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Cc - Campbelltown City Council
- Department of Infrastructure, Planning and Natural Resources
- Liverpool-Fairfield Chronicle
- Liverpool Leader
- Macarthur Advertiser

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To Whom It May Concern,

Ecotransit Submission on the Edmondson Park Draft Master Plan

Ecotransit welcomes the opportunity to comment on the Edmondson Park Draft Master Plan. The Master Plan is an important document due to the need for far-sighted and visionary town planning on our city's fringes. Furthermore, the development at Edmondson Park will have major ramifications for the way in which our transport systems, city-wide, are developed for future growth. The need to plan communities with appropriate land use strategies and adequate attention to transport and the question of accessibility is imperative. The need to move away from car-dependent communities is critical.

Yours faithfully,

Roy Howarth and Leah Mason

Co-convenors, Ecotransit Sydney

1. Background Report, November 2004

1.1 *Introduction*

The principles of 'Smart Growth' for urban development on Sydney's fringe contained in the document are admirable and the commitment to appropriate land use is commended. Ecotransit notes that the question of what is appropriate land use must have regard to a range of factors including transport and congestion. Indeed the list of principles that make up 'Smart Growth' are, in most cases, themselves dependent on adequate transport systems and strategies being in place. Development decisions must be predictable, fair and cost-effective; however these decisions also need to be alert to the danger of car-dependency that has affected so many other new developments on Sydney's fringe.

Ecotransit commends the recognition that accessibility is the key issue in providing transport systems and choice. It is noted that, in terms of accessibility, the first objective is to "link with external transport networks." It is appropriate that this principle be mentioned immediately, because the impacts of this development will be felt throughout the metropolitan transport network. The decision to adopt 'infrastructure-led' development is appropriate. Further to this point is another objective, namely to "ensure that the provision of (transport) services is carried out simultaneously with the release of developable lots." The aim of avoiding dependence on private car travel is also critical from a range of perspectives including social benefits. The suggested benefits of this development may prove illusory if the surrounding transport networks cannot function effectively.

Ecotransit's concern is that immediate action needs to take place to reflect the document's commitments.

1.2 *Environmental objectives*

Ecotransit notes the consultation process that has taken place surrounding the development of the Master Plan. Ecotransit also notes the Impetus for Change in the form of urban consolidation within the Sydney metropolitan area, and the State Government's in-principle support for the development. The environmental objectives of the Master Plan are commended with **two outstanding omissions**. Provision for appropriate drainage, waterway and floodplain management is necessary, as is conservation of vegetation communities and biological diversity. Recognition of archaeological and heritage considerations is appropriate, and there may be a need to strike a balance between these values.

1.2.1 *Traffic congestion and urban amenity*

However **the first omission** concerns the impact on the urban amenity of the release area at Edmondson Park from motor traffic congestion on surrounding main roads, most importantly Campbelltown Road, Camden Valley Way and the F5 Freeway. Traffic flows to and from the major new retail destination at the CrossRoads needs to be considered. Most fundamentally, as concerns the road network, is the additional traffic that will be generated by the completion of the M7 at Prestons. None of this has been referred to. The Background Report notes all of the above roads, yet blandly

states only that they will provide easy access points to and from the site. This is a bizarre conclusion, and plainly one not informed by regard to the almost daily (and certainly lengthy) traffic jams for cars entering the F5 from Campbelltown Rd (near the Crossroads). This is approximately 1.2 km from the proposed village centre for Edmondson Park, and less than 200 metres from the development's perimeter.¹ Traffic congestion on all surrounding roads is already high, and urban amenity in the new development will not be well-served by difficulty in reaching the main access and egress points. This and other developments, including Yarrunga Release Area at Prestons and that at the South Hoxton Park Aerodrome, will lead to significant increases in motor traffic on these roads. The 'natural' increase² in road use will further compound these problems. The possibility of 'rat-running', that is, car commuters seeking to avoid congestion by using local roads, cannot be eliminated by urban road design. Hence the new development at Edmondson Park needs to adopt strategies designed at minimising the surrounding congestion risks. The available strategies that Ecotransit supports are discussed below.

1.2.2 *Greenhouse and Pollution/Health Impacts*

The **second major omission** of the report in terms of environmental issues is that, among the concerns listed, pollution and greenhouse impacts of traffic congestion have not been adequately addressed. It is well-documented that pollution in the Sydney basin collects, disproportionately, in Western Sydney under certain meteorological conditions.³ Motor vehicles contributed 90% of carbon monoxide emissions in Sydney in 1990.⁴ Significant pollution can have negative health impacts, and it should be noted that Liverpool municipality has the second highest death rate from lung cancer in Western Sydney according to Cancer Council statistics.⁵ Therefore this new development needs to not only minimise its own contribution but set the standard for other developments to be less environmentally hazardous.

Similar principles suggest a similar approach to new developments from the view of greenhouse gas emissions. Clear strategies at reducing car use in the development are critical in curbing vehicle exhaust emissions. Buildings in the new development can be expected to comply with BASIX requirements; however a commitment towards environmental sustainability goes well beyond building materials and household appliances, and should incorporate the need for less-polluting transport systems.

Ecotransit recommends that councils adopt strategies that target the use of motor vehicles in the development at Edmondson Park.

1.3 *Fundamental infrastructure requirements*

¹ The intersection in question is also, ominously, less than 500 metres from the new M7 motorway.

² The regular increase in motor traffic in Sydney is anything but 'natural' and closely follows the building of additional road capacity, and the deterioration in public transport systems. This additional capacity is then quickly consumed by the phenomenon of "induced traffic" growth.

³ See WSROC State of the Environment Report 2000, Chapter 5, Air

⁴ Ibid.

⁵ http://www.statistics.cancercouncil.com.au/prodout/lga_ccreg/lga_variation_mort_dstd_2_1998-2002_C334_P_All.htm

The **necessary strategies** for sustainable transport at Edmondson Park require a much greater emphasis on public and non-motorised transport systems. The diversity of development approaches in adjacent areas is noted. Equally the location of significant employment centres nearby is noted. These considerations command that adequate attention be given to public transport. Ecotransit recognises that the building of significant transport infrastructure, such as railway lines and bus transitways, is largely the domain of the State government. Yet fundamental to any ‘infrastructure-led development’ is the provision of transport services, and it is foolhardy in the extreme to continue nearby road-building activities and not recognise the necessity of hard public transport infrastructure.

1.3.1 *The South West Rail Link*

Ecotransit is disappointed by the lack of proactive forward planning for the transport requirements of this site, especially in relation to the new South-West link from Glenfield railway station. It appears that little else has been done on this beyond preservation of a rail corridor (whose alignment appears to have been fixed by Liverpool Local Environment Plan 83 from 1997, if not earlier, and remains unchanged despite the subsequent encroachment of residences in Denham Court) and concept design for the railway station itself. The South-West link is imperative not only for the Edmondson Park development but for the proper functioning of the Cityrail system across Sydney. The diversity and intensity of surrounding development (of which there are many examples) serve only to reinforce the need for new public transport links at Edmondson Park. The potential of the new link for stabling and turn-back facilities for Cityrail, and consequent Cityrail service levels, is critical.⁶ Ecotransit notes that RailCorp already owns properties in the Leppington area, south west of Edmondson Park, that are earmarked for train stabling. Hence construction of the link has implications for congestion, including motor traffic congestion, beyond the immediate area.

Ecotransit strongly recommends that steps be undertaken now toward the construction of the South West railway to Edmondson Park and Bringelly. The minimum requirement is that the line be constructed to the extent necessary to provide stabling and turnback facilities at Leppington.

A strong signal from Liverpool and Campbelltown Councils is needed to show that everything possible is being done to promote and expedite construction of the new South West rail link.

1.3.2 *Extension of Liverpool-Parramatta Bus Transitway*

Similarly the needs of the bus transitway have not been adequately addressed. Ecotransit notes with concern the statement (at p13) that “the opportunity exists” for connection of the Edmondson Park development with the Liverpool-Parramatta transitway. The connection of Edmondson Park with the transitway (via Bernera Rd)

⁶ As part of the AUSLINK package announced by the Federal Government in 2004, a new dedicated freight rail line between Macarthur and Chullora will be constructed. This will significantly reduce the capacity of the line near Campbelltown and Macarthur to both stable and turn-back trains, impacting on the number of services that can be run on the South and East Hills lines (Maunsell Australia Pty Ltd, *Edmondson Park Transport Study*, October 2003, page 43).

is clearly necessary in the short-term but more is needed. Not only are bus priority lanes needed, but coordination between the State Transit Authority and the Roads and Traffic Authority will be necessary to provide prioritised signals for buses at traffic intersections.

Ecotransit recommends that Liverpool City Council liaise with the RTA to facilitate the immediate construction of the extended transitway.

1.3.3 Cycling infrastructure

The cycling infrastructure on site is not adequate. The cycling environment on existing arterial roads nearby (such as Cowpasture and Bringelly roads) is far from an encouraging environment for cyclists. Provision for cyclists to use the F5 freeway is scarcely inviting. To the extent that cycling is limited to a recreational pursuit the open space paths are good; however this wholly misunderstands the need to encourage cycling as a sustainable transport mode and integrate it into the lifestyle of residents and visitors. To this end there must also be prominent provision for bicycle locking and storage. Amendments to particular routes is discussed further below.

Ecotransit recommends that the proponents of the development be required to provide more accessible bicycle routes that approach the development from the south and north. Engagement of a bicycle planner for this purpose may be appropriate.

In terms of access to open space it should be noted that the report by Clouston Associates (“Edmondson Park - Open Space & Recreation Plan”) wrongly states that there are adequate linkages by Macdonald Rd to the open spaces of the Georges River. Macdonald Rd is of a steep gradient and presently accessible only by car, not by pedestrians or cyclists. The open space easily accessible from the site is, unfortunately, only that within the site itself.

1.3.5 Integration of transport modes

Ecotransit is concerned that there needs to be a genuine commitment, on the part of all government decision-makers, to the immediate construction of a bus-rail interchange at Ingleburn Station as an interim measure before people move into Edmondson Park, and before completion of the South West rail link. There also needs to be a strategic plan developed for (fast and reliable) bus routes from surrounding housing developments to link in with the rail stations at Edmondson Park and Ingleburn. The accessibility of the main south rail line to western catchment areas is limited.

Ecotransit strongly recommends that Liverpool and Campbelltown councils expedite the extension of the Liverpool-Parramatta Transitway along Bernera and Macdonald Roads to connect the new development with the Cityrail system at Ingleburn.

Ecotransit strongly recommends that Campbelltown Council takes steps to construct and facilitate an efficient bus-rail interchange on the western side of Ingleburn station.

1.4 Open Spaces and Community

Ecotransit welcomes the commitment to increased residential densities, mixed uses and social services within 1000m of the rail station so as to enhance the viability of the train line. The commitment to provide smaller 'village centres' within walkable distances from housing is also welcomed. However the report on Open Spaces, prepared by Clouston Associates, is of limited scope. It notes the open space areas within the site, including Cabramatta and Maxwell Creeks and associated riparian areas, and further notes the sporting fields and leisure centres of nearby suburbs. These are "readily accessed by the Macdonald Rd underpass." This is misleading in that these linkages apply only to those with cars and the general road environment in the area is not inviting to pedestrians or cyclists. The report's focus on linkages and access routes is otherwise commended but this omission renders the conclusions on this point almost irrelevant.

The more glaring omission, however, is that this report on Open Space makes little reference to the character of public life in the open spaces to be provided on site. Public spaces should offer interaction opportunities for people in present-day society. There should be an inviting public life within urban environments, in particular there needs to be recognition of the need for places for sitting and enjoyment (stationary public life). Public spaces should be high quality; they need to be well-placed, well-designed and inviting. If the situation of people hurrying through public spaces, only to go elsewhere, is to be avoided then lively, attractive and safe urban centres must be built. The need to encourage walking, *and lingering*, is socially important. The Masterplan should ask the question of what kind of public life is sought for this development; from this follows the kind of public spaces necessary and the urban design to achieve this.⁷

⁷ See for example the work of Jan Gehl and Lars Gemzoe, *New City Spaces*.

2. Edmondson Park Transport Study, October 2003

2.1 *Introduction*

The development of the Edmondson Park site offers an opportunity to implement best-practice integrated land use and transport planning. The delivery of trunk public transport infrastructure, together with a range of supporting policies and initiatives, will be the key to success.

2.2 *Principles*

The transport study is imprecise in noting the timing of projects when it refers to the “proposed long-term development of the south west rail link” and the corresponding “transit-oriented development” (page 29). It is extremely disappointing that the suggested date for the start of operations on the South West Rail link is 2021 (page 36). This is not acceptable and Liverpool council must inform DIPNR and RailCorp of the practical necessities on the ground. It is not enough to refer to the ‘temporal integration of development and transport infrastructure,’ in the hope that this issue won’t cause congestion chaos.

One-dimensional solutions are unlikely to work for Edmondson Park. However the ‘package of measures’ described by the transport study are inadequate without a clear focus. The priority needs to be on mass transit systems, at least in so far as the journey-to-work is concerned, and measures supportive of this are the only package with any prospect of longer-term success.

Ecotransit would also like it noted that the issue of equity is important in transport decisions. Accessibility and mobility being key values, it is a denial of reality to assume that one’s access to a car should dictate one’s opportunities. That is, unfortunately, too often the case in other car-dependent communities.

Ecotransit considers that there needs to be a statement of commitment on the part of Liverpool Council to immediate action in relation to public transport infrastructure.

2.3 *Strategic Context*

2.3.1 *Planning Framework in NSW*

The Edmondson Park Release Area is being considered by the NSW State Government as part of the ‘South-West Sector’ for future land release under the ‘Metropolitan Strategy’ released by the Department of Infrastructure, Planning and Natural Resources (“DIPNR”) during 2004. Together with the North-West Sector these areas are to provide for approximately 30% of Sydney’s land requirements in the next 30 years.

2.3.2 *Transport Infrastructure requirements*

Ecotransit believes that the two most significant infrastructure projects for the Edmondson Park site are, firstly, the construction of the South-West Rail link from Glenfield to Bringelly and Leppington (“the rail link”) and, secondly, the extension of

the Liverpool-Parramatta Transitway and other bus services through the site. These projects are critical for the new development; equally important, however, are the benefits that they provide transport systems as a whole in Sydney.

2.3.2.1 *The South-West Rail Link*

The South-West Rail link, with services that connect the Edmondson Park site to the city, Liverpool and Campbelltown, and beyond, is absolutely essential to address the transport needs of the south-west. This is due to the enhanced service levels that the train line will provide (the study describes approximately 4 trains an hour in each direction), the stabling and turnback capacity noted above, and the environmental, social and other imperatives that require a move away from car dependency in NSW. The outer suburbs are the most car dependent suburbs of Sydney; all levels of government need to address this question, and the immediate need is for an enhanced rail system.

The transport study notes (at page 18) that should either the rail link or the bus transitway not proceed, “the ability to deliver both the land use and transport planning objectives for the site *will be significantly compromised.*” (italics added) It is also stated, in terms of cyclists/pedestrians, that “it is important that provision of infrastructure ... leads demand rather than is responsive to it” (page 44). Ecotransit believes that this principle applies equally to other public transport modes and that this development should set the template for sustainable development in outer Sydney.

2.3.2.2 *The Liverpool-Parramatta Transitway*

In the absence of a direct rail link to Edmondson Park, which absence is unacceptable beyond a short period after the first residents move in, the Liverpool-Parramatta bus transitway must be connected to Edmondson Park via Bernera Rd. Further, local and regional bus services must connect to Ingleburn railway station with an appropriate interchange constructed immediately on the western side of the station. It is noted that the current coverage and service frequency of local buses is limited (page 18 and Figure 21, page 19).

2.3.2.3 *Roads*

Substantial construction activity has occurred on the nearby road network in recent years. The F5 Freeway is one of Australia’s busiest, connecting with the M5 and Hume Highways near Liverpool as well as serving Campbelltown and other cities to the south. The M7 motorway, connecting the F5 to Blacktown, is due to open in 2006. This new junction will “redefine (?) the north-south connectivity of western Sydney and dramatically increase traffic volumes along these links” (page 20).

Further, arterial roads in the area are approaching or beyond saturation levels. It is noted that Camden Valley Way (forming the northern boundary to the site) will shortly be “oversaturated” (page 20) should the staggering traffic growth of recent years, above 8% per annum, continue. Road capacity increases to the arterial road through upgrades are considered “likely” (page 24) by the report yet Ecotransit believes this to be misguided; in line with every other road-building exercise in

Sydney's recent past, the additional capacity built will soon be at full capacity on Camden Valley Way. The same is true of Campbelltown Road, where widening is not proposed for the "short-term"; it defies belief that the consultant's observers believe traffic volumes on this road to not be a problem, especially as they apparently ignore major issues upstream for traffic wanting to enter Campbelltown Road as it crosses over the F5, including negotiation of bottlenecks.

Any observer positioned near this intersection (where Campbelltown Rd diverges from the entrance to the F5) cannot have failed to observe the enormous traffic congestion that occurs here. It is indeed scary to consider the situation after the M7, just to the north (<300m) and feeding directly into the situation, opens next year. In any event the residents of Edmondson Park will not find access to their well-designed neighbourhoods by motor vehicle a simple proposition. The report notes this in passing (at page 21) by saying that the "excellent accessibility to the site" may be compromised by the "high and growing traffic levels and [the] potential for community severance." Further, the possibility of non-residents 'rat-running' through the development is high and not adequately addressed by this report.

2.3.2.4 *Cycleway infrastructure*

Cycleway infrastructure immediately accessible to the site is limited. Given the geography of areas surrounding the site, enhancement of the cycle network to the south can only follow certain routes. The report correctly states that "[a]rterial roads surrounding the site carry too much traffic and are not wide enough to provide a *cycle friendly environment*" (italics added) (p21). At present neither Camden Valley Way nor Campbelltown Road are environments conducive to cycling.

Macdonald Road is the main cycle route to Ingleburn from Edmondson Park. Macdonald Rd is of a tremendously steep gradient that is only suitable to trips from the site to Ingleburn. Return trips need to take Brooks Rd, which has several advantages over Macdonald Rd:

- (i) its gentler gradient;
- (ii) dramatically lesser traffic volumes; and
- (iii) its connectivity with a footbridge over Bunbury Curran Creek, allowing better (direct) access to Ingleburn town and railway station.

Cycle lanes (and improved verges) need to be provided along Campbelltown Rd between Brooks Rd and Zouch Rd (approximately 1.2 km).

For the north of the site, existing cycling infrastructure does not provide an environment conducive to greater cycling participation. Further means of separating the cyclists from the motor traffic along Camden Valley Way, Cowpasture and Bringelly Roads needs to be found. Alternate routes to the main arterial routes need to be developed for cyclists on the local suburban road network. The lack of appropriate facilities for pedestrians, such as crossings on Camden Valley Way, are of concern.

The report does correctly state that the term 'amenity' refers, for cyclist/pedestrian purposes, to security and safety as well as convenience and speed (page 44). This

point needs to be reinforced for the planning purposes of this site. The report also refers to “[f]avourable treatment of continuous cycle movements” as necessary and this will require more attention to appropriate intersection treatments from Council and the RTA.

There has not been adequate attention to the need for bicycle storage on the site and near transport interchanges (save for ‘high quality cycle storage facilities’ at the future transport interchange on site – page 45). Consistent with RTA and Bicycle NSW guidelines bicycle lockers should be provided at the site of the proposed interchange. Further, bicycle lockers also need to be provided at the new Ingleburn Station interchange; there already exist lockers on the eastern side of the station, however these are impractical for users travelling from the west given the very large ramp structure that must be crossed.

2.4 *Transport Impacts and Opportunities*

2.4.1 *Transport Systems*

Ecotransit believes that the development of the Edmondson Park Release Area offers Sydney a critical opportunity to properly plan development on the city fringe that is far-sighted and takes into account individual mobility needs. The risk exists that this development will, as in so many other developments in Sydney, simply compound problems for the city’s transport networks. Yet with adequate consideration given to urban amenity and other environmental concerns, along with the necessary economic considerations of living in a vibrant community and city, the opportunity exists for this development to take the planning lead in terms of other major release areas in Sydney (including Bringelly). Provision for integration of the local and regional bus network and the rail system must be addressed. The Transport study states (at page 27) that:

“[t]he location of the site, the range and scale of development being considered and the potential for delivery of trunk public transport infrastructure all combine to offer a significant chance to achieve best practice integrated land use and transport planning. In doing so, the site will reinforce the viability of the proposed South West Rail link which is envisaged to service the wider Bringelly urban investigation area.

Crucially, the development of the site as envisaged in the masterplan, is an opportunity to achieve a shift in market and community attitudes to appropriate forms of urban development in the south-western Sydney context. Given the scale of growth envisaged in this corridor in the coming decades, this would be a particularly important outcome.”

In discussing ‘Interim Measures and Staging Issues’ the report notes the relative uncertainty surrounding the South-West Rail Link. It prudently states that the bus priority corridor will be in place “for some time prior to rail services commencing” (page 37). However it goes on to describe this as appropriate with reference only to the greater market for public transport within the site itself and the Bringelly release area. What is needed is recognition of the utility of this line to greater south west Sydney, including adjacent developments at Prestons and Horningsea Park. The

report also does not advert to the real danger of individuals' travel patterns, centred on use of the private car, becoming entrenched in the absence of a reliable public transport alternative that the Rail link would provide.

The report also states, at page 36, that in assessing likely future demand for public transport, the expected level of patronage (on bus/rail) could support a "reasonable level of public transport services." Despite the under-estimates (in Ecotransit's view) of this level of demand this is a point that deserves to be more prominently discussed in all deliberations on this site.

2.4.2 *Parking Management Framework*

The principles of the document, in terms of Travel Demand Management and reduced motor vehicle use, are simply unachievable without a substantial revision to parking policies. Whereas the need to balance commercial viability and other objectives is rightly noted, the document goes on to indicate that the balance will be struck in favour of private car use. Put simply there are clear requirements here:

- (i) Parking provision for commercial developments must be substantially reduced. Studies have shown that a key determinant behind whether the journey to work is done in a private car is the simple availability of a car spot at work.
- (ii) Parking provision for residential developments should be below the current norm allowed to developers. Although Ecotransit recognises that issues of equity may require a person to have occasional access to a motor vehicle in the initial stages of development, the necessity of reducing parking allowances once public transport accessibility increases (page 31) will present a difficult question of how this future reduction can be achieved if not tackled at the outset.

2.4.3 *Performance Measures*

Ecotransit believes that the Journey to work targets established for this development (page 32), and the timeframes set for completion of infrastructure, are weak to the point of not being able to achieve the site's stated goals.

A significant omission from discussion of transport principles is the absence of discussion of cycling and pedestrian principles. These are discussed at 5.4.2 (page 61) yet Ecotransit believes that they should be incorporated among the primary transport principles contained in Section 3.

2.5 *Other issues*

The impact of other new developments in the area, notably Bringelly, on motor traffic congestion is briefly alluded to (Appendix B – 'Bringelly Implications'). Again the focus of the consultant's report has been on motor traffic without due attention to public transport needs. The new South-West rail link is proposed to ultimately extend to Bringelly (although along 'some as yet to be determined alignment'). The stabling and turnback facilities to be part of the rail extension do not need to wait for the extension to Bringelly, and indeed can be housed in a facility adjacent to Edmondson

Park immediately upon construction of the line to Edmondson Park. This would deliver the benefits to the Cityrail system as a whole referred to above (see note 6 and associated text).

Another concern is that of the particular alignment chosen for the rail corridor. No explanation is given as to why this alignment was chosen. It is noted in the Background Report that the alignment was fixed following ‘community consultation workshops.’ The choice was apparently between ten different scenarios; none of these scenarios had a rail alignment materially different from the Liverpool LEP 83 of 1997 which contains the disputed rail alignment. As noted above the location of the line to Bringelly, beyond the Edmondson Park development, has not been fixed, and so the need to fix the corridor for Edmondson Park (unchanged since the council decision of 1997, or earlier) is not apparent. This means that unnecessary opposition of locals to the rail line has been aroused, due to the building of homes in the area affected.⁸ Council may wish to revisit this question so as to minimise local objection and expedite this project.

⁸ Notably on Cassidy Rd, Denham Court

Ecotransit Recommendations

Ecotransit strongly recommends that steps be undertaken now toward the construction of the South West railway to Edmondson Park and Bringelly. The minimum requirement is that the line be constructed to the extent necessary to provide stabling and turnback facilities at Leppington.

Immediate action needs to take place to reflect the documents' commitments. Ecotransit strongly recommends that council adopt strategies that target the use of motor vehicles in the development at Edmondson Park. This may include revision of the parking policy (further discussed below).

Ecotransit recommends that Liverpool City Council adopt a strategy for minimising the impacts of development on traffic congestion and local amenity

Ecotransit recommends that Liverpool City Council adopt strategies for minimising pollution and greenhouse impacts

Ecotransit recommends that Liverpool City Council liaise with the RTA to facilitate the immediate construction of the extended Liverpool-Parramatta transitway along Bernera Rd to link with the new development.

It is further recommended that Liverpool and Campbelltown councils expedite the extension of the transitway along Macdonald Roads to connect the new development with the Cityrail system at Ingleburn.

Ecotransit recommends that Campbelltown City Council expedite the construction of a Bus-Rail interchange on the western side of Ingleburn station.

Ecotransit recommends that the proponents of the development be required to provide more accessible bicycle routes that approach the development from the south and north. Engagement of a bicycle planner for these purposes may be appropriate.

Ecotransit recommends that a transport planner (bicycles and pedestrians) be appointed by council.

Ecotransit recommends that the parking management framework for this development be revised and that it represent a lower number of car parking spots, for both commercial and residential developments, in accordance with its position as a leader in Western Sydney in reducing the use of the motor vehicle.

Ecotransit recommends that the issue of open spaces and community interactions be revisited in order to maximise the opportunity for stationary interaction.