



LIVERPOOL CONTRIBUTIONS PLAN 2018 - LIVERPOOL CITY CENTRE

Adopted: 12 December 2018

Content Manager 018975.2019



Liverpool Contributions Plan 2018 - Liverpool City Centre

Table of Contents

1.	Introduction	1
2.	Administration	2
2.1	Name of Plan	2
2.2	Applies to	2
2.3	Definitions used in this Plan	3
2.4	Purpose of Plan.....	3
2.5	Adoption of Contributions Plan	4
2.6	Relationship to other Plans.....	4
2.7	Types of development to be levied	4
2.9	Review of Plan and Contributions	8
2.10	Administration of contribution funds.....	8
3.	Expected Development outcomes	10
3.1	Development history.....	10
3.2	Current development trends	10
3.3	Expected development outcomes	11
4.	City Centre Planning Context	12
4.1	Planning Context	12
5.	Scope of Infrastructure	20
5.1	Recreation Facilities	20
5.2	Community Facilities	21
5.3	Access.....	21
5.4	Streetscape	22
6.	Infrastructure to be funded by contributions.....	24
	Appendix 1 Determination of cost of development	26

1. Introduction

Section 7.12 of the *Environmental Planning and Assessment Act, 1979* gives Council the power to impose a levy on developers for public services and public amenities based on a percentage of the cost of the development. Council cannot impose, as a condition of the same development consent, a condition under this section as well as a condition under section 94.

Money required to be paid by a condition imposed under S7.12 is to be applied towards the provision, extension or augmentation of public amenities or public services (or towards recouping the cost of their provision, extension or augmentation). The application of the money is subject to any relevant provisions of the contributions plan. A condition imposed under S7.12 is not invalid by reason only that there is no connection between the development the subject of the development consent and the object of expenditure of any money required to be paid by the condition.

Where the consent authority is a council or an accredited certifier, such a contribution may be imposed on a development only if it is of a kind allowed by and determined in accordance with a contributions plan, such as this Plan.

This Plan has been prepared:

- in accordance with the *EP&A Act* and *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation); and
- having regard to the latest Practice Notes issued by the NSW Department of Planning and Environment.

2. Administration

2.1 Name of Plan

This plan is called *Liverpool Contributions Plan 2018 – Liverpool City Centre*.

This Contributions Plan has been prepared in accordance with the provisions of Section 7.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act 1979) and the *Environmental Planning and Assessment (EP&A) Regulation 2000*.

2.2 Applies to

This Contributions Plan applies to development on land shown in Figure 1.



Figure 1 Land to which this plan applies

2.3 Definitions used in this Plan

Except where indicated in this clause, the definitions of terms used in this Plan are the definitions included in the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2000* are adopted by this Plan.

In this clause, 'existing' means at the date on which this Plan came into effect.

In this Plan, the following words and phrases have the following meanings:

Bank Guarantee means an irrevocable and unconditional undertaking without any expiry or end date in favour of the Council to pay an amount or amounts of money to the Council on demand issued by an Australian bank, non-bank financial institution, or insurance company subject to prudential supervision by the Australian Prudential Regulatory Authority and has a credit rating of 'A' or above (as assessed by Standard and Poors) or 'A2' or above (as assessed by Moody's Investors Service) or 'A' or above (as assessed by Fitch Ratings)

Council means Liverpool City Council.

CPI means the Consumer Price Index (All Groups - Sydney) published by the Australia Statistician.

EP&A Act means the Environmental Planning and Assessment Act 1979.

EP&A Regulation means the Environmental Planning and Assessment Regulation 2000.

Infrastructure Map means a map, separate to this document, entitled Liverpool City Centre Contributions Infrastructure Map showing the location of proposed and possible infrastructure referred to in this plan.

LGA means Local Government Area

Planning Agreement means a Planning Agreement referred to in S7.4 of the EP&A Act.

Residential accommodation has the same meaning as in the Standard Instrument.

Works In Kind means the undertaking of a work or provision of a facility by an applicant which is already nominated in the works schedule of a contributions plan as a means of either fully or partly satisfying a condition of consent requiring development contributions to be made.

Works Schedule means the schedule of the specific public amenities and public services for which contributions may be required as set out in Parts 5 and 6 of this Plan.

2.4 Purpose of Plan

The purpose of the Contributions Plan is to:

- (a) Provide an administrative framework under which specific public facilities strategies may be implemented and coordinated;
- (b) Ensure that adequate public facilities are provided for as part of any new development;
- (c) Authorise the Council to impose conditions under S7.12 of the EP&A Act 1979 when granting consent to development on land to which this plan applies;
- (d) Provide a comprehensive strategy for the assessment, collection, expenditure, accounting and review of development contributions on an equitable basis;
- (e) Ensure that the existing community is not burdened by the provision of public

amenities and public services required as a result of future development; and

- (f) Enable the Council to be both publicly and financially accountable in its assessment and administration of the contributions plan.

2.5 Adoption of Contributions Plan

Council adopted the plan on 12 December 2018. The plan originally came into force on 9 January 2019. The value of works and land is at the June 2018 Quarter. The CPI for this quarter was 114.0.

This plan applies to development lodged after 12 December 2018 and determined after the date on which the plan came into effect.

Amendments to Contributions Plan

Liverpool Contributions Plan 2018 – Liverpool City Centre has been amended as follows:

No	Date of adoption	Date of Amendment	Description of Amendment
----	------------------	-------------------	--------------------------

Previous Contributions Plans

Liverpool Contributions Plan 2018 – Liverpool City Centre replaces *Liverpool Contributions Plan 2007 (Liverpool City Centre)*.

2.6 Relationship to other Plans

The land to which this contributions plan applies is also subject to the following plans:

- *Liverpool Local Environmental Plan 2008;*
- *Liverpool Development Control 2008; and*
- *Various Planning Agreements.*

2.7 Types of development to be levied

Except as provided for by this clause, this Plan applies to:

- Residential accommodation, insofar as the Plan authorises the imposition of a requirement for a development contribution for the types of public amenities and public services described in this Plan; and
- All development, other than residential accommodation insofar as the Plan authorises the imposition of a requirement for a development contribution for the types of public amenities and public services described in this Plan.

This plan does not apply to development:

- for the purposes of public infrastructure provided by or on behalf of State Government or the Council;
- for the purposes of public amenities or public services under this Plan or another contributions plan prepared under section 7.13 of the EP&A Act;

- for works to be carried out by Sydney Water, Endeavour Energy, Telstra or equivalent water, sewer, energy or telecommunications provider; or
- that in the opinion of Council does not increase the demand for the categories of public amenities or public services addressed by this Plan.

There may be Planning Agreements made under the EP&A Act that will apply to land in Liverpool City Centre. In some instances the Planning Agreement may require the provision of infrastructure instead of payment of contributions under this Contributions Plan. This would normally be in the case of a major development, which would provide infrastructure on site, which would be consistent with the scope of contributions payable under this Contributions Plan.

The Minister for Planning and Environment may from time to time exempt certain forms of development from being subject to contributions.

2.8 Payment of Contributions

Levying of Contributions

Council will require, as a condition of development consent, the payment of a monetary contribution for the provision of public facilities specified in this Contributions Plan, from development, which it considers will contribute to the need for those facilities.

This plan authorises Council to grant consent to development to which this plan applies subject to a condition requiring the applicant to pay to the Council a levy in accordance with Table 1:

Table 1

Estimated cost of development	Value of Levy
Less than \$1,000,000	Nil
\$1,000,000 or more	2% of the cost of the development on land within the: R4 High Density Residential zone or IN2 Light Industrial zone
\$1,000,000 or more	3% of the cost of the development on land within the: B1 Neighbourhood Centre zone or B3 Commercial Core zone or B4 Mixed Use zone or B6 Enterprise Corridor zone

The proposed cost of carrying out the development will be determined in accordance with clause 25J of the *EP&A Regulation*. The procedures set out in Appendix 1 to this plan must be followed to enable Council to determine the amount of the levy to be paid.

The value of the works must be provided by the applicant at the time of the request and must be independently certified by a Quantity Surveyor who is registered with the Australian Institute of Quantity Surveyors or a person who can demonstrate equivalent qualifications.

Without limitation to the above, Council may review the valuation of works and may seek the services of an independent person to verify the costs. In these cases, all costs associated with obtaining such advice will be at the expense of the applicant and no construction certificate will be issued until such time that the levy has been paid.

Method of Payment

A monetary contribution is the most common method of payment of a levy. However, Council may consider the provision of works in kind, but only as detailed in the schedule of facilities in this Contributions Plan. If applicable, and only if acceptable to Council, such a transfer or works in kind may be an offset to the monetary contribution otherwise applicable to the development under this plan.

The value of the offset will be as agreed with Council in accordance with the value of the works identified in the Contributions Plan. Applicants will be required to provide details of the works to be undertaken, financial guarantees, bank guarantees and administration.

Where works and / or land identified in the contributions plan are proposed to be provided in conjunction with the development, Council will reimburse the developer for the cost of the works in accordance with Council's Developer Contributions Works in Kind Policy.

Timing of payment of the levy

Monetary contributions are required to be paid to Council prior to the issuing of the Construction Certificate, whether by Council or a Private Certifier.

Construction certificates and the obligation of accredited certifiers

In accordance with Cl 146 of the *EP&A Regulation 2000*, a certifying authority must not issue a construction certificate for building work or subdivision work under a development consent unless it has verified that each condition requiring the payment of levies has been satisfied.

In particular, the certifier must ensure that the applicant provides a receipt(s) confirming that levies have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council in accordance with Cl 142(2) of the *EP&A Regulation 2000*. Failure to follow this procedure may render such a certificate invalid. The only exceptions to the requirement are where a works in kind, material public benefit, dedication of land or deferred payment arrangement has been agreed by the Council.

In such cases, Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

Deferred Payments

Council will allow payment of contributions to be deferred in the following cases only:

- Where the applicant has the intention and ability to provide a material public benefit in part or to full satisfaction of a condition imposed by development consent; or
- In other circumstances, to be outlined in writing by the applicant and determined formally by Council on the merits of the case.

Deferred payments as outlined above are acceptable only where an unconditional bank guarantee is provided for the amount deferred. Bank guarantees will be accepted on the following conditions:

- The bank guarantee must carry specific wording, for example, a description of the development, address, development application number and staging where applicable;
- The bank guarantee will be for the contribution amount plus the estimated amount of compound interest foregone by Council for the anticipated period of deferral (Refer to the formula below);
- Council may call up the bank guarantee at any time without reference to the applicant, however, the guarantee will generally be called up only when cash payment has not

been received, and land is not dedicated or material public benefit not provided by the end of the period of deferral;

- The period of deferral must be for a limited time only as agreed where land is to be dedicated or a material public benefit is to be provided. In merit cases, the period of deferral will be as approved by Council. The period of deferral may be extended subject to providing a renewed bank guarantee, which includes anticipated future interest;
- The period of deferral will generally end at the release of the occupation certificate; and
- Council will discharge the bank guarantee when payment is made in full by cash payment, land transfer or by completion of works in kind.

The following formula to be applied to all bank guarantees for contributions is:

Guarantee Amount = $P + P (C I \times Y)$, where:

P = Contribution due.

CI = Compound interest rate comprised of Council's estimate over the period plus 3 percent (allowance for fluctuations).

Y = Period of deferral (years).

Indexation of Monetary Contribution

As the date of the consent may vary to the actual time of payment of the contribution, Clause 25(4) of the *EP&A Regulation* allows Council to adjust the contribution to reflect increased costs between the date of the consent and the time of payment. Contributions required as a condition of consent under the provisions of this plan will be indexed quarterly in accordance with movements in the Consumer Price Index (All Groups Index) for Sydney issued by the Australian Bureau of Statistics.

The following formula for indexing contributions is to be used:

Contribution at time of payment

$$C_2 = \frac{C_1 \times C P I_2}{C P I_1}$$

where:

C_1 = Monetary contribution imposed on the development consent.

C_2 = Monetary contribution at the time that the contribution is to be paid.

$C P I_1$ = Latest "Consumer Price Index: All Groups Index Number" for Sydney available from the Australian Bureau of Statistics as at the time of granting the relevant development consent.

$C P I_2$ = Latest "Consumer Price Index: All Groups Index Number" for Sydney available from the Australian Bureau of Statistics at time that the contribution is to be paid.

Future reviews will not affect any consent granted in accordance with this contributions plan.

This is distinct from Section 2.8, which deals with future reviews of the contributions plan. Future reviews will not affect any consent granted in accordance with this contributions plan.

Goods and Services Tax

No Goods and Services Tax (GST) is applicable to the payment of contributions made under Section 7.12 of the *EP&A Act 1979*.

2.9 Review of Plan and Contributions

Council will review the contributions plan on a regular basis. The review process will canvass the following, where data is available:

- Development activity in terms of latest information on net additional dwellings and populations;
- Likely total development activity to be experienced in the future;
- Progress in the delivery of public facilities and amenities identified in the schedules of facilities;
- Modification of facility concepts, changes in anticipated facility costs, facility timing and land values;
- Annual contributions received and expenditure information;
- Any other factors likely to affect the delivery of works identified in this contributions plan; and
- Changes resulting from amendments to *Liverpool DCP 2008* or *Liverpool LEP 2008*.

Any significant reviews of this contributions plan must be undertaken in accordance with the *EP&A Act 1979* and *EP&A Regulation* and placed on public exhibition for a period of 28 days. The nature of the proposed changes and reasons for these changes would be clearly outlined as part of the exhibition.

Contributions will be adjusted, taking account of more recent information and, where relevant, the following:

- Consumer Price Index;
- Annual changes in land values;
- Actual costs of completed works;
- Reviewed costs yet to be completed works and land acquisition;
- Adjustment in projected project management and contingency costs associated with works; and
- Management and legal costs associated with land acquisition.

This section is distinct from Indexation of Monetary Contribution, which deals with future adjustment of contributions granted in accordance with the contributions plan. Future reviews under Section 2.8 will not affect any consent granted under this contributions plan.

2.10 Administration of contribution funds

Council will administer money obtained from the contributions and make decisions on the funding and provision of the projects in accordance with the *EP&A Act* and *EP&A Regulation*.

The funds collected under this plan may be pooled for projects and applied progressively for those purposes, the priorities of which will be determined by the various Council Strategies

for purposes and by the timing and scale of development in the City Centre.

Council's ability to forward fund services and amenities identified in this Plan is very limited. Consequently their provision is largely contingent upon the availability of contributions funds.

To provide a strategy for the orderly delivery of the public services and amenities, this Contributions Plan authorises monetary contributions paid for different purposes in accordance with the conditions of various development consents authorised by this Plan and any other contributions plan approved by the Council to be pooled and applied progressively for those purposes.

The priorities for the expenditure of pooled monetary contributions under this Contributions Plan are the priorities for works as set out in the Works Schedule.

In any case of the Council deciding whether to pool and progressively apply contributions funds, the Council will have to first be satisfied that such action will not unreasonably prejudice the carrying into effect, within a reasonable time, of the purposes for which the money was originally paid.

3. Expected Development outcomes

3.1 Development history

Development has taken place in Liverpool since 1810. The original area of Liverpool is largely located within the Liverpool City Centre. The railway line was constructed in 1856 and increasingly separated the town from the Georges River. The framework of the street pattern was established in the 1800's. Prior to the 1950's the current city centre consisted of small commercial centre around the southern portion of Macquarie Street and around Scott Street near Liverpool Railway Station.

Since the 1950's suburban development from Sydney has encroached on the Liverpool area. Initially dwelling houses were erected on the undeveloped lands on the periphery of the city centre area and the surrounding areas. The commercial area expanded as the surrounding residential development created the need for commercial development.

By the 1960's a significant commercial area was developing in the city centre area as new suburbs developed in the Liverpool LGA and the adjoining local government areas.

By the 1970's significant commercial development in the form of enclosed shopping centres began to take place as well as some residential redevelopment in the form of 3 storey residential flat buildings. Road traffic was also increasing and the city centre began to experience through traffic creating congestion. Expanded roadworks on Newbridge Road and the Hume Highway were undertaken to cope with this and direct it around the city centre core area. The city centre was also experiencing increased commuter traffic in the form of cars and buses centred on the railway station.

Since this time the amount of development in the city centre has intensified in response to the increased development in South Western Sydney. This has involved more intense retail and commercial development with the corresponding transport demand. There is however limited scope for amplification of the road network immediately around the city centre. There has also been an increasing demand for higher density residential development around the city centre and along the riverfront of the Georges River. This also brings demands for public infrastructure.

3.2 Current development trends

Nowadays the intensity of city centre development is resulting in major office buildings and major apartment buildings. Liverpool City Centre was identified in 2007 by the NSW Department of Planning as a Regional City through the Sydney Metropolitan Strategy – A City of Cities. The Greater Sydney Region Plan 2018 identifies Liverpool as a Metropolitan Cluster Centre, along with Penrith and Campbelltown Macarthur in the Western District.

The city centre consists of a commercial and retail core around Macquarie Street and surrounding streets. To the north east is an education and medical precinct centred on Liverpool Hospital. There is also increasing tertiary education premises in the commercial and retail core area. Residential apartments have been developing around the northern, western and southern periphery of the city centre. The river front still remains separated from the city centre by the railway line. The industrial land east of the Georges River and north of Newbridge Road remains further separated from the city centre.

3.3 Expected development outcomes

It is estimated that the following development will take place in Liverpool City Centre in the period up to 2036:

- 7,000 dwellings;
- 195,000 sqm of office premises; and
- 60,000 sqm of retail premises.

It is estimated that the levy on development in Liverpool City Centre will yield about \$75M by 2036.

4. City Centre Planning Context

4.1 Planning Context

The increased population and in particular increased residential density in Liverpool City Centre will create a demand for increased amenity in the centre, an expansion of improved open space, an increased demand for community facilities, improved accessibility and high quality streetscape.

Greater Sydney Region Plan 2018

The Greater Sydney Region Plan identifies Liverpool City Centre as a cluster centre, maintaining its role a major centre on the metropolitan scale in Sydney. The Plan affirms the economic significance of the metropolitan centres which continue to be a major focus of government investment. Delivering a 30-minute city in the Western Parkland City will focus on improving access to all four centres of the metropolitan cluster.

Western City District Plan 2018

Liverpool City Centre is one of the areas in the Western City District that has been identified as one of the places where the Greater Sydney Commission will chair the collaboration process to initiatives being led by the NSW Department of Planning and Environment. It will include the Liverpool City Centre, the health and education precinct and nearby residential and industrial land areas. It considers the Warwick Farm Precinct; the Moorebank Intermodal Terminal, which is under-construction; and the draft Georges River Masterplan.

The Collaboration Area aims to:

- Increase housing diversity and provide affordable housing;
- Improve and coordinate transport and other infrastructure to support jobs growth;
- Develop smart jobs around the health and education precinct, particularly in the areas of advanced manufacturing and logistics, automation and translational research;
- Improve the night-time economy, mixed-use and transport connections;
- Improve urban liveability and Liverpool's sense of place;
- Improve environmental outcomes around the Georges River;
- Develop greater Sydney green grid projects;
- Capitalise on Western Sydney Airport and the Western Sydney City Deal;
- Revitalise the Liverpool City Centre;
- Examine flooding issues and water management;
- Consider the opportunities presented by the Liverpool Water Recycling Facility; and
- Undertake urban renewal at Warwick Farm and retain a social housing mix.

In addition to the Collaboration Area process outlined above, the District Plan seeks to carry out the following:

- a) Protect and develop the commercial core;
- b) Improve and coordinate transport and other infrastructure to support jobs growth;
- c) Develop smart jobs around the health and education precinct;
- d) Build on the centre's administrative and civic role;
- e) Improve public domain including tree-lined, comfortable open spaces and outdoor dining
- f) Improve connectivity and links to the Georges River and prioritise pedestrian, cycle and public transport facilities;

- g) Encourage a vibrant mix of uses, new lifestyle and entertainment uses to activate streets and grow the night-time economy; and
- h) Capitalise on the Western Sydney Airport and Western Sydney City Deal initiatives.

Community Strategic Plan 2017 – 2027 “Our Home, Liverpool 2027”

Our Home Liverpool 2027 is Liverpool's new Community Strategic Plan. It outlines a 10 year plan to transform Liverpool into an inclusive place to learn and grow and to become the destination of choice for business, investment, living and recreation.

The plan identifies four strategic directions which have been developed following extensive community consultation. Each direction includes a number of community goals and Council strategies which will achieve the community's vision for Liverpool. *Our Home Liverpool 2027* was adopted by Council at its meeting on 26th April 2017 and commenced on 1st July 2017.

The following provides information on the challenges that face Liverpool and the four strategic directions including the relevance to the contributions plan.

Challenges for Council

The Community Strategic Plan 2017 – 2027 makes reference to challenges that Liverpool, being a growing area will face. These are as follows with reference to relevance to the contributions plan:

Community pride and heritage

Liverpool has a rich heritage with a major cultural and arts focus. There are a number of significant heritage buildings and places which are protected at the local and state levels, including Rosebank Cottage, Pioneers’ Memorial Park, the Casula Powerhouse Arts Centre, the TAFE college building which is formerly Liverpool Hospital (1820-1958), and St Luke’s Church (1810-present). These historical and cultural attributes all contribute to Liverpool’s identity.

Maintenance of historic buildings often involves significant building works which are at a higher cost than normal works. At times grants are available to assist with funding such works but these are limited and are subject to State and Federal budget constraints. A challenge for Council is balancing the need to protect its community identity and heritage with alternate demands on its income.

Relevance to the contributions plan

This will inform the provision of any public infrastructure in the vicinity of any items of heritage in the city centre.

Social connection

Liverpool is one of the most culturally diverse cities in NSW with almost one in three people born overseas and almost half the population speaking a language other than English at home. It also has a significant Aboriginal community. Liverpool needs to continue efforts to create a harmonious society where differences are appreciated and celebrated. There is also a challenge for the Council to ensure its services reach a broad range of citizens in an equitable way while still accommodating those most in need, such as people with disabilities.

Finding social connection within a community has become increasingly complex with the numerous demands of everyday life. We are a time poor society with commitments to work, family, friends, health, fitness and many other activities that demand our attention. In addition, we are increasingly relying on technology and social media to communicate, which changes the frequency and nature of our social interactions and brings new challenges.

Relevance to the contributions plan

This will inform the provision of community and recreation facilities that will be needed by the additional population and workforce that is anticipated from new redevelopment in the city centre.

Economic development

Liverpool continues to experience growth in commercial and industrial development. Its status as a strategic commercial centre of South West Sydney, and its good transport links to other areas of Sydney, place it in prime position to attract a range of industries. This is heightened with the development of the Western Sydney Priority Growth Area and the new Western Sydney airport at Badgerys Creek.

The revitalisation of the city centre is a key Council priority. Council has implemented several strategies which are aimed at revitalising the city centre, developing key economic, cultural, recreational and entertainment precincts and creating a place which draws people from across the South West Sydney region.

Relevance to the contributions plan

The provision of infrastructure helps facilitate new development around the city centre, particularly retail and commercial development. This infrastructure includes traffic management works, bus priority, bikeways and car parking and also community and recreation facilities to service the needs of the workforce.

Environmental sustainability

Liverpool has a wide variety of plants, animals and ecosystems, including a significant number of threatened species. Approximately one third of Liverpool is covered in vegetation including more than 500 open space reserves. Liverpool is also home to a significant portion of the Georges River. Council has increased bushland restoration to ensure native areas are maintained.

Expanding urban development in Liverpool can place considerable pressure on the natural environment including the waterways and air quality. Liverpool's environment is exposed to a range of pollutants from industrial, commercial and household waste and increased traffic. Council has introduced systems for sustainable water and energy consumption in new developments, however the challenge continues with existing dwellings.

The growth in Liverpool, while increasing opportunities for the community, also places pressure on the environment and will be a challenge over the coming years for Council to balance.

Relevance to the contributions plan

In the context of an already built up area, new infrastructure to that would service new development can contribute to environmental sustainability with streetscape and open space works that increase the tree cover and works to improve the quality of stormwater discharge to the Georges River.

Transport accessibility

Liverpool's growing population places demands on our existing infrastructure and has caused a high traffic volume that is prominent throughout Sydney. Additionally, the construction of the Moorebank Intermodal and Western Sydney Airport will further create pressure on our transport networks.

Liverpool has good access to Sydney's major motorways, including the M5 and M7. However, congestion during peak periods is a major challenge. Many residents own and use cars as opposed to public transport.

Relevance to the contributions plan

The development of the city centre to a greater intensity will provide challenges for accessibility.

There will be a need to accommodate increased travel demand to and from the city centre for shoppers and workers. A balance will need to be achieved between the increased demand for car access and the finite amount of road space in the city centre. The provision of additional car parking located on the periphery of the city centre in most cases, with convenient pedestrian linkages to the city centres is the most cost effective way of accommodating the demand for car access. The provision of bus priority measures in the city centre would help facilitate the attractiveness of bus travel in the city centre.

Provision of works outside the city centre funded by other means would also work in conjunction with the works mentioned above to facilitate improved access to the city centre.

Increased residential development in and around the city centre will increase the local traffic movement and substantially increase the number of pedestrians or cyclists. There is a need to manage these increases to maintain and improve pedestrian accessibility to make it easier to cross local streets that may be experiencing increased car movements. This may include footpath widening or median strips either mid-block or at intersections.

Directions for Council

The Community Strategic Plan is a ten-year plan that defines the vision and priorities of the community. It is the overarching plan that sets the direction not only for Council but for all stakeholders, including government, business, the not-for-profit sector and residents. The directions from the CSP provide a guide for stakeholders to work together and to capitalise on the opportunities which will keep Liverpool moving forward.

The CSP has been created through extensive community consultation and review of the previous CSP. The consultation for this plan involved the active engagement of more than 1,500 members of the community, and an estimated 150,000 other members who were contacted for their opinions. Engagement activities included stalls at community events, community forum activities, rates mail-outs, a phone survey and numerous outreach activities through social media. Through this community consultation Council identified the community's key priority areas and captured these priorities in four directions, based on the quadruple bottom line (social, economic, environmental, and civic leadership).

The directions and the relevance to the contributions plan are as follows:

Direction 1 Creating Connection

The community want:

- An area where connection is created between all people in the community
- More community activities and events;
- Facilities to be well maintained and multipurpose;
- Access provided to all (youth, seniors, people with disability) and
- Our history to be respected.
- Council will:

<u>Elements of Direction</u>	<u>Relevance to the contributions plan</u>
Celebrate diversity, promote inclusion and recognise heritage	Not directly applicable
Deliver a range of community events and activities	These elements will inform the design of the facilities that will be provided by contributions
Implement access and equity for all members of the community	These elements will inform the design of the facilities that will be provided by contributions
Provide community facilities which are accessible to all	This element has informed the inclusion of community facilities in the contributions plan This element will inform the design of the facilities that will be provided by contributions
Create a dynamic, inclusive environment, including programs to support healthy living	These elements has informed the inclusion of community and recreation facilities and bikeways in the contributions plan These elements will inform the design of the facilities that will be provided by contributions

Direction 2 Strengthening and Protecting Our Environment

This direction is about planning high-quality, sustainable urban environments to create a great place to live, work and play.

The community want:

- Clean public places;
- Creation of more green spaces;
- Increased use of renewable energy;
- Well-managed development;
- Creation of well-planned, attractive and people-friendly urban environments; and
- Improvement to access and safety in public areas.

Council will:

<u>Elements of Direction</u>	<u>Relevance to the contributions plan</u>
Manage the community's disposal of rubbish	Not applicable
Protect and enhance bushland, rivers and the visual landscape	These elements have informed the inclusion of stormwater quality measures help protect the river and natural environment

<u>Elements of Direction</u>	<u>Relevance to the contributions plan</u>
Encourage sustainability, energy efficiency and the use of renewable energy	These elements have informed the inclusion of various facilities in the contributions plan These elements will inform the design of the facilities that will be provided by contributions
Exercise planning controls to create high-quality, inclusive, urban environments	These elements have informed the inclusion of various facilities in the contributions plan These elements will inform the design of the facilities that will be provided by contributions
Develop and advocate for plans that support safe and friendly communities	These elements have informed the inclusion of various facilities in the contributions plan These elements will inform the design of the facilities that will be provided by contributions

Direction 3 Generating Opportunity

This direction underlines the need for Council to support economic growth, including employment and investment options.

The community want:

- To attract more jobs and businesses to the area;
- To upgrade shopfronts;
- Improved traffic management;
- Small business to be supported

Council will:

<u>Elements of Direction</u>	<u>Relevance to the contributions plan</u>
Meet the challenges of Liverpool's growing population	This element informs the inclusion of various facilities in the contributions plan needed to accommodate the demand for infrastructure created by Liverpool's growing population
Attract businesses for economic growth and employment opportunities	This element informs the inclusion of various facilities in the contributions plan needed to create an attractive environment to attract businesses
Create an attractive environment for investment	This element informs the inclusion of various facilities in the contributions plan needed to create an attractive environment to attract businesses
Advocate for, and develop, transport networks to create an accessible city	This element informs the inclusion of traffic facilities and bikeways to facilitate accessibility within Liverpool

Direction 4 Leading through Collaboration

This direction highlights the importance of a Council proactively leading the community, while continually engaging the community to ensure an aligned vision.

The community want:

- More collaboration;
- Stakeholders who listen and actively seek out their opinions;
- To be led to achieve the best outcomes; and
- Well managed use of their resources.

Council will:

<u>Elements of Direction</u>	<u>Relevance to the contributions plan</u>
Seek efficient and innovative methods to manage our resources	This element will inform the design and implementation of the facilities that will be provided by contributions
Increase community engagement	This element will inform the implementation of many facilities funded by contributions by involve engagement with the community prior to construction
Encourage community participation in decision-making	The contributions plan was adopted following public consultation in accordance with the EP&A Act
Strive for best practice in all Council processes	This element will inform seeking to implement best practice design of all infrastructure funded by this contributions plan

Council vision for Liverpool City Centre

Council held a workshop on 29 November 2014 to discuss its vision for Liverpool City Centre. Councillors outlined their vision for the Liverpool City Centre as follows:

- The capital of the Great South West;
- A city defined by interesting architecture which is diverse and distinctive;
- A place where people want to work, live and enjoy;
- An 18 hour city characterised by activity and intensity both day and night;
- A true river city; and
- A well connected, workable, walkable city.

The workshop agreed this would be delivered by:

- Amendments to Liverpool LEP 2008 and Liverpool DCP 2008;
- Traffic and transport improvements (to be drawn from comprehensive traffic and parking studies);
- Provision of high quality architecture and urban design; and
- Providing a high degree of urban amenity (streetscape, parks etc.).

It was also agreed that there was a need to develop a strategy to become Sydney's third capital and an action plan to deliver necessary infrastructure.

An 'urban' place that:

- Is well connected workable walkable City;
- Has a human fine grain scale;
- Has a mix of uses;
- Is active day and night;
- Connected to the river;

- Links the green spaces; and
- Re-connects streets + lanes.

Targeting 15,000 new jobs and 5,000 new dwellings for the city centre by 2031

- Creating a living, mixed-use city;
- Ensuring Human Scale Active Street Edges;
- Protecting and conserving historic elements;
- Strengthening the connection between the city and the health and education precinct;
- Reinforce the importance of the Macquarie Street Mall;
- Improving the quality of the public domain;
- Consolidation of the city centre;
- Enhancing pedestrian networks;
- Opportunities for mixed-use developments in the city centre; and
- Consolidation of a retail and commercial core excluding residential.

Funding of Infrastructure in Liverpool City Centre

The development of the Infrastructure will contribute to Council's vision. The Infrastructure will be funded from the following sources:

- Council funds;
- Community Development Fund (Formerly known as the Town Improvement Fund)(a levy on land owners);
- Developer contributions under 7.12 of the *EP&A Act*; and
- Works conditioned on development under 4.17 of the *EP&A Act*.

This contributions plan provides funding to some of the infrastructure.

5. Scope of Infrastructure

The scope of infrastructure to be funded by contributions is as follows:

5.1 Recreation Facilities

Background

It is considered that acquisition of land for open space funded by contributions under 7.12 of the EP&A Act would not generate the most benefit for the city centre. The strategy is to make the most of the opportunities presented by existing open space.

There are a number of parks located in the residential areas surrounding the commercial core of the Liverpool City Centre, which can be embellished to serve additional residents. In addition, the Georges River foreshore presents opportunities not available in these parks for improving the recreation experience of users and residents of the city centre.

Recreation Facilities

Georges River foreshore western side embellishment

This area presents an opportunity for people in and around the city centre to:

- Experience a more natural environment;
- Experience the waterfront environment;
- Provide an attractive link to the larger Georges River Corridor recreation area; and
- Provide an attractive pedestrian and bikeway link between Parramatta and the Georges River corridor.

This will involve provision of a pedestrian and bicycle crossing of the railway (either over or under) and a pedestrian and bicycle crossing of the Georges River, embellishment of the parkland and the construction of a boardwalk, wide enough to accommodate a shared pedestrian / cycle path south to Mill Park and a wharf downstream of the weir. This will provide a missing link in the Georges River Corridor along the western side of the river. The pedestrian crossing of the railway and the Georges River may be carried out in conjunction with any major development adjacent to Liverpool Railway Station.

These works will open access from the City Centre to a substantial amount of potentially attractive open space.

Pioneer Park embellishment

This will serve the substantial residential redevelopment in the northern part of the City Centre.

Apex Reserve embellishment

This will serve the substantial residential redevelopment in the northern west part of the City Centre.

Discovery Park embellishment

This will serve the substantial residential redevelopment in the southern part of the City Centre.

Georges River Pedestrian Crossing

This will assist with access to areas to the east of the Georges River and potential recreation facilities on the eastern side of the river.

Cost of facilities

The cost of these facilities is shown in Section 6.

Location of facilities

The location of these facilities is shown in Liverpool City Centre Contributions Infrastructure Map.

5.2 Community Facilities

Background

Residential redevelopment in the City Centre will increase the demand for community facilities. Council has undertaken a review of its Community Facilities to provide a long term vision for these. This document known as Community Facilities - A Blueprint for a Modern Network of Community Facilities will inform the priorities for expenditure of contributions received.

Community facilities are typically Council-owned buildings which provide accessible and affordable space for a range of activities that benefit the community. Community facilities are a valuable community asset because they:

- Are places where a range of information, services, programs and activities are delivered to the community, which can change over time;
- Provide an avenue for development of social capital, community involvement and community ownership – in short, agents of social inclusion;
- Are a location of cultural, leisure, educational, recreational and entertainment activities which are accessible to all;
- Are a cultural identity or focus for a community which may become a community icon, a community landmark, or historically significant; and
- Ensure equity of access for those of all ages, incomes, abilities and backgrounds.

Cost of facilities

The cost of these facilities is shown in Section 6.

Location of facilities

The location of any new or upgraded community facilities has not been finalised. Any facilities are likely to be shown in general areas shown in Liverpool City Centre Contributions Infrastructure Map.

5.3 Access

Background

The growth and development of the Liverpool City Centre will generate additional traffic and travel demands that need to be accommodated on the local transport systems. The purpose of these transport management measures is to provide for public transport needs and ensure the local road network can accommodate the vehicle traffic.

Access and bus priority

A Transport Management & Accessibility Plan (TMAP) examines the existing and new developments and the transport facilities and services that new development is likely to require. A TMAP was undertaken for Liverpool City Centre area, which identified actions needed to ensure that transport and accessibility are optimised in the Liverpool City Centre.

The TMAP examined land use and transport issues in terms of both the local and wider area and made recommendations about car parking, bus access, road network, cycling and pedestrians.

The demand for good bicycle access will increase with the expected employment and residential population growth in Liverpool City Centre. Good bicycle accessibility will assist with the increased use of bicycles as a means of transport. It will help make the best use of the existing street network and parkland to improve accessibility to Liverpool City Centre.

The expected employment growth in Liverpool City Centre will place increased stress on the existing street system. Congested access to the city centre may hinder its development. There is a need to minimise the impact of traffic congestion on bus access to the City Centre. This will assist in increasing the share of public transport usage well as making the City Centre more accessible. Bus priority measures such as bus priority at traffic signals, exclusive bus lanes and separate bus roads will assist the movement of people in to and out of Liverpool City Centre.

Car parking

Car parking will be provided by commercial developments in Liverpool City Centre both on site and via public car parking. The levy will assist in funding the provision of public car parking. Public car parking has already been provided west of the Hume Highway at grade and the opportunity exists for multi-storey car parking in the future.

Cost of facilities

The cost of these facilities is shown in Section 6.

Location of facilities

The location of Access facilities is shown in Liverpool City Centre Contributions Infrastructure Map.

The proposed location of bikeway facilities is general consistent with the Council's Bike plan. The major car parking facility is likely to be at Collimore Park plus a smaller amount at other possible locations near the city centre core. Bus priority measure are likely to be centred on the Moore Street Corridor.

5.4 Streetscape

Background

Street trees play an essential role in modifying climate and improving amenity. Liverpool experiences temperature extremes significantly higher in summer and lower in winter than Sydney's coastal commercial centres. The appropriate selection and planting of street trees, in particular, can alleviate these temperature extremes. The development and implementation of the tree planting strategy contribute to the quality of life and streetscape amenity in several other important ways. Street trees:

- Provide shade and solar access in summer and winter;
- Signal that Liverpool is the major commercial centre for South-West Sydney;
- Distinctive street trees and landscaping aid in understanding city layout;

- Provide colour, movement and seasonal variation through the selection of evergreen and deciduous trees;
- Increase residential and commercial property values and generate increased business activity through the creation of a sustainable asset – street trees;
- Ensure a ‘Green City’ for future populations; and
- Foster a sense of pride in the city centre – contributing to the city’s ‘liveability’.

Footpaths can be a unifying element in the streetscape where buildings, signs, objects, people and movement provide constant variation and change. They are to give a clear expression of pedestrian priority and this message must be obvious to pedestrians and drivers. Continuity of footpath dimensions, levels, materials and edges is therefore important.

Peripheral Streetscape works

This will involve works to improve the amenity of the residential streets that surround the City Centre core. It will involve the following:

- Pedestrian refuges and footpath widening at intersections and elsewhere to increase the ease of walking in a busy urban environment;
- Raised thresholds to achieve traffic calming;
- Tree planting where there are gaps in existing streetscape that won’t be provided by new residential development; and
- Tree planting at footpath widening to improve the tree cover particularly using short footpath widening midblock where there is limited opportunity to provide tree planting on the footpath such as where there is a shared path.

City Centre Core Footpath widening

This will involve works to improve the amenity of the City Centre core. It would augment work already being carried out on Streetscape works in the City Centre core. It will involve the following:

- Pedestrian refuges and footpath widening at intersections to increase the ease of walking in a busy urban environment;
- Raised thresholds to achieve traffic calming; and
- Tree planting at footpath widening to improve the tree cover particularly using short footpath widening midblock where there is limited opportunity to provide tree planting on the footpath such as where there is a shared path.

Cost of facilities

The cost of these facilities is shown in Section 6.

Location of facilities

The location of Access facilities is shown in Liverpool City Centre Contributions Infrastructure Map.

The proposed location of bikeway facilities is general consistent with the Council’s Bike plan. The major car parking facility is likely to be at Collimore Park plus a smaller amount at other possible locations near the city centre core. Bus priority measure are likely to be centred on the Moore Street Corridor.

6. Infrastructure to be funded by contributions

It is estimated that up to \$75 M in levies may be collected from redevelopment in Liverpool City Centre. The funds received are to be allocated in accordance with Table 2.

Table 2

Contribution items	\$
Georges River foreshore western side (embellishment, pedestrian railway crossing, boardwalk to Mill Park)	\$14,000,000
Pioneer Park	\$2,000,000
Apex Reserve	\$1,000,000
Georges River Pedestrian Crossing	\$2,500,000
Discovery Park	\$2,500,000
Community facility upgrade	\$6,000,000
Car parking	\$20,000,000
Access, bike facilities and bus priority	\$15,000,000
Peripheral Streetscape works	\$10,000,000
Footpath widening in City Centre	\$2,000,000
Total	\$75,000,000

The location of these items is shown on Figure 2.

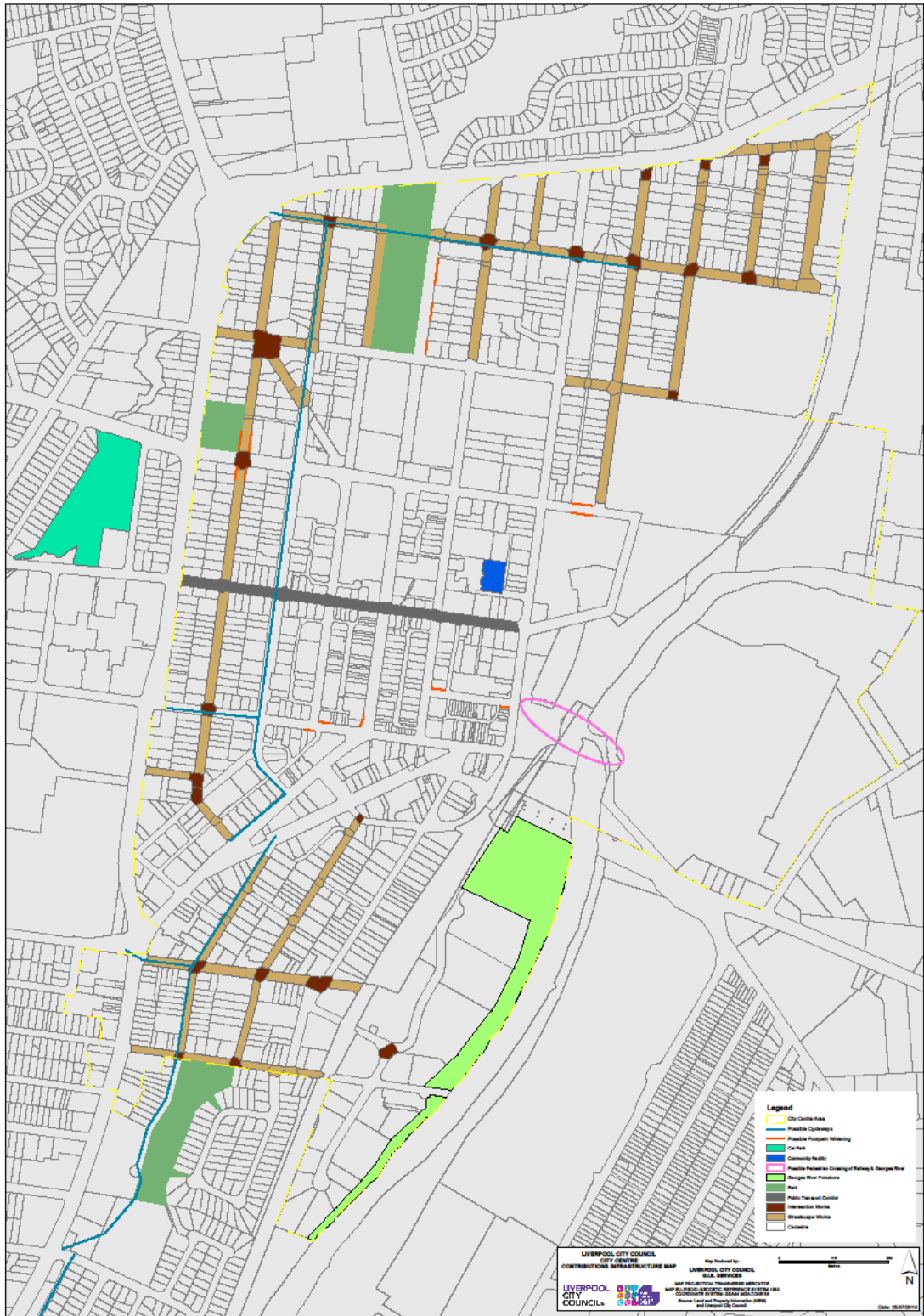


Figure 2 Location of Contributions Items

Appendix 1 Determination of cost of development

Determination of cost of development

Clause 25J of the Regulation sets out how the proposed cost of carrying out development is to be determined. That clause provides as follows:

25J Section 7.12 levy—determination of proposed cost of development

- 1) The proposed cost of carrying out development is to be determined by the consent authority, for the purpose of a section 7.12 levy, by adding up all the costs and expenses that have been or are to be incurred by the applicant in carrying out the development, including the following:
 - a) if the development involves the erection of a building, or the carrying out of engineering or construction work—the costs of or incidental to erecting the building, or carrying out the work, including the costs (if any) of and incidental to demolition, excavation and site preparation, decontamination or remediation;
 - b) if the development involves a change of use of land—the costs of or incidental to doing anything necessary to enable the use of the land to be changed; and
 - c) if the development involves the subdivision of land—the costs of or incidental to preparing, executing and registering the plan of subdivision and any related covenants, easements or other rights.
- 2) For the purpose of determining the proposed cost of carrying out development, a consent authority may have regard to an estimate of the proposed cost of carrying out the development prepared by a person, or a person of a class, approved by the consent authority to provide such estimates.
- 3) The following costs and expenses are not to be included in any estimate or determination of the proposed cost of carrying out development:
 - a) the cost of the land on which the development is to be carried out,
 - b) the costs of any repairs to any building or works on the land that are to be retained in connection with the development,
 - c) the costs associated with marketing or financing the development (including interest on any loans),
 - d) the costs associated with legal work carried out or to be carried out in connection with the development,
 - e) project management costs associated with the development,
 - f) the cost of building insurance in respect of the development,
 - g) the costs of fittings and furnishings, including any refitting or refurbishing, associated with the development (except where the development involves an enlargement, expansion or intensification of a current use of land),
 - h) the costs of commercial stock inventory,
 - i) any taxes, levies or charges (other than GST) paid or payable in connection with the development by or under any law,
 - j) the costs of enabling access by disabled persons in respect of the development,
 - k) the costs of energy and water efficiency measures associated with the development,
 - l) the cost of any development that is provided as affordable housing,
 - m) the costs of any development that is the adaptive reuse of a heritage item.