Report be prepared for Council consideration at a future Ordinary Meeting of Council.

REPORT

At the Ordinary Meeting of Council on 16 November 2022, Council endorsed the draft Planning Agreement associated with the State Significant Development Application (SSD-10446) for 275 Adams Road, Luddenham.

The SSDA sought consent for the construction and operation of a resource recovery facility with a capacity to receive and process up to 600,000 tonnes per annum of general solid waste (non-putrescible) for recycling.

The site is situated within the Western Sydney Aerotropolis and the Department of Planning, Housing and Infrastructure (DPHI) is the Consent Authority for the subject SSDA. It is required under Section 66(1)(c) of the *Environmental Planning and Assessment Regulation 2021 (EP&A Regulation)* that a Development Application associated with land within the Aerotropolis Precinct must not be determined unless a Contributions Plan applies to the land.

Currently, the draft Aerotropolis 7.12 Contributions Plan 2023 is with the DPHI for finalisation before referral to the NSW Minister for Planning and Public Spaces, Paul Scully MP, for approval. As such, no Contributions Plan currently applies to the site.

Meanwhile, Section 66(2)(b) of the EP&A Regulation allows for a Planning Agreement to be prepared for the development of land within the Aerotropolis Precinct to enable a Consent Authority to dispense with the requirement for a Contributions Plan and to proceed with the determination of a Development Application.

Accordingly, Council and the Proponent prepared a draft Planning Agreement for the site. The draft Planning Agreement and the draft Explanatory Notes were exhibited for a minimum period of 28 days between 21 November 2022 and 19 December 2022. No submissions were received during this exhibition period.

Following the public exhibition, it was however subsequently identified that a different version of the draft Planning Agreement than the one negotiated and agreed upon between Council and the Proponent was publicly exhibited.

The Proponent has also sought Council support to extend the timing for the adjustment mechanism of monetary contributions under Part 2 of Schedule 1 of the draft VPA-49 from 31 December 2024 to 31 December 2027.

In order to accommodate the proposed timing extension sought by the Proponent, as well as address the administrative error that occurred during the original public exhibition, Council must re-exhibit the draft Planning Agreement (**Attachment 1**) and the draft Explanatory Notes (**Attachment 2**) in accordance with Section 7.5 of the *Environmental Planning and Assessment Act 1979* for a minimum period of 28 days.

FINANCIAL IMPLICATIONS

Council will receive a monetary contribution through either of the following methods:

1. Monetary contributions will be calculated and paid to Council at a rate of 10% of the Capital Investment Value only if the Aerotropolis 7.12 Contributions Plan has not been adopted before 31 December 2027; or
2. Monetary contributions will be calculated and paid to Council at a rate adopted in the final Aerotropolis 7.12 Contributions Plan if the plan is adopted before 31 December 2027.

The collected funds are to be held in a restricted account until such time as the works are scheduled and allocated towards public infrastructure in the Western Sydney Aerotropolis Precincts within the operational plan for delivery.

CONSIDERATIONS

Economic	Further develop a commercial centre that accommodates a variety of employment opportunities. Facilitate economic development.
Environment	Minimise household and commercial waste.

Social	There are no social and cultural considerations.
Civic Leadership	Provide information about Council's services, roles and decision-making processes. Deliver services that are customer focused. Operate a well-developed governance system that demonstrates accountability, transparency and ethical conduct.
Legislative	Environmental Planning and Assessment Act 1979 Environmental Planning and Assessment Regulation 2021
Risk	There is no risk associated with this Report.

ATTACHMENTS

1. 240404 - Draft Planning Agreement-275 Adams Rd Luddenham (Under separate cover)
2. 24.04.04 - Draft Explanatory Notes - 275 Adams Rd Luddenham (Under separate cover)

COM 01	Report back to Council: Illegal Drug Issues in Liverpool
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Strategic Objective	Healthy, Inclusive, Engaging Improve liveability and quality of life for the community by delivering vibrant parks, places and facilities
File Ref	091030.2024
Report By	Jacqueline Newsome - Coordinator Community Development
Approved By	Tina Bono - Director Community & Lifestyle

EXECUTIVE SUMMARY

At its meeting on 27 February 2024 Council resolved to:

- *Direct the CEO to provide a report back to the April Council Meeting 2024, based on how neighbouring Councils contributed to addressing similar situations (drug and anti-social behaviour).*

In response Council officers liaised with several neighbouring councils to understand their activities which aim to address illegal drug issues in their LGA. This report provides details from consultation. It outlines Council's current actions which aim to address drug and alcohol related concerns in Liverpool. Furthermore, the report provides key data and statistics on current trends and the prevalence of drug and alcohol-related crime in Liverpool in comparison to neighbouring Local Government Areas (LGAs).

It should be noted that the management of drug and alcohol-related issues in public spaces is complex and multifaced, requiring a collaborative approach across multiple government and non-government agencies.

RECOMMENDATION

That Council receives and notes this report.

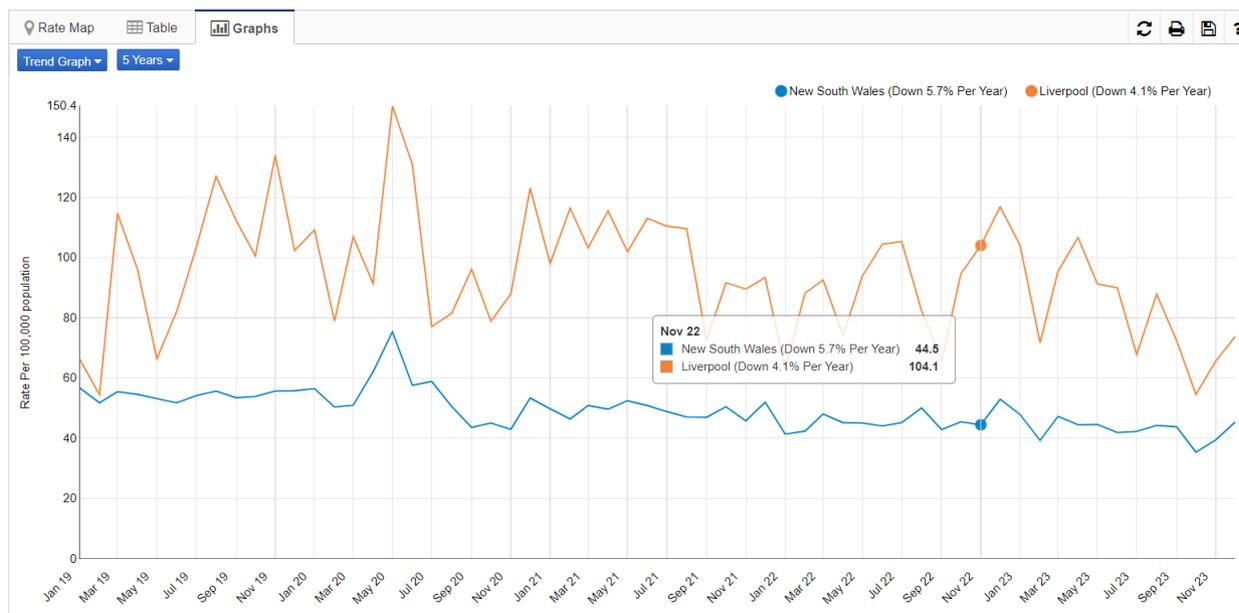
REPORT

Drug and alcohol-related crime data and statistics – Liverpool LGA

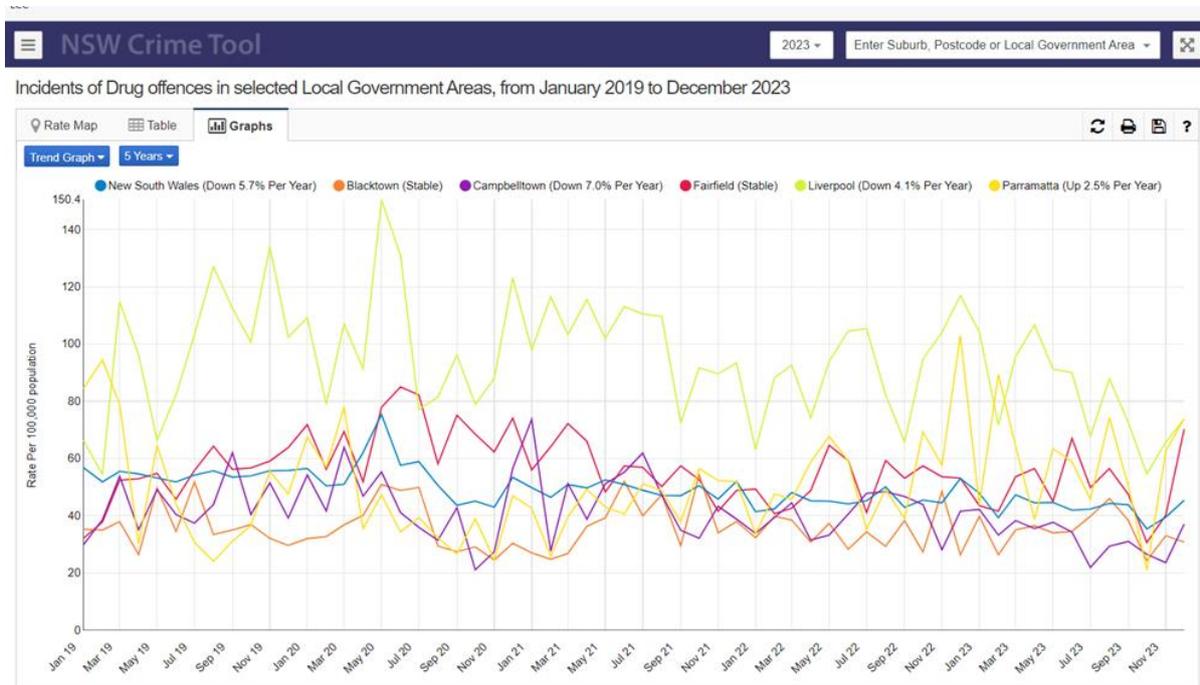
Liverpool has historically been perceived as an LGA with high levels of drug and alcohol-related crime, as well as high levels of crime more broadly. While statistically it is noted that Liverpool does have a higher level of drug and alcohol-related crime when compared to some neighbouring LGAs and New South Wales more broadly, Liverpool has been experiencing a steady downward trend in these incidents over the last five years.

The following table indicates Liverpool incidents of drug offences in comparison to NSW-wide incidents. Over a five-year period, drug offences in Liverpool have seen a 4.1% reduction per year between January 2019 – December 2023, bringing Liverpool significantly closer to the state average.

Incidents of Drug offences in Liverpool Local Government Area, from January 2019 to December 2023



In addition, the Liverpool LGA has seen a greater decline in incidents of drug offences than in neighbouring LGAs Fairfield and Blacktown (both stable over the last five years), while Parramatta has experienced a 2.5% increase in drug offences during the same period, as reflected in the table below.



The steady decline in Liverpool’s drug offences has aligned the number of drug offences in Liverpool with those in Fairfield and Parramatta. This data suggests that while there remains ongoing concern related to drug offences in Liverpool, the number of instances in neighbouring councils is on par with what has been experienced in Liverpool. From this data it can be surmised that the actions and programs being undertaken to address drug and alcohol-related concerns in Liverpool are having similar effect to those in neighbouring LGAs.

Neighbouring council initiatives that address illegal drug issues

Council liaised with several neighbouring councils to understand their activities which aim to address illegal drug issues in their LGA. All councils indicated they work closely with their Community Drug Action Team (CDAT). Each CDAT builds a network with key service providers in their region where they collaborate to develop, design, and deliver activities that positively impact their community. Across NSW, over 50 CDATs deliver targeted harm minimisation and primary prevention activities each year. CDATs provide and distribute evidence-based alcohol and other drug (AOD) information, resources, and links within their communities and provide the opportunity to access AOD information, education, support, and resources.

In working with their CDATs, neighbouring councils of Fairfield, Canterbury-Bankstown and Penrith have delivered the following initiatives:

Council	Initiatives
Fairfield	<p>The Fairfield CDAT delivered the “Leading Stronger and Connected Communities” project, which built capacity, knowledge and confidence of community and faith leaders to work towards prevention of AOD-related harm. The project aimed to challenge the attitudes, beliefs and stigmas associated with AOD use. The project developed an AOD resource toolkit and trained several community workers and faith leaders on its implementation.</p> <p>The project also developed a series of community awareness videos with community and faith leaders sharing the importance of talking about AOD use in the community and breaking down the stigma. The videos were translated into relevant community languages and shared across various channels.</p> <p>Fairfield CDAT engaged with young people from local schools to deliver ‘Fairfield World Cup – Stronger Without’ - a full day event to affect positive behaviour change and healthier decisions in young people in Fairfield, with a particular focus on young men aged 14-18 through a sporting event. The event increased awareness about the harms associated with alcohol and drug use along with a greater understanding of local support services.</p>
Canterbury-Bankstown	<p>The City of Canterbury Bankstown continually works in partnership with local youth organisations to deliver drug and alcohol education to at-risk young people in a suitable manner. There are two CDATs in the City of Canterbury Bankstown: Canterbury Community Drug Action Team and Bankstown Community Drug Action Team (BCDAT).</p> <p>The BCDAT delivered the ‘Preventure’ workshops series, which focussed on motivating teens and young people to understand how personality styles lead to certain emotional and behavioural responses. The workshops are working to increase the capacity of local young people to deal with issues related to AOD use and support emotional wellbeing. These workshops have encouraged behavioural change within the Bankstown community and raised awareness of</p>

	the harms of shisha and other drugs, as well as educating the community on support services.
Penrith	Penrith CDAT formed a collaboration with the skateboarding social enterprise Totem Collective, who work with councils and community services to activate skatepark environments, shining a spotlight on building healthy connected communities. Introducing young people between 8-17yrs, their parents and extended family to fun and exciting pursuits available to them in their local neighbourhood. This project created a safe and engaging space for the supporting services to chat with parents on the importance of supporting their children to understand the harms of drug and alcohol in the family environment.

Liverpool initiatives that address illegal drug issues

Council works closely with the statutory agencies responsible for crime prevention and health, NSW Police and NSW Health, as well as various charities and community organisations delivering awareness, support and harm minimisation programs and services to the community. Together, these agencies are working to develop strategies to build community awareness and deliver prevention initiatives which support the management of drug and alcohol related concerns.

The Liverpool CDAT has recently reconvened after a long hiatus due to COVID-19. This group is a consortium led by Odyssey House NSW and funded by NSW Health. As a member of this consortium, Council works closely with other CDAT members to deliver awareness-raising activities which support a harm minimisation approach to addressing illegal drug issues. These initiatives include:

- Community awareness and education pop up events at key locations across the LGA including Bigge Park and Miller Square.
- Development of a community directory which outlines local AOD services.
- Implementation and management of Alcohol-Free Zones (AFZs).
- Reduced opening hours of some public amenities to curb illicit drug use in these locations (such as those in Bigge Park).
- The use of CCTV and increased security in known locations such as Macquarie Mall to discourage illegal drug use.
- Development of a community education resource which encourages the safe disposal of community sharps (syringes), distributed through local pharmacies, community events and programs, as well as via Council's website.

- Regular discussion of AOD-related concerns at the Liverpool Community Safety and Crime Prevention Advisory Committee and in direct consultation with community organisations, Liverpool City Police Area Command (LPAC) and SWSLHD.
- Working with Liverpool City Police Area Command (LPAC) to conduct safety audits at key locations where known issues exist and to identify locations where Police taskings should be increased to address AOD issues.
- Supporting local AOD services such as Odyssey, Rendu House and Liverpool Drug Health (Jacaranda Clinic) to work across the LGA to provide direct services to AOD users.
- Delivery of community events and programs which encourage greater community engagement with spaces, increase passive observation and reduce instances of illegal drug use in public spaces; and
- Providing funding through the Grants, Donations and Community Sponsorship Program to support local organisations to deliver projects that promote community health and wellbeing, including early intervention and AOD prevention programs.

In addition, Council conducts a Community Safety and Crime Prevention Survey every four years to obtain community feedback on improvements to perceptions of safety in the LGA. This survey informs the development of Liverpool Community Safety and Crime Prevention Strategy (currently under review) which ensures that Council supports initiatives that work to address the concerns of the community, reduce crime and improve community perceptions of safety in Liverpool.

Conclusion

It is acknowledged that neighbouring councils have had some success in addressing AOD-related crime in their LGAs. It should also be acknowledged that Liverpool is undertaking similar strategies to address its own AOD-related crimes in the LGA. In all areas, the management of drug and alcohol-related issues in public spaces requires a collaborative approach across multiple government and non-government agencies.

Council will continue to liaise with neighbouring councils to understand how they have successfully addressed AOD-related crime in their LGAs and consider the implementation of similar programs, tailored to suit the needs of the Liverpool community.

FINANCIAL IMPLICATIONS

There are no financial implications relating to this recommendation.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
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Environment	There are no environmental and sustainability considerations.
Social	Raise awareness in the community about the available services and facilities. Support policies and plans that prevent crime. Support community organisations, groups, and volunteers to deliver coordinated services to the community.
Civic Leadership	There are no civic leadership and governance considerations.
Legislative	There are no legislative considerations relating to this report.
Risk	There is no risk associated with this report.

ATTACHMENTS

Nil

COM 02

**Grants Donations and Community Sponsorship
Report**

Strategic Objective	Healthy, Inclusive, Engaging Promote a harmonious community that celebrates its diversity
File Ref	093801.2024
Report By	Jacqueline Newsome - Coordinator Community Development
Approved By	Tina Bono - Director Community & Lifestyle

EXECUTIVE SUMMARY

Council is committed to building strong and resilient communities in the Liverpool Local Government Area (LGA) and maximising social wellbeing. Council helps achieve these goals by providing financial support through grants and sponsorships to develop leadership skills, increase participation in community activities and address identified social issues.

This report provides a recommendation for endorsement of funding totalling **\$34,480** from the Community Grant Program and Community Sponsorship Program.

RECOMMENDATION

That Council:

1. Endorses the funding recommendation of **\$14,480** (GST exclusive) under the **Community Grant Program** for the following projects:

Applicant	Project	Recommended
The Business Concierge	Survivor Life Skills	\$10,000
Liverpool Meals on Wheels Inc	Community Meal Compliance	\$4,480

2. Endorses the funding recommendation of **\$15,000** (GST exclusive) under the **Matching Grants Program** for the following project:

Applicant	Project	Recommended
Play Matters Australia	Sing & Grow Community Partnership - Austral	\$15,000

3. Endorses the funding recommendation of **\$5,000** (GST exclusive) under the **Sustainable Environment Program** for the following project:

Applicant	Project	Recommended
Newbridge Height Public School Parents and Citizens Association	Newbridge Heights - Bush Tucker Garden	\$5,000

REPORT

Community Grant Program

The Community Grant Program received two applications which met the eligibility criteria and are recommended for funding as follows:

Applicant	The Business Concierge		
Project	Survivor Life Skills Program 2024		
Amount Requested	\$10,000	Total Project Cost	\$10,000
Location	Liverpool LGA Schools	Date	August 2024
About the Applicant	The Business Concierge Ltd. is a not-for-profit organisation that provides courses and training programs to high school students around financial literacy, stress and mental health, employment, and other life skills. The organisation offers up to 60 subjects designed to meet the needs of students.		

<p>Description</p>	<p>Objectives: The Survivor Life Skills project aims to deliver a self-development course that equips students with lifelong skills. Students will gain knowledge in making informed and educated decisions in areas of finance, employment and other key skills which are not available within the school curriculum. The program is beneficial to all individuals, inclusive of age, gender, race, or socio-economic status.</p> <p>Outcomes:</p> <ul style="list-style-type: none"> • Increased number of young people participating in self-development initiatives around financial independence and money management; • Improved ability to set and achieve goals; and • Improved employability skill set with to seek and obtain employment.
<p>Beneficiaries</p>	<p>3000 primary school and high school students across the Liverpool LGA (Ashcroft High School, Holsworthy High School, William Carey, Miller Liverpool Boys, Liverpool Girls, All Saints Catholic College, and Miller Public School)</p>
<p>Assessment</p>	<p>Recommended for Funding - \$10,000 The project aligns with the Community Strategic Plan <i>Objective 1 - Healthy, Inclusive, Engaging, Objective 3 - Evolving, Prosperous, Innovative, Objective 4 - Visionary, Leading, Responsible</i>, and meets the Community Grant Program funding priorities. Expected program outcomes 7.4.1 d), e) and f).</p>

Applicant	Liverpool Meals on Wheels Inc		
Project	Community Meal PEAL Program		
Amount Requested	\$4,480	Total Project Cost	\$5000
Location	Liverpool NSW 2170	Date	April 2024
About the Applicant	Liverpool Meals on Wheels (LMOW) aims to provide a quality meals service that meets the individual needs of its clients while encouraging positive ageing and wellbeing. LMOW provides coordinated support, enhancing quality of life and preventing premature admission into long term residential care.		
Description	<p>Objective Food Standards Code by Australia New Zealand have recently introduced the Plain English Allergen Labelling (PEAL) program. New requirements are being implemented to ensure mandatory food allergen declarations are clear and consistent to ensure people are well-informed when making safe meal choices. In order to meet these requirements, LMOW need to purchase an appropriate label printer to meet the guidelines. Funding will also be used to replace broken food preparation equipment such as blenders and cookware.</p> <p>Outcomes</p> <ul style="list-style-type: none"> • Improve nutritional intake in vulnerable communities through appropriate meal packaging and allergen labels; • Enable people to maintain independence and avoid premature admission into long-term residential care; and • Strengthen social connection with vulnerable communities with wellbeing checks through meal delivery program. 		
Beneficiaries	Vulnerable communities, residents isolated in their homes, frail, aged, people with disability, and their carers in the Liverpool LGA unable to access healthy nutritious meals.		
Assessment	<p>Recommended for Funding - \$4,480 The project aligns with the Community Strategic Plan <i>Objective 1 - Healthy, Inclusive, Engaging, Objective 3 - Evolving, Prosperous, Innovative, Objective 4 - Visionary, Leading, Responsible</i>, and meets the Community Grants Program's funding priorities.</p> <p>Expected Community Grant Program Outcomes 7.4.1 b), c), e) and f).</p>		

Matching Grants Program

The Community Sponsorship Program received one application which met the eligibility criteria and is recommended for funding as follows:

Applicant	Play Matters Australia		
Project	Sing & Grow Community Partnership - Austral		
Amount Requested	\$15,000	Program Cost	\$35,320
Location	Austral Community Hub, 219 Edmondson Ave, Austral NSW 2179.	Date	May 2024
About the Applicant	<p>Play Matters Australia (PMA) supports children and families in building relationships, skills, and confidence through play. PMA is a national organisation actively delivering Sing&Grow programs to families in greater Sydney including Miller. Sing&Grow is an evidence-based music therapy program for families with children aged 0-5 years affected by adversity. Sing&Grow programs are delivered in partnership with local organisations to embed services within the community. PMA have chosen to collaborate with the Community Hub at Austral Public School to deliver the Sing&Grow program.</p>		
Description	<p>Objectives: PMA is seeking funds to expand its service delivery to Austral, a suburb where Sing&Grow has not yet been delivered. Through the delivery of a 12 month Sing&Grow program, PMA aims to foster community engagement and social connection with local families by:</p> <ul style="list-style-type: none"> • Promoting the Sing&Grow programs to local families; • Partner with other community organisations to promote local services to families; and • Build the capacity of families to integrate diverse play experiences into their daily lives. <p>Outcomes:</p> <ul style="list-style-type: none"> • Increased parent/carer knowledge of child development and supported learning through local partnership with Austral Community Hub; • Improved parental mental health and wellbeing and enhanced parent/carer-child relationship; • Increased parent-child home learning engagement including music and social-emotional child development; and 		

	<ul style="list-style-type: none"> Enhanced transition to school for children approaching kindergarten.
Beneficiaries	Austral Community Hub, Austral residents, children aged 0-5 years, Play Matters Australia.
Assessment	<p>Recommended for Funding - \$15,000</p> <p>The project aligns with the Community Strategic Plan Objective 1 - <i>Healthy, Inclusive, Engaging</i>, and meets the Matching Grant funding priorities.</p> <p>Expected program outcomes 7.6.2 a), and b).</p>

Sustainable Environment Grants Program

The Sustainable Environment Grant Program received one application which met the eligibility criteria and is recommended for funding as follows:

Applicant	Newbridge Height Public School Parents and Citizens Association		
Project	Newbridge Height Bush Tucker Garden		
Amount Requested	\$5000	Program Cost	\$5000
Location	Newbridge Height Public School, Chipping Norton NSW 2170	Date	July 2024
About the Applicant	<p>Newbridge Heights Parent and Citizens (P&C) Committee collaborate closely with the school to support the growing needs within the school community.</p> <p>The group is made up of volunteers, usually parents of students at the school, to help facilitate projects and programs within the school. The P&C collaborates closely with staff of the school to fundraise, promote, and engage opportunities to strengthen the school environment for our students.</p>		
Description	<p>Objectives:</p> <p>Newbridge Heights Public School aims to utilise its existing school space to create a Bush Tucker experience incorporating teaching experiences that connect with First Nations Peoples. Funding is required to develop a sustainable garden program that involves purchasing bush tucker plants and designing signage with help of local First Nation students. Plant signage will include a QR code, enabling the school community to learn more about the indigenous use of these plants. Once established, the</p>		

	<p>garden will serve as a hub, teaching students to cook and craft with Indigenous plants, in partnership with local elders from the school community.</p> <p>Outcomes:</p> <ul style="list-style-type: none"> • Improved access for students and school community to learn about sustainable agriculture through active management of garden beds; • Increase number of students, staff and families building connection with local First Nation community and culture; • Increased number of students and community members participating in eco-friendly practices such as gardening, composting, and waste minimisation; and • Generate youth empowerment through First Nation engagement programs.
Beneficiaries	Kindergarten to year 6 students, schoolteachers, and school community.
Assessment	<p>Recommended for Funding - \$5,000</p> <p>Objective 1 - Healthy, Inclusive, Engaging, Objective 3 - Evolving, Prosperous, Innovative, Objective 4 - Visionary, Leading, Responsible and meets the Sustainable Environment Grant funding priority – Environmental Improvement.</p> <p>Expected program outcomes 7.5.1 a), b), and f).</p>

FINANCIAL IMPLICATIONS

Costs associated with this recommendation have been included in Council’s budget for the current year and long-term financial plan. A full breakdown of operating budget is included below.

The budget allocation for the Community Sponsorship Program and Community Grants Program has now been exhausted for the 2023-2024 financial year. Any further successful applications received under Community Sponsorship and Community Grants Program will be supported through funds drawn from other grant programs for the remainder of this financial year.

COMMUNITY SPONSORSHIP			
Budget	Balance	<i>Recommended for funding in this report</i>	Remaining
\$100,000	-\$29,029	<i>Nil</i>	-\$29,029
COMMUNITY GRANTS			
Budget	Balance	<i>Recommended funding in this report</i>	Remaining
\$102,000	-\$17,774	\$14,480	-\$32,254
MATCHING GRANTS			
Budget	Balance	<i>Recommended funding in this report</i>	Remaining
\$200,000	\$149,282	\$15,000	\$134,282
SUSTAINABLE ENVIRONMENT GRANTS*			
Budget	Balance	<i>Recommended funding in this report</i>	Remaining
\$75,000	\$50,000	\$5,000	\$45,000
COMBINED FUNDING BALANCE			
Combined Budget	Combined Balance	<i>Total recommended funding in this report</i>	Remaining
\$477,000	\$152,479	\$34,480	\$117,999

CONSIDERATIONS

Economic	The financial impacts are outlined in the report above.
Environment	Raise community awareness and support action in relation to environmental issues.
Social	Support community organisations, groups, and volunteers to deliver coordinated services to the community.
Civic Leadership	Foster neighbourhood pride and a sense of responsibility. Operate a well-developed governance system that demonstrates accountability, transparency, and ethical conduct.
Legislative	Local Government Act 1993, including sections 24 and 356. The council may by resolution contribute money or otherwise grant financial assistance to people for the purpose of exercising its functions. Council's grant programs are targeted to ensure a lawful and consistent approach to its contributions and financial assistance. Key functions that are supported are Council's

COMMUNITY & LIFESTYLE REPORT

	functions of providing goods, services, and facilities, and conducting activities, appropriate to the current and future needs within the Liverpool local community and of the wider public, subject to the Local Government Act, the regulations, and any other law.
Risk	There is no risk associated with this report.

ATTACHMENTS

Nil

CORP 01

Investment Report March 2024

Strategic Objective	Visionary, Leading, Responsible Ensure Council is accountable and financially sustainable through the strategic management of assets and resources
File Ref	105086.2024
Report By	Vishwa Nadan - Chief Financial Officer
Approved By	Farooq Portelli - Director Corporate Support

EXECUTIVE SUMMARY

This report details Council's investment portfolio and its performance at 31 March 2024. Key highlights include:

- Council held investments with a market value of \$390 million.
- The Reserve Bank of Australia (RBA)'s official cash rate remains at 4.35 per cent.
- The portfolio yield (for the year to March 2024) was 13 basis points below the benchmark (AusBond Bank Bill Index)

	AusBond Bank Bill Index (ABBI)
Benchmark	4.19%
Portfolio yield	4.06%
Performance below benchmark	-0.13%

- The current ABBI benchmark reflects RBA aggressive action to lift the cash rate. The portfolio performance, as expected, is below ABBI benchmark and this trend will continue until such time low-yielding investments mature.
- Year-to-date, Council's investment income was \$6.16 million higher than the original budget. This is due to a combination of increase in market interest rates and unrealised gain in fair value of Floating Rate Notes (FRNs).
- Year-to-date, Council's investment in mortgage-backed securities (MBSs) is valued at \$386 thousand below face value. Council's investment advisor continues to review Council's investment in MBSs and recommends Council continue to hold its investments in the Class A and both Class C securities. There is significant uncertainty

associated with these investments, however presently Council’s investment advisor believes there is, on balance, more upside opportunity than downside risk. This is subject to ongoing regular review. MBSs are no longer rated.

- Council’s investments and reporting obligations fully complied with the requirements of section 625 of the *Local Government Act 1993* and section 212 of the *Local Government (General) Regulation 2021*.
- Council’s portfolio also fully complied with limits set out in its current Investment Policy, noting the exception applicable to MBSs (as investment in them pre-dates the current Investment Policy).
- Council is committed to NSW TCorp’s balanced investment framework and held 15.04 per cent of its portfolio in ADIs rated BBB and below.

RECOMMENDATION

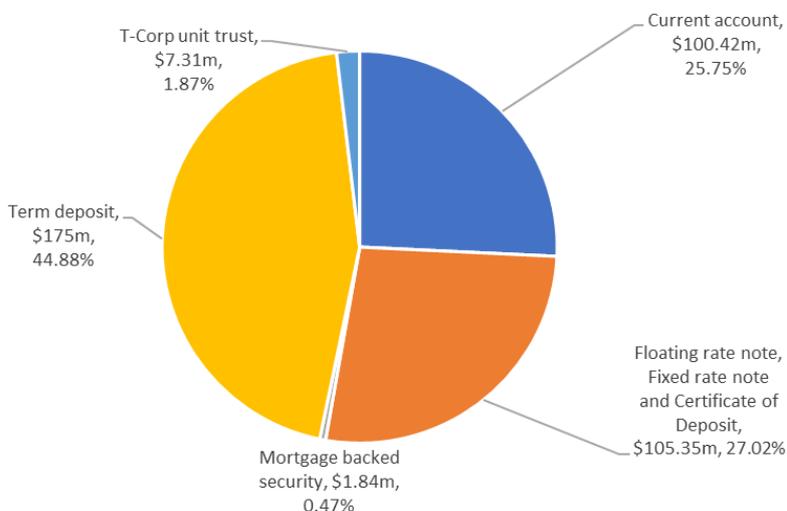
That Council receive and note this report.

REPORT

Section 212 of the *Local Government (General) Regulation 2021* requires that the Responsible Accounting Officer must provide Council with a written report setting out details of all money that Council has invested under section 625 of the *Local Government Act 1993*.

Council’s portfolio

At 31 March 2024, Council held investments with a market value of \$390 million. Council’s investment register detailing all its investments is provided as an attachment to this report. In summary, Council’s portfolio consisted of investments in:



The ratio of market value compared to face value of various debt securities is shown in the table below.

Asset class	Mar-24	Feb-24	Jun-23
Senior debts (FRNs ,TCDs & FRBs)*	98.74%	98.73%	98.25%
MBS (Reverse mortgage-backed securities)	82.66%	76.77%	82.02%
T-Corp unit trusts	119.29%	116.81%	107.38%

***Definition of terms**

- *FRN - Floating Rate Note - returns an aggregate of a fixed margin and a variable benchmark (usually the Bank Bill Swap Rate).*
- *FRB - Fixed Rate Bond – returns a fixed coupon (interest) rate and is tradeable before maturity.*
- *TCD - Transferrable Certificate of Deposit - security issued with the same characteristics as a term deposit, however it can be sold back (transferred) into the market prior to maturity. A floating TCD pays a coupon linked to a variable benchmark (90-day Bank Bill Swap Rate).*

Council continues to closely monitor the investments in its portfolio to ensure continued compliance and minimal exposure to risk.

Council is committed to NSW TCorp’s balanced investment framework and held 15.04 per cent of its portfolio in ADIs rated BBB and below.

Mortgaged-backed securities

Council’s investment advisor regularly reviews investments in grandfathered mortgage-backed securities (MBSs) and continues to recommend “hold” position on investments in Class A and both Class C securities.

There is significant uncertainty associated with these investments, however presently the investment advisors believe there is, on balance, more upside opportunity than downside risk. Notwithstanding this recommendation, Council’s investment advisor has assessed that both Class C securities are likely to eventually default. However, Council will continue to receive interest up until default which is likely to be many years in the future. Fitch Rating Agency has decided to withdraw its rating on MBSs and as a result, Council’s investments in these securities are now classed as non-rated. Year-to-date, Council’s investment in MBSs is valued at \$386 thousand below face value.

Portfolio maturity profile

The table below shows the percentage of funds invested at different durations to maturity.

Term to maturity	Total	% Holdings	Term to maturity policy limit minimum	Term to maturity policy limit maximum	Complies to Investment policy "Yes/No"
Current account	100,422,221	25.75%			
Term deposits < 1 year	108,000,000	27.70%			
T-Corp unit trust	7,306,653	1.87%			
Tradeable securities	105,351,364	27.02%			
Portfolio % < 1 year (Short term liquidity)	321,080,237	82.34%	30%	100%	Yes
Term deposit > 1 year < 3 years	67,000,000	17.18%	0%	70%	Yes
Grand fathered securities	1,841,852	0.47%	N/A	N/A	Yes
Portfolio % (Medium term liquidity)	68,841,852	17.66%			Yes
Total portfolio	389,922,089	100.00%			

Counterparty policy limit compliance

Issuer	Security rating	Market value	% Total value	Maximum Institutional policy limit % holdings	Complies to Investment policy "Yes/No"
AMP Bank Ltd	BBB	17,491,757	4.49%	15%	Yes
ANZ Banking Group Ltd	AA-	28,741,866	7.37%	35%	Yes
Bendigo & Adelaide Bank Ltd	BBB+	2,698,152	0.69%	15%	Yes
Bank Australia	BBB	1,356,017	0.35%	15%	Yes
Bank of Queensland Ltd	BBB+	14,343,128	3.68%	15%	Yes
Citibank Australia Ltd	A+	1,001,337	0.26%	25%	Yes
Commonwealth Bank of Australia Ltd	AA-	119,128,877	30.55%	35%	Yes
Emerald Reverse Mortgage Trust (Class A)	Unrated	671,973	0.17%	5%	Yes
Emerald Reverse Mortgage Trust (Class C)	Unrated	1,169,879	0.30%	5%	Yes
Great Southern Bank	BBB	8,502,063	2.18%	15%	Yes
G&C Mutual Bank	BBB	3,000,000	0.77%	15%	Yes
HSBC Sydney Branch	AA-	5,007,505	1.28%	35%	Yes
ING Bank	A	39,000,624	10.00%	25%	Yes
ING Bank	AAA	1,657,593	0.43%	35%	Yes
Macquarie Bank	A+	12,081,198	3.10%	25%	Yes
Mizuho Bank	A	3,504,470	0.90%	25%	Yes
National Australia Bank Ltd	AA-	47,782,250	12.25%	35%	Yes
Newcastle Greater Mutual Group Ltd	BBB	605,843	0.16%	35%	Yes
Northern Territory Treasury	AA-	15,000,000	3.85%	35%	Yes
NSW Treasury Corporation	Unrated	7,306,653	1.87%	5%	Yes
Rabobank Australia Ltd	A+	7,212,201	1.85%	25%	Yes
Rabobank Australia Limited	A	6,000,000	1.54%	25%	Yes
RACQ Bank	BBB+	1,502,864	0.39%	15%	Yes
Sumitomo Mitsui Banking	A	9,014,586	2.31%	25%	Yes
Suncorp Bank	A+	11,743,658	3.01%	25%	Yes
UBS AG	A+	4,398,385	1.13%	25%	Yes
Westpac Banking Corporation Ltd	AA-	19,999,212	5.13%	35%	Yes
Portfolio Total		389,922,089	100.00%		

Credit rating policy limit compliance

Credit rating	Market value	% Portfolio	Maximum policy limit	Complies to Investment policy "Yes/No"
AAA Category	1,657,593	0.43%	100%	Yes
AA Category	235,659,710	60.44%	100%	Yes
A Category	93,956,459	24.10%	60%	Yes
BBB Category	49,499,823	12.69%	45%	Yes
Unrated	9,148,504	2.35%	10%	Yes
Total Portfolio	389,922,089	100.00%		

Compliance with Investment policy – In summary

Legislative requirements	✓	Fully compliant, noting exception applicable to grandfathered mortgaged-backed investments.
Portfolio credit rating limit	✓	Fully compliant
Institutional exposure limits	✓	Fully compliant
Overall portfolio credit limits	✓	Fully compliant
Term to maturity limits	✓	Fully compliant

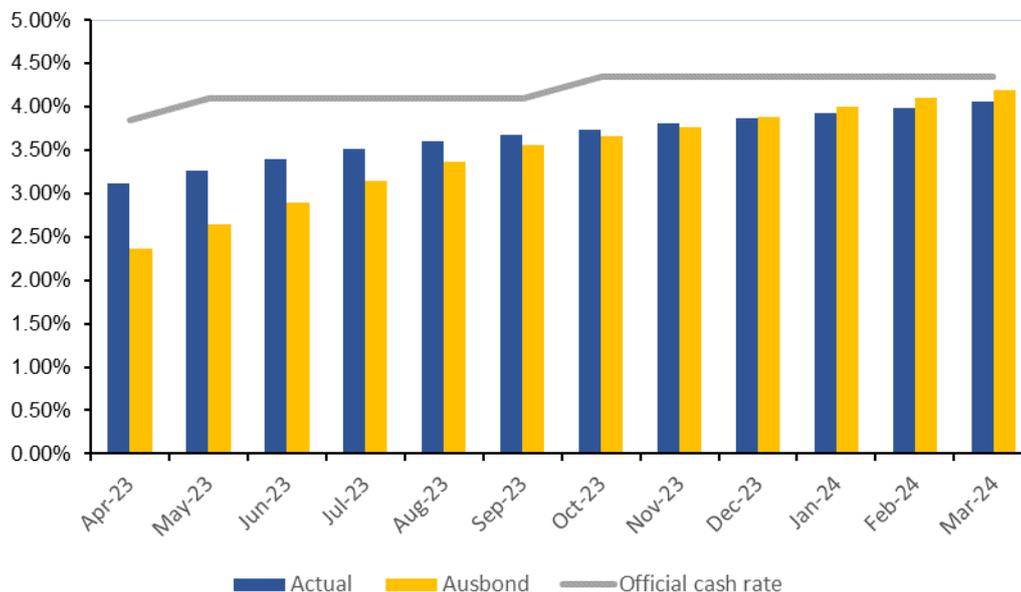
Portfolio performance against relevant market benchmark

Council's Investment Policy prescribes the AusBond Bank Bill Index (ABBI) as a benchmark to measure return on cash and fixed interest securities. The ABBI represents the average daily yield of a parcel of bank bills. Historically there has been a positive correlation between changes in the cash rate and the resulting impact on the ABBI benchmark.

The current ABBI benchmark reflects RBA actions to aggressively lift the cash rate. The portfolio performance is expected to be below ABBI benchmark in coming months and this trend will continue until such time low-yielding investments mature.

The portfolio yield for the year to March 2024 was below the ABBI index by 13 basis points (portfolio yield: 4.06%; ABBI: 4.19%).

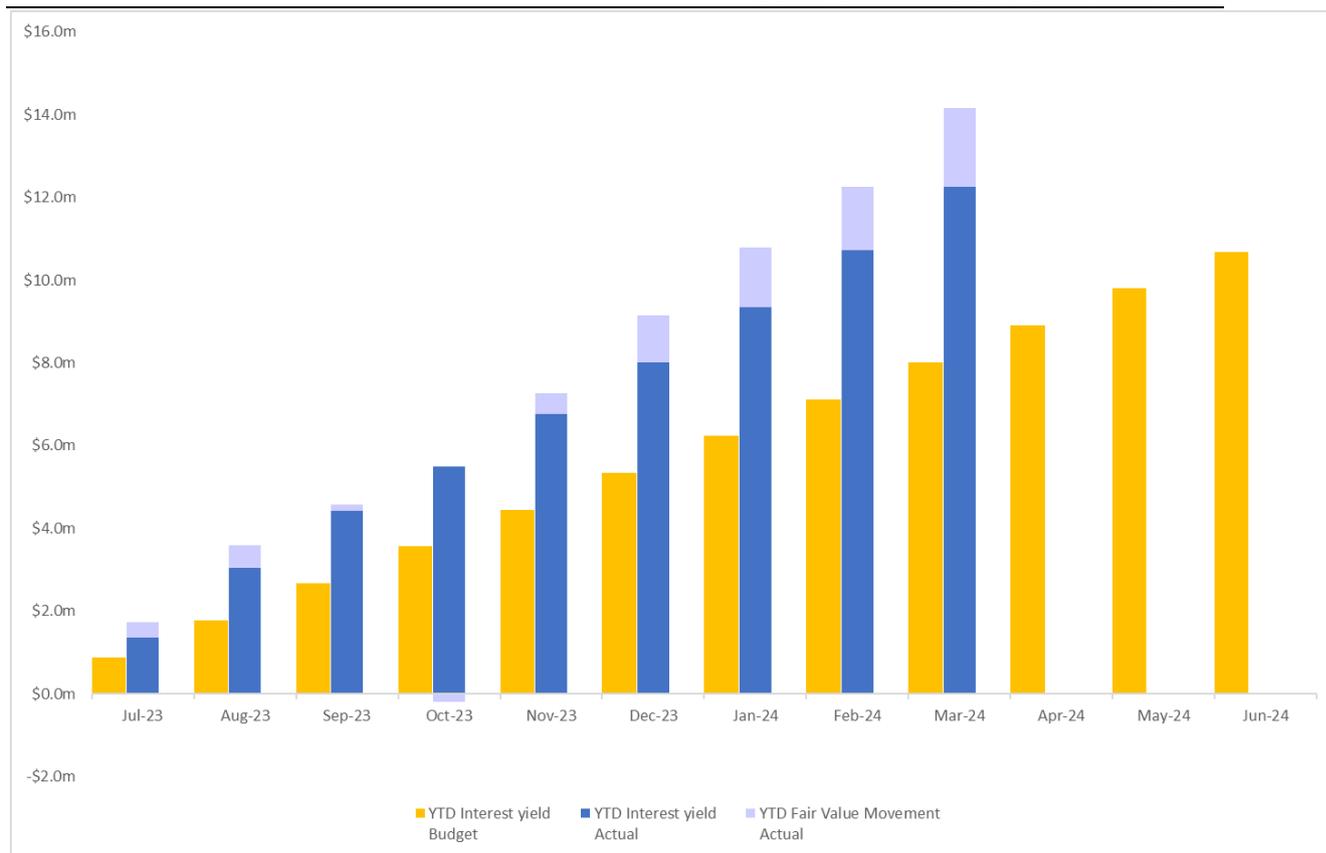
Comparative yields for the previous months are charted below:



Performance of portfolio returns against budget

Year-to-date, Council’s investment income was \$6.16 million higher than the original budget. This is due to a combination of increase in market interest rate and unrealised gain in fair value of Floating Rate Notes (FRNs).

	YTD Budget	YTD Actuals	Budget Variance
Interest yield on cash holdings	\$8.00m	\$12.26m	\$4.26m
Fair value market movement	\$0.00m	\$1.90m	\$1.90m
Total	\$8.00m	\$14.16m	\$6.16m



Economic outlook – Reserve Bank of Australia

The Reserve Bank of Australia has remained the official cash rate to 4.35 per cent in its meeting on 19 March 2024.

Certificate of Responsible Accounting Officer

The Chief Financial Officer, as Responsible Accounting Officer, certifies that the investments listed in the attached report have been made in accordance with section 625 of the *Local Government Act 1993*, section 212 of the *Local Government (General) Regulation 2021* and Council’s Investment Policy at the time of their placement. The previous investments are covered by the grandfathering clauses of the current investment guidelines issued by the Minister for Local Government.

CONSIDERATIONS

Economic	Council's investment income was \$6.16 million higher than the original budget at 31 March 2024.
Environment	There are no environmental and sustainability considerations.
Social	There are no social and cultural considerations.
Civic Leadership	There are no civic leadership and governance considerations.
Legislative	Local Government Act 1993, section 625 Local Government (General) Regulation 2021, section 212 As required by the Local Government Act, Council is fully compliant with the ministerial requirements specified in the <i>Local Government Act 1993 – Investment Order</i> (relating to investments by councils) and with reporting requirements under section 212 of the <i>Local Government (General) Regulation 2021</i> .
Risk	The capital value and return-on-investment is subject to market risks. Investment limits prescribed in Council's policy framework is aimed to mitigate these risks.

ATTACHMENTS

Nil

CFD 01	Update Austral Park Masterplans - Craik Park and Scott Memorial Park
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Strategic Objective	Healthy, Inclusive, Engaging Improve liveability and quality of life for the community by delivering vibrant parks, places and facilities
File Ref	110135.2024
Report By	Mark Taylor - Social Infrastructure Planner
Approved By	Shayne Mallard - Director City Futures

EXECUTIVE SUMMARY

In July 2024, Council engaged the external consultants to prepare a landscape masterplan for Craik and WV Scott Memorial Park. For Craik Park we have developed alternative concept design scenarios, reflecting the user groups and community’s aspirations. This report outlines the staged development process from concept layout to the Final Landscape Masterplan, emphasising alignment with community vision, strategic objectives, and sustainability principles. Craik Park is a Crown Reserve, dedicated as a Showground, and is currently used as a sports and passive park. This report recommends a balanced model is developed in Scenario A - Showground, Events and Recreation option – this scenario looked to build on the original land designation, and to develop the site with a balance of sport, environment and passive recreation uses for the growing Community. This option supports the widest range of community uses, the improvement delivered in stages as funding is released and identified. Options for a regional synthetic Athletics hub will be explored in other District Parks or within the Western Sydney Parklands identified regional sporting Precinct. WV Scott Memorial Park has been staged into short term and long-term aspirations for sports to remain and to incorporate play and community elements into the recently acquired lot.

RECOMMENDATION

That Council:

1. Receives and notes the report;
2. Approves the preferred option for Craik Park for public exhibition for community information and feedback for a period of 28 days;
3. Approves the draft Masterplan for WV Scott Memorial Park for public exhibition for community information and feedback for a period of 28 days;
4. A further report and final masterplan to be brought back to Council at the end of the public exhibition period.

REPORT

Council assesses development and will deliver infrastructure that is informed by the masterplan for the Austral and Leppington North precinct. This plan is known as the Indicative Layout Plan (ILP) and shows how each rural acreage site will be developed over time to provide a high-quality liveable community. Key features of the ILP, including the road network, land use precinct, and the locations of parks and drainage

Council is responsible for delivering stormwater infrastructure, most public open spaces, community facilities, and some roads. Given the size and scale of the Austral and Leppington North precincts, Council will need to prioritise the delivery of this infrastructure.

Approximately 100 hectares of public open space will be delivered by Council in Austral and Leppington North as the precinct develops. The new facilities will include playgrounds, walking trails and sporting fields. When the suburb is fully built, most new residents will be within 400 metres of a park.

The 2011 assessment conducted for the Department of Planning and Infrastructure highlighted several key opportunities within the Austral and Leppington North Precincts regarding their existing parks network and demographic characteristics. Notably, the presence of open spaces like Craik Park and WV Scott Memorial Park was recognized, with plans to retain Craik Park while reallocating WV Scott Memorial Park for the proposed aquatic/indoor sport centre, with the parkland itself being relocated elsewhere. Additionally, the precincts benefit from the proximity to the Western Sydney Parklands, providing an opportunity to accommodate regional informal and major sporting facilities without the need for them to be directly situated within the precincts.

The assessment emphasised the significance of the extensive creek system within the area, including Bonds Creek, Kemps Creek, and Scalabrini Creek. These waterways offer valuable pedestrian and cycle linkages, as well as informal open spaces within their riparian corridors., the presence of natural bushland, such as Starr Park and scattered areas throughout the

precincts, was highlighted. The preservation of these natural habitats, with varying levels of public access, contributes to the overall environmental and recreational value of the Austral and Leppington North Precincts.

Craik Park is situated in the heart of Austral and Leppington North, one of Sydney's Priority Growth Precincts. Craik Park is Crown a Reserve No 73165 was gazetted for Public Recreation/ Showground and Council is the Crown Land Manager. Council is required to prepare a Plan of Management under the Crown Lands Act 2016 and a Masterplan will support actions. The Park located just 10 kilometres southeast of the Western Sydney Airport and in close proximity to the Western Sydney Aerotropolis, it holds significant potential for its future as a local town park, meeting the many day-to-day passive and active recreation needs of its community.

WV Scott Memorial Park is local sporting open space home to Austral Soccer Club and Fairfield Liverpool Cricket Association in Summer , there are two full-size soccer fields, two junior soccer fields, and one outdoor netball court (used for additional parking), as well as a clubhouse inclusive of change rooms and storage facilities. it includes y a concrete monument, dedication to Flying Officer William Verdun Scott who was killed in action in the Second World War.

Council has identified the need to develop Masterplans for these two important parks to establish the improvements and facilities required to meet its rapidly growing community. Consequently, a draft Masterplan has been prepared, reflecting the community's recreation needs gathered through stakeholder engagement.



Figure 1: Austral Open Space Network Map

Landscape Masterplan

A Landscape Masterplan is a plan that is developed after analyzing existing site features, considering community requests and determining the functions of a site. Opportunities, conflicts and constraints are identified for the development of an overall plan. The Landscape Masterplan is a strategic document that provides direction for the future staged upgrading of the park and its facilities.

The Landscape Masterplan will enable Council to work in stages as funds become available to revitalise the parkland and make the most of the established landscape character and the area's rich history and current growth demands

The Landscape Masterplan will encompass the following elements:

- **Community Vision Reinforcement:** Consideration of how park upgrades align with the community's vision and Strategic Intent objectives.
- **Landscape and Urban Design Frameworks:** Outline of sustainability, accessibility, and design frameworks, encompassing multi-purpose recreation, ecological corridors, active transport, and arts, culture, and history.
- **Long-term Planning:** Documentation to guide park development over the next 5 to 10 years, providing an overall park design with analysis.
- **Alignment with Council Guidelines:** Ensuring compliance with Council's planning framework, specifically the Recreation and Open Space Strategy.
- **Integration with Council Programs:** Informing Council's open spaces program and Capital Works Program, as well as the Operational Plan.
- **Forward Planning for Funding:** Serving as a guide for applying for external funding and infrastructure grants, facilitating the realisation of park improvements.

Community Engagement

Community consultation to inform the masterplans and broadly in Austral was undertaken in late 2023 as part of broader conversations and engagement with the Austral community and user groups.

The Community Engagement Phase 1 results, including an online survey, drop-in session, and social pinpoint map available for community input from August 29 to September 22, 2023. These methods aimed to identify community values, needs, and aspirations to inform the masterplan for the site, with a second phase of engagement planned for feedback on the draft masterplan.

Overall young families of Austral emphasised the immediate need for these play and sporting facilities, to contribute to building a healthy lifestyle for children, youth, and adults alike. The need for numerous new play spaces throughout Austral was the greatest priority captured across the engagement, being the top response in every single engagement method and receiving 500% more votes and ideas than any other priority tested during the consultation.

Questions were targeted to both parks to ascertain differences in the staging, inclusions, and priorities.

Craik Park Specific Engagement

Engagement participants wished to see Craik Park become a hub for sports and physical activity and a place defined by a sense of play.

The desire master planning process for Craik Park prioritizes enhancing its existing sports and active identity while ensuring equitable access for the community. Stakeholders emphasize retaining and upgrading tennis courts with a fair booking system, upgrading the clubhouse to

accommodate diverse uses and larger events, and incorporating recreational facilities for older youth such as ping pong tables or a small skate park. Additionally, there is a strong desire for a connected walking/cycling loop, nature trails in the neighbouring bushland, and amenities for residents to access the park by bike or foot. The inclusion of picnic and seating spaces is highlighted as essential for social gatherings, with an emphasis on co-locating these areas with play spaces to encourage longer stays for multigenerational families. Purpose-built courts, outdoor gym equipment, and increased cricket facilities are also sought after, along with upgraded parking to accommodate the anticipated increase in park usage.

The community's vision for Craik Park emphasises inclusivity, active lifestyles, and social connections. Proposed upgrades aim to not only improve existing facilities but also diversify recreational opportunities for various age groups. Key priorities include enhancing sports infrastructure, creating a connected walking/cycling loop with nature trails, and providing amenities for youth and families.

The plan also addresses the need for diverse gathering spaces, outdoor fitness equipment, and increased cricket facilities to meet growing demand. Additionally, upgrades to parking infrastructure are deemed essential to support the anticipated increase in park usage during sporting events and community gatherings.

Participants varied on what sort of play and games best responded to their personal needs, however three priorities emerged from the engagement:

1. A regional sized nature play space, which accommodates different age groups
2. A walk/cycle loop throughout the park
3. High quality sporting facilities and fields, with accompanying amenities

In addition to the active and playful identity that already exists at Craik Park, participants recognised that it provided opportunities for much needed auxiliary uses of relaxation and socializing.

Participants commonly highlighted the opportunity to connect with the neighbouring bushland, and the need to ensure increased tree canopy and dense planting define a varied number of gathering and social spaces scattered around the parklands.

A separate session was undertaken with the current sporting user groups on 22 November 2023 including the Western Blues Little Athletics Club and Austral City Bears -Junior Rugby League Football Club.

MASTERPLAN OPTIONS

Councils consultant conducted background studies and investigations on the suitability of the site for current and future public recreation users and internal expertise in the Project Control Group. Due to the difficulty in preparing a coherent single masterplan for the site Council officers directed the consultant to develop three masterplan Scenarios for Councils consideration that best reflected the options available. Each scenario has a range of positive

and negative elements.

The three scenarios developed were :

- A. **Showground, Events and Recreation option** – this scenario looked to build on the original land designation, and to develop the site with a balance of sport, environment and passive recreation uses for the growing Community. This option supports the widest range of community uses.
- B. **Contribution Plan option** – this option is consistent with the Contribution Plan as a local sporting space. This option bests responds to the desktop strategic planning conducted in 2011 that considered the site as a local sportsground.
- C. **Athletics Hub option** - this option focused on the site as a regional hardtack athletics facility with central field - that exceeds the local sports level. This option maximises the site as regional sports hub but limits other uses.

The table below presents a comparison analysis of key considerations for the Masterplan options.

Masterplan Scenarios Benefits Comparison			
Consideration	Scenario A SHOWGROUND, EVENTS AND RECREATION OPTION	Scenario B Contributions Plan Led OPTION	Scenario C ATHLETICS HUB OPTION
Option	The proposed design aims to strike a balance between community sports activities and spaces for passive recreation, all while accommodating the historic Showground purpose.	In this option, the proposed design depicts the emphasis outlined in Council's current Contributions Plan, meeting the funding requirement.	This option presents a feasibility test for incorporating athletics track with a hard surface and its associated facilities.
Delivery	Delivers a balanced active and passive space that can respond to current and future users	Delivers the Contribution Plan	Delivers a regional significant Athletics Facility

<p>Estimated Total Cost to deliver</p>	<p>\$12,372,422</p>	<p>Current Contribution Plan \$6,145,469 Current Rates based cost is currently considered . \$9,551,400</p>	<p>\$15,000,000* * Based on previous project experience on Maitland Regional Athletics Centre. 2020 and 25% cost increase</p>
<p>Funding / Potential Funding Sources</p>	<p>Developer Contributions Crown Lands Grants Sporting Grants General Revenue</p>	<p>Developer Contributions Crown Lands Grants Sporting Grants</p>	<p>Regional Sporting Grants Crown Lands Grants Club Contributions User fees</p>

Showground, Events and Recreation option

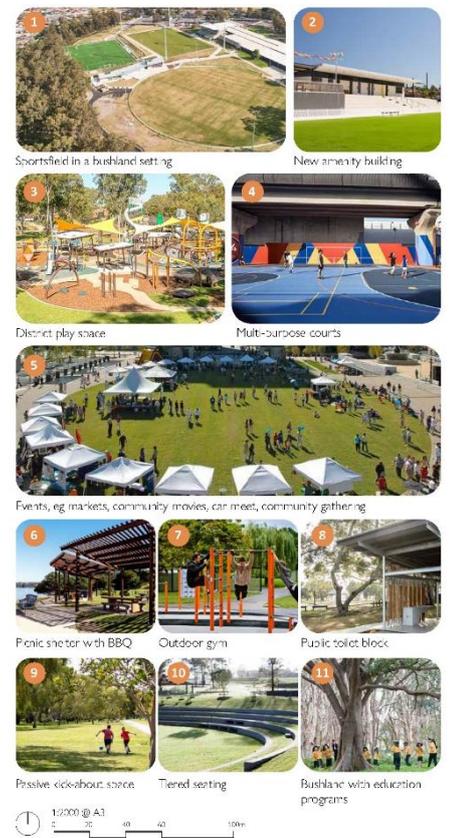


Figure 2: Showground, Events and Recreation Option (see attachment for higher resolution and scale version)

The benefits of the proposal include promoting inclusivity for both sports and non-sports communities, offering a comprehensive sports complex with necessary amenities, providing diverse programs to cater to varied community interests, and designing flexibility to accommodate showground and event activities.

Additionally, the proposal incorporates informal recreational spaces, areas for off-leash dog activities and informal training, breakout zones for active pursuits, spectating, and socializing, and ample shading with high canopy coverage. Additionally, it enhances openness by removing fencing around the sports field, maintains the oval shape for showground/ event usage, places play areas and lawns conveniently near parking, and constructs a new amenity building to support community sports. Finally, it includes controlled overflow parking for future community events.

The proposal highlights the following impacts, the intersection of the cricket pitch with other fields is considered suboptimal, and the funding outlined in the Contributions Plan falls short of requirements.

Contribution Plan option



Figure 3: Contributions Plan led Option (see attachment for higher resolution and scale version)

The local community gains access to diverse sports programs, encouraging participation in active sports and promoting a healthier lifestyle.

The proposed spatial program aligns with the funding requirements outlined in the current Contributions Plan, ensuring efficient utilization of resources.

Impacts include;

- favouring sport-focused activities over passive recreation options creates an imbalance in the community's recreational opportunities.
- The intersection of the cricket pitch with the senior rectangular field and athletics track is not considered best practice, potentially affecting the quality of sporting experiences.
- Maintaining the oval shape while accommodating two senior soccer fields and preserving existing bushland proves to be unfeasible, posing challenges to the overall design plan.
- The community faces a lack of access to other unstructured recreational programs, limiting options for outdoor activities.
- Expanding parking capacity requires compromises, such as removing some existing trees, which may impact the natural environment.

Athletics Hub option



Figure 4: Contributions Plan led Option (see attachment for higher resolution and scale version)

Providing an international standard field, it stands as the sole synthetic surface track within a 17-kilometer radius, enhancing the region's sports infrastructure and attracting athletes and spectators alike. This state-of-the-art facility not only fosters athletic excellence but also promotes physical activity and community engagement.

The development project necessitates extensive earthwork to flatten the existing ground to conform to international standards for athletic games. This process, while essential for the quality and safety of the facility, may have ecological consequences such as the removal of 46 existing trees to accommodate formalized parking spaces and earthworks. Additionally, uncertainties loom regarding the demand for a hard surface athletic track in the area, potentially leading to underutilization or misallocation of resources.

Furthermore, the expansion required for a larger building footprint, centralized towards the field, and extended towards the finish line, introduces architectural challenges, and may disrupt the existing landscape. Moreover, inadequacies in parking capacity, amenities, road networks, and drop-off areas pose logistical challenges in accommodating the proposed activities. The high maintenance cost of the synthetic surface, estimated at 1 million every 7 years, adds a significant financial burden to the project, potentially impacting long-term sustainability and operational budgets. Additionally, the presence of unavoidable 'awkward' in-between spaces and limited public open space primarily catering to single-use sports may diminish the overall appeal and functionality of the facility.

FUNDING STRATEGY

Each Masterplan is comprised of large and diverse components. As a result, the Masterplan is developed for delivery in multiple stages, in accordance with funds available or to be secured in future as outlined below.

1. Contributions Plan

Currently, Council total value of Contribution Plan works for Craik Park (LP5) is \$6.1M and \$1.67M in project costs identified in Austral/ Leppington Contribution Plan collected for a local sport field infrastructure. The detailed design, DA and partial construction of sports fields and outdoor recreation facilities can be funded from the allocated funds in Contributions Plan.

2. External Grant Applications

To secure additional funds there are a range of relevant grant programs, in most cases Contribution Plan funding can be used as supporting funding.

WV Scott Memorial Park – Masterplan

WV Scott Memorial Park is classified as a Local Open Space owned by Council. The Austral North and Leppington Contributions Plan notes that local parks should have a range of play spaces and opportunities and cater to older children and young people as well as a traditional playground for young children.

This site has been identified as a future location for the Austral Aquatic and Leisure Centre (as highlighted in the Indicative Layout Plan for Austral and Leppington North Precinct). As Council is unable to fund the project through contributions and Council currently committed to delivering the aquatic centre at Carnes Hill . The Masterplan covers the design of the temporary use, capacity of existing sport courts to multi-sport games court, the upgrade of the Children's Playground to suit all ages and the adaptively re-used of the existing dwelling on the recently acquired land to provide for short-term needs (e.g. storage facilities). Temporary facilities to provide Changerooms for the growing Austral Soccer Club as the sport fields will need to remain operational.

The intended outcomes of the Masterplan are;

- To improve the capacity and accessibility of the existing park, taking in consideration that WV Scott Memorial Park is the designated location of the future regional Austral Aquatic and Leisure Centre (AALC).
- Provide access to the community to the recently acquired Lot fronting Fifth Avenue.
- Re-using existing floorspace to cater for some of the longer-term needs.
- To upgrade the existing children's playground to suit all ages and the existing sport courts to multi-sport games court.
- For toilet facilities to be of public access.
- To redesign the existing car park to incorporate accessible parking and additional spaces if needed.
- To improve/incorporate walking and biking trails and to consider connectivity to surrounding open spaces and green corridors.
- To improve changerooms and spaces for the current Austral Soccer Club to cater for short term growth.



Figure 5: WV Scott Memorial Park and additional open space added in 2023.

It is expected that the central spine of the site will serve to bypass the Bringelly Road at grade crossing, serving as a conduit for pedestrians and cyclists. This will improve access to the LTC core and train station for residents north of Bringelly Road and provide a higher amenity environment which may further encourage active transport use. This spine would also encourage users to pass through Scott Park, potentially increasing patronage and use as residents become more familiar with its offerings.

Any pedestrian access should be aligned with the pedestrian bridge and should be sufficiently wide to accommodate two-way cycle movements (2.5-4m wide in the middle) flanked by pedestrian circulation on both sides. The transformation of Scott Park into a state-of-the-art facility is met with excitement from participants, who see it as an opportunity to meet local community needs and enhance Austral's appeal as a place to live. The top priority, as chosen by 64% of survey participants, is the creation of more play spaces, particularly nature-inspired ones, integrating traditional elements like swings and slides while fostering imaginative play.

Specific WV Scott Memorial Park Engagement

Common ideas from the community Engagement relevant for WV Scott Memorial Park included:

- A diverse range of high-quality play spaces throughout Austral
- Walking/cycling paths and trails around all parks, connected
- Provision of youth focused facilities like basketball courts, and skate parks
- A high-quality leisure and aquatic centre
- Waterplay opportunities
- Nature play opportunities
- Provision of picnic and barbecue facilities to encourage community gatherings
- Providing adequate parking to accommodate capacity
- Adequate tree canopy and dense planting to provide respite from urban living
- Adequate lighting to ensure safe use of walking paths and facilities after dark
- Upgrades to existing sports fields to increase capacity and resilience to weather
- Integration of food and beverage provision at open spaces and playgrounds
- Installation of new amenities and clubhouses across all open space sporting facilities

Residents express great enthusiasm for the inclusion of a significant aquatic and indoor sports facility, which they believe will not only address local needs but also boost employment opportunities, facilitate sporting events, and promote wellbeing in Austral. Specifically, they advocate for waterplay features within the aquatic center and a range of sports facilities, such as basketball and netball courts, to cater to the youth population.

The proposal to establish a walking and cycling track around Scott Park receives widespread support, especially from older participants, who view it as integral to the park's identity and conducive to its relaxing atmosphere. Furthermore, there is a desire for a mountain biking trail in the bushlands, highlighting the community's appreciation for outdoor activities and ecological sensitivity.

Participants also emphasize the importance of providing spaces for relaxation and connection with nature within Scott Park, with picnic areas and seating being a priority. Additionally, there is a call for upgraded sporting fields to accommodate large events and improve amenities for various sports. Concerns about traffic and parking limitations are raised, underlining the need for thoughtful planning to manage increased visitor numbers effectively.

WV SCOTT MEMORIAL PARK - SHORT TERM

04.1 Initial Thoughts - Short Term

Vision

"Providing upgrades of the existing facilities to increase capacity, accessibility, and amenity."

KEY	
1	Planting
2	Multi Sports Courts
3	Existing Sports Fields
4	Cafe Zone
5	Upgraded Sports Fields
	Retained Existing Buildings
	Memorial (Proposed zone)
	Memorial (Current zone)
	To be Demolished
	Main View Corridor
	Site Boundary
	Green Loop Path
	Main Pedestrian Link
	Secondary Pedestrian Link

OVERFLOW CAR PARK

COMMUNITY BUILDING

- Repurposing of existing residential building
- Potential uses include Café / Child Care / OOSH / Crèche / Additional toilets
- North facing frontage to the street - opportunity for activation (café seating, umbrellas, etc)

Functional fitness/

- Reuse of existing building for Functional fitness facility/ Community programs
- Potential for indoor sports, e.g.

COMMUNITY SPINE

- An active pedestrian 'street'
- Key N-S axis for intuitive wayfinding and legibility
- Potential for vehicular access in some modes of use

PLAY SPACE - STAGE 1

- New inclusive Play Space to replace existing
- Located adjacent existing car park for efficient access
- Includes upgrade of parking to provide 2 x accessible car spaces

UPGRADED CHANGE ROOM FACILITIES

- Refurbishment of existing facilities
- Additional Sports Facilities (change rooms, toilets) to meet existing demand
- Portable / Temporary / Modular construction for cost effectiveness and to allow for future relocation



Figure 6: WV Scott Memorial Park - Short term 0-5 years

The initial vision for the masterplan focuses on immediate upgrades to existing facilities to meet the growing demands of the community within the next 0-5 years. Key priorities include addressing issues like overflow car parking by repurposing existing residential buildings into versatile community spaces. These spaces could potentially house amenities such as cafes, childcare facilities, and additional toilets, maximizing their utility and activating the street frontage. By leveraging the north-facing orientation of these buildings, there's a unique opportunity to create inviting public spaces with features like outdoor seating and umbrellas, enhancing the overall appeal of the park.

Furthermore, the project aims to establish a dynamic community spine, serving as a central pedestrian thoroughfare for intuitive navigation and accessibility throughout the park. This spine not only enhances connectivity but also accommodates potential vehicular access in certain scenarios, ensuring the park remains functional for various modes of use. Additionally, the plan emphasizes the creation of inclusive play spaces, upgraded change room facilities, and the integration of existing memorial elements to honour the park's history and enhance its cultural significance. Through the provision of multi-sport courts and communal open spaces, the project strives to promote active lifestyles and foster social interaction, catering to the

diverse needs of the community while ensuring sustainability and adaptability for future development phases.

WV SCOTT MEMORIAL PARK - LONG TERM

05.1 Initial Thoughts - Long Term

VISION

"A social hub for the growing community that supports active lifestyles, health and well-being for all ages and abilities"

KEY	
1	Planting
2	Multi Sports Courts
3	Existing Sports Fields
4	Bioretention Pond
	Retained Existing Buildings
	Memorial (Proposed zone)
	Memorial (Current zone)
	Main View Corridor
	Site Boundary
	Green Loop Path
	Pedestrian Only Community Spine
	Key Movement Paths
	Existing Trees
	Proposed Trees

WV SCOTT MEMORIAL PARK | LANDSCAPE MASTERPLAN | REPORT



Figure 7 WV Scott Memorial Park - Long Term

In response to the growing community- enhanced recreational facilities promoting active lifestyles and well-being, our long-term vision encompasses the development of a dynamic social hub. This hub will serve as a regional-scale play space, strategically located for equitable access and whole-of-park activation. It will feature an expanded play area, including a skate park integrated with the new E-W Green Street, and outdoor waterplay facilities alongside a 50m outdoor swimming pool within a thoughtfully designed aquatic centre.

Furthermore, to ensure the inclusivity and sustainability of this vision, communal open spaces will be enhanced with amenities buildings servicing the play spaces, courts, and fields. The Andalusian St Linear Park extension will provide a green buffer, offering level open lawn spaces for informal recreation while the introduction of a Green Street will enhance connectivity through the park, with vehicular access considerations integrated into the future aquatic centre design.

Finally, the Active Transport Link, featuring a bridge connection over Bringelly Rd and direct access to the multi-sports courts atop the aquatic centre, will prioritize equal access for all members of the community, fostering a vibrant and cohesive social environment.

FINANCIAL IMPLICATIONS

Costs associated with this recommendation are in future stages however consideration or realistic current costs will be further developed based on the designs and current project rates.

IMPLEMENTATION PLAN AND BUDGET PHASING

Currently Council has funds available in the Contribution Plan for eligible works under Contribution Plan funding (i.e., construction of sport fields). Consideration needs to be given to how much funding can be contributed to the project from other budget sources.

After the Masterplan phase a staging plans and completion of necessary planning background studies (traffic, environment, heritage, and flooding) and detailed design and acquiring all necessary planning approvals will enable the entire project scope shovel ready for staged delivery. These approvals will support applications for annual government grants including Office of Sport Facilities Grants, Places to Play (DPE) and other grant programs that become available.

Short term funding from Contributions and matching grants will see multiple stages to develop the Park over many years., such as;

- **Part 1: (underway)** Site remediation and demolishing improvements, construction and delivery of new access and Stage 1 playground
- **Part 2:** Improvements to current sport uses and facilities to meet demand and outdoor courts, and adjacent parking and adaptive re-use of current buildings for community use.
- **Part 3:** Construction and delivery of the aquatic facilities, recreation facilities and the remainder parking

CONCLUSION

Council has identified the need to develop a Masterplan to establish the improvements and facilities required to meet its rapidly growing community. Consequently, a draft Masterplan has been prepared, reflecting the community's recreation needs gathered through stakeholder engagement.

Young families of Austral emphasized the immediate need for these play and sporting facilities, to contribute to building a healthy lifestyle for children, youth, and adults alike. In July 2024, Council engaged the external consultants who prepared Landscape Masterplans and developed alternative concept design scenarios, reflecting the user groups and community's aspirations.

Craik Park is a Crown Reserve, dedicated as a Showground, and is currently used as a sports and passive park. This report recommends a balanced model as developed in Scenario A - Showground, Events and Recreation option – this scenario looked to build on the original land designation, and to develop the site with a balance of sport, environment and passive recreation uses for the growing Community. This option supports the widest range of community uses, the improvement delivered in stages as funding is released and identified. Options for a synthetic Athletics hub will be explored in other District Parks or within the Western Sydney Parklands identified regional sporting Precinct.

WV Scott Memorial Park has been staged into short term and long-term aspirations for sports to remain and to incorporate play and community elements.

Both park masterplans have been developed through extensive collaboration with stakeholders and careful consideration of the existing and future community needs and aspirations that reflects the shared vision for both Craik Park and WV Scott Memorial Park, aiming to enhance their recreational and community value for years to come.

Through detailed analysis, and stakeholder engagement, the masterplans provide a comprehensive framework for future development, ensuring alignment with strategic objectives and sustainability principles. It serves as a guide for implementing upgrades and improvements, facilitating the parks' evolution into vibrant, accessible, and inclusive spaces for residents and visitors alike.

CONSIDERATIONS

<p>Economic</p>	<p>Deliver and maintain a range of transport related infrastructure such as footpaths, bus shelters and bikeways.</p> <p>Facilitate economic development.</p> <p>Facilitate the development of new tourism based on local attractions, culture and creative industries.</p>
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<p>Environment</p>	<p>Manage the environmental health of waterways.</p> <p>Manage air, water, noise and chemical pollution.</p> <p>Retain viable opportunities for local food production while managing land use to meet urban growth.</p> <p>Enhance the environmental performance of buildings and homes.</p> <p>Protect, enhance and maintain areas of endangered ecological communities and high quality bushland as part of an attractive mix of land uses.</p> <p>Raise community awareness and support action in relation to environmental issues.</p>
<p>Social</p>	<p>Raise awareness in the community about the available services and facilities.</p> <p>Provide cultural centres and activities for the enjoyment of the arts.</p> <p>Support policies and plans that prevent crime.</p> <p>Preserve and maintain heritage, both landscape and cultural as urban development takes place.</p> <p>Deliver high quality services for children and their families.</p>
<p>Civic Leadership</p>	<p>Undertake communication practices with the community and stakeholders across a range of media.</p> <p>Foster neighbourhood pride and a sense of responsibility.</p> <p>Deliver services that are customer focused.</p> <p>Operate a well-developed governance system that demonstrates accountability, transparency and ethical conduct.</p> <p>Actively advocate for federal and state government support, funding and services.</p>
<p>Legislative</p>	<p>Include any relevant legislation and section here.</p> <p>There are no legislative considerations relating to this report.</p>
<p>Risk</p>	<p>There is no risk associated with this report.</p>

ATTACHMENTS

1. Austral Open Space Map (Under separate cover)
2. Craik Park Masterplan Design Options (Under separate cover)
3. WV Scott Memorial Park Masterplan (Under separate cover)

OPER 01

**Carnes Hill Recreational Precinct Stage 2
(CHRPS2) - Amended Sports Field Masterplan**

Strategic Objective	Healthy, Inclusive, Engaging Improve liveability and quality of life for the community by delivering vibrant parks, places and facilities
File Ref	100173.2024
Report By	Iqra Hoda - Assistant Project Manager (WSIGP)
Approved By	Jason Breton - Director Operations

EXECUTIVE SUMMARY

This report seeks Council’s endorsement for a revision to the Carnes Hill Recreation Precinct Stage 2 Sports Field Masterplan to manage construction around high-voltage electricity cables through the centre of the site.

In 2022 Council endorsed a masterplan designed on the assumption that undergrounding the cables was within the budget of the project. Since then, further investigations with TransGrid found that undergrounding the cables would cost \$12.7 million and take up to four years to complete. The sports field project is funded by the 2008 contribution plan which has a remaining budget of \$6.5 million.

To ensure the project is delivered on time and on budget, this report is seeking a masterplan revision which designs the project in line with TransGrid’s requirements for the electricity cables.

RECOMMENDATION

That Council adopts the amended master plan for the Carnes Hill Recreation Precinct Stage 2 Sports Field Masterplan.

REPORT

In November 2018 Council resolved to investigate a suitable use for the site known as Carnes Hill Recreation Precinct Stage 2 (CHRPS2).

In 2019 Council commenced the development of a Masterplan for CHRPS2 which it adopted on 25 November 2020 (see Figure 1 below). The endorsed 2020 masterplan divided the precinct into two sections, with a high-voltage transmission easement through the middle. The 'North Site' features two sporting fields with spectator seating areas, open-air sports courts, and associated car parking. The 'South Site' incorporates the new aquatic centre with a 50m indoor swimming pool, an outdoor splash park, a children's playground, and its corresponding car parking facilities.



During the initial 2020 master planning phase, the architect (COOP) considered the physical site constraints, including the presence of high voltage powerlines running diagonally through the site. The quantity survey at the time estimated it would cost \$2 million to underground the power lines.

The CHRPS2 masterplan was updated and adopted on 14 December 2022 to incorporate the findings of the Aquatic Leisure Centre Provision Implementation and Priority Plan including integrating the sporting facilities within the site's natural landscape setting, on the assumption that relocating the overhead powerlines underground was feasible. The costs associated with undergrounding the powerlines were escalated to \$6m in 2022 (See Figure 2).

21 November 2022 Carnes Hill Aquatic Facility - Order of Probable Cost Comparison				
Option	A 2020 Masterplan [current endorsed]	B North Site Option	C South Site Option [Michael Clarke]	Notes
Aquatic Centre				
Lower Level Building Works	\$0	\$0	\$4,689,041	
Upper Level Building Works	\$19,600,154	\$19,546,356	\$19,546,356	
Aquatic Works	\$11,370,480	\$5,845,800	\$7,720,800	Opt A has greatest pool volume, Opt B sim to C but without Warm Water pool
Extra Over for Suspended Pools			\$1,277,000	
External Works and Services	\$3,554,201	\$3,554,201	\$7,720,800	
Aquatic Centre Subtotal	\$34,524,835	\$28,946,357	\$40,953,997	
Associated Costs				
Power Lines UnderGround	\$0	\$6,000,000		\$0 The cost provided to move the power lines underground in 2020 was approx. \$5M, have added with escalation
Play Ground Relocation	\$0	\$0	\$1,338,868	
Tennis Court Relocation	\$0	\$0	\$400,000	
Associated Costs Subtotal	\$0	\$6,000,000	\$1,738,868	
Subtotal - Trade Works	\$34,524,835	\$34,946,357	\$42,692,865	
Escalation (5% pa to December 2023)	\$2,589,363	\$2,620,977	\$3,201,965	3 years applied to Opt A, 1.5 years applied to Opt B and C
Design Contingency (20%)	\$6,904,967	\$6,989,271	\$8,538,573	
Construction Contingency (10%)	\$3,452,484	\$3,494,636	\$4,269,287	
Prelims and Margins (15%)	\$5,178,725	\$5,241,954	\$7,684,716	18% applied to Opt C due to increased construction management requirements during construction on 'live' site
Total	\$52,650,374	\$53,293,195	\$66,387,405	

Figure 2: 2022 Cost comparison with escalation.

In February 2023 Council was advised of the successful Western Sydney Infrastructure Grant Program (WSIGP) application that would provide \$53.4 million to deliver the aquatic and recreational portion (south site) only.

Since the commencement of the detailed design phase for the Development Application (DA) in July 2023, a series of early works investigations were undertaken. This included communication with the utility provider TransGrid, who own and manage the high-voltage transmission lines that cross the site. Upon review of the endorsed master plan, they advised that the proposal to underground the 330KV powerlines was both cost- and time-prohibitive, given the available funds in the contribution plan and program.

Council received the following advice from TransGrid in response to their review of the 2022 Masterplan:

“Regardless of the alignment of the transmission line, the current plans will require significant changes to meet the easement guidelines so it may be more practical to re-assess the design taking proper account of the easement before looking into a realignment of the transmission line easement. This would, for example, include repositioning or redesigning the Gymnastics, Health and Fitness area.” Received 26 September 2023.

“Undergrounding a small (1-2 spans) section of a high voltage 330kV transmission line is not possible as its cost/time prohibitive, there are also requirements for extensive underground cable and transition station easements and the need for large transition stations (similar to substations) at either end of the underground cable as well as extensive exclusion zones (outside of these cable easement/transition stations areas) to mitigate Earth Potential Rise risk. Typical costs for undergrounding would be \$20m per km.

“Please also note that modifying TransGrid’s transmission network to meet the individual needs of proponents is a significant task. Extensive planning, coordination, engineering and construction activities are required. The costs for all of these activities are borne by the party requesting the change including any prefeasibility consultancy work, scoping study and actual design/construction activities. Typical timeframe are 3-4 years of planning, design and construction.” Received 25 October 2023.

Based on TransGrid’s advice the cost of relocating 465m (approximate length) of cables underground is estimated at \$9.3m plus additional expenses related to the transmission stations and consultancies. See attached the review of HDV Costs.

The four-year planning timeframe that includes extensive coordination, engineering and construction works would provide a substantial obstacle to delivering the project on time alongside the WSIGP scheduled construction of the aquatic centre. The cost and time associated with environmental and development approvals as well as community consultation and property acquisition would have to be borne by Liverpool City Council.

In November 2023, Council endorsed the amended Carnes Hill Aquatic Centre masterplan, which involved the reconfiguration of the aquatic centre built form to adhere to TransGrid’s easement guidelines.

**REVISED MASTERPLAN 2023
VERSION A**

NEARBY

- 01. Hoxton Park Public School
- 02. Carnes Hill Marketplace
- 03. Kurrajong Road
- 04. Cowpasture Road
- 05. Pacific Palms Curcuit
- 06. Beard Creek

STAGE 1

- 07. Stage 1 Recreation & Community Facilities
- 08. Carnes Hill Library
- 09. Michael Clarke Recreation Centre
- 10. Outdoor Sports Courts
- 11. Community Playground
- 12. Skate Park

STAGE 2

- 13. Gymnastics, Health & Fitness
- 14. Indoor Aquatics Centre
- 15. Outdoor Splash Pads & Wetlands
- 16. Water Slides
- 17. Climbing Adventure Facility
- 18. Cafe and Outdoor Seating
- 19. Community Exercise Equipment
- 20. Community Table Tennis
- 21. Picnic Facilities
- 22. Sports Courts
- 23. Sports Court Change and Amenities
- 24. 2 Synthetic Sports Fields
- 25. Community Playground
- 26. Above Ground & Basement Parking
- 27. Amenities Block and Sports Store
- 28. Community Operated Learning Garden
- 29. HV Power Lines



Figure 3: 2023 Amended Aquatic Centre Masterplan.

The purpose of this report is to seek Council approval to amend the sports field portion of the masterplan for Carnes Hill Recreation Precinct Stage 2 as shown in Figure 4. The amended design eliminates the risks involved with the relocation of the high-voltage transmission lines, while maintaining the same open space outcomes for the precinct as required by the 2008 Contribution plan.

**REVISED MASTERPLAN 2024
VERSION B**

NEARBY

- 01. Hoxton Park Public School
- 02. Carnes Hill Marketplace
- 03. Kurrajong Road
- 04. Cowpasture Road
- 05. Pacific Palms Circuit
- 06. Beard Creek

STAGE 1

- 07. Stage 1 Recreation & Community Facilities
- 08. Carnes Hill Library
- 09. Michael Clarke Recreation Centre
- 10. Outdoor Sports Courts
- 11. Community Playground
- 12. Skate Park

STAGE 2

- 13. Gymnastics, Health & Fitness
- 14. Indoor Aquatics Centre
- 15. Outdoor Splash Pads & Wetlands
- 16. Water Slides
- 17. Climbing Adventure Facility
- 18. Cafe and Outdoor Seating
- 19. Community Exercise Equipment
- 20. Community Table Tennis
- 21. Picnic Facilities
- 22. Sports Courts
- 23. Multi-purpose Training Field
- 24. Multi-purpose Sports Field
- 25. Community Playground
- 26. Above Ground & Basement Parking
- 27. Amenities Block and Sports Store
- 28. Community Operated Learning Garden
- 29. Access Slip Road
- 30. Grandstand seating
- 31. HV Power Lines



Figure 4: 2024 Amended Sports field master plan. (see attached for higher resolution and scale version)

The revised design has been amended to adhere to TransGrid's 'Easement Guidelines' to prevent any potential design-related issues during the Review of Environmental Factors (REF) or delivery stages. The amended design satisfies the outstanding requirements of the 2008 Contribution plan which include a multipurpose sports field, four multipurpose sports courts, a playground and associated infrastructure works.

FINANCIAL IMPLICATIONS

It is estimated that it would cost Council approximately \$12.7m to underground the powerlines. This estimate is based on advice from TransGrid and a memo provided by quantity surveyors Turner and Townsend.

The 2008 contribution plan that funds the delivery of the Carnes Hill Recreation Precinct Stage 2 Sports fields has the following remaining budget:

- Playing fields - \$6,000,000
- Sports courts - \$189,000
- Playground - \$320,000

As a result, Council would need to allocate an additional \$12.7m to the project to underground the HV lines.

If Council adopts the recommended masterplan, the cost and time delay risks associated with the TransGrid powerlines will be avoided.

CONSIDERATIONS

Economic	The financial impacts are outlined in the report above.
Environment	Protect, enhance and maintain areas of endangered ecological communities and high-quality bushland as part of an attractive mix of land uses.
Social	Deliver high quality services for children and their families.
Civic Leadership	Foster neighbourhood pride and a sense of responsibility. Deliver services that are customer focused.
Legislative	Local Government Act. 1993
Risk	The risk to the project is considered Low if Council adopts the revised masterplan. The risk to the project would be High if Council delays adoption or does not adopt the revised masterplan.

ATTACHMENTS

1. Carnes Hill Amended Sports Field masterplan 2024
2. High Level Estimate for HV Underground Transmission Lines

CARNES HILL RECREATION & COMMUNITY PRECINCT REVISED MASTERPLAN 2024

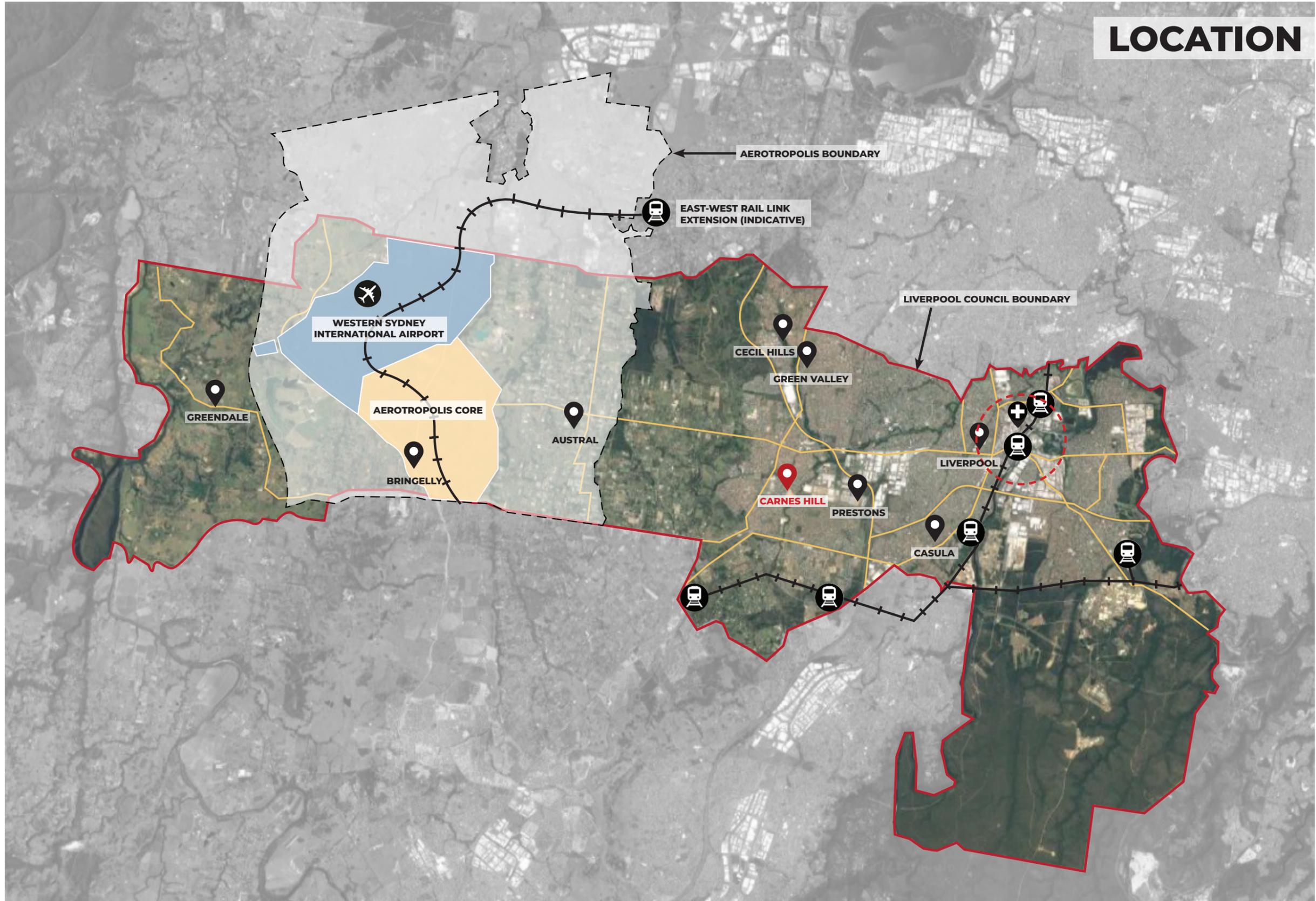
STAGE 2

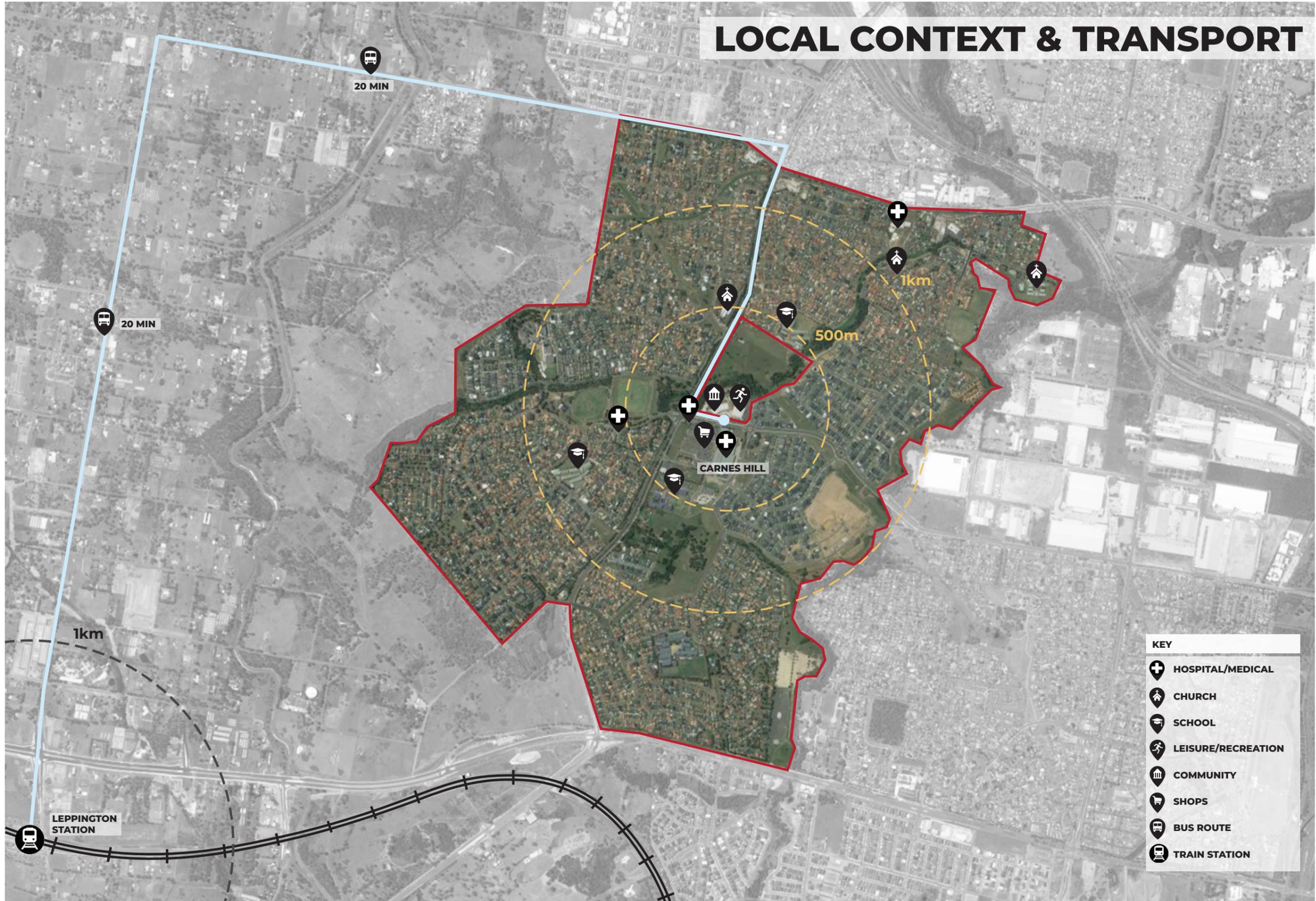


Version B
27.03.2024

CO.OP





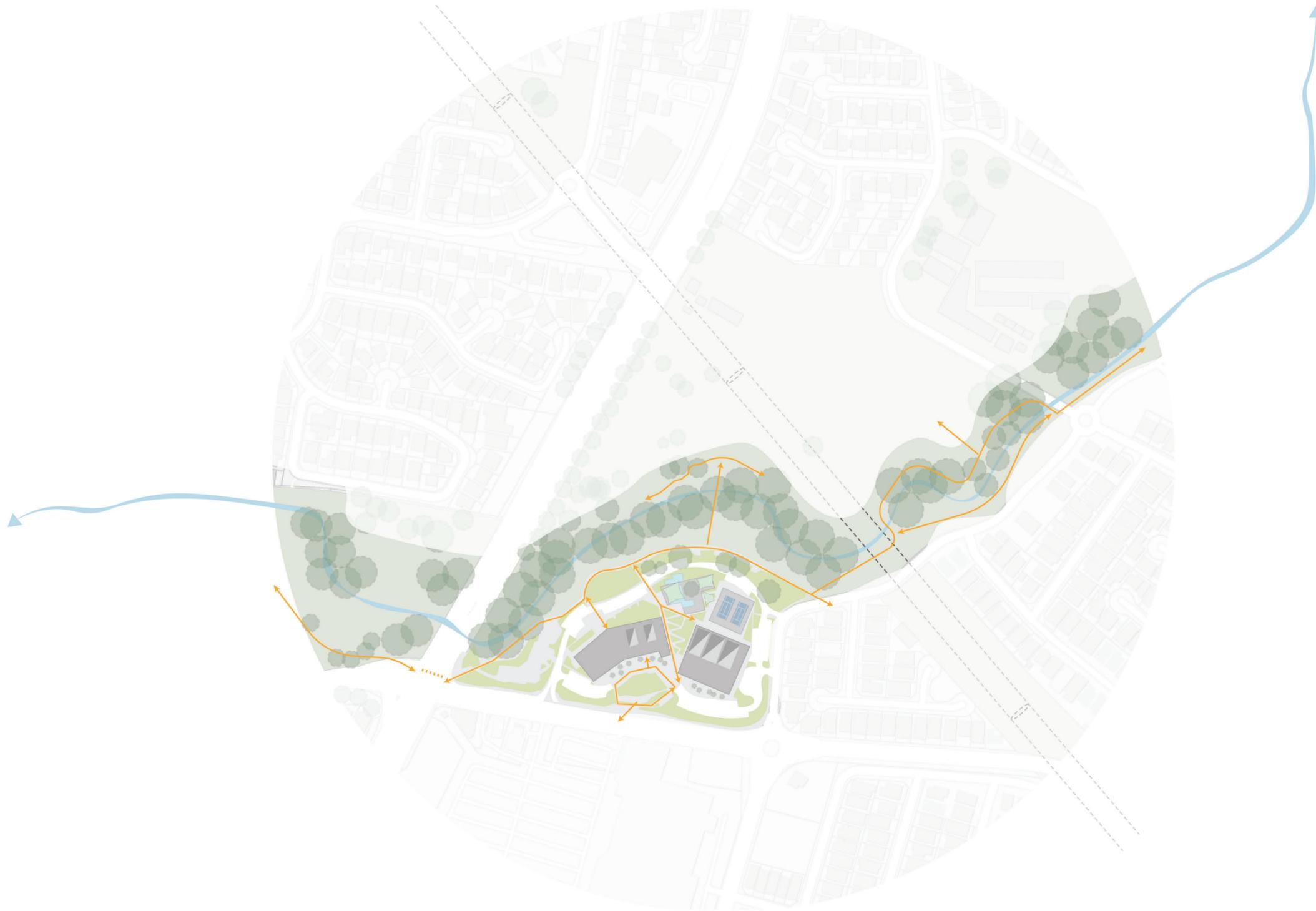




EXISTING SITE PLAN



REVITALISE GREEN & BLUE CORRIDOR



PROJECT ASPIRATIONS



PEDESTRIAN & CYCLE FRIENDLY



ACTIVE WETLAND ENVIRONMENT



ACKNOWLEDGMENT OF COUNTRY



ENVIRONMENTAL REGENERATION

POTENTIAL INTEGRATED LANDSCAPE ACTIVITIES

- HIGH ROPES TOWER
- CASUAL OUTDOOR COURTS
- BOULDERING
- NINJA COURSE
- ZIP LINE
- FITNESS TRACK/EQUIPMENT
- CLIMBING WALLS/FRAMES
- MAZE
- CABLE SKI



INTEGRATED LANDSCAPE & PUBLIC DOMAIN PRECEDENTS

Pirramma Park at Pyrmont



INTEGRATED LANDSCAPE & PUBLIC DOMAIN PRECEDENTS

Ballast Point Park in Balmain



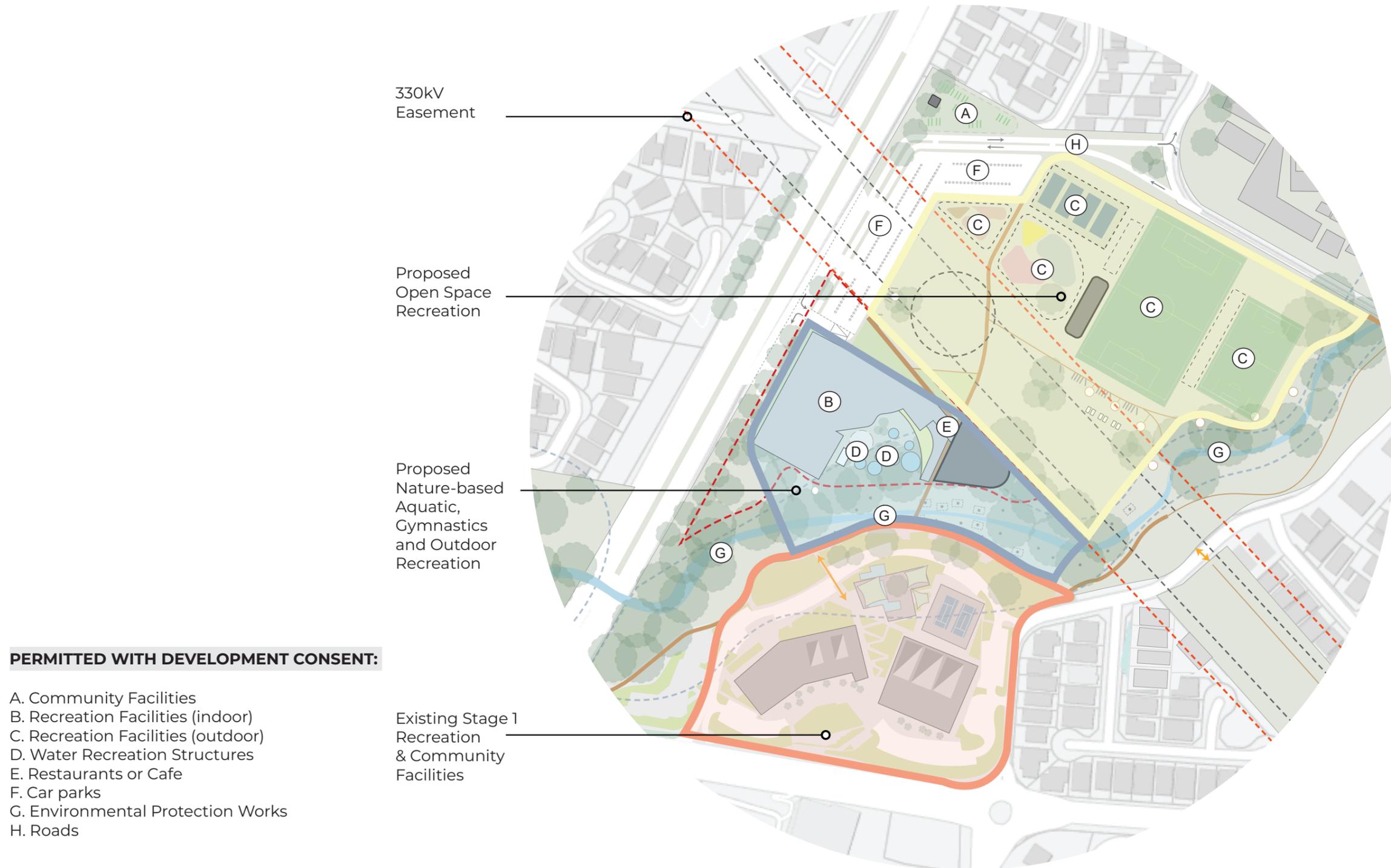
PREFERRED SITE CIRCULATION STRATEGY

PENDING TRAFFIC ENGINEERING FEEDBACK



REI PUBLIC RECREATION

PROPOSED LAND USES



REVISED MASTERPLAN 2024

VERSION B

NEARBY

- 01. Hoxton Park Public School
- 02. Carnes Hill Marketplace
- 03. Kurrajong Road
- 04. Cowpasture Road
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- 06. Beard Creek

STAGE 1

- 07. Stage 1 Recreation & Community Facilities
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STAGE 2

- 13. Gymnastics, Health & Fitness
- 14. Indoor Aquatics Centre
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- 17. Climbing Adventure Facility
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- 25. Community Playground
- 26. Above Ground & Basement Parking
- 27. Amenities Block and Sports Store
- 28. Community Operated Learning Garden
- 29. Access Slip Road
- 30. Grandstand seating
- 31. HV Power Lines



MASTERPLAN AREAS SUMMARY



STAGE 2 - AREAS

AREAS ARE APPROXIMATE ONLY

- 01. Aquatics Centre - 12,000m²
- 02. Climbing Adventure Facility - 1,000m²
- 03. Community Exercise Equipment - 500m²
- 04. Sports Courts - 2,200m²
- 05. Multi-purpose Training Field - 3,600m²
- 06. Multi-purpose Sports Field - 9,000m²
- 07. Community Playground - 3,000m²
- 08. Above Ground & Basement Parking - 7,800m² (Gnd level only)
- 09. Amenities Block and Sports Store - 700m²
- 10. Community Operated Learning Garden - 1,600m²
- 11. Access Slip Road - 670m²
- 12. Grandstand seating - 1,250m²

AQUATICS LAYOUT VERSION A

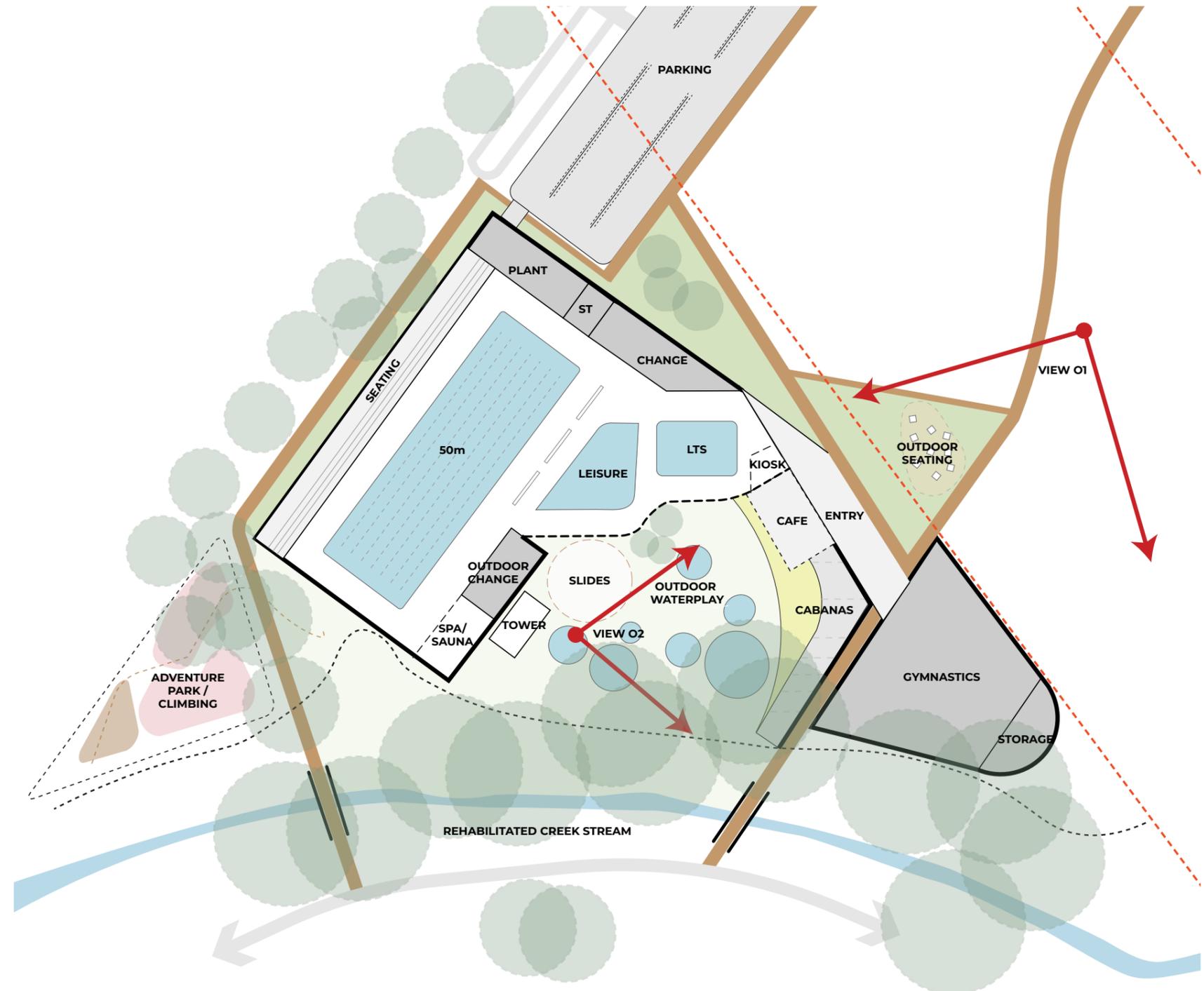
FOR DISCUSSION

CONCEPT

- 'Low Impact' aquatic facilities built into the landscape, relies on outdoor pools
- Form creates threshold and sheltered oasis screened from remainder of site by landscape mounds and built form
- Larger components such as 'Function' and 'Gymnastics' co-located, will require review of design language

FUNCTIONAL

- Aquatic components shown similar to previous concept when attached to Michael Clarke, no warm water pool
- Indoor 8 lane 50m pool
- Change Rooms & Amenities
- Slides and waterplay seek to connect indoor facilities and creek
- 'Cabanas' available for bookings
- Board Walk crosses creek connecting north and south
- Plant room access separate from pedestrian entry



AQUATICS LAYOUT VERSION A

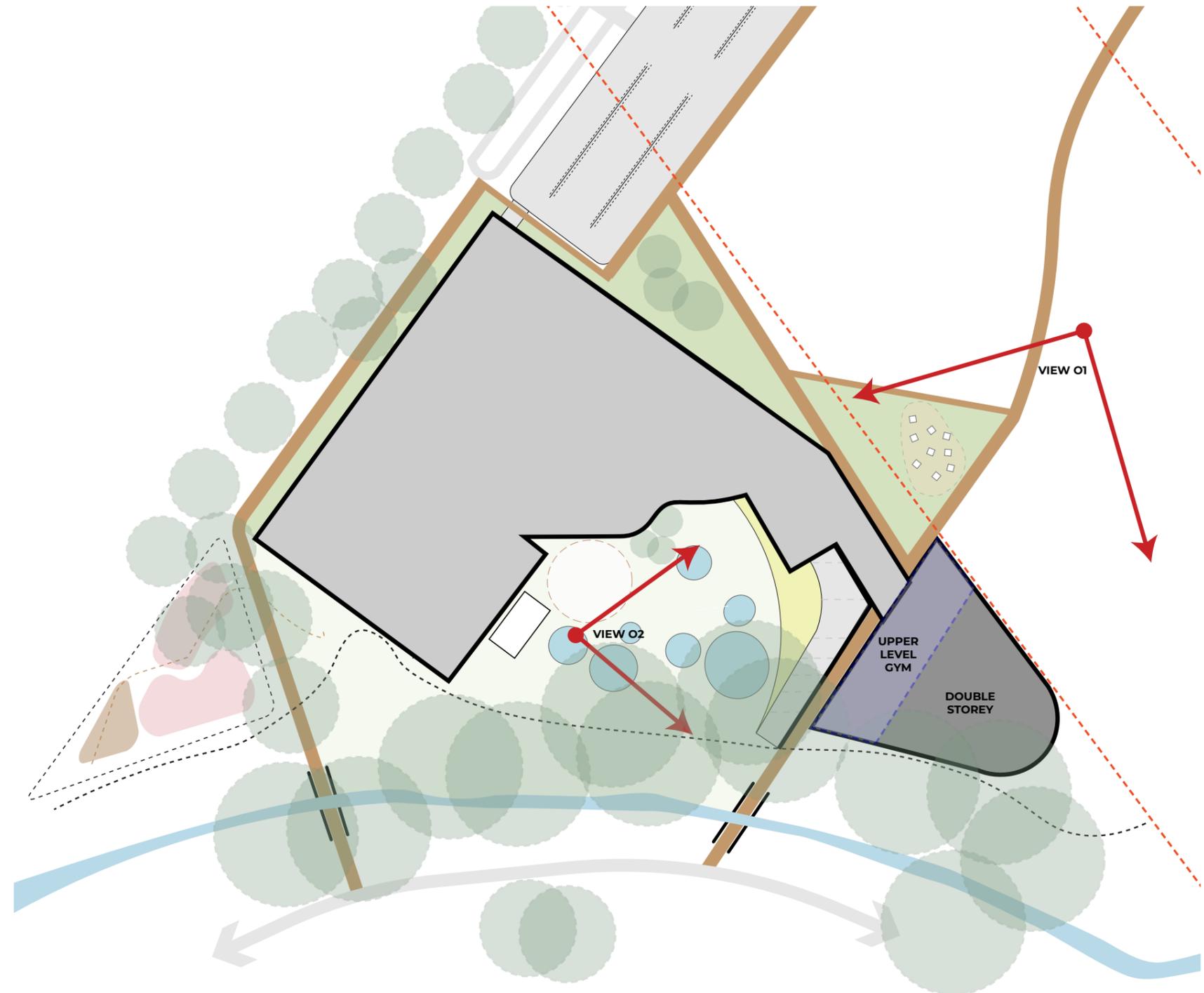
FOR DISCUSSION

CONCEPT

- 'Low Impact' aquatic facilities built into the landscape, relies on outdoor pools
- Form creates threshold and sheltered oasis screened from remainder of site by landscape mounds and built form
- Larger components such as 'Function' and 'Gymnastics' co-located, will require review of design language

FUNCTIONAL

- Other activities discussed previously such as high ropes tower, casual outdoor courts, bouldering, ninja course, zip line, fitness track/equipment, climbing walls/frames, maze, cable ski located near larger built form



RENDERS



RENDERS



Client Confidential



Memorandum

From: Nana Yaw Osei-Owusu**To:** Iqra Hoda**Date:** 6 November 2023**Copy:** Jason Flentjar

High Level Estimate for HV Underground Transmission Lines

Hi Iqra,

We have reviewed the emails and documents issued by yourself to us on Tuesday; 31st October and Friday; 3rd November via outlook and have estimated at high level the below costs.

1. Demolish the overhead lines and poles, incl. disconnection, decommissioning: - \$630,000
2. Transition Stations (2 each), Cabling, Conduiting: - \$7,800,000
3. Excavation/ Trenching (incl. 10% allowance of Trenching volume for Rock Removal due to the depth): - \$1,500,000
4. Preliminaries and Contingency: - \$2,800,000.
5. Total: - \$12,730,000

The above costs are:

6. Based on 500m run of cable
7. Exclusive of removal of contaminated soil/ materials
8. High level based on the information provided to us.
9. Exclusive of GST.
10. Exclusive of Design Fees, Geotech Investigations.

Please let us know if there are any queries.

CTTE 01	Minutes of Community Safety and Crime Prevention Advisory Committee meeting held on 7 March 2024
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Strategic Objective	Healthy, Inclusive, Engaging Communicate, listen, engage and respond to the community by encouraging community participation
File Ref	091192.2024
Report By	Jacqueline Newsome - Coordinator Community Development
Approved By	Tina Bono - Director Community & Lifestyle

EXECUTIVE SUMMARY

This report is to present the Minutes of the Community Safety and Crime Prevention Advisory Committee held on 7 March 2024.

RECOMMENDATION

That Council:

1. Receive and note the Minutes of the Community Safety and Crime Prevention Advisory Committee held on 7 March 2024; and
2. Endorse the recommendations in the Minutes.

REPORT

The Minutes of the Community Safety and Crime Prevention Advisory held on 7 March 2024 are attached for the information of Council.

The minutes contain the following actions or Committee recommendations:

- Alcohol Free Zones (AFZs) list to be shared with committee members for review and advice on any changes to existing AFZs or possible new locations.

FINANCIAL IMPLICATIONS

None of the actions contained in the minutes will have a financial impact on Council.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
Environment	There are no environmental and sustainability considerations.
Social	Support policies and plans that prevent crime.
Civic Leadership	There are no civic leadership and governance considerations.
Legislative	There are no legislative considerations relating to this report.
Risk	There is no risk associated with this report.

ATTACHMENTS

1. Minutes of the Community Safety and Crime Prevention Advisory Committee held on 7 March 2024



This meeting was recorded for minute taking purposes

MINUTES OF THE COMMUNITY SAFETY AND CRIME PREVENTION ADVISORY COMMITTEE MEETING 7 March 2024

COUNCILLORS:

Councillor Karress Rhodes
Councillor Peter Harle

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

COMMITTEE MEMBERS:

Det. Insp. Timothy Liddiard
Jaqueline Druart
Chantelle Woodbridge
Andrew Miles
Liesa Davis
Ying Fan
Claudia Escarate
Ben Leauanae

Liverpool City Police Area Command
MTC Australia
Hume Housing
SWSLHD Drug Health Services
Wesley Mission
Royal Life Saving
Core Services
Hume Housing

COUNCIL ATTENDEES:

Cynthia Death
(Minutes)
John Hanlon

Community Development Worker - Safety & Wellbeing
Chief Information Officer

APOLOGIES:

Mayor Ned Mannoun

Liverpool City Council



OPEN

Meeting opened at 10:05 am.

1. WELCOME, ATTENDANCE AND APOLOGIES

Councillor Karress Rhodes opened the meeting and conducted the Acknowledgement of Country.

2. DECLARATIONS OF INTEREST

Nil.

3. CONFIRMATION OF PREVIOUS MINUTES

Moved: Councillor Rhodes

Seconded: Councillor Peter Harle

4. GUEST SPEAKER – John Hanlon, Chief Information Officer, Liverpool City Council

John provided a presentation on Council's CCTV network:

- Liverpool City Council runs a CCTV network throughout the LGA;
- There are 600 cameras across approximately 25 locations which are split across three main areas;
- About 25% of those cameras are the public safety and 75% of the cameras are operational security protecting Council facilities;
- There are 28 cameras within Macquarie St Mall, 20 in Cirillo Reserve and 37 around Warren Service way car park;
- Most of the cameras are for operational security which covers protecting Council assets. The remainder are to ensure public safety and Environmental Protection to assist with prevention of legal dumping throughout the LGA;
- There are several cameras throughout the Liverpool CBD, particularly in Macquarie Mall, to assist with the crime prevention in those areas;



- There is a Memorandum of Understanding between Liverpool City Council and NSW Police to allow Police to access the CCTV cameras both live footage and historical data to assist with crime prevention;
- Council's Public Safety Policy restricts exactly what those cameras can be used for and to make sure that Council is minimising any impact to privacy throughout the LGA. That policy is currently under review; and
- Annual maintenance for the cameras cost around \$30,000 per annum which is sourced from the City Development Fund. The rest of it is infrastructure which is funded through general funds. Those operational expenses are \$30,000 for public safety and about \$100,000 a year in operational security.

5. BUSINESS ARISING FROM PREVIOUS MINUTES

5.1 Safety issues – Miller Square and Warwick Farm

Community Development Worker - Safety and Wellbeing shared that there is no capital budget for CCTV for Miller. Council's Operations department is investigating the possibility of a permanent mobile CCTV camera for the Miller area.

The request relating to illegal rubbish dumping at Warwick Farm has been resolved.

6. GENERAL BUSINESS

6.1 Alcohol Free Zone

Council's Alcohol-Free Zones (AFZ) are expiring in September 2024, having last been updated in 2020. AFZs are valid for a maximum period of four years before they must be renewed or cancelled.

To validly establish an alcohol-free zone a council must comply with the procedures in sections 644 to 644C of the *Local Government Act 1993* (NSW) and to consult NSW Police and with Anti-Discrimination New South Wales ADNSW in establishing Alcohol Free Zones.

ACTION: AFZ list to be shared with committee members for review and advice on any changes to existing AFZs or possible new locations.

6.2 Liverpool City Police Area Command report

Det. Insp. Timothy Liddiard provided an update on local crime statistics:

- The increase in warmer weather is attracting more activity of people being out and about which is associated with crime trends rising between December and January;
- There is increase in assaults mostly from residential properties due to drinking at home;



- There has been a spike in property crime with arrests made which will help reduce the numbers for next month;
- Palestine and Israel political unrest concerns are being addressed through proactive operations relating to protest activity;
- Currently recruitment for more Police Officers is underway;
- Police will be attending upcoming Blessed Nights event at Macquarie Mall;
- Further crime trends and stats based on specific suburbs can be accessed on BOSCAR website; and
- Residents can report any criminal activity directly to Police via Crime Stoppers online, at their local police station or call 000 in an emergency. If crime is reported to Police consistently, Police will target these areas.

6.4 Councillors Report

Councillor Karress Rhodes shared the following update:

- Family Fun Day at Bigge Park was a huge success. Unfortunately, the toilets were unclean. Council is considering changing cleaning company to keep up twice daily clean ups; and
- Peter Harle shared that residents can report online for any speeding that they witness - Call the Police Assistance Line on 131 444 if you see dangerous driving occurring, or call Crime Stoppers on 1800 333 000 if you have information about anti-social driving. Illegal driving activities can be reported by visiting the Crime Stoppers website and its online reporting form.

7. INFORMATION SHARE

7.1 Harmony Project

Ying Fang shared that Royal Life Saving NSW has been given an opportunity to partner with the NSW Office of Sport to deliver a new project across Western and South Western Sydney, focused on improving the swimming and survival skills of vulnerable preschool children who have not had the opportunity to take part in water safety education. This project is underpinned by community stakeholder collaboration to ensure the most vulnerable communities can learn lifesaving skills without barriers to participation.

7.2 Drug Health

Andrew Miles shared Liverpool Hospital Re-Development is underway but business as usual at the hospital. New staff members have been recruited at Drug Health such as senior nurses who will be able to provide holistic care plan to clients.



CLOSE

Meeting closed at 11:15 am

Next Meeting to be held on Thursday 6 June 2024 – venue to be confirmed pending Council's relocation to Civic Place

CTTE 02

**Minutes of the Liverpool Access Committee
Meeting held 14 March 2024**

Strategic Objective	Healthy, Inclusive, Engaging Support an inclusive community by fostering access and equity for all
File Ref	091414.2024
Report By	Jacqueline Newsome - Coordinator Community Development
Approved By	Tina Bono - Director Community & Lifestyle

EXECUTIVE SUMMARY

This report is tabled in order to present the Minutes of the Liverpool Access Committee Meeting held on 14 March 2024.

RECOMMENDATION

That Council:

1. Receives and notes the Minutes of the Liverpool Access Committee Meeting held on 14 March 2024; and
2. Endorse the recommendations in the Minutes.

REPORT

The Minutes of the Liverpool Access Committee Meeting held on 14 March 2024 are attached for the information of Council.

The Minutes contain the following actions or Committee recommendations:

- Council's Governance team to advise of the legal obligations with development applications for businesses in the Liverpool city centre;
- Council to provide updates to actions raised at the December meeting regarding Civic Place;
- The concerns regarding the layback of the entrance ramp when entering the library from George Street to be raised with the Traffic Committee;

- Council’s Planning team is to be invited for a presentation on the minimum accessibility standards; and
- Council to invite Liverpool Hospital for updates on the hospital redevelopment.

FINANCIAL IMPLICATIONS

None of the actions contained in the Minutes will have a financial impact on Council.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
Environment	There are no environmental and sustainability considerations.
Social	There are no social and cultural considerations.
Civic Leadership	Facilitate the development of community leaders. Encourage the community to engage in Council initiatives and actions. Provide information about Council’s services, roles and decision making processes.
Legislative	There are no legislative considerations relating to this report.
Risk	There is no risk associated with this report.

ATTACHMENTS

1. Minutes of the Liverpool Access Committee meeting held on 14 March 2024



MINUTES FROM THE LIVERPOOL ACCESS COMMITTEE MEETING

Thursday 14 March 2024

COUNCILLORS:

Councillor Karress Rhodes
Councillor Peter Harle

(Chairperson)

COMMITTEE MEMBERS

Grace Fava
Kaye Bruce
Ellie Robertson
Tanzeel Kamran
Lana Zilla
Dimitrios Mavro

Community Member
Community Member
Community Member
Community Member
Community Member
Community Member

COUNCIL ATTENDEES:

Paola Jamett-Caru

Community Development Worker

APOLOGIES:

Theodora Hatzihrisafis
Amanda Roa
Christopher Bourke
Karen Pritchard
Mhari Paterson

Community Member
Community Member
Community Member
Community Member
Community Member



1. WELCOME, ATTENDANCE AND APOLOGIES

Councillor Rhodes welcomed the Committee and opened the meeting with an Acknowledgment of Country.

2. DECLARATIONS OF INTEREST

Nil.

3. CONFIRMATION OF PREVIOUS MINUTES

The minutes for the 14 December 2023 meeting were accepted as a true record of that meeting.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

4.1 Woodward Park

Councillor Rhodes advised that funding needs to be used for specified purposes and reallocating the funds elsewhere is not possible.

The Brickmakers Creek - Woodward Park project was approved to proceed at the last Council meeting.

4.2 Businesses on Railway Street

Further to previous discussions about old shops and accessibility issues, Grace Fava stated that:

- The DA does not mandate new tenants to make provisions to improve accessibility i.e. install ramps;
- A joint venture should be made between Council and landlords to ensure premises are made accessible for people with mobility issues in Liverpool; and
- Landlords should hold responsibility as the owner of a premises as does Council with keeping up with the latest laws around inclusion to avoid any complaints and potential lawsuits.

Grace requests the issue remain on the agenda pending further enquiries.

Action: Council's Governance team to advise of the legal obligations with development applications for businesses in the Liverpool City Centre.

4.3 Greenway Oval

A response on this matter will be provided to the next meeting.

4.4 Civic Place

There were no updates to the actions taken on notice from the previous meeting. These will carry



over to the next meeting.

Councillor Harle raised an issue with the entrance ramp when entering from George Street to the Library. It appears the layback is too short and when you do a left hand turn into that parking area, the car wheel hits the curb. A wider turn is needed to avoid hitting the car wheel however this is not possible as there is traffic in the next lane. The layback needs to be brought further back by a metre to deal with the problem.

Action: Council to provide updates to actions raised at the December meeting regarding Civic Place.

Action: The concerns regarding the layback of the entrance ramp when entering the library from George Street to be raised with the Traffic Committee.

4.5 Light Horse Park update

Grace Fava raised some questions following the Light Horse Park presentation at the December meeting from the Western Sydney Infrastructure Grants (WSIG) team. Responses to these queries were provided to the Committee members prior to this meeting. The WSIG team will be joining future meetings to update the Committee about Light Horse Park as needed.

4.6 2022 National Construction Code's minimum accessibility standards

The Committee will put on hold writing a letter to the relevant ministers until more information is known about the 2022 National Construction Code's minimum accessibility standards, including the Council's position. The relevant Council department is requested to provide an update.

Action: Council's Planning team is to be invited for a presentation on the minimum accessibility standards.

4.7 Liverpool Hospital Redevelopment

Grace Fava reported there is lots going on with the redevelopment and this is tying up some loose ends. The car park door on Level 7 has now been replaced with a sliding door which is a great outcome. The Committee would like to hear back from the hospital on where the redevelopment is at.

Action: Council to invite Liverpool Hospital for updates on the hospital redevelopment.

5. ACCESS NOTIFICATIONS

Nil.

6. GENERAL BUSINESS

6.1 Aquatic Centre update

Project leads Emily Tinson and her team will be planning an access workshop with the Committee for the Carnes Hill Aquatic and Leisure Centre upgrade. This is another major project in Liverpool that received funding under the WSIG Program. Committee members are encouraged to participate in this workshop. Further details of the workshop will be provided to the Committee when available.



6.2 SSI Local Area Coordinator (LAC) Reference Group

Tanzeel Kamran reported the reference group had a name change to the SSI LAC Disability Reference Group as it caters to more diverse communities. It is envisaged the reference group will open communication channels with hard-to-reach communities to enable SSI to support greater access to quality services for people with disability. Any questions about the program can be referred to tkamran@ssi.org.au

6.3 SSI Employment Inclusion Project

Shretah Pande and Scott Taylor updated the Committee about SSI's Employment Inclusion Project. The project has 3 components including workshops, the Sydney Council network and the symposium. The project leads are engaging local councils to form a Council Network to support delivery of employment outcomes for people with disability.

7. CORRESPONDENCE

Nil.

8. CLOSE

The meeting closed at 2.05pm.

Next meeting 13 June 2024, venue to be confirmed.

CTTE 03

**Minutes of the Tourism and CBD Committee 27
February 2024**

Strategic Objective	Evolving, Prosperous, Innovative Maintain strong relationships with agencies, stakeholders and businesses to achieve beneficial outcomes for the city
File Ref	102924.2024
Report By	Susana Freitas - Coordinator Innovation, Grants and Partnerships
Approved By	Shayne Mallard - Director City Futures

EXECUTIVE SUMMARY

This report is tabled in order to present the Minutes of the Tourism and CBD Committee Meeting held on 27 February 2024.

RECOMMENDATION

That Council:

1. Receives and notes the Minutes of the Tourism and CBD Committee Meeting held on 27 February 2024.
2. Endorse the recommendations in the Minutes.

REPORT

The Minutes of the Tourism and CBD Committee held on 27 February 2024 are attached for the information of Council.

The minutes contain the following actions or Committee recommendations:

- Council staff to advise if Council received permission to move the war memorial at Light Horse Park.
- Council Staff to check the VPA for the Papermill Precinct regarding the development of public boardwalks along the river and the connectivity it will provide to Liverpool Station and report back to the committee.
- Committee members to provide comments to the Acting Coordinator Innovation, Grants and Partnerships regarding Light Horse Park upgrades.

FINANCIAL IMPLICATIONS

None of the actions contained in the minutes will have a financial impact on Council.

CONSIDERATIONS

Economic	<p>Further develop a commercial centre that accommodates a variety of employment opportunities.</p> <p>Deliver and maintain a range of transport related infrastructure such as footpaths, bus shelters and bikeways.</p> <p>Facilitate economic development.</p> <p>Facilitate the development of new tourism based on local attractions.</p> <p>Culture and creative industries.</p>
Environment	<p>There are no environmental and sustainability considerations.</p>
Social	<p>Provide cultural centres and activities for the enjoyment of the arts.</p> <p>Support policies and plans that prevent crime.</p> <p>Preserve and maintain heritage, both landscape and cultural as urban development takes place.</p>
Civic Leadership	<p>Foster neighbourhood pride and a sense of responsibility.</p> <p>Facilitate the development of community leaders.</p>
Legislative	<p>Include any relevant legislation and section here.</p> <p>There are no legislative considerations relating to this report.</p>
Risk	<p>There is no risk associated with this report.</p>

ATTACHMENTS

1. Minutes of Tourism and CBD Committee 27 February 2024



This meeting was recorded for minute taking purposes.
This meeting occurred on MS Teams.

Minutes

MINUTES OF TOURISM AND CBD COMMITTEE 27 FEBRUARY 2024

COMMITTEE MEMBERS

Fiona Macnaught	Deputy Mayor
Karress Rhodes	Chair

COMMUNITY REPRESENTATION

Jessica Bono	Liverpool Catholic Club
Navid Diwan	Diwansons Collection/ Designer Palace
Fazila Farhad	South West Sydney Tourism Taskforce NSW Inc.
George Khoury	Khourys & Associates
Maja Georgievska	Western Sydney Airport
Donna James	Western Sydney University
June Young OAM	Community Representative
Michelle Caruso	Community Representative

COUNCIL STAFF

Kerrie Elliott	Coordinator Business Development
Susana Freitas	Acting Coordinator Innovation, Grants and Partnerships
Clara McGuirk	Acting Manager Casula Powerhouse
Natasha Checinski	Acting Strategic Events Lead
Emily Tinson	Program Manager WSIG Program
Damien Kiley	Project Manager Infrastructure Delivery
Kas Veal	Administration Assistant (minutes)

APOLOGIES

Marc Edwards	Club Liverpool
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OPEN

Meeting opened at 10:02am

1. WELCOME, ATTENDANCE, APOLOGIES AND OPENING

Councillor Rhodes opened the meeting and acknowledged the traditional custodians of the land.

2. DECLARATIONS OF INTEREST

NIL

3. CONFIRMATION OF PREVIOUS MINUTES

Motion: That this Committee endorse the previous minutes from the meeting held on 12 December 2023.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

4.1 Council to book the Tourism and CBD Committee to participate in a Connection with Country tour in 2024.

4.1.1 Site visit to occur in 2024 subject to budget.

5. PRESENTATION

Western Sydney Infrastructure Grants (WSIG) Program update

5.1. Program Manager WSIG Program highlighted project delivery timelines:

- Light Horse Park – December 2026
- Carnes Hill Aquatic Centre – March 2028
- Brickmakers Creek – September 2027
- Streetscapes – July 2026
 - Macquarie Street
 - Railway Street
 - Scott Street

5.2. The first projects to be delivered will be Light Horse Park and Macquarie Street.

5.2.1. Works on Macquarie Street will occur overnight from March to May in 30 metre segments. The works include a public domain upgrades such as replacing pathways with bluestone granite pavers, updating street lighting and putting in street furniture. Shops and footpaths will be accessible during the day. The upgrades will work around Most Blessed Nights to reduce impacts on the event.

5.2.2. Councillor Rhodes asked if existing established trees will be remaining?

Program Manager WSIG Program advised that all of the trees are being retained and Aboriginal mosaic and Greek art works on the pavers will also be retained in place and worked around them.

5.2.3. Mr Khoury queried if parking will be impacted?

Program Manager WSIG Program advised that parking will remain the same.

5.2.4. Mr Diwan asked what is the budget?

Program Manager WSIG Program stated it is about \$6 million from Scott Street to Moore Street.

5.2.5. Councillor Rhodes advised that the impacts to the businesses will need to be monitored closely in case future compensation is required.

5.2.6. Councillor Rhodes queried if there will be street furniture?

Program Manager WSIG Program advised there will be street furniture and that further details will be provided at a future committee.

5.3. Project Manager Infrastructure Delivery provided an update on Light Horse Park.

5.3.1. Council is about award the tender for the architectural services for the design of the community hall/ hub building and the tender for the kayak launch facility.

5.3.2. The carpark will be renewed and expanded to 75 spaces from 50. The upgrade will include four areas that will have appropriated power and water for food trucks, that can be utilised by events in the future.

5.3.3. The kayak launch facility will be accessible for people in wheelchairs or with disabilities to launch kayaks and go for a paddle on the Georges River.

5.3.4. There will be an outdoor workout station.

5.3.5. Other features include improved lighting in the carpark, install CCTV and install the provision for EV charging stations.

5.3.6. Council received five proposals for the architectural design of the community hall. The community hall will address the open space and have a dedicated community asset which overlook the river and open space.

5.3.7. Councillor Rhodes queried if there will be a boat shed for kayaks?

Project Manager Infrastructure Delivery advised that there will be storage facilities at the community building. Kayak providers will be transporting the kayaks on a trailer with a temporary set up prior to establishment of the community building.

5.3.8. Ms Young queried the new location and power availability for the memorial as it is not highlighted on the map.

Project Manager Infrastructure Delivery stated that the Light Horse memorial and the steam engine are being moved to a dedicated space at the northern end of the park. Lighting and CCTV will be rolled out throughout the entire park and there are provisions for power throughout the park.

5.3.9. Councillor Rhodes asked if you be able to see people in the kayaks from the building.

Project Manager Infrastructure Delivery advised to the relative level drop off of around nine metres between the river and riverbank edge, your view of people on kayaks will be obstructed.

5.3.10. Councillor Rhodes asked if there is going to be a café?

Project Manager Infrastructure Delivery advised there will be a café in the community building to generate more public amenities and increase people using the park. The

community building is located at the highest point of the park and just above the 1 in 100 year flood level.

5.3.11. Mr Khoury queried if there will be a boardwalk along the river. Project Manager Infrastructure Delivery advised that there will be a pathway to be a natural experience along the river and a number of access points to the river.

5.3.12. Ms Farhad queried if there are 3D design renders of the park. Project Manager Infrastructure Delivery advised he will take it on notice and provide updated CGI images at a future committee meeting.

5.3.13. Councillor Rhodes advised there will be a need for accessible transport between the carpark and the war memorial due to the distance of the relocated location and the elderly audience it attracts.

Ms Young advised that you cannot move a memorial without permission.

Action: Council staff to determine if Council received permission to move the war memorial at Light Horse Park.

Action: Council staff to check the VPA for the Papermill precinct regarding the development of a public boardwalk along the river and the connectivity it will provide to the Liverpool Station.

Action: Committee members to provide comments to Acting Coordinator Innovation, Grants and Partnerships regarding Light Horse Park upgrades.

6. PRESENTATION

Casula Powerhouse Arts Centre provided by Acting Manager CPAC

Highlights include:

- Weekend Markets
- Bellbird expanding to do Saturday brunch
- Winter Festival over the school holiday period
- Dreamtime Festival – A new festival celebrating and encouraging education on First Nations Culture. It would be based around dreamtime stories, targeting families and children. Note this event is subject to funding
- Steam Streams - Coding and robotic design, 3D printing, engineering, graphic design and photography
- Creative Spaces - Capital works to expand the top level of CPAC to more usable space and production studios
- Workshops - Silversmithing workshop, jewellery making both earrings and rings and capturing people's imagination
- Comedy shows
- Live music including Eskimo Joe
- Premier exhibitions including Archibald 2025

- Interactive art and art play exhibitions

6.1. Mr Diwan advised that CPAC is not popular with the Indian community and the community isn't aware it exists.

Acting Manager CPAC advised that they have held a Diwali event in the past and will look at other aspects to attract each community group to CPAC.

6.2. Councillor Rhodes raised the challenges in locating and wayfinding to CPAC.

Acting Manager CPAC advised that they are looking at improving wayfinding with banners, improved signage, and wayfinding along Powerhouse Road.

6.3. Ms Young highlighted that this year is the 30th anniversary of Casula Powerhouse Arts Centre and a great opportunity to showcase it. Ms Young stated that the Casula Powerhouse Arts Centre requires a permanent attractor like the previous Sculptures by the River walk and for Council to install the war memorial sculpture which is currently in storage.

7. PRESENTATION

Acting Strategic Events Lead provided updates on Lanterns and Lights and Most Blessed Nights.

- Lanterns and Lights - Friday 16 to Sunday 18 February
 - Trialled 6pm to 11pm
 - 40,000 over 3 days
 - Event featured 25 stallholders, 14 dance performances and DJs
 - Activities included arcade games, caricature and face painting
- Most Blessed Nights – Thursday to Sunday, 14 March to 7 April
 - Over 240+ expressions of interest, can fit 51 stalls per weekend
 - Local vendors given priority
 - Knafeh (Bearded Bakers) featuring in the Church ground
- Motherland African Festival – Friday 26 to Sunday 28 April 2024

8. PRESENTATION

Ms Fahrad presented an update regarding the Destination NSW Western Sydney Visitor Economy Networking Event. Highlights include:

- Taylor Swift brought approximately \$133 million into the Sydney economy
- Destination Liverpool will highlight the visitation Liverpool brings to the region – 16 May 2024 at 4:30pm
- Destination NSW is focusing on events and have product specialists that focus on different categories such as aboriginal experiences and lifestyle. Opportunities for Liverpool to work with DNSW regarding events
- Western Sydney Tourism Awards - 24 October
- DNSW Major events for 2024 include Great Southern Nights, United Cup, A-Leagues Unite Round, Valleyways, Australian Rowing Championships, Sydney Royal Easter Show, Australian Superbikes Championships, Redline Games and Tough Mudder

8.1. Councillor Rhodes requested that Ms Fahrad present to the Committee on a regular basis.

8.2. Councillor Rhodes suggested that Council stay up to date with DNSW Major Events.

9. CLOSE

Meeting closed at 12:06pm

CTTE 04

Minutes of the Liverpool Local Traffic Committee Meeting Held on 20 March 2024

Strategic Objective	Liveable, Sustainable, Resilient Promote and advocate for an integrated transport network with improved transport options and connectivity
File Ref	103037.2024
Report By	Charles Wiafe - Principal Transport Planner
Approved By	Mark Hannan - Acting Director Planning & Compliance

EXECUTIVE SUMMARY

This Report presents the recommendations from the Liverpool Local Traffic Committee (LTC) Meeting held on 20 March 2024. At the Meeting, the Committee considered eight (8) Agenda items and 10 General Business items.

The Committee was advised that at the Ordinary Meeting of Council on 28 February 2024, Council endorsed the Committee's recommendations of 31 January 2024, and added two (2) actions as outlined in the following Report.

Copies of the Liverpool Local Traffic Committee Meeting Minutes of 20 March 2024, along with the Attachment Booklet, are included in **Attachments 1 and 2**.

It is recommended that Council endorses the recommendations of the Liverpool Local Traffic Committee Meeting held on 20 March 2024.

RECOMMENDATION

That Council:

1. Notes and receives this Report.
2. Endorses the recommendations of the Liverpool Local Traffic Committee Meeting held on 20 March 2024

REPORT

This Report provides a summary of the items and recommendations presented at the Liverpool Local Traffic Committee Meeting held on 20 March 2024.

The Committee was advised that at the Ordinary Meeting of Council on 28 February 2024, Council endorsed the Committee's recommendations of 31 January 2024, and added the following two (2) actions:

- A. Investigate the possibility of utilising Transport for NSW mobile speed cameras to known problem areas within the LGA and bring a report to the April Council meeting; and
- B. Write to the Minister to advocate to establish a traffic summit in Liverpool, due to having the highest amount of traffic incidents, to address ongoing traffic concerns.

It should be noted that the additional two actions added at the Liverpool Local Traffic Committee Meeting held on 20 March 2024 will be addressed in a separate Council Report being referred to the Ordinary Meeting of Council on 24 April 2024.

Liverpool LTC Agenda Items – 20 March 2024**Item 1: Tenth Avenue, in front of Austral Public School, Austral – Request for Raised Marked Combined Crossing**

The Committee supports the installation of a raised marked pedestrian crossing and associated signs and line markings as noted in the Meeting Minutes.

Item 2: Camden Valley Way, Bernera Road to 300m East, Edmondson Park – Proposed Shared Path

The Committee supports installation of a 3m shared path along the southern section of Camden Valley Way, approximately 300m long, to the east of Bernera Road, and associated signs and line-markings as noted in the Meeting Minutes.

Item 3: Hoxton Park Road into Maryvale Avenue, Liverpool – Request for 'No Left Turn' into Maryvale Avenue during morning peak hours

The Committee notes the proposed timed "No Left Turn (6AM-10AM MON-FRI)" from Hoxton Park Road into Maryvale Avenue, Liverpool, subject to Transport for NSW endorsing the required Transport Management Plan and installation of signs on the State Road.

Item 4: Fifteenth Avenue and Craik Avenue intersection, Austral – Proposed ‘No Right Turn’ Restriction

The Committee notes proposed ‘No Right Turn’ restriction from Craik Avenue into Fifteenth Avenue at the Fifteenth Avenue and Craik Avenue intersection, Austral, subject to Transport for NSW endorsing the required Transport Management Plan.

Item 5: Rosebank Avenue/Duxford Street and Rosebank Avenue/Gowanlea Avenue intersection, Elizabeth Hills – Proposed Roundabouts

The Committee supports installation, in-principle, of two roundabouts along Rosebank Avenue at its intersections with Duxford Street and Gowanlea Avenue, as shown in the meeting minutes subject to Transport for NSW (TfNSW) endorsing the detailed design.

Item 6: Hart Street, Warwick Farm – Request for timed parking restrictions

The Committee supports installation of timed parking restrictions ‘2P (7.00AM - 6.00 PM, MON-FRI)’ with ‘No Parking’ signs adjacent to driveways, on the western side of Hart Street (between Remembrance Avenue and Lachlan Street) as shown in the attached meeting minutes.

Item 7: Minor Traffic Facilities

1. The Committee supports ‘No Parking’ restrictions approximately 30m along Nuwarra Road, north of Kalimna Street, and approximately 20m along Kalimna Street, at the Nuwarra Road and Kalimna Street intersection.
2. The Committee supports ‘No Stopping’ restrictions approximately 60m at the Ikara Crescent and Araluen Avenue intersection.
3. Council requested TfNSW to review and install applicable speed limit signs in the Chipping Norton residential precinct streets including Rugby Crescent.

Item 8: Items Approved Under Delegated Authority

The Committee supported minor signs and line-markings approved under the Delegated Authority application process.

Liverpool LTC General Business Items – 20 March 2024

In addition, the Committee considered 10 General Business Items. Comments on the General Business Items with recommended actions are as follows:

GB1: Leacocks Lane, Casula – Traffic conditions and recent crashes

- Council's civil delivery team is to prepare detailed designs and to seek funding for the installation of the two speed humps.
- Council requested the NSW Police to provide details of recent crashes for further investigations.
- Council is to request TfNSW to investigate and install right turn pavement arrow marking in Leacocks Lane at the Hume Highway and Leacock Lane intersection.
- Council is to investigate additional traffic management solutions to reduce speeding along Leacocks Lane, between Mackellar Street and Roberts Roads and between Tenant Street and Kendall Drive.

GB2: Shropshire Street, Miller – Concern about Traffic Speeding and Request for Traffic Calming

The implementation of the 40km/h speed limit is scheduled to commence in May 2024 and to be completed by June 2024. The request for traffic calming would be reviewed after the implementation of the High Pedestrian Activity Area (HPAA).

Council to identify a traffic calming treatment to address the safety concern at the Shropshire Street and Dorset Place intersection.

GB3: Mannix Parade, Warwick Farm – Request for “Bus Zone” signposting

The Committee supports the installation of “Bus Zone” signage at the existing bus stop at the front of 13-18 Mannix Parade, Warwick Farm.

Council to carry out community notification with affected residents in consultation with Transit Systems and to seek delegated approval from TfNSW.

GB4: Liverpool Bus Interchange – Concern about vehicles obstructing bus movements entering/exiting Liverpool Bus Interchange

Council is to request TfNSW to review and re-install the previous ‘Do Not Queue Across Intersection’ sign and/or line-markings.

GB5: Casula Railway Station – Request for Pedestrian Access Improvement

Council is to investigate and provide information on the requested footpath paving, including Concept Plans and construction program to a future Committee Meeting.

GB6: Grove Street, Liverpool – Update on Road Closure

TfNSW has not endorsed the Transport Management Plan (TMP) to amend the existing Ibis Hotel exit driveway to allow both entry and exit movements. Therefore, a revised road closure option is to be considered and a submission of an updated TMP for TfNSW endorsement prior to implementation.

Council will carry out additional consultation with residents and the Ibis Hotel, prior to submitting an updated TMP to TfNSW for endorsement.

GB7: Scott Street, opposite Quest Hotel, Liverpool – Removal of two on-street parking spaces

Council is to investigate and seek delegated approval to restrict on-street parking along Scott Street opposite the Quest Hotel to improve the turn movement into the Civic Centre Car Park.

GB8: Cowpasture Road and Kurrajong Road, Carnes Hill – Re-line marking of the existing pedestrian crossing

Council will request TfNSW to re-line mark the faded pedestrian crossing lines across the left slip lane from Cowpasture Road into Kurrajong Road towards the shops.

GB9: Kingsford Smith Avenue, Middleton Grange – Concern about delay in reopening closed half road due to road works.

Council to note that the Proponent has requested a road occupancy extension due to weather delays and extension has been granted to complete the road works by mid-April.

GB10: Middleton Grange Town Centre – Traffic Management

Council to note that the internal road network within the Middleton Grange Town Centre could be constructed and handed over to Council prior to the proposed building works.

A copy of the Meeting Minutes, along with attachments, are included in **Attachments 1 and 2**.

FINANCIAL IMPLICATIONS

The recommendations contained in the Meeting Minutes will be funded as outlined in the Table below:

Item	Description	Funding, Indicative Cost and Timing
1	Tenth Avenue, in front of Austral Public School, Austral - Request for Raised Marked Combined Crossing	Funding – Council’s Capital Budget Program Indicative Cost – \$100,000 Timing – May 2025
2	Camden Valley Way, 300m south of Bernera Road, Edmondson Park – Proposed Shared Path Design	Funding – Department of Planning, Housing and Infrastructure funded Timing – 2024/2025.
3	Hoxton Park Road into Maryvale Avenue, Liverpool – Request for ‘No Left Turn’ into Maryvale Avenue during morning peak hours	Funding – Council’s Capital Budget Program Indicative Cost – \$5,000 Timing – Subject to TfNSW endorsement
4	Fifteenth Avenue and Craik Avenue intersection – Proposed ‘No Right Turn’ restriction	Funding – Council’s Capital Budget Program Indicative Cost – \$5,000 Timing – Subject to TfNSW endorsement
5	Rosebank Avenue/Duxford Street and Rosebank Avenue/Gowanlea Avenue intersections, Elizabeth Hills – Proposed roundabouts	Funding – Council’s Capital Budget Program Indicative Cost – \$350,000 Timing – Subject to funding allocation
6	Hart Street, Warwick Farm – Timed parking restrictions	Funding – Council’s Capital Budget Program Indicative Cost – \$15,000 Timing – June 2024
7	Minor Traffic Facilities applications in the LGA <ul style="list-style-type: none"> • Nuwarra Road and Kalimna Street – No Parking • Rugby Crescent, Chipping Norton – Speed limit line marking 	Funding – Council’s Capital Budget Program Indicative Cost – \$25,000 Timing – June 2024
8	Items Approved Under Delegated Authority	Funding – TfNSW block grant to Council Indicative Cost – \$10,000 Timing – May 2024

CONSIDERATIONS

Economic	There are no economic considerations.
Environment	Promote an integrated and user-friendly public transport service. Support the delivery of a range of transport options. Deliver a high-quality local road system including provision and maintenance of infrastructure and management of traffic issues.
Social	There are no social and cultural considerations.
Legislative	NSW Roads Act 1993 and Traffic Management Act.
Risk	The risk is deemed to be low.

ATTACHMENTS

1. Liverpool Local Traffic Committee Meeting 20 March 2024 - Minutes (Attachment Booklet 2)
2. Liverpool Local Traffic Committee Meeting of 20 March 2024 - Attachments (Attachment Booklet 2)

CTTE 05

**Minutes of the Aboriginal Consultative
Committee meeting held on 7 March 2024**

Strategic Objective	Healthy, Inclusive, Engaging Communicate, listen, engage and respond to the community by encouraging community participation
File Ref	104683.2024
Report By	Jacqueline Newsome - Coordinator Community Development
Approved By	Tina Bono - Director Community & Lifestyle

EXECUTIVE SUMMARY

This report is tabled to present the Minutes of the Aboriginal Consultative Committee Meeting held on 7 March 2024.

RECOMMENDATION

That Council:

1. Receives and notes the Minutes of the Aboriginal Consultative Committee Meeting held on 7 March 2024.
2. Endorse the recommendations in the Minutes.

REPORT

The Minutes of the Aboriginal Consultative Committee meeting held on 7 March 2024 are attached for the information of Council.

The minutes contain the following actions or Committee recommendations:

- Community Development Worker (First Nations) Council to draft a Letter of Appreciation on behalf of the Committee to Sandy Oldfield thanking her for her commitment and dedication to the ACC during her tenure;
- Community Development Worker (First Nations) to report back on the RAP progress at the June Meeting;

- Community Development Worker (First Nations) to present a report on the outcomes of the 2023 NAIDOC School initiatives program at the June meeting;
- Community Development Worker (First Nations) to coordinate a discussion between the ACC and Major Events team about 2024 NAIDOC program. ACC have requested to be consulted before planning for NAIDOC Week is finalised; and
- Community Development Worker (First Nations) to provide an update on the First Nations Gateway Signage project.

FINANCIAL IMPLICATIONS

None of the actions contained in the minutes will have a financial impact on Council.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
Environment	There are no environmental and sustainability considerations.
Social	Promote community harmony and address discrimination.
Civic Leadership	Facilitate the development of community leaders. Encourage the community to engage in Council initiatives and actions. Operate a well-developed governance system that demonstrates accountability, transparency, and ethical conduct.
Legislative	There are no legislative considerations relating to this report.
Risk	There is no risk associated with this report.

ATTACHMENTS

1. Minutes of the Aboriginal Consultative Committee Meeting held on 7 March 2024



Minutes

MINUTES FROM ABORIGINAL CONSULTATIVE COMMITTEE MEETING 7 March 2024

COUNCILLORS:

Councillor Betty Green Liverpool City Council (Chairperson)

COMMITTEE MEMBERS:

Emma Eldridge	Aboriginal Community Member
Darrell Fabar	Aboriginal Community Member
Judy Fabar	Aboriginal Community Member
Steve Ingram	Aboriginal Community Member
Kerriane Garrard	Aboriginal Community Member
Christine Nickel	Aboriginal Community Member
Ruth Maginness	Aboriginal Community Member
Stephen Dobell-Brown	Community Member

COUNCIL ATTENDEES:

Rebecca Tran	Community Development Worker CALD
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APOLOGIES:

Sandy Oldfield	Aboriginal Community Member
Michael Anderson	First Nations Community Development Worker

GUEST SPEAKERS:

Stephen Gapps	Historian – Thematic History of Liverpool Project
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Minutes

1. ACKNOWLEDGEMENT OF COUNTRY

Darrell Fabar acknowledged the traditional custodians of the land, the Cabrogal Clan of the Dharug nation, and paid respects to Elders past, present, and emerging.

2. WELCOME, ATTENDANCE, APOLOGIES AND OPENING

Councillor Green welcomed everyone and opened the meeting at 6pm. Previous minutes were accepted by Kerriane Garrard and seconded by Christine Nickel.

3. DECLARATIONS OF INTEREST

None

4. GUEST SPEAKER

4.1. Stephen Gapps – Historian Artifact Services, Thematic History of Liverpool Project

Stephen Gapps shared his past work in the local area and in the broader community to document, educate and raise awareness of Aboriginal History both prior and post colonisation. Stephen acknowledged the Liverpool area and its history, being interconnected and extending beyond the boundaries of Liverpool itself.

Stephen is currently involved in Thematic History of Liverpool Project and is seeking to consult with the local Aboriginal community and draw upon their expertise and knowledge of the local area and histories to identify areas and stories of significance. Stephen would like the support of the ACC to connect with Elders and the community.

Stephen has shared his contact details and encourages people from the Community to reach out.

stephen.gapps@gmail.com

0402 969 535



Minutes

ACTION: Stephen to liaise with Council to organise Yarning Circles to facilitate discussions with Community Elders and Members.

ACTION: Stephen's contact details to be shared amongst networks and into the Community.

5. BUSINESS ARISING FROM PREVIOUS MINUTES

5.1 Reconciliation Action Plan (RAP)

The ACC were advised the RAP is currently being reviewed by Councillors and Council staff with a recent workshop being held to facilitate this process. The ACC will be advised of further progress at the next meeting.

ACTION: Council to provide a report back to the ACC on the progress of the RAP at the next meeting.

5.2 Walk the Talk Video

This year Council collaborated with Gandangara Local Aboriginal Land Council (GLALC) and the broader community to develop a digital presentation to recognise the Apology, replacing the Memories in the Mall event. The Walk the Talk: Apology in Action, was well received and has been shared on Liverpool City Council Website, social media platforms and YouTube.

A link to the video is included in these minutes.

Liverpool City Website - <https://www.liverpool.nsw.gov.au/community/your-community/walk-the-talk>

You Tube- <https://www.youtube.com/watch?v=bGJKX6Qpaw>

6. GENERAL BUSINESS

6.1. Council Move to Civic Place

The Towers at Civic Place are nearing completion with the Council Chambers being opened on 7 February. Council staff are expected to move into the building early April.

6.2. NAIDOC School Initiatives Grant

Council has been asked to again support the NAIDOC School Initiatives Grant with a \$500 donation. Council usually makes this donation after endorsement from the ACC. The NAIDOC School Initiatives is a program run in schools to reflect on and celebrate culture, community, history of First Nations People and to build connections between Aboriginal and Non-Aboriginal people within schools and their communities. Events have been well received in the past.

Council is currently waiting for a report from the organisers on the outcomes of the 2023 program. Committee members agreed to hold off on endorsing a donation for 2024 until this report is received.

ACTION: Report from the NAIDOC School Initiatives Program to be shared at the next meeting.

6.3 Resignation from the Committee

It was with much sadness the committee received the news of Sandy Oldfield's resignation from the committee. The committee expressed a desire to acknowledge the dedication and efforts provided by Sandy in her role as a Committee Member.

ACTION: Council to draft a Letter of Appreciation on behalf of the Committee to Sandy Oldfield thanking her for her commitment and dedication to the ACC during her tenure.

6.4 NAIDOC Week 2024

The Committee queried the plans for NAIDOC Week 2024. The ACC have expressed a strong desire to be involved in planning for the event from the onset rather than being informed after planning is well in advance.

The committee shared their desire to move from Miller Square as the space is unable to comfortably host the community attending with Edwin Wheeler Oval or Bigge Park being offered as suggestions. The ACC was clear they did not want the event to return to Macquarie Mall. The ACC raised the possibility of partnering with an auspice to fund events and future activities.

Darrell Fabar advised Fairfield is hosting their event Tuesday 9 July 2024.

ACTION: Council to coordinate a discussion between the ACC and Major Events team about NAIDOC to be facilitated before planning for NAIDOC Week is finalised.

7. COUNCILLOR'S REPORT

Councillor Green shared a Media Statement relating to funding that has been announced to support the revitalisation of Aboriginal Languages. Details about the statement, grant and purpose can be accessed at: <https://www.aboriginalaffairs.nsw.gov.au/our-agency/our-minister/ministerial-media-releases/16-million-announced-to-support-aboriginal-languages-revitalisation-in-nsw/>

Councillor Green noted relevant matters discussed at recent Council meetings, including:

- Upcoming Mayoral Forums;
- Concerns raised at the 2168 October Community Forum about safety;
- Neighbourhood Family Fun Days;
- Recent and upcoming events in Macquarie Mall (Lunar New Year Lanterns Festival, Most Blessed Nights and African Motherland);
- Cllr Haddad recently received an OAM in the Australia Day Honours;
- Cllr Hagarty's resignation from the Council as he undertakes responsibilities in the State Government;
- Endorsement of Phillips Park plan of management;
- Concerns about the decisions not to proceed with a proposed Koala Management Plan for Voyager Point;
- Tabling of Conservation Zone Study; and
- Interim Heritage Orders for Mount Omei House and Art Gallery.



Minutes

Committee members queried the outcome of the First Nations Gateway Signage project. This query was taken on notice for a response at the next meeting.

ACTION: Council to provide an update on the First Nations Gateway Signage project.

CLOSE

Meeting closed at 7.45pm.

CTTE 06

Minutes of the Governance Committee meeting held on 9 April 2024

Strategic Objective	Visionary, Leading, Responsible Position Council as an industry leader that plans and delivers services for a growing city
File Ref	115097.2024
Report By	Melissa Wray - Council and Executive Support Officer
Approved By	Tina Bono - Director Community & Lifestyle

EXECUTIVE SUMMARY

A Governance Committee Meeting was held on 9 April 2024.

This report attaches a copy of the minutes of the meeting for Council endorsement.

RECOMMENDATION

That Council:

1. Receives and notes the Minutes of the Governance Committee meeting held on 9 April 2024; and
2. Endorse the recommendations in the Minutes.

REPORT

The Minutes of the Governance Committee meeting held on 9 April 2024 are attached to this report.

FINANCIAL IMPLICATIONS

None of the actions contained in the minutes will have a financial impact on Council.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
Environment	There are no environmental and sustainability considerations.
Social	There are no social and cultural considerations.
Civic Leadership	Provide information about Council's services, roles and decision-making processes. Deliver services that are customer focused. Operate a well-developed governance system that demonstrates accountability, transparency, and ethical conduct.
Legislative	There are no legislative considerations relating to this report.
Risk	The risk is deemed to be low and is within Council's risk appetite.

ATTACHMENTS

1. Minutes of the Governance Committee Meeting held on 9 April 2024



**MINUTES OF THE GOVERNANCE COMMITTEE MEETING
HELD ON 9 APRIL 2024**

PRESENT:

- Mayor Ned Mannoun (Online/In-person)
- Councillor Dr Green
- Councillor Harle
- Councillor Macnaught
- Councillor Rhodes
- Councillor Goodman (Online)
- Hon John Ajaka, Chief Executive Officer
- Mr Farooq Portelli, Director Corporate Support
- Ms Tina Bono, Director Community & Lifestyle
- Mr Mark Hannon, Acting Director Planning & Compliance
- Ms Michelle Mcilvenny, Director Customer Experience & Business Performance
- Mr Shayne Mallard, Director City Futures
- Mr Jason Breton, Director Operations
- Ms Betty Boustani, Senior Advisor (Online)
- Mr Luke Oste, Coordinator Strategic Planning
- Mr Thomas Wheeler, Acting Senior Project Manager
- Ms Brianna Van Zly, Senior Strategic Planner
- Mr Kweku Aikins, Senior Strategic Planner
- Mr William Attard, Manager Development Assessment
- Mr Vishwa Nadan, Chief Financial Officer
- Mr Earl Paradeza, Senior Management Accountant
- Ms M'Leigh Brunetta, Manager Civic and Executive Services
- Ms Melissa Wray, Councillor Executive and Support Officer

The meeting commenced at 1.15pm

APOLOGIES

Councillor Ammoun, Councillor Hadid OAM, Councillor Kaliyanda, Councillor Karnib.

DECLARATIONS OF INTEREST

Nil.

Deputy Mayor assumed the chair at 1.15pm
Deputy Mayor retired as chair at 1.45pm.
Mayor Mannoun became Chair at 1.45pm.

INFRASTRUCTURE AND PLANNING COMMITTEE

ITEM NO: ITEM 01
FILE NO: 020367.2024
SUBJECT: Warwick Farm Precinct Plan: Issue and Option Paper

COMMITTEE DECISION

Motion: **Moved: Mayor Mannoun Seconded: Cllr Macnaught**

That the Governance Committee receives and notes this Report, and the proposed options on how to proceed with the Warwick Farm Precinct Plan.

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

ITEM NO: ITEM 02
FILE NO: 355027.2023
SUBJECT: Interim Heritage Order for 124 Moore Street, Liverpool.

COMMITTEE DECISION

Motion: **Moved: Mayor Mannoun Seconded: Cllr Macnaught**

That the Governance Committee:

1. Note this Report.
2. Endorse the listing of 124 Moore Street, Liverpool on Schedule 5 of the *Liverpool Local Environmental Plan 2008*.
3. Note that a Report is to be referred to the next available meeting of the Council recommending the commencement of a Planning Proposal to amend the *Liverpool Local Environmental Plan 2008*.

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

ITEM NO: ITEM 03
FILE NO: 356486.2023
SUBJECT: Notice of Motion - Narrow Road Widths

COMMITTEE DECISION

Motion: **Moved: Mayor Mannoun Seconded: Cllr Macnaught**

That the Governance Committee receives and notes the response to the Notice of Motion (NOM 01) from the Ordinary Meeting of Council on 27 September 2023 regarding Narrow Road Widths.

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

Deputy Mayor Macnaught left the meeting at 2.28pm
Deputy Mayor Macnaught returned to the meeting at 2.30pm

ITEM NO: ITEM 04
FILE NO: 064679.2024
SUBJECT: Community Participation Plan Discussion Paper

COMMITTEE DECISION

Motion: **Moved: Cllr Macnaught** **Seconded: Cllr Harle**

That the Governance Committee receives and note this Report.

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

The meeting went into Recess at 2.46pm and resumed at 3.04pm

ITEM NO: ITEM 05
FILE NO: 086929.2024
SUBJECT: Development Assessment

COMMITTEE DECISION

Motion: **Moved: Mayor Mannoun Seconded: Clr Green**

That the Governance Committee receives and notes this Report.

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

ITEM NO: ITEM 06
FILE NO: 094586.2024
SUBJECT: Voluntary Planning Agreement Status Report - March 2024

COMMITTEE DECISION

Motion: **Moved: Mayor Mannoun Seconded: Cllr Macnaught**

That the Governance Committee receives and notes this Report.

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

BUDGET COMMITTEE

ITEM NO: ITEM 07
FILE NO: 093934.2024
SUBJECT: Review of Council's Financial progress, forecasts and assumptions

COMMITTEE DECISION

Motion: **Moved: Mayor Mannoun Seconded: Cllr Macnaught**

That the Governance Committee receives and notes the report.

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

INFRASTRUCTURE AND PLANNING COMMITTEE

ITEM NO: ITEM 08
FILE NO: 106444.2024
SUBJECT: Streetscape Policy

COMMITTEE DECISION

Motion: **Moved: Mayor Mannoun Seconded: Cllr Macnaught**

That the Governance Committee receives and notes this presentation.

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

11

GENERAL BUSINESS

Nil

THE MEETING CLOSED AT 4.00pm

<Signature>

Name: Ned Mannoun

Title: Mayor

Date: 14 May 2024

I have authorised a stamp bearing my signature to be affixed to the pages of the Minutes of the Council Meeting held on 9 April 2024. I confirm that Council has adopted these Minutes as a true and accurate record of the meeting.

.....
Chairperson

CTTE 07

**Minutes of the Project Control Advisory
Committee Meeting held on 9 April 2024**

Strategic Objective	Visionary, Leading, Responsible Position Council as an industry leader that plans and delivers services for a growing city
File Ref	115219.2024
Report By	Melissa Wray - Council and Executive Support Officer
Approved By	Shayne Mallard - Director City Futures

EXECUTIVE SUMMARY

A Project Control Advisory Committee Meeting was held on 9 April 2024.

This report attaches a copy of the minutes of the meeting for Council endorsement.

RECOMMENDATION

That Council:

1. Receives and notes the Minutes of the Project Control Advisory Committee meeting held on 9 April 2024; and
2. Endorse the recommendations in the Minutes.

REPORT

The Minutes of the Project Control Advisory Committee meeting held on 9 April 2024 are attached to this report.

FINANCIAL IMPLICATIONS

Financial implications are as contained in the relevant contribution plans.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
Environment	There are no environmental and sustainability considerations.
Social	Social implications are as contained in the relevant contributions plans.
Civic Leadership	Provide information about Council's services, roles and decision making processes. Deliver services that are customer focused. Operate a well-developed governance system that demonstrates accountability, transparency and ethical conduct.
Legislative	There are no legislative considerations relating to this report.
Risk	There is no risk associated with this report.

ATTACHMENTS

1. Minutes of the Project Control Advisory Committee Meeting held on 9 April 2024



MINUTES OF THE PROJECT CONTROL ADVISORY COMMITTEE MEETING

9 April 2024

PRESENT:

Mayor Ned Mannoun
Deputy Mayor Macnaught
Councillor Ammoun (Online)
Councillor Rhodes
Councillor Goodman (Online)
Hon John Ajaka, Chief Executive Officer
Mr Jason Breton, Director Operations
Mr Mark Hannon, Acting Director Planning & Compliance
Ms Michelle Mcilvenny, Director Customer & Business Performance
Mr Shayne Mallard, Director City Futures
Ms Betty Boustani, Senior Advisor
Ms Claire Scott, Coordinator Contributions Planning
Mr Luke Oste, Coordinator Strategic Planning
Ms M'Leigh Brunetta, Manager Civic and Executive Services
Ms Melissa Wray, Council and Executive Support Officer (minutes)



Meeting opened at 4.10pm.

1. WELCOME, ATTENDANCE AND APOLOGIES

Apologies

Councillor Green
Councillor Hadid OAM
Councillor Karnib
Councillor Harle
Councillor Kaliyanda

2. DECLARATIONS OF INTEREST

Nil

3. RESULTS FROM THE CONTRIBUTIONS PLAN 2009 – LAND AND WORKS AUDIT

A report was presented by Council staff with the results from the Contributions Plan 2009 – Land and Works Audit. Council staff collaborated with the various directorates within Council to identify what funds had been allocated, what the current residual is and what the remaining funds could potentially be used for.

Internal workshops and individual meetings with key stakeholders have already taken place and a report has been prepared. The Executive Leadership Team have been advised on the worksheets and the identified information. The worksheets have been drafted and distributed, staff are now currently investigating a software system that will manage all Contributions Plans and spreadsheets into an interfaced system that will communicate across the rest of the organisation.

The Next Steps that the team will undergo are as follows:

- Identify items in a forward Capital Work Program & Project Champion
- List Contribution items into a software program system
- Review Transport and Drainage Work List (CP- 2009,2018,EP)
- Undertake strategic / design planning – social infrastructure LGA wide
- Austral / Leppington North CP – preliminary review to identify land use/infrastructure changes
- Aerotropolis CP – preliminary review to identify strategic land use / infrastructure
- Identify and update LGA wide CP funded Land Acquisitions Program



The Worksheets that have been investigated are as follows:

- **City Centre**
 - 'Project' item listed in plan
- **Established Areas – 2018**
 - Funding contribution, apportioned (community infrastructure) – no forward work plans
 - Funding contribution, apportioned (traffic)
 - Funding contribution (drainage)
 - Funding received from non-residential development, apportioned
- **Contributions Plan 2009 (and repealed areas)**

Action Item:

- Council staff to provide the Contributions Plan 2009 map (digitised) and the Contributions Plan 2001 map (digitised) to the Mayor, Councillors and Executive Leadership Team.
- Council staff to organise a workshop for Councillors to discuss and identify where all council buildings are located and to discuss where to build the new council hubs.
- Council staff to organise an internal working group directed by the Chief Executive Officer.
- Council staff to organise an internal workshop with the appropriate staff and Executive Leadership Team to discuss next steps and report back to the May Project Control Advisory Committee Meeting.

4. GENERAL BUSINESS

Nil.

CLOSE

Meeting closed at 5.19pm

QWN 01	Question with Notice - Cllr Harle - Increase in illegal advertising at intersections along Hoxton Park Road
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Strategic Objective	Evolving, Prosperous, Innovative Implement planning controls and best practice urban design to create high-quality, inclusive urban environments
File Ref	113406.2024

QUESTION WITH NOTICE

There seems to be considerable increase in illegal advertising at intersections along Hoxton Park Road. These banners, signs and posters distract drivers' attention from a busy road and cause potential safety issues.

Please address the following:

1. Could I suggest Council implement regular bi-monthly blitzes along major routes to address the issues?

Response (Provided by Planning and Compliance)

Council Rangers have recommenced ongoing targeted patrols along Hoxton Park Road to ensure illegal advertising signs are removed. Council Rangers are also notifying those entities responsible for the signs about potential fines. Repeat offenders will be fined.

ATTACHMENTS

Nil

QWN 02

**Question with Notice - Cllr Harle - Vehicles
parking on verges**

Strategic Objective	Visionary, Leading, Responsible Position Council as an industry leader that plans and delivers services for a growing city
File Ref	113469.2024

QUESTION WITH NOTICE

Constituents have recently raised an emerging safety issue that seems to have worsened.

It appears there are many residents taking dangerous action to prevent vehicles parking on verges and damaging them in front of their properties. This includes placing star posts and pickets between gutters, verges and property boundaries. These pose dangerous safety risks to anyone walking past them possibly tripping and impaling themselves on sharp pickets and posts. In some instances they also prevent access to letter boxes, as do vehicles parked on verges preventing the Postman delivering mail.

I have been shown photos of pickets placed along the border of verges. Areas mentioned were at Hoxton Park Pacific Palm Circuit and Armidale Avenue.

Council needs to address the issue urgently to prevent safety issues.

Please address the following:

- 1. What can Council do to address the issue urgently to prevent safety issues? Does it include any policy changes and information published in social media etc?**

Response (provided by Planning and Compliance)

On 10 April 2024, Council Rangers conducted an audit of Armidale Avenue and Pacific Palms Circuit, Hoxton Park and engaged with the residents responsible for placing objects on Council land through door-to-door visits. Residents were informed about the public safety risks associated with using devices to deter vehicles from parking over the nature strip, with clear instructions to remove the objects. Failure to comply will result in objects being physically removed by Council.

As per Council's standard practice, any complaints received regarding objects placed on Council land will continue to be addressed as a matter of priority. Residents are encouraged to report such matters to Council's Customer Service Centre.

Regarding policy changes, the draft Parking Enforcement Policy proposes that vehicles may park with two wheels on the nature strip and two wheels on the road, provided the road has rolled-back kerbing and the parked vehicle does not obstruct driveways or footpath. However, this Policy is still under review following submissions made during public exhibition.

Given concerns raised, Council will consider revising the draft Policy to address the unauthorised use of implements used to deter motorists from parking on the nature strip.

Once the status of the draft Parking Enforcement Policy is determined, appropriate notifications will be made on social media to keep the community informed.

ATTACHMENTS

Nil

QWN 03

**Question with Notice - Deputy Mayor Macnaught
- Nuwarra Road, Moorebank Resurfacing**

Strategic Objective	Evolving, Prosperous, Innovative Continue to invest in improving and maintaining Liverpool's road networks and infrastructure
File Ref	115335.2024

QUESTION WITH NOTICE

In the recent few years there were extensive upgrades to the road surface along Nuwarra Road, Moorebank, between Heathcote Road and Brickmakers Drive.

The condition of the road at present is generally poor, and contains extensive deformity to the surface, particularly on approach to and upon the roundabout at Marshall Avenue.

Please address the following:

1. Given that the works were done so recently, is there opportunity for Council to have the contractor involved repair the surface to an acceptable standard?

Response (provided by Operations Directorate)

The recent roundabout works at the intersection of Nuwarra Road and Marshall Avenue were undertaken to improve traffic safety for motorists and pedestrians at this intersection.

As part of these works, the road pavement in and around these new traffic facilities were addressed with a 'holding treatment', a deliberate short to medium term treatment to correct levels and provide a trafficable surface, until more comprehensive pavement rehabilitation works could take place.

As the works were undertaken by Contractors per Council's direction, Council is unable to instruct the contractor to return to undertake repairs from a contractual standpoint.

Acknowledging the poor condition of this section of Nuwarra Road, Council's engineers have commenced investigation and design works for the full rehabilitation of this section of road to address these issues.

Investigations have recently been completed and the project is now moving on to the design stage, with an anticipated completion timeframe of July this year.

Once designs are completed and anticipated costs are quantified through a Bill of Quantities, funding sources will be sought to proceed on to the construction stage.

ATTACHMENTS

Nil

QWN 04	Question with Notice - Clr Green - Addressing Trades Skills Shortage
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Strategic Objective	Evolving, Prosperous, Innovative Facilitate quality local employment, training and education opportunities
File Ref	117232.2024

QUESTION WITH NOTICE

The skills shortages of trades workers is well documented with recent analysis by Jobs and Skills Australia highlighting current and persisting gaps in technical trades such as electricians, fitters, and mechanics.

Apprenticeships are recognised as a viable solution to closing the skills gap with various assistance programs available to participating employers.

Please provide advice for the following:

1. Has Council a current trades skills shortage and if so:
 - a. What trades or hard to fill trade positions currently exist in Council?
2. In Council's approach to addressing hard to fill trades positions in high demand areas, has this included the active participation of Council in apprenticeship programs and if so:
 - a. How many apprentices have been employed by Council to date; and
 - b. In what trades?
3. If the active participation in apprenticeship programs has not been considered, can this be explained why this is the case?

Response (provided by Operations Directorate)

1. Has Council a current trades skills shortage and if so:

a. What trades or hard to fill trade positions currently exist in Council?

Yes, trade positions currently vacant due to a shortage or are hard to fill positions are: Mechanics (current council salary range for mechanics is too low compared to other councils and also the market rate), Carpenters (with broad construction experience in low to medium class 2 building work), Plumbers with specialist areas of pipelining, fabricator, drainage, gas and metal roofing install and/or experience in roofing applications (water leaks). Council also need Air conditioning mechanics with general HVAC experience, Electricians with Programable Logic Controller Experience and Metal Fabricator with specialist welding skills (MIG, Stick, Arc and ability to weld Alloy).

2. In Council's approach to addressing hard to fill trades positions in high demand areas, has this included the active participation of Council in apprenticeship programs and if so:

a. How many apprentices have been employed by Council to date; and

b. In what trades?

Liverpool City Council (Council) currently employs the following number of trainees and apprentices:

- Community & Lifestyle Directorate – One (1) apprentice chef
- Operations Directorate – Three (3) trainees (Mechanics) apprentice

3. If the active participation in apprenticeship programs has not been considered, can this be explained why this is the case?

Over the past twelve months, the Council has undergone substantial organisational restructuring, resulting in a considerable number of vacancies within the newly designed framework. These vacancies, under the new leadership of the organisation, have been the top priority in ensuring councils services are provided.

The challenges posed by an ageing workforce at LCC and with a commitment to fostering opportunities for young individuals in the community, the Council has been working over the last 2 months on implementing a more formalised approach to apprenticeship recruitment as well as cadets, graduates and trainees. A proposal was put to the Executive in February 2024 after reviewing past practice and other opportunities that other councils and organisations have been undertaking. The executive approved for the next financial year for the HR team at Council to progress new programs This initiative aims to not only address workforce demographic concerns but also to offer a viable career pathway for young people at Council in a range of entry level roles.

Currently, the Council is in the process of crafting a specialised role dedicated to coordinating apprentices, trainees, graduates, cadets, work experience participants, and volunteers. This strategic endeavour seeks to enhance opportunities for individuals across various developmental stages, thereby contributing to the broader enrichment of our workforce and community.

ATTACHMENTS

Nil

NOM 01

WWI and WWII Honour Boards

Strategic Objective	Healthy, Inclusive, Engaging Embrace the city's heritage and history
File Ref	117056.2024
Author	Peter Harle - Councillor

BACKGROUND

The Liverpool Historical Society has stored two WWI and WWII Honour Boards originally located in the Memorial School of Arts prior to its refurbishment. At a recent Council Heritage Advisory Committee, it was suggested that these be relocated. These Honour Boards form a significant part of Liverpool's Military History, and as such should be placed in a suitable location, preferably the Memorial School of Arts or Hilda Davis Community Hall (close to the Historical Society).

NOTICE OF MOTION

That Council:

1. Note the historically significant WWI and WWII Honour Boards, that were originally displayed on walls within the Memorial School of Arts;
2. Liaise with the Liverpool Historical Society and seek approval and release of the WWI and WWII Honour Boards to be mounted on appropriate wall space such as:
 - a. The Memorial Art School;
 - b. Hilda Davis Community Hall (close to the Historical Society current location);
or
 - c. Another appropriate space that connects to Council service and military history which provides access for public viewing.

CHIEF EXECUTIVE OFFICER'S COMMENT

Council can explore a suitable option to administer within Council's operation budget.

FINANCIAL IMPLICATIONS

Costs associated with this recommendation have been included in Council's budget for the current year and long-term financial plan.

ATTACHMENTS

Nil

NOM 02

Mayoral and Elected Officials Photo Display

Strategic Objective	Visionary, Leading, Responsible Place customer satisfaction, innovation and best practice at the centre of all operations
File Ref	117105.2024
Author	Peter Harle - Councillor

BACKGROUND

Liverpool City Council previously displayed Portrait photographs of Mayors and Councillors in Council Administrative buildings at the Town Hall prior to 1987, then at 1 Hoxton Park Road Administration Centre and most recently in the Francis Greenway Hall/Chamber in George Street. Council passed a Motion to include a Group photograph of all Councillors, including the Mayor representing the Governing Body of Council, be placed in Council Chambers.

NOTICE OF MOTION

That Council:

1. Install a historical photo display of all former and current serving Liverpool Mayors to be showcased on an appropriate wall space in Civic Place Tower.
2. Install a photo displaying all current serving Liverpool Councillors (group) to be showcased on an appropriate wall space in Civic Place Tower and include:
 - a. the names of each of the Councillors and the ward they represent; and
 - b. Council to decide if the CEO should be included in the group photograph.

CHIEF EXECUTIVE OFFICER'S COMMENT

There is an opportunity to install a photo gallery on Civic Place Tower, Level 11 near the Mayor and Councillors Offices, which is a suitable and highly visible space. Discussions have already commenced within Council to deliver this activity that can be funded by Council's Civic Program operation budget.

FINANCIAL IMPLICATIONS

Costs associated with this recommendation have been included in Council's budget for the current year and long-term financial plan.

ATTACHMENTS

Nil

NOM 03	ARC Project on Employment in South-West Sydney
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Strategic Objective	Evolving, Prosperous, Innovative Facilitate quality local employment, training and education opportunities
File Ref	118962.2024
Author	Charishma Kaliyanda - Councillor

BACKGROUND

In July 2022, Council wrote in support of proposed research and application for funding submitted to the Australian Research Council by the Multi-Disciplinary Research Team led by Dr Sukhmani Khorana, (Vice-Chancellor’s Senior Research Fellow, young and Resilient Research Centre, Western Sydney University). Dr Khorana is continuing this research in her new role at the University of NSW.

The purpose of the research project is to increase understanding of the settlement and employment challenges (as well as potential) of multicultural young people in Southwest Sydney. The proposed project aligns with the Liverpool City Council’s (Council) Economic Development Strategy 2019-2029 that focuses on creating more employment opportunities, an attractive environment for investment and increased community engagement. However, Council is cognisant of the fact that the realisation of this economic development strategy is dependent on empowering the local population – many of whom are migrants and refugees who call Liverpool home.

As Council, we are aware that the level of unemployment and social disadvantage among young migrants and refugees is high. With the proposed research project, there is an opportunity to generate deep understanding of the employment needs and skills requirements of young migrant and refugee young women. They will have a voice in the co-creation of solutions to socio-economic inclusion – a value we believe underpins sustainable development. Given the proposed engagement with several key stakeholders, community organisations and services, employers/local businesses and, most importantly, local young people, it is anticipated the project will contribute to the exploration and implementation of possible solutions with the aim of better settlement and employment outcomes.

Council’s contribution to the project would be a total of \$15,000 cash contribution (over 3 years) and \$35,000 in in-kind support (over 3 years).

However, the research team was recently advised that Council was withdrawing their support for this project, which threatens the potential for this important research to proceed at all.

NOTICE OF MOTION

That Council:

1. Reinststate their support for the ARC Project on Employment in South West Sydney, led by Dr Sukhmani Khorana of UNSW; and
2. Provide a letter of support indicating Council's willingness to meet the requirements of a Partner Organisation.

CHIEF EXECUTIVE OFFICER'S COMMENT

In July 2022, Liverpool City Council agreed to participate as a partner organisation in this place-based research project aiming to improve employment outcomes for young migrant women in Liverpool. The research project involves a study of place-based employability and entrepreneurship of Southwest Sydney's newly arrived young migrant women in the context of COVID-19. Council recognises that this research will provide valuable insight into the employment experiences of refugee and migrant women and generate a deeper understanding of the employment needs and skills of this community cohort.

The commencement of this research project has been delayed due to several factors, including ongoing COVID-19 restrictions and the transition of the research team and project from Western Sydney University (WSU) to University of New South Wales (UNSW). During this period, Council has also undergone significant change and has realigned its strategic objectives and priorities to increase focus on support for forward-facing programs and support services. In doing so, Council has re-evaluated its financial obligations and is no longer able to contribute \$15,000 over three years towards this research study. Council remains committed to providing in-kind support to this project as outlined in the original commitment. This includes 180 hours of staff time in leading community engagement, facilitating participant and reference group recruitment, providing venues for focus groups and other research activities, and offering advice in project implementation. Council's Community Development Worker (CALD) will also participate in project workshops and other related activities. In addition to the existing in-kind commitment, Council's City Economy team can also assist this project by facilitating industry connections and strategic partnerships, as well as the provision of staff time to assist with desktop research.

Council has clearly communicated this intention to both the research and funding teams at UNSW and the ARC respectively, who have accepted this offer of in-kind support and agreed to provide an updated partnership agreement to that effect. This updated agreement is yet to be received.

Council delivers many direct programs to community members that support social cohesion, settlement, wellbeing, and employment and education outcomes. These include English language classes, citizenship support, supported playgroups and vocational education opportunities through its Community Development Program, Children’s Services, Libraries and its partnership with Community Hubs Australia (CHA), which supports the delivery of three community hubs in local schools within the Liverpool LGA.

In addition, Council works closely with the refugee and migrant services sector to support improved health and wellbeing outcomes for refugee and migrant communities in Liverpool, including collaborating with sector partners on programs which deliver improved employment and education outcomes. Council’s convening role within the Liverpool Refugee Migrant Interagency (LRMI) supports forward-facing non-government organisations to deliver programs and services to refugee and migrant communities through the provision of information and networking, and to lead coordinated responses to community needs. Council’s Major Events program highlights and celebrates Liverpool’s cultural diversity and provides opportunities for local refugee and migrant businesses and entrepreneurs to engage with the community, and to promote and sell their goods and services through those events.

Council remains committed to supporting this research in an in-kind capacity and is still providing substantial value to this project, despite not offering a cash contribution.

FINANCIAL IMPLICATIONS

Costs associated with this recommendation are outside of Council’s current budget and long-term financial plan. The impact on the budget and long-term financial plan are outlined in the table below.

	2023/24	2024/25	2025/26
Operating budget / LTFP impact	\$5,000	\$5,000	\$5,000
Capital budget impact			
Ongoing unbudgeted impact to opex from capital expenditure			
Unbudgeted impact to unrestricted cash	\$5,000	\$5,000	\$5,000
Funding source	General reserve		

ATTACHMENTS

Nil