



Vision



Revitalising Liverpool

CITY CENTRE PLAN



NSW GOVERNMENT
Department of Planning





● citiesTASKFORCE

This document was prepared by the Regional Cities Taskforce, a group that included planners and urban designers from the Department of Planning and the local council for each of the six regional cities.

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Liverpool City Centre Plan Vision
ISBN 0 7347 5840 5

NSW Department of
Planning 2006
www.planning.nsw.gov.au/liverpool

DP 06_044A

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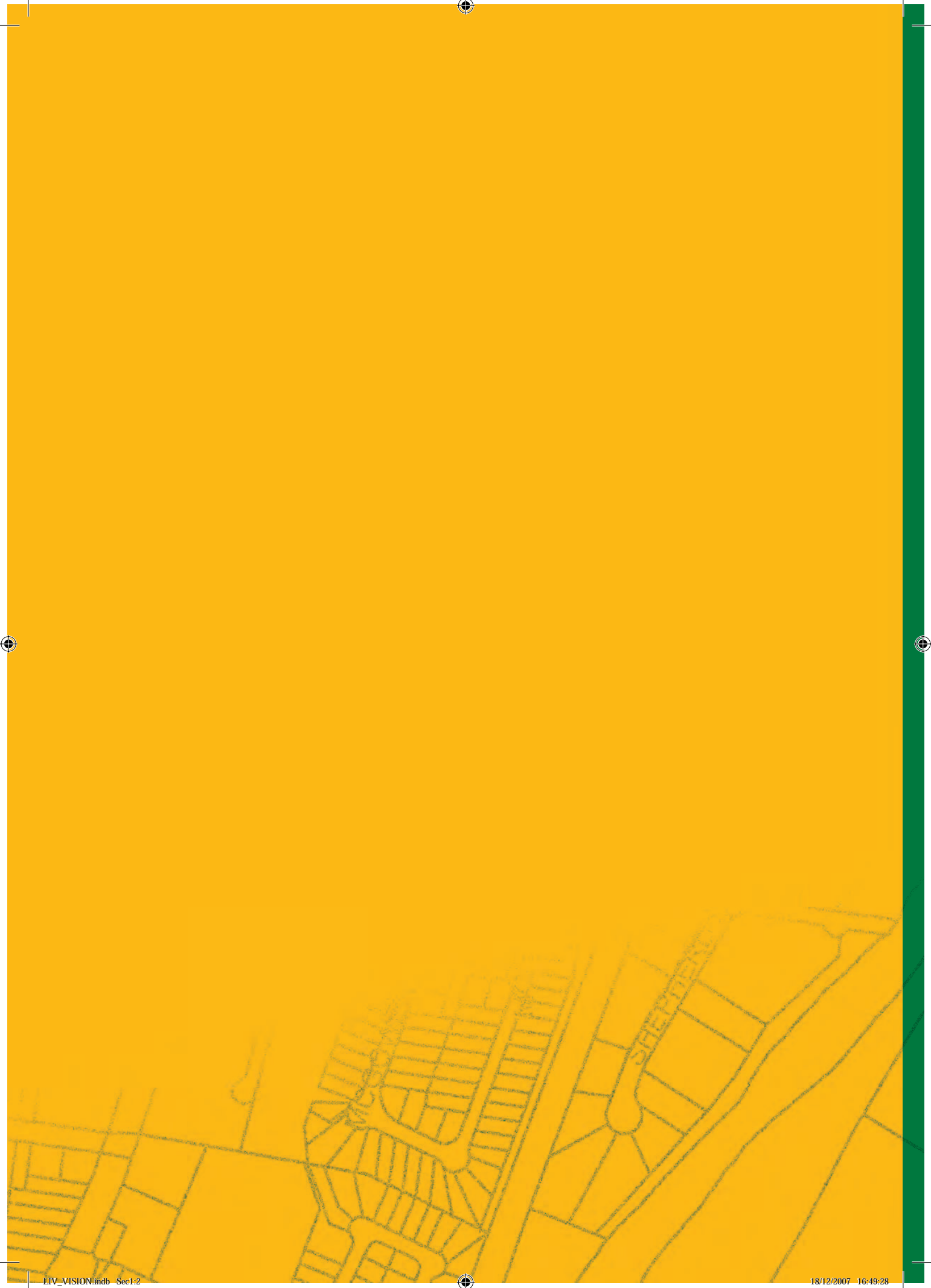
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Minister's Statement

Liverpool

In February 2006, Premier Morris Iemma announced a plan to establish a network of six key regional cities to underpin the State's economic growth and create more local jobs.

The NSW Government is making real progress in delivering on that plan – with the release today of the draft Liverpool City Centre Plan.

The draft visions for Wollongong and Gosford have already been released, the Penrith draft city vision is also being launched today and the draft plans for Newcastle and Parramatta will be released shortly.

This draft vision for Liverpool is designed to identify the city centre's strengths and achieve a more dynamic economy for the future, with recreational and cultural opportunities, investment and a healthy lifestyle for local families.

The NSW Government has already recognised Liverpool as a major centre in Western Sydney through the Metropolitan Strategy, which includes targets for 12,000 new residents and 15,000 new jobs over the next 25 years.

Liverpool City Council administrator Gabrielle Kibble and Council staff have worked cooperatively with the Department of Planning on this draft vision. I particularly thank the community reference group for its critical input.

Today we are releasing four key documents as part of the comprehensive vision for the future of Liverpool – a City Vision, a Local Environmental Plan, a Development Control Plan and a Civic Improvement Plan.

These four plans will help to achieve key priorities outlined under the State Plan, which was developed with extensive community input.

The State Plan charts a path forward for NSW over the next ten years, setting specific, measurable targets to achieve these outcomes. This includes providing a supply of land and mix of housing that meets demand and generating more jobs closer to home.

I would encourage all members of the community to read the draft vision documents for Liverpool and have their say on the city's future.



The Honorable Frank Sartor
Minister for Planning

Administator's Statement

Liverpool

Liverpool is a flourishing regional centre with a rich cultural heritage.

The regional centre of South West Sydney, Liverpool is ideally situated as the gateway to Sydney, and is the intersecting point for people travelling from Sydney to Melbourne, Canberra and Adelaide.

Liverpool is also the location for significant regional infrastructure including Liverpool Hospital, high-level retail, schools and tertiary education (TAFE and medical school).

Council enthusiastically supports the State Government's initiatives in the Metropolitan Strategy to focus on regional city centres around Sydney to drive local economies, improve public domain and ensure that investment and housing needs for a population of varied ages and backgrounds are met.

The growth in both population and employment in our city highlights a need to prepare a new vision for the city centre that prepares for the changes that approach, and to develop an effective framework for the management of these influences.

With the drive and support of the Minister for Planning the Hon. Frank Sartor, Liverpool City Council aims to implement growth strategies through a suite of planning documents set to guide and shape the future of our city. The planning documents will build upon the centre, strengths in education and health as well as providing lifestyle and economic opportunities for a growing population.

Liverpool Council is eager to continue the effective partnership with the State Government to provide the required infrastructure and investment to support our vibrant and prosperous future.

I would like to encourage Liverpool residents, stakeholders and friends of our city to enthusiastically support our new vision for the city centre. It is with your input and views that we can ensure that Liverpool city centre's unique, multicultural character is reflected in our plans.

Gabrielle Kibble
Administrator
Liverpool City Council



Liverpoolcitycouncil
creating our future together





15,000 new jobs
12,000 more people
25 year plan
1 city centre



Introduction: About regional cities

Liverpool

The Economic and Financial Statement, announced by the Premier, Morris Iemma on the 23rd February 2006, recognised the importance of the regional cities of Liverpool, Parramatta, Penrith, Gosford, Wollongong and Newcastle in the economic growth of the state, and the need for their proper planning and servicing.

This announcement supported key directions of the Government's 25 year Sydney, Lower Hunter, Illawarra and Central Coast regional strategies. These strategies aim to create a multi-centred city with a much greater employment, and recreation role for key subregional and regional urban centres. Liverpool, Parramatta, Gosford and Penrith in the Sydney Region and Wollongong and Newcastle in the Greater Metropolitan Region (GMR), have been nominated as 'regional cities' to play the dominant role in their respective regions.

A regional city as defined in the Metropolitan Strategy is:

"A city that is a focal point for regional transport and jobs that also has a full range of business, government, retail, cultural, entertainment and recreational activities."

REGIONAL CITIES

The Greater Metropolitan Region of Sydney is almost 250 kilometres from Newcastle to Wollongong. Around two million people live west of Burwood. Over one million live in the Central Coast, Illawarra and the Lower Hunter.

Metropolitan Sydney is too big, both geographically and in population terms, to rely solely on central Sydney as the jobs, services, tourism and activity hub. Relying on only one key centre may mean that many

people have to travel long distances for jobs and services and it means that cultural, service and infrastructure resources are not distributed evenly. The need for a major suburban centre closer to where the bulk of people live was recognised in the 1960s with the designation of Parramatta as a second 'city centre'. With the continued outward growth of metropolitan Sydney the new regional strategies are designating additional regional cities.

An underlying principle is that people should be able to access a range of jobs, health and education services, cultural, entertainment and recreation activities and shopping without travelling long distances. Most people are willing to travel about an hour a day and the regional cities concept is about concentrating services and activities to satisfy this.

PROVIDING FOR JOBS

The regional strategies are planning for an additional 500,000 jobs in the Sydney region (including the Central Coast), 30,000 jobs in the Illawarra and up to 70,000 in the Lower Hunter to 2031. To accommodate this growth, jobs in these areas will be concentrated in offices and business zones close to public transport. It is intended that the regional cities will accommodate a significant share of these jobs. In western Sydney and in the outer regions in the GMR in particular, where growth in high quality service sector jobs has lagged, there is a vital need to facilitate and encourage jobs. The regional cities of Liverpool, Parramatta, Gosford, Penrith, Wollongong and Newcastle need to be carefully planned and supported to provide for the predicted employment growth.

Introduction: About regional cities

REGIONAL CITY DEVELOPMENT PRINCIPLES

To realise their potential each regional city needs careful planning, supported by Government investment and targeted asset management. The primacy of the city centres as employment nodes, supported by high quality and appropriately located residential development, needs to be recognised.

Common development principles for the regional cities include the following:

- Grow jobs in the heart of the city centre;
- Encourage diverse precincts around the city centre;
- Create a living city by encouraging mixed use development that complements the city centre's core employment role;
- Develop a distinct role and character for the city centre;
- Ensure high quality design of building and public areas;
- Enhance transport links to and from the city centre; and
- Improve the natural environment.

GROWING JOBS IN THE HEART OF THE CITY CENTRE

Regional cities contain concentrations of jobs and service activities. The highest density area for jobs needs to be in the heart of the city centre, close to the railway station and thereby accessible to public transport users. Planning needs to allow for sufficient floor space to accommodate future job growth.

Community, education and government activities currently provide many of the high value, high skill job opportunities in the regional cities. The continued development of these activities, and related spin-off enterprises in the private sector, is fundamental to the future

success of the regional cities as job locations.

Government land and assets will also play a strategic role in the development of regional cities. A 'whole of government' approach is essential to ensure that assets are utilised to maximise outcomes for the good of the city centre as a whole. The utilisation of Council assets such as libraries, civic centres, parks and land can also be reviewed to ensure they effectively support city centre development.

ENCOURAGING DIVERSE PRECINCTS AROUND THE CITY CENTRE

The regional cities all have assets which give them their pre-eminent status that are outside the immediate city centre or downtown area. Universities, hospitals, parks, light industry areas, cultural and entertainment facilities, river and waterfront assets and parklands – as well as the shopping and business precincts – all make a contribution to the life and attractiveness of these places as diverse destinations.

For example, Central Sydney is more than just the area between Circular Quay and Central Station. Darling Harbour, the university and education precinct, the waterfront, botanic gardens, the Rocks, the inner suburbs of Surry Hills and Ultimo/Pymont and the Domain, Hyde Park and even Centennial Park are all contributors. The regional cities all have a similar set of assets in and around their centres. Planning therefore needs to extend beyond the city centre to the wider catchment of assets and attractions to recognise and build on the inter-connections and relationships between them.

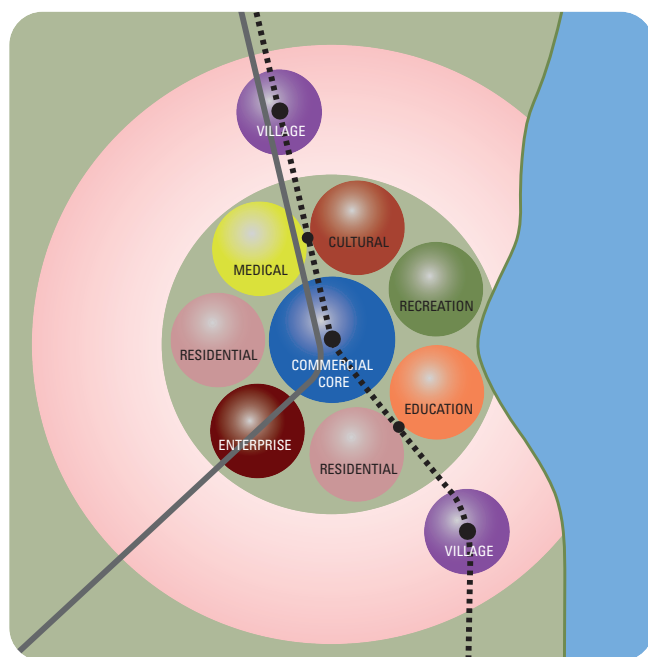
CREATING A LIVING CITY

While a core employment role is fundamental, opportunities for additional mixed use and residential development in and around the city centre exist. Attracting new residents will bring additional retail and service activity and street life. High quality design outcomes, public

places and civic improvements should be a priority in these areas.

CELEBRATING THE SPECIAL CHARACTER OF THE CITY CENTRE

Each of the city centres has a different role in its subregion and their assets underpin different competitive strengths. It is not anticipated that all the regional cities will be central Sydney or even Parramatta replicas. They must develop with their own distinct character and roles. An understanding of the character and role of topography and landscape, economic and community assets in each city centre, and the preparation of appropriate development strategies is critical.



Key elements of a regional city.

IMPROVING THE DESIGN OF BUILDINGS AND PUBLIC AREAS

High quality architecture and design of buildings and the public domain attracts investment and visitors. Places are simply more enjoyable where innovation in design and development is on display. Regional cities need to be a symbol for wider aspirations for much better quality urban development.

ENHANCING TRANSPORT AND ACCESS TO AND AROUND THE CITY CENTRES

As the regional cities are to become the focus for new investment and accelerated development, access to the city centres is fundamental. New and upgraded public

transport links, improved private vehicular access and enhanced environments for pedestrians and cyclists must be a priority.

IMPROVING THE NATURAL ENVIRONMENT

With looming environmental and climate change the sustainability of our cities is under increasing scrutiny. The regional cities need to be models for best practice performance in terms of energy and water consumption, solar access for public spaces, limiting environmental degradation and in encouraging transport forms that minimise air and noise pollution.



1. About the Liverpool City Centre Plan

Liverpool

The Liverpool local government area (LGA) and south western Sydney are maturing rapidly due to the current and projected significant population growth. Residential offerings are diversifying, job markets are slowly deepening and more cultural, entertainment, shopping and recreational activities are now available within the subregion.

Liverpool city centre has emerged as the 'capital' of the region, with growing employment and new investment in shopping, business, educational and health premises.

Liverpool's potential far exceeds its current market position as the south western gateway to Sydney. Liverpool can mature as a cosmopolitan city in its own right. It needs to focus on its uniqueness in providing economic and lifestyle opportunities in a landscaped environment which includes the Georges River and the Chipping Norton Lakes. The centre is located on the junction of major arterial roads (M5, Hume and Cumberland Highways) and the main south western railway line. The city's location and resources provide significant opportunities for employment and residential growth.

The Council has established a vision for the development of the city centre in its "Liverpool CBD Review, City Centre Strategy":

'Liverpool CBD: a living, vibrant, 24 hour, comprehensive regional centre.'

In pursuing these themes, Council has put forward a number of directions in the following areas:

- A 24 hour CBD with a daily workforce of approximately 30,000 by 2031;
- A CBD which is both legible and accessible, with significantly increased densities/ high quality residential development/ commercial mixed use precincts;

- Fundamental CBD design components are maintained and enhanced including heritage elements, an active retail openness, and a high visual quality in the public domain;
- Public transport priority with a pedestrian focus occurring within the core area and short-term parking provision along the ring road;
- Initiatives will have economic balance and make economic sense.

The Cities Task Force, comprising representatives of the Department of Planning and Liverpool City Council, has prepared this new vision, planning instruments and a civic improvement plan for the city which builds on the strategic work already completed by the Council.

1.1 THE FOUR PLANNING DOCUMENTS

The Liverpool City Centre Plan is the first step in delivering this positive future for Liverpool. The Plan includes the following documents:

The City Centre Vision

This document describes a vision for the city centre, provides information on the history and development context and includes an action plan to facilitate the city centre's growth. It sets a strategic framework for the city centre to grow into a prosperous, vibrant and attractive city. Key actions include:

- Provisions for connections to the Georges River;
- Strengthening Liverpool as a learning city; and
- Growing the commercial and residential base.

1. About the Liverpool City Centre Plan

Local Environmental Plan (LEP)

The LEP is the statutory planning framework that establishes zoning, heights, floor space ratios and the main provisions for development across the city centre. The Liverpool City Centre LEP 2006 is based on the new Standard Instrument (LEPs) Order 2006 that now applies to all councils in NSW. Key features of the new LEP are:

- Floor space ratios that directly correlate with the size of the site
- Required design competitions for key sites
- Provision for additional growth at the Liverpool Hospital and TAFE sites; and
- Solar access provisions to areas of public open space.

Development Control Plan (DCP)

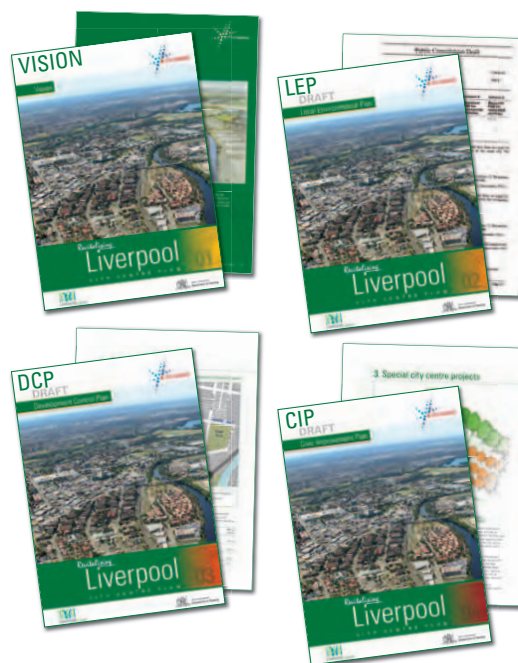
The DCP outlines the more detailed planning provisions for the built form such as pedestrian amenity, access and environmental management for future development in the city centre. It establishes controls for building setbacks, awnings, and separations between buildings in order to take advantage of the winter sun. Key features of the DCP are:

- Provision of active street fronts to encourage safety and promote retail opportunities;
- Significant attention to environmental considerations; and
- Provision for heritage conservation.

Civic Improvement Plan (CIP)

This document establishes the importance of the public domain in terms of design principles for paving, parks, signage, lighting and the improvement of key public places. The document also lists the projects that Council would like to undertake based on funds levied from individual developments including:

- Additional funds for carparking;
- Upgrading the riverfront;



- Landscape improvements to Bigge Park; and
- Provision of Public Art

1.2 OTHER DOCUMENTS

Reference Documents

Many other documents have been utilised in the preparation of the four key planning documents. These include detailed reports about economic, traffic, urban design, public domain, social and environmental issues. These reports and studies are listed at the end of the Vision document.

Future Supporting Documents

Although the four planning documents are the publicly exhibited documents for the city centre, there will be a need for more detailed documents to ensure the implementation of

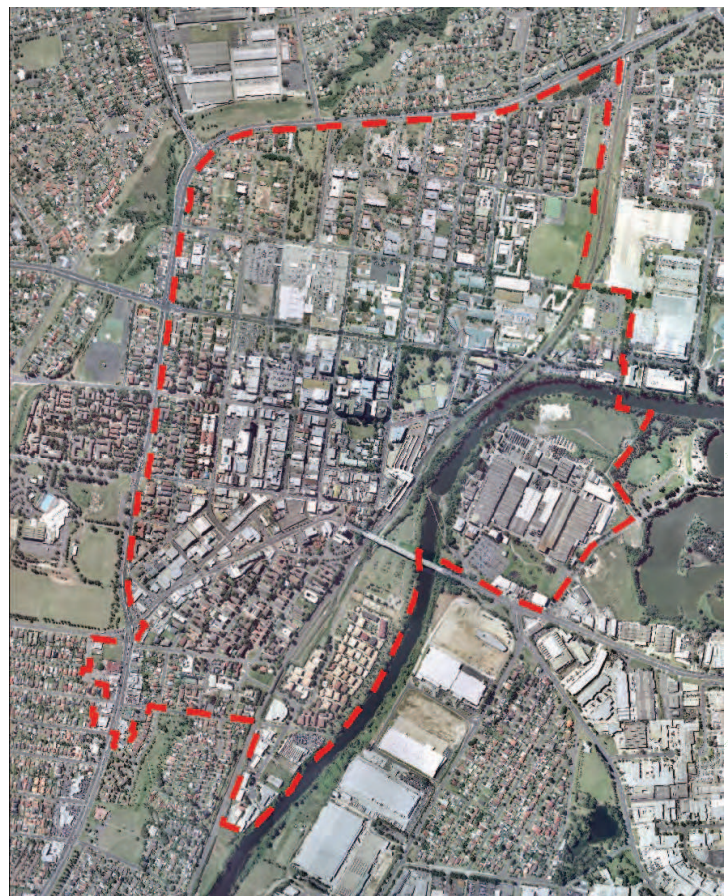
the plan. Council has already produced much of this material. Likely documents to accompany the Plan include:

- Public Domain Technical Manual – this describes the detail of the public domain elements such as paving, lighting, tree planting, signage and street furniture.
- Project Plans – as key projects gain priority, specific project plans will be prepared, designed and documented in detail.
- Review of City Centre Plans – all planning documents need to be reviewed over time to accommodate changing circumstances or standards. The planning system in New South Wales builds in a process for modifying planning instruments and for regular reviews.

1.3 DEFINITION OF THE LIVERPOOL CITY CENTRE

Liverpool city centre lies approximately 30 km south west of Sydney bounded by the Georges River and the Hume Highway. The city centre consists of distinct precincts including a commercial core, education and medical precinct, a prominent retail core (including Westfields), residential development, and significant areas of dedicated public open space.

The city centre is endowed with a number of highly desirable attributes, which if appropriately harnessed could be the catalyst for meeting Metropolitan Strategy targets within the context of a high quality environment and a vastly improved and strengthened economy. These attributes include established transport connections including rail and access to major arterial highways, the natural setting of the Georges River, rich cultural and built form heritage elements such as the Hoddle Grid street pattern, and public open space within the city centre. The city centre also possesses favourable economic elements including established retail and commercial cores. The dominant health and education precincts also



Liverpool city centre

contribute positively to the city centre. There is potential for the city centre to develop activities and precincts which will contribute to the cultural, recreational and entertainment experiences in and around the city. There is also potential for expansion of the city centre across the Georges River with the development of the former 'Pirelli Site'.



2. The vision for the Liverpool city centre

GROWING THE CITY CENTRE

As the regional city for the south western Sydney metropolitan region, Liverpool will be the primary centre for jobs, key regional services, and cultural activities. Jobs will focus on high growth industries and build on existing strengths including health, education, retail and business services/commercial activity. The city centre will have 15,000 new jobs and 12,000 more people within the next 25 years.



BUILDING THE CITY'S ROLE IN THE KNOWLEDGE ECONOMY

Knowledge based jobs, particularly health, education and business services, will provide higher incomes, adaptability and career paths.

2. The vision for the Liverpool city centre

CREATING A LIVING CITY

The city centre will be an exciting mix of office, retail, public space, cultural facilities and inner city living. New housing will be developed on the fringe of the city centre and will provide for a range of age and income groups. The city centre will provide new spaces for emerging businesses and mixed development. The city centre will have a lively atmosphere during the day and night.



ENSURING HUMAN SCALE ACTIVE STREET EDGES

New development within the city centre will complement pedestrian functions and add interest and vitality at street level. Public places such as pocket parks, plazas and squares will provide opportunities for street activity. Active edges to buildings, quality paving and well designed street furniture will make the city a people place.

PROTECTING AND CONSERVING HISTORIC ELEMENTS

The city centre plan will protect and conserve the heritage of the city. Heritage elements such as the “Hoddle Grid” street pattern, the Liverpool railway station buildings, and the Francis Greenway designed St Luke’s Church will be protected. New development will fit contextually within existing historic streetscapes.



2. The vision for the Liverpool city centre

RECONNECTING THE CITY CENTRE TO THE GEORGES RIVER

The city centre and the Georges River will be linked by upgraded pedestrian access to the riverbank. Creation of a continuous pedestrian link between the southern city centre and the Casula Powerhouse will be pursued. A link between the city centre and the Georges River foreshore will be provided in the vicinity of Liverpool railway station.



STRENGTHENING THE CONNECTION BETWEEN THE CITY AND THE HEALTH AND EDUCATION PRECINCT

The commercial core will be connected to the Liverpool Hospital and Liverpool TAFE. The vision focuses on strengthening these assets and their integration into the growth of the city centre with links to the Georges River.

CELEBRATING THE SPECIAL CHARACTER OF LIVERPOOL

The form of the city centre will reinforce the importance of the mall as the active pedestrian centre of the city. New commercial buildings will be developed around the mall stepping up in height to ensure solar access to the mall is maintained.



2. The vision for the Liverpool city centre

IMPROVING THE QUALITY OF THE PUBLIC DOMAIN

Public domain improvements including street trees and increased plantings at the city gateways and within public domain spaces, as well as public art in the city centre will encourage and enhance local identity.



IMPROVING THE QUALITY OF NEW BUILDINGS

New buildings within the city centre will be of high quality architecture and design. Architectural competitions for key sites and buildings will ensure that well-designed architecture distinguishes the city centre.



CONSOLIDATION OF THE CITY CENTRE

The city centre will be consolidated through the incorporation of density and height controls in the city centre precinct. Improved vehicular access from the Hume Highway at Hoxton Park Road will be provided.

2. The vision for the Liverpool city centre

ENHANCING PEDESTRIAN NETWORKS

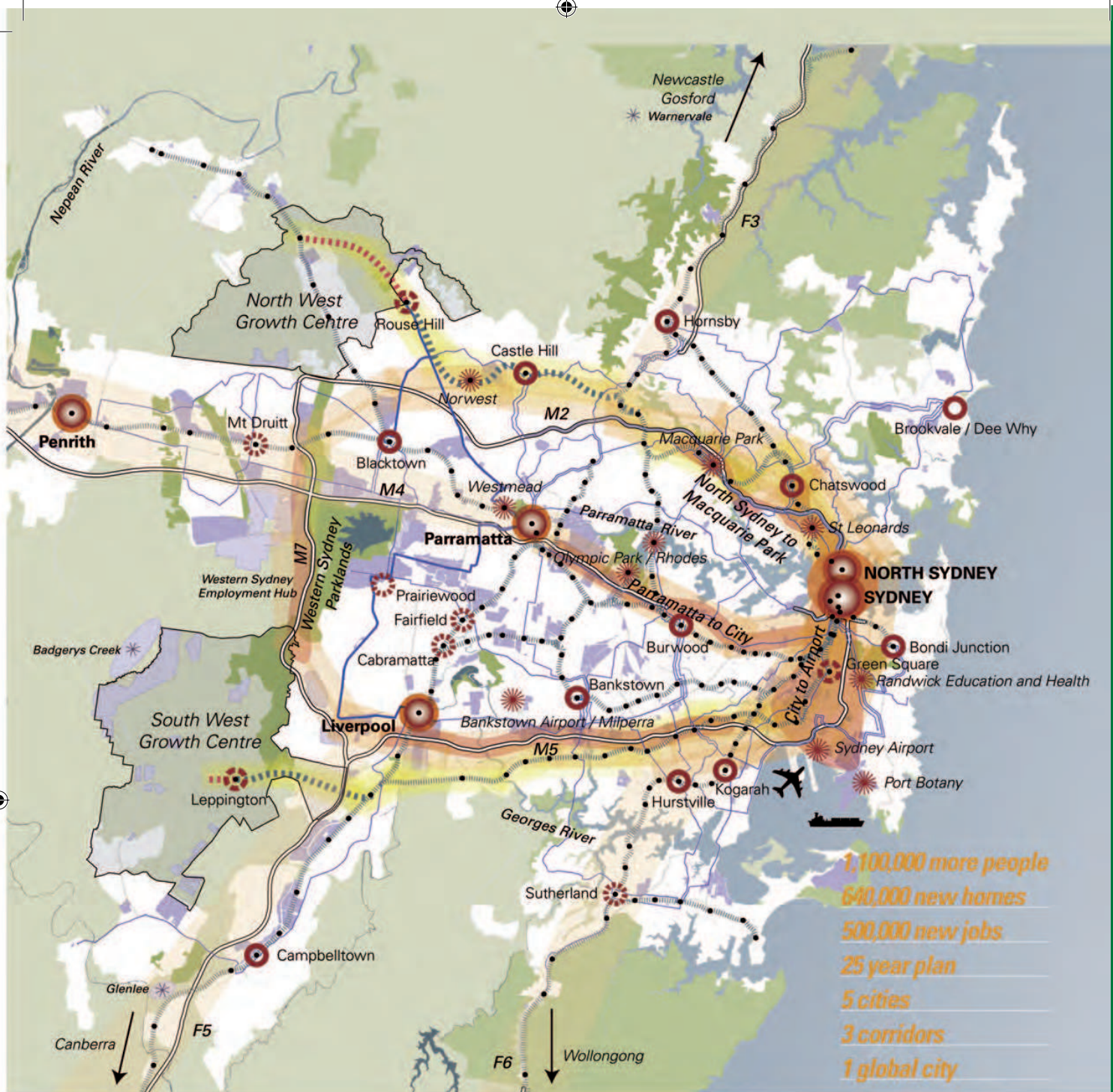
A pedestrian “heart” will be created in Liverpool by enhanced pedestrian networks in and around the city centre mall. The city’s major civic spine of Macquarie Street and the many laneways will be reinforced as pedestrian promenades.



IMPROVING THE NATURAL ENVIRONMENT

Liverpool's natural features and environmental quality are important to the city's character. Building heights within the city centre will be controlled to guarantee solar access for open spaces. New buildings will have to incorporate water sensitive urban design initiatives and meet strict requirements for energy conservation. The natural edge of the Georges River and Chipping Norton Lakes will be preserved and tree planting and greening programs will also be implemented to increase biodiversity and the amenity of the city. The creation of a continuous urban parkland on the west bank of the river will be pursued.





GLOBAL SYDNEY

Main focus for national and international business, professional services, specialised shops and tourism. It is also a recreation and entertainment destination for the Sydney region with national significance.



GLOBAL ECONOMIC CORRIDOR

The corridor of concentrated jobs and activities in centres from North Sydney to Macquarie Park and from the City to Airport and Port Botany, will remain the powerhouse of Australia's economy.



REGIONAL CITY

Parramatta, Liverpool and Penrith will provide for more lifestyle and work opportunities close to the growing parts of Sydney.



SPECIALISED CENTRE

Places such as hospitals, universities and major research and business centres that perform vital economic and employment roles across Sydney.



MAJOR CENTRE

The major shopping and business centre for the district, usually with council offices, taller office and residential buildings, a large shopping mall and central community facilities.



PLANNED MAJOR CENTRE

These places are currently being planned to become major centres.



POTENTIAL MAJOR CENTRE

These places may grow to take on the role of major centres in future.

3. Regional context

3.1 SYDNEY'S METROPOLITAN STRATEGY

As part of the 25 year Metropolitan Strategy for Sydney, the NSW Government is undertaking subregional planning across the city including preparing the South West Subregional Strategy. The South West Subregional Strategy will apply to the local government areas of Wollondilly, Camden, Campbelltown and Liverpool.

The primary purpose of the subregional strategy is to provide a basis for coordinating planning and economic development, environmental management, open space systems and agreements about baseline targets for dwellings and employment growth between South West Councils and the State Government. The strategy will ensure that well managed growth in the subregion will strengthen and secure the south west as an attractive place to live, work and visit and will enable development to be managed sustainably – financially, economically, environmentally, and socially. The creation of the South West Growth Centre will provide a major spur for Liverpool. This growth area comprises approximately 17,000 hectares of generally rural land which is to be made available for new urban development. Liverpool will be the major centre supporting the population and employment growth in South West Sydney.

3.2 SOUTH WEST GROWTH CENTRE STRATEGY

"Managing Sydney's Growth Centres" addresses plans for managing two key growth areas in Sydney in the South West and the North West Sectors. Liverpool city centre is well placed to service projected growth within the south west sector. The South West Growth Centre strategy envisages:

- 90,000 new dwellings over the next 25-30 years
- A new rail line, extending from Glenfield to Leppington with an additional railway station at Edmonson Park.
- Easy access to major town centres with a full range of shops, recreational facilities and services along with smaller village centres and neighbourhood shops.
- Jobs available locally and within the region, reducing the demand for transport services into the city centre and cutting travel times.
- Wide range of housing types.

The first new land releases will be Edmonson Park and the southern areas of the South West, Turner Road and Oran Park precincts where infrastructure is more readily available. A large area for employment lands will be released at Badgally Road.

The population of the South West subregion is currently estimated at 409,700, an increase of some 29,730 residents since the 2001 Census. The population is forecast to increase over the next 25 years as a result of the South West Growth Centre. The release of the South West Growth Centre of which over half lies within the Liverpool LGA will drive the continued growth of the Liverpool area with the population forecast to increase from 165,000 to 300,000 people by 2031.

The Liverpool LGA accommodated 60,000 additional residents during the 1990's, making it Sydney's most rapidly growing locality. Liverpool is also the major regional shopping centre for South Western Sydney, with the recent Westfield expansion making it one of the largest shopping complexes in Sydney.

3. Regional context

Health, education and community services have grown strongly to meet the needs of this rapidly growing population and to service a larger regional area. Liverpool Hospital is the principal referral hospital in South Western Sydney for the South Western Sydney Area Health Service and a major teaching and research hospital. The hospital is located in Liverpool's city centre and its campus has tripled in size over the last decade and covers 15 hectares. A major capital works project is planned to increase the size of the hospital significantly.

The vocational education and training sector has also shown strong growth. The South West Sydney Institute of TAFE has major campuses in Liverpool city centre and Miller. TAFE has established a new campus next to Liverpool railway station, which combined with existing health facilities, three high schools and primary school, form an 'ed-med' precinct near the station.

South West Sydney, and specifically the areas surrounding the local government area of Liverpool, is one of the most significant manufacturing areas in the global city of Sydney. The six local government areas in the vicinity of the city centre; Liverpool, Campbelltown, Camden, Fairfield, Bankstown and Penrith, account for 26.5% of Sydney's total manufacturing employment, and even higher percentage levels in individual manufacturing categories such as metal product manufacturing (39%), non-metallic mineral product manufacturing (41.3%) and wood and paper product manufacturing (38.6%).

3.3 LIVERPOOL AND THE REGION

The Metropolitan Strategy City of Cities designates Liverpool as a regional city because it is the most significant centre in South Western Sydney.

Liverpool local government area is in the South West subregion of Sydney which also includes Wollondilly, Camden and Campbelltown. The Liverpool LGA is approximately 30 kilometres south west of Sydney. The current population of the LGA is estimated to be 168,900, around 40% of the regional total. Strong population growth in Liverpool and South West Sydney has been occurring and will continue as the NSW Government's Metropolitan Strategy has identified the Leppington area to the west of Liverpool as the next growth area in Sydney.

Liverpool is located on the Cumberland Plain which stretches west of Parramatta to Campbelltown towards Camden to the south, north to Richmond and Windsor and west to the Nepean Hawkesbury River. The land is level to undulating and much of it has been cleared over time for horticulture, farming, urban development and infrastructure.

The subregion falls into two distinct landscapes: the clay/shale soils of the flat, low lying Cumberland plain in the east and more elevated areas of Hawkesbury sandstone in the west. The Cumberland Plain has largely been cleared of vegetation for agriculture, timber felling and contains large pockets of densely populated areas. The sandstone areas on the other hand, because they are less fertile, remain more densely vegetated and conserved. The Liverpool LGA also contains the southern portion of the Western Sydney Parklands which includes core conservation areas and nature reserves and is undergoing major biodiversity restoration work.

The South West subregion is part of two water catchments: the Hawkesbury Nepean and Georges Rivers. The Liverpool city centre is located adjacent to the Georges River and south of Chipping Norton Lakes.

The location of Liverpool is significant for the economy; it is well placed as the gateway to Sydney from the south-west, with major freeways (M5 and M7), highways and railway

lines all passing through or near the Liverpool City Centre. People travelling by land transport between Sydney and Melbourne, Canberra and Adelaide all pass through the Liverpool area. Liverpool City is also close to Bankstown Airport. It is the only strategic city centre located on the Orbital which enhances its prospects as a business centre. The city centre is located on the main Sydney-Melbourne railway line, but currently does not have access to the East Hills line, which would provide more rapid transit to Sydney city centre. The Parramatta-Liverpool Transitway has improved access from large areas of established Western Sydney.

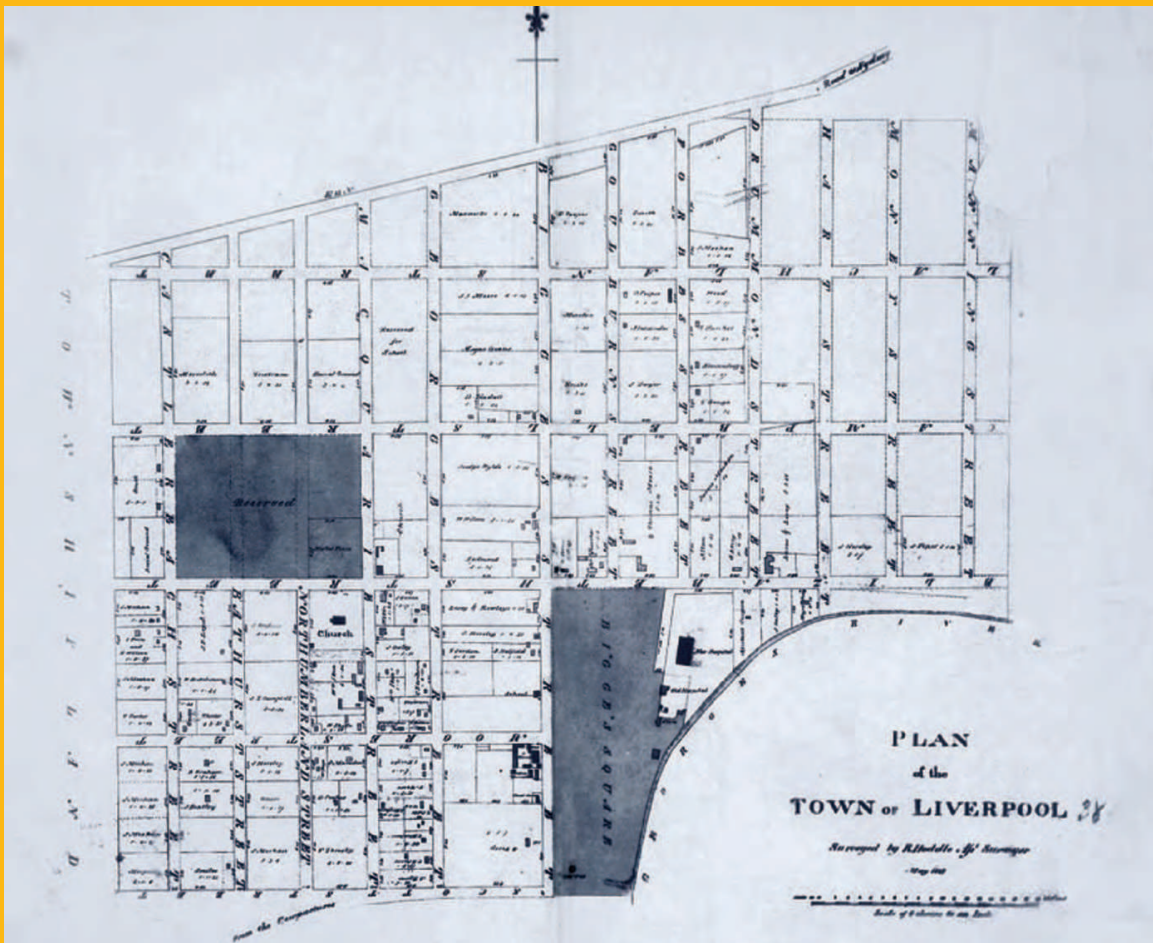
The health and education facilities in the city centre will be critical to future job generation and economic development, but coordination

is needed to maximise community value. New facilities include the Western Sydney Medical School post-graduate facilities, the proposed Western Sydney Medical Research Institute, a major IT facility serving all NSW area health services, expansion of Liverpool Hospital and TAFE facilities.

Opportunities also exist to increase carefully planned high-quality residential development around the commercial core, creating more lively mixed-use precincts. The commitment by the Federal Government to construct the Southern Sydney Freight Line will provide the catalyst for a new platform and extension of the concourse to provide access to the waterfront.



The bushland and remnant vegetation of Sydney



The original city centre street layout of the "Hoddle Grid"

4. Historic context

Liverpool

The original inhabitants of the Liverpool area were the Cabrogal people who spoke the Dharug language. The Georges River separated the Dharug or 'wood tribes' and the neighbouring Tharawal or 'coast tribe'. These tribes knew the area as Gunyungalung and there is evidence to suggest they have inhabited the area for up to 40,000 years.

Founded in 1810 by Governor Lachlan Macquarie, Liverpool City is the fourth oldest established city in colonial Australia. Macquarie determined that a town be set up and named it Liverpool in honour of the Earl of Liverpool, Robert Banks Jenkinson, who was the Secretary of State for the Colonies.

The acting surveyor, was ordered to mark out the ground and this was followed up in 1827 when the Assistant Surveyor, Robert Hoddle surveyed the first plan for Liverpool. The original Hoddle Grid is maintained today in the alignment of present day streets and buildings. During Liverpool's early growth, the Hoddle Grid was subdivided into smaller blocks, separated by service lanes. This initial pattern of subdivision produced varied streetscapes, vertical in emphasis and rich in pedestrian activity. The formal layout of the street grid determined the pattern of Liverpool's city centre buildings. In the town of Governor Lachlan Macquarie private buildings constrained by height limits completely covered their sites leaving only streets and service lanes open.

The strict north-south orthogonal arrangement of the Hoddle Grid is particularly strong in the image of the city centre, and is the framework within which other key elements are located. These include:

- Significant open spaces such as Bigge Park and Pioneer Park; while not a public space, the grounds of St Luke's Church also fit into this category;
- Pockets of strong street landscape including George Street near Bigge Park; and

- Laneways and arcades providing important mid-block pedestrian links and city permeability.

The city centre has important surviving examples from this early period of development including St Lukes Anglican Church, designed by emancipated architect Francis Greenway and the TAFE College which was originally built as a hospital.

The railway which opened in 1856 and the arrival of the electric telegraph in 1858 provided fast, safe transport and communication which began the transformation of Liverpool into a major regional city providing a centre for commerce and trade in the south west of Sydney, as well as a location for significant public sector investment. The First World War also impacted the development of Liverpool with extensive military training activities established in the area.

Other key occurrences in the planning of the city centre include the following:

- 1830 Completion of the hospital.
- 1836 Landsdowne Bridge and Liverpool Pier were opened.
- 1918 Liverpool Chamber of Commerce formed.
- 1958 The "new" Liverpool Hospital was opened.
- 1961 Official opening of the Liverpool Technical College in the 1820's Hospital building.
- 1972 Opening of the Liverpool Shoppingtown (Westfield).
- 1982 Conversion of the Casula Powerhouse to an Arts Centre.
- 1983 Opening of the E.G. Whitlam Centre.
- 1997 Official opening of Stage 1 of the new Liverpool Hospital.



5. Demographic and housing context

5.1 KEY DEMOGRAPHIC TRENDS

Within the broader Liverpool local government area (LGA) and region there are a number of important demographic trends affecting housing demand:

- **Strong population growth generating demand for new housing and services and facilities.** The population in the Liverpool LGA grew by 60,000 residents during the 1990s. It was Sydney's most rapidly growing locality during the period. The population is expected to dramatically increase over the next 25 years from the current estimate of 165,000 to 300,000 partly as a result of the South West Growth Centre and 'Greenfield' releases.
- **A multi-cultural community.** Liverpool has a relatively multicultural resident population with a high level of ethnicity in the 20-40 year age groups
- **A relatively young population.** Liverpool LGA has one of the highest proportion of children in the state.
- **Ageing population in general.** Over the next 25 years, there is forecast to be an ageing population within all south west localities reflecting the Australia wide trend of an ageing society. Although

the development of new greenfields sites is expected to result in a higher proportion of younger age groups, providing the facilities and services for an ageing population is a key issue for this sub region.

- **Smaller average household size overall.** Household size for the subregion is above the Sydney metropolitan average, with 3.1 residents per household compared to 2.7 for metropolitan Sydney.
- **Low income groups.** The average weekly income for households within the city centre is between \$500 and \$599 which is 60% of the Sydney's average individual and weekly household income.

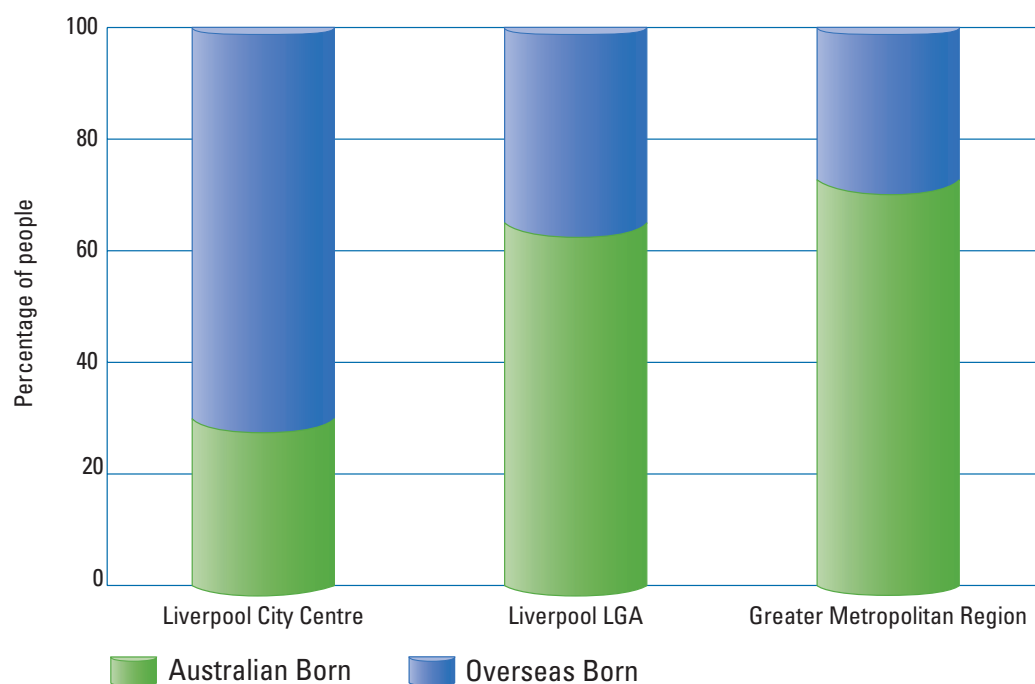
These trends – population growth, a changing age profile, and smaller households in general – mean that a greater diversity of housing product is required in the future. Consistent with Government policy new housing should be located close to public transport and other city centre services.

TABLE 1: KEY POPULATION STATISTICS, 2001

	Total Population	% of LGA	% Change 1996-2001
Liverpool City Centre	11,153	6.7%	7.0%
Liverpool LGA	154,000	n/a	28.4%
Sydney GMR	4,725,441	n/a	6.5%

5. Demographic and housing context

FIGURE 1: ETHNIC BREAKDOWN, 2001

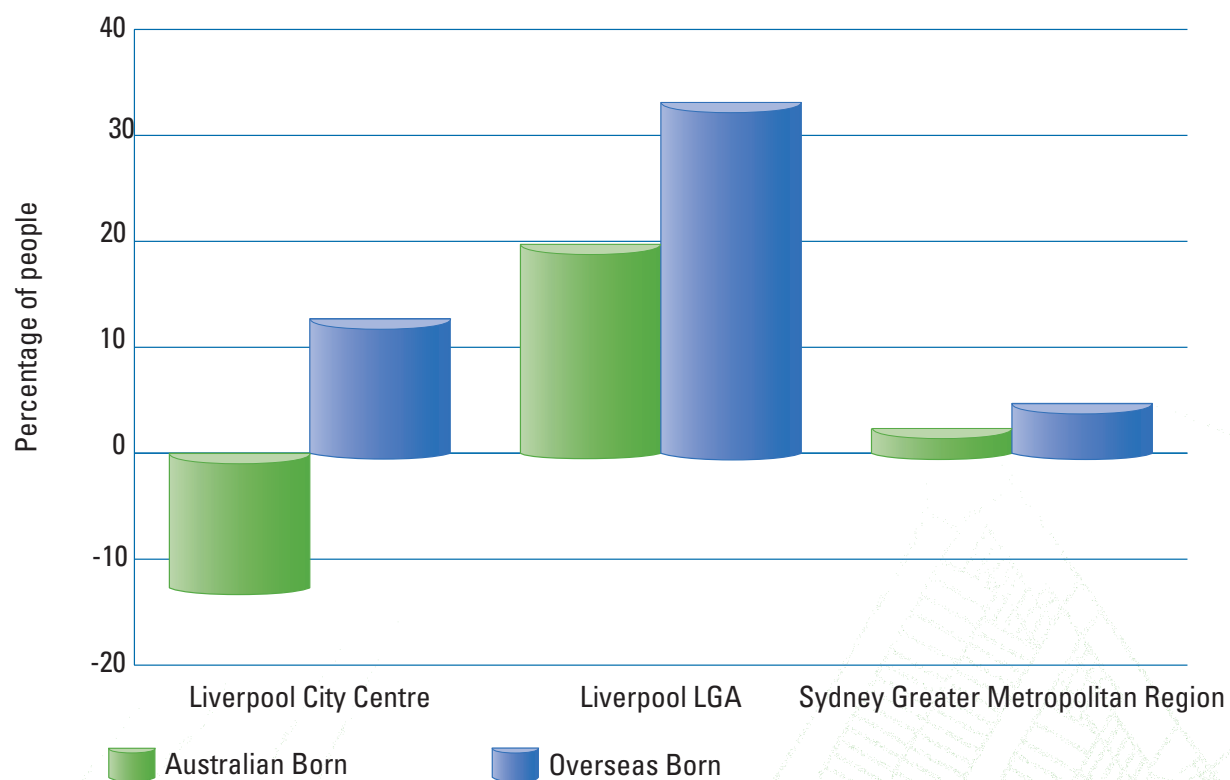


5.2 ETHNICITY

The population of Liverpool city centre was 11,053 at the 2001 Census. It is currently estimated at 12,000 residents. Over 70% of this population is of working age, between 15-64 years old. Of this population, around 70% were born overseas. Liverpool has the fourth highest number (after Fairfield,

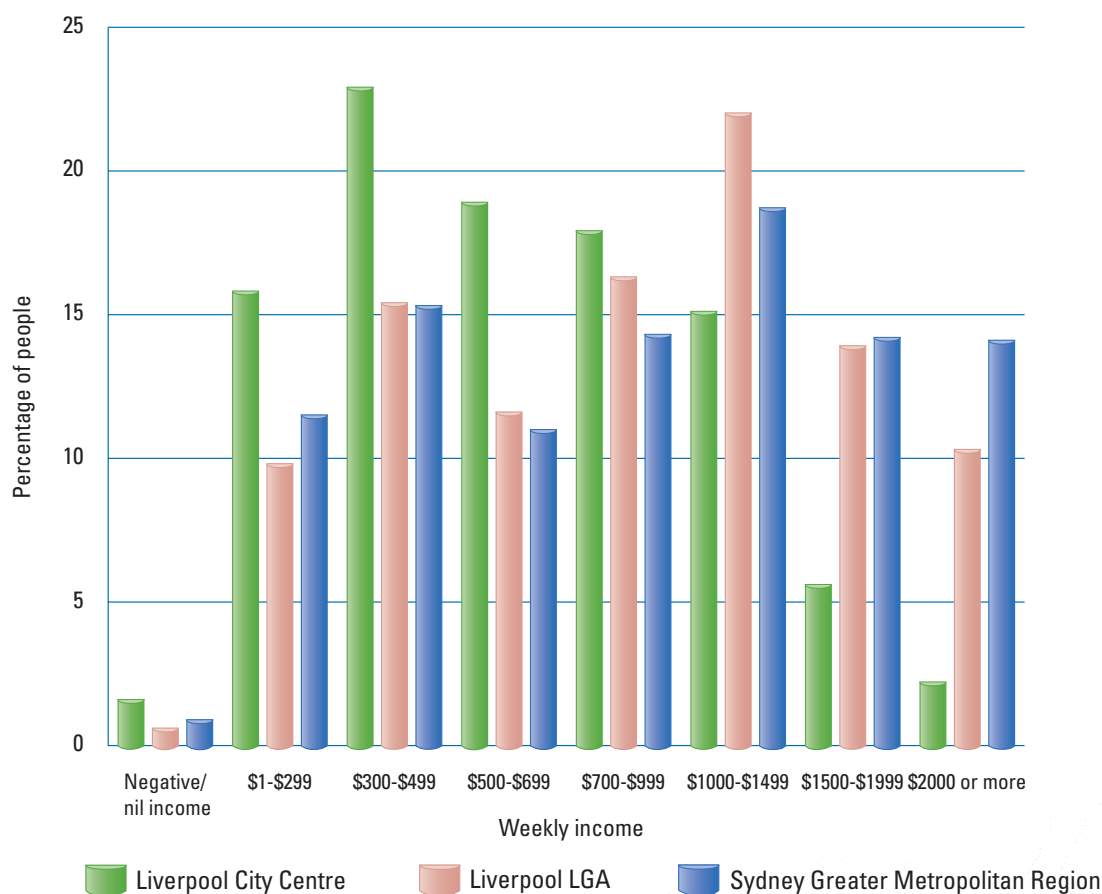
Blacktown and Canterbury) of overseas born people of any LGA in NSW. The population is diverse, with no ethnic group dominant. Figure 1 compares where local residents were born and Figure 2 provides the percentage of change in ethnicity from 1996-2001.

FIGURE 2: CHANGE IN ETHNICITY, 1996-2001



5. Demographic and housing context

FIGURE 3: HOUSEHOLD INCOME, 2001



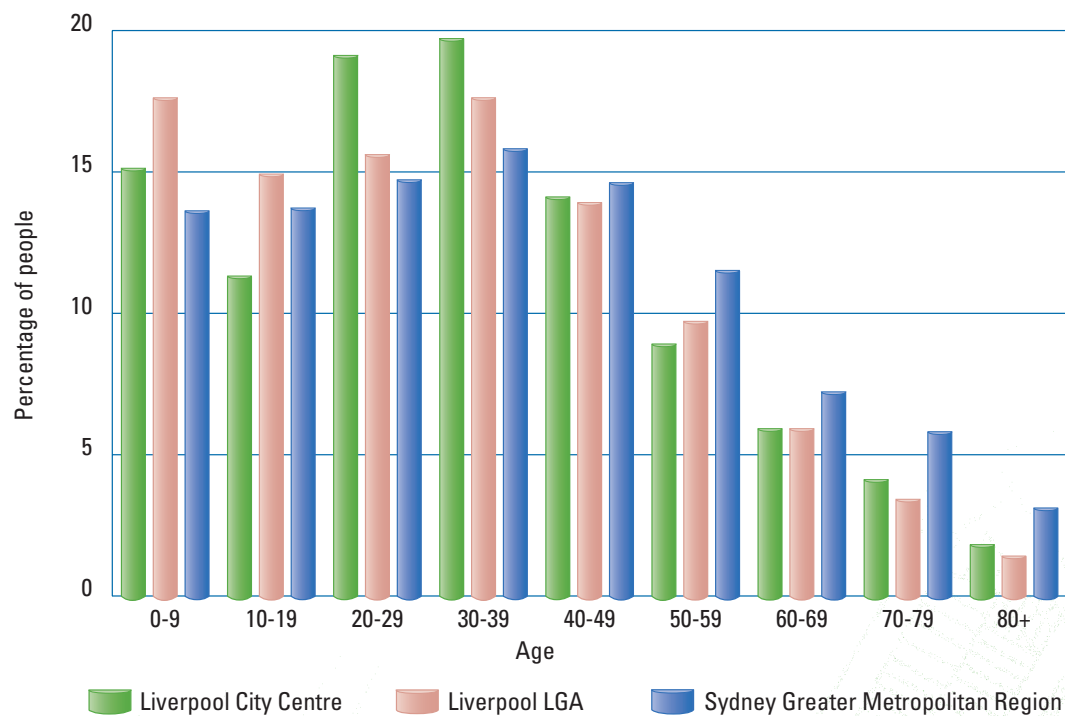
5.3 HOUSEHOLD INCOME

The city centre provides housing opportunities for this diverse population. The main concentration is on affordable housing for many residents seeking to establish themselves in a new country. Figure 3 shows that incomes are relatively lower in the city centre compared with the local government area and the Sydney metropolitan area.

Within the Liverpool city centre a number of other trends are evident.

- There is significant demand for residential development. The population grew by more than 7% between and 1996-2001.
- The city centre has a high concentration of residents in the 20-39 age cohorts.
- A high proportion of lone and group households and one parent families live in the city centre.

FIGURE 4: AGE PROFILE, 1996 – 2001



5.4 AGE PROFILE

As seen in Figure 4, a large proportion of the centre's population is concentrated in younger working age cohorts between the ages of 20 and 39. There are also a high proportion of children living in the centre and a lower proportion of older groups. This generally reflects trends in other centres.

5.5 POPULATION AND EMPLOYMENT CAPACITY / TARGETS

As a regional city, Liverpool will become a more compact city. The population of the city centre, approximately 12,000 in 2006, is targeted to reach 24,000 by 2031. Over the same period, the number of jobs in the city centre is targeted to increase from 15,000 to 30,000 jobs. This growth in both population and employment highlights a need to prepare the city centre for growth and change, and to develop an effective framework for the management of these influences in order to maximise the potentials and benefits for Liverpool.



6. Economic development

6.1 BACKGROUND

The Liverpool city centre economy is undergoing a major transformation. For many years, employment in the city centre was stagnant and Liverpool city centre experienced a drop in employment between 1996 and 2001. It is now experiencing employment growth driven strongly by new investment in retailing and the health sector.

The subregion's existing strengths lie primarily in the manufacturing and retail trade sectors. Business services, including information technology, property, legal, accountancy, management and finance, are also strategically important areas for the city's economy.

Sustainable economic growth will require strong community and government leadership. The city centre is now positioned to experience substantial growth due to centrality to the rapidly growing South West Sydney sub-region, stronger infrastructure connections with the rest of metropolitan Sydney, and major public and private projects within the city centre itself. To succeed, the city centre needs to meet a number of challenges including improving the quality of building stock, upgrading public domain space and attracting external investment in high growth sectors including business services, health, cultural industries and communications.

TABLE 2: KEY EMPLOYMENT STATISTICS 2001

	Total Employment	% of LGA employment	% Change 1996-2001
Liverpool City Centre	9,248	19.80%	-6.7%
Liverpool LGA	46,716	n/a	10.9%
Sydney GMR	1,928,126	n/a	8.8%

Source: ABS 1996 and 2001

6. Economic development

Figure 5 below shows distribution of employment within the commercial core and surrounding precincts including Liverpool Hospital. The figure indicates that health and community services is the largest industry in the city centre, dominated by Liverpool Hospital, followed by retail and property and business services, which remains relatively small for an aspiring regional city. Education remains strategically important. Accommodation and cafes remains extremely small and requires high priority as does the cultural and recreational industries.

Government administration remains small and a number of opportunities may emerge to strengthen employment in this area as Liverpool develops as a regional city.

An analysis of employment change (see Figure 6) between 1996 and 2001 indicates that, for statistically significant industries, solid growth is occurring in wholesale, retail, communications and transport and storage. Somewhat disturbingly, employment in finance and businesses and accommodation and cafes went backwards over this period.

FIGURE 5: EMPLOYMENT BY INDUSTRY, 2001

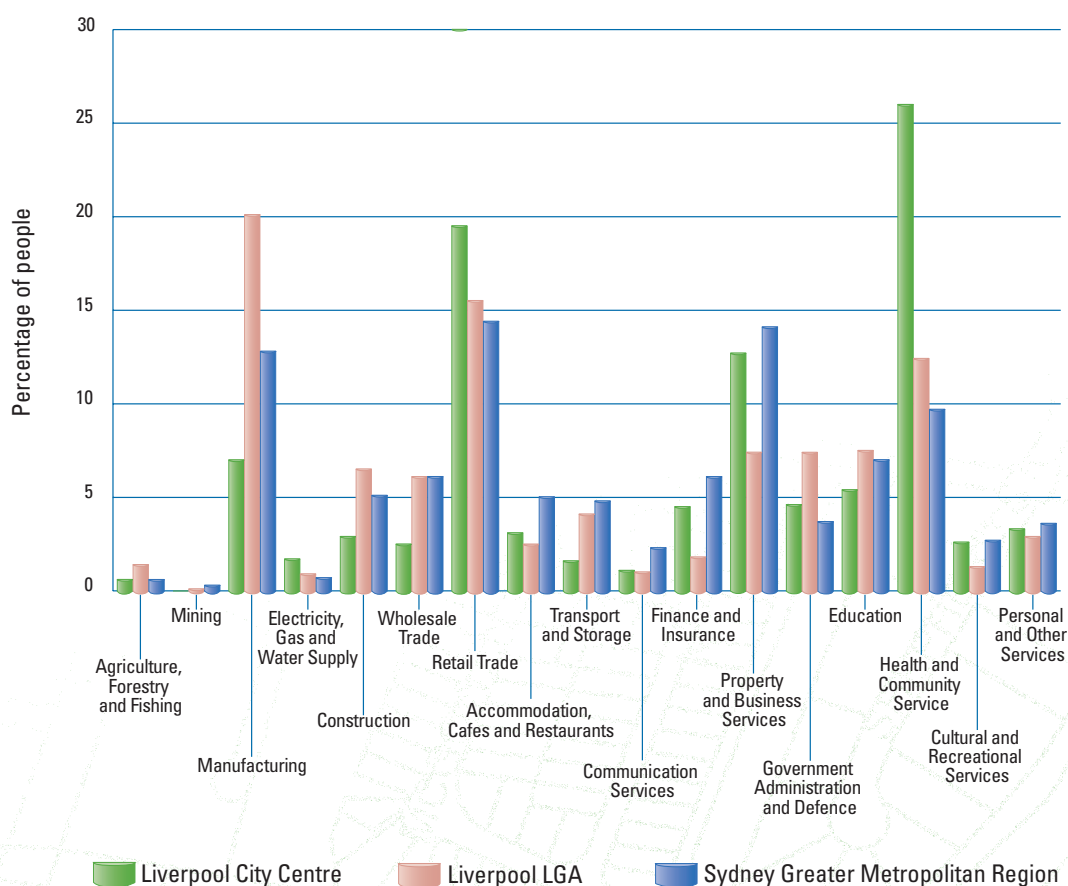
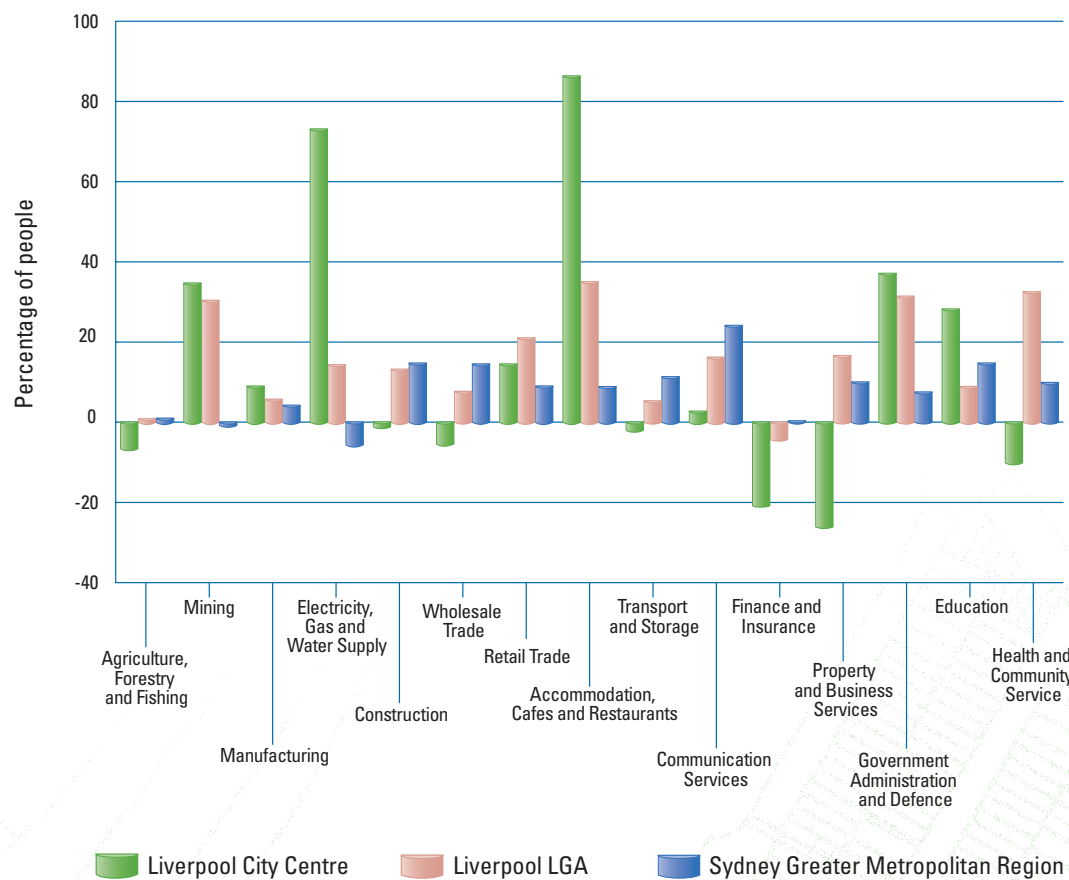


FIGURE 6: CHANGE IN EMPLOYMENT BY INDUSTRY, 1996–2001



6.2 EMPLOYMENT CAPACITY TARGETS

A total target of 30,000 employees by 2031 will operate as a key factor influencing planning policy and the direction of the city centre. Strategies will be needed to ensure appropriate floorspace is available in the city centre and also to ensure demand is generated from businesses wishing to employ workers.

The employment target for the city centre will also lead to challenges requiring careful management including:

- Appropriate provision and distribution of parking for customers;
- Management of increased traffic and congestion;
- Encouraging a greater shift to public transport and other forms of active transport; and,
- Maintenance of safety and security within the city centre for workers, shoppers and residents.

6. Economic development

The city has strong specialisation in health and community services, and services to transport due to the existence of the teaching hospital and the key transport nodes within the centre. The city centre also has a specialisation in property. With regional city status, the professional and business services sector is likely to expand. The key existing specialist areas are water supply and drainage, property services, health and community services and personal and household goods retailing. Government administration also has a presence but has declined over the past decade.

'Retail Trade' and 'Community Services and Government' are expected to be strong sectors with employment growth of 5,626 and 4,698 additional jobs expected by 2031, respectively. Other high growth sectors include Commercial Services (2,658 additional jobs by 2031) and Hospitality Services (1,458 additional jobs by 2031).

The outputs of the demographic analysis highlight the unique character of the people who live in the city centre and its catchment area. It also provides a base from which to assess the expected future growth in the area. A consultation process with local agents highlights the underlying reasons for the problems facing the retail and commercial floorspace markets in the city centre. There is an underlying feeling that there is an 'over-supply' of retail floorspace around the southern end of the city centre. This may be the result of the Westfield development effectively shifting the retail centre of gravity in the city centre. This may be addressed with a change in land-use in the area which will reduce supply, or with initiatives designed to increase demand in the precinct. The establishment of an anchor tenant or flag-ship development which operates to 'balance-out' Westfield's influence is a possible option. In the office market, the key issue appears to be a lack of demand for higher volumes of office floorspace in the city centre. If the vision of growth in office employment is to be achieved, pro-active measures must be implemented which operate to boost demand for office space in the city centre. These could

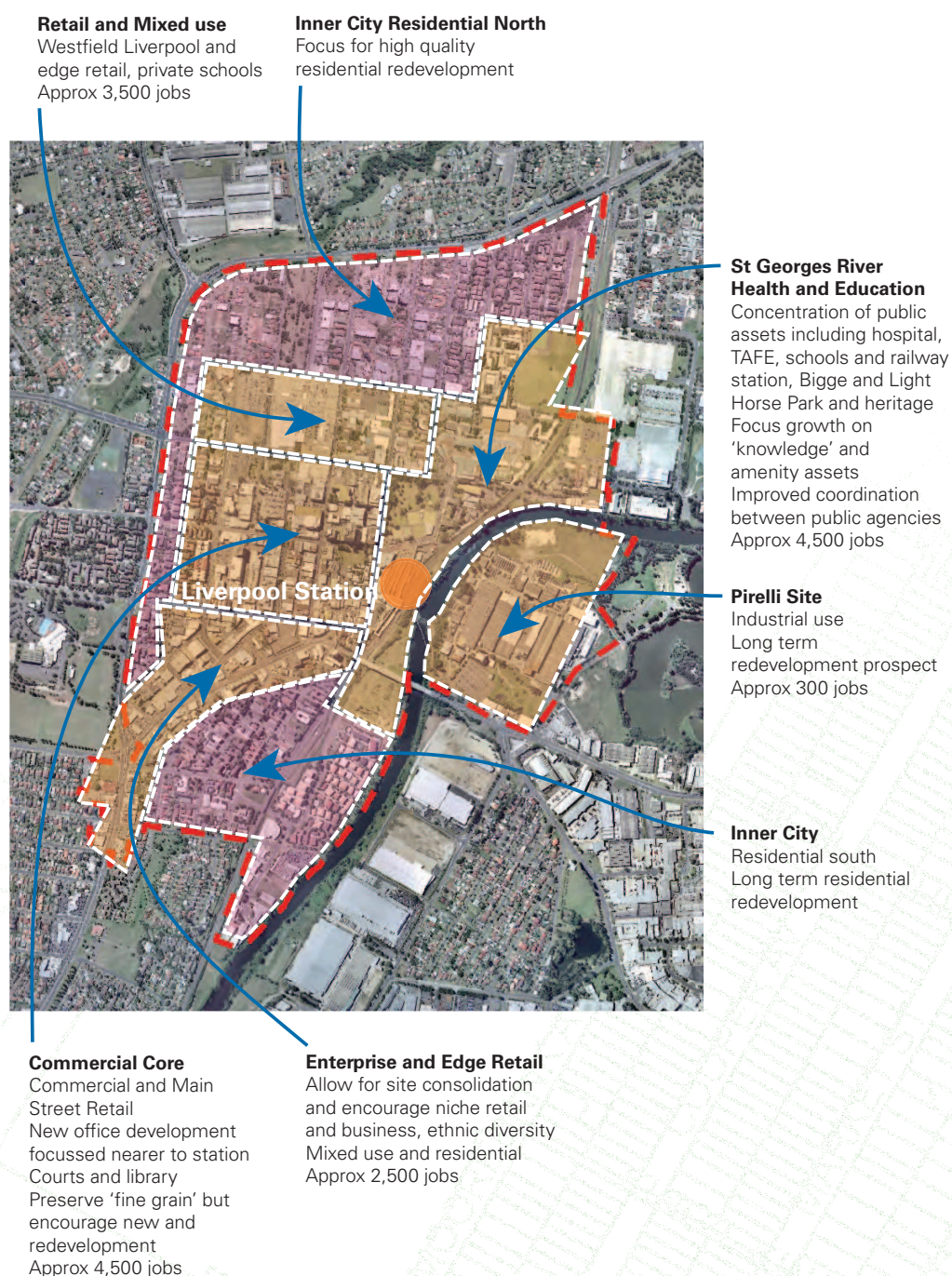
include the attraction of a major government department as an anchor-tenant for a new development, improvements to the amenity of the town-centre to attract the necessary workers and businesses or proactive marketing and incentive strategies targeting potential major tenants from the private sector.

6.3 CITY CENTRE ECONOMIC SUPPORT PRECINCTS

The city centre can be broken into a number of economic support precincts. The precincts are set out in Figure 7 which shows the defining characteristics of these precincts and future opportunities. To succeed as a regional city, Liverpool must become an attractive location for commercial office development. The city centre currently possesses a number of favourable factors.

- Firstly, the completion of the Orbital Motorway and the Parramatta-Liverpool Transitway enhance the city centre's competitiveness in that they make Liverpool accessible to Sydney's most significant activity city centres including Sydney city centre, Parramatta city centre, Sydney Airport and Port Botany.
- Secondly, the city centre is well situated in relation to Sydney's major industrial and population areas creating the opportunity to establish Liverpool as the business service centre for South West Sydney.
- Thirdly, the expansion of public assets in the health and education precinct will create spinoffs for private investment in areas such as accommodation, cafes, medical software and business services.
- Fourthly, poor performance of the city centre in the past creates a number of redevelopment opportunities due to older building stock. There are also a number of strategic sites in the area that could be redeveloped for commercial offices.

FIGURE 7: ECONOMIC SUPPORT PRECINCTS WITHIN THE CITY CENTRE



6. Economic development

Health and Education

One of the key advantages of Liverpool is the concentration of public assets in the city centre including education, health, transport and open space. The number and scale of public assets, such as, health and education facilities are expanding within this precinct. Key elements of this precinct include:

- Liverpool Railway Station;
- Surplus Railcorp land and the Liverpool heritage court house;
- Liverpool TAFE and its education and training centre;
- Natural and recreational assets including Georges River and Bigge Park;
- Liverpool Hospital and its eastern campus; and,
- Liverpool Girls and Liverpool Boys High Schools.

Liverpool Hospital is the principal referral hospital for South Western Sydney Area Health Service and a major teaching and research hospital of the University of NSW. Liverpool hospital campus has tripled in size over the past decade. Liverpool Council and the NSW Government is committed to the expansion of Liverpool hospital, which will double the size of the hospital and includes an intensification of activities including more hospital beds, mental health, medical research and education and training. Specific outcomes include increasing the number of acute and day-only beds, additional adult critical care beds, neonatal intensive care beds and special care nursery beds.

The vocational education and training sector is growing to meet demand. The new state of the art Education and Training Centre is adjacent to the main Liverpool TAFE campus. The South West Sydney Institute of TAFE has major campuses in Liverpool city centre and Miller. TAFE is looking to expand its facilities within South West Sydney. Liverpool city centre is well positioned to continue to expand vocational and education facilities.

One of the most important strategies for Liverpool is to build on health and education precinct as a catalyst to transform Liverpool city centre. Key strategies are as follows:

Commercial Core

The commercial core of the city centre is located between Bathurst Street and Liverpool Railway Station. Liverpool City Council estimates that in 2005, there was 45,000 sqm of office stock available with a vacancy rate of 9%. Most demand for office space in the city centre is concentrated in smaller offices (often strata) of less than 400m². Most of these tenants are small business service offices (such as accountants) rather than larger companies.

Liverpool does not have a presence of large corporations such as back-offices of finance companies. One important exception is the headquarters of Inghams Chickens, the largest Australian processed food company. Inghams is a family company with its origins in Liverpool, leading to a decision to locate its head office in the local area. The last major business to locate in the city centre was Arab Bank who took on 700m² of retail space.

Government departments have not been growing in Liverpool. Regional city status will provide the framework for the expansion of State government departments in the city centre. A major government services provider to the area would invigorate the local area and has the potential to operate as an anchor tenant to any new commercial office development.

Recent demand sources have been from employment network providers and registered training organisations including Wesley Mission and Centre Care, who have taken up significant volumes of space.

Retail

Liverpool city centre is the dominant retail centre of South West Sydney. The main retail area is focused on Liverpool Westfield, Liverpool Pedestrian Mall and the southern city centre. It is a diverse centre including department stores, supermarkets, foods, retail, household goods and hospitality.

Westfield Liverpool has grown substantially since the early 1990's. The Westfield shopping centre contains over 250 specialty stores, plus Myer, Coles, Woolworths, Target, Greater Union cinemas, Best & Less, Toys 'R' Us, Food Court, Fresh Food Market and parking for over 10,000 cars daily. Liverpool mall contains a number of clothing shops, household goods and cafes. The mall is a popular meeting place and is considered a success. The southern part of the city centre contains other goods, other retail and cafes. It contains a vibrant Indian precinct around Northumberland Street.

Retail vacancy rates for retail properties in the city centre are around 10%. The main factors driving demand for retail property in the area include parking, price, and location.

The dispersal of retail to local shopping centres is having a negative effect on expenditure in the city centre as a whole. The key issue in Liverpool city centre's retail market, however, is undoubtedly related to the Westfield shopping centre's dominance of the local market. In particular, there is concern that the recent expansion has played a role in further eroding the viability of retail activity in the southern part of the city centre. The southern city centre remains a concern with high vacancies. The Council and business community are seeking a "southern anchor" to provide a new magnet of activity in this precinct.

The catchment area is dominated by car transport and so parking is seen a key issue among retailers for the viability of the precinct. It was suggested that Westfield's parking provision attracts many customers who choose only to shop within Westfield's or at

shops at the northern end of the city centre. This reinforces the need to re-invigorate the southern part of the city centre or at least provide better connections between the southern and northern parts of the city centre.

Many businesses referred to perceived problems with security and safety within the mall contributing to reduced business for retailers. While this may indeed be the case, discussions with the local police indicate this problem may be related more to community perceptions rather than the actual rate of crime in the area. Perceptions and local amenity could be improved by continued Council attention to streetscapes and fixing broken pavements and streetlights and introducing alcohol free zones.

Residential

One of the key aims of the Liverpool City Centre Plan is to improve access between residential areas and the commercial core. This will spur economic development of the city and will also ensure that sufficient sites are available within the commercial and retail cores. The Plan assumes a growth target of 12,000 residents or 5,000 dwellings within the city centre. These dwellings are a share of approximately 11,000 dwellings highlighted in the Metropolitan Strategy to apply to a much greater area than just the city centre. The provision of this growth will occur in both existing residential zoned areas (as apartment buildings) and in mixed use developments within the mixed use and retail zones of the city centre. Analysis has concluded that potential redevelopment of existing strata titled residential areas is low, and therefore it is considered that these areas will remain relatively unchanged for some years. In remaining residential areas, significant increases in density must continue in order to achieve an appropriate population density within the city centre.

6. Economic development

6.4 ASSETS AND OPPORTUNITIES

Key assets and opportunities which should be further developed include the following:

Capturing growth

Liverpool city centre needs to grow employment and activity at a rate that at least matches population and labour force growth rates in the south west subregion. Infrastructure improvements such as the Orbital and the Parramatta-Liverpool Transitway have better positioned Liverpool to capture a higher share of growth. Major health and education assets in the city centre will also induce more growth opportunities, as will major private investment in retailing. A key to the city centre's success will be its capacity to attract private sector investment in finance and business services. In short, the city centre needs to broaden its economic base to attract firms in the fast growing knowledge based finance and business services industries – including accounting, legal, financial management and information and communications activities. This is an area Liverpool has underperformed in the past. To develop as a business centre Liverpool needs to focus on upgrading public domain space, identifying strategic sites available to provide quality building stock, and securing private sector partners to participate. A proactive approach to city economic development is required.

A regional hub

A successful regional city needs to be accessible to other centres and major population areas. Strategic bus corridors will strengthen the city centre. A substantial modal shift to public transport is required to improve efficiency and environmental outcomes. This is particularly urgent given population growth, higher energy prices and car dependence in south west Sydney. Public transport infrastructure and links need to be strengthened and better integrated. This includes inter-regional linkages as well as local

services. The problem is getting sufficient local bus services linking new release areas with Liverpool city centre before less sustainable patterns of movement become prominent. Movement around the city centre needs to be improved and links between the city centre and Moorebank Industrial Area needs to be strengthened. The proximity of the Orbital will benefit Liverpool, but access ramps are required off the M5 at the Hume Highway from Campbelltown.

Focus on the health and education precinct

The health and education precinct is central to transforming the city centre due to the innate importance of health and education to the wellbeing of the community. Public investment will create new opportunities for economic growth. This includes medical research IT, health education, research facilities, accommodation and hospitality. Expansion of the hospital also creates opportunities to improve public domain outcomes such as activity, amenity and safety in Bigge Park. Land resources including surplus RailCorp lands in Bigge Street, the Eastern Campus of Liverpool Hospital, and major privately owned strategic sites in the vicinity ensure there is sufficient land for expansion and diversification.

A river city

Integration of the city centre with important river assets is an important objective for the three Western Sydney regional cities: Parramatta, Liverpool and Penrith. An important advantage of Liverpool is its location on the Georges River and the proximity of a major activity hub – Moorebank Industrial Area, on the other side of the river. Better utilisation and protection of the environmental values of the Georges River will enhance liveability. On the other hand, the city centre is traversed by the railway line and the addition of the Southern Sydney Freight Line may further dissect the city centre from the river unless new initiatives are put in place.



The Georges River provides a strong recreational opportunity for the city centre

A learning city

The city has a number of learning assets and opportunities to improve education outcomes, which in turn is critical for economic success. The city centre and surrounding area are developing a number of 'knowledge hubs' – or groupings of knowledge-intensive institutions located in physical proximity to each other including Liverpool Hospital, local educational institutions in the city centre and Moorebank Industrial Area. Surplus defence lands at Moorebank has long term potential to create a business or technology park containing knowledge based industries.

The health and education precinct contains primary, secondary and tertiary facilities. Liverpool Hospital is a teaching hospital with links to University of New South Wales and University of Western Sydney. University of Western Sydney runs a major Adult Migrant English Program in Liverpool. A number of registered training and job network organisations run training programs in the city centre. Liverpool Library is a major resource for the community offering courses and includes the successful CISCO IT Academy.

6. Economic development

Scope for revitalisation

Retail prospects are good, particularly if new retail and commercial developments can be attracted to the southern city centre and continuous improvements in access and convenience and experience are maintained. Liverpool also should develop broader activities around entertainment, cafes, restaurants and recreation.

Commercial land prices are relatively competitive in Liverpool city centre compared with Sydney's office centres. This is because Liverpool is not an established commercial office address, apart from providing for smaller local business service firms. A number of coordinated initiatives are required to strengthen the city centre's position in the commercial office market. Possible initiatives include:

- Larger strategic sites need to be assembled to increase density;
- Measures to improve the quality of building stock including architectural competitions;
- Public domain improvements need to strengthen the sense of identity, character and safety in the city centre; and,
- Prospective tenants need to be targeted such as finance and business back-offices.

Residential development

The regional city requires a strong commercial emphasis because it is a regional employment destination but it needs to create more residential opportunities around the periphery and mixed use developments within the city centre itself. The city has an important role as a living as well as working city. Opportunities have been identified to double the residential population in the city centre and the periphery. This will provide for a broad range of housing choices, spur more economic activity and other activities in the city centre and potentially improve safety. A network of pedestrian walkways and cycleway is required to improve internal access within the city.



Celebrating the special character of Liverpool



7. Transport and infrastructure

7.1 THE TRANSPORT CONTEXT

Liverpool city centre is the gateway to Sydney from the south west, with major freeways, highways and railway lines all passing through or near the Liverpool city centre. People travelling by land transport between Sydney and Melbourne, Canberra and Adelaide all pass through the Liverpool area. Liverpool is located at a cross roads for the major arterial roads in south west Sydney, these include:

- The M5 Motorway which runs to the south of the study area and has fast connection with Sydney.
- The Cumberland Highway which is the main route through Sydney to Newcastle via Parramatta.
- The Hume Highway that borders the city centre. Historically the Hume Highway

was the main route between Sydney and Melbourne and remains a major arterial road connecting with Parramatta Road at Ashfield.

- Elizabeth Drive that forms an east west link between Liverpool, The Northern Road and Greater Western Sydney.

The recently completed Orbital and the Lane Cove Tunnel, will place Liverpool in a strategic location with good access. The Southern Railway line, which passes through the city centre, is the main line between Melbourne and Sydney on its way to Strathfield and Central Railway Station. Liverpool Station services four of the suburban lines, two of which terminate at Liverpool. The area is also one of the fastest growing residential areas in Australia which will place more emphasis on Liverpool

FIGURE 8: TRAFFIC AND TRANSPORT TRENDS



7. Transport and infrastructure

city centre as an important focal point for the south western area of Sydney. The Metropolitan Strategy has identified the Leppington area to the west of Liverpool as the next growth area in Sydney and includes plans for a connecting rail line.

7.2 TRAFFIC AND TRANSPORT TRENDS

Road Network

Analysis of travel patterns from the 2001 Journey to Work data indicates that 80% of people arrive in Liverpool by car, 9% by train and 4% by bus (see Figure 8). From outside the Liverpool LGA, the most number of journeys are from the south, from areas such as Campbelltown, Camden and Wollondilly which combined, account for some 23% of the journeys to work.

Historically the Liverpool city centre has been based on a grid road network of local and collector roads. This grid network is bounded by an arterial road network that includes the Hume Highway to the west and north and Newbridge Road – Terminus Street to the south. Within the city centre a ring road system has been developed for distributing traffic and improving amenity of the inner city centre roads. The effectiveness of the ring road has been limited by the indirect alignment and connections to Terminus Street.

Traffic volumes were assessed in terms of vehicle and environmental capacity. It was found that traffic volumes in the peak hour are about 30% or 3,000 vehicles/hour, the capacity for a two lane two way road. This indicates that traffic in the city centre would operate at a acceptable level of service. The ability for pedestrians to safely cross roads is generally governed by peak hour traffic volumes of less than 1,000 vehicles/hour. Within the Liverpool city centre the collector roads were generally found to be above 1,000 vehicles/hour while local roads were below 1,000 vehicles/hour.

Future changes to the arterial road network are likely to impact on the Hume Highway and Terminus Street and may require the upgrading of intersections on the Hume Highway. Possible future changes may include the construction of additional freeway ramps at Liverpool to connect the Hume Highway with the M5 and grade separation at the Hoxton Park Road and Hume Highway intersection.

There is high level of off-street parking within the Liverpool city centre. The most significant is the Liverpool Westfield Shoppingtown car park, with 2,699 car spaces and 45% of the total 5,770 available off-street parking spaces. Some 3,030 on-street parking spaces were identified within the study area of which 970 had some type of parking control. The parking controlled spaces were generally located near the city centre and Liverpool Hospital.

Rail Transport

Liverpool Station is a major transport hub within the study area and the south western region of Sydney. The rail lines serving Liverpool Station are the South line, Inner West line, the Cumberland and Bankstown Line. In terms the number of rail passengers that enter in a weekday, Liverpool Station is ranked 22 of the 306 CityRail stations. In the morning peak period the barrier count shows that 58% of passengers are entering the station suggesting a high level of interchange from other modes to rail.

Questionnaire surveys, last undertaken in 1995, indicate that the largest numbers of people arrive at the station by bus and walking. Although there is no car parking at Liverpool Station car based trips accounted for 37% of trips arriving at the station.

The station has a bus and Transitway interchange that services most of the southwest of Sydney. Currently Liverpool Station has three platforms. Train services to the city are relatively frequent and operate via Granville, Regents Park or Bankstown.

Trains to Campbelltown arrive at about 15 minute intervals throughout the day. The Cumberland Line to Parramatta is limited to services in the morning and afternoon peaks.

Facilities at Liverpool Station include:

- bike rack and lockers;
- taxi rank;
- lift; and
- accessible bus interchange.

Liverpool station does not provide commuter parking however parking is available at Warwick Farm station for some 450 vehicles. Future rail infrastructure improvements are outlined in City Rail's "Rail Clearways Plan". The aim of the plan is to reduce congestion at key sections of railway by separating the rail lines. The existing three platforms at Liverpool Station service four rail lines and can become congested or complicate timetables on other rail lines. The Rail Clearways Plan proposes an extra platform and turn back at Liverpool Station to be constructed some time between 2007 and 2010. The aim of the works is to reduce complication of timetabling on the Bankstown Line, increase the frequency of train services in the peak hours providing greater flexibility in the timetable whilst providing greater capacity.

The NSW Government has also announced the construction of the South West Rail Link from Leppington to Glenfield. The aim of the new rail line is to provide rail access for the large number of residential developments that are planned for the future in the south west of Sydney. This rail line is likely to increase the patronage to Liverpool Station.

Bus Transport Initiatives

Liverpool is an important centre for bus trips in south western Sydney. Most of the bus routes in the Liverpool city centre begin and end their journeys at Liverpool Station bus interchange. The key bus operators at Liverpool are:

- West Bus;
- Oliveri's Metro-link Buslines;
- Busabout; and
- Transit First.

The streets which service bus routes within the city centre are Elizabeth St, George St, Northumberland St, Moore Street and College Street. Bus routes in the Liverpool City Centre will generally operate with frequency of 30 minutes.

The Parramatta to Liverpool Transitway was opened in 2004. It provides high frequency bus service from Parramatta to Liverpool via Bonnyrigg, Wetherill Park, Merrylands and Wentworthville. The Transitway route is on either dedicated bus only roadways or on road bus lanes. In Liverpool city centre the Transitway route travels along bus only lanes in Moore Street terminating at Liverpool railway station. There are two stops within the study area at Liverpool Station and on Moore Street near Macquarie Street. The frequency of services varies from 10 minutes in morning and afternoon peak to 20 minutes during the day and 30 minutes at night. Services operate from 5am until midnight on weekdays and until 1:30am on weekends.

In addition to the Liverpool-Parramatta Transitway, Liverpool will be served by strategic bus corridors to Bankstown and Campbelltown, as well as corridors to the South West Growth Centre in the longer term.

7. Transport and infrastructure

Pedestrian and cycleways

Pedestrians are an important part of the city centre for allowing growth in development. The key attractors are Westfield Shoppingtown and Macquarie Mall, Liverpool Hospital, Liverpool Primary School, Liverpool Boys and Girls High School and Liverpool TAFE.

A Pedestrian Access and Mobility Plan (PAMP) has been completed for the Liverpool city centre. The PAMP aims to co-ordinate investment in safe, convenient and connected pedestrian routes.

The PAMP has identified a hierarchy of pedestrian routes within the Liverpool city centre. Each of these routes were audited to identify access barriers for pedestrians with specific focus on access for less mobile pedestrians such as elderly and people with disabilities. Some of the barriers found included poor footpath condition, lack of kerb ramps, poor crossings facilities at signalised crossings and obstructing street furniture.

Pedestrian and bicycle linkages within Light Horse Park are envisaged and a possibility of links to Casula to the south, the former 'Pirelli' site to the east and Warwick Farm Racecourse to the north.

The revised Bicycle Plan 2007 sets out strategic bicycle routes, connecting the City Centre to regional destinations.

Car Parking

It is evident that modal choice for the journey to work in Liverpool are more car orientated and that there is a comparatively high level of unrestricted parking supply within the city centre for its status as a key regional centre. These circumstances suggest a need to review parking policy with the objectives of changing mode of travel by commuters (shifting modal split more toward a public transport focused model), whilst improving short term parking to serve retailing/business activity.



Future pedestrian connections across the Georges River

8. Environment and parks

8.1 LIVERPOOLS NATURAL ASSETS

Liverpool city is located on the Cumberland Plain. Before European settlement, the Cumberland Plain Woodland was extensive across Western Sydney, covering 122,000 hectares. Today, only 13% of bushland on the Plain remains intact as much of the natural environment has been significantly modified since European settlement. The Plain has been largely cleared of vegetation over time for horticulture, farming, urban development and infrastructure. The bushland that remains in the region is made up of 13 different ecological communities. Of these, 12 have been listed as endangered.

Cumberland Plain Woodland is the name given to the main ecological community occurring on soils derived from shales on the Cumberland Plain. It only occurs in Western Sydney.

Large eucalypts trees make up the canopy of the Cumberland Plain Woodland. The types of trees include Grey Box (*Eucalyptus moluccana*), Forest Red Gum (*E. tereticornis*) and Narrow-leaved Ironbark (*E. crebra*).

The woodland also has a shrub layer dominated by Blackthorn (*Bursaria spinosa*), Native Indigo (*Indigophora australis*) and False Sarsprella (*Hardenbergia violacea*). The Blackthorn provides excellent bird habitat and food for a wide range of insects. The Cumberland Plain Woodland is also home to threatened species such as the Pink Pimelea (*Pimelea spicata* – a small shrub) and the Cumberland Land Snail (*Meridolum corneovirens*).

The Liverpool LGA covers substantial portions of both the Georges River catchment and the Hawkesbury-Nepean River catchment. The significant tributaries within this catchment include the Hawkesbury-Nepean River, South Creek, Kemps Creek and Badgerys Creek.

The South West subregion is within two natural drainage catchments; the Hawkesbury Nepean and Georges Rivers. Each of these rivers has been greatly modified, with the construction of dams and weirs that have dramatically altered natural flows. About half of the subregion is in water supply catchments and makes vital contributions to maintaining the quality and quantity of water available to the people of Metropolitan Sydney. Urban development within these catchments must be managed appropriately. Much of the eastern portion of Liverpool is within the Georges River Catchment. The significant tributaries within this catchment include Hinchinbrook Creek, Cabramatta Creek, Anzac Creek, Maxwells Creek and Brickmakers Creek.

Liverpool City Council is ensuring that the remaining vegetation communities found in the region are protected and other disturbed areas are rehabilitated.

8. Environment and parks

8.2 ENVIRONMENTAL CONSTRAINTS

Landscape Character

The landscape character of the city centre is defined by the interplay of both natural and man-made elements. The city centre is well defined with strong edge conditions provided by the railway and Hume Highway. Topography has a direct influence on the sense of place, particularly in relation to the main ridgeline, the embankment toward the Georges River and the transition to low lying land at the northern end of the city centre.

Flooding

Being located on Sydney's Cumberland Plain, and in close proximity to the Georges River, Brickmakers Creek and Cabramatta Creek, it is not surprising that the lower parts of the city centre area are susceptible to a level of flooding. This is most pronounced in the northwest corner of the city centre where the flat landscape and proximity to the Brickmakers Creek/Cabramatta Creek system result in a considerable area being affected by a 1 in 20 year flood event. The 1 in 100 year flood event and probable maximum flood also extend significantly into this area, the eastern side of the railway embankment (Georges River) and along the railway corridor in the northern part of the city centre. The lower probability of these two flood events result in their being a lesser constraint on development than a 1 in 20 year flood. Both topographic variation and the relative difference between the 1 in 20m year flood and 1 in 100 year flood is so minor in the northwest corner that effective management of this more regular and probable flood level can be appropriately managed through various engineering and building strategies to ensure that flood waters do not unreasonably impact on private property.

The principal large landholding within the city centre area is the Pirelli site, east of the Georges River. Due to its size and proximity to the rail station it exhibits a level of

attractiveness for potential future expansion of the city centre. The site is however affected by the 1 in 100 year flood level. Geotechnical investigation of sites immediately to the south has also highlighted potential construction constraints. As such, this constraint, and the resulting costs for flood management works in the event of conversion to a higher order use, need to be carefully considered in proposals for any future redevelopment. Redevelopment also has to also consider any environmental impacts.

Public Space

Currently, open space accounts for 5% of the city centre land area. When it is considered that shoppers and other visitors to the city centre also utilise open spaces, it is clear that open space in the city centre is very valuable to the community. The northern areas of the city centre are well supplied with good quality spaces, although there is a distinct lack of a focal civic space in the core of the city centre. The Mall provides a pedestrian space and a civic space within the retail core, while the grounds of St Luke's Church also provide a visual respite from the more intense surrounding activity. The southern parts of the city centre are much less provided for. Residential precincts are segregated from nearby spaces by the barrier effects of the Hume Highway (Woodward Park) and the railway (Light Horse Park and the Georges River Corridor). Public and civic improvements are further defined within the Civic Improvement Plan.

Figure 9 shows the location of parks and open space within the city centre include:

- Georges River,
- Bigge Park,
- Liverpool Pioneers' Memorial Park, and
- Apex Park.

FIGURE 9: PARKS IN THE CITY CENTRE



■ Parks

8. Environment and parks

8.4 ENVIRONMENTAL STRATEGIES

Strategies for enhancing the city's ecology include:

- protection and enhancement of existing reserves, parks, public squares and open spaces in the city centre and at the edges;
- acknowledgement and valuation of significant open spaces such as Bigge Park, Light Horse Park and the Georges River Foreshore;
- promotion of positive relationships between the natural systems, and development, such as the integration of the Georges River foreshore with open spaces and the development of the city centre;
- positive integration of infrastructure into the public domain; and
- careful selection of materials in light of sustainable design practices.

Specific water and infrastructure strategies will involve:

- Water sensitive urban design which will minimise pollution of the waterway, bank erosion and salinity;
- Improving water quality and increasing biodiversity along waterways;
- minimising the impact on water quality and other ecological processes of the Georges River and its tributaries; and
- Providing pedestrian/cycle connections along waterways;

Strategies to improve the City's public domain include:

- The progressive implementation of the *Civic Improvement Plan*, *Liverpool Street Tree and Landscape Strategy* and *Streetscape and Paving Guidelines* in light of Strategic Plan proposals;
- Improving access to the Georges River from the city centre and encourage increased activity along its frontage including a high quality pedestrian and cycle linkage to the

Casula Powerhouse Arts Centre;

- Investigating the possibility of additional river crossings and integration of public space with a public river frontage on the East Bank Industrial Precinct;
- Providing for additional pedestrian crossings over the rail line (through development proposals or stand alone projects) and integrate the city centre into an improved river corridor pedestrian and cycle path network;
- Implementing the Georges River Corridor Plan of Management and Master Plan;
- Developing high quality landscape proposals for each of the major entries to the city centre;
- Continuing to encourage street activity through outdoor dining initiatives; and
- Enhancing pedestrian accessibility across the city centre by improving the arcade and rear lane system.



Pioneer Memorial Park

FIGURE 10: CITY CENTRE OPEN SPACE SYSTEM AND WIDER CONNECTIONS



Strategies to prevent salinity include:

- Incorporating best practice salinity management principles into the design and construction of infrastructure and other structures.

Strategies to prevent acid sulphate soils issues include:

- Incorporating best practice acid sulphate soil management principles into the design and construction of infrastructure and other structures. This may include site specific investigations and where required development of a management plan for acid sulphate soils to guide the design and construction of infrastructure and other development.

Strategies to improve air quality and reduce energy consumption include:

- Improving public transport accessibility and infrastructure.
- Encouraging the use of public transport.
- Improving and increasing the number of pedestrian and cycleways.
- Ensuring new development meets strict requirements to reduce energy consumption.

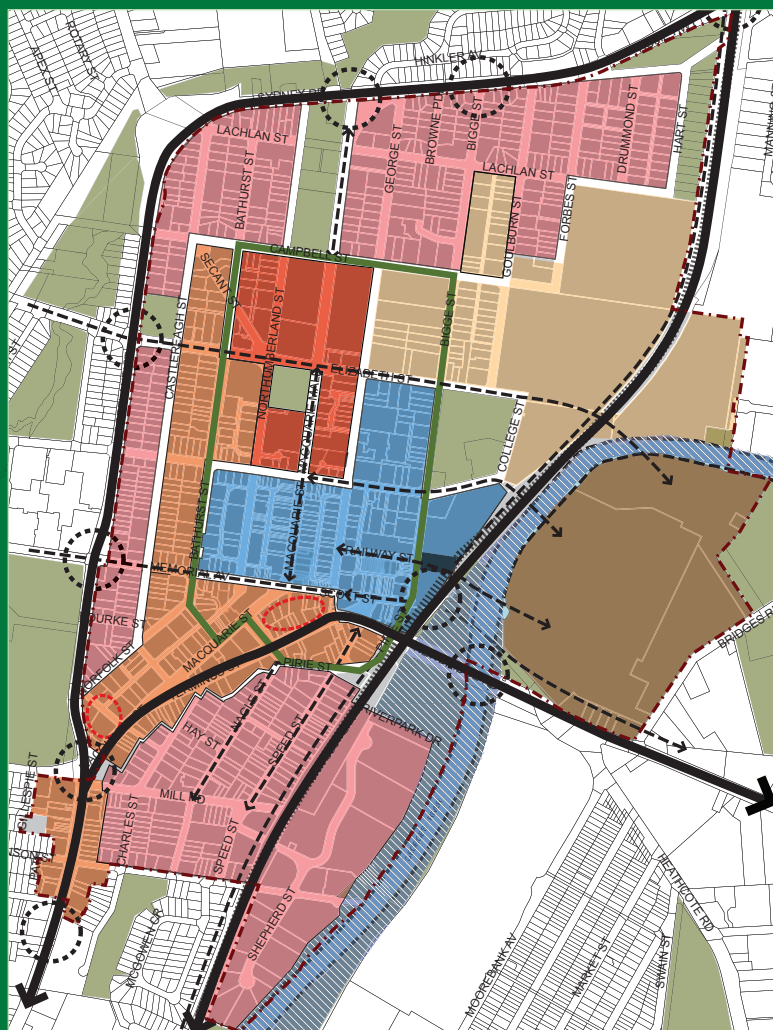


9. City centre character

The character of the city centre can be divided into special areas and these areas have a number of key character elements. These special areas are described below:

- Residential;
- Commercial and retail core;
- Education and medical precinct;
- Riverfront;
- Ring road and laneways; and
- Eastbank manufacturing land.

CITY CENTRE CHARACTER AREAS



- Commercial area
- Retail area
- Mixed use area
- Residential area
- Education and medical precinct
- Open space
- Eastbank land
- Riverfront
- Ring road
- Gateway (special treatment)
- Major transport route
- Key pedestrian connections
- Highway/special treatment vista
- City centre boundary

9. City centre character

9.1 RESIDENTIAL

Liverpool city centre is an increasingly popular residential area. The city centre is surrounded by predominantly three storey units. A large number of units are strata titled and this impedes redevelopment opportunities around the periphery of the city centre. Residential development, mainly catering for a higher income market, has been taking place in the centre of the city. There are opportunities for mixed use developments including shop-top housing within the city centre near the pedestrian mall. Most new residential development is likely to occur on the periphery of the city centre, particularly in the northern precinct.

It is desirable that the frontage to Macquarie Street at Pioneer Park accommodate retail/café/restaurant activities at ground floor with residential and potentially some office space on floors above. The industrial area on Shepherd Street (at the southern extremity of the city centre) will accommodate residential development. Planning controls have been initiated to assist these outcomes.

Key sites have been identified for their potential to be developed for residential purposes including the northern city centre Landmark Site located adjacent to the main northern entries to the city centre at Bigge and Macquarie Streets, potential mixed development with upper level residential uses at the corner of Macquarie and Moore Streets, and the Shepherd Street site.

9.2 COMMERCIAL AND RETAIL CORE

Employment growth in commercial and retail areas in the city centre is expected to reach a total of 30,000 jobs by 2031. The majority of commercial development will be concentrated around the public transport interchange and in areas already containing a focus of commercial development. This strategy will assist in creating vitality and ensuring a high level of public transport accessibility. Consolidation

at the southern end of the city centre will also assist in redressing the degradation of activity occurring here. Commercial development and the majority of the tall buildings will be focused within a core area centred between the railway station, Bathurst Street, Memorial Avenue and Elizabeth Street. Residential development will be avoided within this core commercial area, however mixed use development incorporating other uses at lower levels is acceptable. Additional cultural and entertainment facilities will be established within the area around Bigge, Railway and Moore Streets.

Retail development will continue to be focused around the Macquarie Street Mall and Westfield shopping centre, though retail uses will also be permitted throughout the mixed use and commercial precincts. The Mall presently functions well in a retail and activity sense, though would benefit from a better integration with Westfields and an improved sense of arrival. The active street frontages along Macquarie Street and throughout the City Centre are an asset that should be maintained and expanded. The existing lane and through-site link system will be maintained and enhanced to provide pedestrian connectivity within the core and across the city centre.

Key sites have been identified for their to be developed for commercial, retail, or mixed uses, including the Elizabeth, Bathurst & Northumberland Street Car Park which may incorporate commercial and/or residential development above ground floor retail uses, the site at Elizabeth Street adjacent the retail core and on the edge of the commercial precinct may also be developed for commercial offices combined with ground floor retail uses, the site on George Street between Moore Street and Railway Street, the entire Railway Street Block, the Bus-Rail Interchange which may be redeveloped to accommodate significant commercial, residential and potentially educational activities, the Southern Gateway Site at the intersection of Macquarie Street and the Hume Highway, the Memorial Avenue and Terminus Street Site may be redeveloped

as mixed use in order to 'anchor' the southern commercial core of the city centre, and the New Bridge Road site which may be suitable for commercial/ residential purposes.

9.3 EDUCATION AND MEDICAL PRECINCT

The education and medical precinct is located on the eastern edge of the city centre. It is defined by the South-Western Sydney Area Health Service (Liverpool Hospital) and attendant medical centres and clinics, the Liverpool Private Hospital, public and private schools, and the Liverpool TAFE buildings. The precinct is centred on historic Bigge Park and the grand historic Francis Greenway

architecture of the old Liverpool Hospital, now part of TAFE.

The education and health uses intersect with the railway and transport interchange. Its character is marked by the grand sandstone edifices of the heritage buildings, tall Washingtonia palm trees and Kauri and Bunya pines of the early 19th century and other significant urban elements such as sandstone kerb and gutters and formal plantings.

The recently completed TAFE building on Bigge Street provides an example of sensitive integration of contemporary architecture. The sculptural design and mosaic art of this new building responds to and reinforces an urban dialogue which takes place between



Artist's impression of the Macquarie Street mall retail core

9. City centre character

the historic buildings and the Liverpool Railway Station. There is the opportunity to unite this section of Bigge Street with a new public health or education building linking the two sites.

Elsewhere the precinct character is fragmented. Expansion of the hospital has occurred in a piecemeal fashion and without consideration for the development of a master plan for the precinct. The hospital lands extend to the east of the railway line and abut the Georges River. This places constraints on transport access, communication, land use and public access to the foreshore.

A further constraint is the proximity of the Sydney Water Sewage Treatment Plant and sewer upgrades which claim wide areas of land through the hospital grounds adjacent to the heritage area. Bulky goods storage and logistics are located immediately to the east of the hospital. This restricts alternative land use options for the hospital.

The high schools and primary school provide green informal open space link. Remnant tall gum trees terminate the vista along Moore Street near its intersection with Bigge Street. It is anticipated that within the next ten years, the high school and primary school may desire to move away from the city and closer to the centre of their demographic within the local government area. The Liverpool Primary School has been identified as a key site suitable for future development that may integrate with the existing heritage context and providing entertainment or cultural facilities such as a performing arts/conference centre.

9.4 RIVERFRONT

Local character and topography analyses reveal a city identity closely connected to the Georges River – a city of bridges, viaducts and arches and closely associated with rail and transport. The Liverpool city centre is ringed by rail and transport corridors.

There is currently an imbalance between the growing city centre and the East Bank precinct which is used for small scale industry. There is an imbalance between the desired image of the city and the built form of the East Bank. There are poor connections between the city centre and the East Bank. There is the opportunity to pursue multiple connections through the insertion of transport and pedestrian links, bridges and walkways and riverside promenades in the future. Lake Moore to the east of the precinct provides a natural informal edge to contrast with a proposed urban formal river edge opposite the Liverpool rail and transport Interchange. The deep river north of the Liverpool Weir is navigable and has the potential to become a public ferry transport route with a ferry terminal adjacent to the Transport Interchange.

The city centre has been separated from the banks of the Georges River ever since the construction of the South Western Rail Corridor. The proposed State Rail Freight Line to parallel the existing passenger line on the east and immediately adjacent to the river will further divide the city and obstruct connections across the Georges River, both physically and visually.

The natural edge of the Georges River and Chipping Norton lakes system is one of the city's most valuable legacies. Opportunities exist to create continuous urban parkland on the west bank while establishing an urban promenade on the east bank.

9.5 RING ROAD AND LANEWAYS

Streets make up the largest area of public space in Liverpool city centre. Used for primarily traffic and pedestrian movement, they also accommodate business, shopping, festivals, dining, socialising and entertainment. The Liverpool street layout and hierarchy determines the urban design potential and amenity of the city. The Hoddle grid, adopted as the township plan shortly after Governor Macquarie founded Liverpool as a colony

in 1810, provides an excellent and legible framework for development. It has a vital role in determining the city's built form.

It is the uniformity of the scale and pattern of the Hoddle grid that gives the city its rhythm. The Hume Highway and M5 motorway circle the city centre. Gateways to the city form where the Hume Highway intersects with points of the city grid. Major roads – Elizabeth Drive, Cumberland Highway, Hoxton park Road/ Terminus Street/ Newbridge Road – are the source of points of arrival. These roads have the potential to become grand boulevards that signal the city's location.

The primary street layout – the Hoddle grid – defines the city centre. The Hoddle grid is the city's major asset in defining urban form. Liverpool city centre shares this important and valuable street layout with the city of Melbourne, recognised for its great streets. Within the formal grid of north-south streets are the laneways and arcades providing important mid-block pedestrian links and city permeability.

In the southern portion of the city centre, the grid distorts in response to the topography, forming a secondary grid of formal minor streets. The meeting of the regular Hoddle grid with the secondary grid along memorial Avenue creates corner blocks with obtuse and acute angles. This provides a valuable opportunity to develop the character and streetscape quality of the Liverpool city centre as a unique place.

The core of the city centre – the retail and commercial heart – is defined by the Ring Road and is contained within Bathurst Street, Campbell Street, Bigge Street and Pirie Street. The Ring Road within the grid layout defines the pedestrian core and assists in traffic movement and wayfinding. The Ring Road carries the bulk of through traffic around the core of the city centre to access the major arterials – Newbridge Road, Hoxton park Road, the Hume Highway, Elizabeth Drive and the Cumberland highway. The Ring Road allows for the fine-grain preservation of the pedestrian core.

The city's laneways are one of the unique characteristics of Liverpool, an urban form shared only with Melbourne. Laneways are potential sites for cultural events, innovative small businesses and intimate 24-hour bars, shops and restaurants.

The laneway network both complements and contrasts with the dominant qualities of the main streets. Their narrow proportions and often sheltered atmosphere have a potentially unique charm. Hidden within the blocks, they can provide a set of spaces that diversify and enrich the city, in the same way that Melbourne's laneways, 'little' streets and arcades have enriched its liveability. Planning controls will ensure the amenity of the laneways is protected and enhanced through the control of the height and form of abutting buildings, the protection of vistas, views of the sky and provision of natural light, regulating the nature of material used in abutting buildings, and restricting bridges, overhangs or structures over laneways.

The street hierarchy and the Hoddle grid provide the city with the foundations for good pedestrian spaces.

9.6 EASTBANK MANUFACTURING LAND

The land east of the Georges River within the city centre formerly owned by Pirelli, provides an opportunity for further expansion of the city centre. Although it is subject to environmental constraints, it is capable of a large variety of land uses to complement those already found within the city centre and to provide additional high density housing and/ or accommodation. The site has been identified as a key site suitable for a range of activities including business, residential, public open space, and potentially education.



10. Funding city improvement

Liverpool

There are a number of special city centre projects that present major opportunities to achieve the vision for growth, revitalisation and development for the Liverpool city centre. Design strategies and improvements are considered integral to successfully support the growth and development in the city centre.

These public domain projects and special city centre projects are specifically addressed in the Local Environmental Plan (LEP) and Civic Improvement Plan (CIP).

10.1 PUBLIC DOMAIN PROJECTS

The Public Domain Strategy will provide an urban design framework for the city centre. The public domain will be enriched and expanded and design parameters will be identified for streetscapes and key public spaces. The strategy will include the creation of a convenient pedestrian network linking parks and public spaces, unifying the city and enhancing pedestrian and recreation experiences. Initiatives will include street tree planting, upgraded paving and street furniture, public art, lighting, and signage. Consistency in the streetscape design will be encouraged to promote interest and vitality at street level, enhance pedestrian amenity,

10.2 UPGRADE OF THE GEORGES RIVER WATERFRONT

The Georges River waterfront provides an opportunity for upgrading the precinct into a major city parkland and pedestrian cycle corridor. The waterfront upgrade will enhance the recreational opportunities and improve access for pedestrians and cyclists in and around the city centre.

This plan proposes upgrades to the west bank of the Georges River only.

The east bank and possible connections across the river will need to be subject to future planning associated with any redevelopment of the land on the east side of the river.

The planning and design principles for the upgrade to the Georges River waterfront and parkland will protect and enhance the natural environment and landscape of the river foreshore; provide opportunities for outdoor and indoor passive and active recreation; improve the amenity, activation and attractiveness of the waterfront; provide an urban riverfront pedestrian and bicycle path and public walkway; provide outdoor facilities and furniture along the waterfront; promote the natural and heritage features with interpretive facilities; create access links with Light Horse Park, the city centre, TAFE, Hospital and Warwick Farm; maintain a sense of safety and security for pedestrians and visitors to the waterfront; maintain and reinforce view corridors/ visual connections along the foreshore; and incorporate ESD measures where practical (eg. water sensitive urban design, solar power lights, etc.).

10.3 BIGGE PARK LANDSCAPE IMPROVEMENTS

The historic Bigge Park was designated by Governor Macquarie as the city common and used as the original central square of Liverpool. It has a symbolic presence in the Liverpool city centre and has since developed into Liverpool's foremost site for memorial and other civic and commemorative celebrations. It is currently listed in the Liverpool LEP as a heritage item and also has a strong relationship as part of the heritage setting for the historic old hospital site on College Street (now the south-western college of TAFE).

10. Funding city improvements

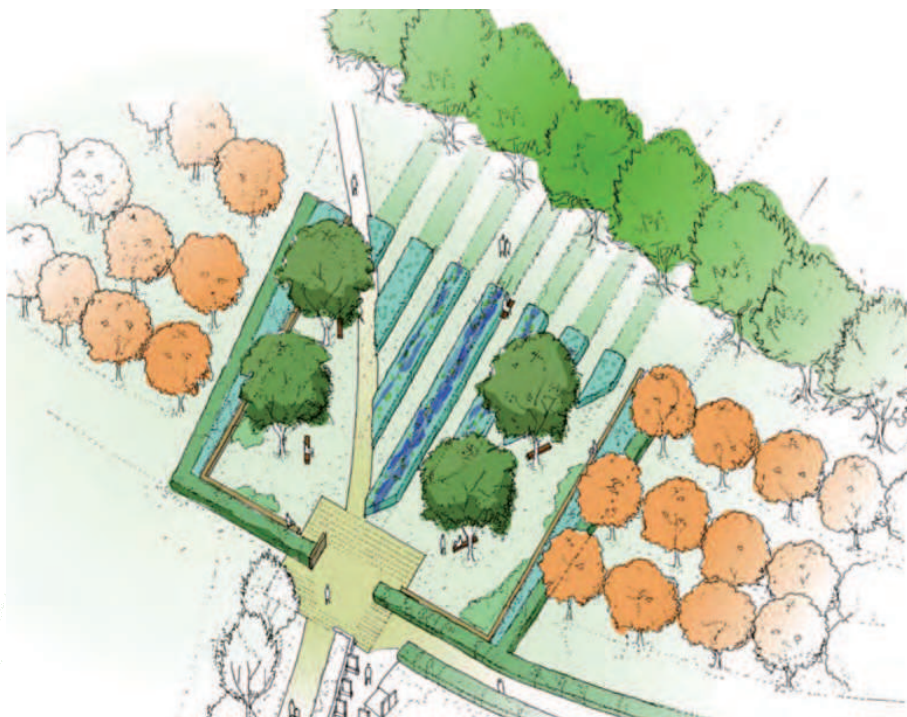
10.4 EMBELLISHMENT OF PIONEERS' MEMORIAL PARK

The Liverpool Pioneers' Memorial Park is located on Crown land dedicated to the care, control and management of Council and which is dedicated as a public park under the Old Liverpool Cemetery Act. It has a high level of local cultural heritage significance as a cemetery between 1821 and 1958 and is listed both on the State Heritage Inventory and as a heritage item in the Liverpool LEP.

The Pioneer Memorial Park is currently underutilised and will be subject to more intensive use and future pressures arising from the growth and development of the city centre. Council has previously prepared a Conservation Management Plan in consultation with the community and a Draft Plan of Management for the Pioneer Memorial Park. A fundamental aspect of the future for this park is its use as a rest park for passive recreation.

10.5 INFRASTRUCTURE WORKS

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 are to provide for public transport needs and ensure the local road network can accommodate the vehicle traffic. The traffic management measures proposed include a grade separated intersection at the Hume Highway and Hoxton Park Road; a new car park outside the city centre to assist in reducing traffic and parking congestion within the city centre; and stormwater management works. These projects will substantially improve the performance of the road network, access into and out of the city centre, and the amenity of the city centre.



Pioneer Memorial Park landscape design



The public domain consists of the streetscape and pedestrian amenities



11. Future actions

Liverpool

The primary outcome of the Cities Taskforce is the set of four planning documents for the development of the Liverpool city centre. These will reduce uncertainty for employers, developers and the broader community in terms of the built environment. The New South Wales Government, State agencies and Liverpool City Council also have major roles to play in implementing the vision.

The city centre also contains a number of important public assets that can be further developed to enhance development prospects. A number of State and/or council initiatives are designed to support the revitalisation of Liverpool as a regional city. Actions for the city centre are listed below.

ACTION 1

Expand opportunities in high growth industries.

Rationale

To succeed as a regional city, Liverpool requires a substantial increase in government and private sector investment to stimulate activity and employment growth. New investment is required to upgrade building stock, improve public domain spaces and bring in new businesses. Strategic opportunities include more diversified retail, business services and back-offices, cafes and hospitality, medical IT and other health related suppliers and logistics.

A project to identify and implement strategic opportunities to increase business investment in Liverpool will be implemented. The Department of State and Regional Development has initiated a project to assess economic development potential and opportunities in Liverpool. The Greater Western Sydney Economic Development Board, with support of the Department of State and Regional

Development and Liverpool City Council, will lead a project to identify new business opportunities, contact prospective developers and businesses and market opportunities in the regional cities.

ACTION 2

Further develop a strategic plan for the integration of the city centre with the Georges River.

Rationale

Improved pedestrian and cycle links will be provided through the city centre. In particular the Georges River corridor will be improved, offering a high quality direct link between Liverpool City Centre, Casula Powerhouse, Chipping Norton Lakes and Warwick Farm. The possible use of the river corridors for regional pedestrian/cycle connections will be investigated in consultation with RailCorp and the Transport Infrastructure Development Corporation. Additional river crossings between the city centre and Moorebank will also be investigated.

ACTION 3

Coordinate the strengthening of transport linkages.

Rationale

Planning and managing traffic movement is a major challenge. A central objective is to increase the number of people commuting by public transport to or from the centre and to encourage other forms of active transport including cycling and walking. The NSW Government has focused public transport infrastructure and services on Liverpool including the Parramatta-Liverpool Transitway and a number of strategic corridors. New investments are

11. Future actions

As a regional city, access from residential areas must be efficient. Major projects under consideration include off-ramps from the M5 for traffic coming from the south. The grade separation of the Hume Highway at Hoxton Park Road is currently very considered by the RTA as a future project. This work will help to relieve congestion and assist in moving through the city centre from Newbridge Road to Cumberland Highway and Hume Highway eastbound.

ACTION 4

Investigate ways to strengthen Liverpool as a learning city.

Rationale

Liverpool is the most significant city for one of Australia's youngest and most rapidly growing regions. It is broadly recognised that a commitment by individuals, households and governments to upgrade skills is required to support economic and employment growth. Liverpool Council has participated in a major project on the growth of South West Sydney as a knowledge-based economy. A high proportion of the city centre's and region's residents are enrolled in courses or accessing training.

Action will be taken to strengthen Liverpool city centre as one of the learning cities in New South Wales, particularly focused on the growth of opportunities in vocational education opportunities. A committee will be established of Council and the South West Sydney Institute of TAFE, and other vocational education providers, to expand opportunities for the rapidly growing population of south western Sydney.

ACTION 5

Grow Liverpool's health and education assets.

Rationale

The NSW Government has committed \$390 million to Stage 2 of Liverpool Hospital. This development will contribute to improving the health outcomes, and it will also create a major activity hub that will transform the city centre. New opportunities are being developed in mental health, medical research and IT and health education. The intensification of activity will lead to the development of the Eastern Campus, with a proposed grade separation across the railway line, demand for new parking facilities, demand for accommodation for health staff and hospital visitors, private medical facilities and cafes and hospitality. An effective partnership will be established between the Department of Planning, Liverpool City Council, South West Sydney Area Health Service, South West Sydney Institute of TAFE, Department of Education and Training, RailCorp and possibly Landcom, to plan, coordinate, fund and manage the transformation of the precinct.

ACTION 6

Develop a government office strategy.

Rationale

The Metropolitan Strategy highlights the role of regional cities as providers of state government jobs. The NSW Property Authority is developing a framework for government office relocation which includes the role of the regional cities in providing new government office opportunities. Liverpool has a number of advantages including large regional labour force, low staff turnover and competitive rents. New public opportunities must be combined with public domain improvements and continuous improvements in public transport access to the centre.

ACTION 7

Facilitate the development of key sites.

Rationale

The Liverpool Strategic Plan identifies a number of strategic sites included in the City Centre Plan as key sites and integrated precincts. Given developer perspectives on commercial risk, Council should take a lead role in facilitating and guiding development. The significance of these sites for the future form and character of the city centre warrants the preparation of site specific planning controls to guide and ensure a high level of design and development outcome. Architectural competitions are required for these sites. Additionally, there is a need to take a proactive stance in establishing appropriate development on these sites through establishing and maintaining dialogue with owners/developers, assisting in the design and development process and assisting in brokering projects to fruition.

ACTION 8

Develop detailed procedures for architectural competitions.

Rationale

The local environmental plan provides for certain building sites to have an architectural competition for new development. The process for conducting the competition is to be in accordance with procedures approved by the Director General of the Department of Planning. The Department of Planning, in conjunction with Gosford City Council will develop detailed procedures for the Director General's approval.

11. Future actions

ACTION 9

Establish a taskforce to investigate the feasibility of acquiring the RailCorp site in Bigge Street.

Rationale

Railcorp owns a strategic site at the entrance to Liverpool Railway Station and adjacent to the TAFE Education and Training Centre. The development of this surplus site for vocational and tertiary education would provide a major catalyst for the transformation of Liverpool into a learning city. Intensification of activity around Liverpool Railway Station will enhance public transport patronage, improve amenities and safety, and make use of public assets. It is proposed to establish a taskforce to prepare a feasibility study to investigate the development of this site for educational uses and linked to possible development opportunities for the air space over the bus interchange and strengthening links to the Georges River. The project will be led by the Department of Education and Training and the South West Sydney Institute of TAFE, and participation from Liverpool City Council, the Greater Western Sydney Economic Development Board and local industry.

ACTION 10

Develop a strategy for growing accommodation in the city centre.

Rationale

Residential growth, particularly around the edge of the city centre, will spur greater economic activity in the city centre. As hospital and education sectors grow, new opportunities will emerge for accommodation for doctors, nurses, other health professionals and visitors to the hospital. The Plan will ensure that a diverse range of residential opportunities are accommodated in proximity to Liverpool Hospital.

ACTION 11

Develop a plan to regenerate Bigge Park.

Rationale

Bigge Park is an outstanding asset in the centre of the city. It is under-utilised despite its proximity to the hospital, TAFE, Liverpool station and the commercial core. Lack of activity increases concern about safety. High priority will be given to the regeneration of Bigge Park including tree plantings, sculptures, cafes and activities such as festivals.

ACTION 12

Investigate marketing options to encourage the growth of Liverpool as an arts and cultural centre.

Rationale

Cultural industries are growing rapidly and make important contributions to people's understanding of their own community. Liverpool has a rich indigenous, colonial and increasingly cosmopolitan heritage. Liverpool Council, with support of the NSW Government, is committed to the development the Casula Powerhouse, predominantly for visual and performing arts. A strategic goal is to directly link the Powerhouse with the city centre along the Georges River through the provision of a road and walkways. More cultural activities will be encouraged in the city centre through streetscapes, festivals and performances.

ACTION 13

Develop a business improvement plan for activating a Southern Gateway.

Rationale

Some concern has been expressed that the

Westfield development in the northern city centre, and the Mall, have acted as a magnet to attract traders and this has created problems for other parts of the city centre. A committee consisting of Council and local business owners will develop a plan for revitalising and finding a point of difference in the southern portion of the city centre.

ACTION 14

Develop a plan to utilise the old Courthouse.

Rationale

Liverpool Council has responsibility for the Old Courthouse, a heritage building in Bigge Street. Next to the Railway Station, the Courthouse is well placed to encourage more activity around the railway station. Options include a learning centre, providing information and guidance to residents looking to gain advice in an informal environment, a business enterprise centre, or a tourist centre.

ACTION 15

Establish a long-term plan for linking Moorebank with a crossing at the Georges River.

Rationale

One distinguishing feature of Liverpool is the development that has taken place on both sides of the river, with the CBD on the western side and Moorebank Industrial Area on the eastern side. Moorebank is a major activity area and contains a number of highly competitive industrial and logistics firms. It also provides the main access into Liverpool from the M5 along Moorebank Avenue. Parts of the area are being transformed, particularly the development of the M5 business park in Moorebank. Surplus Defence land at Moorebank is also attracting high value

added activities. A strategic objective is to strengthen connectivity between the centre and Moorebank, which is being transformed into high-value added activities. As Moorebank is transformed, this will create opportunities to provide new crossings of the Georges River, including walkways, cycleways and upgraded road links. The Georges River Corridor Plan of Management highlights opportunities for improving recreational opportunities along the river, including walkways and cycleways.

ACTION 16

Consider how the built form within the city centre can be improved to strengthen the economic diversity and global links.

Rationale

One of Liverpool's greatest assets is its multicultural population, which is resulting in the emergence of a highly educated younger population. Growing the global links between resident country and birth and Liverpool is an important investment in the future. This includes growing relationships with global cities, encouraging business visitation, providing better information about economic opportunities. Displaying Liverpool's openness and global links is not only a good thing in itself, but it is also provides a competitive advantage. The latter includes investing in streetscapes or promoting ethnic themes in different precincts within the centres, such as with the Indian community in Northumberland Street.

ACTION 17

Review and update public domain strategies.

Rationale

Enhancing the public domain is a central component of the vision and the Civic

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