

PLAN 02

**Draft Aerotropolis Contribution 7.12 Plan -
Liverpool City Council - Public Exhibition**

Strategic Objective	Visionary, Leading, Responsible Position Council as an industry leader that plans and delivers services for a growing city
File Ref	149538.2023
Report By	Claire Scott - Coordinator Contributions Planning
Approved By	Lina Kakish - Acting Director Planning & Compliance

EXECUTIVE SUMMARY

On 13 September 2020, the NSW Government gazetted the Western Sydney Aerotropolis State Environmental Planning Policy (SEPP) which came into effect on 1 October 2020. This SEPP rezoned the initial precincts in the Aerotropolis surrounding the Western Sydney (Nancy Bird Walton) International Airport, which is currently under construction.

Supporting changes to Environmental Planning and Assessment Regulations, resulting from the gazettal of the Western Sydney Aerotropolis SEPP, means that a development application in the Aerotropolis cannot be approved until such time as a Contribution Plan is in place.

In November 2020, Liverpool City Council (LCC) exhibited a draft a draft Aerotropolis Contribution Plan that was prepared in conjunction with Penrith City Council (PCC) to support the Aerotropolis. This draft plan was a joint plan that applied to all lands within the Aerotropolis Precinct. The draft Aerotropolis Contributions Plan was developed using land use and built form assumptions based on high level planning documentation within the precinct.

Also during November 2020, the NSW Government released the following draft plans for Public Exhibition:

- Western Sydney Aerotropolis Precinct Plan (Western Sydney Planning Partnership);
- Western Sydney Aerotropolis Special Infrastructure Contributions Plan (Department of Planning, Industry and Environment); and
- Draft Place Infrastructure Compact (Greater Sydney Commission).

Post the exhibition period of the Draft Aerotropolis Contributions Plan, Council received a further report to adopt the plan. Council considered that whilst precinct planning was still unresolved, the assumptions and projections used to estimate the aggregate contribution

levy of 6.5% to apply to development across the precinct, may not accurately capture the local infrastructure and land acquisition provision.

Now that the planning package for the Aerotropolis has been finalised, Liverpool and Penrith Councils have worked together to review and update the draft Aerotropolis Contributions Plan (CP). As a result, amendments to the Draft Aerotropolis CP are proposed, including the removal of stormwater infrastructure, the inclusion of 'Open space and Drainage' lands identified in the SEPP, updated road network and transport infrastructure, updated road specifications and active transport infrastructure.

Costs for both works and land values have escalated since the draft Plan was exhibited in 2020 and this escalation has been accounted for in the amended draft Aerotropolis CP.

Sydney Water is now the Regional Stormwater Authority for the Aerotropolis. Despite this announcement, there is limited information on the full extent of the stormwater strategy and Council's role in the Aerotropolis. Councils' responsibilities for the delivery of stormwater infrastructure are based on the best available information.

It was identified to reduce any potential risk to adoption of the plans, to separate the development contributions plans for each Council, rather than seek concurrence of a single plan. The Local Government Area (LGA) plans will simplify administrative processes, provide autonomy, and allow independence in the future planning and delivery of local infrastructure contribution policy and processes.

The departure from 'one levy - one plan' has identified a reduced levy for precinct development in the Liverpool LGA. The levy in the draft LCC Contribution Plan is 4.5%. The levy in the PCC Contribution is proposed at 5.5%. The LCC levy is lower due to having a greater net developable area (NDA). The overall rates are lower, as the cost of development (NDA) within the Aerotropolis has increased greater than the cost of the public infrastructure.

As the rate is greater than 1%, the s7.12 plan is subject to the approval of the Minister for Planning and Public Spaces.

It is recommended that Council publicly exhibit the draft Liverpool Council Aerotropolis Contributions Plan, including background document (Attachment 1) for a minimum of 28 days, for community and industry feedback.

RECOMMENDATION

That Council:

1. Exhibit the draft Liverpool City Council Aerotropolis 7.12 Contributions Plan (2023) and background report (Attachment 1) for a minimum of 28 days, in accordance with the provisions of the Environmental Planning and Assessment Act 1979 and the Environmental Planning and Assessment Regulations 2000; and
2. Provide a further report to Council, on completion of the public exhibition period.

REPORT

Background

In December 2019, the Department of Planning Industry and Environment (DPIE) released for comment the draft Western Sydney Aerotropolis Plan (WASP). The WASP detailed the vision and planning approach for the Aerotropolis, including the provision of state and local infrastructure to service the area.

The WASP presents a once in a lifetime opportunity to transform the landscape of the Western Parkland City through city shaping infrastructure, such as the Western Sydney (Nancy Bird-Walton) International Airport and the north-south rail link. There is a global opportunity for economic investment to create thriving aviation based business and residential communities.

The scale, scope and importance of this area requires a planning approach that includes mechanisms for the delivery of local and regional infrastructure funding. Infrastructure to support the Aerotropolis is vital to its success and the Western City, more generally.

Council has been proactive in the preparation of a contributions framework to support the Aerotropolis, in conjunction with Penrith City Council. It is envisaged that the Aerotropolis Contribution Plan (CP) will ensure infrastructure delivery better aligns with development assessment, prevents unnecessary delays to development approvals due to a lack of infrastructure planning and provides Council with a strong understanding of our baseline infrastructure needs to be able to effectively negotiate planning agreements where required.

The exhibited draft CP was initially prepared using land use and built form assumptions based on the Western Sydney Aerotropolis Plan, given there were no specific details yet finalised regarding development outcomes for the Aerotropolis. The exhibited draft CP was prepared based on available information and industry accepted standards and benchmarks. In the absence of final development outcomes being determined, a section 7.12 plan

(percentage rate levy) was chosen as it allows Councils greater flexibility for infrastructure delivery.

Under the exhibited plan, the total cost of local infrastructure to meet the needs of the initial precincts of the Aerotropolis for both Penrith and Liverpool Councils, was estimated at \$2.6bn. A percentage rate levy of 6.5% was proposed. This levy rate was comparable to other greenfield industrial precinct development contributions plans when translated to a net developable rate.

At its ordinary meeting of 27 October 2020, Council resolved to publicly exhibit the draft Aerotropolis Contributions Plan. Following this, the Department of Planning & Environment (DPE) commenced the exhibition of the draft precinct plans, the Draft Special Infrastructure Contribution Plan (SIC) and the draft Development Control Plan for the Aerotropolis.

Plan making – Creation of two separate Plans

A significant difference between the exhibited plans is the fact that the plan is now split into two individual plans. Each LGA has its own Contributions Plan for land within the Aerotropolis, and contribution rates that reflect their individual costs for specific local infrastructure provision. Whilst both Councils have experienced significant benefits in preparing a joint plan and a collaborative approach to infrastructure delivery, several changes and considerations have occurred since the exhibition of the draft Aerotropolis CP in 2020, resulting in a review and reflection on the need for a joint plan.

It is noted that the initial draft Aerotropolis CP (2020) was prepared with the ability to split the plan if required. On review, the decision to split the plan was an overwhelming benefit to both Councils for the following reasons:

1. Infrastructure requirements are now clearly defined. In the exhibited draft Aerotropolis CP, defined locations of most infrastructure were not determined or available. With the finalisation of the SEPP and Precinct Plan, the location of most infrastructure is now defined;
2. Individual plans enable each Council to have full control of their own decision making (i.e. spending, council reporting, infrastructure delivery);
3. The diversity of the precincts established very defined land uses that identified different infrastructure needs;
4. Simplifies administration of the plan for accounting purposes and reporting requirements;
5. Reduces potential funding anomalies. A combined plan would result in a lower contribution rate applying to development in Penrith and a higher rate applying to development in Liverpool. A joint plan would pool income, which may result in a reliance on funding from Liverpool LGA;

6. Changes to policy position, without precedent. Creating a single plan would require policy position to be applied and affect both LGAs or require both Councils to resolve on matters affecting the plan. Separating the Plan allows each Council to have their own independence over policy;
7. The master planning process for amending the Aerotropolis Precinct Plan may impact the infrastructure delivery under the plan. Due to the nature of the LGA boundaries within the Aerotropolis, it is unlikely that any master planning application would apply to land in both LGAs. A single contributions plan would require both Councils to report and exhibit any proposed impacts to the plan, no matter where the development was located, which would increase administration and risk that the Plans may not collect funds needed for development; and
8. Councils are likely to be required by DPE to convert the s7.12 plans into s7.11 plans in the future. Liverpool City Council will be required to seek approval from IPART for a future s7.11 plan, due to the facilitation of residential development. Penrith City Council will not have the same requirement and could facilitate the conversion of the plan in a quicker timeframe.

From this point forward in the report – the reference to the draft Aerotropolis Contribution Plan is considered the Liverpool City Council Draft Contribution Plan 2023. The background report includes all precincts within the Aerotropolis, including the precincts within Penrith LGA. The Liverpool City Council (LCC) and Penrith City Council (PCC) joint draft plan will be referenced as the exhibited CP.

Current Situation

Since the exhibition of the draft Aerotropolis CP in November 2020, two key changes occurred to the planning framework for the Western Sydney Aerotropolis that required significant amendments to the draft Aerotropolis CP Plan. These changes were as follows:

- Finalisation of the planning package for the Western Sydney Aerotropolis; and
- Sydney Water being appointed as the Regional Stormwater Authority.

The release of the final planning package for the Aerotropolis provided Councils with the certainty of the land use planning and infrastructure outcomes for the Aerotropolis, enabling Councils to review and update the infrastructure and costing within the exhibited draft CP.

The final planning package included the following:

- Amendments to the SEPP (Precincts – Western Parkland City) 2021);
- Finalised Precinct Plan; and
- Finalised DCP.

Amendments to State Environmental Planning Policy (SEPP) (Precincts – Western Parkland City) 2021

An amendment to SEPP (Precincts – Western Parkland City) 2021 introduced new land acquisition requirements for Council. From November 2022, Council became the acquisition authority for land identified in the SEPP as ‘Open Space and Drainage’ lands.

Council has raised objections to being the nominated acquisition authority, primarily due to much of the land being located in between Sydney Water’s proposed stormwater assets and the lack of clarity and uncertainty of Councils role and responsibilities in relation to this land, and how it interrelates with Sydney Water stormwater land.

As the SEPP nominated Council as the acquisition authority, the draft CP needed to be amended to identify and specifically include land acquisition and embellishment costs for the land, as no other funding mechanism was available.

Western Sydney Aerotropolis Precinct Plan

The final Precinct Plan defined the extent of the road and active transport networks within the Aerotropolis and determined what parts of the network would need to be delivered by Council. Key provisions include the following:

- Transport Network Plan and Street Hierarchy Map defined the extent of the sub-arterial road network and locations where bridges and culverts are anticipated; and
- The Blue Green Framework and Active Transport Network Plans defined the extent of land to deliver the off-road pedestrian footpaths and cycleways and where the active transport network crosses creek lines that require bridges.

The draft CP utilises these provisions to determine the amount of land acquisition, construction, and embellishment costs.

Western Sydney Aerotropolis Development Control Plan 2022

The adopted DCP contained new development controls for the road network that required the exhibited costings to be reviewed. These controls include the following:

- Road profiles that contained a wider road reserve to address tree canopy and water-sensitive urban design requirements (WSUD) which increases the cost of road construction and maintenance due to a greater level of landscaping within the road reserve than traditional road profiles;
- Additional contingencies are also required for additional maintenance requirements for areas with highly saline soils due potential degradation of road infrastructure from the irrigation of street trees and other WSUD infrastructure;
- The inclusion of riparian road corridors and increased landscaping to achieve water control target; and
- Minimum street tree requirements and engineering designs for street tree pits which are predicted to be expensive to construct and maintain.

Sydney Water – Regional Stormwater Authority

On 25 March 2022, Sydney Water was appointed as the Regional Stormwater Authority for the Western Sydney Aerotropolis. As the Regional Stormwater Authority, Sydney Water will be responsible for delivering, managing and maintaining the regional stormwater network, along with the drinking water, wastewater and recycled networks.

The appointment of Sydney Water as the regional stormwater authority directly impacts the draft CP, as the exhibited plan included costs of \$1.07bn for the provision of stormwater infrastructure to be delivered, managed, and maintained by Councils.

To date, a stormwater strategy for the Aerotropolis has not been released. A strategy would provide certainty to Council on the exact function of the network and how it would be delivered. The release of this strategy is not likely to occur in the short term. In order to progress in finalising the draft CP and facilitate development in the Aerotropolis, Councils have used the information available to make assumptions on stormwater delivery and costs that are required to be included in the plan. These assumptions have been assessed by Council's consultants.

Sydney Water and DPE Water have developed a governance structure (roles and responsibilities) for the implementation of the regional stormwater scheme. This has been reviewed by Council officers and our consultants to understand Council's role in the scheme and if any stormwater related infrastructure should be included in the draft Aerotropolis CP. Under the governance structure, Council would be responsible for delivering or facilitating road drainage infrastructure (street pits and pipes). These costs have been accommodated as part of the overall road construction costs.

Land identified as 'Open Space and Drainage' under SEPP (Precincts – Western Parkland City) 2021 does not form a functioning component of the regional stormwater scheme, however, is directly adjacent to stormwater assets and may include riparian corridors and flood impacted land. To facilitate precinct plan outcomes for an active transport network, costs for the embellishment of this land have been accommodated in the draft CP. As the stormwater strategy is yet to be released, there is a possibility that drainage works may need to occur within this land. Should Sydney Water need to link stormwater basins via pipes or drainage channels within the 'Open Space and Drainage' land, Sydney Water would need to seek easements across Council's land and all construction costs would need to be accommodated by Sydney Water.

All other elements of the regional stormwater scheme are intended to be delivered by Sydney Water or developers. No costs or contingencies, other than those discussed above, have been included in the plan for the delivery of this stormwater infrastructure. Including costs or contingencies for the provision of stormwater infrastructure in the draft CP would be 'double dipping' as it is understood that these costs will either be covered by a Sydney Water servicing charge or paid for by the developer.

Sydney Water is yet to provide a cost estimate for the implementation of the regional stormwater scheme in the Aerotropolis, nor an estimate of the rate that they will charge through a stormwater servicing charge to recoup costs. A draft report reviewed by IPART has been placed on exhibition, which considers the developer charges. This plan is under review by Council. Any rate charged by Sydney Water will add to contribution charges for development in the Aerotropolis, with future development required to pay a Special Infrastructure Contribution (SIC), a Local Infrastructure Charge (LIC) via a Section 7.12 Plan, as well as a Sydney Water stormwater servicing charge.

Until such time as the governance framework relating to the management of stormwater is formally signed by all parties and the stormwater strategy is released, there remains a risk that the draft CP may not account for all the infrastructure Council is obligated to deliver to support the stormwater scheme. This risk has been minimised as far as possible with the information available to Council, in order to progress the draft CP and facilitate development. During the exhibition period, we will seek to work with the relevant agencies to formalise the governance framework.

Precinct Wide Revised Plan Costs

For the purpose of comparison across the whole precinct across both LGA's, the table below outlines the changes to the cost for infrastructure provision for the Aerotropolis precinct from the exhibited plan (one document) to the background document that informed the LGA Plans.

Infrastructure	Exhibited 2020	Revised Cost	Changes
Road & Stormwater	\$726.8m	\$821m	Increased costs on balance: <ul style="list-style-type: none"> ▪ removal of stormwater infrastructure; ▪ an increase in the extent and widths of roads; and ▪ Inclusion of bridges over creeks.
Social, open space & recreation	\$203.1m	\$407m	Increased costs: <ul style="list-style-type: none"> ▪ an increase in embellishment costs; and ▪ inclusions of active transport infrastructure in open space.
Land	\$1.6bn	\$1.6bn	Balancing of costs through: <ul style="list-style-type: none"> ▪ removal of stormwater land; ▪ an increase in land values; ▪ an increase in extent and widths of roads; and ▪ inclusion of SEPP zoned open space and drainage land.
Total	\$2.5bn	\$2.8bn	

A detailed discussion on the changes to the costs of the plan is provided below:

Roads Construction Cost

The plan includes costs to construct sub-arterial roads as well as bridges and culverts for the sub-arterial roads and some collector roads.

Construction costs for local roads and park edge streets and some collector roads have been excluded from the draft Aerotropolis CP as they will be delivered as part of future development and are not critical to facilitate development due to the subdivision pattern that is not fragmented and has existing access to the current road network in the Penrith LGA. However, a contingency has been included in the draft Aerotropolis CP for the construction of bridge crossings for collector roads and culverts, as may cross open space and drainage land to be acquired by Council or it is likely, due to the cost of constructing bridges, that developers would seek not to deliver these critical connections.

Rates for the road construction costs include provisions for updated road profiles contained in the Aerotropolis DCP, and includes the following:

- Planted median with landscaping and rain gardens;
- Footpaths;
- Utilities (Watermains, recycled water, electricity, gas and telecommunication);
- Stormwater drainage (pipes and pits);
- Shared pedestrian cycle paths;
- Landscaped flex zones; and
- Street verge with street trees (every 8-10 metres), engineered street pit and street lighting.

Open Space Infrastructure Cost

The Draft CP includes the acquisition and embellishment of land for the purposes of open space, including local open space and drainage land, as required under the SEPP.

Embellishment costs allow for the provision of the active transport network across Council owned land. Costings in the draft CP have also factored in the provision of the active transport network on Sydney Water land as Sydney Water can only fund basic embellishment of their land through their service charges and are unable to make allowances for this form of embellishment. There is yet to be any decision or agreement as to the responsibility for constructing and maintaining embellishment on Sydney Water land.

Embellishment of this land will include the following:

- Pedestrian pathways;
- Cycleways;
- Bridges;
- Lighting;
- Picnic Facilities, tables, and chairs; and
- Rehabilitation of riparian corridors.

Social Infrastructure Contributions

The provision of Social Infrastructure has not changed from the exhibited plan. However, there have been some increases in land values and building costs.

Total Cost of Infrastructure Delivery

Since the exhibition of the plan in November 2020 the overall cost of the plan has increased by \$300 million. This increase is due to increased land acquisition, greater embellishment, and construction costs.

Land Values

Council sought an independent valuation of land values in the Aerotropolis due to the time that had elapsed since the exhibition of the draft Aerotropolis CP. This valuation was peer reviewed by Deloitte and the Office of Strategic Lands (OSL). Land values have been updated to reflect current values that are being applied to land acquisition with the Western Parkland City and the Western Sydney Aerotropolis. The change to land acquisitions rates is as follows:

	Exhibited 2020	Revised Draft 2023
Constrained land	\$85m ²	\$90.00m ²
Developable Land (mixed use)	\$500m ²	\$550.00m ²
Developable Land (Enterprise)	\$400m ²	\$500.00m ²
Developable land (Agribusiness)		\$250.00m ²

It is noted that it has been 12 months since the valuations and peer review were conducted.

Reviewed construction costs

The infrastructure and construction cost assumptions have been independently reviewed by a Quantity Surveyor to determine whether the costs that were included in the exhibited plan were current. This review found that most of the costs were still applicable, however, community infrastructure, open space and road costs had risen. The plan has been amended to include the new rates. Additionally, it was determined that the cost of development construction in the precinct had also increased. This is important to note as it relates to the overall percentage rate of the plan.

Amended Contribution Rates

As this plan is a Section 7.12 Plan, the levy is calculated based on the percentage of the overall infrastructure costs in the plan against the capital investment value (CIV) of future development.

The amended draft Aerotropolis CP will apply a contribution rate of 4.5% to development within the Liverpool LGA and a rate of 4.5% for Liverpool LGA. The current rates are provided in the table below:

	Penrith LGA	Liverpool LGA
Development Costs	\$14.9bn	\$45.3bn
Infrastructure (works + land)	\$815.9m	\$2bn
Plan Admin	1.5%	1.5%
Contribution rate	5.5%	4.5%

Whilst the overall cost of infrastructure in the plan has increased, the reduction in the levy rate is a result of increased development costs within the Aerotropolis since the previous plan was exhibited.

The contribution rate is lower for Liverpool LGA, due to Liverpool having a much higher NDA than Penrith LGA. The higher NDA generates greater development costs, creating a lower percentage contribution rate.

Engagement with the Department of Planning and Environmental (DPE)

Liverpool and Penrith Councils have worked with DPE in the preparation of the background report and contributions plan given the draft CP will require Ministerial approval.

A draft copy of the background report and draft CP will be provided to DPE for feedback and assessment. Feedback received from DPE will be incorporated into the final documents. It is hoped that this engagement will lead to a more accelerated process of the final approval of the plan by the Minister for Planning and Public Spaces.

Land Use and Proposed Development

The SEPP (Western Sydney Aerotropolis) is the planning framework to deliver the vision of the WASP and guides development within the Aerotropolis, through zoning, strategic objectives and planning controls.

The SEPP defines and zones initial precincts within the Aerotropolis. The primary zonings of these precincts are as follows:

Precinct	Land Use Zone	Future Land uses
Northern Gateway	Enterprise Mixed use Environment and Recreation	Employment, business, professional services, environmental and cultural protection, conservation, recreation
Agribusiness	Agribusiness Zone Environment and Recreation	Agribusiness related land uses including food production, supply chain industries and processing, environmental and cultural protection, conservations, recreation
Wianamatta South Creek	Environment and Recreation	Environmental and cultural protections, conservation, recreation
Badgerys Creek	Enterprise Environment and Recreation	Employment, business, professional services, environmental and cultural protection, conservation, recreation
Aerotropolis Core	Enterprise Mixed Use	Employment, business, professional services, Residential accommodations environmental and cultural protection, conservation, recreation

For the purpose of the Liverpool Aerotropolis plan, this plan applies to land in the Agribusiness precinct, Badgerys Creek precinct, and Aerotropolis Core precinct that is situated in Liverpool LGA.

Local Infrastructure Costs – Liverpool Aerotropolis Precincts

The Liverpool draft CP identified the following local infrastructure costs per precinct. The background report further prescribed the inclusions and exclusions of these items.

	Badgerys creek (LCC LGA)	Agribusiness (LCC LGA)	Aerotropolis Core	Total Work
Works	\$	\$	\$	\$
Roads	57.9m	146.4m	291.0m	495.3m
Open Space	21.9m	54.4m	153.4m	229.7m
Community Infrastructure		2.3m	65.7m	68.0m
Land Acquisition	\$	\$	\$	\$
Roads	78.4m	81.8m	362.7m	522.8m
Open Space	42.5m	84.1m	536.6m	663.3m
Community Infrastructure		0.08m	40.2m	40.3m
Plan Administration	1.2m	3.0m	7.7m	11.9m
Total	201.9m	371.9m	1457.2m	2031.3m

Exhibition and next steps

Due to the number of changes that have been made since the draft Contribution Plan was exhibited in November 2020, the draft Contribution Plan for both Councils needs to be re-exhibited. It is especially important to inform the development industry of the removal of stormwater costs from the draft Aerotropolis CP. Whilst the removal of stormwater costs has led to a reduction in the contributions rate, it is important that the development industry is aware that this reduction may be offset by a Sydney Water charge for the provision of stormwater infrastructure in the Aerotropolis.

It is proposed to jointly exhibit the draft CP and background report concurrently with Penrith City Council. It is intended that the draft CP be exhibited for a minimum of 28 days and that the draft CP would be advertised through Council's website, local forum groups and Council's social media pages. It has also been requested by the community that a letter to all affected landowners be sent notifying them of the public exhibition timeframes.

Since 2020, Council officers have had ongoing and detailed discussions with landowners and industry regarding infrastructure delivery and development contributions in the Aerotropolis. Council officers have participated at community forums facilitated by Sydney

Water and DPE. Officers will continue to work with key stakeholders such as landowners, DPE and other state agencies throughout the exhibition period to receive their feedback. Industry associations such as UDIA and Property Council will also be notified.

Ministerial Approval

Post exhibition and further report to Council, Council will need to seek Ministerial approval to make a Section 7.12 plan with a higher levy rate than 1%. To seek approval, a draft plan is required to be publicly exhibited by Council. It is therefore required that Council endorse the draft CP for exhibition.

Project Collaboration

While each Council will have a separate development contributions plan, we will continue to work in parallel with Penrith City Council to report and finalise the draft CP, including the review of submissions as they relate to the provision of infrastructure and acquisition of land.

FINANCIAL IMPLICATIONS

There are no financial implications relating to the public exhibition of the draft plan.

However, there are a number of financial considerations for Council with respect to the draft Aerotropolis CP. This includes Council's current acquisition responsibilities under the SEPP and matters associated with stormwater. Whilst financial risks exist, these are proposed to be managed with the best available information in order to progress the draft Aerotropolis CP, as there is a greater risk of not having a plan in place to collect contributions to deliver infrastructure and facilitate development.

As Council is the nominated acquisition authority for land identified as 'Local Open Space and Drainage', the hardship provisions of the Land Acquisition (Just Terms Compensation) Act 1991 apply, and landowners are able to submit a hardship application to expedite the acquisition of their property. As there is no development contributions plan in place, Council doesn't have a source of income to draw on funds to pay for hardship claims. All hardship claims received prior to Council charging contributions in the Aerotropolis will need to be funded via other revenue sources in the interim period.

Whilst it is not expected that Council will receive many hardship claims, they can pose a financial risk to Council, without a development contributions plan collecting funds. It is therefore important that Council move towards finalising the draft Aerotropolis CP to have a source for funding this acquisition.

There is a potential risk of a shortfall in the draft Aerotropolis CP with respect to stormwater infrastructure. Whilst Sydney Water has been nominated as the regional stormwater authority, the stormwater strategy is yet to be released and the governance framework is yet to be formally endorsed for Councils to be assured of their roles and responsibilities in relation to infrastructure delivery and the final costs associated with these. Based on robust assumptions and the inclusion of contingencies, this risk has been managed in the draft Aerotropolis CP.

It is anticipated that as further information and policy position becomes available, the plan may be subject to a revision or implementation of a new plan, with a detailed schedule of works.

The administration of this plan and the work to be ongoing, it is likely that further resourcing is required. Administration costs have been identified to assist with the delivery of this plan.

CONSIDERATIONS

<p>Economic</p>	<p>Deliver and maintain a range of transport related infrastructure such as footpaths, bus shelters and bikeways.</p> <p>Enhance the environmental performance of buildings and homes.</p> <p>Deliver a high quality local road system including provision and maintenance of infrastructure and management of traffic issues.</p> <p>Facilitate economic development.</p> <p>Facilitate the development of new tourism based on local attractions, culture and creative industries.</p>
<p>Environment</p>	<p>Manage the environmental health of waterways.</p> <p>Retain viable opportunities for local food production while managing land use to meet urban growth.</p> <p>Enhance the environmental performance of buildings and homes.</p> <p>Protect, enhance and maintain areas of endangered ecological communities and high quality bushland as part of an attractive mix of land uses.</p> <p>Raise community awareness and support action in relation to environmental issues.</p> <p>Promote an integrated and user friendly public transport service.</p> <p>Support the delivery of a range of transport options.</p>

Social	<p>Provide cultural centres and activities for the enjoyment of the arts.</p> <p>Support policies and plans that prevent crime.</p> <p>Preserve and maintain heritage, both landscape and cultural as urban development takes place.</p> <p>Regulate for a mix of housing types that responds to different population groups such as young families and older people.</p> <p>Deliver high quality services for children and their families.</p>
Civic Leadership	<p>Act as an environmental leader in the community.</p> <p>Undertake communication practices with the community and stakeholders across a range of media.</p> <p>Encourage the community to engage in Council initiatives and actions.</p> <p>Provide information about Council's services, roles and decision making processes.</p> <p>Operate a well-developed governance system that demonstrates accountability, transparency and ethical conduct.</p>
Legislative	<p>Environmental Planning and Assessment Act</p> <p>Environmental Planning and Assessment Regulation</p> <p>State Environmental Planning Policy (Western Sydney Aerotropolis)</p>
Risk	<p>The risk is deemed to be Medium</p>

ATTACHMENTS

1. Attachment A - Draft Aerotropolis Contribution Plan - Public Exhibition - Council Report May 2023
2. Appendix A - Aerotropolis CP Background Report FINAL

Council

COUNCIL DECISION

Motion

Moved: Cllr Harle

Seconded: Cllr Hadid

That Council:

1. Exhibit the draft Liverpool City Council Aerotropolis 7.12 Contributions Plan (2023) and background report (Attachment 1) for a minimum of 28 days, in accordance with

the provisions of the Environmental Planning and Assessment Act 1979 and the Environmental Planning and Assessment Regulations 2000;

2. Provide a further report to Council, on completion of the public exhibition period; and
3. That the three levels of government work together to forward fund the infrastructure delivery as part of the contributions plan.

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

Vote for: Mayor Mannoun, Clr Ammoun, Clr Goodman, Clr Green, Clr Harle, Clr Kaliyanda, Clr Karnib, Clr Macnaught, Clr Rhodes and Clr Hadid.

Vote against: Nil.

Note: Clr Hagarty was absent from the chambers when this item was voted on.