

DRAFT
LIVERPOOL

INDUSTRIAL AND EMPLOYMENT LANDS STRATEGY



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Executive Summary

Liverpool is growing rapidly with a population that requires more businesses and jobs. The Liverpool Local Government Area (LGA) is undergoing a profound transformation as the Liverpool City Centre continues to develop as a Metropolitan Cluster and the Western Sydney International (Nancy-Bird Walton) Airport brings with it the Western Sydney Aerotropolis. This surge in investment and population growth must be supported by industry that is sustainable, efficient and innovative. Furthermore, Liverpool's growing population is reliant on local industrial markets for high-quality and locally accessible employment. This strategy aims to improve existing and attract new industrial development to meet the current and future demands of Liverpool in terms of the provision of goods and services and offering employment opportunities for the local population.

There is a growing need for industry to specialise and target niche sectors to retain a competitive edge along with the existing demand for urban services, larger-scale distribution and freight and specialised innovation/creative and advanced technology industries. These existing and growing demands within industry require the supply of a variety of industrial spaces to accommodate industrial development broadly. Precincts with great access to movement corridors, public transport, essential services and amenity for workers is paramount to the relevance and growth of employment lands within the Liverpool LGA.

The Liverpool Industrial and Employment Strategy sits within a broader strategic framework at the state, regional and local level. These various plans and strategies have contributed to the formulation of this strategy by providing broader guiding principles that contextualise industrial and employment land development within the Liverpool LGA. This strategy is informed directly by the data, insights and recommendations presented within a suite of industrial studies that have been prepared for Council in recent years. These studies provide a robust technical basis for the vision and actions within this strategy.

Broad vision

This strategy forms the basis for a review of planning provisions that apply to the industrial precincts in Liverpool. It provides a review of the current planning and policy context applying to Liverpool's employment lands. Findings derived from the suite of technical studies are summarised and applied through this strategy to inform the management, improvement and growth of employment lands. A strategic vision has been defined for each industrial zoning and

the corresponding precinct character that is envisioned for the future. Actions and an implementation plan guide the application of this strategy into planning policy.

Actions

1. Review development standards and objectives for industrial zoned land
2. Review and manage employment land within the eastern portion of the Liverpool LGA
3. Plan and manage employment lands within the western portion of the Liverpool LGA
4. Facilitate industrial development to support the operation of the Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis.
5. Increase industrial development density, efficiency and colocation.
6. Prioritise public domain improvements and landscaping within industrial precincts.
7. Improve connectivity to industrial precincts
8. Introduce Innovation Precincts within suitable locations in the Liverpool LGA
9. Clarify the intended role and function of industrial precincts
10. Advocate for local jobs, community outcomes and high-quality industrial design at the Moorebank Intermodal site



Strategic Vision for Liverpool's Employment Lands

Liverpool's long-standing role as a regional centre for the South West has been reinforced by the robust and resilient employment lands that sustain Liverpool and the wider region. Liverpool's employment lands are diverse in nature, scale and function. It is recognised that Liverpool contains highly efficient and effective industrial precincts. However, there are several areas that require renewal and must adapt to meet the contemporary needs of industry. It is Council's vision that these employment lands are the focus of renewal, innovation and investment to help provide employment for Liverpool's rapidly increasing population.

Inner-city Industrial Revival

There are several established inner-city industrial precincts that have proximity to the Liverpool City Centre. It is envisioned that these precincts will evolve into contemporary industrial clusters. These precincts will embrace innovative and creative industries through high amenity design, increased accessibility to public and active transportation, and a genuine mix of traditional and modern employment uses.

The Liverpool Innovation Precinct is part of the Liverpool Collaboration Area and the industrial area at South Warwick Farm is expected to transform over the coming years alongside the broader health and education precinct.

Urban Services

Further from Liverpool's City Centre are two expansive industrial precincts that currently service the eastern portions of Liverpool and the wider region. Both Chipping Norton and Moorebank have a diversity in the age, scale and nature of industrial development. These valuable employment lands will continue to be protected and prioritised when considering the nature of development that occurs within their proximity. These areas will adapt to meet the demands of the surrounding population that they service and grow in employment density through increased built form and operational efficiency. The steady development of the light industrial land within Austral will similarly provide urban services for these emerging communities.

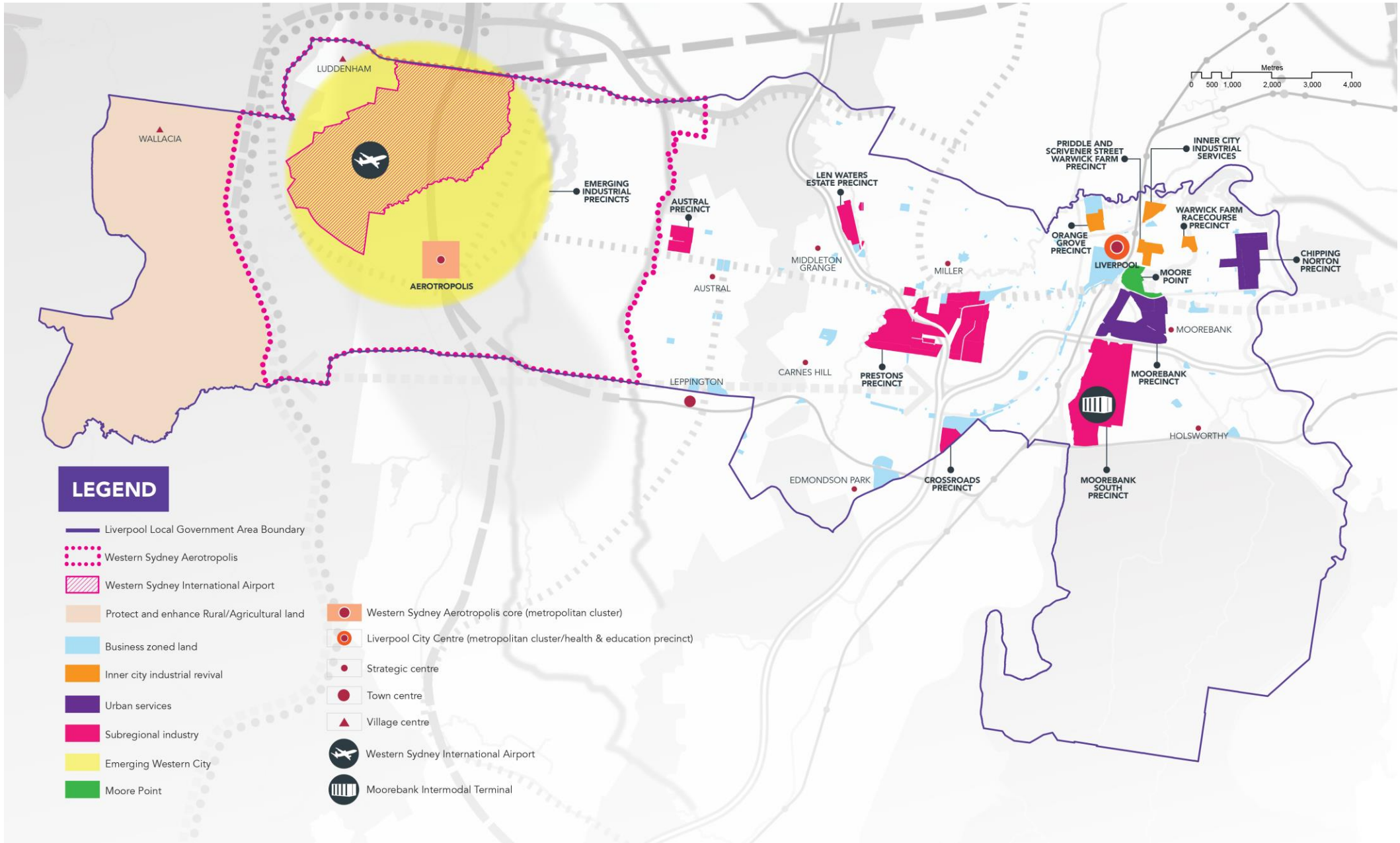
Subregional Industry

Several industrial precincts have been established within recent decades that have contributed to Liverpool's role in providing larger format subregional industrial development. These larger format developments play a vital role in servicing broad catchments whilst employing a local workforce. Infrastructure investment such as the Moorebank Intermodal and various highway upgrades should be leveraged to support these industries and facilitate their growth. These large format subregional industries will benefit from proximity to infrastructure and transportation while remaining adequately separated from residential areas to avoid amenity impacts and allow for ongoing operation.

Emerging Western City

The Western Sydney Aerotropolis will evolve to contain a variety of industrial uses, including freight and logistics, warehousing, defence, advanced manufacturing and rural industries. The development of the Western Sydney International Airport will also transform the western area of Liverpool by attracting major employment, education and transport infrastructure. Industries such as building material production and construction related uses will also be needed to facilitate the development of the Aerotropolis. These uses will then transition to other industrial uses to support the operation of the Airport and Aerotropolis over time.

As the Aerotropolis evolves, Council will work to locate industrial development strategically to improve efficiency, connectivity and avoid amenity impacts. Additionally, Council will endeavour to avoid compromising agricultural land and the scenic landscapes that define the regions character.



Introduction

This strategy guides the retention, improvement, rezoning and development of employment lands in the Liverpool Local Government Area over the next 20 years. The Strategy considers a variety of metropolitan and local level policy and incorporates the findings of a suite of recent employment lands studies.

- **Knight Frank Industrial Land Study 2016** – Investigated current market conditions, factors affecting industrial land supply and analysis of the future demand for industrial development.
- **SGS Economics and Planning Industrial Lands Study 2018** – Provided a focused understanding of best-practice land use, planning controls and initiatives to drive growth, ensure job retention and encourage ongoing diversity and resilience in industrial precincts.
- **APP Industrial Development Lands Study 2019** – Built upon the existing industrial land studies to provide pragmatic advice relating to best-practice industrial development, land use planning improvements and implementation recommendations. This final study had a focus on the implementation of innovation precincts.

The way in which land and buildings are used and developed in industrial precincts is steadily changing in response to several key drivers, both domestically and internationally. These drivers include globalisation and impacts of global competition, population growth and increased construction activity. The changing nature of industries, the workplace and working efficiencies have created shifts in global and domestic economic conditions and a changing consumer market, spurring creative thinking and investment in technical and professional service industries. There has also been significant investment in major infrastructure projects and land releases in Greater Sydney, including Western Sydney Airport and the Moorebank Intermodal. These investment projects will contribute to attracting further industrial development to the Liverpool LGA.

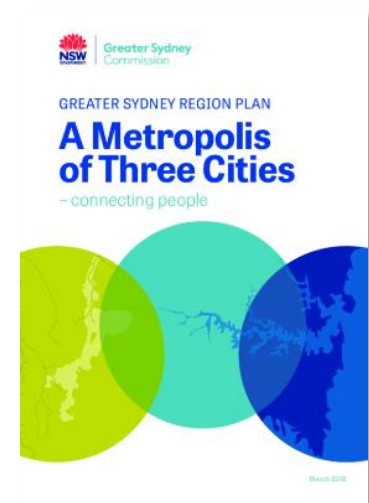
Planning and Policy Context

The Liverpool Industrial and Employment Strategy sits within a broader strategic framework at the state, regional and local level. These various plans and strategies have contributed to the formulation of this strategy by providing broader guiding principles that contextualise industrial and employment land development within the Liverpool LGA.

Metropolitan Context

Greater Sydney Region Plan (2018)

The Greater Sydney Region Plan was developed by the Greater Sydney Commission (GSC) and sets a 40-year vision (to 2056) to align land use, transport and infrastructure planning and delivery across Greater Sydney. The vision is structured around a metropolis of three cities: The Western Parkland City, Central River City and Eastern Harbour City. Liverpool is identified in the plan as part of the Metropolitan City Cluster of the Western Parkland City. The Western Parkland City will be structured on a poly-centric city model, in which economic growth will be underpinned by the existing centres of Liverpool, Campbelltown-Macarthur, Greater Penrith and the future Western Sydney Airport-Badgerys Creek Aerotropolis.



The Plan discusses the importance of industrial and urban services land to the Greater Sydney economy. It specifies that management of industrial and urban services land across Greater Sydney will need to reflect local context and provide for a wide range of businesses which are vital to Sydney's overall productivity. The Plan identifies three approaches which planning authorities should take when managing industrial land:

- **Retain and Manage** – all existing land is safeguarded from competing pressures, retaining land for economic and employment purposes, with management to evolve as business practices change.

- **Review and Manage** – land is reviewed to confirm whether it should be retained or transitioned to higher order activities, considering the changing nature of industry and demand for land.
- **Plan and Manage** – Strategic plans are prepared to determine the need for industrial land in land release areas, accompanied by timely infrastructure sequencing and servicing.

The 'Review and Manage' approach is designated for land in the eastern part of the Liverpool LGA, while the 'Plan and Manage' approach is designated for the western part of the Liverpool LGA which has not yet been developed for urban purposes.

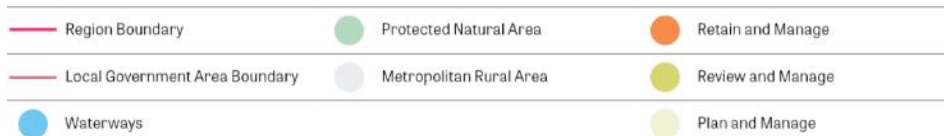
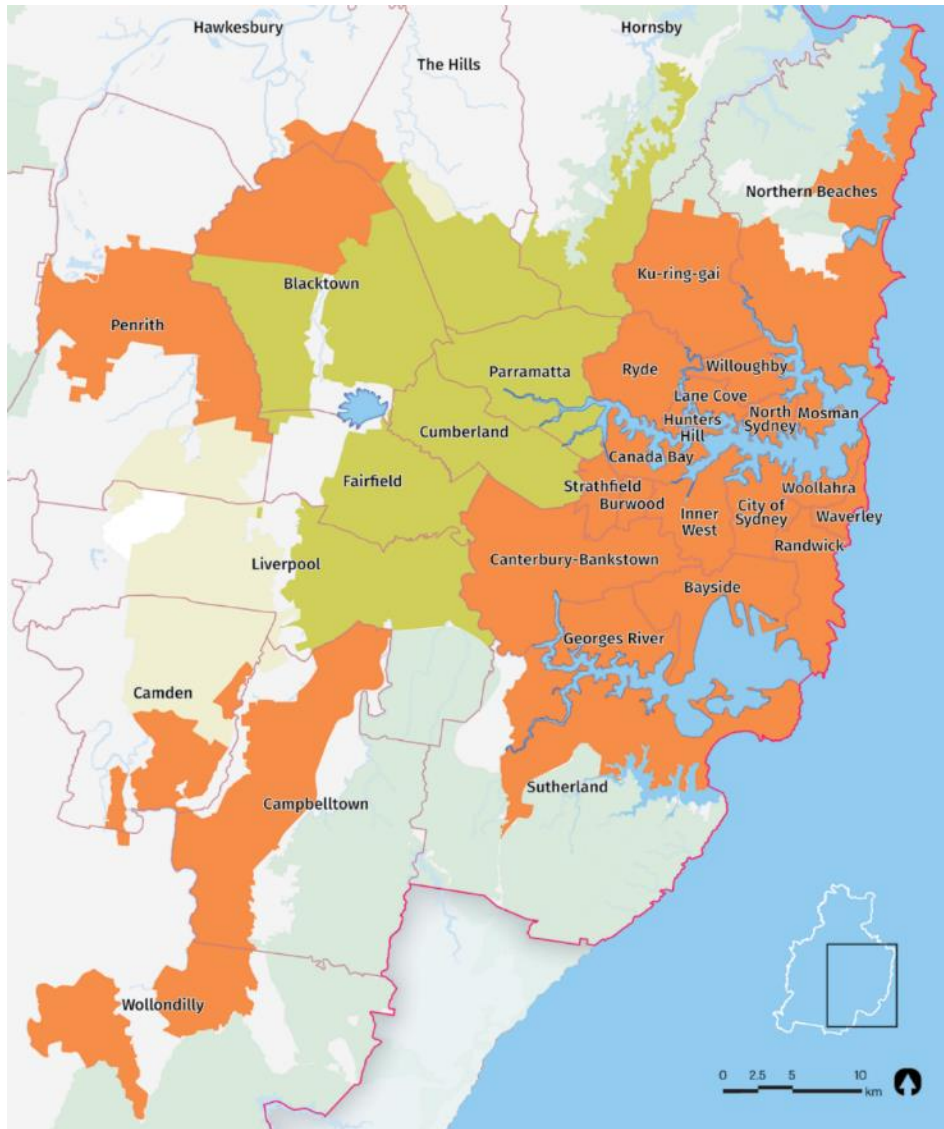
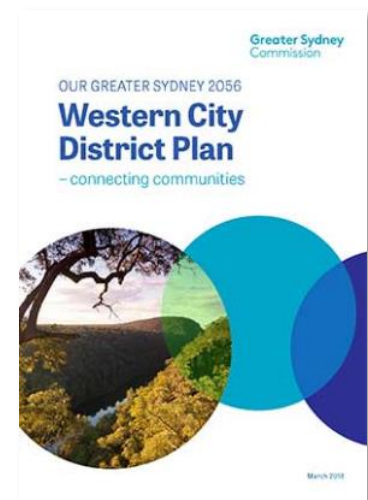


Figure 1 - Approaches to planning for industrial and urban services land in existing and planned urban areas (GSC)

Western City District Plan (2018)

The Western City District Plan provides a link between metropolitan strategy and local planning and articulates how the objectives of the Greater Sydney Region Plan are to be achieved through a series of objectives and actions under four themes: infrastructure, liveability, productivity and sustainability. The LGAs that make up the Western City District are the Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly. The size of the district has been driven by the proposed Western Sydney Airport and the future Western Sydney Aerotropolis.



The Plan identifies that the Western City has a higher level of industrial and urban services land than the benchmark across Greater Sydney, however this amount is expected to be reduced by 2036. With significant longer-term population growth expected, additional land will be needed for industrial uses and urban services. It also notes the need for the city's employment lands to be adaptive, flexible to change and resilient in the face of globalisation and competition.

Importantly, it establishes the following key planning priorities for jobs and skills in the Western City:

- **W8:** Leveraging industry opportunities from the WSA and Aerotropolis
- **W9:** Growing and strengthening the Metropolitan Cluster
- **W10:** Maximising freight and logistics opportunities and planning and managing industrial and urban services land
- **W11:** Growing investment, business opportunities and jobs in strategic centres.

Key actions and issues identified in the District Plan for the Liverpool City Centre and Collaboration Area include improving and coordinating transport and other infrastructure to support jobs growth and developing 'smart jobs' around the health and education precinct, especially in advanced manufacturing, logistics and automation.

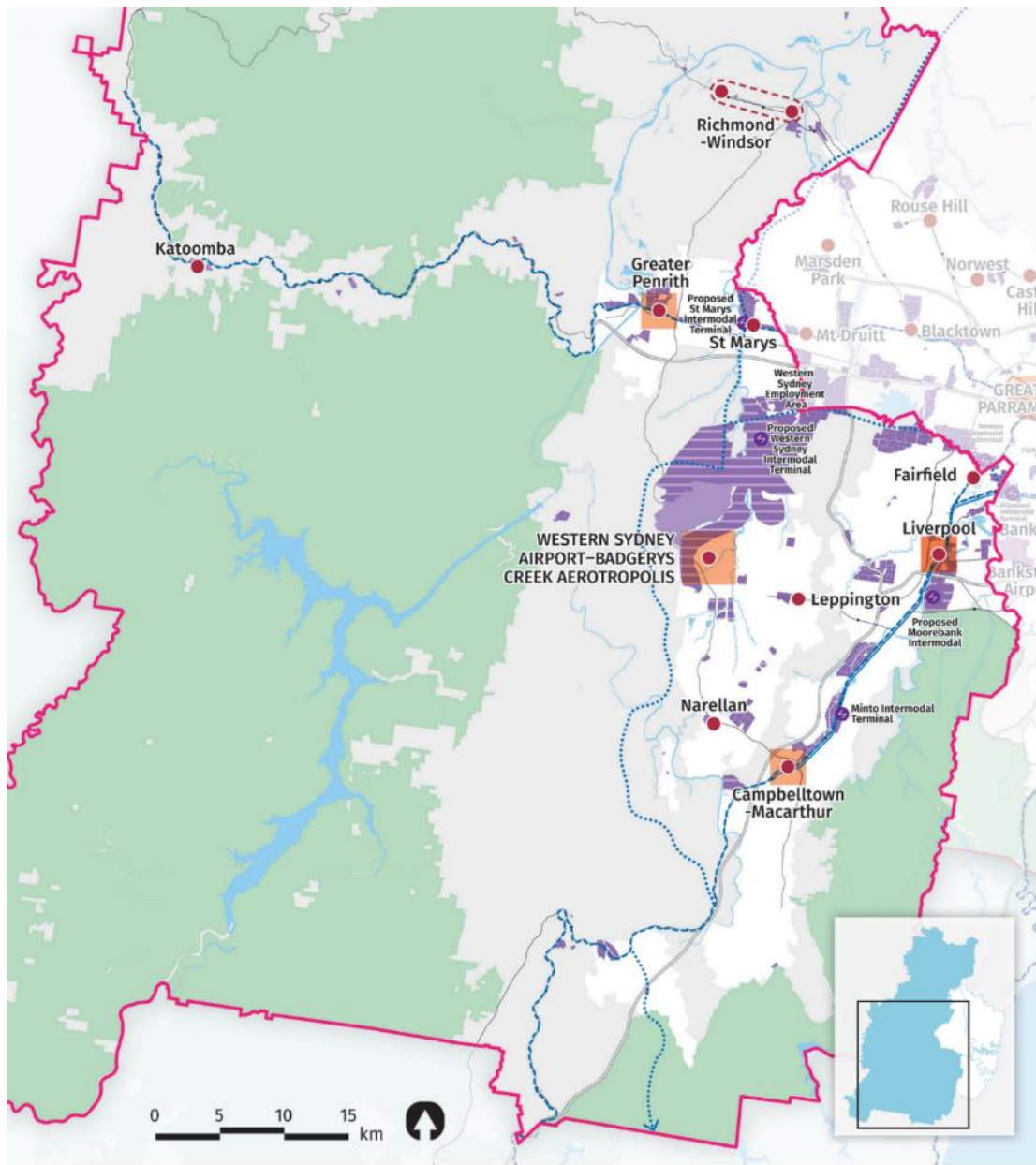


Figure 2 - Western City District industrial and urban services land and freight assets (GSC)

Local Context

Liverpool Collaboration Area – Place Strategy

The Liverpool Collaboration Area identified in both the Greater Sydney Region Plan and the Western City District Plan incorporates the Liverpool City Centre and surrounding precincts including specialist health, education, residential, urban services and industrial areas. The aim of the Collaboration Area is to provide governance to the delivery and improvement of coordinated infrastructure, land use planning initiatives, sustainability outcomes and place making principles.



The focus on the Liverpool health and education precinct and growth of Liverpool as a vibrant, mixed-use centre have several implications for the planning of the LGA's industrial lands within the Collaboration Area. An analysis of opportunities and impediments to productivity in the Collaboration Area identifies the following:

- The Western Sydney City Deal ensures that Liverpool will be home to the Western Sydney Investment Attraction Office; that it will benefit from connections to aerospace, defence and advanced manufacturing industries related to the WSA; and that it will be connected to the airport via rapid transit services.
- The health and education precinct offers opportunities for expansion and greater diversity of jobs due to the \$740 million allocated to the expansion of the Liverpool Hospital, the ongoing presence of Western Sydney University and the University of Wollongong, and growth in medical technologies.
- Education stakeholders have joined with Council, the Ingham Institute for Applied Medical Research and Health Infrastructure NSW to form the Liverpool Innovation Precinct Steering Committee to guide and promote growth of the precinct.
- Warwick Farm's specialised equine activities will continue to attract domestic and international visitation, centred on the racecourse.
- Moorebank North industrial precinct is continuing to strengthen, having generated 7,500 jobs in specialised manufacturing, postal, transport and logistics.

- The Liverpool Employment Land Study has identified opportunities to re-purpose some sites located close to Liverpool city centre to respond to growth opportunities, particularly those generated by the health care sector.

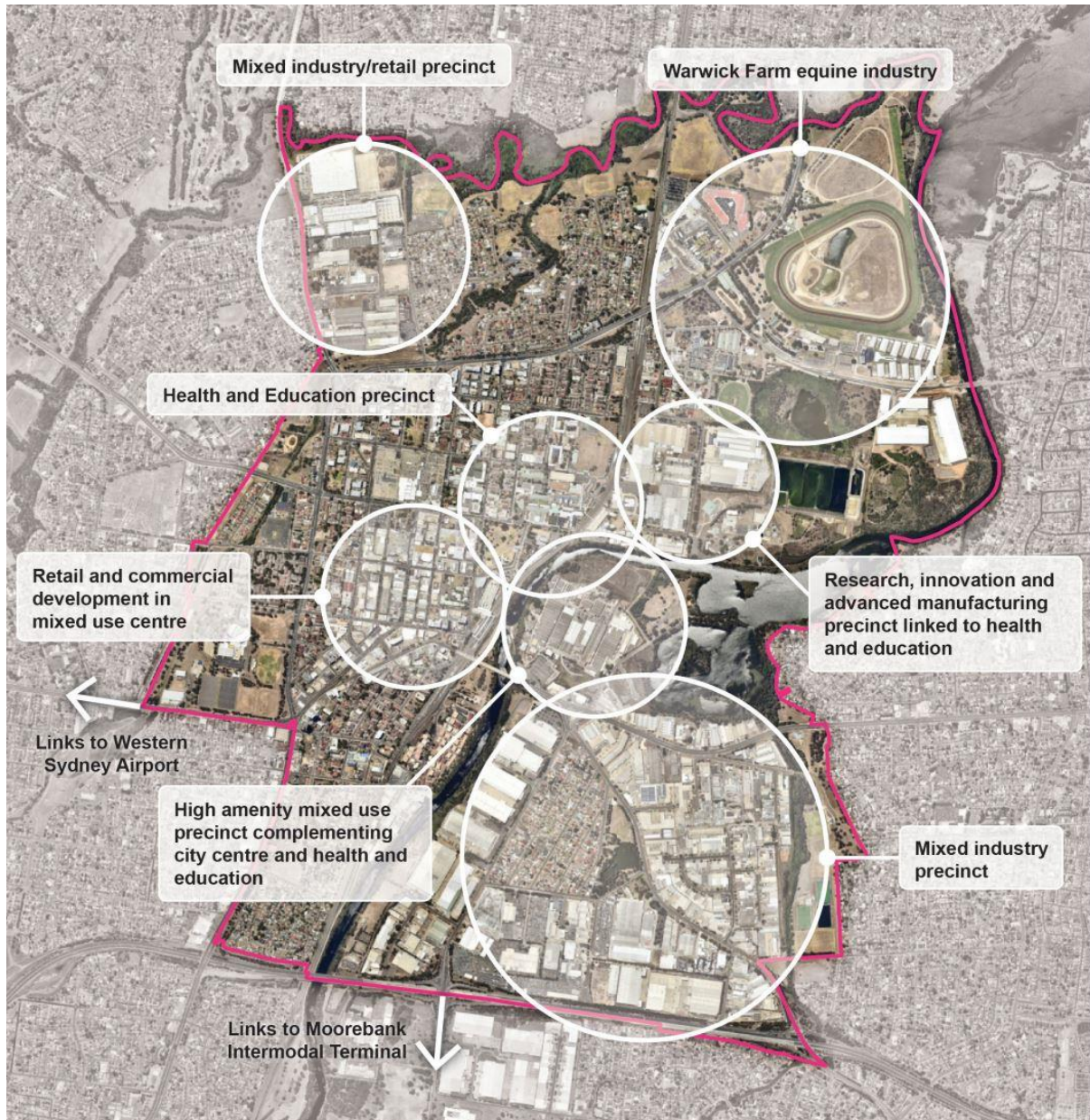


Figure 3 - Productivity opportunities and assets (GSC)

Community Strategic Plan (CSP) – Our Home, Liverpool 2027

The Community Strategic Plan (CSP) is a ten-year plan that defines the vision and priorities of the community. The CSP is the overarching plan that sets the direction not only for Council but for all stakeholders, including government, business, the not-for-profit sector and residents. The CSP is structured around four directions that represent the community's priorities:

- Creating Connection – Social;
- Leading through Collaboration – Environment;
- Generating Opportunity – Economic; and
- Strengthening and Protecting our Environment – Civic Leadership.

Direction 3 of the CSP is 'Generating Opportunity', a direction that underlines the need for council to support economic growth, including employment and investment options. Measures of success for achieving these goals include the quantity of new and expanded business in the LGA, employment rates for the population, and improved transport connections.



The Economic Development Strategy 2019-2029

The Economic Development Strategy (EDS) outlines the key economic priorities, actions and targets that will guide the growth of Liverpool's economy over the next five to 10 years, reflecting the business and residential community's aspirations of generating employment and investment opportunities across the LGA. The EDS sets actions under the CSP directions of 'Generating Opportunity' and 'Leading Through Collaboration' as follows:

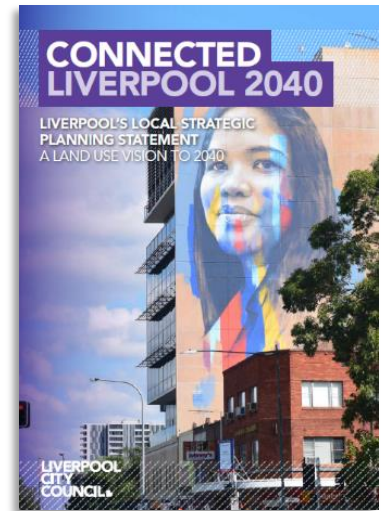
- G.2.1 Attract new jobs within Liverpool's industry focus areas;
- G.2.2 Market Liverpool as a business destination;
- G.2.3 Develop the economic capacity of local businesses and residents;
- G.2.4 Progress Liverpool as an Innovation City;
- G.3.1 Activate and develop vibrant places that attract residents, visitors and workers to Liverpool
- L.2.3 Develop and participate in business community consultation.



Local Strategic Planning Statement (LSPS) – Connected Liverpool 2040

The Local Strategic Planning Statement (LSPS) has been prepared to set Liverpool City Council's strategic planning vision for the next 20 years. It lists Council's planning priorities across the four areas of connectivity, productivity, liveability, and sustainability. Under the area of 'Productivity', the following planning priorities are identified:

- PLANNING PRIORITY 10 – world-class health, education, research and innovation precinct;
- PLANNING PRIORITY 11 – An attractive environment for local jobs, business, tourism and investment;
- PLANNING PRIORITY 12 – Industrial and employment lands meet Liverpool's future needs; and
- PLANNING PRIORITY 13 – A viable 24-hour Western Sydney International Airport growing to reach its potential.



LSPS priorities and actions have been identified where they align with specific actions of this strategy.

Findings of Liverpool Industrial Land Technical Studies

This strategy is informed directly by the data, insights and recommendations presented within a suite of industrial studies that have been prepared for Council in recent years. These studies provide a robust technical basis for the vision and actions within this strategy.

Knight Frank Liverpool Industrial Employment Lands Study (2016)

The Knight Frank study was prepared to investigate current market conditions, factors affecting industrial land supply and analysis of the future demand for industrial development. It established that global competition is placing increased pressure on larger industrial operations to specialise and innovate. It also emphasised the importance of continuing to protect and encourage growth in smaller-scale urban services industries which support construction, trade, maintenance and repair jobs which are considered the backbone of Liverpool's specialist industrial economy.

Key insights within the report include:

- Over the last decade, industrial businesses have relocated to Western Sydney due to rising rents in established inner industrial regions and greenfield residential development (and hence population growth).
- A large proportion of blue-collar jobs in Liverpool are manufacturing based employment. There is a future challenge in diversifying this existing skills base, particularly with indicators suggesting a continued decline in this sector.
- The centre of gravity for industrial development should continue to move away from the M4 and M7 intersection, down the M7 and to the west of the M7 i.e. between Northern Road and the M7.
- A key difference between Liverpool's existing industrial lands and the broader Sydney region is that the bulk of businesses (and hence jobs) service the local population.
- The presence of large-box warehousing demand in Prestons, Moorebank and Hoxton Park confirms the strategic location of Liverpool in terms of the M5, M7, future M12 and longer term, the M9 Western Orbital. This is a key comparative advantage for Liverpool and confirms the importance of preserving and consolidating this role for each precinct. The Moorebank Intermodal development currently under construction will help to reinforce this geographical advantage.

- Demand for existing 'eastern' industrial precincts remains underpinned by smaller users who service the local population. For these areas, preservation of existing warehousing/employment lands is required for jobs to remain in the LGA.
- By reviewing the local planning framework, which considers the rezoning of some industrial zoned land to either a B5 (Business Development), B6 (Enterprise Corridor) or B7 (Business Park), the Orange Grove and Sappho Road precincts would facilitate greater flexibility in regards to development and user types which could be accommodated.

SGS Economics and Planning - Liverpool Industrial Lands Study (2018)

The SGS report provided a focused review of the role and function of industrial precincts and the future demand that growth will create. It comprehensively detailed the impacts of a growing population on Liverpool's economy and provided a snapshot of market trends and drivers likely to impact the precincts. It also broadly considered opportunities to rezone certain industrial lands and provided recommendations to Council to investigate best-practice land use, planning controls and initiatives to drive growth, ensure job retention and encourage ongoing diversity and resilience in the sectors.

It confirmed that whilst industrial land supply currently exceeds future demand due to the forthcoming industrial corridor stretching along the edge of the WSA and Aerotropolis, not all of the land was zoned appropriately for sub-regional uses. In contrast, there was an identifiable supply issue for urban services industries that rely on proximity to established centres of population and business, and recommended that Council protect and manage the eastern industrial precincts within Moorebank, Chipping Norton, Warwick Farm and Orange Grove.

The study questioned the suitability and application of the current zoning framework under LLEP 2008. It acknowledged the broad objectives of each of the three industrial zones and identified unnecessary overlap and inconsistencies between land uses. It also acknowledged a need to revise the current zoning of precincts to better represent the character and importance that each precinct plays in the local economy. A review of development standards and planning incentives was also highlighted as part of a next steps approach.

Strategies were proposed to retain and manage established precincts and facilitate the growth of proposed precincts in the west of the LGA. The strategies are framed around three areas of focus:

- **Strategy 1:** Ensure sufficient supply to meet future demand
- **Strategy 2:** Manage industrial precincts
- **Strategy 3:** Economic development initiatives

The actions and supporting rationale provided for each strategy have contributed to the formulation of the actions and principles within this strategy.

APP Liverpool Industrial Development Lands Study (2019)

The APP report built upon the existing industrial land use studies prepared and provided advice relating to best-practice industrial development, land use planning improvements and implementation recommendations.

Best-Practice Industrial Development

To understand the challenges and opportunities that will influence the changing Liverpool industrial sector, APP examined the critical factors leading to the success of comparable industrial precincts throughout Australia and overseas and how these learnings could be applied to Liverpool's industrial precincts. These include:

- Specifying desired land use outcomes in zoning establishes a clear message for investors and the community as to what a precinct will be like. Zoning needs to define the types of industries and businesses and consider aspects such as scale, level of environmental impact and economic functions.
- Planning needs to consider which supportive uses are appropriate. Their number needs to be controlled through development regulations incorporated into zoning. This would avoid diluting the predominant employment land uses.
- Industrial precincts should utilise transitional zoning to buffer adjoining sensitive uses in order to protect surrounding amenity. This could be in the form of light industrial zonings bordering heavy industrial land to manage amenity impacts to nearby residential areas.
- Innovation precincts thrive where planning is flexible, adaptive to fast moving drivers of change and incentives are used to draw in start-ups and users that require inexpensive rent and cost-effective spaces to operate. Successful innovation precincts contain a genuine mix of uses.

Planning Framework Improvements

The APP report provided recommendations to optimise Liverpool's planning framework to better respond to the changing nature of the industrial precincts. Providing clarity around the type, scale and nature of industrial and employment activities that are considered suitable in each zone is essential. These land use zones must avoid generality by including more specific objectives and removing the unnecessary duplication of permissible land uses. An example of this is removing the 'light industry' use from the IN3 – Heavy Industrial zone.

Innovation Precincts – B7 Business Park Zone

APP explores the introduction of a modified B7 Business Park zone in suitable precincts to allow for a variety of light and innovative industrial, commercial and retail uses. The introduction of a B7 Business Park Zone in certain existing industrial precincts, including Priddle/Scrivener Street and Orange Grove, are likely to encourage development of business parks that incorporate a genuine mix of light industrial, creative industries and commercial uses which is consistent with the overarching objectives of these precincts within the Liverpool Collaboration Area. The success of any such rezoning will be reliant on supporting initiatives, revised development standards and infrastructure improvements that focus on revitalising places within the precinct.

Employment Lands Snapshot

Context

The Liverpool LGA has traditionally housed a wide range of industrial uses within the context of Metropolitan Sydney. This is evident in precincts in the east of the Liverpool LGA that have serviced a broad regional catchment and are now transitioning to serve the local population at a district catchment level. In recent years, significant medium to large-scale industrial development has occurred in the west of the Liverpool LGA's urban areas as infrastructure development has improved distribution networks. Figure 4 illustrates the LGA's that possess the greatest quantity of employment land, with Liverpool having the third largest supply of zoned employment land in Metropolitan Sydney. Further, industrial development continues to remain strong with the value of all industrial building DA approvals in 2018 being the second highest for the Sydney Metropolitan area (Figure 5).

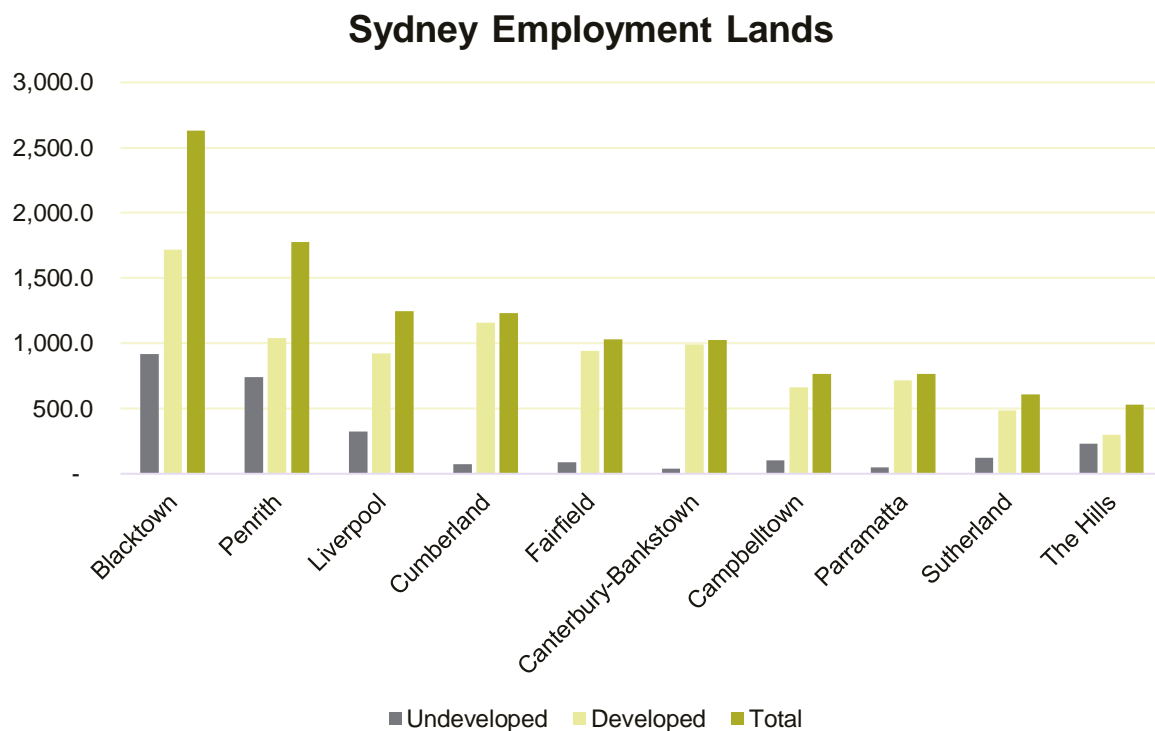


Figure 4 - Sydney employment lands supply (ELDM 2019)

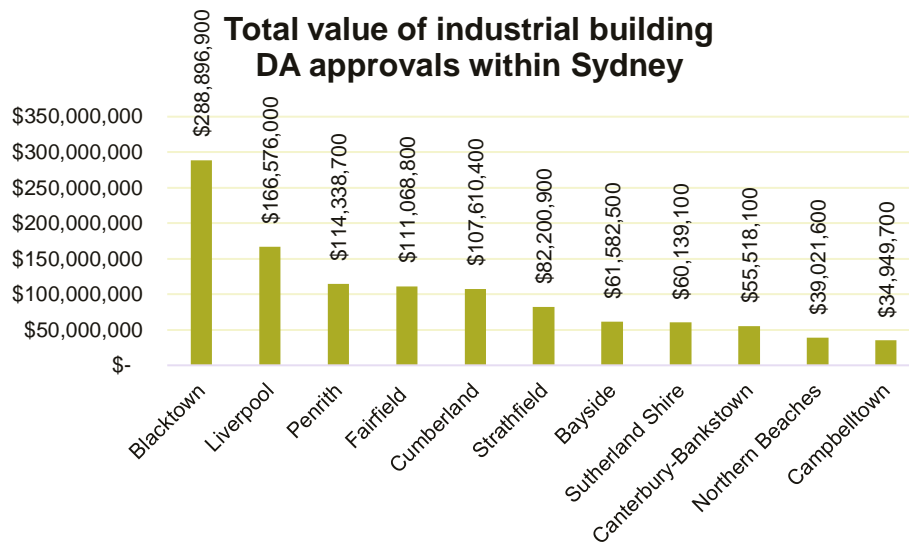


Figure 5 - Total value of industrial building da approvals within Sydney (ELDM 2019)

Jobs

According to SGS Economics and Planning's Liverpool Industrial Land Study 2018, there are 25,600 jobs in employment lands in Liverpool, which represents 17% of industrial jobs in the Western City District and 33% of all jobs in Liverpool. Job growth in employment lands has been modest in the LGA over the past decade to 2018 however, owing mostly to the already-developed nature of existing operational precincts and the delays in land release for new precincts around the Western Sydney Airport. Similarly, to the broader Western City District, a large proportion of jobs in Liverpool's employment lands are in Manufacturing (28%) and Transport, Postal and Warehousing (14%). Construction (12%) and Wholesale Trade (11%) also account for a large proportion of jobs in the LGA. In recent times, transport and logistics jobs have been growing strongly in employment lands across the whole LGA, but particularly in the Prestons industrial precinct. In the future, the number of jobs in employment lands in Liverpool is expected to more than double to reach around 59,300 jobs by 2046.

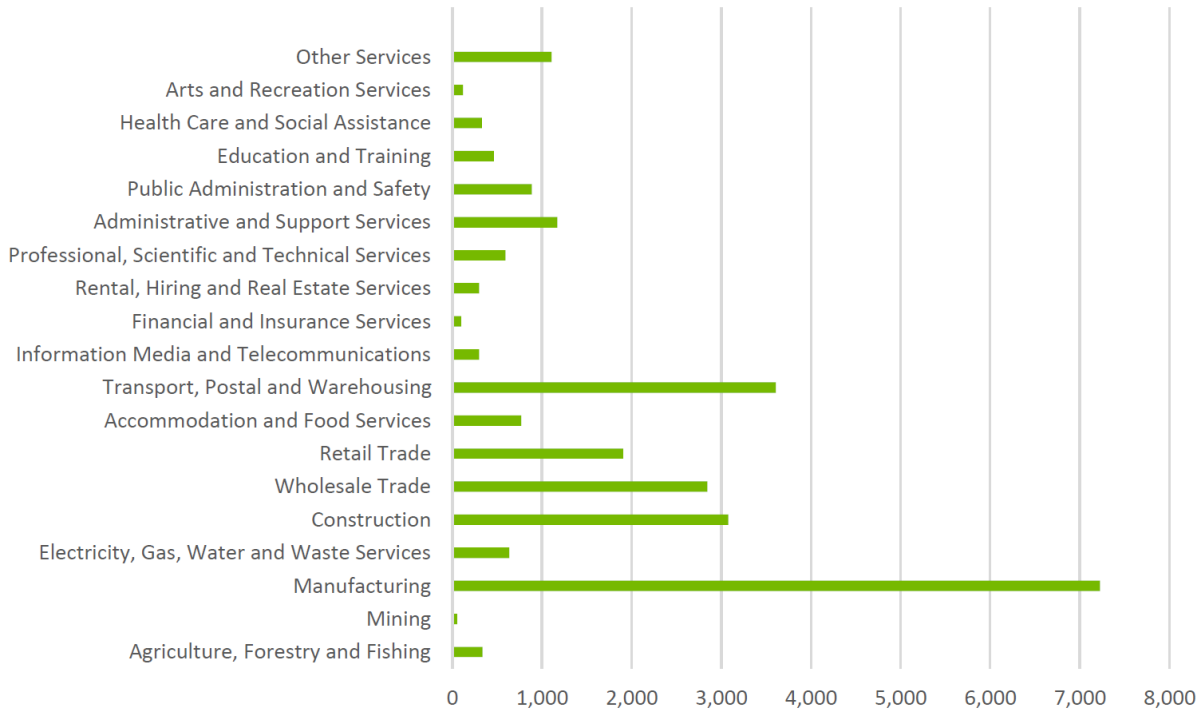


Figure 6 - Employment profile of Liverpool's employment lands by ANZSIC (1-digit) industries 2016 (ABS and SGS)

Industrial Zones

Under the Liverpool Local Environmental Plan 2008 (LLEP2008), there are three industrial zones: IN1 General Industrial, IN2 Light Industrial and IN3 Heavy Industrial. The three zones are differentiated mainly by the term's 'light', 'general' and 'heavy' which in themselves should deliver very different land use outcomes. However, in Liverpool's industrial precincts this is often not the case. Similarity of objectives and permissible land use activities across the three zones has resulted in similar outcomes with a mixture of industrial and other uses evident across all employment lands.

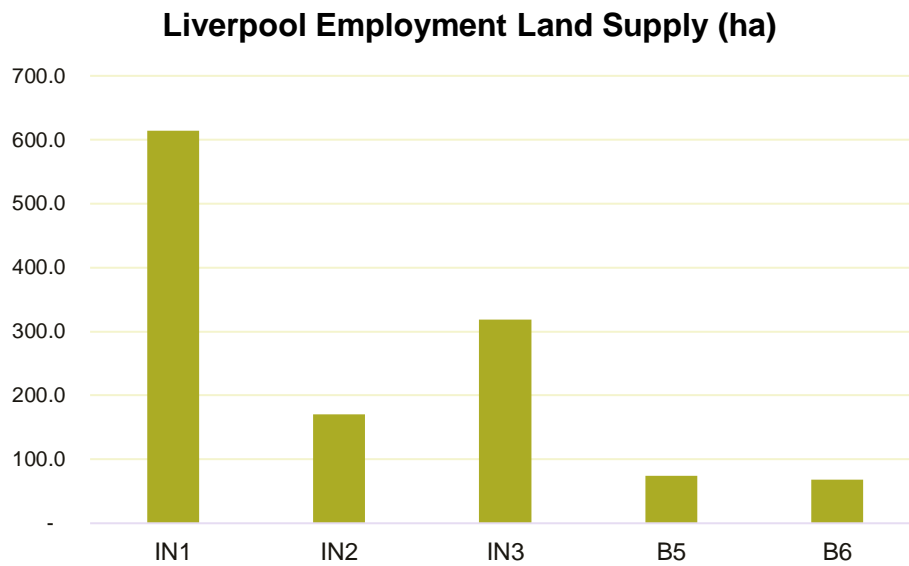


Figure 7 - Employment lands supply in Liverpool by zone 2019 (ELDM)

The current distribution of employment land is illustrated in Figure 7. It should be noted the B5 Business Development and B6 Enterprise Corridor zones are included as employment land. While some industrial development locates within the B5 and B6 zones, there is typically a broader mix of other uses present.

Employment Land Use Zones

The similarity of objectives and land uses permitted across all three industrial zones has not provided Liverpool's industrial precincts with a defined vision, character and function. Successful approaches to land use zoning for industrial parks, specialised urban services precincts and innovation precincts are built on a defined vision and a segmentation of land uses of different scales, operations and amenity impacts. This strategy provides clear categories to define the character and future vision of industrial precincts across the Liverpool LGA.

IN1 General Industrial – Industrial Estate Precincts

Current Context

The current IN1 zone has imprecise objectives and a broad range of permissible land uses which result in a lack of definition and a confused economic role. The zone objectives are very broad and non-specific, allowing for a range of industrial and warehouse uses. The generality of the land use objectives provides for an eclectic mix of activities which in turn restricts larger and more intrusive operations such as waste management and processing, extractive industries and offensive and hazardous industries.



Figure 8 - Built Form Examples for Industrial Estate Precincts (LCC)

Vision

The IN1 zone should be applied to preserve mid-sized operators and large, low-impact operations including warehousing, processing and manufacturing. Distribution, logistics, transport and postal operators should be encouraged in the IN1 zone precincts where they have good and direct access onto motorways or freight rail. More intrusive operators such as waste recycling, extractive industries, chemical production and refining and other hazardous and offensive industries should be encouraged to occupy lands within the IN3 zone. IN1 zones should in many instances replace the IN3 zoned lands in Liverpool where heavy industry is no longer present or where they can migrate to suitable industrial park precincts to the west.

IN2 Light Industrial – Urban Services Precincts

Current Context

The current IN2 zone objectives provide for urban service-type industries which are smaller in their land take and operational scale, less intrusive, positioned closer to and on the edge of centres and provide for a mix of land uses. In this sense, the objectives of the IN2 zone are clear in terms of the locational parameters, however the types of land use operations sought in this zone are broad. Warehousing for example is permissible within this zone despite the typical requirement to occupy large-tracts of land and be reliant on B-double trucks.



Figure 9 - Built Form Examples for Urban Services Precincts (LCC)

Vision

The IN2 Light Industrial Zone is representative of an Urban Services Precinct. These provide smaller-scale industrial and essential services close to centres and residential neighbourhoods where services can be quickly distributed and dispatched to suit the needs of the consumer/customer base. Urban Services Precincts allow for a broader mix of land use activities as the services offered do not necessarily conflict with other commensurate land uses such as residential or retail development. Larger industries are discouraged from occupation in these precincts and should instead locate within precincts such as Industrial Estates or Industrial Parks that have less spatial, traffic and amenity constraints.

Urban Services Precincts should be developed from within the existing industrial areas with proximity to the Liverpool City Centre. Such precincts will possess high-quality built form that is innovative and efficient spatially, respectful of industrial heritage, and avoids amenity impacts to neighbouring areas. Recent developments in the industrial sector such as vertical warehousing, co-location and purpose-built design will help to improve the efficiency of urban services precincts and help to increase job densities. The IN2 zone is also employed to form protective boundaries

around higher impact industrial uses to enable ongoing industrial activity and maintain neighbouring amenity.

IN3 Heavy Industrial – Industrial Park Precincts

Current Context

The current objectives of the IN3 Heavy Industrial zone are very similar to the IN1 zone. They encourage a wide range of industries, which inhibits the success of isolated larger users that require separation from other activities due to the more intrusive nature of their operations and larger land take requirements. The existing zone objectives call on the need to preserve lands which require separation from other land uses, however the types of industrial uses are not clearly defined within the land use table. The imprecision of the other zone objectives translates to flexibility in the application of land use types, which have begun to impact the ongoing function of heavy industries.

Vision

It is acknowledged that currently there is and will likely continue to be demand for offensive and hazardous industries that emit noise, dust, waste and pollution regardless of the treatments and controls applied in the operational processes. Planning for heavy industries must recognise the higher risk profile if the control processes fail and require greater separation from other activities, and even complete isolation depending on the intensity of the use.



Figure 10 - Built Form Examples for Industrial Park Precincts (LCC)

Industrial Park Precincts should be employed in a limited capacity within the LGA where adequate separation is utilised to avoid safety and amenity impacts. Whilst some heavy industries are located within the existing IN3 zoned lands, these precincts are limited in their ability to successfully accommodate such uses safely and effectively. It is worth noting that currently Liverpool has the largest quantity of IN3 – Heavy Industrial zoned land within Metropolitan Sydney. The existing heavy industrial zoned land within the Liverpool LGA should be consolidated to ensure environmental, amenity and safety impacts are mitigated effectively.

This is especially true for IN3 – Heavy Industrial land that has been developed for purposes that are permissible within the other industrial zones. New or migrating heavy industries are to be in the western portions of the LGA where impacts on environmental, scenic and agricultural character is minimised. It is noted that a significant quantity of industrial development will occur around the Aerotropolis over time, where it is properly planned for and well separated from surrounding uses.

B7 Business Park – Innovation Precincts

Current Context

The B7 Business Technology Park zone does not currently apply under LLEP 2008. The B7 zone is being used by various Councils within metropolitan Sydney to develop varying interpretations of 'industrial innovation precincts'. There is a significant quantity of old-stock industrial land with proximity to the Liverpool City Centre and the associated public transport infrastructure, amenity, and activity within the commercial, health, educational and retail sectors.

The Liverpool Place Strategy, LSPS and the suite of industrial studies prepared identify the existing Warwick Farm South industrial precinct as a future innovation precinct. This precinct has significant opportunities to leverage off the growth and future investment in the public and private hospitals and from multiple research institutions and educational partners. The existing building stock in the precinct is ageing; however, the combination of discounted rents, vacant warehouse sites and urban-scale streets offers significant opportunity for renewal. Additionally, it has been identified within the suite of industrial studies that the Orange Grove and Sappho Road precincts similarly offer opportunities for renewal. Detailed investigation is required to determine a future vision for these precincts that might include an innovation type character that leverages the locational advantages of these sites.

Vision

Innovation Precincts are mixed-business precincts that form on the periphery of cities and are typically collocated alongside a catalytic anchor such as a hospital, research centre or university. These precincts spawn from the urban renewal of an inner-city setting which has good access to public transport, good walkability, a strong sense of history and place, and excellent amenity for workers. They provide a continued and growing opportunity to develop and test innovations and to translate research undertaken within health and education precincts into commercialised products. The growth of creative and high-value manufacturing is closely aligned with health and education precincts. Fostering successful innovation precincts requires a flexible planning framework that is adaptive to fast moving drivers of change. Additionally, innovation precincts can be facilitated using incentives or planning concessions to draw in start-ups and users that require inexpensive rent and cost-effective spaces to operate.



Figure 11 - Built form examples for Innovation Precincts (LCC)

The introduction of a B7 Business Park zone will help to rejuvenate existing industrial precincts that incorporate a genuine mix of light industrial, creative industries and commercial uses. The establishment of the Warwick Farm South Innovation Precinct will help to support the growth of the broader Liverpool City Centre in a manner that is consistent with the overarching objectives of the Liverpool Collaboration Area Place Strategy and the LSPS. There is additional scope to employ the B7 zone to facilitate renewal within the older industrial precincts of Orange Grove and Sappho Road, subject to further investigations.

Guiding Criteria for Planning Proposals

Table 1 - Guiding Criteria for Planning Proposals

#	Guiding Criteria	Rationale
1	Any rezoning application is to result in a sustainable increase in jobs.	Job density within the LGA is crucial in supporting the local and surrounding population of Western Sydney. Local jobs are crucial for achieving a 30-minute city vision amidst significant population growth. It is recognised that the future rezoning of Moore Point as identified within the Liverpool Collaboration Area Place Strategy and will involve a growth in jobs within alternate industries within the retail, education and commercial sectors.
2	Rezoning proposals must be supported by an Economic Impact Study.	There is strong demand for urban services, and there is an ongoing demand for larger industrial uses broadly within the Western City District. Any rezoning proposal must sufficiently justify any transition to alternative land uses including commercial, retail or residential.
3	Proposals must be designed to avoid land use conflict.	This applies to industrial, commercial, retail, recreational and residential uses. Measures must be employed to avoid detrimentally impacting these existing uses by creating amenity impacts. Similarly, development with proximity to existing employment areas must not create land use conflicts to the detriment of existing lawfully established uses.
4	Proposals are to demonstrate that new development will facilitate sustainable transport choices.	Liverpool's employment lands are currently under serviced by public transport and have poor walking and cycling connections. Planning proposals must facilitate improved transport access within business hours for employees.
5	Proposals must contribute to and improve the public domain.	High quality public domain and landscaping play a crucial role in attracting businesses, workers and investment into industrial and innovation precincts.
6	Proposals for the adaptive re-use of older industrial stock must consider and respect existing character.	The industrial heritage and character of areas is often central to establishing successful inner-city innovation or creative precincts. This industrial character is to be observed during redevelopment and the sustainable practice of adaptive re-use employed where appropriate.

Actions and Delivery Plan

For the purposes of this Strategy, the following short, medium and long-term timeframes have been established to align with the proposed Actions and Delivery Plan. These timeframes also align with those in the LSPS and Community Strategic Plan.

- Short term: 2020/2021
- Medium term: 2021/2022–2024/2025
- Long term: 2025/2026+

It is noted that Phase 2 of the LEP Review and a review of the Liverpool Development Control Plan 2008 (LDCP) will commence in mid-2020.



Table 2 - Action and Delivery Plan

#	Action	Rationale	Implementation	Timing	LSPS
1	Review development standards and objectives for industrial land	To ensure land use controls are up to date and quality-built form outcomes can be achieved.	Phase 2 of the LEP Review and DCP Review.	Short-medium term	Priority 12 Action 12.1
2	Review and manage employment land within the eastern portion of the LGA	<p>Increasing demand for local urban services and an innovative and adaptable industrial sector requires well-connected, serviced and economically viable land for industry. There is a demonstrated and ongoing demand for urban services (IN2 land) within the LGA.</p> <p>This objective applies to all industrial land except for the Moore Point Precinct as identified within the Liverpool Collaboration Area Place Strategy.</p>	<p>Maintain existing industrial zoned land in the LEP.</p> <p>Ensure a demonstrated increase in sustainable jobs as part of future planning proposals for the Moore Point precinct.</p>	Short term	Priority 11 Priority 12 Action 12.2
3	Plan and manage employment	In the western portion of the LGA, there is a need for additional industrial and urban services land in response to long-term projected population and	Phase 2 of the LEP Review.	Short term	Priority 11 Priority 12 Action 12.3

#	Action	Rationale	Implementation	Timing	LSPS
	lands within the western portion of the LGA	development growth. Liverpool is strategically placed to accommodate the strong demand for sub regional development on large industrial sites.	Working collaboratively with the Western Sydney Planning Partnership during precinct planning for the Western Sydney Aerotropolis.		
4	Facilitate industrial development to support the operation of the Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis.	This action applies to land within the <i>Draft Western Sydney Aerotropolis Plan</i> identified as a 'Mixed Use', 'Enterprise' or 'Agribusiness' zone. Industrial development within the Aerotropolis must be designed strategically to improve efficiency, connectivity and avoid amenity impacts. Additionally, industrial development must avoid compromising agricultural land and the scenic landscapes that define this regions character, especially as agri-tourism opportunities develop over time.	Working collaboratively with the Western Sydney Planning Partnership during precinct planning for the Western Sydney Aerotropolis.	Short-Term	Priority 13 Action 13.1 Action 13.2

#	Action	Rationale	Implementation	Timing	LSPS
5	Increase industrial development density, efficiency and colocation.	This action applies to new industrial development, and the adaptive reuse of older industrial stock. Increasing land use efficiency in industrial precincts can assist businesses and industries in making better use of existing sites and allow for an increase in job density. Innovative and efficient approaches for industrial developments and tenancy configuration is to be encouraged. A noteworthy example of this is the Blum facility (located in Hoxton Park) that demonstrates the ability to expand operations and grow the business through innovative design without requiring additional land. Increases in industrial development density and scale must be well considered in order to respect and maintain the amenity of surrounding areas.	Investigate an increase in building height limits and floorspace ratio controls as part of the LEP Review Phase 2.	Short-Term	Priority 10 Action 10.1 Priority 11 Priority 12 Action 12.1
			Update DCP controls to deliver improved building form outcomes, promote innovative design and encourage the adaptive re-use of ageing stock.	Short-Term	Priority 10 Action 10.1 Priority 11 Priority 12 Action 12.1
			Investigate incentive provisions for architectural design excellence, construction and operational environmental sustainability, and for consolidated master planned estates.	Medium-Term	Priority 10 Action 10.1 Priority 11 Priority 12 Action 12.1 Priority 15

#	Action	Rationale	Implementation	Timing	LSPS
6	Prioritise public domain improvements and vegetation within industrial precincts.	Place-making and high-quality urban design principles underpin the creation of successful industrial and innovation precincts that attract industries, employers, start-ups and investors. The public domain plays a crucial role within industrial precincts in providing vegetation that provides cooling, visual softening of the built form and sustainable stormwater management. This applies to the design of new industrial development and the revitalisation of older industrial areas.	Update DCP controls to deliver improved public domain and landscaping outcomes.	Short-Medium Term	Priority 11 Priority 15 Action 15.3 Action 15.4
			Investigate updated contribution plans for industrial precincts to deliver public domain improvements and increased vegetation.	Medium Term	Priority 11 Priority 15 Action 15.3 Action 15.4
7	Improve connectivity between public transport and industrial precincts	Consultation with businesses identified that a number of employees commute to work via public transport. However, most industrial precincts are poorly serviced by public transport, especially within the unusual business hours that typify businesses within each precinct.	Collaborate with the relevant transport and planning authorities to ensure transport infrastructure is provided as part of the land release process for new industrial precincts to provide certainty to businesses who are looking to locate in the LGA's precincts.	Ongoing	Priority 1 Priority 3 Priority 11 Priority 12

#	Action	Rationale	Implementation	Timing	LSPS
		An improvement in public transport servicing the industrial area is essential in attracting new development to occur and to assist in increasing the employment generating capacity of the LGA.	Improve pedestrian and cycling connections from rail stations to nearby industrial precincts surrounding the Liverpool City Centre.	Medium-term	Priority 1 Priority 3 Priority 11 Priority 12
			Rezoning's must be informed by a Transport Plan outlining public transport and active transport use for workers.	Ongoing	Priority 1 Priority 3 Priority 11 Priority 12
8	Introduce Innovation Precincts within LGA	The introduction of a new B7 Business Park zone to the LLEP 2008 will allow innovation precincts to be established in suitably located industrial areas surrounding the Liverpool City Centre.	Introduce the B7 Business Park zone into the LLEP 2008 as part of LEP Review Phase 2.	Short-term	Priority 10 Action 10.1 Priority 12
		The identification of Liverpool as a Collaboration Area and the future investment in Liverpool Hospital provides a significant opportunity to concentrate the attraction of innovative uses in	Rezone the Warwick Farm Scrivener Street precinct from IN1 to B7 with associated development standards as part of LEP Review Phase 2.	Short-term	Priority 10 Action 10.1 Action 10.2 Priority 12

#	Action	Rationale	Implementation	Timing	LSPS
		the Warwick Farm South Industrial Precinct This precinct currently provides crucial urban services and other industrial businesses that support the Liverpool City Centre; however, there remains opportunity for renewal to provide additional supportive industries and innovative uses within the precinct.	Develop a B7 Business Park Innovation Precinct Chapter within the DCP.	Short-term	Priority 10 Action 10.1 Action 10.2 Priority 12
		There is scope for additional innovation precincts to develop in other industrial land surrounding the Liverpool City Centre. This work would be dependent upon further investigation.	Investigate the rezoning of the Orange Grove industrial precinct to foster an innovation/creative precinct.	Medium-long term	Priority 10 Action 10.1 Priority 12
9	Clarify the intended role and function of industrial precincts	Within the LEP currently, imprecise objectives and a similarity of land uses permitted across the industrial zones results in industrial precincts that lack a defined character of uses and experience land use conflicts. Ensuring that urban services and heavy industries cluster in separate precincts suited to their specific operational and locational	Refine the objectives and permissible uses of each industrial zone for the existing industrial precincts as part of LEP Review Phase 1.	Completed	Priority 11 Priority 12 Action 12.2
			Further refine the objectives and permissible uses of all industrial zones in association with a zoning	Short-term	Priority 10 Action 10.1 Priority 11

#	Action	Rationale	Implementation	Timing	LSPS
		needs, will help to facilitate more optimal uses within the precincts.	review of existing industrial precincts. Rezone existing precincts to an appropriate industrial zoning that reflects the industrial activity present and future desired character of each precinct as part of LEP Review Phase 2.		Priority 12 Action 12.2
		Refer to the 'Strategic Vision for Liverpool's Employment Lands' section of this strategy for Council's vision for industrial precincts within the LGA.	Update the DCP objectives and controls to clearly reflect the vision for each industrial precinct	Short-term	Priority 11 Priority 12
10	Advocate for local jobs, community outcomes and high-quality industrial design at the Moorebank Intermodal site	The Moorebank Intermodal is a large infrastructure project that will have significant implications for industry within the region, and for local communities. Given the scale of the development, Council has limited influence over the design and approval of the precinct. Nonetheless, Council will continue to advocate for local job creation, positive community outcomes, and high-quality design.	Advocate for local jobs and positive community outcomes through Council's Intermodal Precinct Committee and the Community Consultation Committee. High quality industrial design, enhanced built form and landscaping outcomes, integration with natural assets and greater	Short-term	Priority 11 Priority 12 Priority 12.2 Priority 11 Priority 12 Priority 12.2

#	Action	Rationale	Implementation	Timing	LSPS
			density of employment will be encouraged and advocated for at the Intermodal site.		

For further information



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