Executive Summary

Live Liverpool is a visionary concept that will return the beating heart to Liverpool, transforming an industrial area into a liveable, inspiring, vibrant and evolving environment. It will combine cultural and civic attractions with community, recreational, retail and commercial uses to deliver a range of public spaces and activities.

Liverpool has been earmarked for growth and development in several State and local planning documents such as A Plan for Growing Sydney, State Infrastructure Strategy and Growing Liverpool 2023. Taking advantage of these strategic plans as well as its placement between Sydney Kingsford Smith Airport and the Badgerys Creek Western Sydney Airport, Live Liverpool will reinforce Liverpool City as the economic, community and cultural heart of the southwest.

Live Liverpool recognises the economic and social needs of Liverpool and greater Western Sydney in terms of housing, employment, education, cultural investment, and social responsibility, and has addressed these needs through the masterplan. Specifically, the masterplan will deliver:

- a transport AirHub connecting Liverpool to strategic centres;
- two Gateway Towers representing the pinnacle of commercial activity and employment;
- an Urban Design Centre of Excellence shaping the architectural and artistic future of Western Sydney and providing educational opportunities through partnership with Western Sydney University;
- the Cumberland Plain Cultural Centre which will exhibit the rich history and multiculturalism of southwestern Sydney and support the Australian Museum as a new Aboriginal ‘keeping place’. A cultural trail will connect heritage and culture throughout Liverpool;
- outdoor retail and dining to promote pedestrian movement through streets;
- Western Sydney Music Bowl and outdoor event spaces which will host a diverse range of local, regional and international festivals as well as capacity for community events;
- continuous connection to the Georges River with a river cycleway and active river crossings to existing pedestrian and cycle paths in Liverpool;
- large residential living precincts and public meeting places built to sustainable design principles;
- an engaging Community Quarter with youth facilities, a library, community hall and childcare;

In a culture-led transformation, Live Liverpool will instil pride in its people, inspire innovation for future generations, and attract people from across the world.
The Vision

Live Liverpool is a visionary concept that will return the beating heart to Liverpool, transforming an industrial area into a liveable, inspiring, vibrant and evolving environment.

It will combine cultural and civic attractions with community, recreational, retail and commercial uses to deliver a range of public spaces and activities.

Live Liverpool will reinforce Liverpool City as the economic, community and cultural heart of the southwest.

Live Liverpool will help the city achieve its potential for sustainable and affordable housing and set the standard for green development in Western Sydney.

The Liveable City.

Live Liverpool will unlock the energy of the southwest with the Urban Design Centre of Excellence and playing host to all manner of building and design industries.

The Inspiring City.

Live Liverpool will embrace the city’s diverse culture and celebrate its significant heritage with the Southwest Cultural Centre and Music Bowl, active event spaces and meeting places like The CQ.

The Vibrant City.

Live Liverpool will attract new industry, business and residents, growing the ‘airport city’ with a new urban direction for the future.

The Evolving City.
Strategic Context

In December 2014, the New South Wales Government released *A Plan for Growing Sydney* that set the strategic direction for Sydney and its regions. In the southwest region, Liverpool was highlighted as a strategic centre.

The aims of the plan are to:
- Retain a commercial core in Liverpool, as required, for long-term employment growth.
- Provide capacity for additional mixed-use development in Liverpool including offices, retail, services and housing.

Liverpool is the vision that achieves all of these aims and much more.

The Game-Changer: Economic Repositioning

Perfectly placed between Sydney’s Kingsford Smith airport, the Sydney CBD and the new airport at Badgerys Creek, Liverpool has the game-changing opportunity for economic repositioning.

For Liverpool to become Sydney’s third regional city and Badgerys Creek airport’s primary edge city, its future lies in its connectivity to key strategic centres and destinations. Explored further in the Connectivity component of the masterplan, three key regional transport links have been identified which will allow fast and frequent travel between Badgerys Creek, Parramatta and the Sydney CBD. These transport links will connect Liverpool to job-rich areas and stimulate growth for housing and employment.

A core concept of *Live Liverpool* is to support the Growing Liverpool 2023 vision and the ongoing Building Our New City CBD regeneration.

Live Liverpool will yield new homes and community facilities to cater for Liverpool’s once again status as an employment centre for the southwest.
Liverpool is a city vastly growing in population. It is one of the most multi-cultural populations in Sydney, with the majority of people having immigrant ancestry.

**Demographics**

- 75% multicultural ancestry
- 1.5% Aboriginal or Torres Strait Islander
- The main languages spoken in the household are Australian/English, Arabic, Hindi and Vietnamese. Liverpool is also made up primarily of families and a young working population.

**Social Context**

Liverpool is a city vastly growing in population. It is one of the most multi-cultural populations in Sydney, with the majority of people having immigrant ancestry. Compared to Greater Sydney, Liverpool is a younger population, has a greater number of families, lower household incomes and higher unemployment rates.

- 57% of families have one or more children
- Unemployment is higher than the Sydney average
- Population growth of about 9.4% and still growing
- Percentage of units is half the Sydney average

Liverpool is made up primarily of families and a young working population. Primary employment in Liverpool is industrial and manufacturing, education and professional services. This is evident through existing large scale manufacturing development in Moorebank and Warwick Farm.

Community and recreational spaces are located throughout Liverpool. Community centres are largely concentrated around the CBD. Recreational spaces (including sporting fields) are largely concentrated alongside riparian zones, most likely due to limited development potential for other uses due to flooding. There is a rich sporting culture in Liverpool.

- 82% of all households are families
- Unemployment is higher than the Sydney average
- Population growth of about 9.4% and still growing
- Percentage of units is half the Sydney average

The Live Liverpool existing site and its relationship to the Building Our New City strategy for the Liverpool CBD. Site A is a potential complimentary development. Live Liverpool is likely to stimulate development in sites B and C.
The Fabric of Liverpool
The character of Liverpool was analysed to ensure that Live Liverpool is a vision that fits in with the local townscape and community. Live Liverpool will compliment the Liverpool CBD and surrounding areas.

1. Liverpool CBD
The Liverpool CBD includes a number of commercial, mixed-use and retail uses. The buildings are largely low-rise however recent mixed-use development applications intend to change the cityscape.

2. Westfield Liverpool
The recently refurbished Westfield Liverpool Shopping Centre is the main retail outlet and mall for Liverpool and its surrounding suburbs. Building on this refurbishment, Liverpool City Council is expanding its retail offering with the revitalisation of Macquarie Mall.

3. Liverpool Council Chambers
The Council building is located on the corner of Moore and George Streets. It is currently one of the highest defining buildings in the CBD.

4. Liverpool Health and Education Precinct
Liverpool Hospital is the largest hospital in NSW and is the major tertiary referral hospital in the south west of Sydney. It is a key employment generator for the region. Future development of the health and education precinct is intending to attract significant investment and innovation opportunities.

5. Bigge Park
Bigge Park dates back to 1810 and is one of Liverpool’s significant historical and cultural spaces. The park is marked by the iconic commemorative clock tower. The park has historic value as well as associated Aboriginal stories.

6. Casula Powerhouse
Casula Powerhouse is a historical building located along the Georges River that was purchased by Council after it was decommissioned in 1976. It was opened in 1994 as a multi-disciplinary arts centre. It is a key arts and culture attraction for the region.

7. Existing Cycleways
Liverpool has a number of offroad and onroad cycleways. As part of making the city more accessible, a number of proposed cycleways have also been identified.

8. Liverpool Railway Station
Liverpool Railway Station is the main transport gateway into the city. It was upgraded as part of the transport access program but retains historic values as it was one of the earliest railway stations to be established on the Main South Line during the 1950s.

“A hub that provides jobs, housing, services and recreation for people in Liverpool and its surrounding regions”
Liverpool Mayor Ned Mannoun
9. Haigh Park and Lake Moore
Haigh Park and Lake Moore provide a relaxed environment for leisure along the Georges River. Haigh Park has picnic facilities and opportunities to connect to the river. Lake Moore provides wetlands for aquatic birds also found throughout the wider Chipping Norton Lakes region to the east.

10. Prysmian Cables and Systems
The Pirelli property is listed on the Liverpool local environmental plan as a locally significant heritage property. The brick administration building is the key heritage feature and is described to demonstrate the history of modern industrialisation in Australia.

11. Liverpool Weir
Liverpool Weir is listed on the State Heritage Register. Built in 1836, it is one of the earliest surviving stone weirs constructed in Australia and one of the few surviving weirs constructed in the early colonial era for the supply of water to a township. Although the repair works, extensions and additions have had an adverse impact on the integrity of the original structure and have altered its appearance, Liverpool Weir is a rare 19th century water supply structure, and its original and repair fabric have historic and heritage significance.

12. Major Roads (Moorebank Ave, Newbridge Road, M5 Motorway)
A number of major roads intersect the site and make connectivity to other areas difficult. The site is cut off from residences to the south and east by the M5 Motorway and Heathcote Road. The north-south divider of Moorebank Avenue and the east-west divider of Newbridge Road effectively quarter the site.

13. The Georges River
The Georges River is central to the heritage of Liverpool as it shaped the Cabrogal use of the locality and later defined the patterns of settlement for European settlers. It has provided the context for industrial development and it more recently functioned as a focus of leisure and recreational activity. Riparian vegetation along the site is generally in poor condition but includes a mix of River-flat Eucalypt Forest (EEC) and exotic vegetation.

14. Existing Residential
There is an existing residential development between Moorebank Avenue and Swain Street, primarily made up of houses. They are currently isolated from other areas of residential development and are surrounded by industry.

Existing Flooding
The site is flood liable, meaning that it is at risk of potential inundation by flood waters from the Georges River. The majority of the site lies within what is currently classified as the “Low Flood Risk Precinct” (FRP) according to the Georges River Floodplain Risk Management Study and Plan (Bewsher Consulting, May 2004 for Liverpool City Council et al). There are areas of the site, particularly along the Georges River that are within the other FRPs that comprise the Flood Planning Extent, based on the Liverpool City Council LEP maps. In these areas, the risk from flooding is higher.
The Best of Sydney

Iconic character areas of Sydney were explored to understand the things that make a city great, bring communities together and brings open spaces alive. The ideas from these areas helped form the Live Liverpool objectives and were incorporated into the masterplan.

Darling Harbour
- Large recreational and pedestrian precinct
- Retail, tourist and entertainment hub
- Family friendly by day
- Dining and entertainment by night
- “Open all hours”
- Close proximity to city centre
- Festival space

Pyrmont
- Densely populated inner city suburb with plentiful multi-use parks and green spaces
- Facilitates access to the water
- Pedestrian friendly
- Rejuvenating development in 1990s breathed new life into area

Potts Point
- Inner city suburb
- 20-minute walk from city centre
- Well connected by public transport
- Local community space used for cafés, and markets

Pitt Street Mall
- Pedestrianised and cosmopolitan retail block
- Westfield anchor development
- Close proximity to business precinct
- Retail by day
- Late night shopping on Thursdays and over holidays
- Place of congregation for pop-up events

Live Liverpool

Sydney Character Areas ♥ Analysis
The Pinnacle of Local Planning
Local masterplan precedents set the standard for what is possible and achievable within Sydney and a number of key ideas have been adopted for the Live Liverpool vision. By analysing local masterplans proposed and under construction, we have ensured that Live Liverpool is at the pinnacle of local planning.

Barangaroo, Sydney CBD, NSW
Iconic 22 ha urban renewal project in the heart of Sydney’s CBD
- Three precincts including Barangaroo South, Barangaroo Central and the Headland Park
- Barangaroo South commercial precinct privately developed with sale of 100-year commercial leases to help fund Barangaroo Central
- Reconnecting communities with public space and the water

Camellia Precinct, Parramatta, NSW
Large scale site in Western Sydney with river frontage
Key elements include
- Creating employment area
- Revitalisation of wide boulevard and activation as commercial precinct
- Renewal of natural assets and connection to the Parramatta river
- Complements existing development – incorporating entertainment precinct associated with Rosehill racecourse

Wentworth Point, Auburn, NSW
Predominantly medium to high density residential development in Western Sydney
- Will incorporate Peninsula Park and foreshore walk
- Proposed pedestrian and cycle bridge will connect to the mixed use including retail and commercial centre of Rhodes
- Has been criticised for poor planning for cars with existing congestion problems and only one route in and out of the precinct.

Liverpool on the World Stage
International masterplan precedents ensure that Live Liverpool stands out on the global stage. We have searched the world over for iconic visions that address the activation of waterfront sites, draw communities to and through peninsulas and optimise development around transport links that will be incorporated into Live Liverpool.

Lehigh River Waterfront, Allentown, USA
- The primary aim is to help the Lehigh River Waterfront reach its optimal potential as a balanced, live-work-tourism destination
- Gradually transitions the ratio of industrial and utility uses toward grander open space and mixed-use development opportunities along the waterfront
- Enhance public areas of the river-front and its neighbourhood edges along with attracting new businesses to the river-front zones.

Greenwich Peninsula, London, UK
The river line of the Greenwich peninsula is not dissimilar to that of Live Liverpool. The streets are designed to complement the arena, the main attraction at the peninsula. Features include:
- Buildings fronting onto and reinforcing open spaces
- Landscapes crossing to connect the park to the river
- Public Realm is guided by the landscape and lighting.

Old Oak Common, London, UK
- 99 acre site mostly abandoned goods yards
- Optimising development around Transport Hubs – Transport links central to the masterplan
- Open spaces and green-links
- New housing, schools, commercial and sporting uses
- Masterplan includes 12,000 new homes and millions of square metres of office and commercial space
**Masterplan Objectives**

The Live Liverpool vision seeks to:

- transform Liverpool into a liveable city offering high quality of life, development opportunity and a sustainable environment;
- provide a mixed use precinct with good linkages to the Liverpool CBD and allowing easy movement to and through the site;
- create the right mix of uses, activities, programs and public spaces that will foster a memorable urban district and attract people from all destinations;
- create and promote a ‘sense of place’ that is commensurate to the area’s rich history, culture and environmental setting;
- enable a range of uses and spaces that will contribute to a vibrant and active public domain consolidating the character of Liverpool;
- deliver development that is profitable but diverse, integrating commercial, residential, retail, education, civic and cultural uses; and
- create a river-front destination that is safe, connected and meaningful to the surrounding precinct.

These objectives are addressed through the guiding principles adopted for the masterplan.

**Masterplan Principles**

The development of the Live Liverpool concept has been guided by the fundamental masterplan principles:

**Connectivity**

- Capitalise on Liverpool’s unique position between Sydney Kingsford Smith Airport and the second airport at Badgerys Creek by providing transport links and economic opportunity.
- Ensure a positive interface between Live Liverpool and Building Our New City.
- Facilitate pedestrian connection throughout the site.

**Stakeholder and Community Engagement**

- Effectively engage both stakeholders and community in all stages of planning and development.

**Housing and Employment**

- Provide employment opportunities close to existing commercial development in the Liverpool CBD.
- Provide affordable housing to address Sydney’s growing population.

**Community and Culture**

- Create a cultural space and attraction close to the Georges River that can link to existing heritage features.
- Celebrate the diversity of the people of Liverpool.

**Open Space and Public Domain**

- Promote access to the Georges River and connect areas of open space with an active and liveable public domain.
- Ensure a continuous and accessible river foreshore and promote a pedestrian and cyclist friendly lifestyle.

**Sustainable Design Principles**

- Incorporate sustainability into block layout and building design to allow solar access and avoid wind tunneling.
- Reduce energy demand through smart building design.
- Reduce potable water demand and incorporate recycled water use.

**Funding and Phasing**

- Ensure development is sustainably and realistically funded.
Live Liverpool

Live Liverpool is divided into four general quarters: Cultural Quarter (Orange), Retail Quarter (Red), Employment Quarter (Blue) and the Residential Quarter (Yellow).

Live Liverpool has strategically placed iconic buildings in each quarter to draw visitors and residents through the site.

Two main routes define the masterplan, diverging from the transport notes through the different quarters of Live Liverpool.

The main routes are intersected by a series of different green and urban spaces, each with an individual character.

The Live Liverpool Vision

The Masterplan

liveable  inspiering  vibrant  evolving
1. To achieve the desired number of units and jobs, the total quantum of development required for Live Liverpool is approximately 1.3bn square metres. When spread evenly across the site (with a site coverage of 100%), this equates to a total of 1.5 storeys. The floor to site ratio is set at 1.5 which is relatively low.

2. A key theme in Live Liverpool is to have a generous quantity of open green space in the site, this was set at 40%. The desired quantum of development is then spread across the remaining 60% of the site, the total height of the development is 2.5 storeys.

3. Large avenues and shared surfaces have been allowed for in the Live Liverpool, totalling approximately 30% of the site. This leaves the final site coverage of the development at about 30% which is low, but is in line with the vision of Live Liverpool. The total height of the development is 6 storeys.

4. As building envelopes are limited by daylight allowances and building proximity restrictions, setbacks have been introduced which create podiums. Further reductions have been made with courtyards. This sets the remaining development at 9 storeys which was generally felt to be too high.

5. Introduction of two “Gateway Towers” either side of Newbridge Road reduces the overall height of the remaining development to 7.5 storeys and creates a significant icon for Live Liverpool.

6. The remaining mass in Live Liverpool is sculpted to reflect the dynamic street layout. Generally, the height of the development is larger to the north of Newbridge Road as this is predominantly commercial, and smaller to the south as this is predominantly residential.
Each quarter in Live Liverpool has its own distinct character. Live Liverpool is also home to several iconic buildings, distributed throughout the different quarters, illustrated on pg.14.
Character Areas

Character Area A - Retail Quarter with a high quality retail experience and shared surface.

Character Area B - Cultural Quarter, a new cultural centre in Haigh Park serving as a area for congregation cultural activities and events.

Character Area C - Employment Quarter with Light rail and green bridge connection heading south.

Character Area D - Residential Quarter with human scale buildings and shared surfaces.

Character Area E - River-front promenade fronted by restaurants and leisure activity. Also lined with a cycle path and the heritage trail.
Live Liverpool

The Wider Transport Context
Liverpool is uniquely positioned at the centre of Sydney’s future airport corridor to become the gateway to the extended Global Economic Corridor.

Situated 19km from the planned Badgerys Creek Airport, 23km from Kingsford Smith Airport in Mascot and 14km from Parramatta, Liverpool is poised to become the ‘airport city’ and the economic heart of south-west Sydney, but only if the transport links are there.

“The Liverpool CBD is strategically positioned in the corridor between Sydney’s two international airports. We are ideally located to host professional and back office services needed to support the Badgerys Creek Airport and its connecting transport infrastructure.”
Liverpool Mayor Ned Mannoun

Western Sydney Light rail - In line with the NSW Long Term Transport Master Plan and as part of the development of the Western Sydney Light Rail network, it is proposed that light rail will be extended from Parramatta to Liverpool.

Sydney Metro Southwest - In line with the NSW Long Term Transport Master Plan and as part of the development of the Western Sydney Light Rail network, it is proposed that light rail will be extended from Parramatta to Liverpool via the existing T-Way.

As well as providing a reliable link to Parramatta, light rail will revitalise Liverpool and the areas along its route. It will also link existing residential communities east of the Georges River to the Liverpool CBD.

Sydney Metro Southwest - Sydney’s new metro system will transform how the city moves. It will also transform how Liverpool moves and will be pivotal in the economic repositioning of the region.

Sydney Metro Southwest will be extended from Bankstown to Liverpool, providing fast services to the CBD.

AirHub: the Transport Pulse
Liverpool’s position as the economic capital of south-west Sydney will be cemented with AirHub; the core of Liverpool’s transport pulse.

Canary Wharf Underground Station in London provides a glimpse as to what is possible for AirHub.

Located in the Live Liverpool business area, AirHub will be the centre of Liverpool’s transport combining light rail, Sydney Metro Southwest and Airport Fast Rail with an active transport link to the existing railway station and Liverpool CBD.

AirHub will have an underground concourse serving the Sydney Metro Southwest and Airport Fast Rail and an above ground light rail stop providing easy access to the CBD.

Liverpool’s business heart. After 2023, Liverpool will be connected to Parramatta and the Liverpool CBD with the growing corridor of Badgerys Creek CBD and the Global Economic Corridor.

Transforming how Liverpool moves and will be pivotal in the economic repositioning of the region.

Sydney Metro Southwest connects to Sydney Metro City at Sydenham and continues along to Bankstown, delivering an economic boost of $817m and 6,536 additional jobs along the Bankstown corridor (Sydney Metro Project Overview, 2015).

It is proposed that Sydney Metro Southwest is extended from Bankstown to Liverpool which will link Live Liverpool and the Liverpool CBD with the growing centre of Bankstown, the Sydney CDB and the Global Economic Corridor.

Airport Fast Rail - In order to take full advantage of the economic benefits that the Badgerys Creek Airport will bring, a connection between Badgerys Creek Airport, Kingsford Smith Airport and the Sydney CBD will be crucial. However, Badgerys Creek will need workers to support the airport operation and surrounding businesses.

The answer is to link Liverpool to the airport corridor with fast rail. This link will connect Liverpool to airport related employment opportunities, allowing Liverpool to emerge as an airport city.

The Live Liverpool vision provides a compelling reason to deliver these links as well as a prime location for the convergence of these links; AirHub.

Liverpool is positioned at the centre of Sydney’s future airport corridor and at the gateway of the Extended Global Economic Corridor.

London’s Canary Wharf Underground Station provides a glimpse as to what is possible for AirHub.

Located in the Live Liverpool business area, AirHub will be the centre of Liverpool’s transport combining light rail, Sydney Metro Southwest and Airport Fast Rail with an active transport link to the existing railway station and Liverpool CBD.

AirHub will have an underground concourse serving the Sydney Metro Southwest and Airport Fast Rail and an above ground light rail stop providing easy access to the CBD.

Liverpool’s position as the economic capital of south-west Sydney will be cemented with AirHub; the core of Liverpool’s transport pulse.

Canary Wharf Underground Station in London provides a glimpse as to what is possible for AirHub.
Liverpool business area and residences and liveable inspiring vibrant evolving solutions will include:

- transport and green space conduits. The particular permeability through public transport, road, active bridges over the Georges River to the Liverpool CBD; and encourage use of Heathcote Road as a link to existing Liverpool Railway Station and the Liverpool CBD.

AirHub will become the missing link between Liverpool, the regional centres of Sydney, the Sydney CBD and cities the world over via the Badgerys Creek airport. It will showcase Liverpool’s unique culture and communities and open up the southwest to enormous economic opportunities.

A Closer Look at Connectivity

The key to a liveable and vibrant city is permeability. The Live Liverpool connectivity strategy will create permeability through public transport, road, active transport and green space conduits. The particular solutions will include:

- light rail through the precinct providing a north-south connectivity corridor as well as west to the Liverpool CBD;
- significant traffic calming measures along Moorebank Avenue to discourage through traffic and encourage use of Heathcote Road as a link from the M5 Motorway to the Liverpool CBD;
- green bridges allowing a seamless transition across major connectivity barriers such as Newbridge Road;
- active bridges over the Georges River to the Liverpool Station area and Liverpool Hospital precinct incorporating green space; and
- road linkages from the site to Moorebank Avenue and to regional roads.

Light Rail

The main conduit between the Liverpool CBD, the Live Liverpool business area and residences and community facilities will be light rail.

The light rail will run from the Liverpool city centre, past the railway station and over the Georges River via a public transport and pedestrian bridge. It will thread its way through the business precinct and then over Newbridge Road before running down Moorebank Avenue.

This will have the effect of not only providing a quick and efficient transport solution for the Live Liverpool precinct, but also for existing residences in Moorebank and encourage future developments. Moorebank Avenue will be transformed from a busy, industrial thoroughfare into a leafy, tree-lined boulevard.

Traffic Calming

Moorebank Avenue between the M5 Motorway and Newbridge Road is currently a heavily used industrial thoroughfare, not compatible with the level of residential development and urban renewal of the area.

If transformation of the wider Moorebank industrial precinct and integration of the communities in the area is to take place, heavy traffic along this major road should be discouraged.

Six light rail stops are proposed at key locations from the Liverpool CBD to Live Liverpool including:

- Liverpool Plaza;
- Bigge Park;
- AirHub;
- Gateway;
- Live Liverpool Central; and
- The Community Quarter (terminus).

The Kayseray system in Kayseri, Turkey shows the transformation that is possible with light rail

Cultural Quarters.

The Kayseray system in Kayseri, Turkey shows the transformation that is possible with light rail

Traffic calming measures will be employed such as:

- visual changes such as use of trees alongside the roadway, on-street parking and planter boxes;
- curb extensions;
- pedestrian refuges and traffic islands; and
- raised pedestrian crossings.

The light rail travelling down Moorebank Avenue and a reduction in industrial uses and traffic generators in the area, will be possible to transform the road to be more appropriate for the future land use. This will result in a streetscape more amenable to pedestrians and a safer environment for future communities.

Simple traffic calming measures will be employed such as:

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

Taking inspiration from the Green Bridge carrying Mile End Park over Mile End Road in London, the Live Liverpool vision proposes a Green Bridge spanning over Newbridge Road. This will convey the sense of a seamless transition that not only removes the barrier of a major road, but also adds to the green space corridor and creates a new space for the community. The Green Bridge will allow the light rail to cross Newbridge Road without affecting existing traffic flows and provide a gateway into Liverpool City through the Gateway Towers.

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

- visual changes such as use of trees alongside the roadway, on-street parking and planter boxes;
- curb extensions;
- pedestrian refuges and traffic islands; and
- raised pedestrian crossings.

The green streets of Portland, Oregon illustrates the use of curb extensions and pedestrian crossings

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Tolouse Tramway in France shows what Moorebank Avenue may look like with traffic calming provisions

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge

The Live Liverpool Green Bridge takes inspiration from the Mile End Green Bridge
Active Transport Bridges

For many years, the Georges River has divided the Liverpool CBD from the industrial lands to the east in Moorebank. The only road crossings are via the M5 Motorway in the south and Newbridge Road in the north. As a result, community facilities such as Haigh Park and Lake Moore have been under utilised. The railway bridge footings did support a pedestrian footbridge however this was removed in 2007.

Live Liverpool proposes to reconnect the east and west sides of the Georges River with a number of active transport bridges.

The existing railway bridge piers are to be innovatively reused by using a footbridge suspended within an outer truss to be threaded through the piers. This solution allows any elevation difference to be taken up within the structure and will serve as a strong visual entry point into the Liverpool CBD.

Other active transport bridges are provided in the following areas of the site:

- at the south-west end of the site connecting to Powerhouse Road and cycleway providing access to residential areas in Casula and Casula Powerhouse;
- at the centre of the site connecting across to Atkinson Street providing access to residential areas in Liverpool South and the new Papermill and Bindery developments;
- at the north-west end of the site connecting across to Moore Street/College Street providing access to Bigge Park and the Liverpool CBD. This bridge is shared with the light rail;
- at the north of the site connecting across to Scrivener Street providing access to the Liverpool Health and Education Precinct; and
- at the north-east of the site connecting Haigh Park and the Cultural Quarter with residential area in Chipping Norton. Note that this link does currently exist and will be further integrated into Live Liverpool.

Road Access

Despite the focus on public and active transport, road access to Live Liverpool will still need to be provided. The main road access to Live Liverpool will be via Moorebank Avenue into the shared surfaces within the precinct or to the podium parking located on the perimeter of the precinct which will cater for both residents and local tourists.

The Georges River bridge will link into the existing Liverpool Railway Station concourse similar to proposed modifications to Penrith Railway Station.
An effective Stakeholder Engagement strategy will be fundamental in ensuring that the planning process and the realisation of the Live Liverpool vision is as smooth as possible and provides opportunities for consultation. It is important that the vision and the final plan align closely with the expectations and views of stakeholders. The Stakeholder Engagement and Community Consultation Plan adopted by Live Liverpool is described below.

**Stakeholder Engagement**

A comprehensive list of all possible stakeholders will be prepared and evaluated on a matrix based on their level of influence as well as their interest in the project. Possible pre-existing attitudes of these stakeholders will also be collated.

A high level approach and the types of stakeholders associated with Live Liverpool are shown on the diagram. It is necessary to analyse stakeholders based on their level of interest, as well as their level of power or influence.

Low level interest groups with low level of power require the lowest level of management and primarily needs to be monitored. This group includes future tourists to the area, and members of the wider public which may not be so closely affected. Monitoring of this group can be achieved through Social Media.

The next group has a high level of interest in the project but not necessarily a high level of power. This group includes educational institutions as well as potential contractors and suppliers. The most effective approach for this group is to keep them involved and informed through ongoing communications.

Next is a group whose interest in the project may not be as great, but they are able to exert a high amount of influence. It is necessary to keep this group satisfied, and this can be achieved through online communications. This group may include members such as utilities companies and some areas of the government, for example the federal government. The media may at times also fall into this group, as although they may not have as close a connection to the project, they are able to exert a high amount of power and influence and have the ability to alter the community’s perceptions.

The final group is the most crucial to collaborate with and manage well, and this is the group that has both the highest level of interest in the project as well as the highest level of power and influence. This group requires the most investment from a stakeholder management perspective.

Those with the highest interest and power include local and state governments, TINSW and developers. For this group, a highly targeted stakeholder framework is necessary. Included in this framework will be regular face to face meetings and consultation during the planning process and during project milestones. A steering committee will be formed, including key stakeholders and representatives from each sector, in order to form an interface between these different stakeholders and planners.

Another aspect that needs to be established is the attitude and nature of the interest of each group. Many stakeholders have a commercial interest, while others may have interests which are not related to commercial gain. Again, communications need to be created which recognises the nature of the different interests.

The final group is the most crucial to collaborate with and manage well, and this is the group that has both the highest level of interest in the project as well as the highest level of power and influence. This group requires the most investment from a stakeholder management perspective.

Those with the highest interest and power include local and state governments, TINSW and developers. For this group, a highly targeted stakeholder framework is necessary. Included in this framework will be regular face to face meetings and consultation during the planning process and during project milestones. A steering committee will be formed, including key stakeholders and representatives from each sector, in order to form an interface between these different stakeholders and planners.

**Community Engagement**

Community is a central theme to Live Liverpool’s philosophy and as such, community engagement and involvement will be vital to the vision’s success.

The community is also identified as one of the key stakeholders, with different members of the community having differing levels of interest and influence.

Open communication will be necessary in listening to and addressing community concerns. Community consultation sessions will be held throughout the different stages of planning and development, and communication will be ongoing through social and local media.

Social media is especially effective in providing a platform for members of the public to voice their concerns, and encourages an open forum away from formalised meetings.

Community concerns are likely to involve changes in amenity (visual, noise, traffic), challenges to small business, and social and cultural shifts. In recognising this, Live Liverpool aims to embrace the local multicultural environment and provide opportunities for involvement, for example in supporting activation of the public domain by continuing to support Liverpool’s Living Streets Program (which gives the community the ability to express itself through artwork and design). Further, Live Liverpool will create opportunities for small business throughout the new residential precinct and new urban centre surrounding the Community Quarter.

The Community Quarter will be one key focus of community consultation in order to gauge the community’s priorities in terms of satisfying youth interests and other community needs. Community engagement will also be important in ensuring local history and cultural migration stories are embraced by the new Cultural Centre.
The nature of jobs in Sydney is changing, nowhere more so than in the southwest. Jobs in Liverpool are shifting away from the manufacturing sector and into other industries such as health care, education, retail and construction. Increasingly, Liverpool will provide workers for the Badgerys Creek Airport and host airport related businesses and support services. Live Liverpool will be where these businesses and workers call home within the ‘Airport City’.

Home within the Airport City

Western Sydney has much to gain from the development of the Badgerys Creek Airport, in particular, the Liverpool Local Government Area (LGA). The report commissioned by the NSW Business Chamber, Economic Impact of a Western Sydney Airport by Deloitte Access Economics reveals that Liverpool has the most to gain from direct airport employment, growth of new and existing industries and increased productivity. The report indicates significant growth in additional Gross Regional Product (GRP). The airport will increase the GRP of Western Sydney by more than Liverpool City's contribution in 2014. Liverpool will have a significant share of the economic benefits of the airport, only if it is well prepared and smart about serving the needs of the airport.

Live Liverpool aims to be the lightning rod for this future economic activity with the Employment Quarter becoming home to airport related businesses.

The Employment Quarter will be an attractive proposition to businesses with direct transport links to the airport, the Sydney CBD and other regional centres. The Gateway Towers and surrounding offices provide the opportunity to attract top tier airport related businesses and support services to Liverpool. The business oriented open spaces and public domain of the Employment Quarter make it an appealing location for head offices and corporate headquarters.

The City of Urban Design

Western Sydney is growing at a rapid pace and is taking greater role in the success and future of NSW. As the economic centre of Sydney is drawn further west, supporting infrastructure, new employment lands, residential areas and communities will need to be planned, engineered and constructed.

Live Liverpool's future lies in supporting the development of Western Sydney and the airport and becoming the City of Urban Design.

“‘The City holds the combined location, economic, and social environment advantages, that should make it a magnet for administrative, professional and other higher-end white collar functions as well as the R&D and related knowledge-based firms supporting aerotropolis industrial development. John D. Kasarda, A Western Sydney Aerotropolis - Maximising the benefits of Badgerys Creek”

Taking inspiration from the Australian Urban Design Research Centre (AUDRC), Live Liverpool will become the centre of urban design in NSW with the creation of the Urban Design Centre of Excellence.

The Centre of Excellence will be a hub of collaborative research, education and advocacy for urban design best practice. Its aim will be to influence the development of Western Sydney and wider NSW to improve our urban spaces, our places of work and our communities.

This will provide Liverpool the opportunity to capitalise on its existing relationships with Western Sydney University and grow the presence of a major university in the city. It will foster partnerships between educational organisations and government departments and mark Liverpool as the generator of highly skilled workers.

“A university needs to be here and we need to build a presence in Liverpool”

WSU Vice-chancellor Barney Glover Speaking on the announcement of a new Western Sydney University campus in Liverpool

Housing is an issue that needs to urgently be addressed in order to accommodate Sydney’s growing population. According to State Government figures (2014), Sydney’s population is set to increase by 1.6 million over the next 20 years, requiring an additional 600,000 homes, with the population expected to reach 5 million as early as next year.

The creation of additional new housing, such as that proposed by Live Liverpool, will be fundamental in meeting the housing requirements of growing Sydney. Housing is an issue that, while acknowledged as an urgent issue, is somewhat inadequately addressed in many planning documents for Sydney.

A Home for Everyone

Central to Live Liverpool’s success is the campaign to have the city designated as a Priority Precinct as described in A Plan for Growing Sydney. The Government is working towards a target of 664,000 homes by 2031. As shown in the demographics analysis, Liverpool is far from achieving its potential for housing.

9,700 new homes

The Live Liverpool masterplan achieves a total of 9,700 homes on the 224 acre site. The masterplan also incorporates high ratio of affordable housing at 25%. The residential focus of the precinct is geared more towards families and as such, the ratio of units is 25% 1 bedroom, 50% 2 bedroom and 25% 3 bedroom units. The unit sizes meet minimum square metreage requirements set by SEPP65, with minimum setbacks and clearances also adhered to.

New town centres

As shown in the adjacent figure, the residential area will be located south of the commercial and retail quarter. Toward the south end of the site, there will be another “town centre” with a plaza feel amongst the apartment blocks. This plaza will contain eateries, and a modest range of retail, to service the surrounding residents and provide a village feel as well as a new school and playing fields.

Home within the Airport City

Western Sydney has much to gain from the development of the Badgerys Creek Airport, in particular, the Liverpool Local Government Area (LGA). The report commissioned by the NSW Business Chamber, Economic Impact of a Western Sydney Airport by Deloitte Access Economics reveals that Liverpool has the most to gain from direct airport employment, growth of new and existing industries and increased productivity. The report indicates significant growth in additional Gross Regional Product (GRP). The airport will increase the GRP of Western Sydney by more than Liverpool City’s contribution in 2014. Liverpool will have a significant share of the economic benefits of the airport, only if it is well prepared and smart about serving the needs of the airport.

Live Liverpool aims to be the lightning rod for this future economic activity with the Employment Quarter becoming home to airport related businesses.

The Employment Quarter will be an attractive proposition to businesses with direct transport links to the airport, the Sydney CBD and other regional centres. The Gateway Towers and surrounding offices provide the opportunity to attract top tier airport related businesses and support services to Liverpool. The business oriented open spaces and public domain of the Employment Quarter make it an appealing location for head offices and corporate headquarters.

The City of Urban Design

Western Sydney is growing at a rapid pace and is taking greater role in the success and future of NSW. As the economic centre of Sydney is drawn further west, supporting infrastructure, new employment lands, residential areas and communities will need to be planned, engineered and constructed.

Live Liverpool’s future lies in supporting the development of Western Sydney and the airport and becoming the City of Urban Design.

“We want to be known as the city that builds things and is home to all the related industries that build things - engineering, constructing, consulting, planning. We want to become the city of urban design”

Liverpool Mayor Ned Mannoun Speaking on the announcement of a new Western Sydney University campus in Liverpool

Taking inspiration from the Australian Urban Design Research Centre (AUDRC), Live Liverpool will become the centre of urban design in NSW with the creation of the Urban Design Centre of Excellence.

The Centre of Excellence will be a hub of collaborative research, education and advocacy for urban design best practice. Its aim will be to influence the development of Western Sydney and wider NSW to improve our urban spaces, our places of work and our communities.

This will provide Liverpool the opportunity to capitalise on its existing relationships with Western Sydney University and grow the presence of a major university in the city. It will foster partnerships between educational organisations and government departments and mark Liverpool as the generator of highly skilled workers.

“A university needs to be here and we need to build a presence in Liverpool”

WSU Vice-chancellor Barney Glover Speaking on the announcement of a new Western Sydney University campus in Liverpool

Housing is an issue that needs to urgently be addressed in order to accommodate Sydney’s growing population. According to State Government figures (2014), Sydney’s population is set to increase by 1.6 million over the next 20 years, requiring an additional 600,000 homes, with the population expected to reach 5 million as early as next year.

The creation of additional new housing, such as that proposed by Live Liverpool, will be fundamental in meeting the housing requirements of growing Sydney. Housing is an issue that, while acknowledged as an urgent issue, is somewhat inadequately addressed in many planning documents for Sydney.

A Home for Everyone

Central to Live Liverpool’s success is the campaign to have the city designated as a Priority Precinct as described in A Plan for Growing Sydney. The Government is working towards a target of 664,000 homes by 2031. As shown in the demographics analysis, Liverpool is far from achieving its potential for housing.

9,700 new homes

The Live Liverpool masterplan achieves a total of 9,700 homes on the 224 acre site. The masterplan also incorporates high ratio of affordable housing at 25%. The residential focus of the precinct is geared more towards families and as such, the ratio of units is 25% 1 bedroom, 50% 2 bedroom and 25% 3 bedroom units. The unit sizes meet minimum square metreage requirements set by SEPP65, with minimum setbacks and clearances also adhered to.

New town centres

As shown in the adjacent figure, the residential area will be located south of the commercial and retail quarter. Toward the south end of the site, there will be another “town centre” with a plaza feel amongst the apartment blocks. This plaza will contain eateries, and a modest range of retail, to service the surrounding residents and provide a village feel as well as a new school and playing fields.
An Accommodating Vision

The Live Liverpool masterplan has been created with the Badgerys Creek airport and the changing dynamics that will bring, front of mind. Liverpool is ideally positioned to accommodate tourists, as well as others in transit. It is also an ideal location for mobile workers who may be in Sydney for days or weeks due to the nature of their work. Rather than staying at hotels at the actual airport site, the Live Liverpool site will provide an attractive alternative, due to its riverside location, and a precinct which provides attractive restaurants, cafes and retail.

As such, the precinct will incorporate a number of serviced apartments as well as hotels at the north end of the site as shown in the adjacent figure. The hotels will range from budget to boutique accommodation, all taking advantage of its ideal river-front location.

Parking

A high proportion of residential and commercial parking will be provided in building podiums. For the units, there will be on average one car space per unit, as well as one visitor’s space for every five units. In addition to these parking podiums will be on street parking.

However, since the precinct largely centres around a philosophy of shared zones, excessive car traffic will be discouraged, and the parking podiums will largely be based on the perimeter of the site, in order to channel traffic onto adjacent arterial roads effectively. Motorbike and bicycle parking will also be provided throughout the site.

Serviced Apartments and Hotels

(Housing and Employment Detail)
Liverpool is a city of great potential. It is challenged by its reputation, has a number of community issues, and a comparatively greater representation of youth population. However, it also has a diverse culture which is celebrated throughout the year during special events such as Starry Sari Night. It also has a number of existing community programs like Street University and Living Streets.

Live Liverpool will embrace the culture and diversity of the community, promoting a sense of place and security for both residents and visitors alike. Community and culture will be the heart of Live Liverpool.

Live Liverpool will follow exemplar case studies of urban renewal such as El Ravel in Barcelona, where a culture-led approach has been able to tackle city social problems. This approach allows planned gentrification around high-quality architecture, new museums, bars and restaurants and visitor accommodation.

Live Liverpool will enable streets and outdoor spaces to be vibrant and exciting, with art and historic features incorporated into the public realm.

Live Liverpool will be a place to be enjoyed by locals and visitors alike. Urban life in Live Liverpool will be activated by:

- iconic cultural attractions;
- modern public event spaces;
- retail uses; and
- exciting community places and features.

Key community and cultural components delivered by the Live Liverpool master plan include:

- The Cumberland Plain Cultural Centre;
- The Western Sydney Music Bowl;
- outdoor retail establishment; and
- The Community Quarter.

The Cumberland Plain Cultural Centre
The Cumberland Plain Cultural Centre is an iconic cultural attraction which will be a new facility of national significance.

Western Sydney Music Bowl
The Western Sydney Music Bowl is a new large event space to attract local, national and international musicians and entertainers.

The Community Quarter (The CQ)
The CQ will deliver programs and infrastructure to cater for Liverpool’s youth, support growing families, and encourage a multicultural society.

Liverpool, Past and Present
The Live Liverpool landscape will be a product of its past and its present. It is important to build a landscape that combines major international trends such as high rise housing with distinctive and local characteristics like historical architecture and environmental features.

Experience has demonstrated there is an important progression that relies on acknowledging the past when creating new communities that are distinctive and have a strong sense of place.

Liverpool is defined by a rich and complex character, mixed with Indigenous, post-war, industrial, working class and migrant histories. The Georges River is a feature of deep Aboriginal cultural significance, providing a key source of livelihood and spiritual connection.

Traditional customs and beliefs in the form of arts, rituals and performances have been passed from one generation to the next and should continue to be
honoured. Live Liverpool presents a unique opportunity to celebrate and showcase Indigenous culture and provide a tangible expression of the area’s Aboriginal heritage. Consultation with Traditional Custodians will be essential to realising this vision. Initially, the need for a Cumberland Plain ‘keeping place’ has been recognised and therefore forms one of the key principles for the Western Sydney Cultural Centre.

Since settlement, Liverpool has continued to grow from a small town to a local city, spurred on by growth in local industry.

Liverpool History in Brief

1878 - First land grants issued – Liverpool was named by Governor Lachlan Macquarie after the earl of Liverpool, then secretary of state for the colonies.
1813 – Road from Sydney to Liverpool completed
1828 – One of the first country areas to open a Post Office
1836 - Lansdowne Rail Bridge and the Liverpool Weir were both designed by David Lennox and built with convict labour
1842 – Population 2000
1868 – First Australian paper mill built in Liverpool
1890 – Gas-works opened
1921 – Population 6302
1922 – Electricity switched on in Liverpool
1960 – Population 30,000 – Liverpool declared a City.
2011 – Population 180,143
2014 – Population 199,928

Heritage Sites and Buildings

Live Liverpool will re-imagine the past, adapting and reusing heritage sites, buildings and industrial relics.

Old Railway Pylons
The old rail bridge pylons will be brought back to life as a footbridge connecting the Liverpool railway station to the AirHub and into the heart of the Live Liverpool precinct.

Prysmian Cable and Systems heritage building
This building will be showcased in the new business precinct as boutique café/restaurant that embraces the architectural features for which it is listed. It will continue to stand for all to admire and enjoy for many years to come.

Liverpool Weir
The old stone wall weir is a unique feature of Liverpool. The weir was a critical piece to Liverpool’s history. By incorporating live music and outdoor cafés, Live Liverpool hopes to activate this area for all to enjoy.

Cultural Trail
The Live Liverpool development will see the heritage walk renewed, with identifying heart shaped markers that will take people on a historical walk of the area. The walk will include original highlights from the CBD such as Bigge Park, cast iron letter box, and old Liverpool court house.

The walk will continue through the railway station, across the old railway pylons, past the weir and through the Live Liverpool site highlights such as the Western Sydney Cultural Centre, The Community Quarter and through the many living community parks. The walk will continue on to the south connecting with the Casula Power House Art Centre.

This walk is a great way to promote awareness of the area, while promoting outdoor fitness and fun activities. The walk could be completed over numerous fun visits, or over an exciting full day adventure.

Heart shaped markers will guide tourists through the Culture Trail similar to the chain links used on the Portsmouth Heritage Trail.

The Live Liverpool vision for community and culture. Source: Live Liverpool
Live Liverpool

Open space is the defining character of any city.

In a society becoming steadily more privatised with private homes, cars, computers, offices and shopping centres, the public component of our lives is disappearing. It is more and more important to make cities inviting, so we can meet our fellow citizens face to face and experience direct through our senses. Public life in quality public spaces is an important part of a full life.

Jan Gehl
The Human Scale

Live Liverpool will deliver active open spaces and vibrant public domain that will invite society to become more involved in Liverpool’s public life.

Key components delivered by the Live Liverpool master plan include:

• conservation of the natural river-front while promoting re-connection with the water’s edge through viewing spots, bridges and natural beaches;
• a nature walk and cycleway connecting to wider, regional cycle links;
• connecting green spaces through unique pocket parks with local character; and
• activating the public domain with artwork, furniture and natural features (trees, benches etc)

Live Liverpool will feature parks and open spaces, linked by a series of pedestrian and cycle paths. A key linkage will be the river-front pedestrian and cycleway, which will maintain the continuity of ecological endangered communities (EECs) but which will also incorporate viewing platforms with views of the river and Liverpool CBD beyond.

Reconnection with the Georges River
Live Liverpool will restore the riparian corridor and connect the community with the natural environmental setting of the Georges River and its associated downstream lakes and wetlands through a riverside walk and cycleway. The restoration will seek support from Council Environmental Programs and NSW Environment Trust.

Riverside Walk and Cycleway
A shared pathway that links in to existing cycleways to complete Liverpool’s network and connection.

Unique Pocket Parks
Pocket parks throughout community areas to promote sustainable uses and community interests. A large recreational playing field will support young families within the Living Quarter.

Fundamental to the Green Strategy will be activating the green corridor and parklands by ensuring their connection to other active uses and the public domain, and providing interactive features and attractions.

Public Domain Elements
Building on the Living Streets program, the community will be empowered to line the streets of Live Liverpool with artwork. Sustainable and ‘green’ design will be required to be incorporated into the public domain and built form of the future mixed use development.

Open squares and lighting will be used to create quality public spaces.

Pocket parks like Dalston Eastern Curve Garden built on a former railway will be used in Live Liverpool

The Live Liverpool vision for open spaces and the public domain. Source: Live Liverpool
Liverpool is already a leader of sustainability within southwest Sydney with a number of programs and action plans in place. Live Liverpool will be a leader of sustainability in Sydney.

“As a consumer of resources, producer of Greenhouse Gases, community leader and statutory body, Liverpool City Council recognises that it has a significant environmental sustainability planning role in Western Sydney.” Liverpool City Council Integrated Environmental Sustainability Action Plan (2012)

Live Liverpool will be the first Green Building Council of Australia (GBCA) Green Star Community in NSW, addressing the GBCA’s national principles for sustainable communities to:

- Enhance liveability
- Create opportunities for economic prosperity
- Foster environmental responsibility
- Embrace design excellence
- Demonstrate visionary leadership and strong governance

Flooding and Stormwater Management

Live Liverpool will maintain forty metre riparian setbacks not only for the benefit of the environment and public amenity, as outlined in other sections, but also so as to remain as far as possible outside the flood planning extent. Building floor levels will be set at a minimum of the 100 year flood level plus appropriate freeboard and building car parking will be provided in building podiums rather than below ground where necessary.

It is expected that limited on-site detention will be required because the site is largely impervious already and the site’s locations adjacent to the river may make it counter-productive to delay discharge of stormwater from the site. However, it will be important to make allowance for appropriate management of stormwater flows through provision of adequate drainage and overland flow paths. In addition to this, treatment of stormwater to achieve stormwater quality targets will be incorporated through a range of measures that capture pollutants.

Rangardens and bioswales will be a feature of the flooding and stormwater management

The measures will include those that can be integrated within the public domain such as raingardens and bioswales. Stormwater will be captured and reused for water features and lawn irrigation.

Rangardens will be incorporated into the urban design of Live Liverpool

A strategy for flooding mitigation, stormwater management and potable water use will be developed in integrated water management strategy for the site, which will consider all aspects of the water cycle on site, to ensure a holistic approach to sustainable water use.

Flooding of the Georges River is accommodated within the sustainable design principles of Live Liverpool

The Public Domain

Lighting of pedestrian and cycle ways as well as other public domain areas will incorporate solar lighting to reduce grid-supplied electricity.

The transport strategy promotes sustainable living through encouraging use of public transport and removing emphasis on cars.

The site layout and building design will avoid wind tunneling effect.

Green Buildings

It is proposed that incentives be introduced to encourage developers to reduce carbon footprint throughout the delivery of Live Liverpool.

Buildings will be designed to:
- minimise carbon footprint during construction through choice of contractor, selection of raw materials and further through the supply chain;
- minimise energy use;
- minimise demand on potable water through rainwater collection and re-use on all residential buildings; and
- incorporate sustainable building materials including recyclable fittings and furnishings.

Developers will be incentivised to deliver green buildings to reduce the carbon footprint of Live Liverpool

Key features of the building sustainability in design are outlined below.

Green Roofs

Buildings in the commercial precinct will incorporate green roofs to reduce impervious site areas, assist with thermal regulation and promote biodiversity.

Heating and Ventilation

Temperature variation is greater in Liverpool than in the Sydney CBD and measures to reduce heating and cooling demands will be incorporated into the building design.

Building orientation and typologies will be selected to optimise solar access which will reduce heating requirements in winter, reduce energy demand for artificial lighting and promote health and wellbeing of building occupants.

Green Parking

Pay parking within building podiums will incorporate green measures that include:
- discount parking fees for car sharing;
- electronic parking tickets through use of mobile phone technology;
- incorporating a high proportion of bicycle storage and parking facilities; and
- recyclables collection points.
Live Liverpool will be delivered over three phases to meet the key masterplan objectives and principles. Each of these phases will be staged to allow time for the sale of assets for future stages to take place without risking delays to construction.

The diagram to the right provides an outline of each of the three phases and delineates how each of these phases will be split into smaller, more manageable stages. Further to this, the page to the right provides the proposed program to deliver a fully utilised Live Liverpool by 2030.

Phase 1
Phase 1 of the development will see the creation of the commercial hub to the mid-northern area of the site. By constructing the commercial hub at the start of the development will create 16,000 new jobs which will provide an opportunity for people who currently live in Liverpool to remain and work in Liverpool.

This will also bring new people in from the surrounding suburbs to the area all of which providing economic benefit to the area. It is envisaged that a Tier 1 Developer will take on Phase 1 of the project.

Phase 1 will be split into four stages with the Gateway Towers being the first of the major buildings to be constructed. The construction of these towers will play a significant role in providing funds to support the ongoing development of future stages. In addition to this, the commencement of the transport and infrastructure to support Phase 1 will also commence. While the Gateway Towers are being built, the construction of the new AirHub will commence in Stage 2 of Phase 1. As this will be at the centre of Liverpool’s transport, providing an active transport link for many thousands of workers, visitors, residents and the like, it is vital to get this AirHub completed on time.

The construction of Western Sydney Light Rail will continue in Phase 2, down through Moorebank Avenue as each of the Stages of Phase 2 get developed. In conjunction with the light rail, the main roads and services will also be constructed to serve each of the developments.

As previously discussed, Sydney’s housing is an issue that needs to be addressed to accommodate the ever-growing population. Live Liverpool will plan to fast track the construction of these apartment blocks by having several Tier 2 Contractors on site at the same time in an attempt to help ease the burden.

Phase 2
With the completion of Phase 1 and the creation of 16,000 new jobs, Phase 2 will see the construction of the residential properties to the central to southern end of the site. These 9,700 1, 2 and 3 bedroom units will be built over 3 stages progressively working south. This will allow time for public funding to become available so that the parklands, attractions and local infrastructure to support the residential development can be built. A mixture of Tier 2 Contractors will deliver each Stage as programmed.

It is envisaged that the construction of Western Sydney Light Rail will continue in Phase 2, down through Moorebank Avenue as each of the Stages of Phase 2 get developed. In conjunction with the light rail, the main roads and services will also be constructed to serve each of the developments.

The first stage of Phase 3 will be to construct the new town centre with eateries and selection of retail outlets to serve the Liverpool community. This Phase will also include the development of the iconic cultural attraction to the northern tip of the site following a community consultation process. It is envisaged that a mixture of Tier 2 and 3 Contractors will deliver and fit out Phase 3 depending on the size of package.

Once all the main heavy construction work has been completed in Phases 1 and 2, the Heritage Trail will commence during Phase 3 in an attempt to minimise any potential damage from heavy construction machinery.
The proposed program to deliver Live Liverpool over the 3 Phases, split up between the various stages of each phase. This program indicates construction will be completed on Phases 2 and 3 at the start of 2030.
Due to the sheer volume and duration of Live Liverpool it will require some innovative thinking to finance and fund this project. From a financial perspective, Live Liverpool will need to be set up correctly at the outset to ensure its delivery is a success. This will include:
• getting the project sizing right;
• making sure we have the appropriate risk allocation; and
• structuring the best solutions for financing/funding

Getting the Project Sizing Right
Getting the project sizing correct is important to consider both in terms of attracting the right developers as well as the right financiers. Achieving this will ensure a viable set of projects. Having projects that are too small won’t attract Tier 1 Developers, however projects too large may make the developer unwilling to take on the risk. When it comes to investor considerations it is also necessary to consider the precedent that has been set.

Risk Allocation
Historically, the mindset has been to minimise risk by passing as much as possible on to the developer. This method is unlikely to provide the best value for money for the development. For Live Liverpool risk optimisation by allocating the risk to a diverse range of stake-holders who are best placed to price, manage and control that risk, is suggested.

Structuring the Best Solutions
As this parcel of land is privately owned, the cost of developing each site will be funded by the respective owners/developers. Therefore, the funding strategy for Live Liverpool will come from various public and private sources. The infrastructure including roads, bridges, water and services; parklands and attractions will be delivered by the public sector with the remaining development coming from the private sector.

From overseas experience, it has been shown that value capture programs can make significant contributions to transport and urban renewal programs. For example, approximately 27% of London’s Crossrail project and over 30% of Denver Union Station redevelopment are being funded by these methods.

Historically, for NSW the sweet spot for PPP was $300 – $500m. However, with developments currently underway, such as Barangaroo, WestConnex and Sydney Convention Centre the amount of capacity already taken up by investors willing to invest in projects is vast. Our view is therefore to set up appropriately sized packages of projects to attract developers and investors to Live Liverpool. The following is suggested:
• $50 - $100m to attract the smaller developers and investors
• $500 - $700m for Tier 2 developers
• $2 - 7b to attract Tier 1 developers as well as the overseas developers who will need to come in to provide capacity for this market.

At Live Liverpool, the sale of environment capacity (bonus FSR scheme) will be adopted. The bonus floor space system proposed will be similar to the scheme successfully administered by South Sydney Council, where the developers will make a contribution of public works in kind or a cash contribution to Liverpool City Council for elements of the Public Works. Experience at Green Square indicates that most developers are keen to take advantage of this bonus FSR offer.

In support of the bonus FSR scheme, the NSW Government provides a Local Infrastructure Growth Scheme (LIGS) which assists council to deliver essential on-ground infrastructure for new housing developments. This scheme will be adopted to help fund the gap between the maximum levy amount that Liverpool City Council can charge developers through Section 94 and the actual costs to deliver the infrastructure.

Examples such as the Denver Union Station redevelopment demonstrate the success of value capture programs. From overseas experience, it has been shown that value capture programs can make significant contributions to transport and urban renewal programs.

While different projects offer different solutions for providing essential infrastructure, Live Liverpool will propose to privately fund, either through a Build Own Operate and Transfer or private sector partnership.

The bonus FSR offer has been successful in the current Green Square developments

AirHub and the Sydney Metro Southwest extension will be funded by a sale of Bankstown and Camden airports

Funding and Financing

Live Liverpool will propose to privately fund, either through a Build Own Operate and Transfer or private sector partnership, the new Airport Fast Rail on the basis that a user charge can be imposed.

In addition to the LIGS, the NSW Government, in June 2015 announced $400m for the Housing Acceleration Fund which will be used for infrastructure, including water, road and electricity networks. This will help speed up the delivery of new homes within Live Liverpool.

The Housing Acceleration Fund can be used to speed up delivery of essential infrastructure

AirHub and the Sydney Metro Southwest extension will be funded through a Build Own Operate and Transfer or private sector partnership

The Airport Fast Rail will extend to regional towns such as Wagga Wagga and Goulburn which will also assist Sydney’s affordable housing crisis by allowing workers to live in regional areas while commuting to Liverpool or Sydney CBD. This move will result in an uplift of land values, with the Government able to capture the additional capital gains tax and stamp duties to help with its cost.
Summary

Live Liverpool presents an opportunity to breathe life into a socially dormant area, link the Liverpool CBD with isolated existing residential development and provide providing thousands of new homes and substantial employment opportunities for the people of Liverpool and beyond.

The strength of the Masterplan outlined in this proposal lies in its recognition of the local and regional context of the site and the founding principles at its heart which are:

- Enhancing connectivity
- Providing much needed housing and employment
- Celebrating community and culture
- Elevating open space and the public domain
- Incorporating sustainability in design at its core
- Grounding in strategic funding and phasing

As one of the largest regeneration sites within the Sydney basin, Live Liverpool will transform Liverpool’s strategic position as a key regional city of the southwest.

Together with crucial development in the Liverpool CBD, Live Liverpool will position Liverpool to take its rightful place as a major player in the rise of greater Western Sydney.

This vibrant centre will become a hub of the second airport aerotropolis and play a pivotal role in securing the future not just of Liverpool and its people, but in the future of Sydney as a whole.
Live Liverpool