LIVERPOOL CITY COUNCIL

Our Ref: SSD1-25/2020
Contact: Charles Wiafe
Ph: 8711 7452
Date: 11 December 2020

Daniel Gorgioski
Senior Planner, Transport Assessments
Department of Planning Industry and Environment
12 Darcy Street
PARRAMATTA NSW 2150

Email: Daniel.Gorgioski@planning.nsw.gov.au

Re: Council's comments on Sydney Metro - Western Sydney Airport

Dear Mr Gorgioski,

Thank you for the opportunity to comment on the proposed Sydney Metro - Western Sydney Airport (WSA). Council supports the project and appreciates that it will support the planned development of the Western Sydney International (Nancy-Bird Walton) Airport (the Airport) and the Aerotropolis, encourage and increase public transport use to the Airport and facilitate planned land use development in and around the Airport.

Council appreciates that the project would assist in the realisation of the vision for Western Sydney and the Aerotropolis, and provide an important public transport connection to the employment, education, business park development and recreation facilities.

Council notes that the project is being delivered under the Western Sydney City Deal, entered into between the Australian Government, NSW Government and eight Western Sydney Council's including Liverpool City Council to deliver the vision for the Western Parkland City.

In its previous submission on Western Sydney Rail needs study, Council recommended that extension of the south-west rail line from Leppington to the Airport is to be considered to facilitate public transport connection from other parts from South Western Sydney. Whilst Council supports the proposed Sydney Metro – Western Sydney Aerotropolis line, Council again requests that further consideration be given to the rail extension from Leppington to the Airport.

Three proposed stations south of Elizabeth Drive are in the Liverpool Local Government Area (LGA). Hence, Council has interest in how the project would encourage urban development and change public transport provision around these three stations.

To ensure co-ordination of the construction and operational aspects of the projects, and integrated land use and transport strategies around the Airport/Aerotropolis, Council recommends that;

- A project working group is to be established made up of Transport for NSW (TfNSW), Metro, WSA Co, Penrith/Liverpool Council to discuss impacts of major transport projects including, the M12 Motorway, WSA and Mamre Road upgrade.

- An integrated land use and transport implementation plan with emphasis on bus and active transport network within the station precincts and surrounding areas, is to be developed by TfNSW and Metro in consultation with Penrith/Liverpool City Councils, Western Parkland City Authority and WSA Co.

In addition to the above, please find attached comments relating to the economic and social, environmental, heritage, traffic and transport, urban design aspects of the project. Council requests that these comments be taken into consideration in the determination of the project.

Should you require any further information on this matter, please contact Charles Wiafe, Acting Manager Planning and Transport Strategy via email wiafec@liverpool.nsw.gov.au.

Yours sincerely,

Charles Wiafe
Acting Manager Planning and Transport Strategy

Attachments

1. Strategic Planning

On 13 September 2020, the Western Sydney Planning Partnership (WSPP) finalised the following planning documents:

- Western Sydney Aerotropolis Plan (WSAP)
- SEPP (Western Sydney Aerotropolis) 2020 (came into effect 1 Oct 2020)
- Aerotropolis Development Control Plan (Phase #1)

In addition, WSPP placed on public exhibition Draft Aerotropolis Precinct Plans between (10 November – 26 February 2021). When completed, the precinct plans would enable urban development in the relevant precinct. The metro line would encourage and facilitate the planned development and is supported.

Council notes that as part of the precinct planning exercise, road network planning has been carried out with the Sydney Metro – Western Sydney International project, it is recommended that an integrated land use and transport plan is to be prepared with stage delivery projects to facilitate integration between the planned road network and the Metro project.

2. Environmental

The EIS indicates that a Kemps Creek construction power route is being considered (as shown in figure 8-41). However, few details have been provided on this ancillary work. Associated biodiversity reports (including the BDAR) contain no consideration of this power route.

It appears that the proposed permanent spoil placement area is directly adjacent to the Badgerys Creek Environment Conservation Zone (ECZ) identified within the Airport Plan (as indicated in figure 8-24 of the EIS). However, details provided within the EIS (main body) and BDAR regarding the avoidance of impacts to the ECZ focus on the proposed tunnelling for the track alignment.

Further, the indirect impacts considered within the BDAR for the on-airport area (section 8.3.2) is restricted to the stage 1 construction impact zone, and does not consider the adjacent ECZ. Appendix J of the EIS (EPBC Act draft EIS Assessment of on-airport proposed action) includes some information on this aspect, but concentrates on riparian buffers rather than the ECZ and does not demonstrate that indirect impacts would be avoided.

The assessment of indirect impacts and Key Threatening Processes within the BDAR is heavily reliant upon mitigation measures. However, the range of measure relied upon are not evident within table 11.2 of the BDAR (proposed mitigation measures). Details therefore appear to be restricted to the high-level information included within the CEMF.

<u>Recommendation</u>

- Flora and fauna section of the CEMF also includes dam dewatering protocols to minimise harm to fauna.

- Further details are provided for this aspect, including whether any native vegetation or fauna habitat would be impacted. If impacts to biodiversity are likely to occur, it is recommended that they are considered as part of the assessment.

  It should be noted that the identified Kemps Creek locality contains known and potential habitat for several threatened flora species.

- Further details are provided regarding activities associated with the spoil placement, potential impacts to the ECZ, and proposed mitigation measures.

- Additional specific mitigation measures are included to support the conclusion of these assessments.

3. Environmental Health

Council appreciates that the project will include a combination of tunnel, surface and viaduct sections; interface with key roads and include waterway crossings at Blaxland Creek and Cosgroves Creek. A stabling and maintenance facility is proposed at Orchard Hills. Service facilities are also proposed at Claremont Meadows and Bringelly.

Appropriate Regulatory Authority

The Environmental Impact Statement (EIS) confirms that an Environment Protection License would be required under the *Protection of the Environment Operations Act 1997.* 'Railway activities-railway infrastructure construction' and 'Railway activities-railway infrastructure operation' are identified in Schedule 1 of the *Protection of the Environment Operations Act 1997* as scheduled activities requiring an Environment Protection License. However, Section 4.2 of the EIS does not outline which particular aspects of the proposed development are scheduled activities and require regulation by the NSW EPA.

In the case of Integrated Development, approval must be obtained from the NSW EPA before consent can be granted. The consent authority must refer the Development Application to the relevant public authority and incorporate the public authority's general terms of approval. Apart from the abovementioned requirements, the Applicant is requested to confirm whether the proposed development will include any non-scheduled activities requiring regulation by Council.

State Environmental Planning Policy (Infrastructure) 2007

The acoustic consultant indicated that acoustic impacts upon future receivers would need to be assessed in accordance with Clause 87 of *State Environmental Planning Policy (Infrastructure) 2007.* To assist in addressing these future requirements, it is requested that the Department provides Council with spatial data that can be incorporated into its geographic information system so that land in or adjacent to the rail corridor that is likely to be adversely affected by rail noise or vibration can be readily identified.

Noise and vibration

Construction noise is predicted to exceed Noise Management Levels which may significantly impact upon the nearest receivers. Detailed aspects of the proposed development such as building design, alarms systems, public address systems, mechanical plant and equipment are currently unknown.

To address these data gaps, it is indicated that more detailed acoustic assessments are required in future. As the environmental assessment process is highly fragmented, it is difficult to determine the extent of noise and vibration impacts associated with the proposed development.

The proposed construction and operation of the metro railway line will have a significant effect on noise sensitive receivers. To mitigate these impacts, appropriate mitigation measures must be devised during the planning phase of the project. Consequently, Council's Environmental Health Section believes that the detailed acoustic assessments and preparation of the Construction Noise and Vibration Management Plan shall be undertaken prior to further consideration of the proposal.

Water Quality

Chapter 7 of the EIS confirms that the proposed drainage system for the project will include operational water quality treatment plants to manage stormwater and groundwater within the proposed tunnels, portals and in-cutting sections of the Project. Liquid will be filtered and chemically treatment prior to being discharged to stormwater.

Recommendation

That the project evaluates the quality and quantity of pollutants that may be introduced into the water cycle by source and discharge point.

State Environmental Planning Policy No. 55- Remediation of Land

In accordance with Clause 7(1) of *State Environmental Planning Policy (SEPP) No. 55- Remediation of Land*, the consent authority is required to consider contamination and the need for remediation when determining an Application. If the land requires remediation, it must be satisfied that the land will be remediated before the land is used for that purpose.

Furthermore, Clause 7(2) of *SEPP 55- Remediation of Land* requires the consent authority to consider a report specifying the findings of a preliminary investigation of land if the proposed development involves a change of use on any land specified in subclause 4.

It is the responsibility of the consent authority to consider the requirements of Clause 7 of *SEPP No. 55- Remediation of Land* prior to granting consent to any development on the land. Section 16.4.1 of the EIS indicates that land located within the construction footprint has been used for the following purposes: a wrecking yard, dry cleaners; bus depot potentially containing underground petroleum storage systems, rail sidings; a plastic manufacturing industry; fuel storage; unlicensed waste operations; military activities; market gardening; and an airfield.

Table 1 of the contaminated land planning guidelines identify agricultural/horticultural activities, airports, chemical manufacture and formulation, defence works, engine works, landfill sites, railway yards, scrap yards, dry cleaners; waste storage and treatment as potentially contaminating activities. Based upon this information, it is known that the proposed development involves a change of use on land that has been used for purposes referred to in Table 1 of the contaminated land planning guidelines.

Before determining an Application for consent to carry out development that would involve a change of use the land referred to above, the Consent Authority must consider a report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines.

The Application was supported by a document titled 'Technical Paper 8: Contamination prepared by M2A dated October 2020 which does not fulfil all requirements of a preliminary investigation of the land (Stage 1 Preliminary Site Investigation) as outlined within guidelines made and approved by the NSW EPA under the *Contaminated Land Management Act 1997* and the contaminated land planning guidelines referenced in *State Environmental Planning Policy (SEPP) No. 55-Remediation of Land*.

According to the above-mentioned Guidelines, a preliminary investigation must contain a detailed appraisal of the site's history and a report based on a visual site inspection and assessment. Based upon the available information, it appears that a visual site inspection was not completed of the entire construction footprint.

The Guidelines for Consultants Reporting on Contaminated Sites prepared by the NSW Office of Environment & Heritage (2011) also indicates that a preliminary investigation report should: identify all past and present potentially contaminating activities; identify potential contamination types; discuss the site condition; provide a preliminary assessment of site contamination; and assess the need for further investigations.

Within their assessment, M2A did not include a review of Land Titles records, Council records under Section 10.7 (2 and 5) (formerly Section 149) of the *Environmental Planning and Assessment Act 1979* or SafeWork NSW records for current and historical dangerous goods licenses for the entire construction footprint.

The NSW EPA's document titled 'Consultants Reporting on Contaminated Land Contaminated Land Guidelines' (2020) explains that an appraisal of the site history is fundamental to the preliminary investigation and may be used to assess the likelihood of site contamination. The NSW EPA specifically underlines the importance of reviewing and assessing all relevant information about the site, including information available from planning authorities and the NSW EPA and information obtained during site inspections.

<u>Recommendation</u>

The requirements of Clause 7 of State Environmental Planning Policy (SEPP) No. 55-Remediation of Land must be addressed. The Preliminary Site Investigation shall comply with applicable guidelines made or approved by the NSW EPA under the *Contaminated Land Management Act 1997* and identify all past and present potentially contaminating activities; identify potential contamination types; discuss the site condition; provide a preliminary assessment of site contamination; and assess the need for further investigations.

Where contaminating activities are suspected or known to have occurred, or if site history is incomplete, it may be necessary to prepare a Stage 2- Detailed Site Investigation. This investigation shall give regard to the potential effects of any contaminants on public health, the environment and building structures and shall meet the sampling density outlined in the NSW EPA 'Sampling Design Guidelines' (1995).

If the Stage 2-Detailed Site Investigation indicates that the site poses unacceptable risks to human health or the environment, a Remedial Action Plan (RAP) shall be prepared by a suitably qualified environmental consultant in accordance with applicable guidelines made or approved by the NSW EPA under the *Contaminated Land Management Act 1997*. In these circumstances, the Remedial Action Plan shall be referred to the consent authority for review.

Contaminated site reports shall be prepared by a suitably qualified environmental consultant who is certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme.

Controlled Activity

The proposed development comprises controlled activities such as construction of infrastructure on waterfront land. Although exemptions may apply to the State Significant Infrastructure project, the Department must consider whether there are any other applicable requirements which apply to the proposed development under the *Water Management Act 2000*.

SEPP 33- Hazardous and Offensive Development

The risk review identified key hazards associated with the proposed construction and operation of the metro railway system. These hazards included the storage and handling of chemicals and hazardous substances. Chapter 23 of the EIS 'Hazard and Risk' did not include a risk screening procedure in accordance with *State Environmental Planning Policy No. 33- Hazardous and Offensive Development.*

State Environmental Planning Policy No. 33- Hazardous and Offensive Development ensures that all proposed measures to reduce the impact of the development are taken into account. The EIS is unclear whether the applicant has completed a risk screening procedure to assist in determining whether the development proposal falls within the definition of potentially hazardous industry.

Due to the limited information contained within the EIS, it is unknown whether a preliminary hazard analysis has been developed for the site. A checklist of the information required to identify *SEPP 33* development is included in Appendix 2 of the NSW Department of Planning 'Hazardous and Offensive Development Application Guidelines - Applying SEPP 33' published January 2011.

Regulated Systems

The installation, operation and maintenance of cooling water systems and warm water systems are regulated under the *Public Health Act 2010.* The Applicant must confirm whether regulated systems such as warm water and/or cooling water systems will be installed as part of the Project in accordance with the *Public Health Act 2010*, *Public Health Regulation 2012* and AS 3666.

Site Regulation

- The Department will have primary responsibility for assessing compliance with conditions of consent in relation to environmental emissions (i.e. noise, air, water, land) during the construction and operational phases of the project;

- Clear guidance is required outlining the Appropriate Regulatory Authorities for scheduled and non-scheduled activities at the site; and

- A comprehensive compliance monitoring initiative that incorporate both qualitative and quantitative measures is to be implemented.

- Data collection using quantitative methods for the duration of construction and operational phases of the project would assist in determining compliance with the approval and encourage environmental best practice.

Construction Noise and Vibration Management Plan

As construction noise impacts are predicted, the project would have construction and vibration impacts. To manage these impacts, a Construction Noise Management Plan and complaints' handling procedure is to be prepared by an acoustic consultant and be submitted to the consent authority for review.

The plan is to address the following;

- Identify and implement strategies to minimise noise from the proposed construction activities and incorporate: approaches for promoting noise awareness by contractors; training procedures; a complaint lodgment procedure to ensure that members of the public and local residents are able to report noise issues; an ongoing review process and a plan for responding to noise complaints.

- Specify the responsibilities of site personnel in managing noise and include a detailed list of steps taken to manage potential noise impacts.

Council notes that there have been significant advancements to audible reversing alarms. As a result, there is a range of alternatives to the traditional reversing signals capable of providing a safe system of work, whilst also reducing noise impacts. Apart from broadband alarms, these include variable-level audible alarms, focused tonal alarms, non-audible warning systems, proximity alarms, spotters or observers and exclusion alarms. To ensure compliance with work, health and safety requirements, further advice should be sought from SafeWork NSW.

In addition, a Noise Management Plan is to be prepared and reviewed and certified by a suitably qualified acoustic consultant. The report's cover or title page must confirm

the consultant's membership with the Australian Acoustical Society or employment by an Association of Australasian Acoustical Consultants (AAAC) member firm.

Construction Phase Soil and Water Management Plan

A soil and water management plan shall be prepared for the construction phase of the proposal.

Construction Environmental Management Plan

A Construction Environmental Management Plan shall be prepared by a suitably qualified environmental consultant for the proposed development. Suitable management and control measures must be included within the Plan to ensure that there are no adverse impacts on the environment during construction.

The CEMP must address all environmental aspects of the development's construction phases, and include, where relevant, but not be limited to, the following:

1. Asbestos Management Plan;
2. Project Contact Information;
3. Site Security Details;
4. Timing and Sequencing Information;
5. Site Soil and Water Management Plan;
6. Noise and Vibration Control Plan;
7. Dust Control Plan;
8. Health and Safety Plan;
9. Waste Management Plan;
10. Incident Management Contingency; and
11. Unexpected Finds Protocol.

Operational Environmental Management Plan

An Operational Environmental Management Plan (OEMP) shall be prepared for the proposed development and be submitted to the consent authority for review. The Plan shall be written by a suitably qualified environmental consultant and address means by which the commitment in the Environmental Impact Statement and other environmental assessment reports will be fully implemented.

The EMP shall also provide a framework for managing and mitigating environmental impacts for the life of the proposal and make provisions for auditing the effectiveness of the proposed environmental protection measures and procedures. The Plan must support recommendations proposed in the submitted technical reports whilst also addressing other risks to the environment including but not limited to air quality management, protection of watercourses, wet areas, water management and facility design.

The OEMP shall be prepared to meet the requirements of ISO 14001 and as a minimum address the following requirements:

a) Provide the strategic context for the management of the development;

b) Identify all the statutory requirements of the development and any specific environmental standards;
c) Detail mitigation measures to minimise acoustic impacts;
d) Specify mitigation requirements to maintain air quality;
e) Outline mitigation measures to maintain water quality;
f) Address sediment and erosion control during operation; and
g) Include community consultation and complaints management procedures.

In this regard, the OEMP must include at least the following information: introduction, project description, environmental policy, EMP context, objectives, responsibilities, statutory and reporting requirements, environmental management activities, environmental training, emergency contacts, risk assessment and monitoring and review procedures, OEMP auditing and appendices. Individual sub-plans may be incorporated into a single comprehensive OEMP for the proposal. Further advice should be sought from an environmental consultant who is suitably qualified in the preparation of Environmental Management Plans.

Community Liaison Committee

Improved community understanding would help promote tolerance of the proposed metro railway system.

Recommendation

A community liaison committee is to be formed. The Community Liaison Committee is to include representatives from the Consent Authority and Appropriate Regulatory Authority.

The Committee should regularly meet and resolve concerns in relation to the construction and operation of the proposed metro line.

The meetings are to facilitate discussion of development consent and licensing conditions and provide opportunities for community members to raise issues/concerns relating to the activity.

This would also enable a regular review of the complaints' register and provide a further opportunity to address concerns raised by representatives in relation to the environmental impact of the proposed development.

Train Repairs and Servicing

Train maintenance shall be conducted within a workshop/building constructed and operated in accordance with the principles detailed within the 'Environmental Action for Automotive Servicing and Repairs' (DECC 2008/77) prepared by the Department of Environment and Climate Change NSW dated May 2008.

The floor of the workshop/building shall be graded to an internal drainage point connected to an appropriate wastewater system.

Wash Bay

If train and carriage washing is proposed, adequate environmental controls comprising a fully enclosed bunded and covered wash bay must be incorporated into the design

and construction of the proposed development. The floor of the wash bay shall be graded to an internal drainage point connected to the sewer of Sydney Water in accordance with their requirements.

Trafficable bunds shall be installed at the entry/exit of the wash bay and the roof covering the wash bay shall contain an overhang of at least 10º to prevent rainwater intrusion. Uncontaminated rainwater shall be directed from the canopy and other roofed areas into stormwater drains.

Waste Management

Garbage/waste storage areas shall be clearly identified on the site plans and be located within enclosed buildings. The designated garbage/waste storage areas shall comply with the following requirements:

a) The rooms shall be fully enclosed and provided with a concrete floor, and with concrete or cement rendered walls coved to the floor;

b) Provided with a hose cock for hosing the garbage bin bay and a sewered drainage point in or adjacent to the bin storage area. The drainage point should have a fine grade drain cover sufficient to prevent coarse pollutants from entering the sewer. If the hose cock is located inside the bin storage bay, it is not to protrude into the space indicated for the placement of bins;

c) The room shall have a floor waste which is to consist of a removable basket within a fixed basket arrestor and is to comply with Sydney Water requirements; and

d) The room must include a tight-fitting, self-closing door and mechanical ventilation.

Note

To improve environmental health outcomes and efficiency during the development assessment process, Council requires development applications to be supported by technical reports prepared by suitably qualified and industry certified environmental consultants. It is recommended that the Department adopts a similar approach in the assessment of the Application. Further information is available on Council's website at https://www.liverpool.nsw.gov.au/development/development-and-building.

4. Flooding

Around 3.5km of the alignment of the proposed metro line is in flood prone land. However, within Liverpool LGA, most of the footprint of the metro line and ancillary works are underground or in flood free area.

The development of the project will have negligible impact of flooding (up to 10mm change in flood level) for up to the 1% AEP event within Liverpool LGA, potential redistribution of overland flows at the vicinity of Bringelly Service Facility construction site and potential to impact on and further degrade water quality of the waterways within the construction site and downstream during construction and operation.

Recommendation

Flood mitigation measures shall be incorporated in the design to minimise adverse impact of flooding during construction at the vicinity of waterways. The design shall avoid obstruction of the existing overland flow paths and minimise flow diversion.

Soil and water management plan shall be prepared to maintain water quality of the natural waterways during construction.

Water Sensitive Urban Design Principles shall be incorporated in the design to reduce pollutant load and maintain waterway health. The design shall meet the requirements of the relevant ANZECC water quality guidelines and Liverpool City Council's DCP.

5. Heritage

The following heritage items listed within the Liverpool Local Government Area would be affected by the project:

Item	Listing	Status
Former OTC Site Group	Local	Identified for demolition for the Western Sydney Airport and Aerotropolis.
Two Water Tanks	Local	Identified for demolition for the Western Sydney Airport and Aerotropolis.
Kelvin Park Group	State	Retained, located in the outer Aerotropolis.
Badgerys Creek Public School	Local	Identified for demolition for the Western Sydney Airport and Aerotropolis.
St Johns Anglican Church and Cemetery	Local	Identified for demolition for the Western Sydney Airport and Aerotropolis.

Non-Indigenous Heritage

Within the context of Liverpool, the project will have no direct impact on the local heritage of the LGA. The sites identified have already been approved for demolition as a part of numerous SSD and EIS assessments associated with the new airport, The Northern Road upgrade and the Aerotropolis.

Indigenous Heritage

It is highly likely that the project will impact on Indigenous cultural heritage and particularly the identification and disturbance of objects along the entire stretch of the rail line, particularly the underdeveloped areas of Orchard Hills, Kemps Creek, Badgerys Creek and adjacent.

It is noted that as the project is an SSD there is no requirement for the applicant to apply for and get an Aboriginal Heritage Impact Permit, regardless, it is important that testing be undertaking a clearly identified high sensitivity zones and the objects salvaged and either given to the respective Local Aboriginal Land Council or deposited at the Liverpool Regional Museum.

Recommendations

No work is to happen within the boundaries of the State Heritage curtilage of Kelvin Park without first consulting with the Heritage NSW and the adoption of proper and effective heritage management practices through an approved Construction Heritage Management Plan.

Areas of high sensitivity for Aboriginal Objects are to be investigated prior to commencement works. Archaeological works are to be monitored by identified Aboriginal Registered Parties and led by an experienced archaeologist. All finds are to be recorded.

In the first instance, objects are to be offered to the respective Local Aboriginal Land Council for storage and care. Should this not be possible due to inadequate facilities or lack of resources, the objects identified within the Liverpool Local Government Area are to be provided to the Liverpool Regional Museum for storage on behalf of the Aboriginal community.

Where stations are located within proximity of listed or potential heritage items which are being impacted by the proposal. A heritage interpretation plan should be developed which will integrate the history of the area into the design of the associated railway station.

6. Traffic

As outlined in the covering letter, to ensure co-ordination of the construction and operational aspects of the projects, and integrated land use and transport strategies around the WSA/Aerotropolis, Council recommends that;

1. A project working group is to be established made up of Transport for NSW (TfNSW), Metro, WSA Co, Penrith/Liverpool Council to discuss impacts of major transport projects including, the M12 Motorway, WSA and Mamre Road upgrade.

2. As the proposed stations outside the WSA terminal would be in greenfield developing areas, there is need for active transport and road links to the stations including in the precincts such as the Agribusiness Precinct, which is quite distant from the nearest station proposed at the Aerotropolis Core.

   Linkages from stations to employment precincts will be essential to the success of this infrastructure. Options of car and bike share from stations should also be considered when building the place around stations.

   Stations and interchanges are to prioritise pedestrian/cyclist connection, bicycle parking/storage and end of trip facilities within each individual proposal. These proposals are to be consistent with the surrounding aspiration of the place and facilitate active lifestyle in a broader sense for SWS, through prioritising active transport infrastructure within new proposals;

   All cycleways, footpaths and shared paths within the Liverpool LGA are of significance to the active transport network. Liverpool City Council is actively promoting the expansion of this network, specifically within greenfield sites across the LGA and around the aerotropolis.

Where new projects/developments occur within the LGA ensure that planning for the existing/proposed active transport infrastructure is incorporated within the proposal. All connections should be upgraded and/or contributed to as part of any proposed works, particularly in proximity to the future M12 Motorway, The WSP and Aerotropolis (Refer to Council's Bike Plan);

As such, an integrated land use and transport plan with emphasis on public transport and active transport network within the station precincts and the surrounding areas, is to be developed by TfNSW/Metro in consultation with Council, Western Parkland City Authority and WSA Co.

3. Stations are to have boarding areas, ramps, access, ticketing and information that are accessible (DDA compliant) to all passengers.

4. Future extension - The connection to Leppington Station should be progressed as soon as practicable and as a priority so that visitors can connect to South Western Sydney seamlessly. Liverpool as Sydney's third CBD, closest major centre and located halfway between the two Sydney airports is a logical place for airport users to visit upon arrival into NSW and Australia.

5. Prior to construction design drawings of the proposed station access road and service roads to intermodal facility should be submitted to Council for approval. The engineering construction drawings are to be prepared in accordance with Liverpool City Council's Design Guidelines and Construction Specification for Civil Works, Austroads Guidelines and best engineering practice.

6. The applicant shall submit a Section 138 Roads Act application to Council for any road works in, on or over a public road including the payment of application and inspection fees, to Council's Land Development and Traffic & Transport Sections for approval.

7. All works on the local road network shall be carried out in accordance with the Roads Act approval and the relevant consent conditions.

8. Approvals may also be required from TfNSW for classified state road interface works.

9. Design of the proposed signalised intersection of Badgerys Creek Road and the access road to Aerotropolis Core station should be submitted to Council and TfNSW for approval. A shared path is to be provided along Badgerys Creek Road between Pitt Street and the proposed station access road.

10. Detailed design of traffic facilities the proposed parking restrictions, bus stopping facility, point-to-point and pick-up and drop-off facilities are to be submitted to Council for approval.

11. Detailed design information indicating the layout of the proposed car parking areas and internal access road associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004, A52890.6-2009 and AS 2890.2 — 2002 for heavy vehicle usage.

12. A site-specific Construction Traffic Management Plan (CTMP) prepared by a qualified traffic and transport practitioner according to the Construction Traffic Management Framework (CTMF).

    The CTMP is to detail construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate. The CTMP is to outline any required road occupancy permit, speed zone change and work zone applications.

    The CTMP is to include temporary alternate routes for pedestrian and cyclists should be provided within the proposal to ensure access/connection during the construction period. The existing active transport network should be maintained as part of the project.

13. A road occupancy permit or road opening permit is to be submitted to Council for any works within the public road reserve of a local road.

14. Need for interface agreement with Council – following construction, a interface agreement is to be entered into with Council to outline ownership and responsibilities of maintenance of access roads and public transport facilities at the proposed stations (in the Liverpool LGA).

<u>During Construction - Hours of Construction Work and Deliveries</u>

Construction work/civil work/demolition work, including the delivery of materials, is only permitted on the site between the hours of 7:00am to 6:00pm Monday to Friday, 8:00am to 1:00pm Saturday. No work will be permitted on Sundays or Public Holidays, unless otherwise approved by Council.

<u>Traffic Management</u>

All works within the road reserve are to be at the applicant's cost and all signage is to be in accordance with the RMS Traffic Control at Worksites Manual and the RMS Delineation Guideline.

If a works zone is required, an application must be made to Council's Traffic and Transport Section. The application is to indicate the exact location required and the applicable fee is to be included. If parking restrictions are in place, an application to have the restrictions moved, will need to be made.

Notice must be given to Council's Traffic and Transport Section of any interruption to pedestrian or vehicular traffic within the road reserve, caused by the construction of this development. A Traffic Control Plan, prepared by an accredited practitioner must be submitted for approval, 48 hours to prior to implementation. This includes temporary closures for delivery of materials, concrete pours etc.

Applications must be made to Council's Traffic and Transport Section for any road closures. The applicant is to include a Traffic Control Plan, prepared by a suitably qualified person, which is to include the date and times of closures and any other relevant information.

Prior to Issue of the Occupation Certificate

Prior to the issue of an Occupation Certificate, the Principal Certifying Authority shall ensure that all works associated with a S138 Roads Act approval or S68 Local Government Act approval have been inspected and signed off by Liverpool City Council.

All roadworks, signposting and street lighting are to be completed to Liverpool Council requirements, at no expense to Council or Transport for NSW.

Council's on-street assets such as footpath should be protected at all times. Any damages should be rectified to Council satisfaction.

7. Social and Economic Impacts

Council appreciates that the project would generate significant construction jobs. As a result, there should be targets set for apprentices/trainees and local Western Sydney based employees similar to that which has been established for the Western Sydney Airport.

As well, the project should consider embedding local training initiatives such as a skills exchange (on-site training centre) or productivity bootcamp type projects, to reflect the government's commitment to training of young people from Western Sydney and those local people with significant barriers to career opportunities available elsewhere in Sydney. The project should also identify Indigenous only roles.

Significant disruption is expected particularly during construction.

Recommendation

A community liaison group be established to enable consultation and engagement with adjoining landholders via training programs possibly to be delivered by the NSW Property Council or the UDIA.

Operational

Tthere is still very little detail on places around stations and business opportunities both on the airport site and other stations. To allow Council to assess and leverage the economic impacts and potential for such a development, economic and regional planners would need to be aware of developments proposed around these sites. These places could indicate business and investment opportunities for creation of local jobs, however without any detail it is difficult to both assess and to promote these sites to potential investors.

Good quality place-making at the proposed stations is imperative for the success of this rail corridor and Council's City Economy team would be available to work with Sydney Metro to assist in this process. For example, the team could encourage the government's MoU anchor tenants to consider rail stations, as possible site locations. This would involve compact medium/high-density development in appropriate locations along the Sydney Metro West corridor.

Design decisions should prioritise affordability and achievability while ensuring high quality place-making and connection to existing natural assets, including the Western Sydney Parklands and waterways.

The Western Sydney Planning Partnership has recently released its draft Precinct Plans for the Aerotropolis so engagement with this organisation and ensuring the station developments are sensitive towards these plans will be important.

8. Tourism

Council's Destination Management Plan (DMP) has a vision for Liverpool to be 'A place locals are proud to call home; celebrating and sharing our diversity, heritage and nature', with five key strategic directions which are: promote, support, celebrate, attract and leverage.

Sydney Metro is encouraged to consider and respond to the DMP's underlying ethos of 'loving local', by exploring how the development can celebrate a sense of place and provide engaging activations and experiences at each station and along the rail journey.

This includes reflecting on the heritage of the place such as The Kelvin Homestead, preserving its character and being reflective of Liverpool's cultural diversity and dynamic demographic make-up. Liverpool has a range of specific cultural characteristics that set it apart from other LGAs in Greater Sydney.

The proponent is encouraged to explore ways that the development can be activated through innovative design and art that actively invites the public into the space and provide opportunity for future programmed activation.

Specific opportunities to facilitate future agri-tourism potential and a possible farm gate trail integrated with station developments are also suggested and we would welcome discussion on this concept.

The Sydney Metro West line will be one of a number of key gateways for visitors to Australia, showcasing the unique natural environment of Western Sydney. The project should provide an inviting experience and blend into the existing landscape. The experience should be consistent along all access links to the airport, including by rail, road, cycle or pathway, to create a unique and memorable familiarity for visitors.

9. Urban Design and Public Domain

The portion of the project within the Liverpool LGA (south of Elizabeth Drive) is to take the following comments into consideration.

1. A detailed landscape plan should be prepared for the entire project site, with additional tree planting to maximise the extent of canopy coverage within the region. The landscape plans must be prepared by a suitably qualified AILA registered Landscape Architect in accordance with latest industry standards and best practice guidelines;

2. Liverpool LGA currently has less than 25% overall canopy coverage and less than 10% canopy cover at certain locations, resulting in severe urban heat island

effect. The premier's priority of 40% canopy coverage should be achieved within all new proposals. Where existing canopy coverage does not meet 40%, additional native tree plantings should be incorporated to strengthen the existing landscape character and reduce the effects of the urban heat island;

3. With the potential clearing of Threatened Ecological Communities (TECs), including around 16 hectares of Cumberland Plain Woodland. The project is to include an equal or greater quantity of Cumberland Plain woodland species to be planted within the vicinity of their original location;

4. In circumstances where extensive vegetation clearing occurs, ensure that an equivalent or greater quantity of native vegetation, specifically trees are to be replanted as part of the proposed works. Where the proposal disrupts an existing vegetated area, ensure enough proposed plantings occur within proximity to the site of removal to re-establish/strengthen the existing landscape character and TEC's;

5. All potential noise impacts due to the proposed development should be mitigated through adequate measures including vegetation and tree plantings. Any required noise mitigating structures should be incorporated as part of a detailed landscape proposal with layered vegetation/tree plantings as part of the primary component for noise reduction;

6. Achieving the premier's priority of 40% canopy coverage wherever possible within the project boundary will help mitigate the identified potential climate change impacts associated with extreme heat both during construction and operation of the proposal;

7. Provide an assessment of the existing/proposed tree canopy cover for the project including a comparison between the extent of vegetation to be removed as part of the overall works and the proposed canopy coverage to be incorporated within the proposal. To meet the premier's priority of 40% canopy coverage, demonstrate a significant increase in overall vegetation within the project footprint;

8. New fill batters should incorporate low-maintenance native plantings to soften the transition from the proposed metro line to the existing ground plane. A well-designed landscape will help stabilise slopes and minimise erosion. Where possible, canopy trees should be included in fill batters, particularly if removal of trees has occurred;

9. Incorporate groundcovers, hedges and grasses as part of a layered planting palette around the proposed line. These are generally preferred to short cut grass in rural areas for ecological and aesthetic reasons as well as ongoing maintenance costs;

10. The proposal should explore the opportunity to integrate public art, to enhance the overall character and provide alternate points of interest along the Metro Line. A public art consultant should be engaged to prepare a public art strategy for the project, which includes consideration to various forms of art, availability of local artists and identification of key locations for public art within the project site;

11. As part of any Landscape and Visual Impact Assessment, proposals should be demonstrated through a visual representation (artists impression before/after). Proposed vegetation and tree plantings should be included; and

12. Consideration of the evolving nature of landscape must be included within a Landscape and Visual Impact Assessment. Unlike other elements proposed as part of a project, the landscape will continue to change over several years after completion, greatly affecting the visual characteristics of a site.

13. Removal of one tree should be replaced by planting 3 x the number of trees removed.

10. Community Planning

Emergency Services

The development of the station precinct should compliment the planned land-use for Aerotropolis and be responsive to the needs of the future community.

Access through proposed stations

All the proposed stations should be well equipped to support the transiting passengers to other parts of the Sydney. Adequate support staff, signage, accessible interchanges, guidance, resting and refreshment facilities will be required to manage the additional demand and passenger load.

There should be back up arrangements in the plan of management for plane delays and overcrowding schedules. Additional arrangements for people with disabilities and special needs should also be considered to support them during changing of platforms and accessing to Metro train to regular train/bus services for other parts of journey.

Community Consultation

Adequate community consultation should be arranged in each of the proposed stations in all stages of this development. Relevant Council's and other stakeholders should be involved in the process.

There will be cumulative impacts of other significant construction activities in the local area including M12 Motorway, WSA itself. Hence, community consultation and integration of stakeholders are quite significant to inform local residents of the cumulative impacts.