

# **MATTERS FOR LOCAL PLANNING PANEL DETERMINATION**

**Monday 26<sup>th</sup> November 2018**

To be held at the  
**“Gold Room, Liverpool Library”**  
170 George Street  
Liverpool

Doors open at **1:45 PM** to commence at **2:00 PM**

Note: Submissions by the applicant and concerned parties will be considered at the hearing. A concerned party is deemed to be a person who has made a written submission in respect to the application. The Panel shall, upon request, hear submissions from persons who identify prior to a hearing that they wish to make a submission to be considered by the Panel. Presentations to the Panel by the applicant and concerned parties shall be restricted to **3 minutes each**. The Panel Chairperson has the discretion to extend the period if considered appropriate.

Should you wish to address the Panel, please advise Danielle Hijazi, Panel Support Officer on 8711 7627 or 1300 36 2170, by 4pm, Friday, 23 November 2018.

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The following development applications are referred to the Local Planning Panel for its consideration and recommendation.

<b>ITEM No.</b>	<b>SUBJECT</b>	<b>PAGE No.</b>
<b>1</b>	<b>Rezoning Application RZ-2/2018</b>  <b>Planning Proposal to rezone land from B6 Enterprise Corridor to B4 Mixed Use, amend controls for Building Height, Floor Space Ratio, and Key Sites</b>  <b>Lot 1 DP 860799</b> <b>4-8 Hoxton Park Road, Liverpool</b>	<b>2-245</b>

<b>ITEM No.</b>	<b>SUBJECT</b>	<b>PAGE No.</b>
<b>2</b>	<b>Development Application DA-708/2018</b>  <b>Temporary use of a Council Depot training room as a Men's Shed</b>  <b>LOT 6, DP 1050036</b> <b>99-101 Rose Street, Liverpool</b>	<b>246-263</b>

<b>ITEM No.</b>	<b>SUBJECT</b>	<b>PAGE No.</b>
<b>3</b>	<b>Development Application DA-775/2018</b>  <b>Change of use of a Council Depot building into Men's Shed</b>  <b>Lot 13 DP 1089620</b> <b>99-101 Rose Street, Liverpool</b>	<b>264-283</b>

<b>ITEM No.</b>	<b>SUBJECT</b>	<b>PAGE No.</b>
<b>4</b>	<b>Development Application DA-788/2017</b>  <b>Channel improvement works and site remediation within Brickmakers Creek reserve</b>  <b>Lot 1 DP 710040, Lot 1 DP 588614, Lot 3 DP 631210, Lot 1364 DP 135990, Lot 101 DP 872271, Lot 446 DP 48658, Lot 7 DP 654286 &amp; Lot 2 DP 1135400</b>  <b>Brickmakers Creek Between Elizabeth Drive And Campbell Street, Liverpool And Adjoining Properties.</b> <b>85-87 Elizabeth Drive; 446 Park Road; 1, 5A, 7, 9 and 101 Copeland Street, Liverpool</b>	<b>284-339</b>

<b>Item no:</b>	<b>1</b>
<b>Application Number:</b>	<b>RZ-2/2018</b>
<b>Proposed Development:</b>	<b>Planning Proposal to rezone land from B6 Enterprise Corridor to B4 Mixed Use, amend development standards for Building Height, Floor Space Ratio, and Key Sites</b>
<b>Property Address</b>	<b>4-8 Hoxton Park Road, Liverpool</b>
<b>Legal Description:</b>	<b>Lot 1 DP 860799</b>
<b>Applicant:</b>	<b>Architecture Design Studio NSW Pty Ltd</b>
<b>Land Owner:</b>	<b>ZHC Investments Pty Ltd</b>
<b>Cost of Works:</b>	<b>N/A</b>
<b>Recommendation:</b>	<b>Request for advice</b> <b>Council officers support proposal to proceed to Gateway determination, subject to conditions</b>
<b>Assessing Officer:</b>	<b>Ash Chand</b>

## **1. EXECUTIVE SUMMARY**

Council has received an application for a planning proposal to rezone 4-8 Hoxton Park Road, Liverpool (Lot 1 DP 860799) herein referred to as 'the site' from B6 – Enterprise Corridor to B4 – Mixed Use.

The application has been submitted pursuant to Section 3.33 of the *Environmental Planning and Assessment Act (EPAA) 1979* and the proposal is referred to the Liverpool Local Planning Panel in accordance with Section 2.19 of the *EP&A Act 1979* for advice.

The planning proposal has strategic and site specific merit. The proposal to amend the Liverpool Local Environmental Plan 2008 is consistent with *Section 9.1 Directions* and other relevant regional and local plans as identified in this report.

This report recommends that the planning proposal be supported by Council, subject to conditions outlined in this report, and submitted to the Department of Planning and Environment seeking a Gateway determination.

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**2. SITE DESCRIPTION AND LOCALITY**

The subject site is on the western edge of the Liverpool City Centre, near the intersection of the Hume Highway, on Hoxton Park Road. The area is characterised as a “business enterprise corridor” along the Hume Highway, moving south away from the city centre and as a “high density residential corridor” along Hoxton Park Road, moving west away from the city centre. Both Hume Hwy and Hoxton Park Road are identified as “State classified roads”.

The adjoining properties to the development site are detailed in the following:

East (side)	311 Hume Highway (B4 Mixed Use)
West (side)	10 Hoxton Park Road (R4 High density Residential)/ Gillespie Street
South (rear)	8 Gillespie Street, Collingwood Hotel (B6 Enterprise Corridor)
North (front)	Woodward Park (RE1 Public Recreation)/ Hoxton Park Road



Figure 1: Site locality and surrounding

This planning proposal is site specific and relates to Lot 1 DP 860799, at 4-8 Hoxton Park Road, Liverpool. The site is approximately 1.2km south-west of the Liverpool Train Station on the south-western edge of the intersection of Hoxton Park Road and Hume Highway.

The site is rectangular with frontages to Hoxton Park Road to the north and Gillespie Street to the west. The site covers an area of 1,680m<sup>2</sup> and has a street frontage of approximately 47m Gillespie Street and 35.5m to Hoxton Park Road.

The site has an existing DA-1349/2006, on 19 June 2006 consent was granted for a warehouse extension.



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**3. DETAILS OF THE PROPOSAL**

The proposal seeks to amend the Liverpool Local Environmental Plan (LLEP) 2008 as follows:

- Rezone the land to B4 Mixed Use;
- Increase the height of building development standard to 50m;
- Increase the floor space ratio development standard to 5:1; and
- Remove the land from the 'Key Site' planning control.

A summary of the proposed amendments and the existing planning controls are defined below:

	<b>Existing</b>	<b>Proposed</b>
<b>Zoning</b>	B6 Enterprise Corridor	B4 Mixed Use
<b>Floor Space Ratio</b>	2.5:1	5:1
<b>Height (max)</b>	24m	50m
<b>Key Sites</b>	Key Sites Map KYS 10	Removed

The proposal is supported by an urban design report. The analysis presents a potential future development outcome for the site. Key features within the urban design analysis are discussed in the following and visually depicted (any final development would be subject to further detailed assessment).



Figure 2 Proposed built form concept (Urban Design Report)

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<b>Built form and function</b>	16 storey mixed use development.
<b>Commercial Area</b>	790m <sup>2</sup> of commercial Gross Floor Area for commercial uses
<b>Residential Apartments</b>	Potential for 90 dwellings comprising of a mixture of studio, one, two, and three bedroom apartments.
<b>Vehicular Access</b>	Access provided off Gillespie Street.
<b>Parking</b>	Parking provided through on-site basement parking.
<b>Public Domain</b>	Ground level public domain with shelter, street vegetation, bike lanes, public seating areas, and public gathering spaces.
<b>Architectural Structure</b>	3 storey podium structure (commercial and residential) with street wall façade elements, 13 storey tower structure (residential).
<b>Setbacks</b>	Rear and side setbacks from 311 Hume Highway and adjacent residential dwellings to cater for solar access and natural ventilation

#### **4. CONSIDERATIONS FOR STRATEGIC MERIT**

The Department's *A guide to preparing planning proposals* includes the following questions to justify the proposal (Section A, Q1 and Q2).

- *Is the planning proposal a result of any strategic study or report?*
- *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

Although the proposal has not been anticipated through any strategic study or report, it is considered as the best process for facilitating a development given the site's context and history with the adjoining development site at 311 Hume Highway.

The proponent has provided the following reasons to support the proposal, including why the planning proposal is the best means of achieving the intended outcome.

<b>Proponents Considerations</b>	<b>Council Considerations for Strategic Merit</b>
<i>That the proposal is consistent with State and Local Planning Policy objectives and strategic vision.</i>	The Planning Proposal would be consistent and aligned with State and Local Planning Policies.
<i>That the proposal and Concept Master Plan site supports the redevelopment potential of the site and will provide a compatible mix of land uses which promote employment-generation and commercial services.</i>	The Planning Proposal would be consistent in encouraging renewal and redevelopment within a brownfield site – allowing for a compatible mix of land uses including commercial.

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<i>The rezoning to allow for residential use would enable a mixture of dwellings suitable for the local population - including studio, one, two, and three-bedroom apartments.</i>	The Planning Proposal would be consistent and the rezoning would allow for additional residential dwellings on the site.
<i>Supports additional commercial and residential opportunities in a city centre location, with access to retail, education, public transport, and community facilities.</i>	The Planning Proposal would be consistent in that the residential and commercial components would help to contribute additional demand on services close to and within the Liverpool City Centre.
<i>That the proposal integrates with and located appropriately in relation to corresponding key gateway sites and the Liverpool City Centre.</i>	The Planning Proposal would be consistent and is contextually appropriate in relation to nearby key “gateway” sites and the Liverpool City Centre.
<i>That the proposal offers appropriate interfaces with the local street environment, with a transition in scale that maintains neighbouring residential amenity.</i>	The Planning Proposal provides an Urban Design Report that suggests an urban built form that is appropriate in terms of amenity, street interfaces, and scale.

The Department’s *A guide to preparing planning proposals* includes the following question to delineate consistency with the NSW strategic planning framework (Section B, Q3).

- *Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?*

The Department includes ‘assessment criteria’ which provide guidance on assessing a proposal’s consistency with matters raised in Question 3. The following table summarises the assessment criteria.

<b>Guideline Assessment Question</b>	<b>Council Response</b>
<i>Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or</i>	This question is addressed in detail below.
<i>Consistent with a relevant local council strategy that has been endorsed by the Department; or</i>	There are no relevant local Council strategies that have been endorsed by the Department to consider.
<i>Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.</i>	There are no notable changes in circumstances that have not been recognised by existing planning controls.

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A Plan for Growing Sydney

A *Plan for Growing Sydney* was the NSW Government metropolitan strategy for the Sydney region which replaced the Metropolitan Plan for Sydney 2036. It includes general goals and directions applicable across the Greater Sydney area and more localised sub regional strategies. The proponent has provided an assessment which demonstrates that the proposal is aligned with the key strategic directions defined in the strategy.

Council's assessments of the proponent's responses to the previous metropolitan strategy key strategic directions are provided in the following table below.

<b>Item</b>	<b>Proponent's Response</b>	<b>Council Response</b>
Goal 1. Sydney's competitive economy 1.7 Grow strategic centres – providing more jobs closer to home	<i>The Site is located within the Liverpool City Centre. It benefits from its proximity to public transport with bus stations located approximately 100m walking distance to the west and east of the Site. Liverpool Train Station is located approximately 900m to the north east of the Site. These provide direct links to other suburbs and Strategic Centres within the Western City district of Sydney and further afield. Increasing the population density in this highly accessible location will assist in the provision of more homes closer to jobs and services and ensure the continued strengthening of Liverpool's role as a Regional City for south west Sydney.</i>	The Planning Proposal would allow for viable redevelopment of the site and additional employment opportunities. The proposal considers a built form concept with 790m <sup>2</sup> of ground floor commercial space.
Goal 2. Sydney's housing choices 2.1 Accelerate housing supply across Sydney 2.1.1 Accelerate housing supply and local housing choices 2.2 Accelerate urban renewal across Sydney – providing homes closer to jobs 2.2.2 Undertake urban renewal in transport corridors which are being transformed by investment, and	<i>The Planning Proposal would facilitate a variety of apartment types at varying price points in line with the market demand. The Plan identifies that providing more housing and different types of housing as the population grows, can reduce the pressure on rising house prices. The Plan identifies that the most suitable areas for significant urban renewal are established and new centres; along key public transport corridors including the T5 Cumberland Line, the T2 Airport, Inner West and Southern Line, the T3 Bankstown Line and the Liverpool-Parramatta T-Way, and locations close to employment opportunities. The Planning Proposal</i>	The Planning Proposal allows for a contemporary housing supply to be developed, in close proximity to public transport and services. This is also in alignment with strategic objectives outlined previously in a Plan for Growing Sydney.  The Planning Proposal would be within the context of urban renewal occurring within the Liverpool City Centre. Surrounding apartment redevelopment occurring

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<p>around strategic centres</p> <p>2.3 Improve housing choice to suit different needs and lifestyles</p>	<p><i>expands the housing supply within walkable distance from bus routes and train lines with direct links to Strategic Centres and transport centres. This is in addition to direct links to education facilities, recreational facilities, medical services and shopping opportunities. The Plan also notes that all suburbs of Sydney will need an additional housing over the next 20 years.</i></p> <p><i>The Planning Proposal will deliver additional housing and an appropriate variety of housing types to assist different needs and affordability. The provision of additional housing within the Liverpool City Centre is consistent with The Plan's key direction of accelerating housing supply, particularly within an established centre with ready access to transport.</i></p>	<p>as part of recent rezoning sees that the proposal would provide a range of additional dwellings to the existing housing supply.</p>
<p>Goal 3. Sydney's great places to live</p> <p>3.1 Revitalise existing suburbs</p>	<p><i>The Plan identifies that focusing new housing within Sydney's established suburbs brings real benefits to communities and makes good social and economic sense. Liverpool City Centre is likely to continue to experience substantial redevelopment and renewal over the next decade, given the accessibility to transport, community, recreational facilities, educational facilities and the age of the housing stock.</i></p> <p><i>The Site is a large lot under single ownership within the city centre. It presents an opportunity to develop new housing in close proximity to services and facilities. In addition, the Planning Proposal facilitates the opportunity to better complement the proposed gateway tower at 311 Hume Highway and provide an appropriate transition to the lower density areas outside the city centre.</i></p>	<p>The Planning Proposal would allow for a mixed use development that continues the vision and desire for urban renewal within the area.</p> <p>The proposals location would be appropriate, and in context with, the "gateway" developments adjoining and adjacent (311 Hume Highway and 420-446 Macquarie Street).</p>
<p>Goal 4. Sydney's sustainable and resilient environment</p> <p>4.3 Manage the impacts of</p>	<p><i>The Planning Proposal defines key principles relating to land use, massing and built form, public domain and sustainability that will guide the future development of the Site and</i></p>	<p>The proposed urban design concept is considered to be of an acceptable quality and has considered various</p>

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development on the environment	<i>surrounding locality, taking into consideration the Site's relationship with surrounding uses. The proposed development concept has been designed with building massing and orientation to facilitate future BASIX and ADG compliance, which will be documented at the development application stage.</i>	environmental, social, and urban impacts. Any future development that would occur as a result of the Planning Proposal would still need to be subject to the assessment and approval process.
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A Plan for growing Sydney has now been superseded by a Metropolis of Three Cities Regional Plan. Note - the Ministerial direction has not been updated to reflect this.

Greater Sydney Region Plan – A Metropolis of Three Cities

*The Greater Sydney Region Plan – A Metropolis of Three Cities* (the Plan) was updated in March 2018 and replaces the previous metropolitan strategies. The Plan is a strategic land use plan and overarching vision for the Sydney Metropolitan Area over the next 20 years and 40 years. Its aim is to manage growth in alignment with agency infrastructure plans, to deliver strategic place-based outcomes for Greater Sydney. Guided by 10 overarching directions in the section of the document titled *Directions for a Greater Sydney*, the optimal goal is to deliver infrastructure, productivity, liveability, and sustainability benefits to Greater Sydney.

The planning proposal would allow for a mixed use redevelopment of the site. As a mixed use development, the proposal provides the potential for additional employment opportunities and contemporary housing options within an appropriate location in proximity with the Liverpool City Centre. This is in alignment with Objective 20 and Objective 24 of the Plan which would see Western Sydney Airport as a catalyst to economic development within the region. The Plan also requires Liverpool, as the Western Parkland City, to grow commercial and residential sectors in targeted areas close to public transport and services.

Western City District Plan

*The Western City District Plan* (the District Plan) provides a guide for the management of economic growth, social service planning, and environmental conservation for the Western District over the next 20 years. The following directions and planning priorities apply to the Planning Proposal:

<u>A city of great places - Design places for people</u> Planning Priority W5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport Planning Priority W6: Creating and renewing great places and local centres and respecting the District's heritage <u>Job and skills for the city - Creating the conditions for a stronger economy</u> Planning Priority W9: Growing and strengthening the metropolitan city cluster Planning Priority W11: Growing investment, business opportunities and jobs in strategic centres <u>A city in its landscape - Valuing green spaces and landscape</u> Planning Priority W18: Delivering high quality open space
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The Planning Proposal has considered place-based planning priorities that support the vision of the Liverpool City Centre and the benefits provided by mixed land uses permitted with consent in a B4 Mixed Use zone. The planning proposal enables a range of diverse contemporary housing options in an area served by existing public transport, open space and commercial services.

The Department's *A Guide to Preparing Planning Proposals* includes the following question (Section B, Q4)

*Is the planning proposal consistent with Council's local strategy or other local strategic plan?*

Our Home Liverpool 2027

Council's *Our Home, Liverpool 2027* is a Community Strategic Plan (CSP) and provides strategic directions that have been identified by the community and the measures that will allow Council to determine progress towards achieving them. The four key directions are: *creating connection, strengthening and protecting our environment, generating opportunity and leading through collaboration*. The Planning Proposal aligns predominately with the second and third directions which states goals of the following:

*Liverpool Council will:*

- *Exercise planning controls to create high-quality, inclusive, urban environments*
- *Develop, and advocate for, plans that support safe and friendly communities*
- *Meet the challenges of Liverpool's growing population*
- *Attract businesses for economic growth and employment opportunities*
- *Create an attractive environment for investment*

The Planning Proposal is in general supportive of these goals. The rezoning and amended planning controls would ultimately deliver (subject to further development assessment) a mixed use development that would in turn promote an expanded mixture of land uses, which when combined with a quality urban built form would contribute additional employment and residential activities within the area. The Planning Proposal provides an additional supply of residential apartment dwellings in an area that has access to the adjacent parklands and community facilities.

9.1 Directions by the Minister (previously Section 117)

The planning proposal addresses the following directions, pursuant to Section 9.1 of the EP&A Act 1979:

Direction	Objectives	Council officer comments
<b>1.1 Business and Industrial Zones</b>	<i>To encourage employment growth in suitable locations.</i>	Consistent. The Planning Proposal is generally consistent with this direction and will provide for commercial employment growth in a suitable location with the Liverpool City Centre.
	<i>To protect employment</i>	Consistent. The Planning Proposal retains existing

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	<i>land in business and industrial zones.</i>	<p>zoned land for employment uses. The rezoning from B6 Enterprise Corridor to B4 Mixed Use does not significantly reduce land available for employment uses. The rezoning allows for added business and commercial uses appropriate to the sites current context.</p> <p>Subsection 4 of Direction 1.1 requires that a planning proposal must <i>give effect to the objectives of the direction, retain areas and locations of existing industrial and business zones and not reduce the total potential floor space area for employment uses and related public services in business zones.</i></p> <p>The Planning Proposal is consistent with these objectives and retains the future availability of business and commercial zoned land.</p>
	<i>To support the viability of identified strategic centres.</i>	Consistent. The rezoning of the site would support the viability of the Liverpool City Centre and provide a development capable of providing new housing, employment, and renewal.
<b>3.1 Residential Zones</b>	<i>To encourage a variety and choice of housing types to provide for existing and future housing needs.</i>	Consistent. The Planning Proposal would allow for, and provides, additional housing within the area. The proposed urban design concept suggests a mixture of one, two, and three bedroom sized apartments that would be amenable to individuals and a variety of family households.
	<i>To make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services.</i>	Consistent. The site is located within the Liverpool City Centre boundary and would have reasonable access to existing infrastructure and services. The Planning Proposal is located within an established area and is in proximity to local shops, community and social facilities, and public transport options.
	<i>To minimise the impact of residential development on the environment and resource lands.</i>	Consistent. The Planning Proposal is within context with the existing area and adjoining 311 Hume Highway development. Development impacts would be relatively minimal to the environment due to the sites previous history as a Commercial Enterprise Corridor.
<b>3.4 Integrating Land Use and Transport</b>	<i>Improving access to housing, jobs and services by walking, cycling and public transport.</i>	Consistent. The Planning Proposal provides additional housing and some additional employment opportunities which would be in close proximity to existing active and public transport networks linking with the Liverpool City Centre and other centres.



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	<i>Increasing the choice of available transport and reducing dependence on cars.</i>	Consistent. The Planning Proposal is located close to the Liverpool City Centre which offers rail and bus public transport services. A bus stop is within 100m of the site.
	<i>Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car</i>	Inconsistent. Council's Traffic and Transport section has acknowledged that the proposed development would generate additional traffic and potentially worsen the performance of the existing signalised Hoxton Park Road/Hume Highway/Macquarie intersection. Subject to Gateway determination, at the consultation stage, the public authority comments from RMS/ TfNSW will inform whether the proponent will be required to make contributions towards the intersection upgrade. This may be delivered through a VPA with Council, identifying the required contributions towards local and regional transport infrastructure upgrades.
	<i>Supporting the efficient and viable operation of public transport services</i>	Consistent. The Planning Proposal would contribute additional population density to the area that would benefit from and potentially use local public transport services. A requirement would be for the upgrade of pedestrian footpaths on Hoxton Park Road and bus stop signage to support a more efficient operation of public transport services.
	<i>Providing for the efficient movement of freight.</i>	N/A

Liverpool Local Environmental Plan 2008

*Zoning*

The site is zoned B6 – Enterprise Corridor. An extract of the zoning map is provided below.

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Figure 3 – Extract of LLEP 2008 zoning map

*Permissibility*

The current use of the site is as a single storey warehouse structure and loading area utilized as a commercial office premises. Uses which are similar and permissible in the B6 zone include: *Business premises; Commercial premises; Light industries; Storage premises; and Warehouse or distribution centres.*

The site zoned as *B6 – Enterprise Corridor* under Liverpool LEP 2008, would prevent a mixed use residential flat development from occurring as *Residential flat buildings* are a prohibited land use under the current zoning controls.

The site is proposed to be rezoned as *B4 – Mixed Use* under Liverpool LEP 2008, within which residential flat building are identified as a permitted with consent.

*Objectives*

The objectives of the B4 Mixed Use zone are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To allow for residential and other accommodation in the Liverpool city centre, while maintaining active retail, business or other non-residential uses at street level.*
- *To facilitate a high standard of urban design, convenient urban living and exceptional public amenity.*

*Assessment*

The proposed rezoning to B4 – Mixed Use is in alignment with the recent rezoning of the adjoining site 311 Hume Highway. The proposed rezoning to B4 Mixed Use would integrate the site with the

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B4 zoning approved for 311 Hume Highway, facilitating the redevelopment of both sites in a consistent and compatible manner.

In its current context, the Planning Proposal site is isolated and is now the sole property zoned as B6 Enterprise Corridor located on Hoxton Park Road (excluding the road reserve on Gillespie Road). There would be minimal impacts on the existing enterprise corridor. Allowing for a mixed use zone on the site would help to facilitate renewal through allowing a residential flat development that retains some level of employment.

*Floor Space Ratio (FSR) and Building Height Amendment*

The site has an existing Floor Space Ratio of 2.5:1 and a Building Height of 24m. Extracts of the FSR and Building Height maps are provided below.



Figure 4 – Extract of LLEP 2008 FSR map

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Figure 5 – Extract of LLEP 2008 Building Height map

*Permissibility*

The site currently has maximum permissible FSR of 2.5:1 and a maximum permissible Building Heights of 24m.

The Planning Proposal is to amend the planning controls to allow for amended built form controls that would enable a Floor Space Ratio of 5:1 and Building Height of 50m to support future development.

*Assessment*

The proposed amended built form controls would facilitate the development of 4-8 Hoxton Park Road which is underutilised in its existing form and under the existing planning controls. The amended planning controls to allow an FSR 5:1 and a building height of 50m would be consistent with the adjoining 311 Hume Highway development FSR of 6.0 and the building heights of 100m and 25m. The Urban Design Report concept proposes a built form massing that is scaled appropriately in relation to the approved development 311 Hume Highway.

It is noted that the proposed height and FSR planning controls are in contrast with the existing one to two storey residential areas to the west and south. However, the recent rezoning of the surrounding residential area to R4 High Density and R3 Medium Density Residential will likely see medium and high density development occur in these areas consistent with Council's future urban vision for the Liverpool City Centre and the "gateway" context of the area.

*Key Sites*

*Existing*

The site has been identified as a Key Site on Liverpool LEP Key Sites Map No.10. An extract of the Key Sites Map No.10 is provided below.

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Figure 6 – Extract of LLEP 2008 Key Site map

As a Key Site, Clause 7.22(4) of LLEP 2008 applies:

*Development consent must not be granted to development for the purposes of a dwelling on land shown edged heavy green on the Key Sites Map and that adjoins the Hume Highway or Elizabeth Drive unless the dwelling is at least 8 metres from any boundary of the land that adjoins either of those roads.*

#### **Assessment**

The Planning Proposal proposes to remove the 4-8 Hoxton Park Road site from the Key Sites Map No.10 (KYS 10) on the basis 4-8 Hoxton Park Road is irrelevant and redundant in isolation as a key site since the site does not adjoin Hume Highway or Elizabeth Drive.

Since the approved rezoning and development approval of 311 Hume Highway, there seems to be limited strategic merit, value or relevance for the 4-8 Hoxton Park Road site to remain classified as a Key Site. The fragmentation that has occurred with 311 Hume Highway's removal from the Key Sites Map sees that any strategic intent and reasoning for the application of Clause 7.22(4) in the LLEP 2008 to 4-8 Hoxton Park Road has become immaterial and unnecessary. 311 Hume Highway successful removal from the Key Sites Map (

Ensuring that there is consistency whereby a clear planning logic applies to the application of the Clause 7.22(4) designation is a desirable outcome. It is recommended that 4-8 Hoxton Park Road be removed from Key Sites Map No.10.

### **5. CONSIDERATIONS FOR SITE-SPECIFIC MERIT**

The Department's planning proposal guide includes the following site-specific 'assessment criteria' (Section B, Q3b).

*Does the proposal have site-specific merit, having regard to the following:*

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*the natural environment (including known significant environmental values, resources or hazards) and the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal and the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.*

Natural environment

The Planning Proposal would not impact upon any critical habitat, threatened species, populations, or ecological communities (or their habitats) as the site does not contain any of the above communities. Should any critical habitat, threatened species, populations or ecological communities later be identified, Clause 7.6 of the LLEP 2008 would be enacted to ensure that any “rare and threatened native flora and fauna” and “bushland, wetlands and wildlife corridors of high conservation value” are protected from the impacts of any planned or future development.

Existing and future uses

The proposed rezoning and planning control amendments would support redevelopment of the site in a manner that provides a mixture of contextually appropriate land uses, and would not negatively impact upon any future uses. Additionally, the proposed uses would be compatible and commensurate with the existing developments of 311 Hume Highway and 420 Macquarie Street.

The planning proposal for 311 Hume Highway (RZ-1/2015) was supported under the grounds that it would facilitate further development consistent with the site under construction on the corner of Macquarie Street and the Hume Highway.

The planning proposal for 311 Hume Highway allowed for the following amendments:

- Rezone site from B6 Business Enterprise to B4 Mixed Use
- Increase the Floor Space Ratio (FSR) from 2.5:1 to 6:1;
- Increase the Building Height from 24m & 45m to 25m & 100m; and
- Remove reference to the site as a ‘Key Site’, subject to Clause 7.22 (Development in Zone B6).

In the endorsement for the rezoning of the adjoining 311 Hume Highway (RZ-1/2015) on 30 September 2017, Council assessed the proposal under the following key planning considerations:

<b>Planning Considerations and Decision</b>	
<i>Consistency with State and Local Planning Policies</i>	The proposed rezoning was found to be consistent with State and Local planning policies.
<i>Economic and Financial</i>	The proposed rezoning was found to facilitate development to contribute additional demand for commercial and retail services in proximity to the Liverpool CBD/City Centre.
<i>Environmental and</i>	The proposed rezoning was found to encourage brownfield

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<i>Sustainability</i>	urban renewal and redevelopment.
<i>Social and Cultural</i>	The proposed rezoning was found to encourage a variety of housing choices.
<i>Civic Leadership and Governance</i>	The proposed rezoning was found not to be in conflict with, or have any specific governance considerations required.

Council found in its report, that the rezoning of 311 Hume Highway would likely result in:

- *Net Public Benefit* – serving the public interest through facilitation of a mixed use development providing additional housing in close proximity to services and public transport;
- *Economic and Employment* – economic viable development on the southern side of the Liverpool City Centre;
- *Improved Urban Form* – allowing for a suitable built form outcome in context with the “gateway” location, responding to adjacent developments, with residential components providing passive surveillance to Gillespie Street and Woodward Park;
- *Traffic Implications* – Minimal impacts to be offset through a modified access arrangement to create a left in/out at the intersection of Hoxton Park Road and Gillespie Street (removing needs for traffic signals), and relocation of the bus stop; and
- *Heritage Considerations* – Building design that responds to the curtilage of the Collingwood Hotel.

Council’s City Economy Section supports the Planning Proposal for 4-8 Hoxton Park Road on similar economic grounds.

A primary consideration is attributed to the proximity of the site to other substantial future residential and mixed use commercial developments within the Liverpool City Centre. This includes the adjoining 311 Hume Highway and 420 Macquarie Street developments. The zoning change proposed in the Planning Proposal would provide compatible land uses that would neither hinder, nor reduce any employment outcomes – complimenting, rather than conflicting with the approved neighbouring developments.

It is envisioned that the Planning Proposal would result in a strategically consistent approach to zoning and planning controls that aids the development of the precinct area in a holistic manner.

Services and infrastructure

The traffic impact assessment estimates additional vehicles in the order of 48-74 vehicle trips per hour during peak periods. When assessed in conjunction with the adjoining approved development at 311 Hume Highway, the combined number of additional vehicle trips generated would be 280 trips in the AM peak period and 178 trips in the PM peak period.

The subject site is located in a close proximity to Hoxton Park Road/Hume Highway/Macquarie Street intersection. The intersection is currently operating at its capacity with Level of Services (LoS) F & E. Council’s Traffic and Transport Section has identified that any additional traffic



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generated by the planning proposal may worsen the performance of the existing signalised Hoxton Park Road/Hume Highway/Macquarie intersection.

Subject to Gateway determination, at the consultation stage, the public authority comments from RMS/ TfNW would inform whether the proponent would be required to make contributions towards the intersection upgrade. This may be delivered through a VPA with Council, identifying the required contributions towards local and regional transport infrastructure upgrades.

For public transport access, the site is serviced by bus stops located along Hoxton Park Road situated approximately 100m west from the subject site. This bus stop provides regular connections to the Liverpool City Centre, linking between Campbelltown, Narellan and Liverpool centres. The subject site is approximately 1.3km southwest of Liverpool train station within the Liverpool City Centre.

A range of proposed upgrade works to facilitate greater pedestrian and public transport access include upgrading the existing footpath to shared path on Hoxton Park Road and Gillespie Road and upgrading existing bus stop signage on Hoxton Park Road to a bus stop with bus blade sign. Further contributions could be requested to help fund the provision of a pedestrian bridge to support pedestrian access over the Hume Highway, supporting the strong desire line towards the Liverpool City Centre.

#### Flooding

The site is not identified as being within flood prone land.

#### Environmental Health

A Preliminary Site Investigation (PSI) report dated 16th May 2017 was prepared by Australian Geotechnical Pty Ltd (AG) to determine whether the site presents any risk to human health and/or the environment as result from any past/present activities at the site or neighbouring properties.

Australian Geotechnical Pty Ltd considers the risk of site contamination as low to medium. The subject site premises previously had been subject to potential contaminating activities - such as importation of fill material from an unknown origin, leaks from vehicles in car parking areas, building degradation. Potential contaminants of concern comprise of but not limited to the following; heavy metals, pesticides, hydrocarbons and asbestos containing materials.

AG in their report concluded that the site could be made suitable for the proposed development subject to the preparation of a Stage 2 - Detailed Site Investigation Assessment (DSI) Environmental Site Assessment, along with additional investigations to address data gaps in the site history review. The PSI and proponents planning report considered that there would be limited or no measurable impacts on the natural environment surrounding the site.

The site is B6 - Enterprise Corridor and was stated as having no direct connection to any natural environmental, environmentally significant, or biodiversity areas.

*Clause 6 of the State Environmental Planning Policy (SEPP) No. 55- Remediation of Land* requires Council to consider contamination and remediation in any zoning or rezoning proposal.

Should remediation be necessary, the planning authority must be satisfied that suitable planning controls are in place to ensure that remediation is undertaken.



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Clause 6(1) of SEPP No. 55- Remediation of Land stipulates that:

*'(1) In preparing an environmental planning instrument, a planning authority is not to include in a particular zone (within the meaning of the instrument) any land specified in subclause (4) if the inclusion of the land in that zone would permit a change of use of the land, unless:*

*(a) the planning authority has considered whether the land is contaminated, and*

*(b) if the land is contaminated, the planning authority is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and*

*(c) if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the planning authority is satisfied that the land will be so remediated before the land is used for that purpose.*

*Note.*

*In order to satisfy itself as to paragraph (c), the planning authority may need to include certain provisions in the environmental planning instrument'.*

The *Guidelines for Consultants Reporting on Contaminated Sites* prepared by the NSW Office of Environment & Heritage (2011) underline the importance of completing a thorough site history appraisal during the preliminary assessment to identify potential site contamination.

In the PSI report, data gaps exist as searches were not undertaken of the Safe Work NSW Stored Chemical Information Database and Council records per *Section 10.7* (2 and 5) of the *Environmental Planning and Assessment Act 1979*. Council's Environmental Health section has identified that should Council support the proposal for Gateway determination, a Stage 2 - Detailed Site Investigation Assessment can be conditioned at Gateway to identify and clarify any potential contamination risks.

Potential areas of environmental concern and chemicals of potential issue necessitating further investigation were identified in the PSI report due to the previous industrial, warehousing, depot, and mechanical land uses on the site. Without a Stage 2 - Detailed Site Investigation Assessment for the land on the site, there is still uncertainty as to whether the land is contaminated, and if so, would require remediation.

Consequently, Council will require this assessment to be carried out by a qualified contaminated land consultant, addressing the requirements of *Clause 6* of *SEPP No. 55- Remediation of Land*. The Environmental Health section has agreed that should Council support the proposal, a Stage 2 - Detailed Site Investigation can be conditioned as part of the Gateway determination.

This investigation would address the data gaps identified in the submitted preliminary site investigation report and give regard to the potential effects of any contaminants on public health, the natural environment and future development structures. Sampling density shall comply with the NSW EPA Contaminated Sites Sampling Design Guidelines (1995).

Where 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 and experienced Contaminated Land Consultant in accordance with applicable guidelines made or approved by the NSW EPA under the *Contaminated Land Management Act 1997*.

Statutory considerations / Conditions

The following points are to be addressed in order to maintain the objectives of the *B4 Mixed Use* zone.

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At Gateway determination, a Stage 2 -DSI report would need to be prepared by a suitably qualified and experienced contaminated land consultant in accordance with the *Environmental Protection Authority (EPA) Contaminated Sites Series*, providing an assessment of the suitability of site for the intended mixed use land use.

The Stage 2 - DSI report is to identify the level and extent of any contamination at the site, assess the potential risk posed by contaminants to health and the environment, and obtain a sufficient level of information in order to develop a remedial action plan (RAP).

It should be noted that future development on the site would be subject to consent and any significant adverse environmental impacts can be addressed during the development application stage.

The Department's *A guide to preparing planning proposals* includes the following questions regarding State Environmental Planning Policies (Section B, Q5).

**Q5 PPG - Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPP)?**

The proponent provides a review of the relevant SEPPs as provided below.

<b>Policy</b>	<b>Proponents Comments</b>	<b>Council Assessment</b>
<i>SEPP 1 – Development Standards</i>	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.	Consistent. The Planning Proposal does not contain any provisions that contradict any SEPPs.
<i>SEPP 55 – Remediation of Land</i>	The potential for Site contamination arising from existing site uses will be assessed at DA stage. Potential contaminants will be appropriately managed and the Site made suitable for future residential and commercial use.	Inconsistent. The Planning Proposal has provided a Stage 1 PSI. Subject to Gateway determination, Council require a Stage 2 Detailed Site Investigation report to determine the extent of contamination on the site (if any). This will inform the suitability of the site for the intended use.
<i>SEPP 65 Design Quality of Residential Flat Buildings</i>	The Urban Design Report prepared by ADS Pty Ltd, has been designed to facilitate future detailed building design in accordance with SEPP 65 and the ADG. Separation distances and other amenity controls will guide the appropriate siting and design of the future buildings. The Planning Proposal does not hinder	Consistent. The Planning Proposal includes an Urban Design Concept report that indicates the site's potential to develop a residential flat building in alignment with SEPP 65. Any future development to occur on the site as a result of the rezoning would be subject to consent, with any significant adverse design

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	the ability to comply with SEPP 65 and the Apartment Design Guide.	impacts or conflicts with SEPP65 being addressed during the development application stage.
<i>SEPP (Buildings Sustainability Index: BASIX) 2004</i>	The Planning Proposal will not hinder the ability to comply with BASIX at the Development Application stage.	Consistent. The Planning Proposal would not be in conflict with the requirements under SEPP BASIX 2004.
<i>SEPP (Infrastructure) 2007</i>	The proposed development will require existing utility services to be upgraded and/or augmented to enable the future residential population to be accommodated. These works will need to be undertaken in accordance with the provisions of the SEPP at DA stage.	Consistent. Any future development to occur on the site as a result of the rezoning would be subject to consent and any significant adverse design impacts would be addressed during the development application stage as per SEPP (Infrastructure 2004) requirements.

*Q7 PPG - Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

The site and any proposed uses to occur as a result of the proposal would be contained within the establishing urban environment, and therefore there is a low likelihood of any adverse impacts on ecological communities or habitats.

*Q8 PPG - Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?*

This question has been addressed in Part 6 (site-specific merit 'assessment criteria') of this report.

*Q9 PPG - Has the planning proposal adequately addressed any social and economic effects?*

Council's City Economy Section supported the planning proposal on economic grounds. This is attributed to the site's proximity to other substantial future residential and mixed use commercial developments within the Liverpool City Centre. The planning proposal would allow for additional land uses that would neither reduce nor reduce employment outcomes in the area, and would be complimentary to the approved neighbouring developments.

The Social Impact Assessment Report found that the proposal would not contribute any significant adverse impacts to the social fabric of area surrounding the site. The proposals location is well suited to a mixed use development that would have largely positive benefits to the economic and employment opportunities in the local area. The proposal is in context to neighbouring developments, to which the proposed scale, nature or design would significantly reduce or impact upon the level of service provided by existing social infrastructure and facilities.

There are no notable social implications for the proposal that could be addressed adequately by future development consent.

*Q10 PPG - Is there adequate public infrastructure for the planning proposal?*

This question has been addressed in Part 6 (site-specific merit 'assessment criteria') of this report.

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The site is primarily serviced by buses with a 12 to 18 minute journey from the nearest bus stop (approximately 100m from the subject site) to Liverpool Station.

Q11 PPG - *What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?*

As noted earlier, a referral will be made to the RMS subject to Gateway determination and approval for the proposal. No other consultation with state or Commonwealth authorities has been considered necessary, however, can be addressed at DA stage should the proposal be supported.

## **6. PROPOSED LEP AMENDMENT**

In consideration of the amended planning controls sought by the applicant to facilitate the redevelopment of the site, as shown in the Urban Design Report prepared by ADS Pty Ltd (Attached), and upon Council's internal referral commentary, the following proposed amendments to the LLEP 2008 include:

- Amend the Zoning Maps (LZN-010) to rezone the whole of the site from B6 Enterprise Corridor to B4 Mixed Use;
- Amend the Height of Building Maps (HOB-010) for the site to show a maximum building height of 50 metres;
- Amend the maximum floor space ratio maps (FSR-010) for the site from 2.5:1 to 5:1;
- Remove reference to the site in the Key Sites maps (KYS-010) as being subject to Clause 7.22 of the LLEP 2008.

The proposed changes to the zoning maps for LLEP 2008 are shown below.



Figure 7 – Extract of LLEP 2008 Zone Map (current)

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Figure 8 – Extract of LLEP 2008 Zone Map (proposed)

Rezoning the site to B4 would permit a mixed-use tower building to be erected on the site. The amended building height and floor-space ratio controls will allow a building form commensurate with the development adjoining at 311 Hume Highway, to provide a consistent building typology and holistic planning scheme across the area in recognition of the “gateway” context.

#### Next Steps

The usual process for planning proposal applications, following a review of the application, is for Council officers to finalise the proposal detailing the proposed changes to LLEP 2008 (this report). The Planning Proposal would then be reported to Council for endorsement and subsequently forwarded to the Department of Planning and Environment seeking Gateway Determination.

Following a Gateway Determination, in support of the Planning Proposal, there will be public authority and community consultations, a public exhibition period and a further report to Council prior to proceeding with the making of any amendment to LLEP 2008.

## **7. CONCLUSION AND RECOMMENDATION**

This report has been prepared following consultation with Council’s City Economy, Traffic and Transport, Environmental and Health, Urban Design, and Development Assessment Sections. Comments provided by Council departments show support for the proposal for the reasons outlined within this report.

The above assessment has shown that the proposal is consistent with State and local strategies. There is strategic merit to support the proposed rezoning. The proposal demonstrates site specific merit where the additional permitted land uses enables a compatible redevelopment opportunity without negatively impacting upon current or future land uses in the vicinity. The urban design and built form considerations for this proposal are consistent with the assessment that was undertaken for the adjoining 311 Hume Highway planning proposal, which Liverpool City Council supported previously. Together, the two lots effectively form a consolidated site and reflect the “gateway” context as expressed by the opposite Skyhaus – Lateral Estate development at 420 Macquarie Street.

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It is recommended that the planning proposal be allowed and the rezoning and amended planning controls of the subject site to *B4 Mixed Use* proceeds for Gateway Determination. A report should further be drafted detailing a decision to support the proposal for consideration by Liverpool City Councilors.

**Attachments**

1. Planning Proposal
2. Urban Design Report
3. Traffic Impact Report
4. Social Impact Report
5. Economic Impact Report
6. Environmental Impact Report

planning proposal  
report



4 - 8 hoxton park road  
liverpool

# planning proposal report



4 - 8 hoxton park road  
liverpool

prepared for  
Mr Hussein Chahine

prepared by

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# appendices

Appendix A –Submission to Planning Proposal for 311 Hume Highway, Liverpool

Appendix B – Section 117 Directions

Appendix C – Indicative Timeframe

Appendix D – Proposed Mapping

*This document has been prepared for Mr Hussein Chahine by Willana Associates Pty Ltd to accompany a Planning Proposal to Liverpool City Council. Reproduction of all or part of this document is prohibited without the prior permission of Willana Associates Pty Ltd.*

# 1 executive summary

## 1.1 Overview

This Planning Proposal Report has been prepared on behalf of our client, Mr. Hussein Chahine. The intended outcome of the Planning Proposal is to gain support from Liverpool City Council to enable opportunities for the future redevelopment of 4-8 Hoxton Park Road, Liverpool (the Site). Specifically, it is intended to enable a mixed-use development comprising commercial premises and shop top housing.

The Site is currently zoned B6 Enterprise Corridor under the *Liverpool Local Environmental Plan 2008* (LLEP 2008). The Site is currently restricted in its ability to provide dwellings within 50m of Hoxton Park Road (Clause 7.22 of the LLEP 2008). It is also subject to a maximum permissible Floor Space Ratio of 2.5:1 and maximum permissible building height of 24 metres.

The Planning Proposal seeks to amend LLEP 2008 as follows:

- Rezone the Site from B6 Enterprise Corridor to B4 Mixed Use.
- Removal of the Site from the 'Key Site' on Key Sites Map KYS 10.
- Amend the maximum height of buildings for the Site to 50m, in accordance with the proposed mapping.
- Amend the maximum floor space ratio for the Site to 5:1, in accordance with the proposed mapping.

Support for the intended outcome is based on the following:

- It is consistent with the vision and objectives of relevant strategic plans, including the State Government's "*A Plan for Growing Sydney*".
- It provides additional and diverse housing and commercial opportunities in a city centre location, which has quality access to retail, education and community facilities, as well as public transport services.
- It improves the integration of the Site within the key gateway sites area and surrounding Liverpool City Centre.
- It results in minimal and appropriate environmental impacts and allows a more appropriate residential/commercial interface and transition to surrounding residential areas.
- It assists in achieving Council's vision of a city centre that permits mixed uses to encourage greater levels of residential development and commercial services.

## **1.2 Concept Master Plan**

A Concept Master Plan has been prepared by Architecture Design Studio Pty Ltd (ADS). It has been developed through a detailed Urban Design Analysis of the Site and its surrounding context. The Concept Master Plan demonstrates the ability of the Planning Proposal to accommodate a 16 storey mixed use development comprising the following:

- 790m<sup>2</sup> of commercial Gross Floor Area for uses complementary to the Site and locality.
- A variety of residential accommodation comprising 90 dwellings in a mixture of studio, one, two and three bedroom apartments.
- Vehicular access via Gillespie Street and on-site basement car parking.
- Communal open space and associated landscaping.

## **1.3 Planning Outcomes**

The Site is considered to be suitable for a high density, mixed use development and as such, represents a strategic opportunity to:

- Contribute to the available local supply of good quality housing. The Site comprises an opportunity as a single landholding that can deliver new housing in the short term.
- Be consistent with State Government policy which supports growth within existing, well-connected, strategic centres. It provides significant additional housing opportunities in close proximity to existing facilities, services and public transport.
- Develop with acceptable traffic impacts. Existing traffic characteristics, within the local area, have been considered and addressed.
- Meet the future parking requirements of the proposal on-site within basement parking areas.
- Ensure that future development can achieve the principles and requirements of State Environmental Planning Policy No.65 and the Apartment Design Guide. The Concept Master Plan was prepared following a detailed analysis of the Site and surrounding locality.
- Maintain the residential amenity of existing properties immediately surrounding the Site.
- Support the Liverpool City Centre and its vision as a regional strategic centre by providing a higher density residential outcome that is commensurate with other key sites and gateway sites in the immediate context.
- Provide an appropriate transition in scale between the key sites area and adjacent residential zones.

In considering this Planning Proposal, it is recommended that Liverpool Council resolve to support the changes to LLEP 2008 and forward the Planning Proposal for a Gateway Determination to undertake the following:

- Rezone the Site from B6 Enterprise Corridor to B4 Mixed Use.
- Removal of the Site from the 'Key Site' on Key Sites Map KYS 10.
- Amend the maximum height of buildings for the Site to 50m, in accordance with the proposed mapping.
- Amend the maximum floor space ratio for the Site to 5:1, in accordance with the proposed mapping.

## 2 introduction

### 2.1 The Client

This Planning Proposal report has been prepared for Mr Hussein Chahine. The Planning Proposal seeks to facilitate the development of a mixed use development comprising commercial premises and shop top housing at 4-8 Hoxton Park Road, Liverpool (the Site).

### 2.2 The Proposal

The intended outcome of this Planning Proposal is to gain support from Liverpool City Council to enable opportunities for the future redevelopment of the Site. Specifically, it is intended to enable a mixed-use development comprising commercial premises and shop top housing.

The Site is currently zoned B6 Enterprise Corridor under LLEP 2008 and is located within a Key Site area identified on Liverpool LEP 2008 Key Sites Map No. 10 (Refer to Figure 1). The Site is subject to a height of buildings development standard of 24m and a maximum FSR of 2.5:1.

The Planning Proposal seeks to amend LLEP 2008 as follows:

- Rezone land at 4-8 Hoxton Park Road, Liverpool from B6 Enterprise Corridor to B4 Mixed Use.
- Remove 4-8 Hoxton Park Road from the 'Key Site' on Key Sites Map KYS 10.
- Amend the maximum height of buildings for 4-8 Hoxton Park Road, Liverpool to 50m, in accordance with the proposed mapping.
- Amend the maximum floor space ratio for 4-8 Hoxton Park Road, Liverpool to 5:1, in accordance with the proposed mapping.

The Planning Proposal is accompanied by a Concept Master Plan prepared by Architecture Design Studio (ADS) to provide a comprehensive analysis of the Site's opportunities and constraints. It is submitted as part of this Planning Proposal to inform and support the proposed amendments to LLEP 2008.

## 2.3 This Report

The Planning Proposal report has been prepared in accordance with:

- Section 55 of the Environmental Planning and Assessment Act 1979 (the EP&A Act)
- The relevant guidelines prepared by the then NSW Department of Planning and Infrastructure (now the DoP&E) including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*.
- Related Section 117 Directions.

The Planning Proposal includes the following information:

- A description of the subject site and its context.
- Indicative site plan showing sufficient detail to indicate the effect of the proposal (Concept Master Plan prepared by ADS).
- Statement of the objectives and intended outcomes of the proposal.
- Explanation of the provisions of the proposal.
- Summary of the justification of the proposal.
- Description of the community consultation process that would be undertaken.
- Conclusion to this report.

## 2.4 Background

A Planning Proposal was previously submitted and adopted by Council for 311 Hume Highway, Liverpool (Local Environmental Plan 2008 (Amendment No. 60)). The Planning Proposal for 311 Hume Highway amended the relevant development controls applying to the land at 311 Hume Highway as follows:

- rezoned the site from B6 Enterprise Corridor to B4 Mixed Use;
- increased the maximum building height from 24 metres and 45 metres to 25 metres and 100 metres;
- increased the maximum floor space ratio from 2.5:1 to 6:1;
- removed the site from the Key Sites map; and
- amended Schedule 1 Additional Permitted Uses to allow residential dwellings to be provided on the ground floor on the site, subject to provisions of non-residential floor space and active street frontage.

A submission was also made on behalf of the owner of 4-8 Hoxton Park Road, to Council, during the public exhibition of the Planning Proposal for 311 Hume Highway. Consequently, the owner of 4-8 Hoxton Park Road and the Project Team met with Council on 28 July 2016 to discuss the strategic merit and opportunities for rezoning of the subject Site and its relationship to the Planning Proposal for 311

Hume Highway, Liverpool. It was agreed that there was oversight in Council not previously consulting with the owner of 4-8 Hoxton Park Road and that a Planning Proposal should be submitted for 4-8 Hoxton Park Road.

A copy of the submission regarding 311 Hume Highway is attached as **Appendix A** of this Report.



# 3 the land to which the planning proposal applies

## 3.1 Description of the Site

The Site is known as 4-8 Hoxton Park Road, Liverpool and is legally identified as Lot 1 DP 860799. It is located on the south-western side of the intersection of Hoxton Park Road and Hume Highway. The Site is rectangular, with frontages to Hoxton Park Road to the north and Gillespie Street to the West. It has a total site area of 1,680m<sup>2</sup>. The Site currently accommodates a single storey warehouse with the remainder of the site as hardstand.

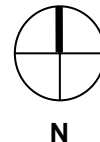
**Figure 1 | Aerial view of the Site and surrounds**



Source: Sixmaps 2018



The Site: 4-8 Hoxton Park Road, Liverpool



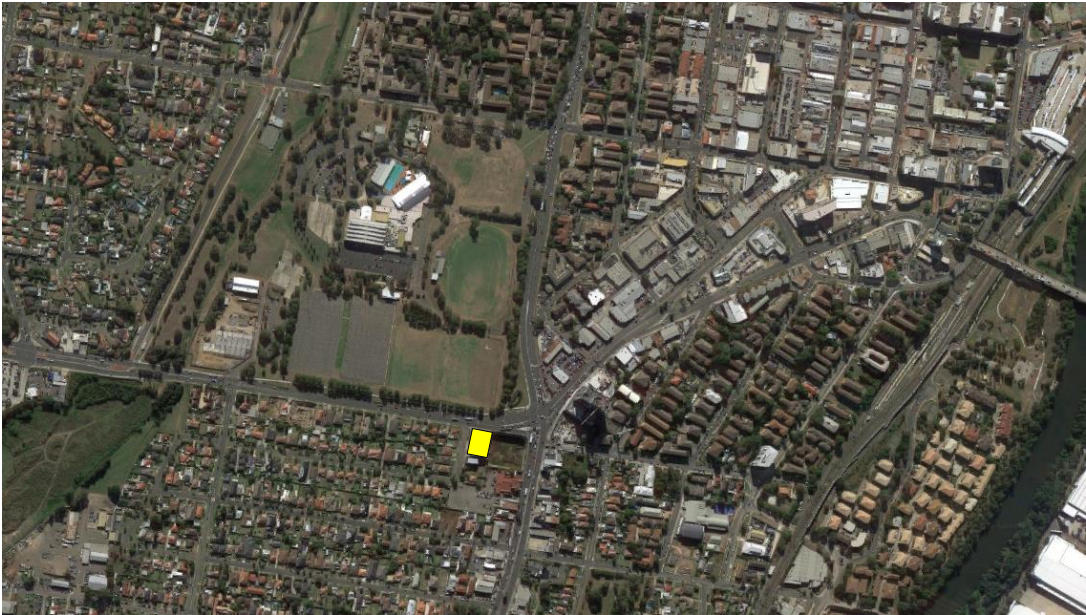
3.2 The Locality

The Site forms part of a key gateway entry to the south-western side of the Liverpool City Centre, alongside the adjoining property at 311 Hume Highway. It is located on the western boundary of Liverpool City Centre, as identified by Council. The surrounding locality is a mixture of residential, commercial and recreational uses.

To the west of the Site is predominantly low density residential however, this area has been zoned R4 High Density Residential and is therefore anticipated to change significantly in coming years. To the north is Woodward Park, comprising a series of sports fields, netball courts and open space. To the east, along Hume Highway, are a corridor of commercial uses. North east extends further into Liverpool City Centre and comprises high density residential and commercial uses. The Site is approximately 900 metres from Liverpool Railway Station and is readily accessible to key services, facilities and public transport.

The Liverpool City Centre has a multifunctional role as one of Sydney’s Regional Cities and continues to grow as a major central business district to service Sydney’s growing South West Region. Liverpool contains one of Sydney’s major medical precincts, based around Liverpool Hospital; Liverpool Courthouse; the Liverpool TAFE; Western Sydney University and the University of Wollongong.

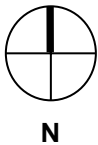
Figure 2 | Surrounding Locality



Source: Google Maps 2017



The Site: 4-8 Hoxton Park Road, Liverpool



## Adjoining Sites to the East

### *311 Hume Highway, Liverpool*

311 Hume Highway is irregular in shape and adjoins the Site along the eastern and southern (rear) boundaries. 311 Hume Highway is currently vacant but has recently been subject to an approved Planning Proposal and Development Application (DA), for a mixed use development containing a significant tower on the corner of the Hume Highway and Hoxton Park Road. Figure 3 shows an indicative image of the scale of the development. Further discussion regarding the relationship between 4-8 Hoxton Park Road and 311 Hume Highway is provided throughout this Planning Proposal Report and the Submission located at Appendix A of this Report.

**Figure 3 | Approved Development at 311 Hume Highway**



Source: Liverpool City Council E-Planning Website 2017

### *420 Macquarie Street, Liverpool*

420 Macquarie Street, Liverpool is located on the diagonally opposite corner of Hume Highway to the Site. A mixed use development comprised of two significant residential towers over a podium has been approved and commenced. Figure 4 below provides an illustration of the scale of the approved development.



**Figure 4 | 420 Macquarie Street**



*Source: Liverpool City Council assessment report 420 Macquarie Street*

### **Adjoining Sites to the South**

#### *321 Hume Hwy, Liverpool – Collingwood Hotel*

The Collingwood Hotel is located south east of the Site. It is heritage listed (Item 88) and considered of to be of local significance. The Hotel fronts Hume Highway with a large, at-grade carpark to the rear (west). The car park is accessed via Gillespie Street and Hume Highway.

#### *8 Gillespie Street, Liverpool*

8 Gillespie Street is located to the south of the Site, adjoining 311 Hume Highway. The property contains a single storey detached residential dwelling with a pitched tile roof. The property is predominantly turfed with vehicular access from Gillespie Street.

### **Adjoining Sites to the West**

#### *10 Hoxton Park Road, Liverpool*

10 Hoxton Park Road is located to the west of the Site, on the opposite side of Gillespie Street. The property comprises a single storey detached weatherboard residential dwelling with pitched tile roofing. The property is predominantly turfed and vehicular access is from Gillespie Street.

### 3.3 Planning Context

#### Liverpool Local Environmental Plan 2008

The relevant local planning instrument applicable to the Site is Liverpool Local Environmental Plan 2008 (LLEP 2008). Table 3.1 outlines the current zoning and key built form controls relevant to the Site.

**Table 3.1| Zoning and key Built Form Controls**

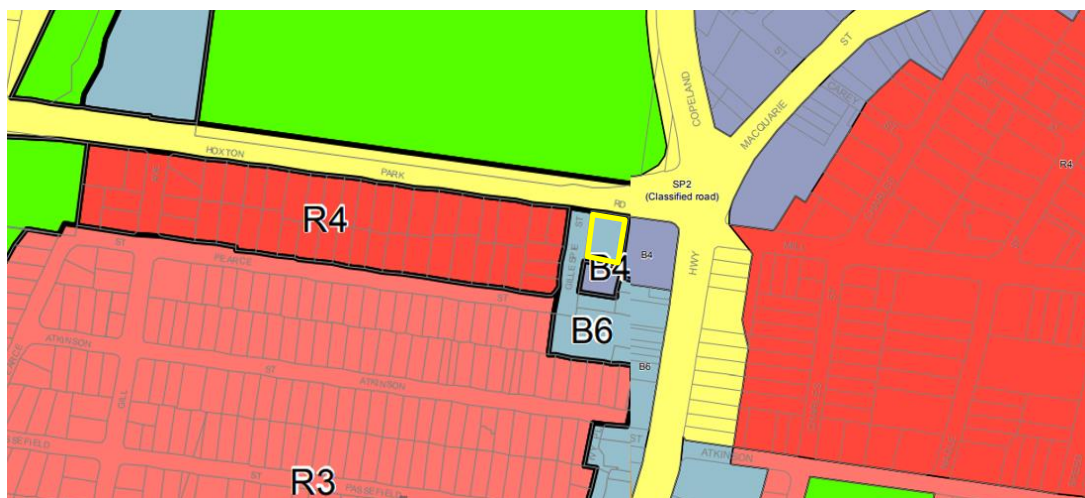
Address	Zone	FSR	Building Height
4-8 Hoxton Park Road	B6 Enterprise Corridor	2.5:1	24m

Under LLEP 2008, the Site is identified as being zoned B6 Enterprise Corridor. The B6 zoning extends along Hume Highway to the east of the Site. 311 Hume Highway is now zoned B4, which results in the Site being the only property zoned B6 Enterprise corridor on Hoxton Park Road (excluding the Gillespie Street road reserve).

The Site currently has a maximum permissible FSR of 2.5:1 and a maximum building height of 24m. 311 Hume Highway, adjoining the Site has an approved height limit 100m, in the form of a standalone tower, forming a gateway to the Liverpool City Centre.

Properties to the west, extending along Hoxton Park Road, have a maximum FSR of 1:1 and building height of 15m.

**Figure 5 | Zoning Map LZN\_010 and 012 Extract from LLEP 2008**



# 4 request to prepare a planning proposal

This section of the Planning Proposal Report has been prepared to follow the structure and format of the former NSW Department of Planning and Infrastructure's document, *A Guide to Preparing Planning Proposals* (October 2012).

Accordingly, the Proposal is discussed in the following four parts:

- Part 1: A statement of the objectives or intended outcomes
- Part 2: An explanation of the provisions that are to be included in the proposed LEP
- Part 3: The justification for the Planning Proposal and the process for the implementation
- Part 4: Details of community consultation that is to be undertaken for the Planning Proposal

Discussion for each of the above parts is outlined below.

## 4.1 Part 1 – Objectives and Intended Outcomes

The primary objective of the Planning Proposal is to enable the redevelopment of 4-8 Hoxton Park Road. It is intended to facilitate a more appropriate zoning, height and density for the Site, given its relationship to the recently rezoned property adjoining the Site at 311 Hume Highway, as well as the surrounding context.

Specifically, it will enable the construction of a mixed use development comprising commercial premises and shop top housing. The scale of the proposed mixed use development will provide a more appropriate transition, in terms of height and density, between the approved gateway tower at 311 Hume Highway and lower density development to the west. It will result in a high quality urban design outcome that will allow a meaningful contribution to housing targets, while also being close to employment, local services, recreational facilities and public transport.

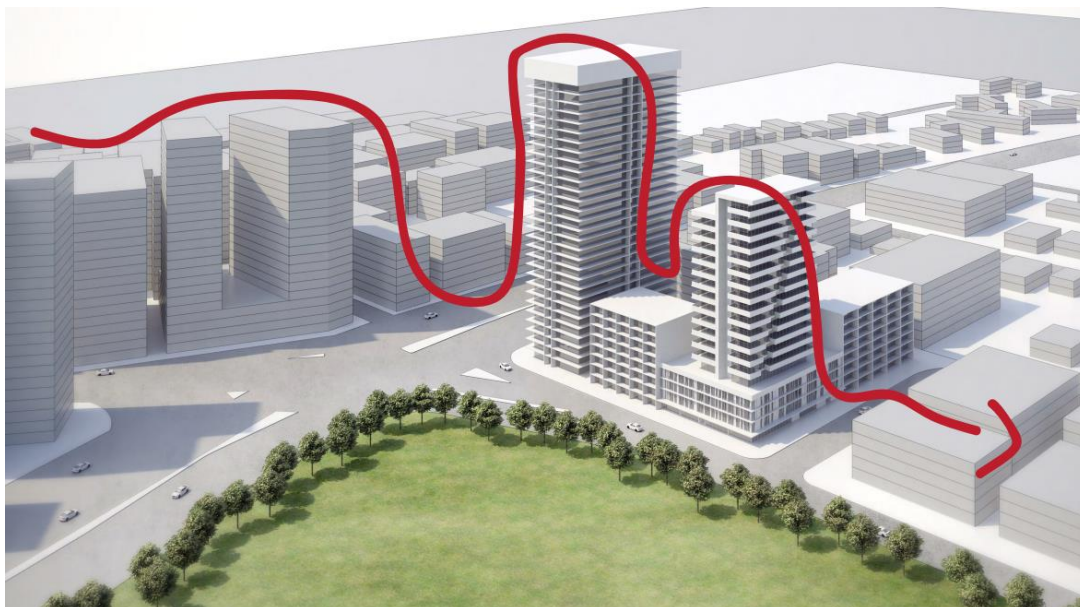
The intended outcome would enable a Development Application to be lodged for a mixed use development, consistent with the Concept Master Plan, as described below.

### Concept Master Plan

A Concept Master Plan has been prepared by Architecture Design Studio (ADS) that analyses the opportunities and constraints associated with the redevelopment of the Site. The Concept Master Plan has been prepared based on the findings of an urban design analysis of the Site and its surroundings.

The Concept Master Plan helps to envisage future development on the Site and inform the most appropriate planning controls required to achieve the intended outcome for the Site.

**Figure 6 | Concept Master Plan Extract**



*Source: Architecture Design Studio*

## **4.2 Part 2 – Explanation of Provisions**

The intended outcome of the Planning Proposal is to gain support from Liverpool City Council to enable opportunities for the future redevelopment of the 4-8 Hoxton Park Road. Specifically, it is intended to enable a mixed-use development comprising commercial premises and shop top housing.

The Site is currently zoned B6 Enterprise Corridor under LLEP 2008 and is identified as a Key Site on Liverpool LEP 2008 Key Sites Map No. 10 (Refer to Figure 1). The Site is subject to a maximum building height of 24m under Clause 4.3 of the LLEP 2008 and a maximum FSR of 2.5:1 under Clause 4.4 of the LLEP 2008.

The Planning Proposal seeks to amend LLEP 2008 as follows:

- Rezone the Site from B6 Enterprise Corridor to B4 Mixed Use.
- Remove the Site from the 'Key Site' on Key Sites Map KYS 10.
- Amend the maximum height of buildings for the Site to 50m, in accordance with the proposed mapping.
- Amend the maximum floor space ratio for the Site to 5:1, in accordance with the proposed mapping.

Support for the intended outcome is based on the following:

- It is consistent with the vision and objectives of relevant strategic plans, including the State Government's "*A Plan for Growing Sydney*".
- It provides additional and diverse housing and commercial opportunities in a city centre location, which has quality access to retail, education and community facilities, as well as public transport services.
- It improves the integration of the Site within the key gateway sites area and surrounding Liverpool City Centre.
- It results in minimal and appropriate environmental impacts and allows a more appropriate residential/commercial interface and transition to surrounding residential areas.
- It assists in achieving Council's vision of a city centre that permits mixed uses to encourage greater levels of residential development and commercial services.

#### **4.3 Part 3– Justification of the Proposal**

This section addresses the specific questions which "*must be discussed with reasons explained*", as set out in Part 3 of the NSW Department of Planning and Infrastructure's (now the DoP&E) publication: *A Guide to Preparing Planning Proposals*. This section will review the proposed amendments to the Liverpool Local Environmental Plan 2008 and addresses specific questions outlined in the guide, which are separated into sections A to D.

##### **Section A – Need for the Planning Proposal**

###### *Is the planning proposal a result of any strategic study or report?*

The Planning Proposal is not the result of a strategic study or report however, the intended outcome is consistent with the both State Government's and Council's strategic vision for Liverpool City Centre. The catalyst for the Planning Proposal is primarily the recent rezoning of the adjoining property at 311 Hume Highway. This resulted in strategic planning irregularities for 4-8 Hoxton Park Road. Specifically, it resulted in the Site being 'isolated' from the rest of the B6 Enterprise Corridor land, a redundant Key Site status and a significant difference in scale and density, notwithstanding the gateway nature of 311 Hume Highway.

This Planning Proposal seeks to rectify the zoning anomaly while also providing strong strategic and urban design grounds for a built form that allows a more gradual transition from the approved tower at 311 Hume Highway to the lesser-scaled residential buildings to the west along Hoxton Park Road.



**Figure 7 | Zoning of Surrounding Locality**



Source: ADS Pty Ltd

In this instance, if 4-8 Hoxton Park remains zoned *B6 Enterprise Corridor*, no dwelling would be permissible on the Site within 50m of Hoxton Park Road. It is an anomaly to allow residential dwellings along the entirety of the Hoxton Park Road frontage, with the exception of the Site. The strategic decision to originally include 4-8 Hoxton Park within the 'Key Site' Area suggests that 4-8 Hoxton Park was considered by Council to be a natural extension of 311 Hume Highway, forming part of the corridor extending south along Hume Highway and also an accepted part of the gateway corner.

While not directly the result of any strategic study or report, this Proposal is supported by a variety of strategic documents that are discussed in greater detail in Section B of this Report.

***Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?***

The Planning Proposal Report and Concept Master Plan outline the benefits associated with the proposed mixed use development on the Site. It has been prepared based on a comprehensive analysis of the Site and its context, including technical reports that address key issues, such as urban design, traffic generation and social impacts.

The amendments proposed to LLEP 2008 are considered the most appropriate way to achieve the intended outcome for the following reasons:

- A change of zoning from B6 Enterprise Corridor to B4 Mixed Use can only be undertaken through the Planning Proposal process.
- The extent of variation to current development standards to allow a maximum building height of 50m and FSR of 5:1 is best undertaken through a Planning Proposal process rather than a Clause 4.6 variation.
- To provide a detailed Urban Design Analysis that demonstrates the ability of the Site to be developed in a manner that delivers a good quality, high density, mixed use development which achieves a high level of amenity for existing and future residents.
- To avoid detrimental impacts associated with the isolation of the Site in relation to the Planning Proposal undertaken at the neighbouring property at 311 Hume Hwy, Liverpool.
- To provide an appropriate transition in scale between the neighbouring residential zones to the west of the Site into the gateway sites to the east.

To achieve this, amendments to the zoning, height limit and floor space ratio of the Site are required and a planning proposal is the best way of achieving the intended outcome.

#### ***Is there a net community benefit?***

It is considered that there will be a net community benefit to the surrounding community and to the Liverpool Local Government Area in general. The net community benefits and costs associated with the Planning Proposal are discussed below. These should be read in conjunction with the other consultant reports submitted as part of this application, including the Social Impact Assessment, Traffic Report, Economic Statement and Urban Design Analysis.

#### ***Benefits***

##### **Increased housing supply**

The proposed B4 zoning would facilitate a mixed use development capable of supporting reasonable additional residential land uses on the Site. The Site is serviced with all necessary public utility services including electricity, water and sewer and accordingly, there are no impediments to future residential development. The Site is not affected by constraints including flooding, bush fire, mine subsidence or acid sulfate soils and as such, is suitable for and capable of, supporting residential development. It will provide additional housing within the Liverpool City Centre in close proximity to services, facilities and high quality public transport.

### Improvement to landscape and street character

The Urban Design Analysis demonstrates opportunities for significant urban design improvements, particularly at the ground floor frontage to Hoxton Park Road. These improvements will result in a more vibrant street life that is safe and activated with opportunities for passive surveillance. The proposed maximum height will assist in transitioning the built form of the area from the approved 100m tower on 311 Hume Highway to the lower scale development to the west, beyond the boundary of the City Centre.

High quality landscaping and a contemporary built form that is integrated to the surrounding locality will also improve the visual coherence and residential amenity enjoyed by both the general public and future residents alike.

### Economic

The Statement from MacroPlan Dimasi on the Site's best commercial/ retail uses advises that it is more suited to a B4 zoning rather than a B6 zoning. The uses would provide additional employment and services for nearby residential areas without adverse impact on the established retail hierarchy in Liverpool.

### **Costs**

#### Additional traffic

The proposed use of the Site for residential and commercial purposes, or those similarly permitted within the B4 Mixed Use zone, will likely result in additional traffic associated with future development. While there will be additional traffic, the Liverpool City Centre offers considerable advantages for major residential-based development of underutilised sites due to:

- the close proximity of primary public transport services (rail and buses), and
- the convenient proximity to employment, shopping and entertainment facilities available in the centre along with the nearby educational and hospital/medical services.

A Transport and Traffic Report prepared by GTA Consultants has been submitted in order to ascertain the viability of a proposal at the envisaged scale. It concludes that the traffic from the proposed development represents a minor overall impact that would not result in a change to the level of service.

#### Amenity impacts during construction

The proposed site-specific amendments to LLEP 2008, will likely result in the redevelopment of the Site, which may cause temporary amenity impacts during any construction activities, such as noise, traffic disruptions or dust.

In conclusion, the anticipated benefits associated with the Planning Proposal outweigh the costs. This is particularly the case given the costs are primarily associated with any redevelopment that would occur on the Site, regardless of the proposed changes to LLEP 2008. There is therefore a net community benefit arising from the intended outcome of this Planning Proposal.

## **Section B – Relationship to strategic planning framework**

*Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?*

The following strategic planning considerations are applicable to the site:

- A Plan for Growing Sydney
- Draft Western City District Plan
- The Liverpool City Centre Plan (2006)
- Growing Liverpool 2023 (2013)
- Applicable Ministerial Directions (Section 117)

There is a clear alignment between high level strategic policy and the intended outcome for the Site. The redevelopment of the Site will allow a positive response to the forecasted population growth and will make a valuable contribution to the availability and mix of housing within the Liverpool LGA. These strategies are separately discussed in detail below.

### **A Plan for Growing Sydney**

In December 2014, the NSW Government released a new framework to guide land use and planning decisions for Sydney over the next 20 years. A Plan for Growing Sydney (The Plan) supersedes the *Metropolitan Plan for Sydney 2036*. The Plan identifies that over the next 20 years, Sydney's population will grow much faster than over the preceding 20 years. The Plan projects that Sydney will need approximately 664,000 additional homes over the next 20 years.

The Plan includes the Government's vision for Sydney and the goals to achieve the vision, as outlined below.

The Government's vision for Sydney is: *a strong global city, a great place to live*. To achieve this vision, the Government has set down goals that Sydney will be:

- *a competitive economy with world-class services and transport;*
- *a city of housing choice with homes that meet our needs and lifestyles;*
- *a great place to live with communities that are strong, healthy and well connected; and*
- *a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.*

The Plan sets out actions that will assist to deliver the goals listed above. Goal 2 of The Plan addresses housing and housing choice, with the directions and actions including accelerate housing supply across Sydney; accelerate urban renewal across Sydney; providing homes closer to jobs and improving housing choice to suit different lifestyles.

Consistent with The Plan, this Planning Proposal:

- Will deliver new and more diverse housing within the short term and as such will contribute to achieving nominated housing targets and housing choice.
- Responds to a recognised need for housing in this locality.
- Will provide new homes in close proximity to existing infrastructure and services.

The proposal directly contributes to the relevant strategic goals and directions of The Plan as discussed in Table 4.1.

**Table 4.1 | A Plan for Growing Sydney**

Goal	Direction	Project Contribution
1. Sydney's competitive economy	1.7 Grow strategic centres – providing more jobs closer to home	<p>The Site is located within the Liverpool City Centre. It benefits from its proximity to public transport with bus stations located approximately 100m walking distance to the west and east of the Site. Liverpool Train Station is located approximately 900m to the north east of the Site. These provide direct links to other suburbs and Strategic Centres within the Western City district of Sydney and further afield.</p> <p>Increasing the population density in this highly accessible location will assist in the provision of more homes closer to jobs and services and ensure the continued strengthening of Liverpool's role as a Regional City for south west Sydney.</p>
2. Sydney's housing choices	2.1 Accelerate housing supply across Sydney  2.1.1 Accelerate housing supply and local housing choices  2.2 Accelerate urban renewal	<p>The Planning Proposal would facilitate a variety of apartment types at varying price points in line with the market demand. The Plan identifies that providing more housing and different types of housing as the population grows, can reduce the pressure on rising house prices.</p> <p>The Plan identifies that the most suitable areas for significant urban renewal are established</p>

Goal	Direction	Project Contribution
	<p>across Sydney – providing homes closer to jobs.</p> <p>2.2.2 Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres</p>	<p>and new centres; along key public transport corridors including the T5 Cumberland Line, the T2 Airport, Inner West and Southern Line, the T3 Bankstown Line and the Liverpool-Parramatta T-Way, and locations close to employment opportunities.</p> <p>The Planning Proposal expands the housing supply within walkable distance from bus routes and train lines with direct links to Strategic Centres and transport centres. This is in addition to direct links to education facilities, recreational facilities, medical services and shopping opportunities.</p> <p>The Plan also notes that all suburbs of Sydney will need additional housing over the next 20 years.</p>
	<p>2.3 Improve housing choice to suit different needs and lifestyles</p>	<p>The Plan states:</p> <p><i>Research indicates a current shortage of semi-detached houses across Sydney and a shortage of apartments in the middle and outer areas of the city. This is affecting the capacity of people to buy or rent a home.</i></p> <p>The Planning Proposal will deliver additional housing and an appropriate variety of housing types to assist different needs and affordability.</p> <p>The provision of additional housing within the Liverpool City Centre is consistent with The Plan's key direction of accelerating housing supply, particularly within an established centre with ready access to transport.</p>
<p>3. Sydney's great places to live</p>	<p>3.1 Revitalise existing suburbs</p>	<p>The Plan identifies that <i>focusing new housing within Sydney's established suburbs brings real benefits to communities and makes good social and economic sense.</i></p> <p>Liverpool City Centre is likely to continue to experience substantial redevelopment and renewal over the next decade, given the accessibility to transport, community, recreational facilities, educational facilities and the age of the housing stock.</p>

Goal	Direction	Project Contribution
		The Site is a large lot under single ownership within the city centre. It presents an opportunity to develop new housing in close proximity to services and facilities. In addition, the Planning Proposal facilitates the opportunity to better complement the proposed gateway tower at 311 Hume Highway and provide an appropriate transition to the lower density areas outside the city centre.
4. Sydney's sustainable and resilient environment	4.3 Manage the impacts of development on the environment	<p>The Planning Proposal defines key principles relating to land use, massing and built form, public domain and sustainability that will guide the future development of the Site and surrounding locality, taking into consideration the Site's relationship with surrounding uses.</p> <p>The proposed development concept has been designed with building massing and orientation to facilitate future BASIX and ADG compliance, which will be documented at the development application stage.</p>

### Draft Greater Sydney Region Plan

The Greater Sydney Region Plan was prepared by the Greater Sydney Commission to manage growth and guide infrastructure delivery within the Sydney Region over the next 40 years. The Plan provides the vision and strategy for the region, to be implemented at a local level through District Plans.

It is currently in draft form with submissions being reviewed and in the process of being published.

Objective	Comment
7. Communities are healthy, resilient and socially connected	The proposal would encourage walkable places, close to recreational parkland and the city, with active street life and a human scale.
10 Greater housing supply	The proposal would facilitate significant additional housing than currently permissible on the Site.
11 Housing is more diverse and affordable	The proposal provides opportunities for diverse and affordable housing.

12 Great places that bring people together	The proposal would allow for an appealing public realm and proximity to recreational areas and social infrastructure.
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## Subregional Strategy

“A Plan for Growing Sydney” sets priorities for each sub-regional plan. For the South West Subregion, noted as being the fastest growing subregion in Sydney, one of its priorities is to “*Accelerate housing supply, choice and affordability and build great places to live*”, particularly around established and new centres along public transport corridors.

The Planning Proposal will allow a significant number of high quality residential units to be built within the city centre; close to jobs, amenities and recreation areas that are well connected via public transport.

Furthermore, the Plan notes that the Department of Planning must *work with council to provide capacity for additional mixed use development in Liverpool including offices, retail, services and housing*. Subsequently, the Planning Proposal seeks to aid Liverpool City Council and the Department in achieving this priority by providing an additional mixed use development in a key location of the Liverpool City Centre.

### Draft Western City District Plan

The draft Western City District Plan sets out the priorities and actions that will shape the District’s future and guide policy decisions, while progressing the directions of the draft Greater Sydney Region Plan. The draft District Plan notes that the District’s population will grow by over 464,000 by the year 2036, while the make-up will change as the overall population becomes older. To meet these challenges, the Draft Plan identifies that the District will need to improve housing diversity and affordability, while creating great places that respond to people’s need for services.

In this context, the Planning Proposal will assist in achieving the Draft Plan’s vision by allowing for a variety of residential dwellings to be constructed within a local centre close to jobs, services and accessible by public transport and existing road networks.

***Is the Planning Proposal consistent with a council’s local strategy or other local strategic plan?***

### **The Liverpool City Centre Plan (2006)**

The Liverpool City Centre Plan (2006), prepared by Liverpool City Council and the NSW Department of Planning and Environment, seeks to create a living, mixed use city with human scale active street edges. It includes targets for 12,000 new residents and 15,000 new jobs over the next 25 years.



The Planning Proposal will assist in achieving this vision by providing a significant number of additional housing options within a mixed use development. It is in an accessible location and close to recreational, retail and educational uses. The Planning Proposal will facilitate a future mixed use development that will activate the street with commercial uses at ground level, thereby providing a human scale element to the street. The Planning Proposal enables a quality public domain, enhancing the consolidation of the Liverpool City Centre and facilitating appropriate commercial land uses.

### **Growing Liverpool 2023**

The Growing Liverpool 2023 10-year plan has been developed to ensure Council provides the opportunity to facilitate and enhance the future strategic directions for Liverpool. It aims to deliver on specific strategic directions, as follows:

- Vibrant Prosperous City
- Liveable Safe City
- Healthy Inclusive City
- Proud Engaged City
- Natural Sustainable City
- Accessible Connected City
- Leading Proactive Council

The 10-year plan reinforces the focus of Liverpool being the regional centre for south west Sydney and nominates City Centre Revitalisation Projects to include *new gateways to the city*.

Council's vision for Liverpool City Centre seeks to create:

*...a capital of the Great South West, a place where people want to work, live and enjoy and a vibrant 18-hour City Centre characterised by activity and intensity both day and night.*

The Planning Proposal helps to achieve Council's vision by providing a complementary new gateway to the City Centre in the form a high quality mixed-use development that is responsive to other recent developments within the immediate locality. The proposal will provide an increase in activity in terms of street life and more opportunity for people to live, work and enjoy Liverpool City.

### ***Is the planning proposal consistent with applicable state environmental planning policies?***

The Proposal is consistent with the relevant State Environmental Planning Policies (SEPPs) identified in Table 4.2 below.

**Table 4.2| State Environmental Planning Policies**

Policy	Details
SEPP 55 Remediation of Land	The potential for Site contamination arising from existing site uses will be assessed at DA stage. Potential contaminants will be appropriately managed and the Site made suitable for future residential and commercial use.
SEPP 65 Design Quality of Residential Flat Buildings	<p>SEPP 65 provides a statutory framework to guide the design quality of residential flat developments.</p> <p>The Concept Master Plan prepared by ADS Pty Ltd, has been designed to facilitate future detailed building design in accordance with SEPP 65 and the ADG. Separation distances and other amenity controls will guide the appropriate siting and design of the future buildings.</p> <p>The Planning Proposal does not hinder the ability to comply with SEPP 65 and the Apartment Design Guide.</p>
SEPP (Buildings Sustainability Index: BASIX) 2004	The BASIX SEPP requires residential development to achieve mandated levels of energy and water efficiency. The Planning Proposal will not hinder the ability to comply with BASIX at the Development Application stage.
SEPP (Infrastructure) 2007	The Infrastructure SEPP aims to facilitate the efficient delivery of infrastructure across the State. The proposed development will require existing utility services to be upgraded and/or augmented to enable the future residential population to be accommodated. These works will need to be undertaken in accordance with the provisions of the SEPP at DA stage.

*Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?*

Yes, the Planning Proposal is consistent with the applicable Ministerial Directions (Section 117 Directions). Table 4.3 provides an assessment of the Planning Proposal against the applicable Section 117 Directions. Refer to **Appendix B** for a full assessment against the Ministerial Directions.

**Table 4.3| 117 Directions**

Direction	Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	<p>The Planning Proposal does not reduce the opportunity for non-residential development and will include commercial space at ground level. The rezoning will be able to deliver a higher and better use on the Site than could be delivered if existing zoning is retained. Refer to the Economic Statement prepared by Macroplan Dimasi.</p> <p>The rezoning of the Site would provide new homes, jobs and investment within close proximity to the Regional Centre of Liverpool whilst also positively affecting local businesses by providing more residents who would live in the location and utilise the services provided by local business.</p>
3. Housing Infrastructure and Urban Development	
3.1 Residential Zones	<p>The Proposal will broaden the range of housing choice and the size of the Site provides ample opportunity for good urban design. The Site is located within an established area and local services such as shops, educational, community and recreational facilities and public transport are located in close proximity.</p> <p>The Planning Proposal will make efficient use of the infrastructure and services in place.</p>

Direction	Comment
3.3 Home Occupations	Dwelling houses are not proposed by the application. Notwithstanding, home occupations are permissible without consent within the B4 zone.
3.4 Integrating Land Use and Transport	<p>The proposal is consistent with the Direction for the following reasons:</p> <ul style="list-style-type: none"> <li>▪ The Site supports the principle of integrating land use and transport.</li> <li>▪ The Site exhibits good access to public and private transportation use.</li> <li>▪ The Site's proximity to public transport will provide opportunities for residents to access the site.</li> <li>▪ Being located within a City Centre with access to jobs, services, housing and public transport, the Planning Proposal reduces the number of trips generated by future development on the Site.</li> </ul>

### **Section C –Environmental, social and economic impact**

*Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

The Site is located within an established urban environment and comprises land that has been previously developed. There are no known critical habitats, threatened species or ecological communities within the Site and therefore, the likelihood of any negative ecological impacts is minimal.

*Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?*

Site investigations have confirmed that the Site is free of major constraints and that there are no likely environmental effects associated with the future development of the land that cannot be suitably mitigated through further design development.

The key findings of these preliminary investigations are provided below:

- Stormwater and flooding: The Site is not flood affected.
- Contamination: The potential for site contamination arising from existing site uses will be assessed at DA stage. Potential contaminants will be appropriately managed and the Site made suitable for future residential use.
- Traffic: The transport impacts are considered to be acceptable as follows:

- The proposed development will not have unacceptable traffic implications in terms of road network capacity, and that no road improvements or upgrades would be required as a consequence of the Planning Proposal.
- The Site is in close proximity of primary public transport services (rail and buses).

Overall, it is considered that the Site will not result in any significant environmental impact that would preclude it from being rezoned and redeveloped for high density, residential use.

The Site is unconstrained and would not result in any significant environmental impacts on the locality. The Site is therefore suitable for development for high density residential purposes.

***How has the planning proposal adequately addressed any social and economic effects?***

Social and economic effects associated with the proposed amendments to LLEP 2008 are considered to be positive given that it provides:

- Additional housing options within close proximity to public transport and strategic employment and education centres.
- An appropriate residential/commercial interface between the surrounding low density residential and commercial areas.
- Work opportunities during the construction period of any future residential development, and ongoing employment within the proposed commercial uses.
- A safe and activated street life with shop top housing that offers increased pedestrian use and opportunities for passive surveillance of the street.

A comprehensive Social Impact Assessment has been undertaken and submitted as part of this Planning Proposal. It is considered unlikely that the Planning Proposal and intended mixed use development would have a negative social or economic effects upon the locality.

**Section D – State and Commonwealth interests**

***Is there adequate public infrastructure for the planning proposal?***

The Site is well serviced by all public utility services including:

- Electricity
- Water
- Sewer
- Telephone and internet service

***What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?***

There has been no consultation with Commonwealth public authorities or State Government authorities. This consultation can be undertaken during the Planning Proposal process, once the matter has been referred for Gateway Determination.

## 5 community consultation

The relevant planning authority is required to consult with the community in accordance with the Gateway Determination, as required under Clause 57 of the *Environmental Planning and Assessment Act 1979*. It is expected that the Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of the NSW Department of Planning and Infrastructure (now the DoP&E) guidelines, *A Guide to Preparing Local Environmental Plans*.

The specific process of the community consultation to be undertaken will be determined by Liverpool City Council as the Relevant Planning Authority however, it is anticipated that the public exhibition would include:

- A public notice in the local newspaper(s) for the designated period.
- Advertising of the Planning Proposal on the Liverpool City Council website.
- Written correspondence to adjoining and surrounding landowners.
- The gateway determination and Planning Proposal be publicly exhibited at Council's offices, and any other locations, considered appropriate to provide interested parties with the opportunity to view the submitted documentation.

The Proponent would be happy to liaise further with Council to identify appropriate opportunities to further engage with the local community outside the formal public exhibition process, to provide a greater understanding of additional issues that are relevant to the local community.

## 6 conclusion

The Planning Proposal report has been prepared in accordance with Section 55 of the Environmental *Planning and Assessment Act 1979* and the relevant guidelines prepared by the NSW Department of Planning and Infrastructure (now the DoP&E) including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. It sets out the justification for the proposed amendments to LLEP 2008 in relation to 4-8 Hoxton Park Road, Liverpool. The objective is to facilitate a mixed use development with an appropriate transition from 311 Hume Highway to the area beyond Liverpool City Centre to the west.

The Planning Proposal and accompanying reports have demonstrated that the proposed amendments to LLEP 2008 are the best means of facilitating an appropriate development outcome, as summarized below:

- The Planning Proposal achieves an appropriate zoning, built form and scale having regard to the size, topography and surrounding context of the Site.
- The Site presents an opportunity to provide a higher density residential outcome to support the Liverpool City Centre and its vision as a strategic centre.
- The Site is within walking and cycling distance of recreation and shops in addition to proximity to educational facilities and community facilities.
- The Proposal will enable a mixed use development providing a mix of unit sizes and types that will contribute to housing affordability and choice within the Liverpool Local Government Area.
- The intended outcome will positively contribute to the State planning strategic goals of providing housing opportunities in areas with access to existing facilities and services. Key aspects of *A Plan for Growing Sydney* emphasise the importance of concentrating future housing in centres in view of a wide range of transport, environmental, sustainability and liveability objectives.
- It will result in a net community benefit.

Overall, it is considered that the Planning Proposal is satisfactory and it is requested that Liverpool City Council take the necessary steps to enable it to proceed to Gateway Determination under Section 56 of the EP&A Act.



## **Appendix A**

7 October 2016

Acting Chief Executive Officer  
Liverpool City Council  
33 Moore Street  
Liverpool NSW 2170

Dear Sir,

**Submission to Public Exhibition of a Planning Proposal at 311 Hume Highway, Liverpool**

**Introduction**

This submission is prepared by Willana Associates Pty Ltd on behalf of our client, Mr Hussein Chahine. It is in relation to the Planning Proposal for rezoning of the land at 311 Hume Highway, Liverpool (*Liverpool Local Environmental Plan 2008 (Amendment No. 60)*). The Planning Proposal is currently on public exhibition. Our client's site is at 4-8 Hoxton Park Road, Liverpool.

**The Current Planning Proposal for 311 Hume Highway, Liverpool**

The Planning Proposal for 311 Hume Highway, which is currently on public exhibition, seeks to amend the relevant development controls applying to the land at 311 Hume Highway as follows:

- *rezone the site from B6 Enterprise Corridor to B4 Mixed Use;*
- *increase the maximum building height from 24 metres & 45 metres to 25 metres & 100 metres;*
- *increase the maximum floor space ratio from 2.5:1 to 6:1;*
- *remove the site from the Key Sites map; and*
- *amend Schedule 1 Additional Permitted Uses to allow residential dwellings to be provided on the ground floor on the site subject to provisions of non-residential floor space and active street frontage.*

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We understand that the Planning Proposal has undergone the following process before the current public exhibition:

November 2014	Pre-DA held. Rezoning recommended.
January 2015	Planning Proposal lodged.
January – September 2015	Planning Proposal considered by Liverpool Council.
September 2015 – April 2016	Gateway Determination.
April 2016 – August 2016	Completion of technical information and agency consultation.
September – October 2016	Public Exhibition.

#### 4-8 Hoxton Park Road, Liverpool

Our client's site adjoins the Planning Proposal and is legally identified as Lot 1 DP 860799 and is known as 4-8 Hoxton Park Road, Liverpool. It is a rectangular shaped lot with frontages to Hoxton Park Road to the north and Gillespie Street to the West. It has a total site area of approximately 1,680m<sup>2</sup> and currently accommodates a single storey warehouse.

4-8 Hoxton Park Road is zoned B6 Enterprise Corridor. It has a maximum permissible floor space ratio of 2.5:1 and a maximum permissible building height of 24m. It adjoins 311 Hume Highway for the entirety of the southern and eastern boundaries.

**Figure 1| The Site and the adjoining area subject to the planning proposal**



Source: Sixmaps

■ The Site ■ 311 Hume Highway

## Background

The owner of 4-8 Hoxton Park Road and associated consultants met with Council on 28 July 2016 to discuss the strategic merit and opportunities for rezoning of the site and its relationship to the Planning Proposal for 311 Hume Highway, Liverpool.

It was agreed that there was oversight in Council not previously consulting with the owner of 4-8 Hoxton Park Road. This submission formally addresses some of the concerns discussed in the meeting and demonstrates the strategic advantages of considering the two sites together in terms of rezoning.

It is noted that, while the Planning Proposal is currently on exhibition, it is not readily accessed on Council's website unless the address is specifically searched. Further, we are informed by the client that they have not been notified of the public exhibition. It was only by calling to check the status that we have discovered it was on exhibition. This suggests a lack of consultation for what is a significant change to current built form and land use outcomes, which will have ramifications for the future of our client's site.

## Strategic Context

The following outlines the implications of applicable strategic policy, as relevant to 4-8 Hoxton Park Road and 311 Hume Highway.

### The Metropolitan Strategy – A Plan for Growing Sydney

The *Metropolitan Strategy – A Plan for Growing Sydney* provides a vision for Sydney that aims to achieve growth through a competitive economy with world-class services and transport; a city of housing choice with homes that meet our needs and lifestyles; a great place to live with communities that are strong, healthy and well connected; and a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

It includes the following directions of relevance:

- *Direction 1.7 (Grow strategic centres - providing more jobs closer to home),*
- *Direction 2.1 (Accelerate housing supply across Sydney),*
- *Direction 2.2 (Accelerate urban renewal across Sydney – providing homes closer to jobs)*
- *Direction 2.3 (Improve housing choice to suit different needs and lifestyles)*

At Council's Ordinary Meeting on 30 September 2015, it was resolved to prepare and exhibit the Planning Proposal for 311 Hume Highway, Liverpool. In the Planning Report to Council (DPG 02) it discusses how the Planning Proposal meets the above Directions:

*The planning proposal will allow a significant number of residential units to be built within an identified strategic centre, close to jobs amenities and recreation areas. The planning proposal will also allow residential flat buildings to be constructed, which will cater to the growth in single person and smaller households in the Sydney region.*

### Growing Liverpool 2023

*Growing Liverpool 2023* (2013) is Liverpool Council's ten-year community strategic plan for the Local Government Area. It envisages Liverpool being the regional centre for south-western Sydney and proposes new gateways to the City Centre as a means of activating the City Centre and attracting business and investment.

### Liverpool City Centre Plan

The *Liverpool City Centre Plan* (2006) is Council's policy outlining the vision for the city centre's future. It anticipates that Liverpool will be the primary centre for jobs, key regional services, and cultural services with a focus on high growth industries including health, education, retail and commercial activity. It is noted that the city centre will have 15,000 new jobs and 12,000 more people within the next 25 years.

Council's resolution to adopt the Planning Proposal for 311 Hume Highway states:

*The proposed rezoning will assist in achieving this vision by allowing for feasible residential dwellings to be constructed on the city's periphery, creating additional demand for retail and other services in the CBD.*

Our client's Site, at 4-8 Hoxton Park Road, is also included within the Liverpool City Centre boundary. Its location at the intersection of Hoxton Park Road and Hume Highway provides a strong strategic argument for a similar outcome to be realised as that of the adjoining property at 311 Hume Highway. 311 Hume Highway comprises two rectangular parcels of land, which surround 4-8 Hoxton Park Road.

In this context, it is most appropriate to review the planning controls for 4-8 Hoxton Park Road and 311 Hume Highway in a more holistic manner.

**Figure 2| 4-8 Hoxton Park Road within City Centre boundary**



Source: Liverpool City Centre Plan



## Consideration of the current Planning Proposal

The following provides comment on the public exhibition of the Planning Proposal and associated Development Application for 311 Hume Highway.

Concern is raised regarding the lack of consideration of the impacts to 4-8 Hoxton Park Road and the inconsistencies that result should the Planning Proposal in its current form be adopted.

### Zone Isolation

The Planning Proposal seeks to rezone the land at 311 Hume Highway from *B6 Enterprise Corridor* to *B4 Mixed Use*. This will enable the provision of employment floor space as well as residential accommodation.

Clause 7.22 Development in Zone B6 of Liverpool LEP 2008 states:

*Except as provided by subclause (4), development consent must not be granted to development for the purposes of a dwelling unless the dwelling is at least 50 metres from any boundary of the land that adjoins a classified road.*

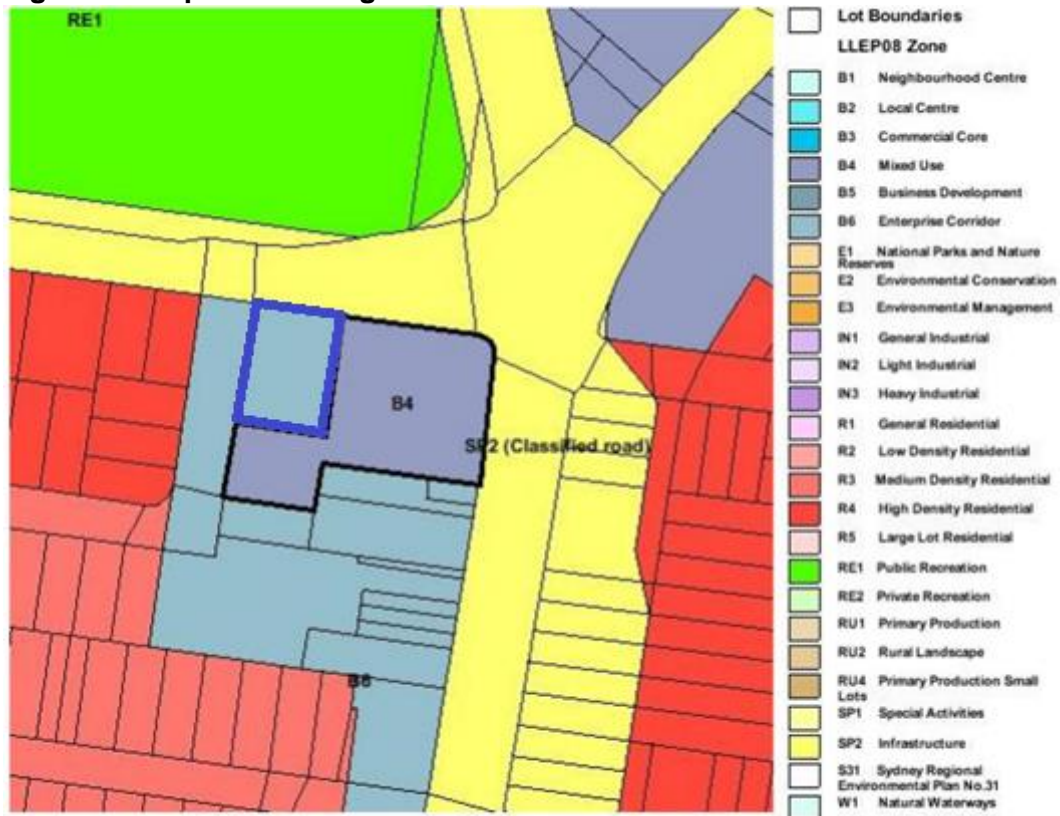
The proposed rezoning of 311 Hume Highway from B6 Enterprise Corridor to B4 Mixed Use, would result in the isolation of 4-8 Hoxton Park Road as the sole property of B6 Zoned land fronting Hoxton Park Road. There would be R4 High Density Residential to the west and B4 Mixed Use to the east (Refer to Figure 3).

In this instance, if 4-8 Hoxton Park remains zoned *B6 Enterprise Corridor*, no dwelling would be permissible on that site within 50m of Hoxton Park Road. It is an anomaly to allow residential dwellings along the entirety of the Hoxton Park Road frontage with the exception of our client's site. It would result in an inconsistent zoning pattern that provides three different permissible outcomes and zoning objectives fronting Hoxton Park Road in close proximity.

Retaining 4-8 Hoxton Park Road as a single property zoned *B6 Enterprise Corridor* does not reflect the meaning or intent of an 'enterprise corridor'. In this instance, the 'enterprise corridor' extends to the south along Hume Highway, not further west along Hoxton Park Road. 4-8 Hoxton Park Road will be physically detached from the actual enterprise corridor.

The previous strategic decision to include 4-8 Hoxton Park within the *B6 Enterprise Corridor* Zoning suggests that 4-8 Hoxton Park was considered by Council to be a natural extension of 311 Hume Highway. This is further evidenced in the inclusion of 4-8 Hoxton Park within the Key Site area, which only relates to development fronting Hume Highway, as discussed below.

**Figure 3: Proposed Zoning outcome**



Source: Extract from exhibited planning proposal

### Key Site Controls

Both 311 Hume Highway and 4-8 Hoxton Park Road are currently located within a Key Site area identified on Liverpool LEP 2008 Key Sites Map No. 10 (Refer to Figure 4).

**Figure 4| Key Sites Map**



Source: Extract from Key Sites Map

The Key Site is currently applicable to 4-8 Hoxton Park Road, 311 Hume Highway and adjoining properties extending south along Hume Highway. The sole implication of identifying this area as a Key Site appears to be that Clause 7.22(4) of Liverpool LEP 2008 applies.

Clause 7.22 (4) states:

*Development consent must not be granted to development for the purposes of a dwelling on land shown edged heavy green on the Key Sites Map and that adjoins the Hume Highway or Elizabeth Drive unless the dwelling is at least 8 metres from any boundary of the land that adjoins either of those roads.*

The Planning Proposal seeks the removal of the Key Site status applying to 311 Hume Highway. It is currently proposed that the Key Site status would still be applicable to 4-8 Hoxton Park Road, as shown in Figure 5.

**Figure 5| Proposed Key Sites outcome**

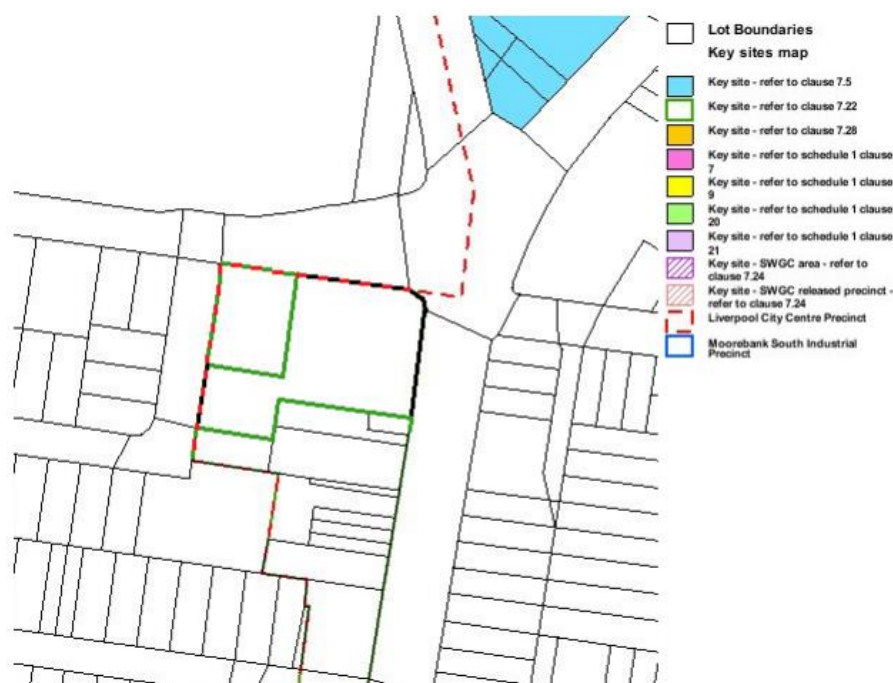


Figure 10: Proposed Key Sites Map (Changes in Bold, remove application of clause 7.22 to the site)

Source: Extract from exhibited planning proposal

4-8 Hoxton Park Road does not adjoin Hume Highway or Elizabeth Drive and therefore Clause 7.22(4) has no effect on it. It is therefore redundant to retain 4-8 Hoxton Park Road as a 'Key Site' should 311 Hume Highway be removed from the Key Sites Map as proposed. The strategic decision to include 4-8 Hoxton Park within the Key Site Area suggests that 4-8 Hoxton Park was considered by Council to be a natural extension of 311 Hume Highway.



Retaining the Key Site status for 4-8 Hoxton Park Road would be a poor outcome as Clause 7.22 would not apply to the Site and it would be an isolated 'Key Site' of no relevance.

### Design Concept

DA 896/2015 has been concurrently lodged with the Planning Proposal for 311 Hume Highway. The proposed design for 311 Hume Highway is for:

*A Mixed use development comprising three separate buildings built over a basement accessed from Gillespie Street. The three buildings comprise a 31 storey tower accommodating 240 residential units and 2 retail units (located on the ground floor of the tower building) and 2 x 8 storey residential flat buildings accommodating a total of 67 residential units. Car parking, site works, infrastructure works and landscaping is also proposed.*

**Figure 6| Photomontage of proposal at 311 Hume Highway**



Source: Extract from exhibited planning proposal

The Planning Proposal includes an indicative concept for 311 Hume Highway and 4-8 Hoxton Park Road as a whole as shown in Figure 6. Two buildings of up to eight levels are shown on 4-8 Hoxton Park Road. Our client has not been a party to any discussions or agreement in relation to the future built form at 4-8 Hoxton Park Road.

**Figure 7| Indicative built form layout**

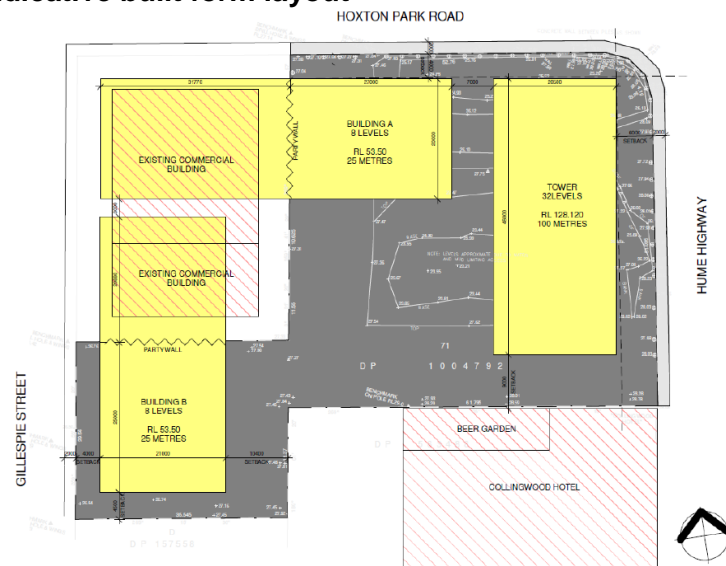
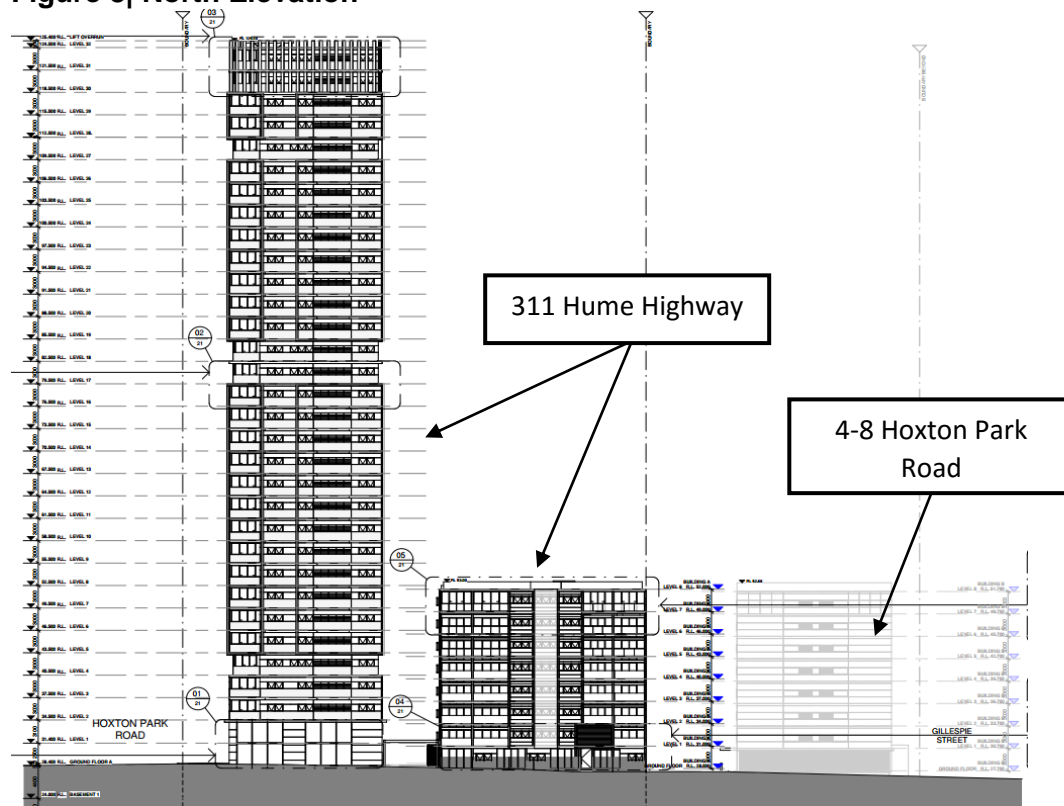


Figure 14: Indicative concept built form layout and setbacks (Source: Urban Design Report, DWA)

Source: Extract from exhibited planning proposal

Figure 7 indicates a perimeter building on 4-8 Hoxton Park Road that reflects the built form outcome on 311 Hume Highway. The above concept is adopted within the DA lodged for 311 Hume Highway, with eight storey buildings abutting 4-8 Hoxton Park Road with a zero setback, as shown in Figure 8.

**Figure 8| North Elevation**



Source: Extract from exhibited DA – SJB Architects

The indicative built form layout as shown in Figures 6 and 7 is not supported for the following reasons:

**The indicative concept in the Planning Proposal cannot be achieved on 4-8 Hoxton Park Road under the current applicable development standards**

Under the Planning Proposal, the development standards applying to 311 Hume Highway will greatly differ to 4-8 Hoxton Park Road. The indicative eight storey building with the designated site coverage on 4-8 Hoxton Park Road would require a significantly greater Floor Space Ratio than 2.5:1 to be permissible on the Site.

This demonstrates that the built form outcome for 311 Hume Highway and 4-8 Hoxton Park Road has not been reasonably considered in a holistic manner.

**Residential dwellings will remain prohibited on 4-8 Hoxton Park Road**

The Planning Proposal would rezone 311 Hume Highway to B4 Mixed Use, which would allow residential dwellings to be built along the Hoxton Park Road frontage. 4-8 Hoxton Park Road is zoned B6 Enterprise Corridor and cannot develop residential dwellings within 50m of Hoxton Park Road. Future development of the two sites, in accordance with the indicative built form layout, would result in a continual perimeter building that is part residential (311 Hume Highway) and part commercial (4-8 Hoxton Park Road). A more considered approach to the built form and land use outcomes for the Hoxton Park Road Frontage between Hume Highway and Gillespie Street needs to be applied by Council and the Department of Planning and Environment in its consideration of the current Planning Proposal.

**The proposed design results in poor planning outcomes for 4-8 Hoxton Park Road and the surrounding area**

The design for 311 Hume Highway proposes a single thin tower of 31 storeys extending along the Hume Highway frontage. An eight storey tower is located on the Hoxton Park Road frontage. The proposed design is questioned in terms of its compatibility with surrounding sites in terms of scale and function for the following reasons:

The Indicated built form restricts development of 4-8 Hoxton Park Road

The proposed design results in zero setbacks to the eastern and southern boundaries of 4-8 Hoxton Park Road. Our client has not been consulted on this approach and the reliance on shared party walls restricts the design options available to our client. Issues of open space and amenity impacts between the two proposed buildings on 4-8 Hoxton Park road are not addressed.

4-8 Hoxton Park not privy to Common Open Space of 311 Hume Highway

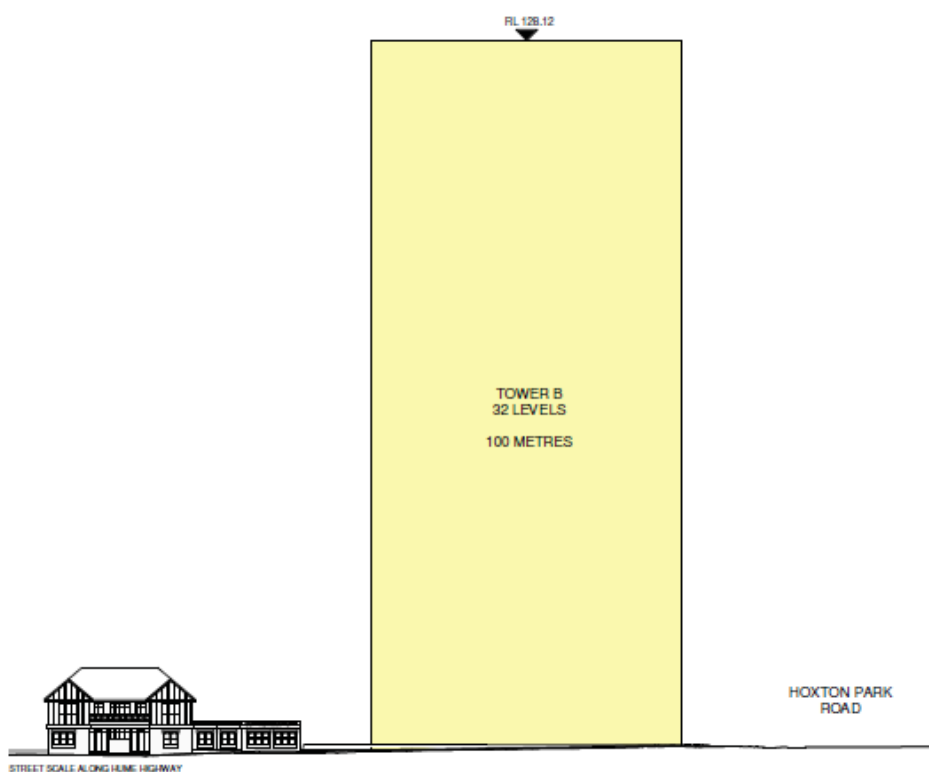
The indicative built form layout demonstrated in Figure 7 shows a perimeter building along Hoxton Park Road across 311 Hume Highway and 4-8 Hoxton Park Road. Unless the two sites are developed as one, 4-8 Hoxton Park Road is not privy to the communal open space on 311 Hume Highway. Residents or workers

on 4-8 Hoxton Park would not be able to rely on the open space provided at 311 Hume Highway. This means the current indicated built form layout cannot function unless the proposed open space is readily accessible for both sites.

#### Proposed corner tower form does not relate to surrounding character or adjacent Gateway developments

Regardless of the status of 311 Hume Highway as a 'gateway' site, the currently proposed built form results in a stark variation in height and bulk over a very short distance. The scale of the single tower is incongruous due to its proximity to heritage listed Collingwood Hotel to the south and adjoining eight storey developments and lower residential built form to the west. This lack of transition results in an incompatible scale with the surrounding area as shown in Figure 8.

**Figure 8| Proposed built envelope from Hume Highway**



Source: Extract from exhibited planning proposal - DWA

#### Overshadowing of proposed communal open space

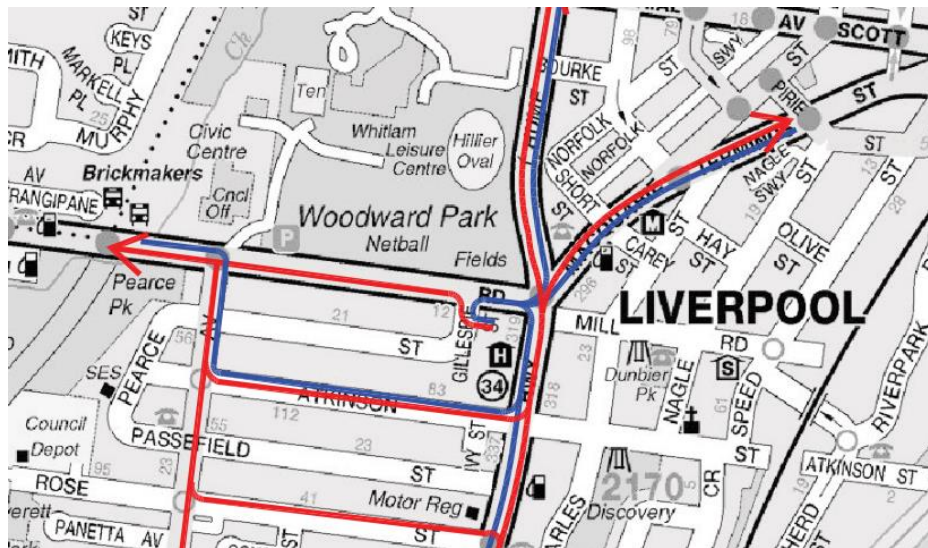
The Urban Design Report accompanying the Planning Proposal demonstrates the overshadowing impacts of the design. It shows that the proposed communal open space for 311 Hume Highway would have minimal solar access for the entirety of the day, particularly if 4-8 Hoxton Park were to be developed as envisaged in the indicative built form layout shown in Figure 7.

## Traffic

Our client's Site adjoins 311 Hume Highway on its eastern and southern boundaries. Access to 311 Hume Highway is proposed from Gillespie street, which means that all traffic will access 311 Hume Highway from Hoxton Park Road, onto Gillespie Street. Any future development of 4-8 Hoxton Park Road is likely to require access from Gillespie Street as well.

With left in, left out access there may be significant cumulative impact to 4-8 Hoxton Park Road should the R4 Zone to the west also be developed in the future to the applicable development standards. An increase in density as is proposed for 311 Hume Highway needs to consider the direct impacts on our client's Site and surrounds in terms of the capacity to develop in the future without being hindered by traffic capacity being taken up by one development or issues with access.

**Figure 10| Extract from exhibited Traffic Statement**



Source: Extract from exhibited planning proposal - TTPA

## **Conclusion**

This submission relates to the public exhibition of a Planning Proposal for 311 Hume Highway, Liverpool. It has been prepared on behalf of our client, Mr Hussein Chahine, the owner of the adjacent property at 4-8 Hoxton Park Road, Liverpool.

The Planning Proposal for 311 Hume Highway, Liverpool is not supported due to the lack of strategic assessment undertaken for the relationship between 4-8 Hoxton Park Road and 311 Hume Highway.

Specifically, the following aspects are not supported:

- The rezoning of 311 Hume Highway to B4 Mixed Use while retaining 4-8 Hoxton Park Road as B6 Enterprise Corridor.
- The removal of the Key Site status from 311 Hume Highway while retaining the Key Site status for 4-8 Hoxton Park Road.

- The poor planning outcomes as a consequence of the indicative built form envelope. These include:
  - overshadowing of the communal open space.
  - a restriction on development options for 4-8 Hoxton Park Road.
  - the incompatible scale and lack of transition from the proposed 100 metre tower to surrounding development to the west and south.
  - Lack of access to communal open space for 4-8 Hoxton Park Road.
- The lack of assessment of traffic and access implications to 4-8 Hoxton Park Road with regard to the use of Gillespie Street and the cumulative impact of traffic on the viability of future development.

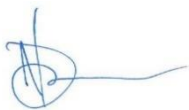
It is requested that Council:

- Comprehensively review the future land use and urban design for 311 Hume Highway and 4-8 Hoxton Park Road in a holistic manner. Explore the design opportunities for better planning outcomes, in terms of scale, transition, street activation, overshadowing, amenity, access and connectivity, that result from 311 Hume Highway and 4-8 Hoxton Park Road being considered as a gateway site in its entirety.
- Initiate rezoning land at 4-8 Hoxton Park Road from B6 Enterprise Corridor to B4 Mixed Use.
- Initiate the removal of 4-8 Hoxton Park Road from the 'Key Site' area.
- Initiate an amendment to Liverpool Local Environmental Plan 2008 to provide a consistent Floor Space Ratio across 311 Hume Highway and 4—8 Hoxton Park Road.
- Review the traffic and access implications to 4-8 Hoxton Park Road with regard to the viability of future development.

We seek Council's consideration of the property at 4-8 Hoxton Park Road in relation to the current Planning Proposal for the rezoning of 311 Hume Highway, Liverpool. Should you require any additional information relating to this matter, please do not hesitate to contact us on 9399 6500.

Yours sincerely

**Willana Associates Pty Ltd**



**Nicholas Dowman**  
Senior Project Planner

## **Appendix B**



## Appendix B - Section 117 Ministerial Directions Compliance Table

S117 Direction Title	Consistency	Comment
<b>1. Employment and Resources</b>		
1.1 Business and Industrial Zones	Yes	Refer to Table 3 in Section B of the Planning Proposal
1.2 Rural Zones	Yes	The Planning Proposal does not affect rural zoned land.
1.3 Mining, Petroleum Production and Extractive Industries	Yes	The Planning Proposal does not have the effect of prohibiting mining or restrict the potential development of resources. The site is within an established urban area.
1.4 Oyster Aquaculture	N/A	This Direction does not apply to the Liverpool LGA.
1.5 Rural Lands	N/A	This Direction does not apply to the Liverpool LGA.
<b>2. Environment and Heritage</b>		
2.1 Environment Protection Zones	Yes	The site of the Planning Proposal is not within an environment protection zone or land identified for environment protection purposes.
2.2 Coastal Protection	N/A	This Direction does not apply to the Liverpool LGA.
2.3 Heritage Conservation	Yes	The LLEP contains heritage clauses. The Planning Proposal does not affect these clauses.
2.4 Recreation Vehicle Areas	Yes	The Planning Proposal does not impact on environmental protection zones nor involve recreation vehicle use.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	This Direction does not apply to the Liverpool LGA.
<b>3. Housing, Infrastructure and Urban Development</b>		
3.1 Residential Zones	Yes	Refer to Table 3 in Section B of the Planning Proposal
3.2 Caravan Parks and Manufactured Home Estates	Yes	The Planning Proposal does not involve caravan parks or manufactured home estates.
3.3 Home Occupations	Yes	The Direction applies to home occupations in dwellings. The proposed amendments will allow a range of residential dwelling types. Home occupations are also identified as Exempt Development in SEPP (Exempt and Complying Development Codes) 2008 in certain circumstances.
3.4 Integrating Land Use and Transport	Yes	Refer to Table 3 in Section B of the Planning Proposal



<b>S117 Direction Title</b>	<b>Consistency</b>	<b>Comment</b>
3.5 Development Near Licensed Aerodromes	Yes	The Planning Proposal does not create, alter or remove a zone or a provision relating to land in the vicinity of a licensed aerodrome.
3.6 Shooting Ranges	Yes	The Planning proposal does not affect, create, alter or remove a zone or a provision relating to land adjacent to and/or adjoining an existing shooting range.
<b>4. Hazard and Risk</b>		
4.1 Acid Sulfate Soils	Yes	The site is not identified in LLEP as containing acid sulphate soils.
4.2 Mine Subsidence and Unstable Land	N/A	This Direction does not apply to the site.
4.3 Flood Prone Land	Yes	The site is not identified as being flood prone according to Council's maps.
4.4 Planning for Bushfire Protection	Yes	The site is not identified as being bushfire prone on the Council's Bushfire Prone Lands Map.
<b>5. Regional Planning</b>		
5.1 Implementation of Regional Strategies	N/A	The Direction does not apply to land in the South West Subregion or the Sydney Metropolitan Area.
5.2 Sydney Drinking Water Catchments	N/A	This Direction does not apply to the Liverpool LGA.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	This Direction does not apply to the Liverpool LGA.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	This Direction does not apply to the Liverpool LGA.
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) (Revoked 18 June 2010)	N/A	Revoked
5.6 Sydney to Canberra Corridor (Revoked 10 July 2008. See amended Direction 5.1)	N/A	Revoked
5.7 Central Coast (Revoked 10 July 2008. See amended Direction 5.1)	N/A	Revoked
5.8 Second Sydney Airport: Badgerys Creek	Yes	This Direction does not apply to the Liverpool LGA.
5.9 North West Rail Link Corridor Strategy	N/A	This Direction does not apply to the Liverpool LGA.
5.10 Implementation of Regional Plans	Yes	This Direction does not apply to the Liverpool LGA.

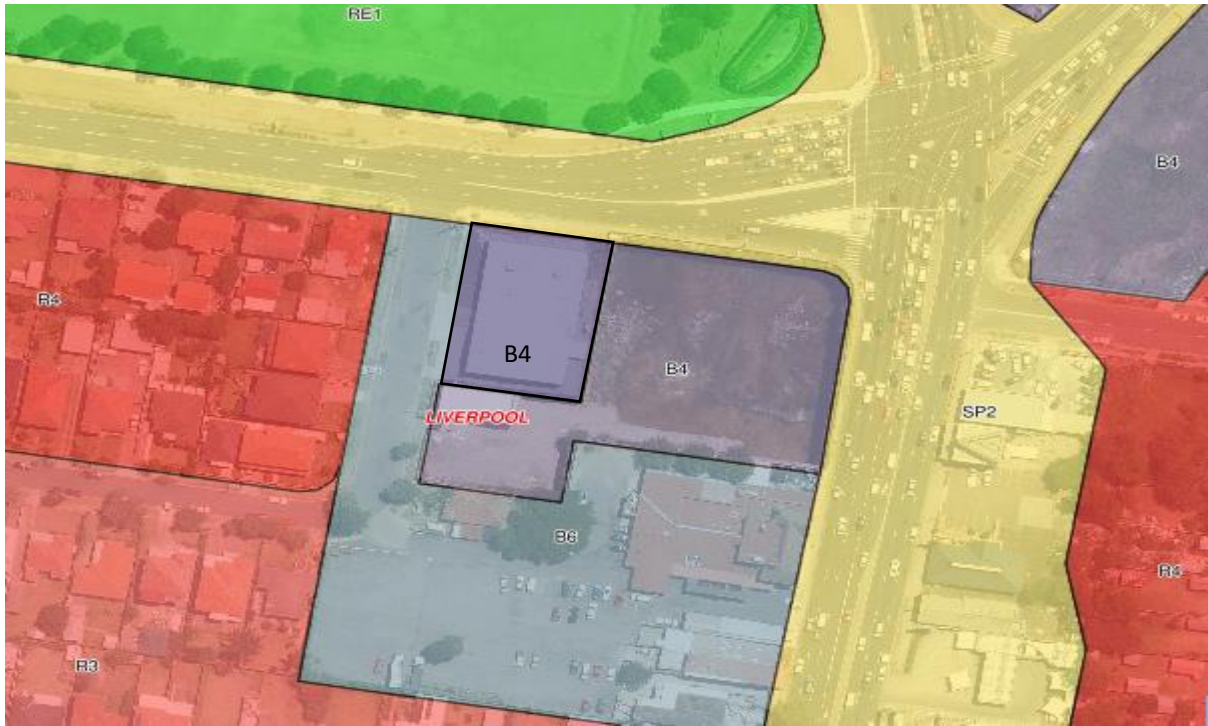
S117 Direction Title	Consistency	Comment
<b>6. Local Plan Making</b>		
6.1 Approval and Referral Requirements	Yes	The Planning Proposal is consistent with this Ministerial Direction.
6.2 Reserving Land for Public Purposes	Yes	The Planning Proposal is consistent with this Ministerial Direction.
6.3 Site Specific Provisions	Yes	<p>The Planning Proposal does not place unnecessarily restrictive site-specific planning controls on the Site. It will allow specific residential land uses (Residential flat building and multi dwelling housing) and commercial uses while remaining consistent with the B4 Zone objectives.</p> <p>The Planning Proposal does not contain or refer to drawings that show details of the development proposal.</p>
<b>7. Metropolitan Planning</b>		
7.1 Implementation of A Plan for Growing Sydney	Yes	The Site is located broadly in the South West Subregion. An increase in residential density in this location will increase housing supply in proximity to bus services.
7.2 Implementation of Greater Macarthur Land Release Investigation	N/A	This Direction does not apply to the Liverpool LGA.
7.3 Parramatta Road Corridor Urban Transformation Strategy	N/A	This Direction does not apply to the Liverpool LGA.

## **Appendix C**

### Appendix C – Indicative Project Timeline (to be approved by Council)

Planning Proposal Stage	Timeline
Planning Proposal is submitted to the Liverpool Council.	January 2018
Assessment of Planning Proposal by Council and provision of comments.	February 2017
Lodgement of Amended Planning Proposal preparation of report to a Council Meeting	March 2018 – April 2018
Anticipated Commencement Date (date of Gateway Determination).	May 2018
Anticipated timeframe for completion of required technical information.	June - August 2018
Commencement and completion dates for public exhibition period.	August – September 2018
Timeframe for Government Agency consultation.	August – September 2018
Timeframe for consideration of a proposal post exhibition.	October – November 2018
Council Meeting.	December 2018
Submission to the Department to finalise the LEP.	January 2019

## **Appendix D**



Zone B4



FSR 5:1





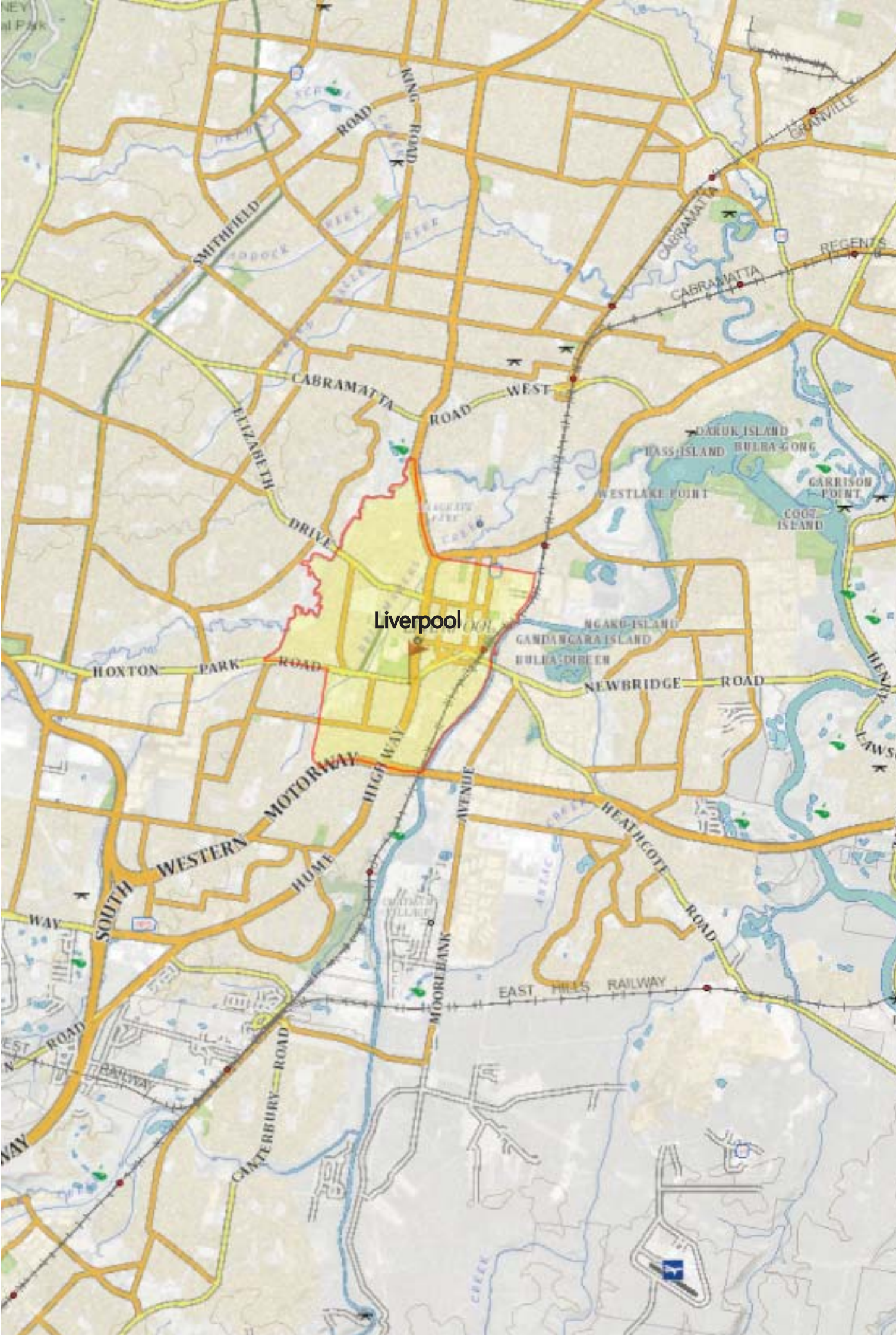




Urban Design Report | Planning Proposal

4-8 Hoxton Park Road  
Liverpool





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- 01 Introduction
- 02 Site Context
- 03 Site Analysis and Street Network
- 04 Public Spaces
- 05 Community Facilities
- 06 Existing Controls
- 07 Proposed Development Option





## Introduction

This report has been prepared on behalf of our client by Architecture Design Studio (NSW) Pty Ltd to provide background information and analysis for the feasibility of the proposed development.

The proposed report includes a proposal for the redevelopment of the existing site known as 4-8 Hoxton Park Rd, Liverpool.

This Master Plan explores the background context, relevant statutory controls and development controls for the redevelopment options for the site and that illustrate the development outcomes.

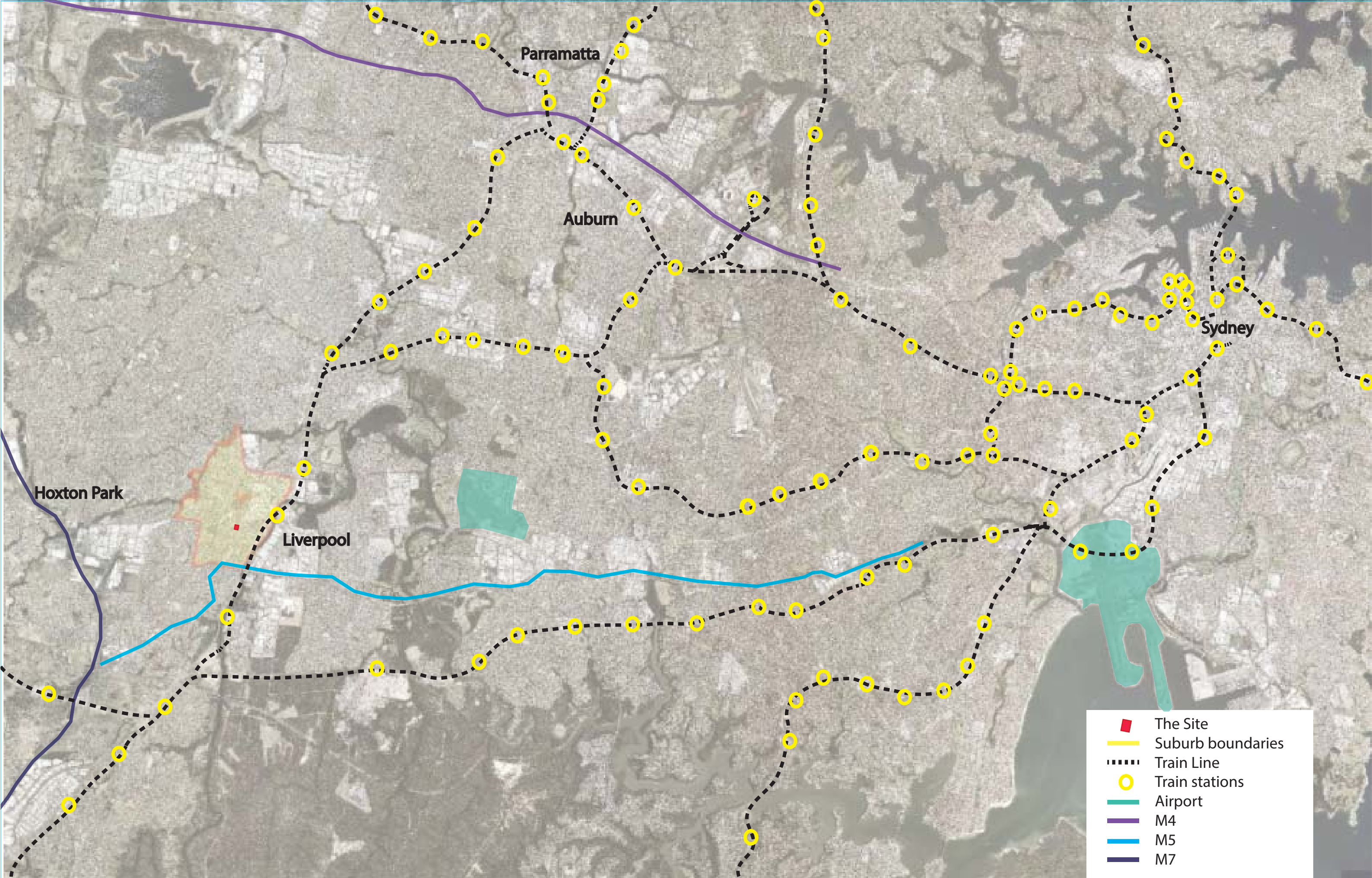
The site is located on the South side of Hoxton Park road with uninterrupted Northern exposure.

Hoxton Park Road is intersected to the east of the site location by the Hume Highway, a state road that serves as a major west-east road corridor in the Sydney metropolitan area.

The site currently has a single storey unoccupied commercial building and is currently zoned B6 Enterprise corridor.

The proposed development is located within Liverpool Town Centre within 1.2km of Liverpool rail station, 5 minutes from M5 freeway and directly accessible to Hume Highway. This site provides an opportunity to develop an outcome that would result in increased economic benefit, improved sustainability, and housing choice.









## Site Context

Liverpool is one of Sydney's main CBD suburbs, in the state of New South Wales, Australia. It is located in Greater Western Sydney 32 kilometres (20 mi) south-west of the Sydney City central business district. Liverpool is the administrative seat of the local government area of the City of Liverpool. Liverpool town centre is located 18 kilometres south of Parramatta CBD, the second largest business district after Sydney CBD.

Liverpool town centre, Sydney CBD and Parramatta CBD are connected by the railway line as well as bus networks, providing the area with accessible public transport infrastructure.

The site is located only 1.2km from Liverpool Train station which is approximately 50min by train to Sydney Central Station.





Westfield Liverpool



Liverpool Town Centre



Liverpool Hospital

## Local Context

The site is located within the Liverpool town centre, within close proximity to restaurants, places of public worship, Liverpool train station, Liverpool Westfield, Liverpool hospital and Sydney Southwest Private Hospital.

The proximity to the town centre provides a large number of amenities within walking distance to the site as well as outdoor public space and community facilities.

Liverpool is the largest city centre in South Western Sydney, with numerous restaurants and cafes in the city centre and a major shopping centre, (Westfield Liverpool). The area also has a large number of high density residential apartments and commercial developments, two technical colleges and a technical hospital.

The suburb is served by roads such as Hume Highway, the M5 motorway and M7 motorway. Liverpool Train Station also has services to Sydney CBD, Campbelltown, and Liverpool to Parramatta transitway bus-only route.





## Site Analysis and Street Network

The site is located on Hoxton Park road, close to the intersection with Hume Highway. Hoxton Park Road has two lanes in each direction. The area is connected by the Hume Highway, M5 motorway on the south and Liverpool railway station on the east.

The site is legally described as Lot 1 DP 860799 and is known as 8 Hoxton Park Road. The subject site has a cumulative area of approximately 1,696 m<sup>2</sup>, with 35m frontage to Hoxton park road and 47m frontage on Gillespie Street. The subject site is currently contains an unoccupied single storey commercial development.

The subject site is located within the Liverpool local government area, an aerial view of the site is shown.

The site is accessible through Liverpool town centre to Liverpool train station, which provides direct access to Parramatta CBD and Sydney CBD. The site is well connected due to the close proximity to the train station and accessibility to major highways; M5 and Hume Highway.









## Public Spaces

The area has a number of public open spaces as well as some larger parks within 400m radius to the subject site. Located to the north of the site is Hillier Oval and Bulldog Park. located within this large green space is a leisure centre, a church and a school.

To the south and west of the site the area is predominatly characterised by low density developments with small pocket parks.



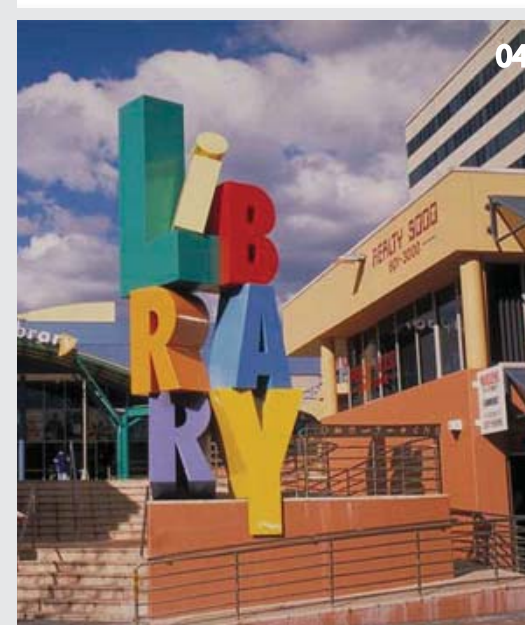




## Community Facilities

The site is located within close distance to a number of community facilities such as educational facilities, public place of worship, leisure centre, gyms, Liverpool Community Centre, Liverpool Council and Public Library, local shops and public transport.

To the north of the site are located a large community area with a church, school, leisure centre and open green space.







Surrounding Existing Developments



## Surrounding Future Developments

### 01 DA 896/2015 - Approved by JRPP

Address: 311 Hume Highway, Liverpool

Lodgement Date: 15/09/2015

Mixed Use Development - 31 Storey Tower and two 8 storey towers with a total of with 307 Residential Units + 2 retail units

### 02 DA 6/2016 - Application Under Assessment

Address: 26, 28 and 30 Mill Road, Liverpool

Lodgement Date: 06/01/2016

Residential Flat Building - 33 units

### 03 DA 1257/2016 - Application Under Assessment

Address: Corner of Macquarie & Terminus St, Liverpool

Lodgement Date: 02/11/2015

Mixed Use Staged Development including commercial and residential floor space, child care centre and parking.

### 04 DA 854/2016 - On Notification

Address: 15 and 17 Pearce Street, Liverpool

Lodgement Date: 07/09/2016

Residential Flat Building - 18 Residential units

### 05 DA 794/2016 - Deemed Refusal

Address: 98 - 100 Coperland Street and 3 Bourke Street, Liverpool

Lodgement Date: 25/08/2016

Residential Flat Building - 87 units

### 06 DA 496/2016 - Application Under Assessment

Address: 7 and 13 Norfolk Street, Liverpool

Lodgement Date: 25/05/2016

Mixed Use Development - 129 Units and 2 retail spaces

### 07 DA 1066/2015 - Approved

Address: 387 Macquarie Street, Liverpool

Determined 14/07/2016

Mixed Use Development - 162 Residential Units and 6 commercial tenancies

### 08 DA 582/2016 - Approved

Address 420 - 446 Macquarie Street, Liverpool

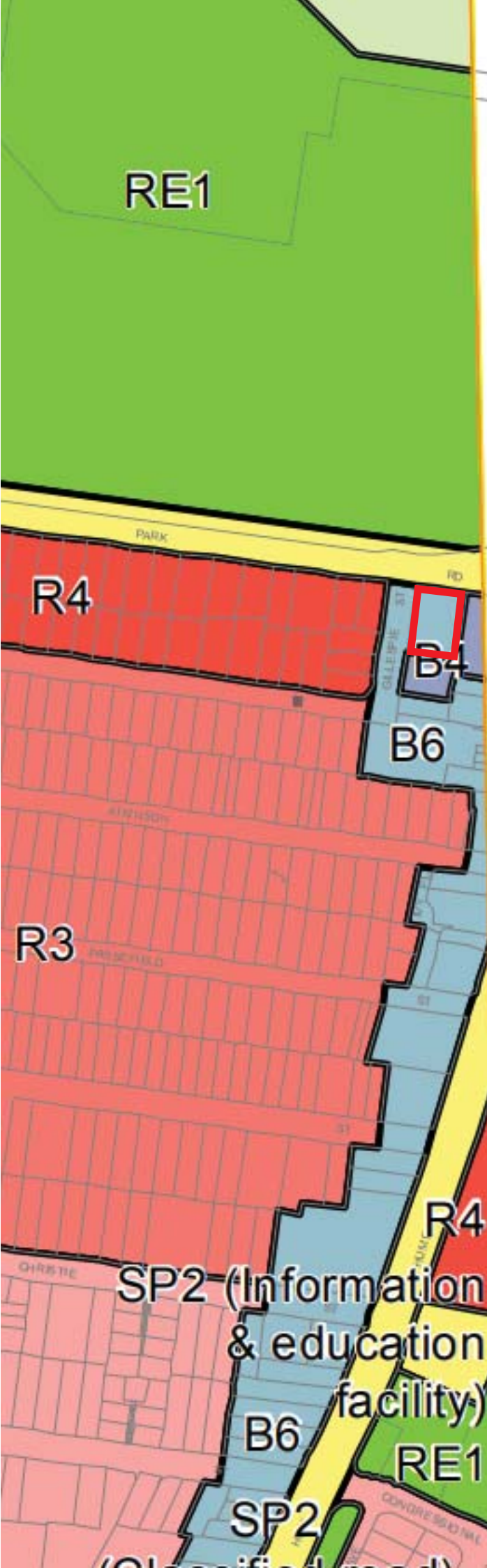
Lodgement Date: 28/06/2016

Mixed Use Deelopment - construction of two new residential levels (level 29 and 30)









# Liverpool Local Environmental Plan 2008

## Land Zoning

### Zone B6 Enterprise Corridor

#### 1 Objectives of zone

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting the retailing activity.
- To provide primarily for businesses along key corridors entering Liverpool city centre, major local centres or retail centres.
- To ensure residential development is limited to land where it does not undermine the viability or operation of businesses.
- To provide for residential uses, but only as part of a mixed use development.

#### 2 Permitted without consent

Home-based child care; Home occupations

#### 3 Permitted with consent

Building identification signs; Business identification signs; Business premises; Car parks; Commercial premises; Community facilities; Depots; Educational establishments; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Function centres; Garden centres; Hardware and building supplies; Helipads; Home businesses; Hotel or motel accommodation; Information and education facilities; Landscaping material supplies; Light industries; Liquid fuel depots; Multi dwelling housing; Passenger transport facilities; Places of public worship; Plant nurseries; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Roads; Service stations; Serviced apartments; Shop top housing; Storage premises; Transport depots; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres

#### 4 Prohibited

Any development not specified in item 2 or 3



## Liverpool Local Environmental Plan 2008

### Floor Space Ratio

The Floor Space Ratio of the site is 2.5:1

(1) The objectives of this clause are as follows:

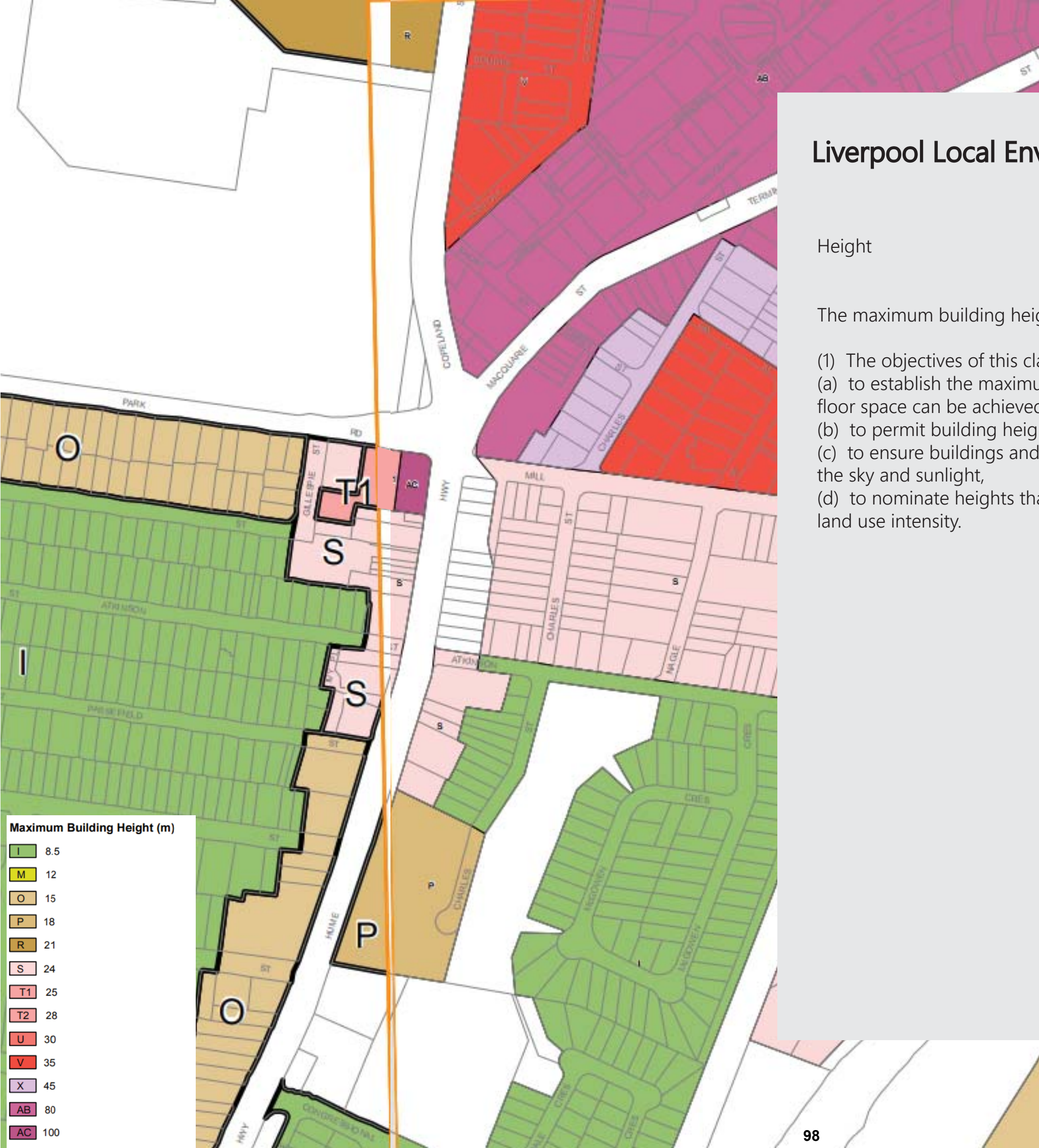
- (a) To support the viability of commercial centres and provide opportunities for economic development within those centres,
- (b) To facilitate the development of a variety of housing types,
- (c) To ensure that development is compatible with the existing and desired future built form and character of the locality,
- (d) To provide a high level of amenity for residential areas and ensure adequate provision for vehicle and pedestrian access, private open space and landscaping.

(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map

#### Maximum Floor Space Ratio (n:1)

A1	0.01
A2	0.1
A3	0.15
A4	0.25
D	0.5
F	0.6
G	0.65
I	0.75
N	1.0
P	1.2
S1	1.5
S2	1.7
T	2.0
U	2.5
V	3.0
X	4.0
Z	5.0
AA	6.0





## Liverpool Local Environmental Plan 2008

### Height

The maximum building height on the site is 24m.

(1) The objectives of this clause are as follows:

- (a) to establish the maximum height limit in which buildings can be designed and floor space can be achieved,
- (b) to permit building heights that encourage high quality urban form,
- (c) to ensure buildings and public areas continue to receive satisfactory exposure to the sky and sunlight,
- (d) to nominate heights that will provide an appropriate transition in built form and land use intensity.



- Summer Sun
- Winter Sun
- Winter Prevailing Wind
- Summer Prevailing Wind



## Site Analysis and Photos

The existing buildings on Hoxton Park road consist of unoccupied commercial enterprise developments and low density residential housing and recreational spaces. There are major developments taking place within close proximity to the subject site for mixed use highrise projects.

The site is legally described as Lot 1 DP 860799 and is known as 4-8 Hoxton Park Road, Liverpool. The subject site has a cumulative area of approximately 1,690 m<sup>2</sup>, with 36m of frontage on Hoxton Park Road and 48m on Gillespie Street. . The subject site is located within the Liverpool local government area and an aerial view of the site and eye level photographs are shown.





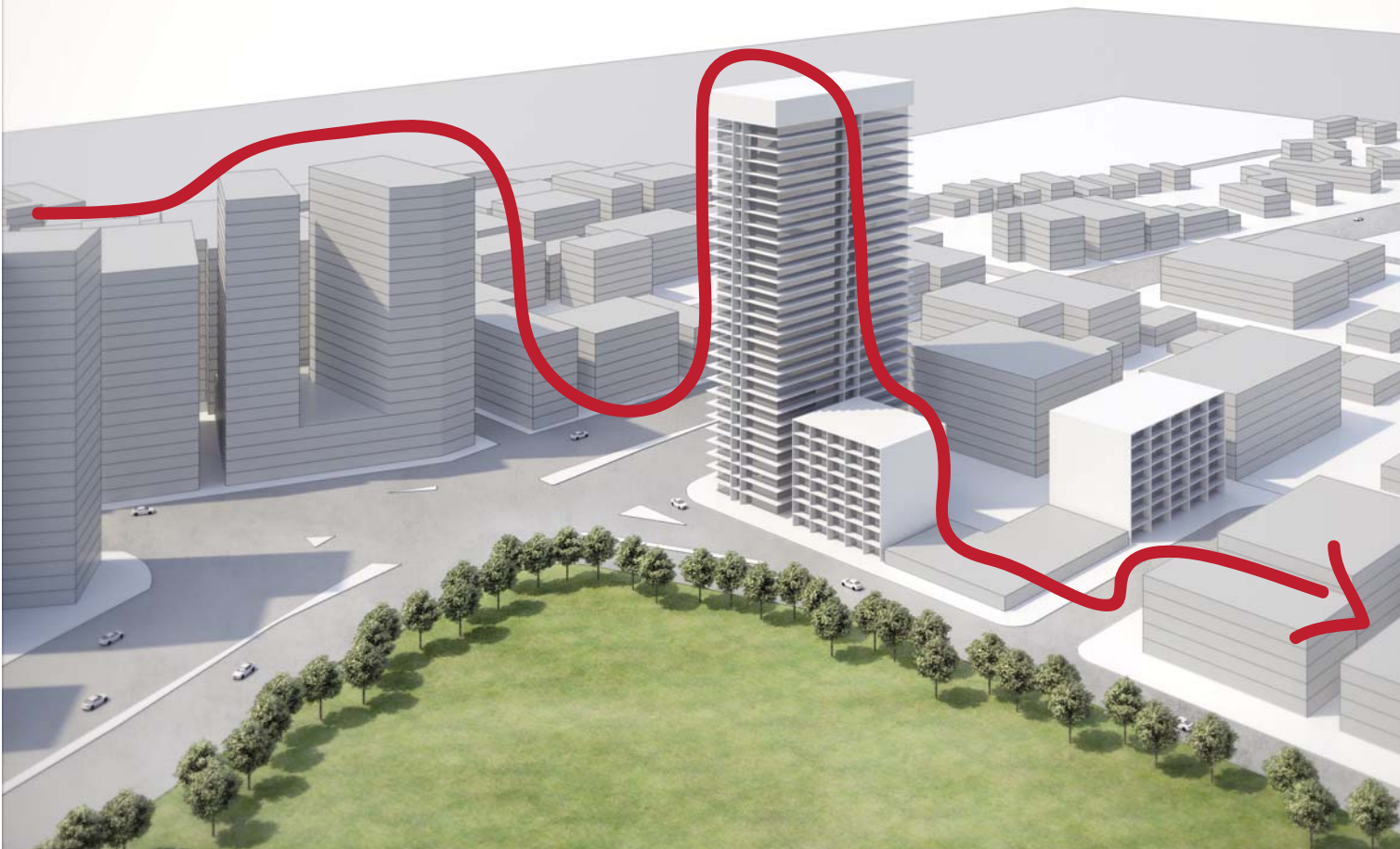


## Proposed Building Envelope

The illustrative image to the left depicts the proposed Concept Building Envelope for the subject site. It is a manifestation of the goals and objectives outlined in this report and the urban design principles presented in the preceding sections.

- Corner expression to reinforce entry location.
- Increased public domain at ground level with continuous weather protection and shading of footpaths from appropriate street trees is a desirable outcome.
- Three storey podium streetwall to contain and define the street as a continuation of the proposed development located on the adjoining site 311 Hume Highway. Residential uses within the podium level adds passive surveillance to the streets and increases their potential safety.
- Setback from the podium to upper levels from the development built to boundary on 311 Hume Highway to allow for light and air to reach the public domain located at the rear of the site.
- Modulated building height to create visual interest.
- The proposed rear and side setbacks ensures that reasonable access to daylight, sunlight and visual privacy is maintained to existing surrounding residential properties.
- Improve public domain by adding trees, bike lanes, public seating areas and public gathering spaces.
- New buildings will be designed to improve streetscapes and achieve "active frontages" to streets with doors and windows facing streets to achieve a lively and vibrant streetscape in the precinct. This will also improve the perception and reality of safety in streets over time.
- The proposed Setbacks ensure compliance with Apartment Design Guide.
- The Proposed Height has been carefully considered to complement the gateway corner building expression on 311 Hume Highway while providing a transition to the lower height and density area towards the west on Hoxton Park Road.





## Proposed Building Envelope

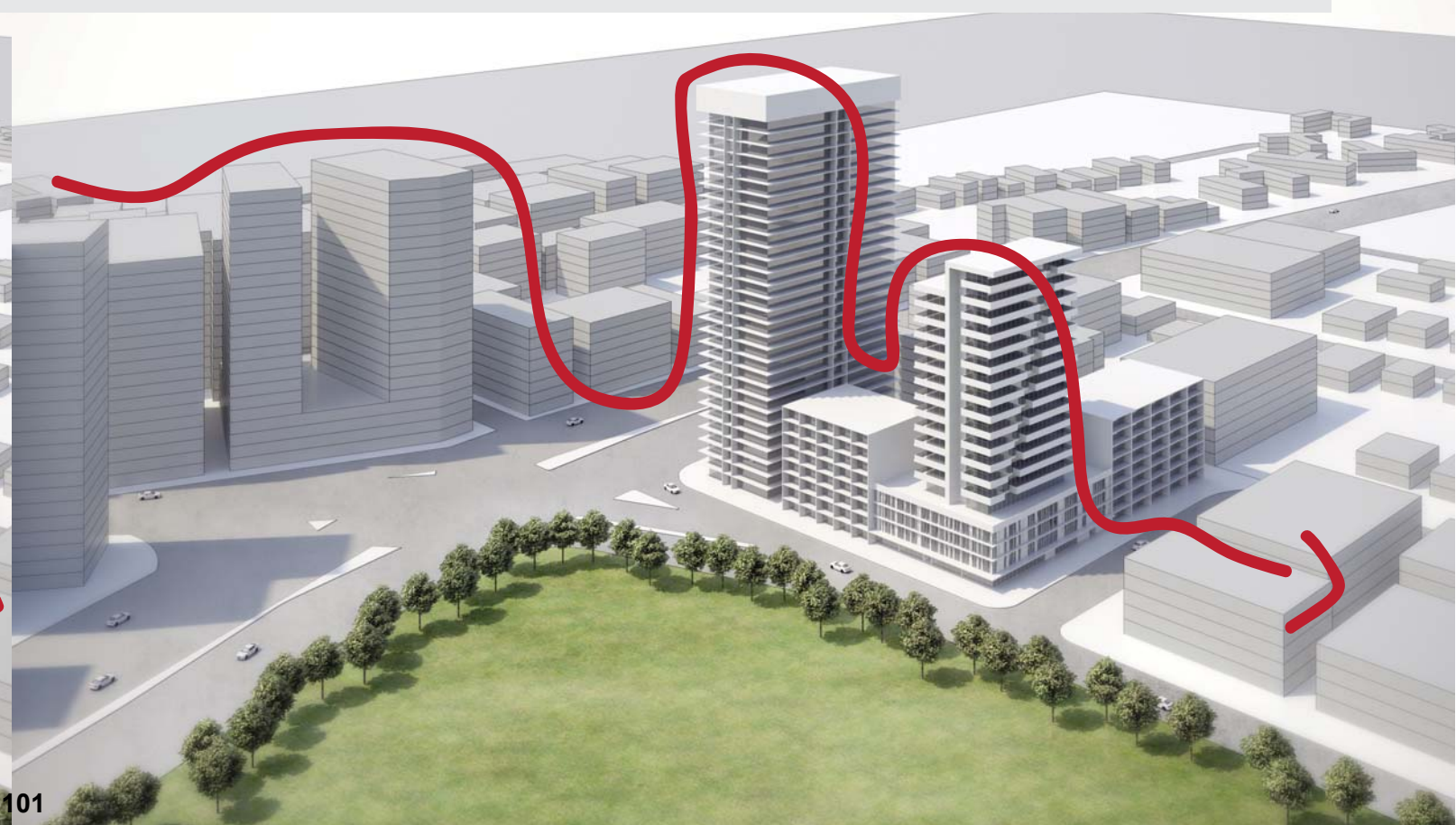
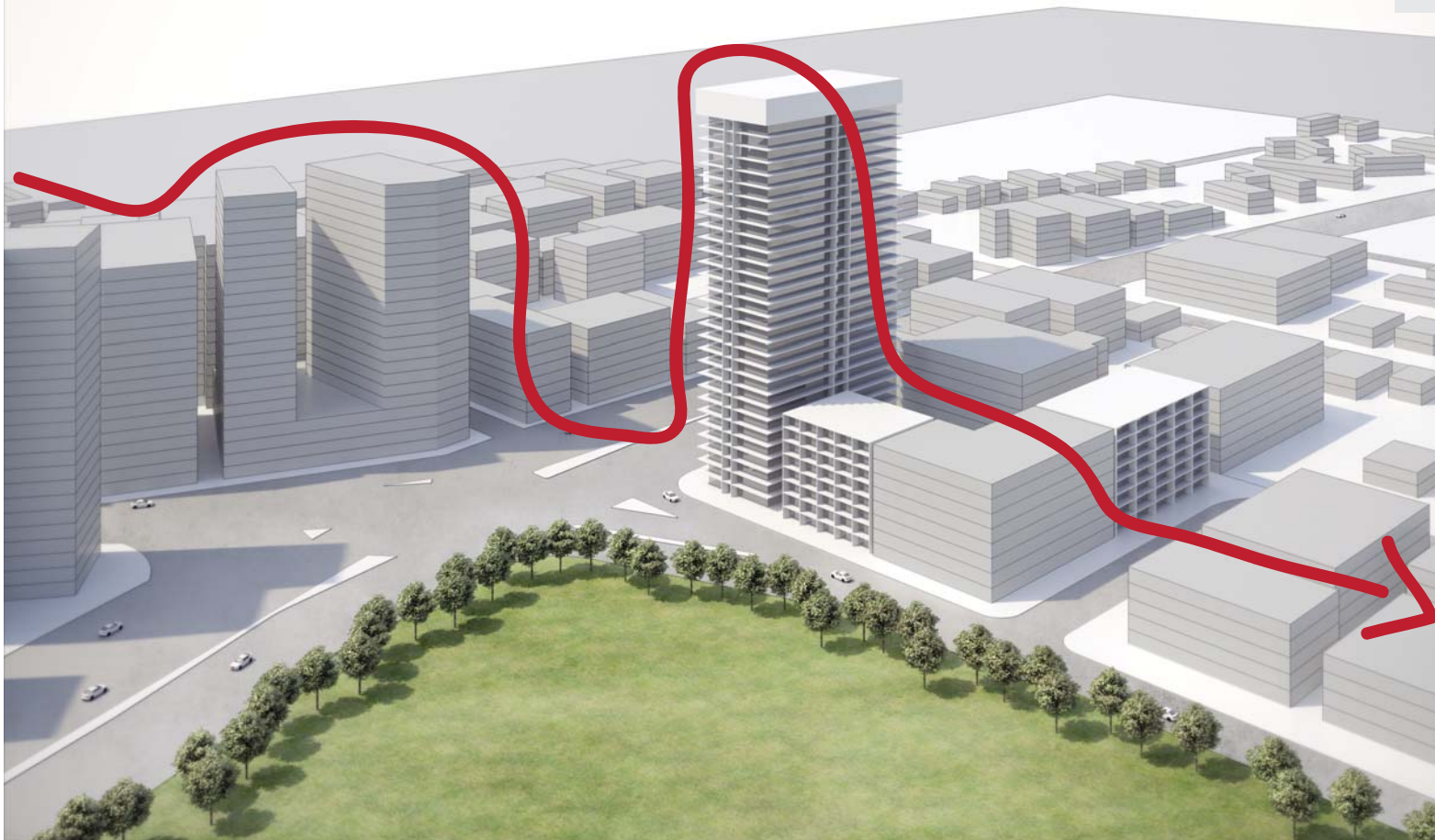
The recommended Built form for the subject site is a building with 5:1 FSR and 20 Height of Building.

The diagrams illustrates the following scenarios:

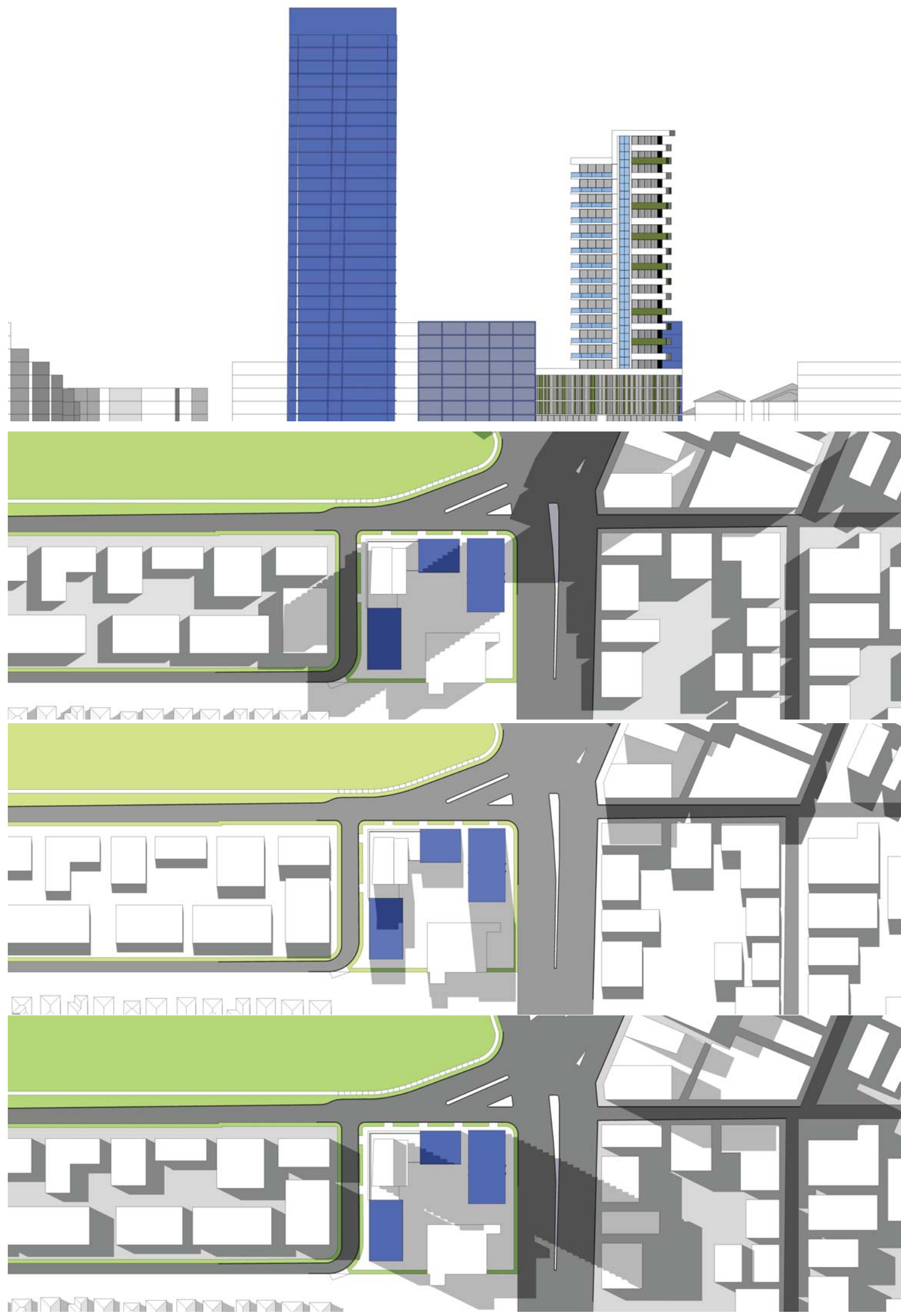
- Existing Building Envelope
- Buidling Envelope with current site Height of Building
- Building Envelope with proposed Height of Building

The proposed built form ensures new building is well spaced and offset to equitably distribute access to outlook and sunlight between towers and minimise direct over-lookng between habitable room windows.

The current permissible FSR and HOB results in a built form isolated from the adjoining development and additionally, the potential future built form of the immediate surrounding area collectively minimises the visual impact of development and ensures sufficient solar access and privacy for neighbouring properties.



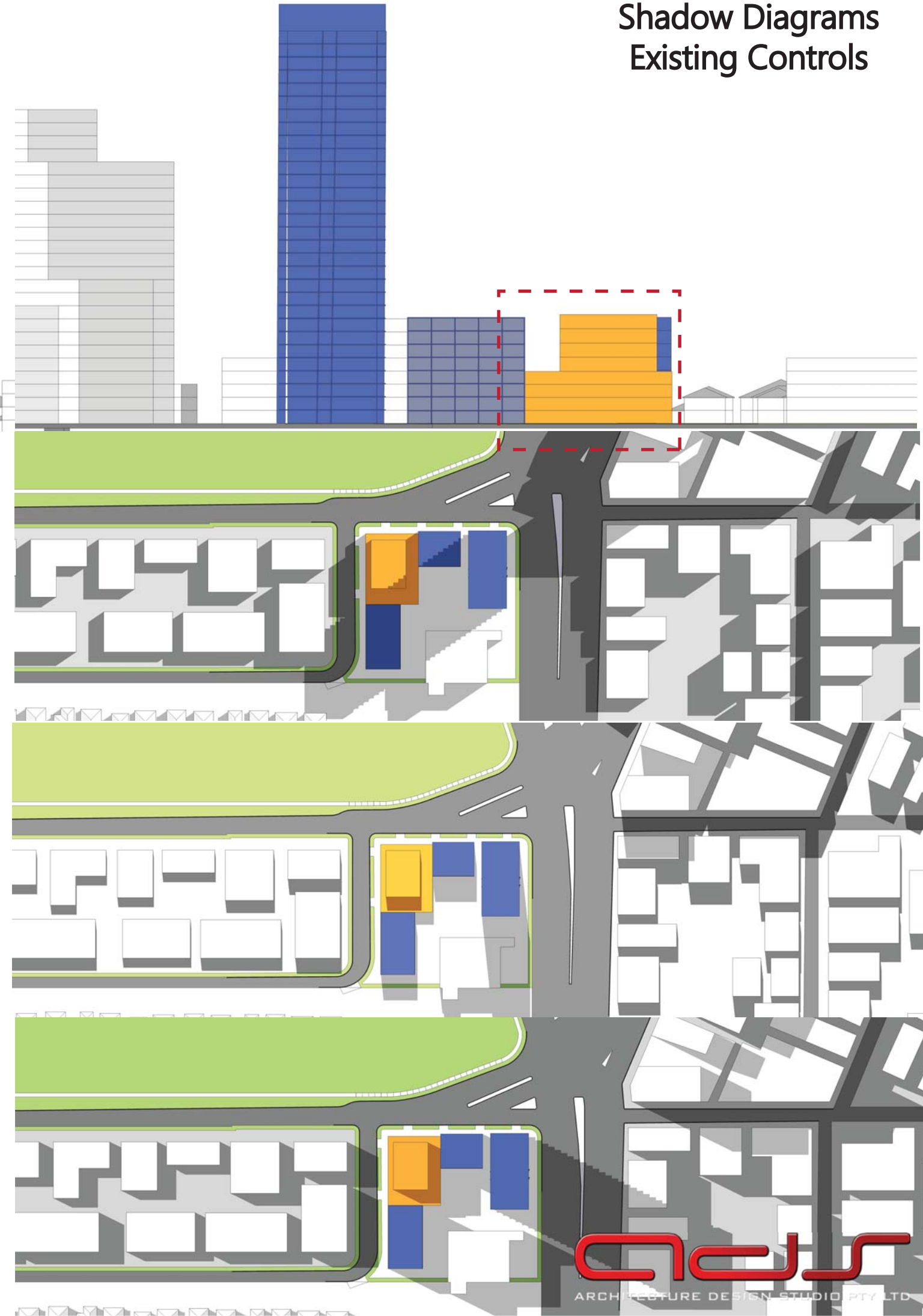




## Shadow Diagrams - Proposed Controls

The proposed building height, mass and orientation maximises solar access to the existing surrounding residences, the future residences the public domain and open spaces. As can be seen in the diagrams provided, surrounding residences maintain a significant amount of solar access.

# Shadow Diagrams Existing Controls







## Landscape Strategy

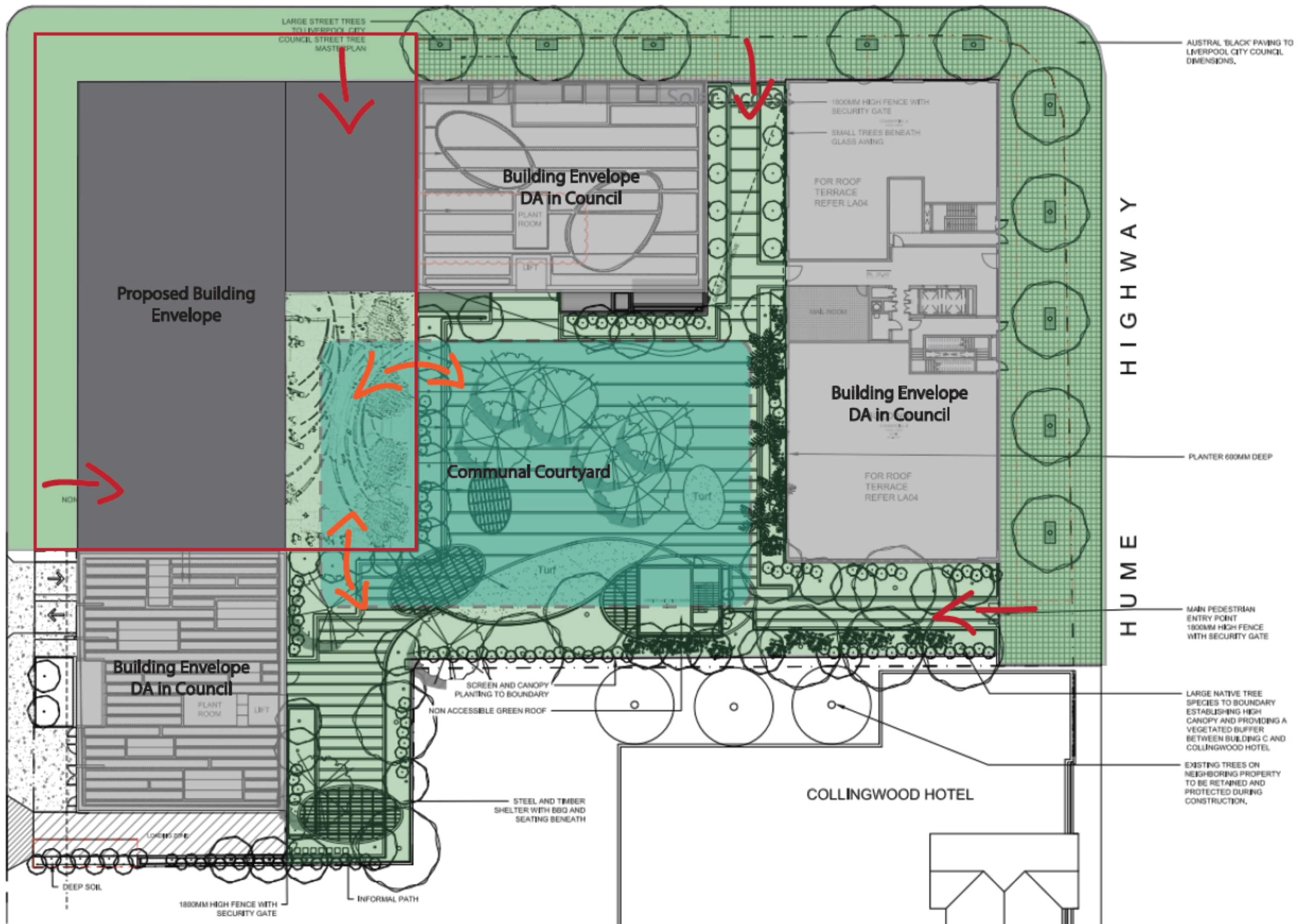
The proposed development aims to connect the current corner site with the proposed development on the adjoining property located at 311 Hume Highway, Liverpool. The following design principles have been identified with regards to Pedestrian Oriented Public Domain:

- Promote walking and ensure that key paths, or movement routes for walking provide direct access to destinations such as local shops and open space area.
- Activate Hoxton Park Road and Gillespie Street with shopfronts, outdoor dining and building entries.
- Maintain or improve pedestrian permeability through the precinct with through site links.
- Investigate opportunities to upgrade the pedestrian amenity of streets (paving, lighting, signage, seating, landscape, etc.)

The proposal aims to create more sustainable place providing accessible, welcoming, attractive, healthy, safe, vibrant and prosperous space through the following outcomes:

- Increasing accessibility, by modes other than the private car thus decreasing auto dependency and exhaust emissions.
- Increasing choice, of housing type, local area characteristics, and transport mode making better connections between jobs and housing.
- Providing increased neighbourhood and travel options for those not owning cars.
- Making identifiable and walkable neighbourhoods.
- Creating more street activity and a safer station environment.
- Acting as a catalyst for other public and private investment and development.
- Using transit serviced land more efficiently to help









Material Sample

Feature Wall 2



GREEN WALL

Feature Wall 1



VIVID WHITE

Balustrade Glass



FROSTED GLASS

Window Frames



DARK ANODISED ALUMINIUM

Louvers



GREEN FACADES



## Conclusion

The proposal transforms two noncontributing commercial buildings to a new Mixed-Use building with active ground floor commercial uses. It provides active street frontage and residential dwellings to support local town centre.

Key elements of the proposal include:

- A building that catalyses the revitalisation of the area.
- Emphasizes the Corner expression and the gateway into the precinct while reinforcing site entry location.
- Increased public domain at ground level with continuous weather protection and shading of footpaths from appropriate street trees.
- Three storey podium streetwall to contain and define the street. Residential uses within the podium level adds “natural surveillance” of the streets and increases their potential safety.
- Setback from the podium to upper levels from the development built to boundary on 311 Hume Highway to allow for light and air to reach the public domain located at the rear of the site.
- Modulated building heights to add visual interest to the skyline.
- Proposed rear and side setbacks that ensure reasonable access to daylight, sunlight and visual privacy is maintained for neighbouring residential properties.
- Improved public domain adds trees, public seating areas and public gathering spaces.
- The impact of the proposed greater height is detailed in shadow diagrams in this report and is judged to be minimal.

The proposed scheme has adverse impact to the revitalisation of the area or to the surrounding public realm. The increase in height and FSR will increase the population density which will result in a centre that promotes a sense of place that is active and safe.



# Attachment 3: Traffic Report



Reference: #N118460

13 October 2017

Architecture Design Studio Pty Ltd  
11 Egerton Street  
SILVERWATER NSW 2128

**Attention: Mr Ihab Shams**

Dear Ihab

## RE: TRAFFIC AND TRANSPORT ASSESSMENT FOR PLANNING PROPOSAL AT 4-8 HOXTON PARK ROAD, LIVERPOOL

A planning proposal is to be lodged with Liverpool City Council (Council) for land located at 4-8 Hoxton Park Road, Liverpool. The planning proposal seeks to amend the following:

- Zoning of the land from B6-Enterprise Corridor to B4-Mixed Use
- Maximum height of buildings to 50 metres
- Maximum floor space ratio (FSR) to 5:1.

Ozzy Tyres Holdings engaged GTA Consultants (GTA) to complete a transport impact assessment considering the planning proposal and indicative site layout prepared by Architecture Design Studio, considering the potential traffic generated by the adjacent 311 Hume Highway, Liverpool development.

Transport and Traffic Planning Associates (TTPA) prepared a report<sup>1</sup> dated January 2015 for the 311 Hume Highway, Liverpool development. Following this, TTPA submitted an addendum letter<sup>2</sup> to address the traffic and transport requirements based on the proposed vehicle access restriction for left-in/ left-out only at the Hoxton Park Road/ Gillespie Street intersection in May 2015.

### Overview

The site is currently zoned as B6-Enterprise Corridor and occupied by a single storey warehouse/ commercial building for "Freight Services". Access to on-site loading and parking is via a two-lane, two-way driveway along Gillespie Street on the western edge of the site. It is understood that a small amount of on-site parking (up to four car spaces and one semi-trailer space) is currently provided, with up to three vehicles entering and exiting the site during any peak hours on a typical weekday.

The location of the subject site is identified in Figure 1.

melbourne  
**sydney**  
brisbane  
canberra  
adelaide  
gold coast  
townsville  
perth

<sup>1</sup> Planning Proposal for Mixed Use Development, 311 Hume Highway Liverpool – Assessment of Traffic and Parking Implications, Transport and Traffic Planning Associates, January 2015.

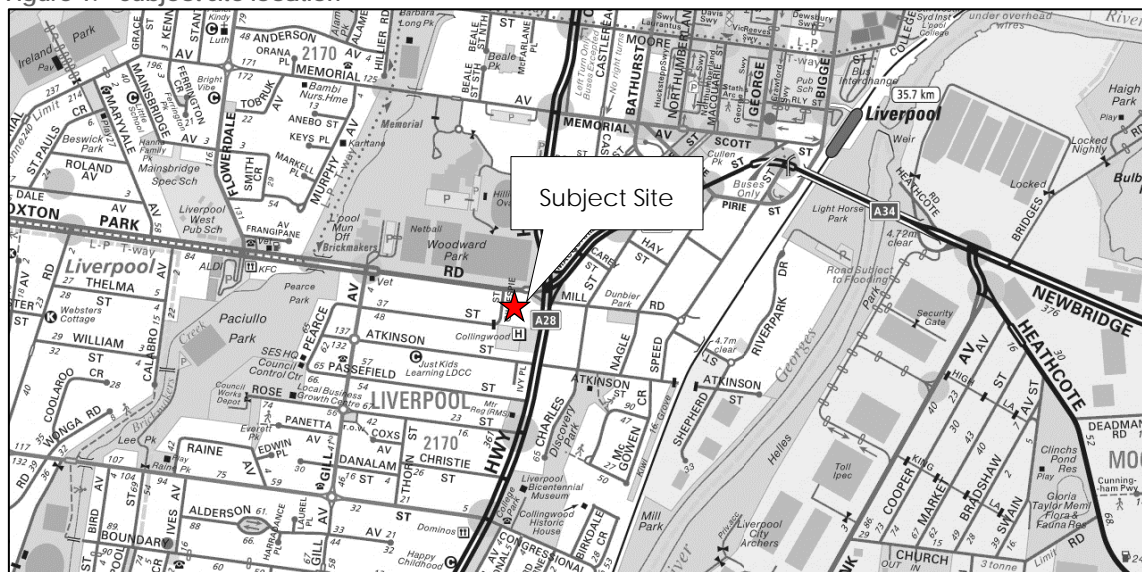
<sup>2</sup> Proposed Development - 311 Hume Highway Liverpool, May 2015.

Level 6, 15 Help Street  
CHATSWOOD NSW 2067

PO Box 5254  
WEST CHATSWOOD NSW 1515  
t// +612 8448 1800

[www.gta.com.au](http://www.gta.com.au)

Figure 1: Subject site location



Base map source: Sydney

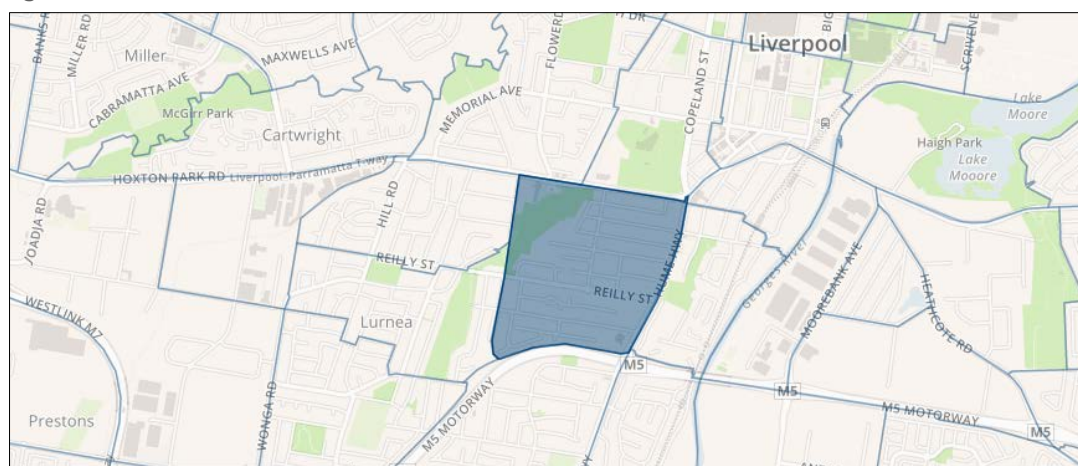
## 2011 Journey to Work Data

The Journey to Work (JTW) data published by the Bureau of Transport Statistics (BTS) from 2011 Census data by the Australian Bureau of Statistics provides the most robust picture of travel patterns to/ from the Liverpool.

The smallest geographical area for which JTW data is available is a Travel Zone (TZ). JTW data was analysed for the site catchment, to better understand the current travel patterns for people who live and work in the area.

Figure 2 shows the selected catchment represented as TZ 3846.

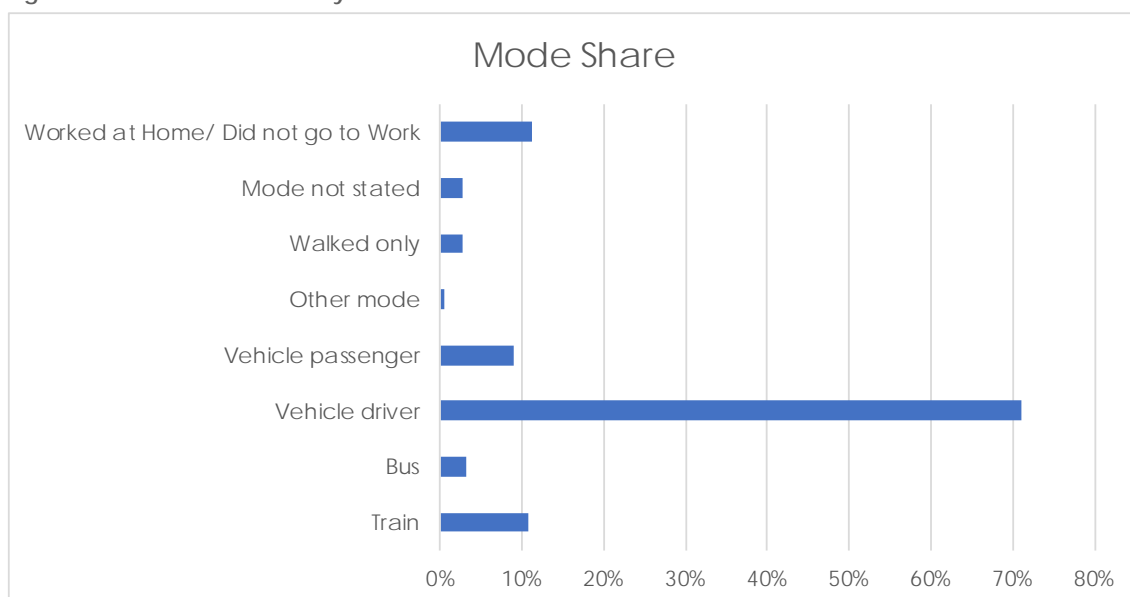
Figure 2: Selected TZ



Data source: Bureau of Transport Statistics, <http://visual.bts.nsw.gov.au/jtwbasic/#3846>, accessed 29 September 2017.

The 2011 JTW data indicates that a total of 1,062 people live in the selected TZ. Out of the 1,062 residents, a total of 108 residents (10 per cent) worked at home or did not go to work.

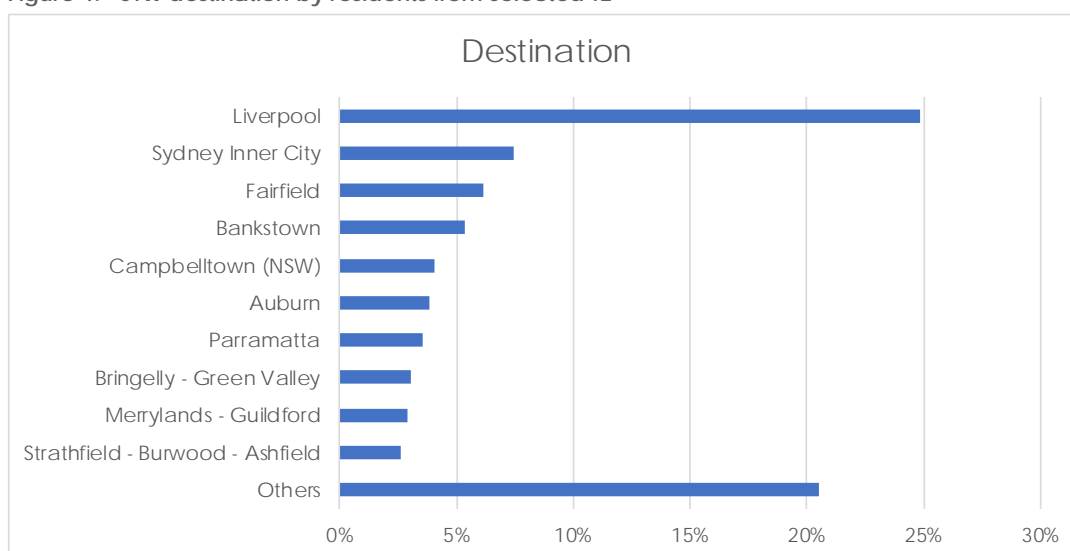
Figure 3: JTW travel modes by residents from selected TZ



Data source: <http://visual.bts.nsw.gov.au/jtwbasic/#3846>, accessed 29 September 2017.

Figure 3 indicates 80 per cent of working residents in the selected TZ travel to work by car either as a driver (71 per cent) or a passenger (nine per cent). The JTW data indicates bus services only make up three per cent of commuter travel, whilst train services make up 11 per cent of total commuter travel modes.

Figure 4: JTW destination by residents from selected TZ



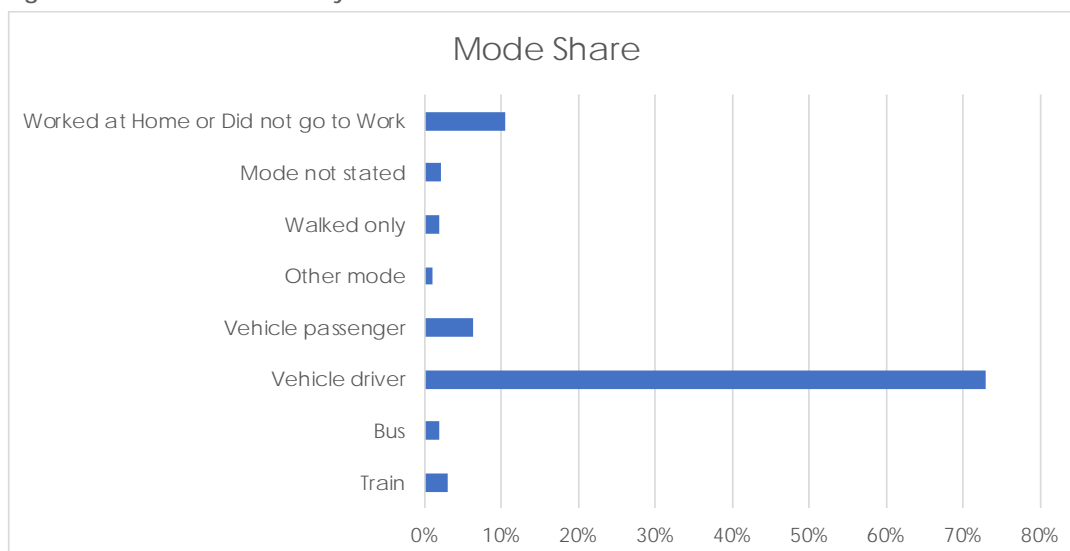
Data source: <http://visual.bts.nsw.gov.au/jtwbasic/#3846>, accessed 29 September 2017.

The JTW data also provides the destination areas for these residents from the selected TZ, as shown in Figure 4. Of these, Liverpool (25 per cent), Sydney CBD (seven per cent), Fairfield (six per cent), Bankstown (five per cent) and Campbelltown/ Parramatta/ Auburn (four per cent) are the most popular destinations.

The 2011 JTW data indicates that a total of 992 people work within the selected TZ.

Figure 5 shows the distribution of travel modes by workers employed in the selected Travel Zone, which indicates that approximately 79 per cent of workers who work in the selected TZ travel to work by car as a driver (73 per cent) or a passenger (six per cent). Public transportation modes such as train (three per cent) and bus (two per cent) services only make up five per cent of total commuter travel modes.

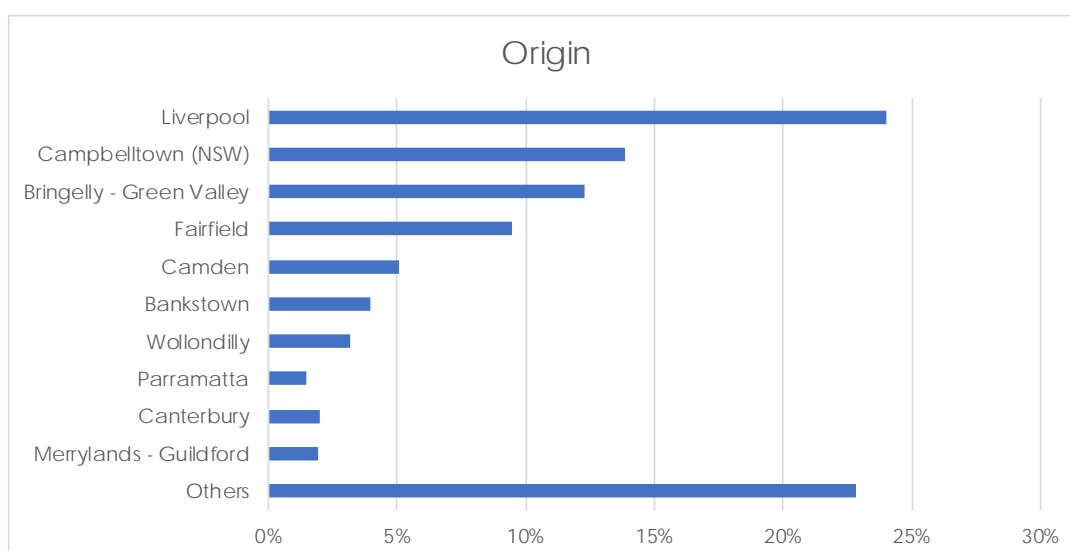
**Figure 5: JTW travel modes by workers to the selected TZ**



Data source: <http://visual.bts.nsw.gov.au/jtwbasic/#3846>, accessed 29 September 2017.

Figure 6 represents the top places of origin the 992 workers travelling to the selected TZ originate from. Liverpool is the top origin (24 per cent), with Campbelltown (14 per cent), Bringelly (12 per cent) and Fairfield (nine per cent) indicating a significant number of origins. Other minor places of origin include Camden (five per cent), Bankstown (four per cent) and Wollondilly (three per cent).

**Figure 6: JTW origins by workers to selected TZ**



Data source: <http://visual.bts.nsw.gov.au/jtwbasic/#3846>, accessed 29 September 2017.

## Public Transport

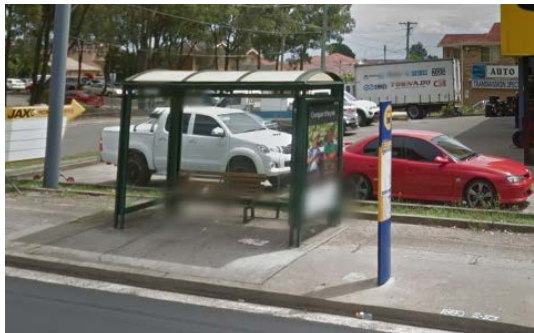
A review of the public transport available near the site is summarised in Table 1.

**Table 1: Public transport provision**

Service	Route Number	Route Description	Location of Stop	Distance to Nearest Stop	Frequency On/Off Peak
Bus	851	Carnes Hill Marketplace to Liverpool via Cowpasture Road	Hume Highway	330 m	30 minutes peak/ hourly off peak
	852	Carnes Hill Marketplace to Liverpool via Greenway Dr & Cowpasture Rd	Macquarie Street near Short Street	200 m	Hourly peak and off peak
	853	Liverpool to Carnes Hill via Hoxton Park Road	Hoxton Park Road near Gillespie Street	100 m	15 minutes peak/ hourly off peak
	855	Rutleigh Park to Liverpool via Austral and Leppington Station	Hume Highway	330 m	Irregular
	856	Bringelly to Liverpool			Irregular
	857	Narellan to Liverpool			30-60 minutes throughout day
	865	Casula to Liverpool via Lurnea Shops			30 minutes peak and off peak
	866	Casula to Liverpool			30 minutes peak and off peak
	869	Ingleburn to Liverpool via Edmondson Park and Prestons			30 minutes peak and off peak
	870	Campbelltown to Liverpool			30 minutes peak/ hourly off peak
	871	Campbelltown to Liverpool via Glenfield			Irregular
	872	Campbelltown to Liverpool via Macquarie Fields			30 minutes peak and off peak
Train	T5	Cumberland line -Campbelltown to Schofields	Liverpool Station	1.1 km	30 minutes peak/off-peak
	T3	Liverpool to City via Bankstown			30 minutes peak/off-peak
	T2	Airport line – Campbelltown or Leppington to City			5-10minutes peak/30 minutes off-peak

The existing bus stop facilities, including a mix of bus shelters, bus blade signs and bus stop signs (on utility pole) in the surrounding area are shown in Figure 7 to Figure 10.

Figure 7: Bus shelter on the Hume Highway (northbound) south of Hoxton Park Road



Source: Google Streetview

Figure 8: Bus blade sign on the Hume Highway (southbound) south of Hoxton Park Road



Source: Google Streetview

Figure 9: Bus stop sign and bus zone on Hoxton Park Road (eastbound) west of the Hume Highway



Source: Google Streetview

Figure 10: Bus stop sign on Hoxton Park Road (westbound) west of the Hume Highway



Source: Google Streetview

## Walking







Pedestrian paths near the site are established on both sides of the surrounding roads as follows:

- Gillespie Street
- Hoxton Park Road
- Scott Street, providing access to Liverpool station
- Terminus Street
- Macquarie Street, providing access to Westfield Liverpool
- Hume Highway.

The surrounding pedestrian network which provides a safe walking environment for pedestrians, is shown in Table 2.



Table 2: Pedestrian facilities near the site

Road	Footpath Width	Footpath Condition
Gillespie Street	Eastern side: 1.2 m	
Hoxton Park Road	Northern side: 2.4 m Southern side: 1.2 m	
Scott Street	Northern side: 3 m Southern side: 3 m	 Image source: Google Streetview
Terminus Street	Northern side: 1 m - 3.5 m Southern side: 3.5 m	 Image source: Google Streetview
Macquarie Street	Northern side: 2.7 m Southern side: 3.5 m	
Hume Highway	Eastern side: 3.5 m Western side: 2.6 m	

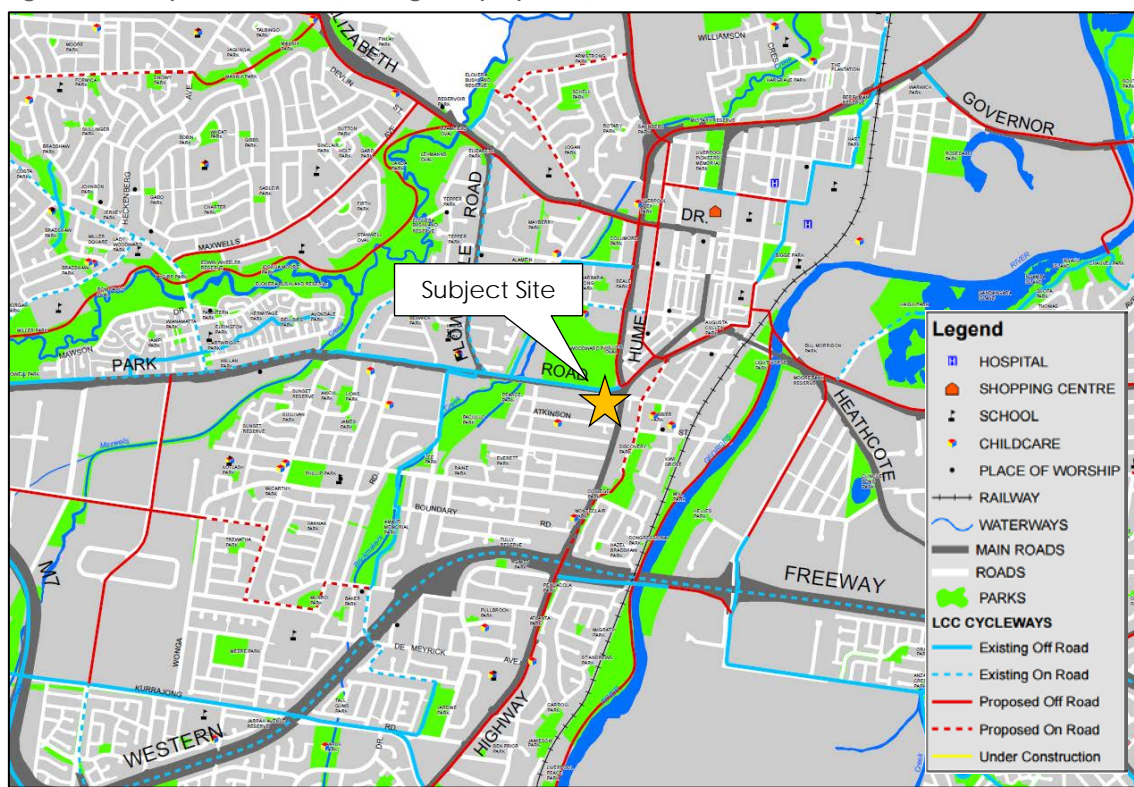
## Cycling

The site caters adequately for cyclists, with an existing off-road cycle path located along Hoxton Park Road. There is also an on-road cycle path along the Western Freeway to the south of the site, with on and off-road cycle paths proposed along the Hume Highway to provide connection between the site and Liverpool Station/ Western Freeway.

Figure 11 highlights Council's existing and future bike plan.



Figure 11: Liverpool Bike Plan (existing and proposed)



Source: <http://www.liverpool.nsw.gov.au>, accessed 4 October 2017.

### Intersection Operation

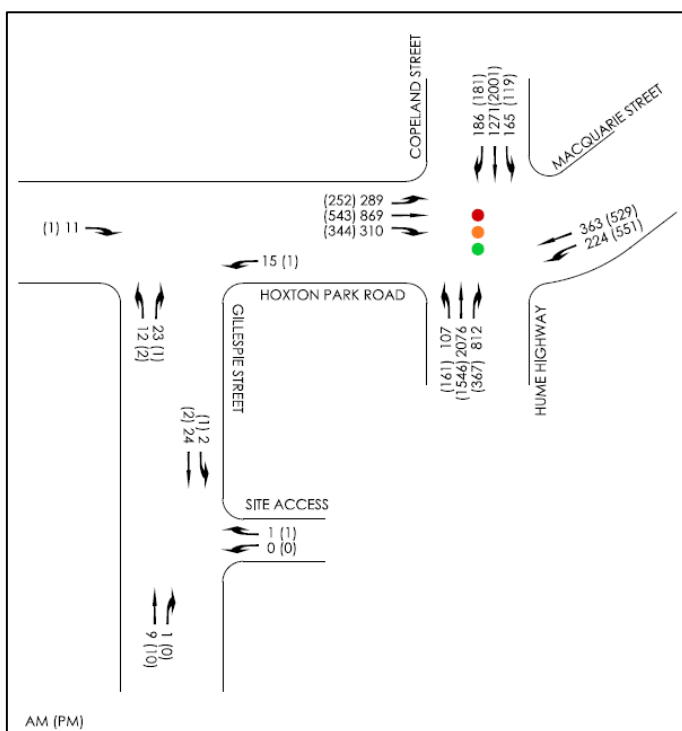
Council provided GTA with traffic volumes surveyed on 31 August 2016 and corresponding modelling that was prepared as part of the Liverpool City Centre project for the Hoxton Park Road/ Macquarie Street/ Hume Highway/ Copeland Street intersection.

GTA undertook traffic movement counts at the site access and Hoxton Park Road/ Gillespie Street intersection on 1 February 2017 during the following peak periods:

- 7am to 9am
- 4pm to 6pm.

The AM and PM peak hour traffic volumes for Hoxton Park Road/ Macquarie Street/ Hume Highway intersection are summarised in Figure 12.

Figure 12: Existing AM and PM peak hour traffic



The operation of the key intersections within the study area have been assessed using SIDRA Intersection, a computer based modelling package which calculates intersection performance.

The commonly used measure of intersection performance, as defined by Roads and Maritime Services (Roads and Maritime), is vehicle delay. SIDRA Intersection determines the average delay that vehicles encounter and provides a measure of the level of service. A level of service of D or better is generally considered acceptable operation.

Table 3 shows the criteria that SIDRA Intersection adopts in assessing the level of service.

Table 3: SIDRA Intersection level of service criteria

Level of service	Average delay per vehicle (secs/veh)	Traffic signals, roundabout	Give way and stop sign
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Near capacity	Near capacity, accident study required
E	57 to 70	At capacity, at signals incidents will cause excessive delays	At capacity, requires other control mode
F	Greater than 70	Extra capacity required	Extreme delay, major treatment required

Table 4 presents a summary of the existing operation of the Hoxton Park Road/ Macquarie Street/ Hume Highway/ Copeland Street intersection, with full results presented in Attachment 1.

Table 4: Existing operating conditions

Peak	Leg	Degree of saturation [1]	Average delay (seconds)	95th percentile queue (m)	Level of service
AM	Copeland Street	1.04	121	446	F
	Macquarie Street	1.04	99	153	F
	Hume Highway	1.05	71	353	E
	Hoxton Park Road	1.04	89	197	F
	<b>Overall</b>	<b>1.05</b>	<b>90</b>	<b>446</b>	<b>F</b>
PM	Copeland Street	0.95	69	490	E
	Macquarie Street	0.93	70	174	E
	Hume Highway	0.95	50	287	D
	Hoxton Park Road	0.92	59	114	E
	<b>Overall</b>	<b>0.95</b>	<b>61</b>	<b>490</b>	<b>E</b>

[1] A measure of how much demand an intersection is experiencing compared to the total capacity. Also known as the volume/capacity ratio where  $v/c > 1.0$  represents oversaturated conditions.

Based on the above assessment, the Hoxton Park Road/ Macquarie Street/ Hume Highway/ Copeland Street intersection operates at capacity with all approaches experiencing significant delays and queuing during the AM and PM peak periods.

## Development Proposal

The proposal includes a mixed-use development on the site comprising approximately 90 residential apartments located above commercial land uses with vehicular crossover proposed along Gillespie Street. The indicative number of apartments and gross floor area (GFA) schedule for the conceptual scheme is detailed in Table 5.

Table 5: Indicative area schedule

Use	Dwelling type	No. apartments/ size (GFA)
Residential	1 Bedroom	18 apartments
	2 Bedroom	51 apartments
	3 Bedroom	21 apartments
<b>Total</b>		90 apartments
Commercial		790 m <sup>2</sup>

## Traffic Impact Assessment

### Existing Site Traffic Generation

A warehouse currently occupies the site and in operation during the traffic surveys. On-site observations during the AM and PM peak periods indicate that the existing site generates no more than three vehicles per hour.

### Future Traffic Generation

Traffic generation estimates for the proposal have been sourced from the Roads and Maritime *Technical Direction TDT 2013/ 04 Guide to Traffic Generating Developments Updated traffic surveys* (TDT 2013/ 04).

TDT 2013/ 04 provides updated rates for high density residential flat dwellings (based on 2012 surveys) that are close to public transport services, greater than six storeys and almost exclusively residential in nature. TDT 2013/ 04 specifies a range of 0.39 to 0.67 and 0.22 to 0.42 trips per apartment for AM and PM peak hours, respectively.

As the site is not close to high frequency public transport services and based on JTW data which indicates that approximately 80 per cent of working residents in the selected TZ travel to work and workers who work in the selected TZ travel to work by car either as a driver or a passenger, the maximum rate for AM peak hour of 0.67 trips per dwelling and the maximum rate of PM peak hour of 0.42 trips per dwelling for high density residential flat dwellings are used for trip generation. These higher rates more accurately reflect the future residential uses.

As there is no specific land use in the Roads and Maritime Guide to *Traffic Generating Developments* and TDT 2013/ 04, a traffic generation of one movement per peak period has been assumed for the spaces allocated to the retail component.

TDT 2013/ 04 also provides updated rates for office blocks (based on 2010 surveys) within the Sydney urban area, Newcastle and Wollongong with most having access to the rail network. TDT 2013/ 04 specifies an average AM peak hour trip generation of 1.6 vehicle trips per 100 square metres GFA, with the PM peak hour rates slightly lower at 1.2 trips per hour.

Estimates of peak hour traffic volumes resulting from the adjacent 311 Hume Highway development and the proposal are set out in Table 6.

**Table 6: Traffic generation for proposed developments**

Site	Land use	Size	Traffic generation rate	Traffic generation estimate
311 Hume Highway	Residential	304 units	0.67-0.42 per unit	161-97
	Retail	163 m² GFA	1 per parking space	2
	Subtotal Increase			206-130 trips
4-8 Hoxton Park Road	Residential	90 units	0.67-0.42 per unit	48-28
	Commercial	790 m² GFA	1.6-1.2 per 100 m² GFA	13-10
	Subtotal Increase			74-48 trips
Total Increase				280-178 trips

[1] Traffic generation rate based on 2 parking spaces.

Table 6 indicates that the proposed development and the planning proposal are anticipated to generate up to 280 vehicle trips in the AM peak hour and 178 vehicle trips in the PM peak hour.

When removing the existing traffic generation of the site (three vehicles per hour), the net increase of both developments is expected to be 277 vehicle trips in the AM peak hour and 175 vehicle trips in the PM peak hour.

## Distribution and Assignment

The directional distribution and assignment of traffic generated by the proposed development will be influenced by several factors, including the:

- i Configuration of the arterial road network in the immediate vicinity of the site
- ii Existing operation of intersections providing access between the local and arterial road network
- iii Distribution of households near the site
- iv Likely distribution of employees' residences in relation to the site
- v Configuration of access points to the site.

The directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) during the peak hours is expected to be as follows:

- Residential: 20 per cent inbound and 80 per cent outbound during the AM peak hour and 80 per cent inbound and 20 per cent outbound during the PM peak hour
- Retail: 100 per cent inbound during the AM peak hour and 100 per cent outbound during the PM peak hour
- Commercial: 80 per cent inbound and 20 per cent outbound during the AM peak hour and 20 per cent inbound and 80 per cent outbound during the PM peak hour.

The traffic split for the proposed development traffic and the proposed cumulative traffic generated are set out in Table 7.

**Table 7: Traffic generation split for proposed developments**

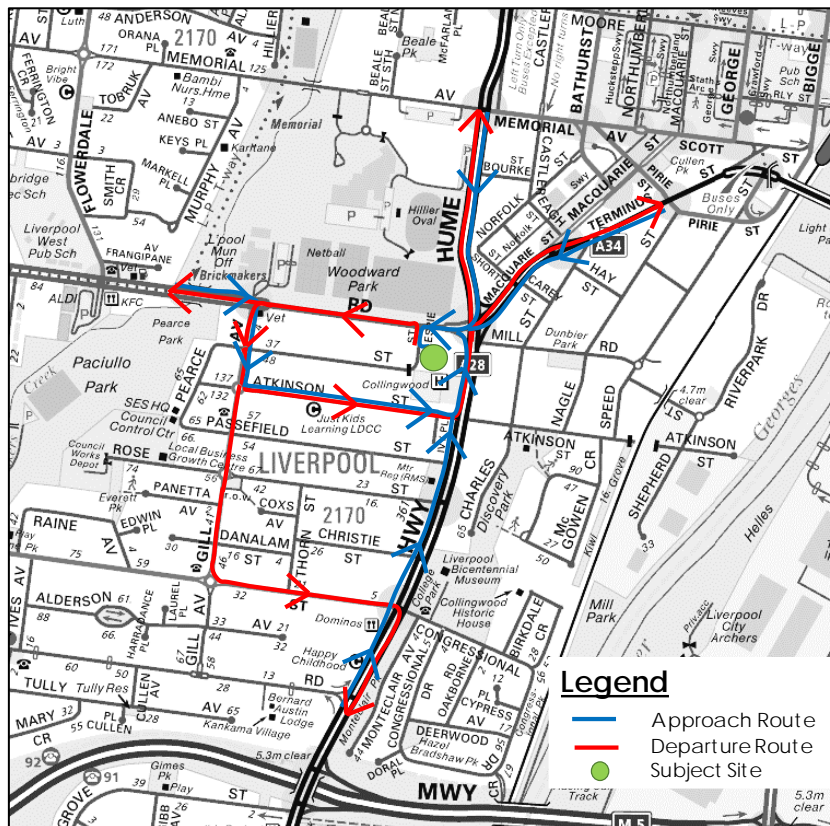
Development	Land use	Traffic generation estimate	AM peak vehicle trips		PM peak vehicle trips	
			In	Out	In	Out
311 Hume Highway	Residential	204-128	41	163	103	25
	Retail	2	2	0	0	2
4-8 Hoxton Park	Residential	61-38	13	48	31	7
	Commercial	13-10	11	2	2	8
Existing site (traffic to be removed)		-3	-2	-1	-1	-2
<b>Total</b>		<b>277-175 trips</b>	<b>65 trips</b>	<b>212 trips</b>	<b>135 trips</b>	<b>40 trips</b>

## Proposed Traffic Scheme

In recognition of future traffic volumes and congestion on Hoxton Park Road, it is proposed to modify the Hoxton Park Road/ Gillespie Street to be left-in/ left-out only.

The available vehicle approach and departure routes are shown in Figure 13.

Figure 13: Proposed vehicle approach and departure routes



Basemap source: Sydney

## Traffic Impact

Based on the proposed traffic scheme, the future AM and PM peak hour traffic volumes for Hoxton Park Road/ Macquarie Street/ Hume Highway/ Copeland Street intersection with both the 311 Hume Highway and 4-8 Hoxton Park Road developments, is shown in Figure 14.

Figure 14: Future AM and PM peak hour traffic

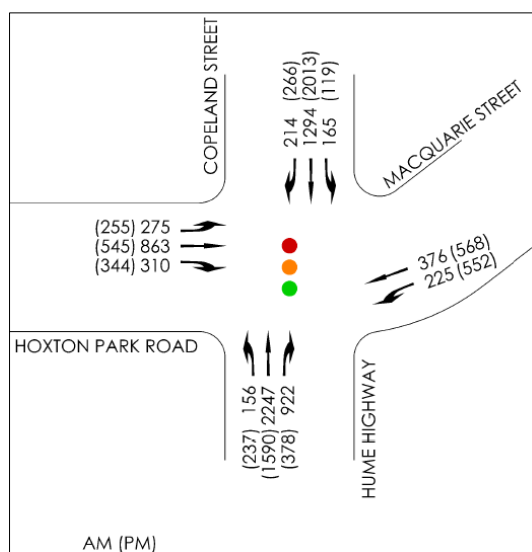




Table 8 presents the results of the intersection assessment for the Hoxton Park Road/ Macquarie Street/ Hume Highway/ Copeland Street intersection, with full results presented in Attachment 2.

**Table 8: Future operating conditions with proposed developments**

Peak	Leg	Degree of saturation [1]	Average delay (seconds)	95th percentile queue (m)	Level of service
AM	Copeland Street	1.10	154	498	F
	Macquarie Street	1.00	81	139	F
	Hume Highway	1.12	100	442	F
	Hoxton Park Road	1.09	92	173	F
	<b>Overall</b>	<b>1.12</b>	<b>109</b>	<b>498</b>	<b>F</b>
PM	Copeland Street	0.96	71	502	F
	Macquarie Street	0.97	76	195	F
	Hume Highway	0.97	52	301	D
	Hoxton Park Road	0.93	59	114	E
	<b>Overall</b>	<b>0.97</b>	<b>64</b>	<b>502</b>	<b>E</b>

[1] A measure of how much demand an intersection is experiencing compared to the total capacity. Also known as the volume/capacity ratio where  $v/c > 1.0$  represents oversaturated conditions.

Table 9 shows that the intersection is operating at capacity as per the existing intersection performance, with the overall level service unchanged from existing operation.

It is also recognised that the site generated traffic volumes remain low when compared with existing traffic volumes (no more than 1.4 per cent of total traffic), as detailed in Table 9.

**Table 9: Traffic contributions of proposed developments**

Peak	Leg	AM peak existing traffic	311 Hume Highway development		4-8 Hoxton Park Road development	
			Peak site traffic	Peak site traffic contribution	Peak site traffic	Peak site traffic contribution
AM	Copeland Street	1,652	137	3.4%	24	0.6%
	Macquarie Street	593	97	4.0%	16	0.6%
	Hume Highway	3,071	267	5.5%	42	0.9%
	Hoxton Park Road	1,471	44	2.1%	19	0.9%
PM	Copeland Street	2,338	87	2.1%	16	0.4%
	Macquarie Street	1,092	42	2.0%	8	0.4%
	Hume Highway	2,131	89	1.8%	17	0.3%
	Hoxton Park Road	1,145	169	8.4%	27	1.4%

## Proposed Mitigation Measures

GTA undertook traffic modelling of the Liverpool CBD as part of the Liverpool City Centre Precinct (LCCP) Study. The study aims to inform the NSW Department of Planning and Environment with the possible traffic impact resultant from the additional developments and the planning and development proposals that are submitted to the Council. The study envisages an additional 7,500 residential dwellings and converting a number of the existing B3 zones into B4. The study included the approved 311 Hume Highway development.



It is understood that the intersection modelling identified the potential mitigation measure which includes the construction of one additional through traffic lane on the Hume Highway (four lanes each direction) at the study intersection.

Table 10 presents the results of the future intersection assessment for the Hoxton Park Road/ Macquarie Street/ Hume Highway/ Copeland Street intersection with the proposed additional lane on Hume Highway and signal optimisation, with full results presented in Attachment 3.

**Table 10: Future operating conditions with proposed mitigation measures**

Peak	Leg	Degree of saturation [1]	Average delay (seconds)	95th percentile queue (m)	Level of service
AM	Copeland Street	1.02	55	172	LOS D
	Macquarie Street	0.97	59	151	LOS E
	Hume Highway	0.99	73	424	LOS F
	Hoxton Park Road	0.98	55	182	LOS D
	<b>Overall</b>	<b>1.02</b>	<b>63</b>	<b>424</b>	<b>LOS E</b>
PM	Copeland Street	1	69	343	LOS E
	Macquarie Street	0.99	65	215	LOS E
	Hume Highway	0.97	78	309	LOS F
	Hoxton Park Road	0.97	50	100	LOS D
	<b>Overall</b>	<b>1</b>	<b>68</b>	<b>343</b>	<b>LOS E</b>

[1] A measure of how much demand an intersection is experiencing compared to the total capacity. Also known as the volume/capacity ratio where  $v/c > 1.0$  represents oversaturated conditions.

Table 10 indicates that the intersection is expected to improve slightly from level of service F to E during the AM peak period and unchanged at level of service E during the PM peak period. The intersection still operates at capacity with the proposed mitigation measure.

### Traffic Impact with Proposed Mitigation Measures + Proposed Development

Table 11 presents the results of the intersection assessment for the Hoxton Park Road/ Macquarie Street/ Hume Highway/ Copeland Street intersection, with full results presented in Attachment 4.

**Table 11: Future operating conditions with proposed mitigation measures and development**

Peak	Leg	Degree of saturation [1]	Average delay (seconds)	95th percentile queue (m)	Level of service
AM	Copeland Street	1.02	55	173	LOS D
	Macquarie Street	1.02	77	176	LOS F
	Hume Highway	0.98	68	414	LOS E
	Hoxton Park Road	0.98	58	191	LOS E
	<b>Overall</b>	<b>1.02</b>	<b>64</b>	<b>414</b>	<b>LOS E</b>
PM	Copeland Street	1	63	328	LOS E
	Macquarie Street	0.97	62	219	LOS E
	Hume Highway	0.99	89	350	LOS F
	Hoxton Park Road	0.96	52	107	LOS D
	<b>Overall</b>	<b>1</b>	<b>70</b>	<b>350</b>	<b>LOS E</b>

[1] A measure of how much demand an intersection is experiencing compared to the total capacity. Also known as the volume/capacity ratio where  $v/c > 1.0$  represents oversaturated conditions.

Table 11 shows that with the proposed development, the level of service for the intersection is unchanged from the future intersection performance with the proposed mitigation

measures without the development, during the AM and PM peak periods. Therefore, the additional traffic generated by the proposed development does not further impact the intersection, which is already operating at capacity.

The average delay of the intersection of the future intersection performance would reduce by 25 seconds and nine seconds during the AM and PM peak period compared with the existing intersection performance. Similarly, the 95<sup>th</sup> percentile queue for the improved intersection layout is anticipated to reduce by 32 metres and 140 metres as compared to the existing intersection layout.

## **Sustainable Transport Infrastructure**

Given the multiple new developments in and surrounding the Liverpool City Centre, it is recognised that measures could be implemented to encourage alternate means of travel to the private car and encourage the use of more environmentally sustainable forms of travel. Investment is needed to improve public transport connectivity, public amenity and community facilities to accommodate increased population in the area.

### **Bicycle Facilities**

Based on the JTW data, approximately 25 per cent of the residents and workers from and to the subject site are travelling to and from Liverpool itself. This is reflected in the Liverpool Bike Plan which outlines the proposals for on-road and off-road cycling routes along Hume Highway and Macquarie Street, to increase bicycle safety and improve cyclist movements around Liverpool.

Hoxton Park Road is a key cycling route near the proposed development site. As such, considerations should be given to improving to cycling access from the site, across the Hume Highway and Hoxton Park Road to access the cycling route on the northern side of Hoxton Park Road.

Further, as part of the planning proposal, it is recommended that a shared use path (pedestrians and cyclists) be located adjacent to the proposed development along the eastern side of Gillespie Road and the southern side of Hoxton Park Road.

The proposed development is required to provide bicycle parking in accordance with the requirements set out in the Council DCP.

Bicycle lockers intended for use by residents should be included within the secure areas of the building noting that where security devices are provided for resident car parking, these are acceptable and can replace bicycle lockers. Bicycle rails are intended for use by visitors and employees, and as such, need to be located in publicly accessible areas, within close proximity to the site.

Other suggested measures for bicycle facilities to be carried as part of the planning proposal could include way finding signage and line marking.

### **Pedestrian Network**

The upgrading of pedestrian paths along Gillespie Road and Hoxton Park Road in the immediate vicinity of the site will improve the existing pedestrian environment that provides connection between Hoxton Park Road and Macquarie Street towards Liverpool Town Centre and the Liverpool Station.

It is also recommended that the proposal provides a minimum three-metre and a typical four-metre setback along Gillespie Road and Hoxton Park Road. These setbacks would

spatially define the roads and ensure adequate visibility for pedestrians and cars, complement the streetscape and allow for landscaping and open space, creating a more pedestrian-friendly environment.

The increased level and quality of lighting along Gillespie Road and Hoxton Park Road resulting from the proposed lighting along building frontages will also encourage night time use and increase the activity and passive surveillance of the area. This enhances pedestrians' sense of safety and encourage more walking trips.

It is recommended to provide a marked pedestrian crossing across Gillespie Road to the west of the planning proposal to ensure safety for pedestrians.

### **Public Transport**

As discussed previously, the site is accessible by public transport with Liverpool Station located within 1.1 kilometre by either bus or bicycle.

The site, being within 330 metres of the existing bus services along the Hume Highway, Hoxton Park Road and Macquarie Street, is well served by high frequency and highly accessible buses travelling along these roads and making use of Liverpool bus interchange.

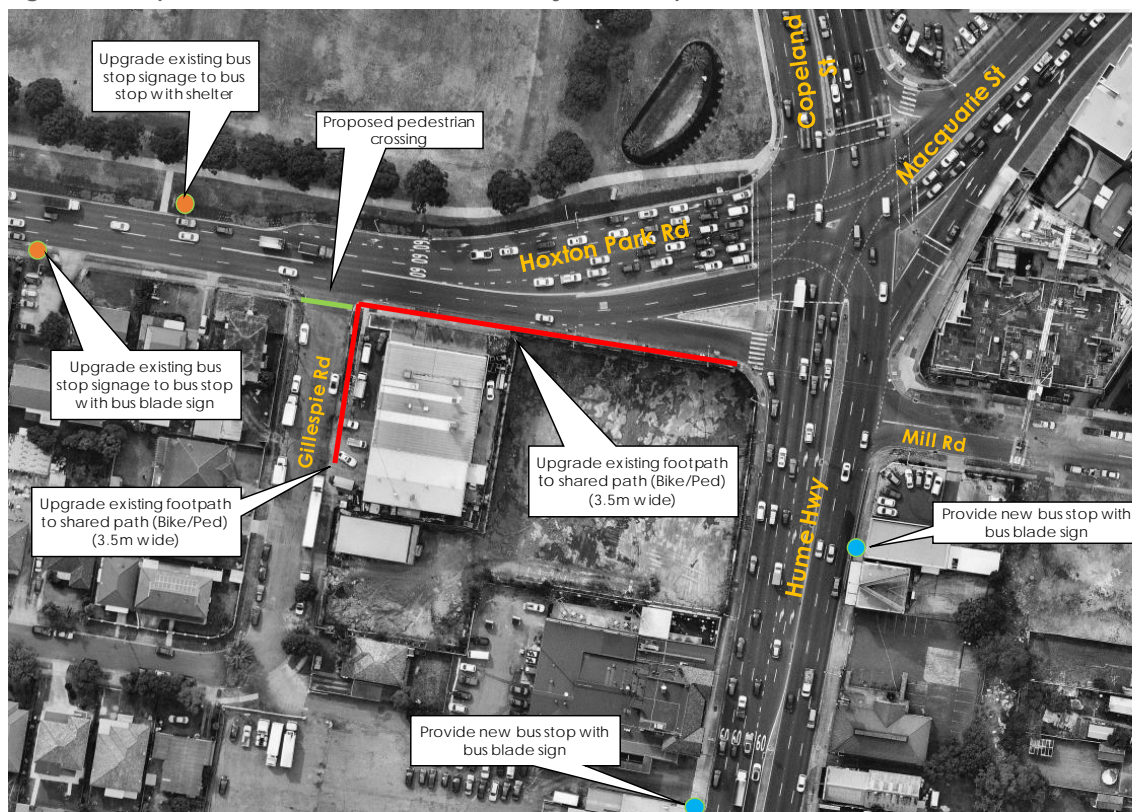
Based on the JTW data, no more than 15 per cent of the residents and workers currently use public transport. There is an opportunity to encourage the use of public and active transport modes. As such, as part of the planning proposal, it is recommended to upgrade existing bus stops and to provide new bus stops along the Hume Highway and Macquarie Street. Such recommendation would require further investigations and consultation with Transport for NSW and bus operators to ensure there will be sufficient demand for the additional stops. The proximity to the proposed bus stops could contribute to increasing the use of public transport (bus only and bus/ rail) by residents and employees and discourage the use of private motor vehicles.

### **Summary**

Figure 15 summarises the proposed infrastructure treatments to be carried out to improve safety for cyclists, pedestrians and public transport users near the site. These treatments can be included as part of the Council's updated Liverpool Bike Plan initiatives with the support and contribution from Ozzy Tyres Holdings. It is anticipated that the existing facilities with the proposed improvements is adequate to support the planning proposal.



Figure 15: Proposed infrastructure treatments for cyclists and pedestrians



Base source: Nearmap

## Conclusion

This assessment indicates that the proposed development is anticipated to generate up to 277 vehicle trips in the AM peak hour and 175 vehicle trips in the PM peak hour.

The cumulative impact of the 311 Hume Highway development and the proposed development that is subject to this assessment will result in no change in level of service of the Hoxton Park Road/ Macquarie Street/ Hume Highway/ Copeland Street intersection, which is already operating at capacity under existing conditions. The intersection has been considered for upgrade to address existing congestion issues and planned growth within the Liverpool CBD.

The proposed development traffic represents a minor overall impact, representing a relatively small portion of the existing traffic volumes (no more than 1.4 per cent).

Hoxton Park Road, the Hume Highway, Copeland Street and Macquarie Street near the proposed development area are key pedestrian and cycling routes and adequate measures should be incorporated to ensure safe and efficient connectivity between the site and these active transport links.

The impact of the traffic associated with the development could be reduced with the provision of various measures such as adequate bus accessibility as well as better and safer pedestrian and cycle routes/ crossings.

I trust this provides the information you require, however should you have any queries or require further information, please do not hesitate to contact us on 02 8448 1800

Yours sincerely

**GTA CONSULTANTS**



**Nicole Vukic**

**Director**

encl.

Attachment 1	SIDRA Assessment for Existing Conditions
Attachment 2	SIDRA Assessment for Future Conditions
Attachment 3	SIDRA Assessment for Future Conditions with Mitigation Measures
Attachment 4	SIDRA Assessment for Future Conditions with Mitigation Measures + Proposed Development

## Attachment 1

### SIDRA Assessment for Existing Conditions



# MOVEMENT SUMMARY

## Site: Macquarie & hoxton Park & Hume - AM

New Site

Signals - Fixed Time Isolated Cycle Time = 150 seconds (User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hume Hwy (S)											
1	L2	113	5.6	0.836	41.2	LOS C	43.4	317.9	0.93	0.98	37.4
2	T1	2207	5.5	0.836	34.2	LOS C	43.4	317.9	0.93	0.96	38.5
3a	R1	855	1.2	1.049	168.0	LOS F	49.9	352.7	1.00	1.29	16.1
Approach		3175	4.3	1.049	70.5	LOS E	49.9	352.7	0.95	1.05	28.0
NorthEast: Macquarie St (NE)											
24a	L1	237	4.9	0.137	17.8	LOS B	3.2	23.6	0.60	0.68	46.0
26a	R1	385	5.2	1.044	148.7	LOS F	21.0	153.4	1.00	1.25	17.6
Approach		622	5.1	1.044	98.9	LOS F	21.0	153.4	0.85	1.03	23.0
North: Copeland St (N)											
7b	L3	174	13.9	1.042	104.7	LOS F	43.9	335.0	1.00	1.14	22.8
8	T1	1362	8.9	1.042	127.7	LOS F	59.2	446.0	1.00	1.32	19.5
9	R2	197	13.4	0.851	87.3	LOS F	14.9	116.2	1.00	1.11	24.8
Approach		1733	9.9	1.042	120.8	LOS F	59.2	446.0	1.00	1.28	20.3
West: Hoxton Park Rd (W)											
10	L2	306	9.6	0.934	88.7	LOS F	26.0	196.9	0.98	1.00	24.1
10a	L1	916	3.1	0.774	62.3	LOS E	24.3	174.9	0.97	0.88	30.1
12	R2	326	3.9	1.041	161.4	LOS F	17.7	128.3	1.00	1.19	16.5
Approach		1548	4.6	1.041	88.4	LOS F	26.0	196.9	0.98	0.97	24.6
All Vehicles		7078	5.8	1.049	89.2	LOS F	59.2	446.0	0.96	1.09	24.5

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P6	NorthEast Full Crossing	53	23.1	LOS C	0.1	0.1	0.78	0.78	
P6S	NorthEast Slip/Bypass Lane Crossing	53	42.7	LOS E	0.2	0.2	0.75	0.75	
P3	North Full Crossing	53	60.0	LOS E	0.2	0.2	0.90	0.90	
P4	West Full Crossing	53	36.1	LOS D	0.2	0.2	0.69	0.69	
All Pedestrians		211	40.5	LOS E			0.78	0.78	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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# MOVEMENT SUMMARY

## Site: Macquarie & hoxton Park & Hume - PM

New Site

Signals - Fixed Time Isolated Cycle Time = 148 seconds (User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hume Hwy (S)											
1	L2	169	6.8	0.785	48.8	LOS D	38.5	282.9	0.92	0.90	34.5
2	T1	1653	5.5	0.785	38.8	LOS C	39.2	287.0	0.90	0.83	36.7
3a	R1	386	1.6	0.945	97.7	LOS F	16.7	118.9	1.00	1.08	23.3
Approach		2208	4.9	0.945	49.9	LOS D	39.2	287.0	0.92	0.88	33.2
NorthEast: Macquarie St (NE)											
24a	L1	581	3.1	0.664	48.8	LOS D	17.0	122.0	0.87	0.80	33.1
26a	R1	557	5.3	0.931	90.6	LOS F	23.8	173.8	1.00	1.06	24.4
Approach		1138	4.2	0.931	69.3	LOS E	23.8	173.8	0.93	0.93	28.2
North: Copeland St (N)											
7b	L3	125	8.4	0.951	79.1	LOS F	65.7	478.6	1.00	1.11	27.3
8	T1	2119	4.0	0.951	69.7	LOS E	67.6	489.6	0.99	1.09	28.1
9	R2	193	7.7	0.361	48.7	LOS D	10.8	80.5	0.83	0.79	33.4
Approach		2437	4.5	0.951	68.5	LOS E	67.6	489.6	0.98	1.07	28.4
West: Hoxton Park Rd (W)											
10	L2	269	8.6	0.457	46.6	LOS D	15.1	113.5	0.83	0.81	33.4
10a	L1	574	3.9	0.304	42.4	LOS C	10.1	72.8	0.78	0.74	35.8
12	R2	362	3.5	0.921	92.1	LOS F	15.0	108.2	1.00	1.01	23.9
Approach		1205	4.8	0.921	58.2	LOS E	15.1	113.5	0.86	0.84	30.7
All Vehicles		6988	4.6	0.951	61.0	LOS E	67.6	489.6	0.93	0.95	30.1

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P6	NorthEast Full Crossing	53	17.6	LOS B	0.1	0.1	0.49	0.49	
P6S	NorthEast Slip/Bypass Lane Crossing	53	26.2	LOS C	0.1	0.1	0.60	0.60	
P3	North Full Crossing	53	47.1	LOS E	0.2	0.2	0.80	0.80	
P4	West Full Crossing	53	38.0	LOS D	0.2	0.2	0.72	0.72	
All Pedestrians		211	32.2	LOS D			0.65	0.65	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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## Attachment 2

### SIDRA Assessment for Future Conditions



# MOVEMENT SUMMARY



## Site: Macquarie & hoxton Park & Hume - AM FUTURE

New Site

Signals - Fixed Time Isolated Cycle Time = 150 seconds (User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hume Hwy (S)											
1	L2	144	4.4	0.922	61.0	LOS E	59.1	431.5	1.00	1.13	31.1
2	T1	2304	5.3	0.922	53.0	LOS D	59.1	431.5	1.00	1.12	32.2
3a	R1	924	1.1	1.116	219.9	LOS F	62.4	441.4	1.00	1.45	13.2
Approach		3373	4.1	1.116	99.1	LOS F	62.4	441.4	1.00	1.21	23.0
NorthEast: Macquarie St (NE)											
24a	L1	237	4.9	0.132	16.8	LOS B	3.1	22.7	0.58	0.67	46.6
26a	R1	392	5.1	0.994	118.3	LOS F	19.0	138.8	1.00	1.16	20.6
Approach		628	5.0	0.994	80.1	LOS F	19.0	138.8	0.84	0.98	26.0
North: Copeland St (N)											
7b	L3	174	13.9	1.092	142.8	LOS F	50.4	384.7	1.00	1.23	18.5
8	T1	1362	8.9	1.092	165.7	LOS F	66.1	497.7	1.00	1.46	16.3
9	R2	214	12.3	0.801	81.5	LOS F	15.4	119.2	1.00	1.08	25.8
Approach		1749	9.8	1.092	153.1	LOS F	66.1	497.7	1.00	1.39	17.2
West: Hoxton Park Rd (W)											
10	L2	289	10.2	0.864	72.9	LOS F	21.8	166.1	0.97	0.93	26.9
10a	L1	908	3.1	0.768	61.9	LOS E	24.0	172.7	0.97	0.87	30.1
12	R2	326	3.9	1.083	189.3	LOS F	19.5	141.3	1.00	1.26	14.7
Approach		1524	4.6	1.083	91.3	LOS F	24.0	172.7	0.98	0.96	24.1
All Vehicles		7275	5.7	1.116	108.8	LOS F	66.1	497.7	0.98	1.18	21.7

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P6	NorthEast Full Crossing	53	23.8	LOS C	0.1	0.1	0.80	0.80	
P6S	NorthEast Slip/Bypass Lane Crossing	53	44.2	LOS E	0.2	0.2	0.77	0.77	
P3	North Full Crossing	53	60.0	LOS E	0.2	0.2	0.90	0.90	
P4	West Full Crossing	53	39.0	LOS D	0.2	0.2	0.72	0.72	
All Pedestrians		211	41.7	LOS E			0.80	0.80	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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# MOVEMENT SUMMARY



## Site: Macquarie & hoxton Park & Hume - PM FUTURE

New Site

Signals - Fixed Time Isolated Cycle Time = 148 seconds (User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hume Hwy (S)											
1	L2	215	5.4	0.808	48.3	LOS D	40.3	295.3	0.94	0.92	34.5
2	T1	1666	5.4	0.808	39.5	LOS C	41.0	300.2	0.92	0.85	36.4
3a	R1	394	1.6	0.963	103.3	LOS F	17.6	125.1	1.00	1.11	22.5
Approach		2275	4.8	0.963	51.4	LOS D	41.0	300.2	0.93	0.90	32.7
NorthEast: Macquarie St (NE)											
24a	L1	581	3.1	0.664	48.8	LOS D	17.0	122.0	0.87	0.80	33.1
26a	R1	580	5.1	0.969	103.1	LOS F	26.6	194.6	1.00	1.13	22.5
Approach		1161	4.1	0.969	75.9	LOS F	26.6	194.6	0.93	0.97	26.8
North: Copeland St (N)											
7b	L3	125	8.4	0.957	81.8	LOS F	67.4	490.7	1.00	1.12	26.8
8	T1	2119	4.0	0.957	72.4	LOS F	69.3	501.9	0.99	1.10	27.6
9	R2	242	6.1	0.447	50.0	LOS D	14.0	103.0	0.86	0.80	33.0
Approach		2486	4.4	0.957	70.7	LOS F	69.3	501.9	0.98	1.08	28.0
West: Hoxton Park Rd (W)											
10	L2	268	8.6	0.454	46.5	LOS D	15.0	113.0	0.83	0.81	33.4
10a	L1	574	3.9	0.304	42.4	LOS C	10.1	72.8	0.78	0.74	35.8
12	R2	362	3.5	0.921	92.1	LOS F	15.0	108.2	1.00	1.01	23.9
Approach		1204	4.8	0.921	58.3	LOS E	15.0	113.0	0.86	0.84	30.7
All Vehicles		7126	4.5	0.969	63.3	LOS E	69.3	501.9	0.94	0.96	29.6

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P6	NorthEast Full Crossing	53	17.6	LOS B	0.1	0.1	0.49	0.49	
P6S	NorthEast Slip/Bypass Lane Crossing	53	26.2	LOS C	0.1	0.1	0.60	0.60	
P3	North Full Crossing	53	47.1	LOS E	0.2	0.2	0.80	0.80	
P4	West Full Crossing	53	38.0	LOS D	0.2	0.2	0.72	0.72	
All Pedestrians		211	32.2	LOS D			0.65	0.65	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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## Attachment 3

SIDRA Assessment for Future Conditions with Mitigation Measures



# MOVEMENT SUMMARY



**Site: Macquarie & Hoxton Park & Hume - AM Future 2026 (MIT)**

New Site

Signals - Fixed Time Isolated Cycle Time = 110 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hume Hwy (S)											
1	L2	173	6.7	0.987	88.0	LOS F	59.2	422.9	1.00	1.30	25.3
2	T1	2756	1.2	0.987	78.5	LOS F	59.8	423.2	0.99	1.28	26.4
3a	R1	815	0.5	0.797	47.4	LOS D	21.6	151.6	0.99	0.92	34.2
Approach		3743	1.3	0.987	72.1	LOS F	59.8	423.2	0.99	1.21	27.7
NorthEast: Macquarie St (NE)											
24a	L1	322	0.7	0.194	16.2	LOS B	3.8	26.6	0.65	0.68	47.4
26a	R1	592	2.7	0.963	81.8	LOS F	21.0	150.4	1.00	1.18	26.0
Approach		914	2.0	0.963	58.7	LOS E	21.0	150.4	0.88	1.01	30.9
North: Copeland St (N)											
7b	L3	254	2.5	0.821	51.7	LOS D	21.4	152.9	0.99	1.05	33.5
8	T1	1517	1.9	0.821	44.6	LOS D	24.2	171.9	1.00	0.97	34.7
9	R2	287	1.5	1.012	107.2	LOS F	23.4	165.6	1.00	1.24	21.9
Approach		2058	1.9	1.012	54.2	LOS D	24.2	171.9	1.00	1.01	32.0
West: Hoxton Park Rd (W)											
10	L2	359	1.2	0.749	45.5	LOS D	17.9	126.3	0.95	0.87	33.8
10a	L1	1204	5.5	0.846	50.6	LOS D	24.8	181.5	0.98	0.97	33.4
12	R2	224	3.3	0.971	88.1	LOS F	7.8	56.4	1.00	1.10	24.6
Approach		1787	4.4	0.971	54.3	LOS D	24.8	181.5	0.98	0.97	32.1
All Vehicles		8502	2.2	1.012	62.6	LOS E	59.8	423.2	0.98	1.09	29.9

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P6	NorthEast Full Crossing	53	18.7	LOS B	0.1	0.1	0.79	0.79	
P6S	NorthEast Slip/Bypass Lane Crossing	53	31.4	LOS D	0.1	0.1	0.76	0.76	
P3	North Full Crossing	53	49.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	35.3	LOS D	0.1	0.1	0.80	0.80	
All Pedestrians		211	33.6	LOS D			0.82	0.82	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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# MOVEMENT SUMMARY



**Site: Macquarie & Hoxton Park & Hume - PM Future 2026 (MIT)**

New Site

Signals - Fixed Time Isolated Cycle Time = 120 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hume Hwy (S)											
1	L2	232	3.2	0.966	86.5	LOS F	43.3	307.9	1.00	1.24	25.4
2	T1	1972	0.7	0.966	77.4	LOS F	43.8	308.7	1.00	1.22	26.6
3a	R1	523	0.2	0.913	73.8	LOS F	18.0	126.1	1.00	1.06	27.5
Approach		2726	0.8	0.966	77.5	LOS F	43.8	308.7	1.00	1.19	26.6
NorthEast: Macquarie St (NE)											
24a	L1	558	3.6	0.427	23.6	LOS B	9.1	65.7	0.81	0.77	43.2
26a	R1	751	0.6	0.985	94.7	LOS F	30.5	214.7	1.00	1.23	23.9
Approach		1308	1.9	0.985	64.4	LOS E	30.5	214.7	0.92	1.03	29.5
North: Copeland St (N)											
7b	L3	11	0.0	0.943	74.2	LOS F	48.7	342.9	1.00	1.14	28.6
8	T1	2629	0.7	0.943	64.0	LOS E	48.7	342.9	1.00	1.14	29.5
9	R2	396	1.3	0.993	100.3	LOS F	33.1	234.6	1.00	1.17	22.9
Approach		3036	0.8	0.993	68.8	LOS E	48.7	342.9	1.00	1.14	28.4
West: Hoxton Park Rd (W)											
10	L2	303	0.7	0.492	39.8	LOS C	14.1	99.4	0.85	0.82	35.7
10a	L1	743	5.4	0.403	36.8	LOS C	11.1	81.5	0.82	0.76	38.1
12	R2	299	0.0	0.966	91.8	LOS F	11.2	78.4	1.00	1.11	24.0
Approach		1345	3.1	0.966	49.7	LOS D	14.1	99.4	0.87	0.85	33.3
All Vehicles		8416	1.3	0.993	67.9	LOS E	48.7	342.9	0.97	1.09	28.6

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P6	NorthEast Full Crossing	53	14.8	LOS B	0.1	0.1	0.70	0.70	
P6S	NorthEast Slip/Bypass Lane Crossing	53	26.7	LOS C	0.1	0.1	0.67	0.67	
P3	North Full Crossing	53	46.0	LOS E	0.2	0.2	0.88	0.88	
P4	West Full Crossing	53	46.9	LOS E	0.2	0.2	0.89	0.89	
All Pedestrians		211	33.6	LOS D			0.78	0.78	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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## Attachment 4

SIDRA Assessment for Future Conditions with Mitigation Measures + Proposed Development



# MOVEMENT SUMMARY



**Site: Macquarie & Hoxton Park & Hume - AM Future 2026 (MIT)**

New Site

Signals - Fixed Time Isolated Cycle Time = 110 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total Flows veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hume Hwy (S)											
1	L2	184	6.3	0.977	81.8	LOS F	57.8	412.9	1.00	1.26	26.4
2	T1	2775	1.2	0.977	72.5	LOS F	58.5	413.6	0.99	1.25	27.5
3a	R1	832	0.5	0.801	46.9	LOS D	21.9	154.1	0.98	0.92	34.3
Approach		3791	1.3	0.977	67.4	LOS E	58.5	413.6	0.99	1.17	28.7
NorthEast: Macquarie St (NE)											
24a	L1	322	0.7	0.194	16.2	LOS B	3.8	26.7	0.65	0.68	47.4
26a	R1	592	2.7	1.020	110.0	LOS F	24.6	176.0	1.00	1.32	21.7
Approach		914	2.0	1.020	76.9	LOS F	24.6	176.0	0.88	1.10	26.8
North: Copeland St (N)											
7b	L3	260	2.4	0.823	51.5	LOS D	21.5	153.2	0.99	1.05	33.5
8	T1	1517	1.9	0.823	44.7	LOS D	24.3	173.0	1.00	0.97	34.7
9	R2	287	1.5	1.012	107.2	LOS F	23.4	165.6	1.00	1.24	21.9
Approach		2064	1.9	1.012	54.3	LOS D	24.3	173.0	1.00	1.02	31.9
West: Hoxton Park Rd (W)											
10	L2	359	1.2	0.784	48.1	LOS D	18.6	131.3	0.96	0.89	33.0
10a	L1	1204	5.5	0.874	54.8	LOS D	26.0	190.3	0.99	1.01	32.2
12	R2	224	3.3	0.971	88.1	LOS F	7.8	56.4	1.00	1.10	24.6
Approach		1787	4.4	0.971	57.7	LOS E	26.0	190.3	0.98	1.00	31.2
All Vehicles		8556	2.2	1.020	63.2	LOS E	58.5	413.6	0.98	1.09	29.7

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P6	NorthEast Full Crossing	53	18.9	LOS B	0.1	0.1	0.79	0.79	
P6S	NorthEast Slip/Bypass Lane Crossing	53	31.4	LOS D	0.1	0.1	0.76	0.76	
P3	North Full Crossing	53	49.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	34.5	LOS D	0.1	0.1	0.79	0.79	
All Pedestrians		211	33.5	LOS D			0.82	0.82	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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# MOVEMENT SUMMARY



**Site: Macquarie & Hoxton Park & Hume - PM Future 2026 (MIT)**

New Site

Signals - Fixed Time Isolated Cycle Time = 130 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hume Hwy (S)											
1	L2	253	2.9	0.982	97.7	LOS F	49.0	348.0	1.00	1.26	23.5
2	T1	1976	0.7	0.982	88.8	LOS F	49.6	349.2	1.00	1.24	24.6
3a	R1	525	0.2	0.941	85.2	LOS F	20.3	142.5	1.00	1.11	25.3
Approach		2754	0.8	0.982	88.9	LOS F	49.6	349.2	1.00	1.22	24.6
NorthEast: Macquarie St (NE)											
24a	L1	558	3.6	0.423	25.2	LOS B	9.9	71.2	0.81	0.77	42.5
26a	R1	761	0.6	0.962	88.8	LOS F	31.1	218.5	1.00	1.15	24.8
Approach		1319	1.8	0.962	61.9	LOS E	31.1	218.5	0.92	0.99	30.1
North: Copeland St (N)											
7b	L3	11	0.0	0.907	66.2	LOS E	46.5	327.4	1.00	1.05	30.5
8	T1	2629	0.7	0.907	55.8	LOS D	46.5	327.5	1.00	1.04	31.5
9	R2	408	1.3	0.995	105.7	LOS F	36.6	258.8	1.00	1.15	22.1
Approach		3048	0.8	0.995	62.6	LOS E	46.5	327.5	1.00	1.05	29.8
West: Hoxton Park Rd (W)											
10	L2	303	0.7	0.485	42.0	LOS C	15.1	106.5	0.84	0.82	34.9
10a	L1	743	5.4	0.397	38.9	LOS C	11.9	87.3	0.81	0.76	37.3
12	R2	299	0.0	0.951	92.7	LOS F	11.7	81.6	1.00	1.08	23.9
Approach		1345	3.1	0.951	51.6	LOS D	15.1	106.5	0.86	0.84	32.8
All Vehicles		8466	1.3	0.995	69.3	LOS E	49.6	349.2	0.97	1.06	28.3

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P6	NorthEast Full Crossing	53	15.3	LOS B	0.1	0.1	0.69	0.69	
P6S	NorthEast Slip/Bypass Lane Crossing	53	27.8	LOS C	0.1	0.1	0.66	0.66	
P3	North Full Crossing	53	47.5	LOS E	0.2	0.2	0.86	0.86	
P4	West Full Crossing	53	49.2	LOS E	0.2	0.2	0.87	0.87	
All Pedestrians		211	35.0	LOS D			0.77	0.77	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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s o c i a l   i m p a c t   a s s e s s m e n t



4 - 8 hoxton park road  
liverpool



# social impact assessment



4 - 8 hoxton park road  
liverpool

prepared for  
Mr Hussein Chahine

prepared by

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a s s o c i a t e s

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# appendices

## Appendix A – Social Impact Comment

*This document has been prepared for Mr Hussein Chahine by Willana Associates Pty Ltd to accompany a Planning Proposal Report to Cumberland Council (formerly Holroyd City Council). Reproduction of all or part of this document is prohibited without the prior permission of Willana Associates Pty Ltd.*

# 1. introduction

## 1.1. Study Overview

It is proposed to redevelop 4-8 Hoxton Park Road, Liverpool (the Site) by rezoning the land from B6 Enterprise Corridor to B4 Mixed Use. The rezoning will enable the construction of a future residential development in the form of a mixed use development comprising commercial premises and shop top housing.

This report presents a social impact assessment of the key issues, benefits and potential impacts of the proposed rezoning. Where potentially adverse socio-economic impacts are identified, this analysis will provide input into further refinement of the concept in order to reduce the potential for impacts on existing uses and members of the proposed new community.

## 1.2. The Proposal

The Site is currently zoned B6 Enterprise Corridor under the *Liverpool Local Environmental Plan 2008* (LLEP 2008). The Planning Proposal seeks to rezone the Site to B4 Mixed Use to facilitate its redevelopment for a mixed use commercial and residential purposes development.

The Planning Proposal seeks to amend LLEP 2008 as follows:

- Rezone the Site from B6 Enterprise Corridor to B4 Mixed Use.
- Removal of the Site from the 'Key Site' on Key Sites Map KYS 10.
- Amend the maximum height of buildings for the Site to 50m, in accordance with the proposed mapping.
- Amend the maximum floor space ratio for the Site to 5:1, in accordance with the proposed mapping.

## 1.3. Rationale for SIA

*'Social Impact Assessment (SIA) includes the processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by those interventions. Its primary purpose is to bring about a more sustainable and equitable biophysical and human environment.'* International Principles for Social Impact Assessment (May 2003), International Association for Impact Assessment).

It is unilaterally accepted that social impacts are a change to one or more of the following:

- People's way of life
- Their culture
- Their community
- Their political systems
- The environment
- Health and wellbeing
- Personal and property rights
- Fears and aspirations

*(International Principles for Social Impact Assessment (May 2003), International Association for Impact Assessment).*

SIA is a proactive stance to development and better development outcomes, not just the identification or amelioration of negative or unintended outcomes. SIA is not simply a knee-jerk response to justify a proposal in response to public objections received during a notification process undertaken as a consequence of a policy directive of the Council. SIA is also not based on speculation, fear or ignorance but is a framework based on analysis, monitoring and assessment.

Having a process that includes SIA as an integral part of the planning process therefore allows a Council to make decisions within its strategic planning systems with the view to create a cohesive, connected, caring, safe and equitable community. The lack of a framework will result in ill-informed decision-making and poor planning outcomes. In particular, an established SIA framework allows a Council to:

- Ensure social impacts are considered in its decision making
- Enhance consistency and transparency in its assessment of the social impacts of proposed development
- Maximise positive social impacts and minimise negative social impacts of land use plans and development
- Base Council decision making on developments that meet environmental, social and economic sustainability outcomes

The last few years have seen an increased awareness and application of SIA in decision-making, however there are an increasing number of local councils who do not have an informed, policy or statutory context upon which to base their assumptions or assessments. It is important to note that Liverpool Council has been at the forefront of SIA at the local authority level and has a specific Social Impact Assessment policy in place. This has been reflected in Council's Corporate Planning and Policy Framework.

## **1.4. Methodology**

Accepted SIA practices enable data to be obtained from various resources to gain a comprehensive understanding of the existing community environment and how the proposed development may impact this environment. This process has been adopted for this assessment, with the data facilitating an assessment of the potential impacts on the local community. The methodology included:

- Identifying features of the Site and surrounding area;
- Undertaking a strategic assessment of relevant policy measures and planning documents;
- Generating Demographic Profiles of both the Smithfield community and the wider community from statistics on the former Liverpool City Council website and the Australian Bureau of Statistics (ABS) Census Data;
- Identifying the potential social impacts of the proposal, including preparation of a Social Impact Comment, as per Council's Policy (refer to Appendix A);
- Identifying the Socio Economic Indexes for Areas (SEIFA) Score and assessing how this translates into housing stress;
- Considering options to the proposal; and
- Recommending any mitigation measures (where necessary).

## **1.5. Report outline**

Aside from this Introduction, this report contains:

- A description of the Site, its immediate surroundings and the wider area in general (Chapter 2 – The Site and Surrounds);
- An outline of the broad policy context, including the NSW State Government's strategic planning framework and key Liverpool City Council policies and strategies (Chapter 3 – Social Policy Context);
- An analysis of the demographic profile of the communities surrounding the site, to determine existing characteristics and to assist in identifying community needs and interests in relation to the proposed development (Chapter 4 – Outline of Demographics);
- A summary of existing social infrastructure and service provision in this area (Chapter 5 – Existing Community Resources);
- An outline of key social issues, benefits and impacts of the proposed development and potential mitigation measures (Chapter 6 – Social Impact Assessment); and
- Conclusions drawn with respect to the potential or actual social impacts of the proposed development (Chapter 7 – Conclusion).



## 2. the site and surrounds

### 2.1. Description of the Site

The Site is known as 4-8 Hoxton Park Road, Liverpool and is legally identified as Lot 1 DP 860799. It is located on the south-western side of the intersection of Hoxton Park Road and Hume Highway. The Site is rectangular, with frontages to Hoxton Park Road to the north and Gillespie Street to the West. It has a total site area of 1,680m<sup>2</sup>. The Site currently accommodates a single storey warehouse with the remainder of the site as hardstand. Refer to Figure 2.1 below.

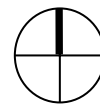
**Figure 2.1 | Aerial view of the Site and surrounds**



Source: Sixmaps 2017



The Site: 4-8 Hoxton Park Road, Liverpool



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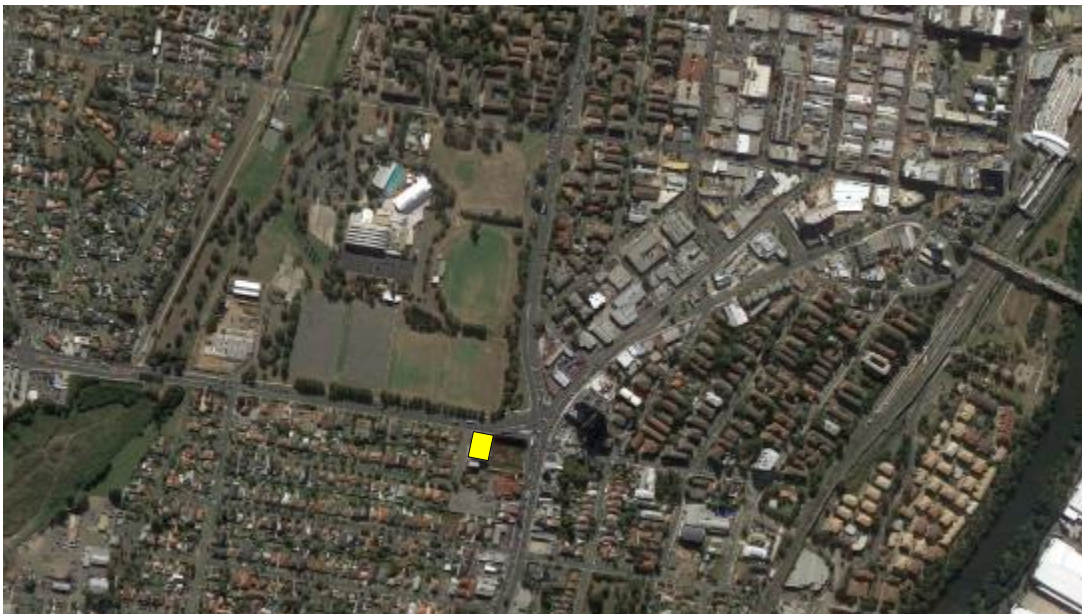
## 2.2. The Locality

The Site forms part of a key gateway entry to the south-western side of the Liverpool City Centre, alongside the adjoining property at 311 Hume Highway. It is located on the western boundary of Liverpool City Centre, as identified by Council. The surrounding locality is a mixture of residential, commercial and recreational uses, as demonstrated in Figure 2.2 below.

To the west of the Site is predominantly low density residential however, this area has been zoned R4 High Density Residential and is therefore anticipated to change significantly in coming years. To the north is Woodward Park, comprising a series of sports fields, netball courts and open space. To the east, along Hume Highway, are a corridor of commercial uses. North east extends further into Liverpool City Centre and comprises high density residential and commercial uses. The Site is approximately 900m from Liverpool Railway Station and is readily accessible to key services, facilities and public transport.

The Liverpool City Centre has a multifunctional role as one of Sydney's Regional Cities and continues to grow as a major central business district to service Sydney's growing South West Region. Liverpool contains one of Sydney's major medical precincts, based around Liverpool Hospital; Liverpool Courthouse; the Liverpool TAFE; Western Sydney University and the University of Wollongong.

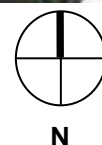
**Figure 2.2 | Surrounding Locality**



Source: Google Maps 2017



The Site: 4-8 Hoxton Park Road, Liverpool



## Adjoining Sites to the East

### *311 Hume Highway, Liverpool*

311 Hume Highway is irregular in shape and adjoins the Site along the eastern and southern (rear) boundaries. 311 Hume Highway is currently vacant but has recently been subject to an approved Planning Proposal and Development Application (DA), for a mixed use development containing a significant tower on the corner of the Hume Highway and Hoxton Park Road. Figure 2.3 shows an indicative image of the scale of the development. Further discussion regarding the relationship between 4-8 Hoxton Park Road and 311 Hume Highway is provided throughout the Planning Proposal Report

**Figure 2.3 | Approved Development at 311 Hume Highway**



Source: Liverpool City Council E-Planning Website 2017

### *420 Macquarie Street, Liverpool*

420 Macquarie Street, Liverpool is located on the diagonally opposite corner of Hume Highway to the Site. A mixed use development comprised of two significant residential towers over a podium has been approved and commenced. Figure 2.4 below provides an illustration of the scale of the approved development.



**Figure 2.4 | 420 Macquarie Street**



*Source: Liverpool City Council assessment report 420 Macquarie Street*

### **Adjoining Sites to the South**

#### *321 Hume Hwy, Liverpool – Collingwood Hotel*

The Collingwood Hotel is located south east of the Site. It is heritage listed (Item 88) and considered of to be of local significance. The Hotel fronts Hume Highway with a large, at-grade carpark to the rear (west). The car park is accessed via Gillespie Street and Hume Highway.

#### *8 Gillespie Street, Liverpool*

8 Gillespie Street is located to the south of the Site, adjoining 311 Hume Highway. The property contains a single storey detached residential dwelling with a pitched tile roof. The property is predominantly turfed with vehicular access from Gillespie Street.

### **Adjoining Sites to the West**

#### *10 Hoxton Park Road, Liverpool*

10 Hoxton Park Road is located to the west of the Site, on the opposite side of Gillespie Street. The property comprises a single storey detached weatherboard residential dwelling with pitched tile roofing. The property is predominantly turfed and vehicular access is from Gillespie Street.



The surrounding context and key features of the area are discussed further in Table 2.1 below.

**Table 2.1 | Surrounding Context**

Aspect	Comment
<b>Surrounding Context</b>	<p>A mix of residential land uses lies to the south, west and east of the Site (zoned R3 Medium and R4 High Density Residential). The majority of the housing stock to the immediate west consists generally of detached dwellings, 1-2 storeys high and of varying conditions and materials.</p> <p>A ribbon of commercial and service-related business line each side of the Hume Highway to the southeast and northeast while the Liverpool City Centre is located further to the northeast. The Collingwood Hotel and an associated at-grade car park are located to the immediate south east of the Site.</p> <p>Playing fields and carparking associated with the Whitlam Leisure Centre lie to the immediate north and northwest.</p>
<b>Public Transport</b>	<p>The nearest bus stops to the Site are located approximately 85m to the west along Hoxton Park Road and are serviced by the following routes:</p> <ul style="list-style-type: none"> <li>▪ 853 – Carnes Hill to Liverpool</li> <li>▪ 869 – Ingleburn to Liverpool Station via Edmondson Park and Prestons</li> </ul> <p>Additional bus stops are located on the Hume Highway at the intersection of Passefield Street (385m south of the Site), providing access to the following services:</p> <ul style="list-style-type: none"> <li>▪ 851 – Carnes Hill Marketplace to Liverpool</li> <li>▪ 852 – Carnes Hill Marketplace to Liverpool</li> <li>▪ 855 – Rutleigh Park to Liverpool Via Austral and Leppington Stations</li> <li>▪ 856 – Bringelly to Liverpool</li> <li>▪ 857 – Narellan to Liverpool</li> <li>▪ 865 – Casula to Liverpool</li> <li>▪ 866 – Casula to Liverpool</li> <li>▪ 870 – Campbelltown to Liverpool</li> <li>▪ 871 – Campbelltown to Liverpool via Glenfield</li> </ul>

Aspect	Comment
	<ul style="list-style-type: none"> <li>872 – Campbelltown to Liverpool via Macquarie Fields</li> </ul>
<b>Educational Facilities</b>	<ul style="list-style-type: none"> <li>Liverpool Public School, approximately 930m to the east</li> <li>Liverpool West Public School, approximately 810m to the west</li> <li>Mainsbridge School, approximately 930m to the west</li> <li>St Francis Xavier Primary School, approximately 560m to the west</li> <li>Liverpool Public School, approximately 950m to the northeast</li> <li>Ashcroft High School, approximately 2.1km to the northwest</li> <li>Marsden Road Public School, approximately 1.3km to the north</li> <li>All Saints Primary School and Catholic College, approximately 1.3km to the northeast</li> <li>Al Amanah College, approximately 345m to the east</li> <li>Liverpool Girls High School, approximately 1.7km to the northeast</li> <li>Lurnea High School, approximately 2.4km to the southwest</li> </ul>
<b>Public Recreation Areas</b>	<ul style="list-style-type: none"> <li>Paciullo Park/ Pearce Park, approximately 500m to the west</li> <li>Whitlam Leisure Centre, incorporating Hillier Oval, Bulldog Park, Barbara Long Park, approximately 50m to the north</li> <li>Discovery Park, which includes the Liverpool Regional Museum, approximately 120m to the south</li> <li>Lighthorse Park, approximately 800m to the east</li> </ul>
<b>Local Centres</b>	<ul style="list-style-type: none"> <li>Liverpool CBD approximately 750m to the north-east</li> <li>Miller town centre approximately 3.3km to the west</li> <li>Casula Mall approximately 2.5km to the southwest</li> <li>Green Valley town centre approximately 5.1km to the west</li> <li>Bonnyrigg town centre approximately 5.4km to the northwest</li> <li>Cabramatta Town Centre approximately 4.2km to</li> </ul>

Aspect	Comment
	<ul style="list-style-type: none"> <li>▪ Carnes Hill town centre approximately 6.6km to the southwest</li> <li>▪ Moorebank Town Centre approximately 2.9km to the east</li> </ul>

### **2.3. Stakeholders Potentially Affected by the Proposal**

- Liverpool City Council
- Gandangara Aboriginal Land Council
- Local Chamber of Commerce and business premises
- Adjoining residential premises within Gillespie Street, Hoxton Park Road, the Hume Highway and Atkinson Street
- The Applicant
- Department of Community Services

## 3. social policy context

### 3.1. Metropolitan strategies

#### *A Plan for Growing Sydney*

The *Metropolitan Strategy, A Plan for Growing Sydney* (NSW Government 2014), contains a number of directions and actions aimed at accelerating housing supply and improving housing choice in both urban renewal and greenfield precincts. The Plan aims to reinvigorate key Sydney suburbs with a greater choice of homes linked to improved public transport, and access to shops, restaurants, parks and education and health services.

Within the four Goals established by the Strategy lie a number of different “Directions”, with the following being relevant to the proposed subdivision for future housing development:

#### **GOAL 1: A competitive economy with world-class services and transport**

- Direction 1.7: Grow strategic centres - providing more jobs closer to home.

#### **GOAL 2: A city of housing choice, with homes that meet our needs and lifestyles**

- Direction 2.1: Accelerate housing supply across Sydney.
- Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs.
- Direction 2.3: Improve housing choice to suit different needs and lifestyles.

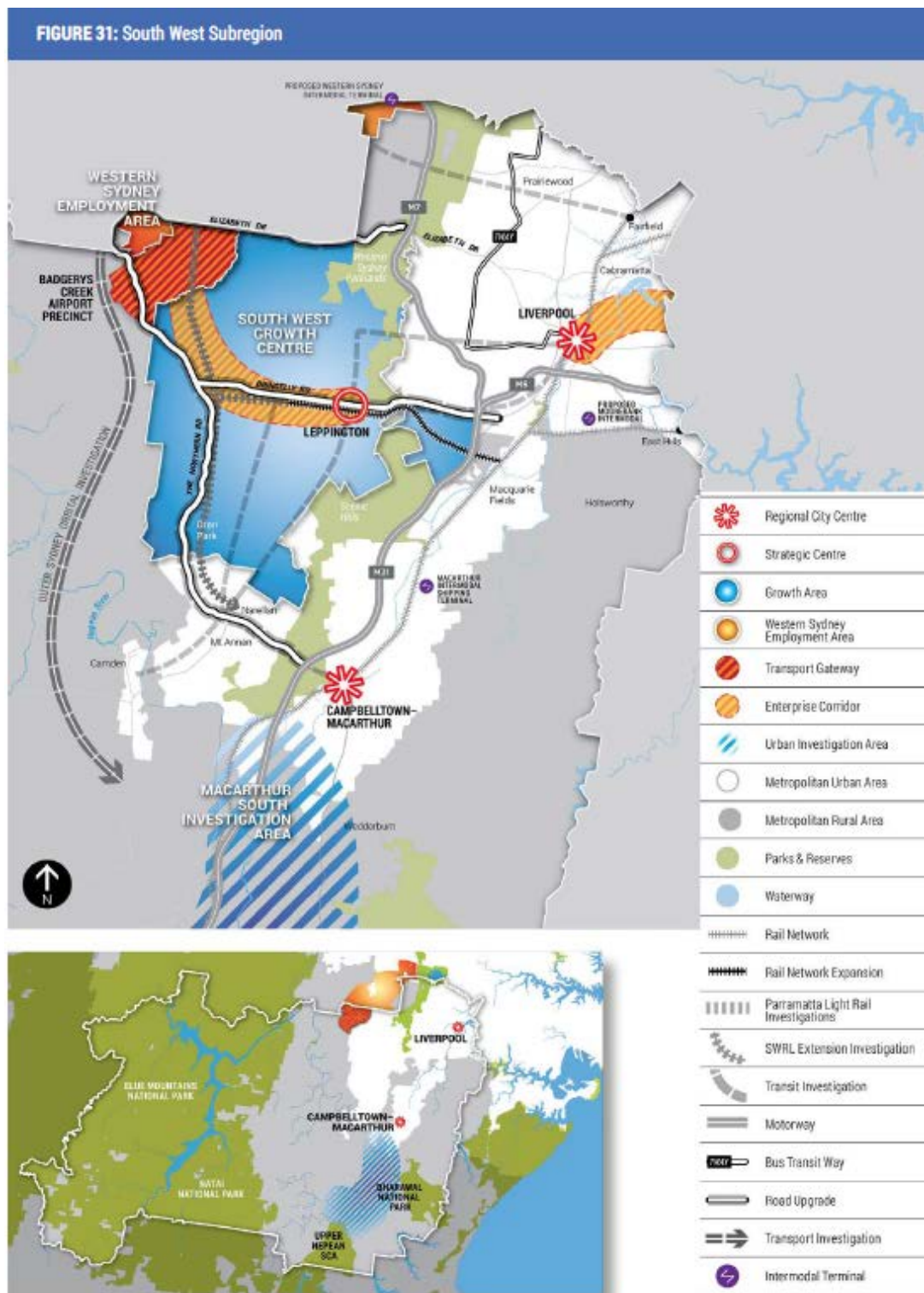
The Liverpool Local Government Area (LGA) is located within the South West Subregion of Sydney (see Figure 3.1 below). The Subregion is the fastest growing Subregion in Sydney and it will continue to play a key role in providing housing and jobs for future residents. The Subregion will benefit from improved access including a potential extension of the South West Rail Link.

Key aspects of the Subregional Plan, as they apply to this proposal, include:

#### **Accelerate housing supply, choice and affordability and build great places to live**

- Identify suitable locations for housing, employment and urban renewal – particularly around established and new centres and along key public transport corridors including the Cumberland Line, the South Line, the Bankstown Line, the South West Rail Link and the Liverpool-Parramatta T-Way.
- Continue delivery of the South West Growth Centre through greenfield housing development and the expansion of local employment.





**Figure 3.1 | Extract from *Metropolitan Strategy, A Plan for Growing Sydney***

Source: NSW Government 2014

### 3.2. Council Policies and Plans

#### *Liverpool City Council Development Control Plan 2008 – Part 1*

Part 1 of the Liverpool Development Control Plan (LDCP) provides general controls for all development, including those controls for SIA. In summary, Table 1 to Section 27 of Part 1 of the LDCP requires a Comprehensive SIA for all proposals for residential flat buildings containing greater than 100 units, in accordance with Council's SIA Policy.

#### *Liverpool City Social Impact Assessment Policy*

Unlike the vast majority of Local Government Authorities, Liverpool City Council has an adopted policy on social impact assessment, which includes the international best practice guidelines developed by the International Association for Impact Assessment (IAIA). The Policy states that SIA is applicable to the whole development life cycle (including strategic, program, structure and precinct planning and land use assessment).

Specifically, Section 7.3 of the Policy requires an SIA when a development is of large enough scale or potential level of impact that it requires detailed consideration of social impacts. The Policy goes on to state that an SIA must address the following matters:

- *Identify the potential impacts of the changes proposed.*
- *Assess whether the impacts are likely to be significant, for each identified social impact.*
- *Describe the nature of the impact.*
- *Describe any enhancement measures (for positive impacts) and/or mitigation measures (for negative impacts) proposed to be undertaken.*

While the Policy normally requires a Social Impact Comment (SIC) to be prepared as part of an initial scoping review, Council have specifically requested a Comprehensive Social Impact Assessment be prepared in this instance, as per Table 2 of the Policy, notwithstanding that the development will have a yield of less than 100 dwellings.

Council's Policy also provides for Community and Stakeholder Engagement, noting that community consultation *should* be tailored to the particular circumstances of the change event. It must be noted that there is no mandatory statutory or policy requirement for an applicant to undertake community engagement.

Notwithstanding this, Council's Policy states that the scale of community consultation that needs to be undertaken and the method used to consult depends on a number of factors, including:

- The community who are likely to be most affected.
- The significance of the potential social impacts.
- The duration of the impact.

- The likely beneficiaries of the proposed development.
- Those likely to be most negatively affected.

In this instance, given the following circumstances, an independent community engagement process has not been undertaken:

- Council will undertake a mandatory public notification process as part of the rezoning of the Site, which will include full details of the proposed use and indicative built form and a separate engagement process would only serve to duplicate the efforts, information and resources spent.
- The use of the Site for industrial purposes would not have any benefits in terms of amenity and would be unlikely to facilitate the remediation of the contaminated soils on the Site.
- There will be no groups of people or sectors of the community who will be displaced by the proposed rezoning as the Site is not presently used for any residential activities.
- The number of new dwellings that could be accommodated on the Site is relatively small in the wider context of increased population or dwelling stock and the residential density sought is no greater than that of the surrounding areas.

### *Growing Liverpool 2023*

Growing Liverpool 2023 is Council's community strategic plan. It identifies the community's key objectives and strategies for the next ten years and outlines how these will be achieved. There are seven Directions within the plan. SIA responds to:

- Direction 2: Liveable Safe City where the objective is to create safe and liveable neighbourhoods and by operating within a flexible planning system that supports high quality sustainable development.
- Direction 7: Leading and Proactive Council where the focus is on demonstrating a commitment to integrity, professionalism and transparency in decision making and delivering best practice and innovation.

The Growing Liverpool 2023 10-year plan has been developed to ensure Council and its partners are at the forefront to lead positive change within the municipality. This change incorporates plans that seek to further develop a high quality, attractive regional city with a full range of business, government, retail, cultural, entertainment and recreational activities.

The plan provides the opportunity to refine the future strategic directions for Liverpool and reflect on progress made. In this way Liverpool Council can achieve a higher level of integration with their strategic directions and the actions that are needed to deliver better outcomes on the ground for the community.

### *Liverpool Economic Development Strategy 2013-2023*

Key ingredients in underpinning Liverpool's future growth will be land use planning that balances economic opportunities with environmental requirements, improved freight and passenger transport, continued investment in key infrastructure projects by public and private sector interests and a growing, trained workforce to support contemporary business needs.

The Economic Development Unit of Liverpool City Council will drive Council's economic development priorities of:

- Marketing Liverpool as the business destination of choice in South West Sydney for business and investment
- Working with existing businesses in Liverpool by assisting them to link to programs and services delivered by the Commonwealth and NSW Governments that help these firms grow, innovate and improve their competitiveness
- Targeting the attraction of new job generating business investment to Liverpool, with a focus on the area's competitive advantages in health, education and medical research, distribution and logistics, professional services, retail and construction
- Activating the City Centre and developing vibrant places that attracts residents, visitors and workers to Liverpool
- Working with prospective and existing local employers to create local employment and self-employment opportunities
- Building community awareness and ownership of activities that strengthen Liverpool's economic base
- Working with the Commonwealth and NSW governments to advocate for infrastructure and services in the Liverpool local government area commensurate with Liverpool's regional city status.

In this context, one can understand the importance of increasing Liverpool's housing stock in a way that offers a diverse mix of dwelling types that can attract people to the area to take advantage of employment opportunities.

### *Residential Strategy 2008*

The purpose of this strategy was to establish the direction for housing Liverpool's population over the next 25 years and identify opportunities to accommodate residential development in the LGA. A balanced approach between developing new release areas and redeveloping existing areas is considered to be the best means of providing a mix of housing types and locations to meet the needs of residents.

The main strategies recommended for Liverpool's residential land over the next 25 years were as follows:



- Consolidate medium density residential zones to areas around activity centres (200m- 800m) and major transport nodes and down-zone fringe areas.
- Introduce new high density residential zone nodes adjacent to main town centres and major transport nodes.
- Encourage modest affordable private housing types within medium density zones, particularly around main town centres at Liverpool, Moorebank, Casula, Miller and Green Valley.
- Group all high density residential zones (including mixed-use residential) into one zone and utilise additional uses and development standards to create distinctive characters.

Introduce new location specific development standards (minimum lot size, floor space ratio and building height) to respond to specific capacity or existing or desired urban characters of different areas.

The Strategy notes the importance of increased density in residential zones. The specific actions contained within the Strategy are largely relevant to the proposal as it will see a residential area characterised by low density rural dwellings consolidated to provide an increase in both housing density and mix to the locality.

## 4. outline of demographics

### 4.1. Introduction

The outline of demographics consists of data drawn from the Australian Bureau of Statistics, specifically the 2011 and 2016 Census data and the Socio-Economic Indexes for Areas (SEIFA) Score.

The statistical analysis aims to provide an understanding of the socio-demographic context of the surrounding area, with the following indicators used to form the basis of the analysis:

- Population
- Indigenous residents
- Ancestry
- Employment status and industry sector of employment
- Age profile
- Household income
- Housing Type
- SEIFA Score

An understanding of the socio-demographic context can provide insight into the possible characteristics and needs of the development's future community and assist the planning to take account of, and respond to, the surrounding social conditions. This will support opportunities for the proposed land uses, and the new community itself, to integrate, both physically and socially with the surrounding area.

This chapter also includes an outline of key existing community facilities in the surrounding areas. Understanding existing facility provision and capacity and the identification of any gaps, has informed the assessment of social issues, benefits and impacts in the following sections of this report.

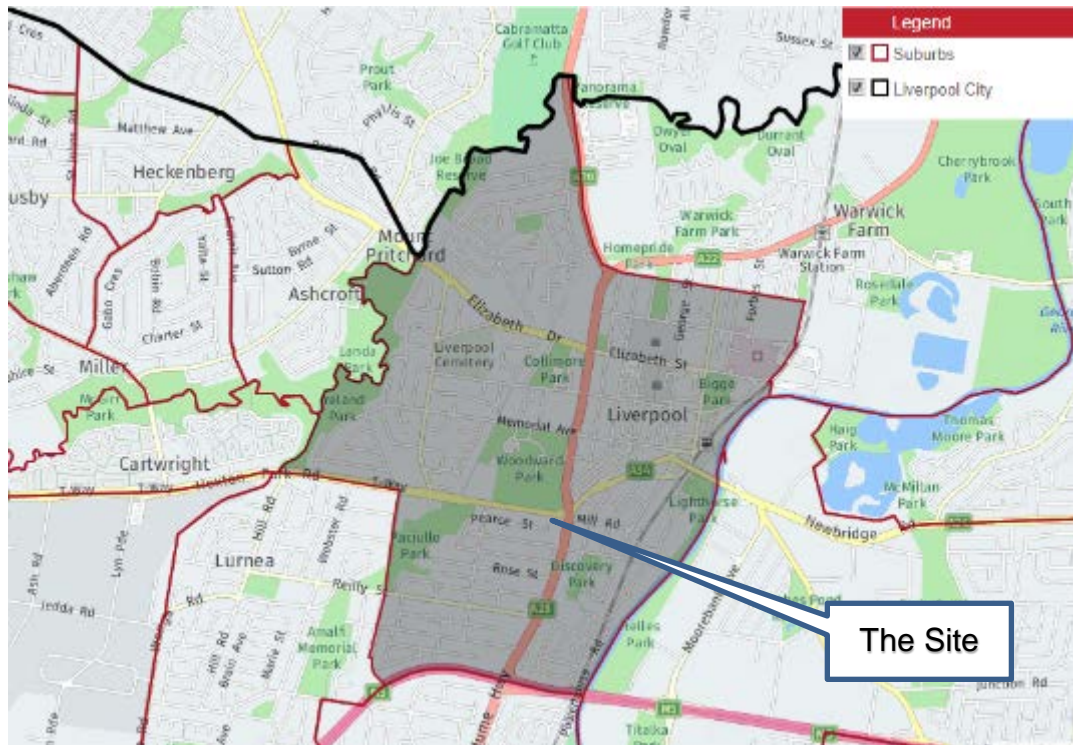
### 4.2. Census Data

The following population profile is based on data from the ABS Census' of 2011 and 2016 and includes the Greater Sydney Area, the Liverpool LGA (refer to Figure 4.1) and the ABS Small Area of Liverpool (refer to Figure 4.2). The Small Area comprises a number of Statistical Areas, including SA1 1159850, which is the smallest statistical collection area and in which, the Site is located. Not all data from the 2016 has been processed at the time this report was prepared and accordingly, the Small Area of Liverpool has been used for the purposes of this assessment.

According to the 2016 Census, this Small Area has a population of 28,597 people (ABS Estimated Resident Population or ERP), a land area of just 639 hectares and a population density of 44.74 persons per hectare, as opposed to 212,232 people



**Figure 4.2 | ABS Small Area – Liverpool (the Study Area)**



(source - <http://profile.id.com.au/liverpool>)

**Figure 4.3 | The Site in Relation to Surrounding Statistical Areas**



(source: <http://atlas.id.com.au/Liverpool>)



**Figure 4.4 | The Site within Statistical Area SA1159850**



(source - <http://profile.id.com.au/liverpool>)

### **4.3. Population**

The Liverpool Small Area had a Usual Resident Population at the 2016 Census of 27,568 residents, up from 24,005 residents in 2011. In the Liverpool Small Area, 49.8% were males while 50.5% were females. In comparison, the LGA had a population of 212,232 people at the 2016 census of which 49.6% were male and 50.4% were female.

SA 1159850, upon which the Site is located in, had a population of 386 residents at the 2016 census, up from 344 residents in 2011. Although a breakdown of the percentage of males and females is not available from the ABS, it is expected to be in keeping with the LGA and Small Area breakdowns, given the trends evidenced.

As shown in the following tables, Table 4.1.1 identifies the current Liverpool LGA population statistics, while Table 4.1.2 examines those statistics for the Study Area.

**Table 4.1.1 | Liverpool LGA Population**

Liverpool LGA	2016			2011			Change
Population group	Number	%	Greater Sydney %	Number	%	Greater Sydney %	2011 to 2016
Males	101,351	49.6	49.3	89,322	49.6	49.2	+12,029
Females	102,975	50.4	50.7	90,820	50.4	50.8	+12,155
Aboriginal and Torres Strait Islander population	3,012	1.5	1.5	2,680	1.5	1.2	+332
Australian citizens	168,369	82.4	79.5	152,251	84.5	82.5	+16,118
Eligible voters (citizens aged 18+)	120,458	59.0	60.0	108,152	60.0	62.4	+12,306
Population over 15	158,027	77.3	81.3	137,902	76.6	80.8	+20,125
Employed Population	83,908	92.5	94.0	74,563	93.0	94.3	+9,345
Overseas visitors (enumerated)	1,467			825			+642

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016 (Usual residence).  
Compiled and presented in profile.id by [.id](#), the population experts.

**Table 4.1.2 | Study Area Population**

Study Area	2016			2011			Change
Population group	Number	%	Liverpool City %	Number	%	Liverpool City %	2011 to 2016
Males	13,457	49.8	49.6	11,813	49.2	49.6	+1,643
Females	13,638	50.5	50.4	12,192	50.8	50.4	+1,446
Aboriginal and Torres Strait Islander population	249	0.9	1.5	270	1.1	1.5	-21
Australian citizens	17,851	66.1	82.4	16,999	70.8	84.5	+853
Eligible voters (citizens aged 18+)	13,239	49.0	59.0	12,559	52.3	60.0	+680
Population over 15	21,397	79.2	77.3	18,989	79.1	76.6	+2,408
Employed Population	8,522	88.4	92.5	7,526	88.3	93.0	+996
Overseas visitors (enumerated)	287			134			+153

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016 (Usual residence).  
Compiled and presented in profile.id by [.id](#), the population experts.

According to the NSW Department of Planning and Environment's (DoP&E 2014) dwelling and population projections, the number of people living in the Liverpool LGA was expected to increase at an annual rate of approximately 2.1% from 188,100 in 2011 to 211,200 in 2016 and 236,950 people by 2031 (Note is made that the DoP&E's population counts differs from those provided by the ABS). In comparison, the NSW State Average Growth Projection between 2011-2016 is 1.31%.

The current social environment of Liverpool reveals a strong growth in population that is almost double the State Average. The evident residential increase forms a greater demand for housing and services within the Liverpool LGA. As a result, the proposed development provides the area with additional forms of appropriate housing, close to the Liverpool CBD, without removing the potential for commercial and retail activities to occur.

#### **4.4. Indigenous Residents**

At the 2016 Census, the Indigenous population in the LGA was 3012 or 1.5% of the total population, representing an increase of 332 Indigenous residents from 2011 to 2016. In terms of the Study Area, the 2016 Census identified 249 Indigenous residents or 1.5% of the total population, representing an decline of 21 Indigenous residents from 20011 to 2016.

People who predominantly identify with the Cabrogal Clan of the Darug Aboriginal Nation and the comprise the bulk of the local Aboriginal population. The Cabrogal Clan occupied the Liverpool area although the land was also accessed by peoples of the Tharawal and Gandangara Nations.

Within Liverpool, there are a number of Aboriginal Sites that consist of art works, markings and culturally significant sites. The Site is not located on or within immediate proximity to any key Aboriginal Sites. The development per se will not have any significant adverse impacts on the local Aboriginal community.

#### **4.5. Ancestry**

Ancestry is a good measure of the total size of cultural groups within an area, regardless of where they were born or what language they speak.

As shown in the following tables, Table 4.2.1 identifies the current Liverpool LGA ancestry statistics, while Table 4.2.2 examines those statistics for the Study Area.

**Table 4.2.1 | LGA Ancestry**

Top 10 Place of Origin	2016			2011			Change
Ancestry	Number	%	Greater Sydney %	Number	%	Greater Sydney %	2011 to 2016
Australian	33,880	16.6	23.5	33,030	18.3	25.7	+850
English	28,624	14.0	25.3	26,991	15.0	25.8	+1,633
Italian	13,608	6.7	4.2	12,930	7.2	4.2	+678
Indian	13,238	6.5	4.0	10,395	5.8	2.9	+2,843
Lebanese	12,193	6.0	3.3	9,270	5.1	3.2	+2,923
Vietnamese	10,726	5.2	2.2	7,286	4.0	1.8	+3,440
Chinese	10,468	5.1	10.1	7,645	4.2	8.2	+2,823
Irish	7,510	3.7	8.6	6,768	3.8	8.3	+742
Iraqi	6,244	3.1	0.5	3,460	1.9	0.3	+2,784
Serbian	5,971	2.9	0.6	5,685	3.2	0.6	+286

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016. Compiled and presented in profile.id by [.id](#), the population experts.

**Table 4.2.2 | Study Area Ancestry**

Top 10 Place of Origin	2016			2011			Change
Ancestry	Number	%	Liverpool City %	Number	%	Liverpool City %	2011 to 2016
Indian	2,617	9.7	6.5	2,111	8.8	5.8	+506
Australian	2,475	9.1	16.6	2,236	9.3	18.3	+240
English	2,212	8.2	14.0	1,991	8.3	15.0	+221
Serbian	2,077	7.7	2.9	2,380	9.9	3.2	-303
Iraqi	2,043	7.5	3.1	1,565	6.5	1.9	+478
Chinese	1,103	4.1	5.1	898	3.7	4.2	+206
Vietnamese	991	3.7	5.2	711	3.0	4.0	+280
Lebanese	988	3.6	6.0	1,020	4.3	5.1	-32
Arab not further described	811	3.0	1.4	570	2.4	1.0	+241
Italian	763	2.8	6.7	798	3.3	7.2	-35

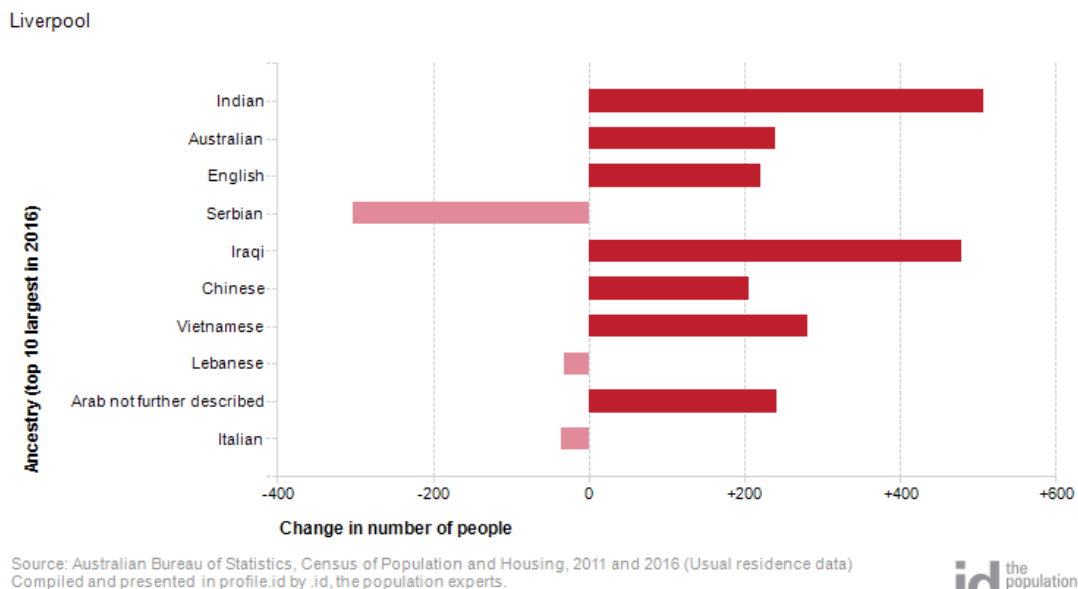
Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016. Compiled and presented in profile.id by [.id](#), the population experts.

In 2011, the ancestry of the Study Area was predominantly of Serbian, Australian, Indian, English, Iraqi and Lebanese origin (in decreasing order). This changed in the 2016 census to people predominantly of Indian, Australian, English, Serbian, Iraqi and Chinese origin, however, there were significant changes to the composition of the Study Area, as shown in Figure 4.4 below. The Study Area showed a significant increase in the number of people of Indian and Iraqi origin with a moderate increase in people of Vietnamese, Arabic, Australian, Other Middle-



Eastern, English and Chinese origin, as well as a significant decrease in people of Serbian origin. A modest decline in people with a Polish, Sudanese, Lebanese, Italian and Bosnian origin is also evident.

**Figure 4.4 | Change in Ancestry – Study Area, 2011 – 2016**



The statistics also demonstrate that the Study Area had, in comparison to the wider LGA:

- A larger percentage of people with Serbian ancestry (7.7% compared to 2.9%)
- A larger percentage of people with Iraqi ancestry (7.5% compared to 3.1%)
- A smaller percentage of people with Australian ancestry (9.1% compared to 16.6%)
- A smaller percentage of people with English ancestry (8.2% compared to 14.0%)

#### 4.6. Employment

The Study Area maintains a moderate of employment at 88.4%, however this is lower than that for the Liverpool LGA and Greater Sydney region at 92.5% 94% respectively. Unemployment for the Study Area (at 11.6%) was somewhat higher than the LGA and Greater Sydney Region, which were at 7.5% and 6%, respectively. Tables 4.3.1 and 4.3.2 below reveal the employment status of the Study Area in the context of the LGA and Greater Sydney regional level.

**Table 4.3.1 | Employment Status - Liverpool LGA**

Liverpool LGA	2016			2011			Change
Employment status	Number	%	Greater Sydney %	Number	%	Greater Sydney %	2011 to 2016
Employed	83,908	92.5	94.0	74,563	93.0	94.3	+9,345
Employed full-time	55,766	61.5	61.2	50,801	63.3	62.0	+4,965
Employed part-time	25,852	28.5	30.9	21,236	26.5	30.1	+4,616
Hours worked not stated	2,290	2.5	1.9	2,526	3.1	2.1	-236
Unemployed (Unemployment rate)	6,765	7.5	6.0	5,629	7.0	5.7	+1,136
Looking for full-time work	3,753	4.1	3.2	3,535	4.4	3.3	+218
Looking for part-time work	3,012	3.3	2.9	2,094	2.6	2.4	+918
<b>Total labour force</b>	<b>90,673</b>	<b>100.0</b>	<b>100.0</b>	<b>80,192</b>	<b>100.0</b>	<b>100.0</b>	<b>+10,481</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016. Compiled and presented by [.id](#), the population experts.

**Table 4.3.2 | Employment Status – Study Area**

Study Area	2016			2011			Change
Employment status	Number	%	Liverpool City %	Number	%	Liverpool City %	2011 to 2016
Employed	8,522	88.4	92.5	7,525	88.3	93.0	+996
Employed full-time	5,504	57.1	61.5	5,143	60.3	63.3	+361
Employed part-time	2,732	28.3	28.5	2,102	24.7	26.5	+630
Hours worked not stated	285	3.0	2.5	280	3.3	3.1	+5
Unemployed (Unemployment rate)	1,123	11.6	7.5	1,001	11.7	7.0	+121
Looking for full-time work	622	6.5	4.1	671	7.9	4.4	-48
Looking for part-time work	500	5.2	3.3	330	3.9	2.6	+170
<b>Total labour force</b>	<b>9,645</b>	<b>100.0</b>	<b>100.0</b>	<b>8,527</b>	<b>100.0</b>	<b>100.0</b>	<b>+1,118</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016. Compiled and presented by [.id](#), the population experts.

Within the labour force, health care and social support (14.9%), followed by the manufacturing sector (10.5%), construction (9.9%), then retail (10%), are the most

common employment industries within the Study Area, as opposed to health care (11.4%), followed by Retail Trade (10.1%), Construction (9.9%), then the manufacturing sector (9.3%) and transport/ logistics (7.8%) within the LGA. This is demonstrated in Tables 4.4.1 and 4.4.2 below.

**Table 4.4.1 | Industry Sector - Liverpool LGA**

<b>Liverpool LGA</b>	<b>2016</b>			<b>2011</b>			<b>Change</b>
<b>Top 5 Industry Sectors</b>	<b>Number</b>	<b>%</b>	<b>Greater Sydney %</b>	<b>Number</b>	<b>%</b>	<b>Greater Sydney %</b>	<b>2011 to 2016</b>
Health Care and Social Assistance	9,586	11.4	11.6	7,560	10.1	10.9	+2,026
Retail Trade	8,459	10.1	9.3	7,786	10.4	9.8	+673
Construction	8,346	9.9	8.2	6,333	8.5	7.1	+2,013
Manufacturing	7,786	9.3	5.8	10,411	14.0	8.5	-2,625
Transport, Postal and Warehousing	6,557	7.8	5.0	5,857	7.9	5.3	+700
<b>Total employed persons aged 15+</b>	<b>83,907</b>	<b>100</b>	<b>100</b>	<b>74,568</b>	<b>100</b>	<b>100</b>	<b>+9,339</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016. Compiled and presented by [.id](#), the population experts.

**Table 4.4.2 | Industry Sector – Study Area**

<b>Study Area</b>	<b>2016</b>			<b>2011</b>			<b>Change</b>
<b>Top 5 Industry Sectors</b>	<b>Number</b>	<b>%</b>	<b>Liverpool City %</b>	<b>Number</b>	<b>%</b>	<b>Liverpool City %</b>	<b>2011 to 2016</b>
Health Care and Social Assistance	1,271	14.9	11.4	999	13.1	10.1	+272
Manufacturing	897	10.5	9.3	1,201	15.7	14.0	-304
Construction	872	10.2	9.9	706	9.2	8.5	+166
Retail Trade	854	10.0	10.1	784	10.3	10.4	+69
Inadequately described or not stated	646	7.6	6.5	362	4.7	3.4	+284
<b>Total employed persons aged 15+</b>	<b>8,516</b>	<b>100</b>	<b>100</b>	<b>7,640</b>	<b>100</b>	<b>100</b>	<b>+876</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016. Compiled and presented by [.id](#), the population experts.

The decline in the levels of employment within manufacturing is evidenced by the overall diminishing of the sector within Australia as a whole and a divergence of other industrial built forms, dominated by warehouse and logistics-based development. Employment within the health care, construction and education sectors all expanded within the LGA between 2011 and 2016, with a significant growth in those “Inadequately described or not stated”. The Census data does not provide at the present point in time, any further insights into the types of responses provided in this category.

#### 4.7. Occupation

The 2016 Census revealed that as a whole, the three most popular occupations in the LGA consisted of Professionals (17%), Clerical and Administrative Workers (16.1%) and Technicians and Trades Workers (14.6%). This is similarly reflected in the Study Area, with Technicians and Trades Workers (16%), Professionals (16%) and Labourers (13.6%). This is shown in Figure 4.5 below.

**Figure 4.5 | Occupation of Employment – Study Area, 2016**



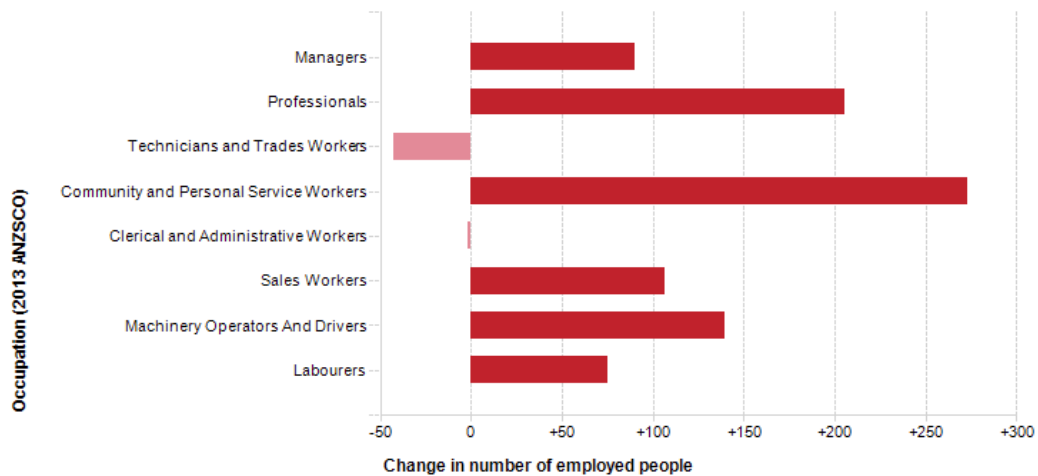
Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016. Compiled and presented by [.id](#), the population experts.

Likewise, the greatest area of growth in occupations was led by the Community and Personal Service Workers, followed by Professionals. Not surprisingly, the number of Technicians and Trades Workers decreased in step with the wider decline in manufacturing across the LGA. This is also shown in Figure 4.6 below.



**Figure 4.6 | Change in Occupation of Employment – Study Area, 2011 – 2016**

Liverpool - Total employed persons



Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016. Compiled and presented by [.id](#), the population experts.

#### 4.8. Age Profile

The Census population of the Liverpool LGA in 2016 was 204,319, living in 62,926 households with an average household size of 3.2 people. In comparison, the census population of the Study Area in 2016 was 27,046 living in 10,046 dwellings with an average household size of 2.77 people.

The Study Area is predominantly populated by couples with children and single-person households. The couples with children represent the greatest age group with 3,142 people (33.1%) and singles with 1,928 people (20.3%) of the local population. All categories except visitor only households increased in the Study Area with the “Other not classifiable households” experiencing the largest increase of 376 people. The Study Area is consistent with the wider LGA and Greater Sydney Average with Couples with children the largest household type (45.7% of the population in the LGA), followed by Couples without children (16.4%). Across the LGA, visitor only households likewise showed a slight decline.

In terms of age structure, the 2016 Census data shows that the Study Area had a higher proportion of pre-schoolers and those in post-retirement than the remainder of the LGA. In the context of the LGA against the Greater Sydney area, the LGA also had a higher proportion of pre-schoolers and a lower proportion of those in post-retirement. The Age profile is demonstrated in Tables 4.5.1 and 4.5.2 below.

**Table 4.5.1 | Age Profile - Liverpool LGA**

<b>Liverpool LGA</b>	<b>2016</b>			<b>2011</b>			<b>Change</b>
<b>Service age group (years)</b>	<b>Number</b>	<b>%</b>	<b>Greater Sydney %</b>	<b>Number</b>	<b>%</b>	<b>Greater Sydney %</b>	<b>2011 to 2016</b>
Babies and pre-schoolers (0 - 4)	15,611	7.6	6.4	14,085	7.8	6.8	+1,526
Primary schoolers (5 - 11)	21,704	10.6	8.8	19,806	11.0	8.7	+1,898
Secondary schoolers (12 - 17)	17,992	8.8	6.9	16,680	9.3	7.4	+1,312
Tertiary education and independence (18 - 24)	20,427	10.0	9.6	17,890	9.9	9.5	+2,537
Young workforce (25 - 34)	29,760	14.6	16.1	26,390	14.6	15.4	+3,370
Parents and homebuilders (35 - 49)	43,473	21.3	21.1	40,163	22.3	21.9	+3,310
Older workers and pre-retirees (50 - 59)	24,934	12.2	12.2	20,912	11.6	12.2	+4,022
Empty nesters and retirees (60 - 69)	16,456	8.1	9.5	13,243	7.4	9.0	+3,213
Seniors (70 - 84)	11,679	5.7	7.5	9,419	5.2	7.2	+2,260
Elderly aged (85+)	2,283	1.1	2.0	1,554	0.9	1.8	+729
<b>Total</b>	<b>204,319</b>	<b>100.0</b>	<b>100.0</b>	<b>180,142</b>	<b>100.0</b>	<b>100.0</b>	<b>+24,177</b>

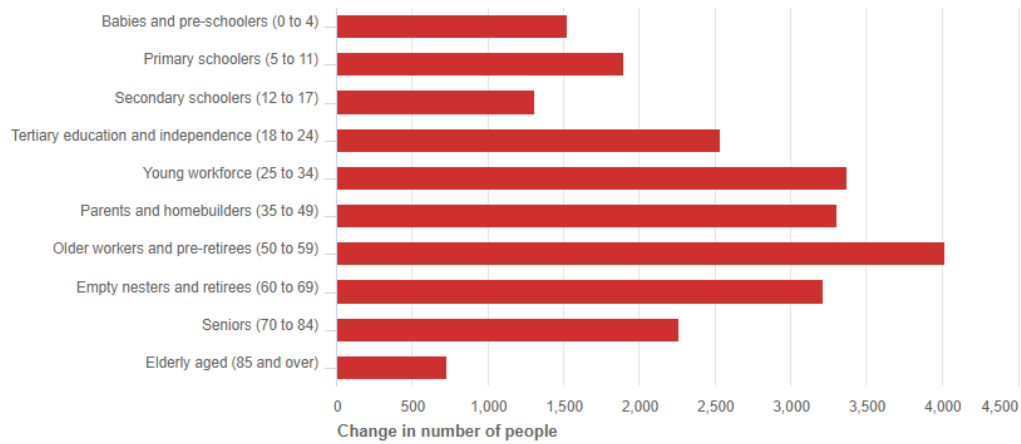
Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016. Compiled and presented by [.id](#), the population experts.

**Table 4.5.2 | Age Profile – Study Area**

<b>Study Area</b>	<b>2016</b>			<b>2011</b>			<b>Change</b>
<b>Service age group (years)</b>	<b>Number</b>	<b>%</b>	<b>Liverpool City %</b>	<b>Number</b>	<b>%</b>	<b>Liverpool City %</b>	<b>2011 to 2016</b>
Babies and pre-schoolers (0 - 4)	2,316	8.5	7.6	2,063	8.6	7.8	+253
Primary schoolers (5 - 11)	2,466	9.1	10.6	2,211	9.2	11.0	+255
Secondary schoolers (12 - 17)	1,776	6.6	8.8	1,740	7.2	9.3	+36
Tertiary education and independence (18 - 24)	2,558	9.4	10.0	2,329	9.7	9.9	+230
Young workforce (25 - 34)	4,852	17.9	14.6	4,349	18.1	14.6	+503
Parents and homebuilders (35 - 49)	5,660	20.9	21.3	4,927	20.5	22.3	+732
Older workers and pre-retirees (50 - 59)	2,995	11.1	12.2	2,714	11.3	11.6	+281
Empty nesters and retirees (60 - 69)	2,242	8.3	8.1	1,837	7.7	7.4	+405
Seniors (70 - 84)	1,842	6.8	5.7	1,546	6.4	5.2	+296
Elderly aged (85+)	382	1.4	1.1	284	1.2	0.9	+98
<b>Total</b>	<b>27,094</b>	<b>100.0</b>	<b>100.0</b>	<b>24,005</b>	<b>100.0</b>	<b>100.0</b>	<b>+3,089</b>

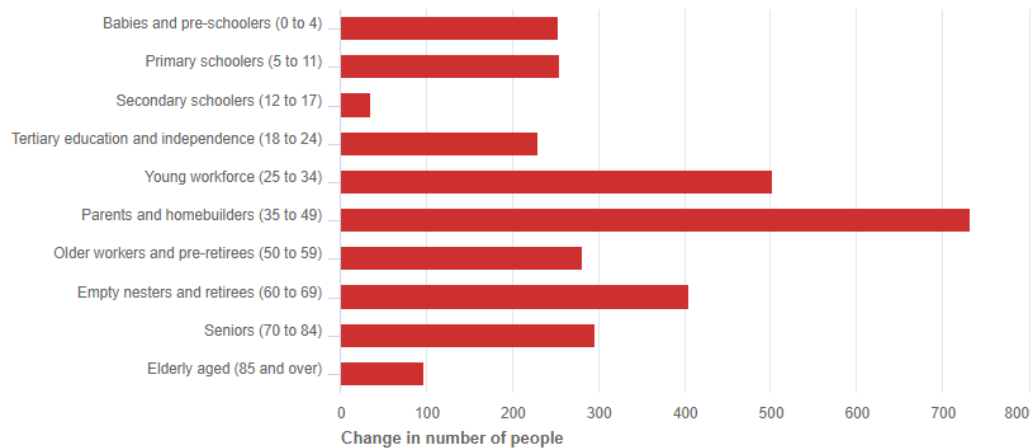
The change in age structure between the last two census periods is also of relevance with the Parents and Homebuilders making a significant increase, as shown in Figures 4.7 and 4.8 below.

**Figure 4.7 | Change in Age Structure – LGA, 2011 – 2016**



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 and 2016 (Usual residence data). Compiled and presented in profile.id by .id, the population experts.

**Figure 4.8 | Change in Age Structure – Study Area, 2011 – 2016**



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 and 2016 (Usual residence data). Compiled and presented in profile.id by .id, the population experts.

#### 4.9. Household Income

Household income is a representation of the labour force participation rates, individual incomes and household composition. Details of the Household Incomes for both the LGA and the Study Area are provided in Tables 4.6.1 and 4.6.2, respectively below.

Analysis of household income levels in the Study Area in 2016 compared to the Liverpool LGA shows that there was a smaller proportion of high income households (those earning \$2,500 per week or more) and a higher proportion of low income households (those earning less than \$600 per week). Overall, 8.6% of the households earned a high income and 24.2% were low income households, compared with 22.5% and 15.9% respectively for Liverpool City.



**Table 4.6.1 Liverpool LGA Weekly Household Income**

<b>Liverpool LGA</b>	<b>2016</b>		
<b>Weekly income</b>	<b>Number</b>	<b>%</b>	<b>Greater Sydney %</b>
Neg/Nil Income	913	1.5	1.9
\$1 - \$149	446	0.8	0.7
\$150 - \$299	1,213	2.1	1.8
\$300 - \$399	1,626	2.8	2.4
\$400 - \$499	3,100	5.3	4.9
\$500 - \$649	2,090	3.5	3.4
\$650 - \$799	3,749	6.4	5.5
\$800 - \$999	3,678	6.2	5.4
\$1,000 - \$1,249	4,574	7.7	6.9
\$1,250 - \$1,499	4,280	7.2	6.4
\$1,500 - \$1,749	3,656	6.2	5.6
\$1,750 - \$1,999	3,499	5.9	5.5
\$2,000 - \$2,499	6,628	11.2	11.1
\$2,500 - \$2,999	4,554	7.7	7.1
\$3,000 - \$3,499	3,002	5.1	5.1
\$3,500 - \$3,999	2,108	3.6	5.3
\$4,000 - \$4,499	1,186	2.0	2.7
\$4,500 - \$4,999	977	1.7	2.6
\$5,000 - \$5,999	845	1.4	2.7
\$6,000 - \$7,999	515	0.9	2.5
\$8,000 or more	114	0.2	0.3
Not stated	6,284	10.6	10.2
<b>Total households</b>	<b>59,037</b>	<b>100.0</b>	<b>100.0</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2016. Compiled and presented in profile.id by [.id](#), the population experts.

**Table 4.6.2 Study Area Weekly Household Income**

<b>Study Area</b>	<b>2016</b>		
<b>Weekly income</b>	<b>Number</b>	<b>%</b>	<b>Liverpool City %</b>
Neg/Nil Income	161	1.9	1.5
\$1 - \$149	69	0.8	0.8
\$150 - \$299	266	3.2	2.1
\$300 - \$399	374	4.5	2.8
\$400 - \$499	668	8.0	5.3
\$500 - \$649	470	5.7	3.5
\$650 - \$799	750	9.0	6.4
\$800 - \$999	748	9.0	6.2
\$1,000 - \$1,249	854	10.3	7.7
\$1,250 - \$1,499	726	8.7	7.2
\$1,500 - \$1,749	513	6.2	6.2
\$1,750 - \$1,999	475	5.7	5.9
\$2,000 - \$2,499	695	8.4	11.2
\$2,500 - \$2,999	348	4.2	7.7
\$3,000 - \$3,499	165	2.0	5.1
\$3,500 - \$3,999	125	1.5	3.6
\$4,000 - \$4,499	29	0.3	2.0
\$4,500 - \$4,999	23	0.3	1.7
\$5,000 - \$5,999	6	0.1	1.4
\$6,000 - \$7,999	12	0.1	0.9
\$8,000 or more	0	0.0	0.2
Not stated	823	9.9	10.6
<b>Total households</b>	<b>8,309</b>	<b>100.0</b>	<b>100.0</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2016. Compiled and presented in profile.id by [.id](#), the population experts.

By comparison, the analysis of household income levels in the LGA compared to Greater Sydney shows that there was a smaller proportion of high income households (those earning \$2,500 per week or more) and a higher proportion of low income households (those earning less than \$600 per week). Overall, 22.5% of the households earned a high income and 15.9% were low income households, compared with 28.3% and 15.1% respectively for Greater Sydney.

#### 4.10. Housing Demographics

Details of the dwelling structure for both the LGA and the Study Area are provided in Tables 4.7.1 and 4.7.2, respectively below. The residential built form often reflects market opportunities or planning policy, such as building denser forms of housing around public transport nodes or employment centres.

**Table 4.7.1 | Liverpool LGA Dwelling Structure**

LGA	2016			2011			Change
Dwelling type	Number	%	Greater Sydney %	Number	%	Greater Sydney %	2011 to 2016
Separate house	48,531	73.7	55.0	43,448	73.8	58.9	+5,083
Medium density	9,091	13.8	20.3	8,884	15.1	19.7	+207
High density	7,692	11.7	23.5	6,348	10.8	20.7	+1,344
Caravans, cabin, houseboat	75	0.1	0.3	52	0.1	0.2	+23
Other	114	0.2	0.5	51	0.1	0.4	+63
Not stated	388	0.6	0.4	52	0.1	0.1	+336
<b>Total Private Dwellings</b>	<b>65,891</b>	<b>100.0</b>	<b>100.0</b>	<b>58,835</b>	<b>100.0</b>	<b>100.0</b>	<b>+7,056</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016. Compiled and presented by [.id](#), the population experts.

**Table 4.7.2 | Study Area Dwelling Structure**

Study Area	2016			2011			Change
Dwelling type	Number	%	Liverpool City %	Number	%	Liverpool City %	2011 to 2016
Separate house	2,878	28.7	73.7	3,146	34.6	73.8	-268
Medium density	1,771	17.7	13.8	1,558	17.2	15.1	+213
High density	5,324	53.2	11.7	4,327	47.6	10.8	+996
Caravans, cabin, houseboat	3	0.0	0.1	0	0.0	0.1	+3
Other	19	0.2	0.2	27	0.3	0.1	-9
Not stated	21	0.2	0.6	23	0.3	0.1	-2
<b>Total Private Dwellings</b>	<b>10,016</b>	<b>100.0</b>	<b>100.0</b>	<b>9,083</b>	<b>100.0</b>	<b>100.0</b>	<b>+933</b>

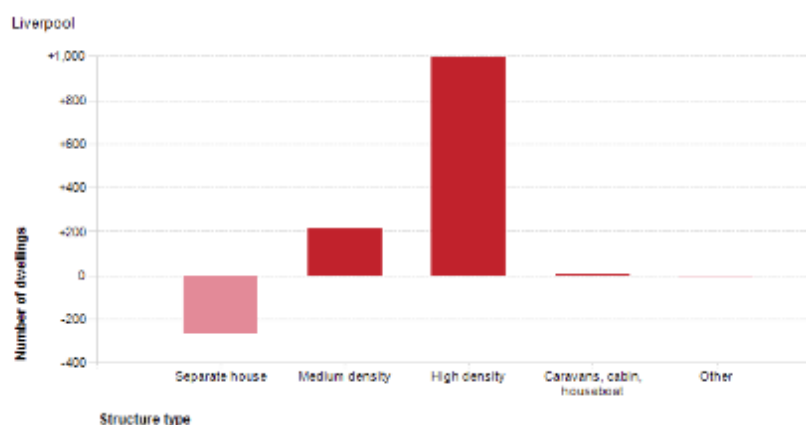
Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016. Compiled and presented by [.id](#), the population experts.

In 2016, of the 65,891 dwellings in the LGA, 73.7% (48,531) were separate houses, followed by medium density dwellings at 13.8% of the housing stock (9,091 dwellings) and 11.7% as high density units (7,692 units). These dwelling types increased between the 2011 and 2016 census period at a rate of 5,083 dwellings; 207 units and 1,344 units respectively. Despite the increase in higher density forms of housing, the detached dwellings remain the dominant type of housing being built. This is not consistent with the types of dwellings across Greater Sydney, where some 58.9% of dwellings between the Census periods were detached houses, 19.7% were medium density and 20.7% were high density units.

Analysis of the types of dwellings in the Study Area in 2016 shows that only 28.7% of all dwellings were separate houses; 17.7% were medium density dwellings, and 53.2% were in high density dwellings, compared with 73.7%, 13.8%, and 11.7% in the Liverpool City respectively. Most significant over the two census periods was the degree of change, which is shown in Figure 4.9 below. Figure 4.9 shows a significant decline in the number of separate houses and a marked increase in high density housing, which can be attributed to the redevelopment of the Liverpool City Centre and its periphery.



**Figure 4.9 | Change in Dwelling Structure – Study Area, 2011 – 2016**



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 and 2016 (Enumerated data)  
Compiled and presented in profile.id by .id, the population experts.

Housing Tenure data also provides insights into an area's socio-economic status as well as the role it plays in the housing market. Table 4.8.1 below provides a breakdown of housing tenure within the Liverpool LGA, while Table 4.8.2 provides a similar breakdown for the Study Area.

**Table 4.8.1 | Liverpool LGA Housing Tenure**

LGA	2016			2011			Change
Tenure type	Number	%	Greater Sydney %	Number	%	Greater Sydney %	2011 to 2016
Fully owned	14,193	22.6	27.7	12,949	22.9	29.1	+1,244
Mortgage	23,566	37.5	31.5	22,510	39.9	33.2	+1,056
Renting	18,964	30.1	32.6	16,429	29.1	30.4	+2,535
Renting - Social housing	4,505	7.2	4.6	4,593	8.1	5.0	-88
Renting - Private	14,161	22.5	27.6	11,542	20.4	25.0	+2,619
Renting - Not stated	298	0.5	0.4	294	0.5	0.5	+4
Other tenure type	433	0.7	0.8	301	0.5	0.8	+132
Not stated	5,769	9.2	7.4	4,280	7.6	6.5	+1,489
<b>Total households</b>	<b>62,925</b>	<b>100.0</b>	<b>100.0</b>	<b>56,469</b>	<b>100.0</b>	<b>100.0</b>	<b>+6,456</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016. Compiled and presented by [.id](#), the population experts.

In 2011, there were a larger proportion of Liverpool residents who were purchasing a dwelling, at 37.5%, with renters at 30.1% and those having a mortgage next at 22.6% of residents, with a small, but noticeable loss of the number of people living in social housing. The number of residents in private rental accommodation experienced the greatest amount of change, increasing by 2,619 people since 20011. This could possibly be attributed to the similar increase in the number of medium and high density dwellings built between since 2011.

**Table 4.8.2 | Study Area Housing Tenure**

Study Area	2016			2011			Change
Tenure type	Number	%	Liverpool City %	Number	%	Liverpool City %	2011 to 2016
Fully owned	1,501	15.9	22.6	1,572	18.2	22.9	-71
Mortgage	1,793	19.0	37.5	2,017	23.3	39.9	-224
Renting	4,655	49.4	30.1	3,964	45.9	29.1	+691
Renting - Social housing	632	6.7	7.2	680	7.9	8.1	-48
Renting - Private	3,986	42.3	22.5	3,212	37.1	20.4	+774
Renting - Not stated	37	0.4	0.5	72	0.8	0.5	-36
Other tenure type	33	0.4	0.7	53	0.6	0.5	-21
Not stated	1,432	15.2	9.2	1,037	12.0	7.6	+395
<b>Total households</b>	<b>9,417</b>	<b>100.0</b>	<b>100.0</b>	<b>8,646</b>	<b>100.0</b>	<b>100.0</b>	<b>+771</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011 and 2016. Compiled and presented by [.id](#), the population experts.

The Study Area also showed a slightly different pattern in tenure to that of the Liverpool LGA, with the numbers of people renting increasing by 774 people, while those with a mortgage or with a fully owned dwelling decreasing by 224 and 71 people respectively, suggesting increased urban consolidation and detached dwellings replaced by higher density housing. Overall, 49.4% of the population were renting while 19% were purchasing a dwelling and 15.9% owned their dwelling, compared with 30.1%, 37.5% and 22.6% respectively for Liverpool City. The largest change between the two census years in housing tenure occurred in the number of people with a mortgage. The Study Area also showed a pattern of

loss in the number of people who owned their dwelling outright, lived in social housing or other tenure types.

With respect to “housing stress” (the negative impacts for households with insufficient income to secure adequate housing), an analysis of the monthly housing loan repayments and rental payments of households in Liverpool City compared to Greater Sydney and the Study Area shows the following key elements emerging:

#### Mortgages:

- There was a smaller proportion of households paying high mortgage repayments (\$2,600 per month or more) within the LGA than the Greater Sydney Region, as well as a smaller proportion of households with low mortgage repayments (less than \$1000 per month);
- Within the Liverpool LGA, 30.6% of households were paying high mortgage repayments and 16.4% were paying low repayments, compared with 36.5% and 17.3% respectively in Greater Sydney;
- The Study Area, in comparison to the Liverpool LGA had a smaller proportion of households paying high mortgage repayments (\$2,600 per month or more), and a larger proportion of households with low mortgage repayments (less than \$1000 per month);
- There were 13.1% of households in the Study Area that were paying high mortgage repayments and 25.4% were paying low repayments, compared with 30.6% and 16.4% respectively in the Liverpool LGA.

#### Rents:

- Analysis of the weekly housing rental payments of households within the Liverpool LGA compared to Greater Sydney shows that there was a smaller proportion of households paying high rental payments (\$450 per week or more) and a larger proportion of households with low rental payments (less than \$250 per week) in the LGA;
- Within the Liverpool LGA, 29.7% of households were paying high rental payments and 23.3% were paying low payments, compared with 48.1% and 16% respectively in Greater Sydney.
- The Study Area, in comparison to the Liverpool LGA had a smaller proportion of households paying high rental payments (\$450 per week or more), and a smaller proportion of households with low rental payments (less than \$250 per week);
- 14.5% of the households in the Study Area were paying high rental payments and 14.5% were making low payments, compared with 29.7% and 23.3% respectively within the Liverpool LGA.

All of these factors indicate an evident demand for affordable housing within both the LGA, as well as the Study Area, with opportunities for larger contributions towards the overall housing stock through consolidation and redevelopment of

mixed use zones and the Liverpool City Centre and greenfield development still available.

#### **4.11. SEIFA Scores**

Socio Economic Indexes for Areas (SEIFA) is a suite of four indexes drawn by the Australian Bureau of Statistics from the 2011 and 2016 Census of Population and Housing as a summary measure to rank geographic areas across Australia in terms of their relative socio-economic advantage and disadvantage. Each social index summarises a slightly different aspect of the socio-economic conditions in an area and is given a score which measures how relatively 'advantaged' or 'disadvantaged' that area is compared with other areas in Australia.

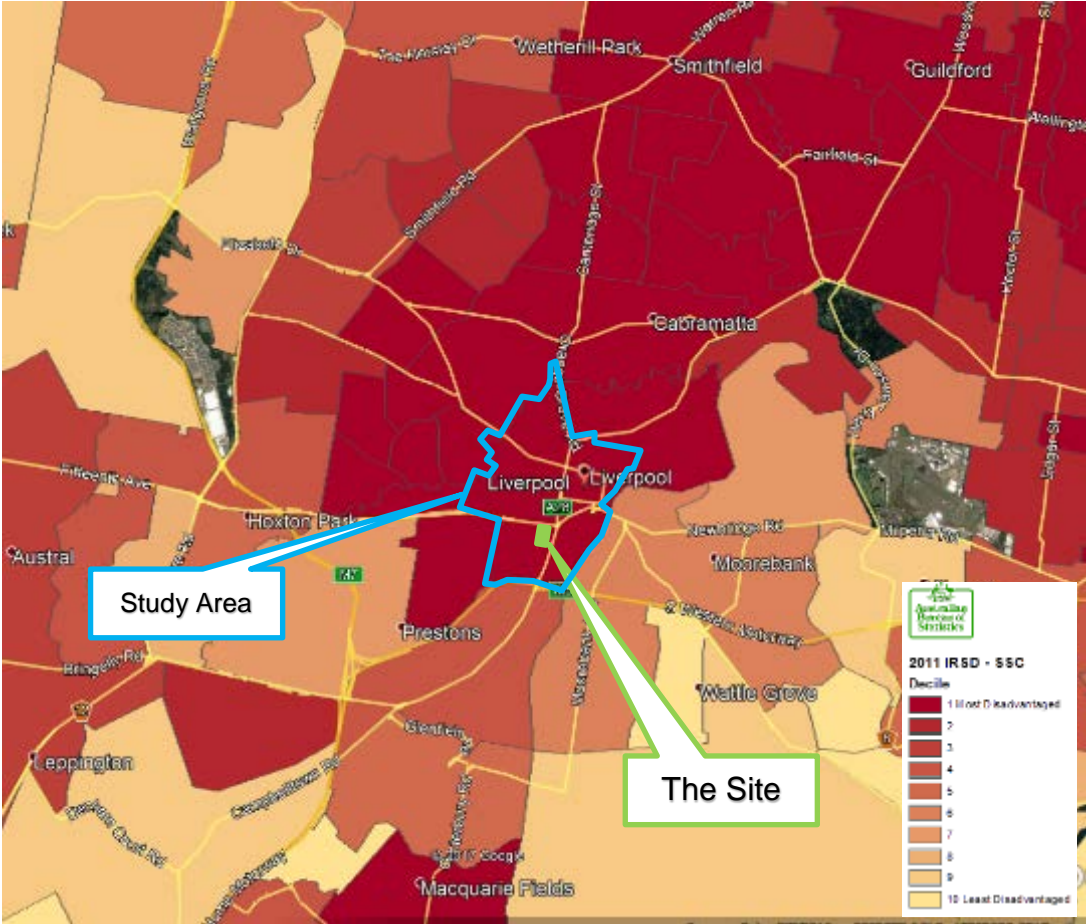
According to the SEIFA Index of Disadvantage, the Liverpool LGA had a score of 951.1 according to the ABS and was ranked 103<sup>rd</sup> out of 153 Councils in the State in 2011, falling to 1039 on 28 March 2013, against a State average of 1000.0 and a Greater Sydney Average of 1011.3. This has not been updated in the 2016 Census as yet, however this is not expected to change to any significant degree. The low SEIFA score means that Liverpool is significantly more disadvantaged in comparison to other areas within the State.

A more detailed analysis of the different Small Areas (SA) within the LGA reveals that the Study Area is the thirteenth-most disadvantaged with a score of 951 in 2016, with the Voyager Point-Pleasure Point SA having the least level of disadvantage, scoring 1,122, while the Miller SA had the lowest score of 695.7 and the greatest level of disadvantage. The low SEIFA score for both the LGA and the Study Area emphasises the need for both affordable housing and alternative forms of housing to the vernacular, which is identified in Section 6 below.

SEIFA Scores are also represented graphically in Figure 4.10 and 4.11 below. Figure 4.10 shows an extract from the Google Earth-based mapping files produced by the ABS (which replaces the Atlas of NSW – Social Inclusion maps). Figure 4.11 has been generated using the Social Atlas to demonstrate at a finer grain the level of relative disadvantage within the Study Area.

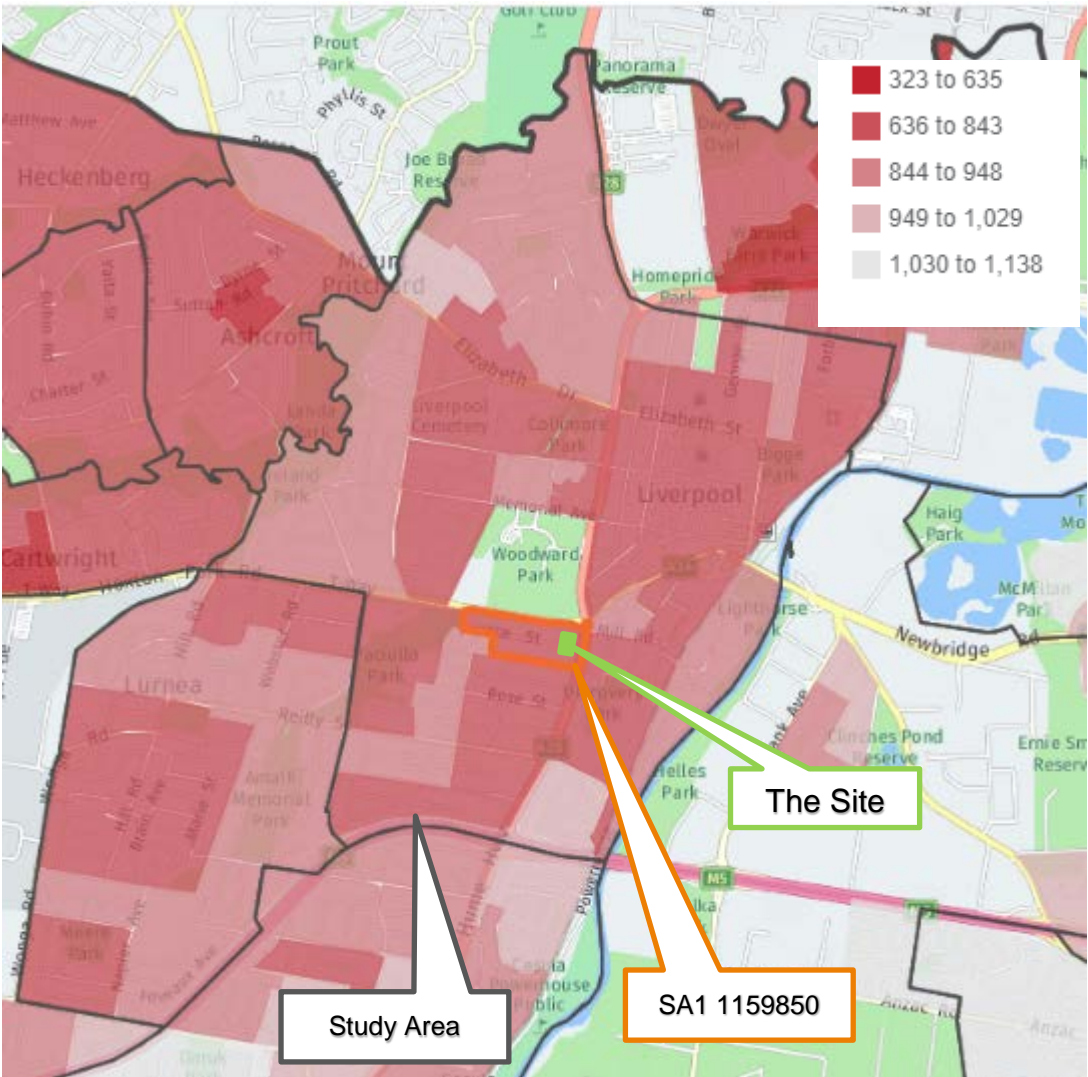


Figure 4.10 | Relative Social Disadvantage and SEIFA Score – Study Area



Source: Compiled using Google Earth Pro and ABS IRSD Datasets

**Figure 4.11 | Relative Social Disadvantage and SEIFA Score Within the Study Area**



Source: atlas.id.com.au/Liverpool

## 5. existing community resources

This section considers the provision and availability of existing community facilities, open space and other relevant facilities and services in the area surrounding the Study Area that could address some of the needs of the future residents of the Site.

### 5.1. Schools and Tertiary Education

There are a number of public, private and Catholic schools providing primary and secondary education within a 2.5 km radius of the site, including:

- Liverpool Public School
- Liverpool West Public School
- Mainsbridge School
- St Francis Xavier Primary School
- Liverpool Public School
- Ashcroft High School
- Marsden Road Public School
- All Saints Primary School and Catholic College
- Al Amanah College
- Liverpool Girls High School
- Lurnea High School, approximately 2.4km to the southwest

Additionally, there are a range of tertiary educational facilities within the same catchment area, including:

- TAFE NSW South Western Sydney Campus, Liverpool
- Western Sydney University – Liverpool Campus
- University of Wollongong, South Western Sydney Campus, Liverpool
- The Ingham Institute Clinical Skills and Simulation Centre (UNSW), Liverpool

Given the modest potential dwelling yield, it is anticipated that any additional numbers of children could be accommodated within the surrounding schools and tertiary facilities.

### 5.2. Childcare

There are a number of child care and early learning facilities within 2-4 kms of the site, including:

- Kids Castle Child Care Centre, Liverpool
- KU Liverpool AMEP Child Care Centre, Liverpool
- Young Achievers Early Learning Centre, Liverpool
- Creative Kiddies Child Care Centre, Lurnea
- Bright Vibes Early Learning Centre, Liverpool
- Fern Valley Child Care Centre, Liverpool
- Sunny Bunnies Family Daycare, Liverpool
- Jelly Bean Junction Childcare, Liverpool

- Star Academy Kids Learning Centre, Liverpool
- Summer Child Care, Liverpool
- Barakat Family Day Care, Liverpool
- KU Liverpool Preschool, Liverpool
- KU Marcia Burgess Autism Specific Early Learning and Care Centre, Liverpool
- Liverpool School for Early learning, Liverpool
- Little School Long Day Care, Liverpool
- Planet Kindy Long Day Care Centre, Liverpool
- Kinderland Academy, Liverpool
- Just Kids Learning Long Day Care Centre
- Websters Cottage Kindergarten, Lurnea
- Clovell Child Care and Early Learning Centre, Liverpool
- Happy Start Child Care, Liverpool

Given the relatively modest dwelling yield and the extensive number of facilities providing child care services, it is anticipated that any additional numbers of young children could be accommodated within the surrounding early learning and child care facilities. Vacancy rates within centres are difficult to determine without contacting each centre and vary continuously. When this has been done, in the author's experience some centres decline to provide accurate details, citing commercial or privacy concerns.

### **5.3. Community Services**

Community services as well as facilities operated by Liverpool City Council in closest proximity to the Site include:

- Liverpool Council Chambers and Administration Centre
- The Whitlam Leisure Centre
- Liverpool Library
- Liverpool Community Hall
- Inspire Community Youth Centre
- Hilda M Davis Citizens Centre
- Liverpool Community Centre
- Seton Recreational Hall
- Liverpool Mens Refuge – St Vincent De Paul Society
- Liverpool Cemetery and Crematorium
- Orange Grove Community Hall
- Casula Powerhouse Arts Centre
- Liverpool Regional Museum
- Liverpool Youth Accommodation Assistance Co.
- South West Women's Housing Inc.
- Global Islamic Youth Centre
- George Bates Hall
- Casula Community Centre



Most services are located within the nearby Liverpool CBD and its periphery, which has good public transport access and a large retail and commercial precinct, supported by a large healthcare campus. Community facilities such as public halls however tend to be spread out across the surrounding suburbs.

#### **5.4. Health**

Health services within the local area include the following:

- Liverpool Hospital
- Sydney Southwest Private Hospital
- South Western Day Surgical Centre
- Liverpool Eye Surgery
- Liverpool Emergency Dental
- Macarthur Audiology and Hearing Centre
- South Western Sydney Public Health Unit

There are also numerous medical centres providing general practice and specialist medical services, including rehabilitation and support services within and in close proximity to the Liverpool CBD.

#### **5.5. Religion**

Religious sites located in the surrounding locality of the Site are various, catering for a variety of faiths and denominations, including:

- Impact Church Liverpool
- Southwest Church (ACC)
- Macedonian Orthodox Church of the Presentation of the Theotokos
- Good Shepherd Catholic Church
- Hinchinbrook Uniting Church
- Living Grace Christian Church
- Freedom City Church
- Cabramatta Anglican Church
- Liverpool South Anglican Church
- St Mark's Anglican Church
- St Francis Xavier Catholic Church Lurnea
- Glad Tidings (Hindi)
- C3 Church Liverpool
- Lifegate Liverpool
- Open Heaven Church
- Cartwright Gospel Church
- St. Therese's Catholic Church Sadler
- St George and Prince Tadros Coptic Orthodox Church
- Serbian Orthodox Church of the Apostle Luke
- Liverpool Presbyterian Church
- Assembly of God Church of Samoa in Australia Warwick Farm

- All Saints Catholic Church Liverpool
- Church of God Villawood
- Church of Christ Moorebank
- The Crossroads Christian Centre
- WaYout Fellowship Church Liverpool
- The Potter's House Christian Church Liverpool
- St Luke's Anglican Church
- St Joseph Catholic Church
- New Life Christian Ministries
- Universal Church of the Kingdom of God
- St Raphael, Nicholas and Irene Liverpool Church
- Calvary Temple Assemblies of God
- Salvation Army Liverpool
- Living Waters Lutheran Church
- Milaadi Centre
- Lurnea Mosque Islamic House
- Mosque in Prestons
- MIA Masjid Imam Ahmad
- Warwick Farm Musallah

## **5.6. Sporting Clubs**

Also located nearby the site are a number of social and sporting clubs and facilities, often providing public bar and other social facilities, including:

- NSW Barefoot Water Ski Club
- Jim's Tennis Ranch
- Liverpool Rangers Soccer Club
- Hinchinbrook Sports Club
- The Liverpool Catholic Club
- The Greek Club
- Moorebank Liverpool District Hockey Club
- KMA Champion Martial Arts
- Cumberland Grove Country Club
- Moorebank Football Club
- PCYC Liverpool
- Liverpool City Netball Association
- Sportsworld Liverpool

## **5.7. Major Open Spaces and Parks**

The Site is in close proximity to a number of parks and open spaces containing both active and passive facilities, walking paths and playgrounds, with key facilities including:

- Paciullo Park/ Pearce Park

- Whitlam Leisure Centre, incorporating Hillier Oval, Bulldog Park, Barbara Long Park
- Discovery Park, which includes the Liverpool Regional Museum
- Lighthorse Park

## **5.8. Transport**

The Site is serviced by bus and road networks with the nearest train station being on the eastern side of the Liverpool CBD, approximately 1km away. Access to Liverpool Station is via private car or bus. The nearest bus stops to the Site are located approximately 85m to the west along Hoxton Park Road and are serviced by the following routes:

- 853 – Carnes Hill to Liverpool
- 869 – Ingleburn to Liverpool Station via Edmondson Park and Prestons

Additional bus stops are located on the Hume Highway at the intersection of Passefield Street (385m south of the Site), providing access to the following services:

- 851 – Carnes Hill Marketplace to Liverpool
- 852 – Carnes Hill Marketplace to Liverpool
- 855 – Rutleigh Park to Liverpool Via Austral and Leppington Stations
- 856 – Bringelly to Liverpool
- 857 – Narellan to Liverpool
- 865 – Casula to Liverpool
- 866 – Casula to Liverpool
- 870 – Campbelltown to Liverpool
- 871 – Campbelltown to Liverpool via Glenfield
- 872 – Campbelltown to Liverpool via Macquarie Fields

Bus and rail services will facilitate access to major employment opportunities in Campbelltown, Moorebank, Ingleburn, Parramatta, Liverpool and the City. Hoxton Park Road and the Hume Highway provide key road connections to the arterial road network consisting of the Hume Highway and the South West Motorway (M5).

## **5.9. Commerce and Industry**

The subject Site is located within close proximity to the key employment areas of Liverpool CBD, Moorebank and Prestons with Ingleburn, Minto and Campbelltown employment areas to the south. Further to the north are the employment areas of Whetherill park, Smithfield, Yennora, Villawood and Milperra to the east.

The Liverpool CBD is located in close proximity to the northeast providing a full range of commercial and retail outlets, including key anchor retailers within Westfield Liverpool. The CBD is supported by a range of service, retail and commercial activities located predominantly along the Hume Highway. Other nearby town centres include:

- Miller town centre approximately 3.3km to the west
- Casula Mall approximately 2.5km to the southwest
- Green Valley town centre approximately 5.1km to the west
- Bonnyrigg town centre approximately 5.4km to the northwest
- Cabramatta Town Centre approximately 4.2km to
- Carnes Hill town centre approximately 6.6km to the southwest
- Moorebank Town Centre approximately 2.9km to the east

The both the Yennora/ Smithfield employment area to the north and Ingleburn/ Minto employment area to the south are key industrial and warehousing centres within Sydney and are strategically important for employment. Given the proximity to significant employment generators and the proximity of the Site to public and private transport networks, the proposal will provide ground level commercial/ retail activities, as well as residential accommodation on the upper levels for a locally-employed workforce, promoting economic growth and prosperity for residents and the local economy.



## 6. social impact assessment

This section of the report primarily identifies the social impacts which may arise as a result of the proposal. Both negative and positive impacts have been considered, based on observations made during the desktop assessment, a physical inspection of the Site and surrounds and an analysis of the locality's socio-demographic profile. The key impacts of the proposed development are discussed below and where necessary, mitigation measures.

### 6.1. Strategic Assessment

There are a number of strategies in place which will benefit from the proposed development. The *Metropolitan Strategy, A Plan for Growing Sydney* contains a number of directions and actions aimed at accelerating housing supply and improving housing choice in urban renewal precincts, while at the same time promoting more jobs close to home. The Plan aims to reinvigorate key Sydney suburbs with a greater choice of homes linked to improved public transport, and access to shops, restaurants, parks and education and health services.

In addition to supporting specific actions regarding improved housing affordability and availability, the proposal will assist in achieving the housing targets set out in the West Central Subregion.

The proposed development is consistent with the Goals and Directions of the West Central Subregion in terms of:

- Seeks to provide more affordable housing options and improve housing supply by providing additional dwellings to the local market;
- Continue the focus for residential development with better housing choice, by providing a diversity of residential dwelling forms to meet the changing demographics of residents;
- Providing greater investment into the Liverpool CBD and Strategic Regional Centre through the provision of a mixed use development on site designated for such a purpose;
- Has the potential to contribute to affordable housing stock, housing that caters for people with a disability or is easily adapted to suit residents through different life stages to allow them to live longer in their local community; and
- Contributes to achieving the target of an additional new homes and jobs for the subregion by increasing densities in an existing CBD location.

It is important to note that while the Plan identifies Liverpool as a strategic regional centre, it does not identify any specific targets for commercial floorspace or jobs creation. This has a positive impact in that there is no direct policy direction that would prevent a mixed use building comprising both residential and commercial floor space from being developed on the Site.

## 6.2. Demographic Change

Although a changing demographic profile in itself is not necessarily detrimental in the context of urban consolidation and redevelopment, the particular aspects of it need to be understood in order to mitigate potentially adverse impacts or events. An analysis of the data provided in the 2011 and 2016 census' reveals the following trends relative to the Site and the proposal:

- The population in the Study Area is increasing at a rate that is almost double the State average. Most of the people moving to the area are employed although the LGA has a higher unemployment rate than the Greater Sydney Area.
- The density of the Study Area equates to 44.74 persons per hectare, which is significantly higher than that of the LGA, which is just 6.95 persons per hectare. This is due to the majority of the Study Area covering the Liverpool CBD where floor space ratios and building heights are greater and mixed used multi storey buildings containing residential apartments are both located and desired by Council.
- The overwhelming number of people lived in separate houses, however this was quickly changing with more high-density dwellings produced to meet the demands on a rapidly rising population between the two Census periods.
- More people in the Study Area are employed in the health care and allied social assistance sector as well as the construction industry and this continues to increase as the demand for housing and improved regional health facilities (Liverpool Hospital) continue to expand as the South West Growth Centre continues to expand and develop.
- The age profile indicates a relatively young population with couples with children and single person households being the largest cohorts while the parents and homebuilders (35-49 years of age) exhibited the greatest increase in numbers in the Study Area between the two Census periods. Average household size in the Study Area is also smaller than that of the remainder of the LGA, having an average of just 2.77 people.
- The majority of people living in the Study Area were low to middle income earners, with the supply of affordable housing considered a particularly strong desire, bearing in mind a relatively high degree of housing stress in both the mortgage and rental markets.
- The Study Area was still experiencing a high SEIFA score and relative level of disadvantage.

The expected population of the proposal is expected to be between 180 people (assuming an occupancy of 1 person per bedroom) and 360 people (assuming an occupancy of 2 people per bedroom). The proposal is expected to have a relatively modest increase in population in the context of both the LGA and Greater Sydney. In terms of the Study Area, an additional 180-360 people represents approximately 5%-10.7% (respectively) of the increase in overall population between the two

Census periods. This would not, in the context of the overall growth of the LGA, be seen as significant or lead to adverse demands on local services. The rate of change currently occurring and the socio-economic profile of the area indicates that the outcomes sought by the planning proposal would not be at odds with or undermine the quality of life anticipated for the future resident population or adversely affect the provision of services and facilities in the CBD.

Although a maximum of 360 people has been estimated, the low occupancy rate of 2.77 people per household infers the actual rate will be in the order of 249 people. This represents approximately 7% of the increase in population of the Study Area between the last two Census periods.

### **6.3. Noise**

There will be acoustic impacts arising from the development during the construction phase of the development. The EPA hours of operation and standards will be followed to ensure noise pollution is minimal. The Site is within a commercial / mixed use precinct and therefore any noise-related impacts will be within the limits anticipated for such a development.

### **6.4. Housing**

The development will potentially provide an additional 90 dwellings. The development will improve the diversity of housing in the area, by expanding the mix of housing types and subsequently improving social diversity. The Metropolitan Strategy has identified housing stress as a significant concern, particularly for lower income households. The development will provide alleviation of the stressed housing market as seen through the high number of residents in the Liverpool LGA and the Study Area currently renting, as observed through ABS data trends. Anecdotal evidence based on internet-based searches also indicate that attached dwellings within the locality are extremely limited.

The Council of Australian Governments outlined the ability of increasing housing supply to put downward pressure on housing prices under the Housing Supply and Affordability Report in August 2012. The provision of an additional 20 dwellings will support efforts to improve housing affordability, given the growth rate of the Study Area. In addition, the housing mix provided by the development will accommodate a variety of socio-economic groups, with the delivery of a variety of a form of dwelling not generally present due to the dominance of detached single dwellings.

### **6.5. Crime and Safety**

Crime and public safety is a necessary consideration in any urban redevelopment proposal however it is understood that Council has not requested a specific Crime Prevention Through Environmental Design (CPTED) assessment.

The nature of the proposal is in keeping with the adjoining residential areas and will not have any adverse impacts on the residents. The additional dwellings will however provide greater opportunities for passive surveillance from dwellings to the street and a greater level of activation in the surrounding area. The safety and security of the development proposes no significant adverse impact on social cohesion or integration.

#### **6.6. Community and Recreational Facilities/ Services**

The scale of the proposed development will have a modest impact on the local services and facilities in the Study Area and the wider community in general. The locality maintains good access to education, medical, religious sites, transport and community services, providing good amenity for residents.

The Site is within proximity to the Whitlam Leisure Centre and its various associated facilities and playing fields, which will be the closest local park for active and passive recreational activities and social interaction with other residents.

Section 94 developer contributions levied across the future residential development will also be available to Council to provide or augment community facilities to meet anticipated demands. Additionally, the Apartment Design Guide (ADG) requires a quantum of communal open space to be provided and accordingly, any development proposal would need to satisfy the ADG in this regard.

#### **6.7. Cultural Values/ Beliefs**

The development does not comprise any elements which may detract from the localities cultural values or beliefs of the existing or future populations. The development is not located on any key heritage or Indigenous sites and the proposal will remain consistent with the cultural principles of the community. The Site is supported by a wide range of social, cultural and spiritual facilities and groups for any future population.

#### **6.8. Community Identity and Connectedness**

The proposed rezoning will not have an adverse impact on community identity, cohesion or connectedness. If anything, any impacts will be positive. The development concept provides spaces (including landscaped areas and the paved driveway) that would allow people living on the Site to interact and connect with each other in a casual manner, to identify with each other as neighbours and develop a relationship. People on the Site will interact with each other by taking out or collecting their bins and the mail, by walking to their local park, shops or school and greeting each other, or through children playing in the driveway.

There is no requirement at this stage for a designated common open space area containing furniture and play equipment (as envisaged by the Apartment Design Guideline). The provision of opportunities for people to interact, connect and



develop a relationship can only result in a better level of social cohesion than that presented by the current industrial development, located behind a chain-wire fence.

There is no expectation that the proposed development or incoming residents would create friction within the community, once built. The Liverpool community is already one of great diversity across cultural backgrounds, age and income levels, household types, occupation and so on. It is likely that a portion of incoming residents will move from nearby areas and as such, would have similar broad characteristics to residents living elsewhere within the LGA or surrounding areas.

The proposed development will assist in evolving the community identity of the Study Area, as a safe, integrated and friendly neighbourhood. The residential redevelopment of the Site will also connect with the physical barrier created by Council in the form of the chicane, to control heavy vehicles in a residential neighbourhood. Also, as the housing mix within the development can cater for a variety of socio-economic groups, there will be an enhanced sense of community diversity enhancing the social capital of the wider area.

## **6.9. Construction impacts**

Following a rezoning, construction of the proposed development would be expected to create socio-economic impacts, such as noise, dust and vibration, heavy vehicle movements and possibly changes to local access and traffic delays. The size and location of the site would limit the potential for any temporary inconvenience for residents living adjacent to the site.

Construction is likely to be undertaken over a period of 1-2 years. Commencement and completion dates will be subject to Council consent and market conditions.

Standard construction environmental management practices and communication with neighbours about the timing and extent of inconvenience are general measures used to mitigate construction impacts. A construction management plan will be established for the duration of the demolition and construction phases.

## **6.10. Human Health**

In terms of whether the proposed rezoning will have an impact on human health, the answer is yes, however it will be a positive impact. The Site's noise, air quality and safety aspects will not comprise any detrimental concerns to the community. The development provides opportunities for both passive and active recreation in which people can interact with one another.

The Site is well connected to health facilities, employment opportunities within the local area, nature reserves and nearby facilities, which promotes physically active modes of transport.

## 6.11. Loss of Business Land

The rezoning will not lead to any significant loss of business lands given that the development concept retains ground floor commercial floor space. Further, both the current B6 Enterprise Corridor zone and proposed B4 Mixed Use zone contain a sufficient degree of overlap in terms of permissible uses. Table 6.1 below demonstrates the overlap between the two zones, with common uses highlighted. It is noted that both shop top housing and commercial premises are specifically permitted in both zones so the development of the Site for such a use is within normal expectations.

**Table 6.1 | Comparison of Permissible Land Uses**

Existing B6 Enterprise Corridor Zone	Proposed B4 Mixed Use Zone Showing Overlapping Land Uses
Building identification signs; Business identification signs; Business premises; Car parks; Commercial premises; Community facilities; Depots; Educational establishments; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Function centres; Garden centres; Hardware and building supplies; Helipads; Home businesses; Hotel or motel accommodation; Information and education facilities; Landscaping material supplies; Light industries; Liquid fuel depots; Multi dwelling housing; Passenger transport facilities; Places of public worship; Plant nurseries; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Roads; Service stations; Serviced apartments; Shop top housing; Storage premises; Transport depots; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres	Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Depots; Educational establishments; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Function centres; Helipads; Home businesses; Home industries; Hostels; Hotel or motel accommodation; Information and education facilities; Medical centres; Multi dwelling housing; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Service stations; Shop top housing; Tourist and visitor accommodation; Vehicle repair stations; Veterinary hospitals; Water recreation structures

As noted previously, there is no policy basis that would automatically preclude the consideration of the site for a larger building envelope or from being zoned the same as the adjoining development at 311 Hume Highway.

### **6.12. Social Equity**

The rezoning in itself will not prevent access to housing or employment for all members of society, regardless of life-stage, or level of ability, providing a range of unit sizes, styles and layouts. As the Site is currently vacant, existing employees will not be unemployed or displaced. Overall, the development has no significant impact on the social equity of the surrounding area.

### **6.13. The Need for the Proposal**

The low SEIFA score for both the Liverpool LGA and the Study Area (refer to the discussion above) emphasises the need for additional housing in general, as well as additional affordable housing, both within the LGA and the Study Area. This is further supported by information from the NSW Department of Family and Community Services, Centre for Affordable Housing, which indicates the following from 2012:

- Liverpool is growing at almost twice the rate of Greater Sydney, with a greater demand for both housing and employment.
- The Study Area has a higher degree of unemployment than the LGA and Greater Sydney so the planning proposal, which retains ground floor commercial space will not adversely affect employment opportunities, whereas the “retention of the Site in its current condition will not achieve this goal.
- There is an increasing need for housing within the Study Area to suit single person households and couples with children.
- The LGA has experienced an increase in the number of low-income households and the number of low-income renters between 2006 and 2011.
- There is a need for a variety of dwellings configurations to provide something other than detached housing to suit couples with children and single person households.
- The LGA has experienced a significant loss of affordable housing between 2006 and 2013 with high proportions of lower income private rental households in housing stress.
- The vast majority of dwellings in Liverpool are separate houses with homes overwhelmingly three bedrooms. The LGA has a low, but increasing proportion of medium and high density residential dwellings and the planning proposal will facilitate additional dwellings with good access to transport, facilities and services.

The Centre for Affordable Housing also notes that in 2012 within the West Central Subregion, Liverpool had the fourth highest number of Commonwealth Rent

Assistance (CRA) recipients and the third highest number of recipients in housing stress, as demonstrated in Table 6.2 below.

**Table 6.2 | West Central Sydney Subregion Housing Stress**

Area	Total CRA recipients 2012	CRA recipients in Housing Stress 2012	% in Stress
Auburn	5,441	2,943	54.1
Bankstown	10,518	5,191	49.4
The Hills	3707	1,788	48.2
Blacktown	15,894	6,177	38.9
Liverpool	6,351	3,117	49.1
Parramatta	10,171	4,939	48.6
Sydney SD	215,820	103,393	47.9

Source: Centre for Affordable Housing, NSW Department of Family and Community Services.

The proposal represents a modest effort to provide an alternative housing form to provide additional high density housing options in close proximity to work opportunities and transport linkages. The demographic data provided in section 4 of this report and the impact assessment above clearly demonstrates a need for the proposal.

The need for the proposal has also been justified in the Planning Proposal Report prepared by Willana Associates.

#### **6.14. Alternatives**

##### **Alternative 1 – Base Case - No Development**

The Site currently contains a vacant single storey commercial premises that appears to need some maintenance and repair. If the planning proposal was to not occur, the land owner would continue to look for a commercial/ light industrial tenant. The ongoing value of the Site for light industrial purposes is compromised, largely due to the access constraints and the proximity to residential properties. If the property remained vacant, it would eventually be targeted by vandals and become a dumping ground unless measures were taken to secure the property by way of fencing or hoardings. It would not make any positive economic or aesthetic



contribution to the surrounding area, making it a less-viable proposition to be occupied in its current form.

### Alternative 2 - New Occupation Only

The Site currently contains a vacant single storey commercial premises. Given that it is subject to an existing floor space ratio of 2.5:1 and building height limit of 24m under the LLEP 2008, the Site is underdeveloped in its present state. Although it is reasonable to expect that the Site would be redeveloped in some manner in the future, the existing premises could be let by a commercial activity, without any particular adverse social impacts. Eventually however, the Site will be redeveloped given its location, condition of the building and current level of underutilisation.

### Alternative 3 - Redevelopment – Compliant with Current Envelope Controls

As noted above, the Site is currently underutilised and has not been developed to achieve its optimum built form or economic use. This scenario assumes the existing building would be demolished and a new mixed use building containing ground level commercial activities with 6-7 storeys of residential development as shop top housing above. This scenario also assumes the mixed use development would be fully compliant with the applicable local and state planning controls that is consistent with the desired future character.

The potential benefits and disadvantages of this scenario are displayed in the matrix in Figure below.

### Alternative 4 - Rezoning and Redevelopment – New Envelope Controls

The Planning Proposal seeks to amend LLEP 2008 as follows:

- Rezone the Site from B6 Enterprise Corridor to B4 Mixed Use;
- Removal of the Site from the 'Key Site' on Key Sites Map KYS 10;
- Amend the maximum height of buildings for the Site to 50m, in accordance with the proposed mapping; and
- Amend the maximum floor space ratio for the Site to 5:1, in accordance with the proposed mapping.

This would enable a development comprising ground floor retail/ commercial uses with 90 residential apartments over 15-16 storeys, which would be more consistent with the adjoining development currently under construction on 311 Hume Highway. The potential benefits and disadvantages of this scenario are also displayed in the matrix in Table 5.2 below.

**Table 5.2 | Social Outcome and Impact Assessment Matrix for Development Options**

<b>Key:</b> ✗ N/A ✓ applies	Positive Effect/ Achieves Desired Outcome		Neutral Effect/ Outcome		Adverse Effect/ Does Not Achieve Desired Outcome	
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Social Outcome or Impact	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Assist Council achieve its residential targets under A Plan For Growing Sydney 2014	✓	✓	✓	✓
Provide additional variety to the local housing mix	✓	✓	✓	✓
Result in the loss of existing housing stock	✓	✓	✗	✗
Increase the supply of housing stock in immediately proximate to transport networks, employment opportunities/ hubs, community services and town centres	✓	✓	✓	✓
Provide more opportunities for designated affordable housing	✓	✓	✓	✓
Redevelop underutilised land to achieve desired urban consolidation outcomes reduce demand for new greenfields infrastructure and services	✓	✓	✓	✓
Development could have an adverse effect on perceived community and public safety	✓	✓	✗	✗
Provide new development in areas where recreation, social, spiritual and cultural services and facilities are available	✓	✓	✓	✓
Locate residential development in accessible areas that promote walking	✗	✗	✓	✓
Increase in local population	✗	✗	✓	✓
Change to population structure and community profile of the Study Area	✗	✗	✓	✓

Social Outcome or Impact	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Perceived risks of additional crime and antisocial behaviour due to proximity to the Collingwood Hotel	✓	✓	✓	✓
Development will encourage activation of the surrounding area through additional residents	✗	✗	✓	✓
Development will provide opportunities for residents/ employees to interact with one another to reinforce social cohesion	✓	✓	✓	✓
Development will minimise the impact on community structure (severance, cohesion, identity)	✗	✗	✓	✓
Development will adversely impact on the operational ability of childcare and educational facilities	✗	✗	✓	✓
Development will adversely impact on the needs of different social groups (i.e. children, youth, older people, indigenous people, people with a disability)	✗	✗	✓	✓
Development will result in gentrification and adverse changes to community character	✗	✗	✓	✓
Prolonged exposure of residents/ businesses to disruption due to noise, dust, vibration or traffic impacts during redevelopment	✗	✗	✓	✓
Development will result in the loss of commercial/ light industrial land	✓	✓	✓	✓
Development will result in the loss of existing jobs	✓	✓	✓	✓
Development will provide additional employment prospects	✗	✓	✓	✓

Overall, Alternative 4 (the Planning Proposal) will have clear and significant positive outcomes in terms of potential social impacts. Neither the retention of the Site in its current form or occupation for commercial activities will result in the desired future character for the area being achieved. These alternatives would at best, be only temporary and eventually, succumb to the pressure of redevelopment.

In terms of Alternative 3 – the case for development in accordance with the current planning controls and building envelope, the relationship between the Site and the approved redevelopment of 311 Hume Highway would still result in a disparate built form. The planning proposal is in keeping with the scale, intensity and built form outcomes envisaged by Council for this locality and the subject Planning Proposal will facilitate a better built form and transition to surrounding properties.

### **6.15. Mitigation Measures**

The nature of the proposal, its location and context mean that mitigation measures are minimal and would consist of the following:

- Activities involved in the demolition and remediation of the Site (if necessary) should be undertaken in accordance with the relevant Australian Standards, approved demolition and construction, as approved by Council and in accordance with the Protection of the Environment Operations Act and the NSW EPA's Industrial Noise Policy.
- All temporary traffic management activities should be undertaken in accordance with the specific conditions of approval from Council as part of the development assessment process.
- Standard construction environmental management practices, communication with neighbours about the timing and extent of inconvenience and a 'hotline' to answer questions and report concerns are general measures used to mitigate construction impacts.

Given that these mitigation measures are standard conditions of development consent that will be imposed by Council, a separate Social Impact Management Plan is not proposed. The preparation of such a Plan would merely duplicate the conditions that would ordinarily be imposed on any future development consent.



## 7. conclusion

The proposal is anticipated to impact on the surrounding area in terms of its social context; however these impacts are both anticipated and will not result in any significant adverse impacts on the social fabric of the surrounding area. Within several contexts these outcomes are positive, actively contributing to the overall wellbeing of the residents within the Study Area and the wider community. The development provides a range of positive social benefits, such as an increased local supply and form of housing, improved social cohesion within the community and contributing to the local economy and employment.

The location of the Site supports the provision of mixed use development, including residential accommodation. There is sufficient access to transport, essential services and employment, being located within close proximity to the Liverpool City Centre, transport interchange and hospital. In regard to the above analysis there is evidence of stress within the Liverpool rental market, with residents either renting or with a mortgage. With continued increases in house prices across Sydney for couples, families and single parent households, there remains a significant demand for accommodation of this nature.

The proposal offers a housing product that is in demand in the local area, without adversely impacting on the any groups of people. This, in conjunction with good access to supporting facilities and services, will make a positive contribution towards the social fabric and diversity of Liverpool, without impacting on the supply of commercial lands.

From an economic and employment perspective the development is favourable. There will be short term employment for local trade businesses during the construction phase. The proposal will also increase the population, resulting in growth for local business and commercial premises, particularly the commercial premises located within the immediate area of the development Site.

Strategically, Liverpool is a gateway to Southwestern Sydney, the South West Growth Centre and the Macarthur South Investigation Area, as well as lying within the strategic corridor linking to the future Western Sydney Employment Lands around Badgerys Creek. The South West Subregion also forms part of the central manufacturing hub for the Greater Metropolitan area. The proposed development will provide additional dwellings for future/ current employees, particularly those in the health and allied services sector, facilitating growth for the local economy and employment.

While there is always some potential for any new development to adversely impact the social fabric of an area and supporting social infrastructure, the proposal does not present in a way that any impacts will be significant or cannot be adequately mitigated. The proposal is not of a scale, nature or design that the available health, education, employment and other social support infrastructure and facilities would

be unable to cope or suffer a reduced level of service as a direct consequence of this development.

## 8. references

This SIA has been prepared having regard to a number of reference materials and internet resources. These documents and websites are listed below:

Australian Bureau of Statistics Data, 2016, 2011 and 2006 Census

Centre for Affordable Housing, NSW Department of Family and Community Services

Housing NSW (Undated), *Information on Liverpool Housing Market*. NSW Government

Liverpool Local Environmental Plan 2008

Liverpool Development Control Plan 2008

<http://housingstressed.org.au/2011/11/23/sydney-housing-stress-soars-top-5-housing-stressed-suburbs-revealed/>

<http://www.liverpool.nsw.gov.au/council/the-liverpool-area/about-liverpool-and-our-community>

Housing affordability, housing stress and household wellbeing in Australia authored by Steven Rowley and Rachel Ong for the Australian Housing and Urban Research Institute Western Australia Research Centre September 2012 AHURI Final Report No. 192

NSW Government 2014. *The Metropolitan Strategy - A Plan for Growing Sydney*

NSW Department of Planning and Environment (2015), *South West Subregion – Population, Household and Dwelling Projections (Factsheet)*, NSW Government

Vanclay, F. (2003). International principles for social impact assessment. *Impact Assessment and Project Appraisal*, 21(1), 5–11.

Vanclay, F., Esteves, A. M., Aucamp, I., & Franks, D. (2015). *Social Impact Assessment: Guidance for assessing and managing the social impacts of projects*. Fargo, ND: International Association for Impact Assessment.

Willana Associates (2017). *Social Impact Comment – 4-8 Hoxton Park Road, Liverpool*

Willana Associates (2017). *Planning Proposal Report – 4-8 Hoxton Park Road, Liverpool*

<http://www.planning.nsw.gov.au/Research-and-Demography/Demography/Population-Projections>

<http://profile.id.com.au/Liverpool>

<https://maps.six.nsw.gov.au/>

<https://www.google.com.au/maps>

<http://atlas.id.com.au/Liverpool>

<http://www.housing.nsw.gov.au/centre-for-affordable-housing/home>



# appendix a

social impact comment

SOCIAL IMPACT COMMENT INITIAL ASSESSMENT FORM:	
<b>Applicant's Details:</b>	<b>Owner's Details:</b>
<b>Name:</b>	<b>Name:</b>
Refer to DA Form for Applicant's details	Refer to DA Form for Owner's details
<b>Postal address:</b>	<b>Postal Address:</b>
<b>Email:</b>	<b>Email:</b>
Proposal Details:	
Lot Number and Registered Plan Number:	
Lot 1 in DP 860799	
Site Address:	
4-8 Hoxton Park Road, Liverpool	

Brief description of the development proposal:
<p>The Planning Proposal seeks to facilitate the development of a mixed use development comprising commercial premises and shop top housing at 4-8 Hoxton Park Road, Liverpool.</p> <p>The Planning Proposal seeks to amend Liverpool Development Control Plan 2008 (LLEP 2008) as follows:</p> <ul style="list-style-type: none"> <li>▪ Rezone land at 4-8 Hoxton Park Road, Liverpool from B6 Enterprise Corridor to B4 Mixed Use.</li> <li>▪ Removal of 4-8 Hoxton Park Road from the 'Key Site' on Key Sites Map KYS 10.</li> <li>▪ Amend the maximum height of buildings for 4-8 Hoxton Park Road, Liverpool to 50m.</li> <li>▪ Amend the maximum floor space ratio for 4-8 Hoxton Park Road, Liverpool to 5:1.</li> </ul> <p>The resultant building envelope will be 16 storeys in height with a total of 90 residential units above commercial uses at ground level.</p>

## 1. Population Change

**Will the development result in significant change/s to the local area's population (either permanently and / or temporarily)?**

Yes ☐

No ☒

***If yes, briefly describe the impacts below:***

N/A

***Describe your proposed mitigations of negative or enhancements of positive impacts below.***

The proposed development will consist of 90 new residential dwellings and commercial uses at ground level. The Liverpool (suburb) population, as at the 2016 Census, was 28,597 people living in 10,016 dwellings. Taking this and the context of development currently occurring in the surrounding locality into account, the proposed development will not result in a significant change to the population.

The population of Liverpool (suburb) grew by approximately 4,502 people (or by 15.74%) over the period since the 2011 and 2016 census dates. It is noted that the Liverpool Government Area is within the South West Subregion which is the fastest growing Subregion in Sydney and, as such, will continue to play a key role in providing housing and jobs for future residents.

## 2. Housing

**Will the proposal increase or reduce the quantity, quality, mix, accessibility and/ or affordability of housing?**

Yes ☒

No ☐

***If yes, briefly describe the impacts below:***

Yes. The proposed development will increase the quantity, quality, mix, accessibility and affordability of existing building stock of the area. The proposal consists of 90 additional apartments which will be a mix of studio, one, two and three bedroom configurations as per the requirements set out in the Apartment Design Guide (ADG). The proposed unit mix will designate a quantum of units that incorporate accessible layouts, in order to accommodate the changing requirements of residents and to meet the requirements of the ADG and Part 4, Section 6.1 of Council's DCP.

As it stands, the vast majority of dwellings in Liverpool are separate houses with homes overwhelmingly three bedrooms. Conversely, the LGA has a low proportion of studio and one bedroom dwellings. Consequently, there is a need for a variety of dwelling configurations in order to provide something other than detached housing to suit couples, single parent households and first time owners.

***Describe your proposed mitigations of negative impacts or enhancements of positive impacts below.***

The resulting mixed use development from the Planning Proposal will be consistent with the aims of the State Environmental Planning Policy 65 – Residential Apartment Development (SEPP 65) in that it will facilitate the effective delivery of new apartment developments, and will support a mix of housing and development types. In addition, the proposed mixed use development supports Council's DCP vision for the Liverpool City Centre as it will provide housing close to the City Centre while also activating the street with commercial uses at ground level. The development will improve the diversity of housing in the area, by expanding the mix of housing types and subsequently improving social diversity.

In terms of internal amenity of the development, the proposal will satisfy the relevant design criteria contained in the Apartment Design Guide (ADG). The proposal will also seek to satisfy the relevant design criteria contained in the ADG in terms of landscaped area, deep soil zones and solar access.

In addition, both Housing NSW and Australians for Affordable Housing cites the Liverpool LGA as having a high level of housing stress with an overall decline in private rental housing stock between the census periods of 2011 and 2016. The development will assist in the supply of new and diverse housing and therefore provide alleviation to the market.

### **3. Accessibility**

**Will the development improve or reduce physical access to and from places, spaces and transport?**

Yes ☒

No ☐

***If yes, briefly describe the impacts below:***

Aside from providing on-site car parking for residents and visitors, all dwellings will have access to regular bus services.

***Describe your proposed mitigations of negative impacts or enhancements of positive impacts below.***

The proposal enables access to public transport, pedestrian access and convenient methods of travel. The Site is located within 400m from 5 bus stops located on Hoxton Park Road, Macquarie Street and the Hume Highway. These stops are serviced by the 851, 852, 853, 855, 856, 857, 865, 866, 869, 870, 871 and 872 bus services, providing access to transport nodes in Parramatta, Cabramatta, Fairfield, Liverpool and Elizabeth Hills.

The main entrance to the building will front a public road at grade with the street, maximising convenience and continuous pedestrian access. The building envelope will seek to present as a continuous line along the street by providing the same setbacks as the approved Planning Proposal development at 311 Hume Highway.

It is noted that all future dwellings will be accessible by lifts which shall serve all levels of the development. In this way, the proposal itself will not prevent access to housing or



employment for all members of society, regardless of life-stage, or level of ability, as it will provide a range of unit sizes, styles and layouts. The proposal will not detract from the Site's physical access to transport and surrounding spaces.

#### 4. Community and Recreation Services / Facilities

**Will the development increase, decrease or change the demand or need for community, cultural and recreation services and facilities?**

Yes ☒

No ☐

***If yes, briefly describe the impacts below:***

The proposal will have a slight increase on the demand on the existing services, with an additional 90 dwellings. However, it is noted that the Site is serviced with all necessary public utility services including electricity, water and sewer and accordingly, there are no impediments to future residential development. The Site is not affected by flooding, bush fire, mine subsidence, acid sulfate soils, and as such, is suitable for and capable of, supporting residential development within the Liverpool City Centre in close proximity to services, facilities and high quality public transport.

***Describe your proposed mitigations of negative impacts or enhancements of positive impacts below.***

The scale of the proposed development will have a negligible impact on the local services and facilities in Liverpool, with the additional 90 dwellings. The subject site is well located in terms of existing services and will be able to utilise these facilities and services without resulting in negative impacts. The Section 94 Developer Contributions levied over the development will provide additional funding for council to maintain and enhance the existing services as required and the increased demand will not be significant enough to have any detrimental impacts.

There are a number of parks within walking distance of the site, including a significant track of parklands which run along Brickmakers Creek. Bulldog Park and Hillier Oval provide more formalised playing fields. The Whitlam Leisure Centre is located approximately 300m to the north of the site and provides swimming and gym facilities. The Liverpool Community Centre is located to the east of the site (approximately 250m) and is accessible via car, bike or public transport, this centre and provides a community meeting space. The centre currently runs the following services regularly:

- Playgroup
- Physical Culture Dance
- Dance/Drama
- Senior Citizens Support Groups.

In addition there are schools, hospitals and police services provided within Liverpool which will adequately service the site.

The Liverpool City Library is located approximately 1.4km to the north-east of the site and is accessible by walking, public transport, car and bike. The site provides a range library services. Educational facilities, medical services and other emergency services are located within Liverpool and the surrounding suburbs, which will adequately service the site.

The proposal will enhance the existing services by providing additional members of the community to contribute to the social capital. The proposed development will promote social cohesion, as dwelling structure and proximity, enable social interaction within a community, as opposed to detached, low-density housing.

## 5. Cultural and Community Significance

**Will the development impact on any items or places of cultural or community significance?**

Yes ☐

No ☒

*If yes briefly describe the impacts below.*

N/A

***Describe your proposed mitigations of negative impacts or enhancements of positive impacts below.***

The development does not comprise any elements which may detract from the locality's cultural values or beliefs of the existing or future populations. The development is not located on any key Heritage or Indigenous sites and the proposal will remain consistent with the cultural principles of the community.

It is noted however, that the proposal is located within proximity to the Collingwood Hotel, which is a heritage listed item (Item 88) and is considered to be of local significance according to LLEP 2008. Nonetheless, it is considered unlikely that the proposed development would result in any detrimental impacts to the heritage item. Immediately adjacent to the Collingwood Hotel site, is 311 Hume Highway, which has recently had a Planning proposal for multiple large towers approved.

## 6. Community Identity and Sense of Belonging

**Will the development strengthen or threaten opportunities social cohesion and integration within and between communities?**

Yes ☒

No ☐

*If yes briefly describe the impacts below.*

The built form of the development has been designed to encourage and strengthen social cohesion and integration, both with the new residents and the broader community.

***Describe your proposed mitigations of negative impacts or enhancements of positive impacts below.***

The design of the development enhances the opportunities for social cohesion and provides an improvement to the public and private domain. The design has been adopted to integrate with the streetscape. The proposal will provide an activated ground level streetscape with commercial uses that will promote a vibrant and social street life. The design of the development also provides opportunities for passive surveillance over the street from living rooms and balconies above.

On Site, the development includes a large communal open space area which will be landscaped to include seating areas and active spaces to encourage interaction between the residents. Moreover, the Site is well connected to existing health facilities, employment opportunities, nature reserves and nearby facilities, which promote social cohesion and integration within and between communities.

The Site is well located in terms of planned services and it is likely that the residents will utilise the pedestrian and cycling infrastructure to access wider areas, thereby increasing opportunities for social interaction as well as improving their health and well-being.

## **7. Health and well-being**

**Will the development strengthen or threaten opportunities for healthy lifestyles, healthy pursuits, physical activity and other forms of leisure activity.**

Yes ☒

No ☐

***If yes briefly describe the impacts below.***

The development is designed to strengthen opportunities for healthy lifestyles for the future residents, given the proximity to recreational facilities and public open spaces.

***Describe your proposed mitigations of negative impacts or enhancements of positive impacts below.***

There are clear opportunities for future residents to partake in incidental physical activity. The Site is located within the Liverpool City Centre. There are shared cycle and foot paths on the surrounding streets including Hoxton Park Road and further north along Elizabeth Street. It is likely that given that the development will incorporate bicycle parking and is well located in terms of services, cycling will be the preferred and easiest form of transport.

The Site is also well located in terms of significant areas of park lands, with both Bulldog Park and Pearce Park being within a 400m radius which is considered to be comfortable walking distance. In addition, the Whitlam Leisure Centre and Hillier Oval are located to the north, on the opposite side of Hoxton Park Road, and provide considerable recreational opportunities. There are also a number of specialty services provided also within 400m of the site.

Given the context of the Site, in close proximity to major services and the fact that there are a number of significant street with high traffic flows such as the Hume Highway (Copeland Street) and Memorial Avenue, it is likely that walking or catching public transport would be the

preferred method to meet the day to day needs of the residents. Furthermore, with the convenience of the abovementioned parks and recreational centres in such close proximity, future residents will be enticed to utilise these local facilities and thereby enjoy a healthy lifestyle.

## 8. Crime and safety

**Will the development increase or reduce public safety and opportunities for crime (perceived or actual crime)?**

Yes ☒

No ☐

***If yes briefly describe the impacts below.***

Yes. The proposal will increase public safety by providing a development which has been designed in accordance with CPTED principles, with increased opportunities for passive surveillance and activity on all street frontages and within the common open space.

***Describe your proposed mitigations of negative impacts or enhancements of positive impacts below.***

The proposal has been designed with the principles of CPTED in mind, as well as satisfying the guiding design principles encapsulated in the ADG. Incorporating commercial uses at ground level will activate the streetscape and encourage a vibrant street life. In addition, the proposal provides good passive surveillance from dwellings that will overlook the street.

All entrances to the buildings will be secure and visible from adjoining areas. There will be a clear demarcation of the public and private domain within the proposed buildings. The space will be well managed and maintained, with the body corporate responsible for ensuring that the landscaping will remain tidy and safe at all times, keeping the property secure and attending to any acts of vandalism or rubbish dumping, should they occur.

The proposal will not detract from public safety by providing a well-considered, modern development which addresses the CPTED principles.

## 9. Local Economic and Employment Opportunities

**Will the development increase or reduce the quantity and/or diversity of local employment opportunities (temporary or permanent)?**

Yes ☒

No ☐

***If yes briefly describe the impacts below.***

The proposal will provide short term employment throughout the construction of the development. At the end of the construction stage there will be long term employment through the proposed ground level commercial uses and there will also be long term accommodation in the form of studio, one, two and three bedroom apartments for future residents of the area.



***Describe your proposed mitigations of negative impacts or enhancements of positive impacts below.***

The development will provide short term employment for local contractors and businesses during the construction phase and long term employment prospects for staff at the proposed ground level commercial premises. The proposal will also increase the local population, which will in turn, contribute to the growth and viability of local business and commercial activities.

The proposed development will provide additional dwellings for future/ current employees of the area, facilitating growth for the local economy. The proximity of the Site to surrounding major suburbs (both planned and existing), as well as to Liverpool, Cabramatta and Moorebank industrial areas, will also be favourable for key workers in these areas.

## 10. Needs of Specific Population Groups

**Will the development increase or decrease inclusive opportunities (social, cultural, recreational, employment, governance) for groups in the community with special needs?**

Yes ☒

No ☐

***If yes briefly describe the impacts below.***

The proposed building will be designed to be accessible to all, without restricting access or excluding different groups within the community

***Describe your proposed mitigations of negative impacts or enhancements of positive impacts below.***

The proposed building will seek to meet the requirements of the ADG and, as a result, be designed to allow easy access for people with a disability to all levels. The proposed development will not exclude any community members or impede inclusive opportunities for residents.

## Sources of Information used in the preparation of this SIC include:

Housing NSW (Undated), *Information on Liverpool Housing Market*. NSW Government

<http://housingstressed.org.au/2011/11/23/sydney-housing-stress-soars-top-5-housing-stressed-suburbs-revealed/>

<http://www.liverpool.nsw.gov.au/council/the-liverpool-area/about-liverpool-and-our-community>

<http://www.liverpool.nsw.gov.au/planninganddevelopment/liverpools-planning-control/Liverpool-Development-Control-Plan-2008>

Liverpool City Community Profile (<http://profile.id.com.au/liverpool>), accessed on 10 October, 2017

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NSW Department of Planning and Environment (2015), *South West Subregion – Population, Household and Dwelling Projections (Factsheet)*, NSW Government

Willana Associates (2017), Planning Proposal Report – 4-8 Hoxton Park Road, Liverpool

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## Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Draft	Nathan Lord	Michael Brewer		Michael Brewer		21/10/2017
Final	Nathan Lord	Michael Brewer		Michael Brewer		12/12/2017

7 July 2017

Ms. Kiersten Fishburn  
General Manager  
Liverpool City Council  
Locked Bag 7064,  
Liverpool BC, NSW 1871

Attention: Bruce Macnee, Manager Strategic Planning - [MacneeB@liverpool.nsw.gov.au](mailto:MacneeB@liverpool.nsw.gov.au)

Dear Kiersten,

**Re: 4-8 Hoxton Park Road, Liverpool**

I understand that a planning proposal is to be submitted to Liverpool Council relating to the abovementioned property, seeking to enable its use for mixed use purposes, with retail/commercial activation at the building's lower levels.

The subject site is located at the corner of Gillespie Street and Hoxton Park Road, near the south-eastern junction of Hoxton Park Road and the Hume Highway.

Council has advised that such a proposal requires that consideration be given to the nature of intended commercial and retail uses, with regard for the types of uses that might be encouraged under the current B6 zoning and those under a B4 zoning.

MacroPlan Dimasi has been requested to provide a professional opinion as to:

- The proposed retail/commercial component of the project, specifically regarding its potential impact on adjoining properties (and the retail hierarchy); and
- The optimal use of the ground/lower floors – i.e. whether this should be commercial/retail or straight residential and whether there is a market justification for such.

I note that the site is somewhat constrained in a traffic sense although rimmed by other existing and approved retail/commercial premises (including the Collingwood Hotel). I also note that the adjoining site at the corner of Hoxton Park Road and the Hume Highway (311 Hume Highway) has been or is about to be rezoned for 'B4 Mixed Use' purposes, incorporating approximately 163m<sup>2</sup> of ground floor retail space.

MacroPlan Dimasi is a national property consultancy which specialises in understanding and quantifying retail land use. The opinion provided in this response is based on our company's experience in dealing with the use of retail/commercial floorspace in a range of different formats and locations.

I note that under the B6 zone, development for the following retail/commercial purposes are possible:

*Business premises; Commercial premises; Educational establishments; Entertainment facilities; Function centres; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Information and education facilities; Landscaping material supplies; Light industries; Plant nurseries; Recreation areas; Recreation facilities (indoor); Registered clubs;*

*Serviced apartments; Vehicle repair stations; Veterinary hospitals; and Warehouse or distribution centres.*

The range and scale of permitted uses under the B6 zoning is vast.

Under a B4 zoning, the following commercial/retail uses are permitted:

*Boarding houses; Child care centres; Commercial premises; Educational establishments; Entertainment facilities; Function centres; Hostels; Hotel or motel accommodation; Information and education facilities; Medical centres; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Tourist and visitor accommodation; Vehicle repair stations; and Veterinary hospitals.*

The range of commercial/retail uses permitted in a B4 zone is not substantially different from those permitted in the B6 Enterprise Corridor, except that boarding houses, child care, hostels, medical centres, and tourist/visitor accommodation are not permitted in the B6 zone.

Likewise, garden centres, hardware and building supplies, landscaping supplies, light industry, plant nurseries and warehouse/distribution centres are permitted in the B6 zone, but not in the B4 zone.

I note that the collective 'commercial premises' is permitted in both zones – this definition captures business premises, office premises and retail premises. Retail shops in the B6 zone are restricted to a GFA of 1,600m<sup>2</sup>. Development in the B4 zone must also comprise a non-residential use on the ground floor.

At face value, a ground floor residential use would appear to be a sub-optimal use for the ground floor, given traffic conditions, noise etc, and its relationship with adjoining land. A commercial/retail ground floor use is therefore a likely redevelopment outcome, whether compelled by a B4 zoning or not.

It is expected that on-site parking will be made available for any commercial/retail use, as the site would otherwise be difficult to access (i.e. no on street parking). GTA's independent traffic report has allowed for a full 1,000m<sup>2</sup> of lower level retail floorspace in its calculations of traffic impacts for the site. It finds that the traffic impacts of the site's development will not worsen the impacts associated with the development of the adjoining 311 Hume Hwy.

If the full 1,000m<sup>2</sup> were to be provided at ground level (or over, say, 2 levels), a range of common uses permitted in either the B6 or B4 zone would suit – including business, office or retail premises, educational premises, information facilities, or a veterinary facility.

I believe that the site is not suited to most of the permitted B6 land uses due to its constrained access – e.g. as an entertainment facility, a function centre, a large garden centre or hardware and building supply yard, a landscaping material supplies, a large plant nursery, a recreation area or indoor facility; a registered club, or a warehouse/distribution centre. Smaller versions of some of the B6 permitted uses may be suited, e.g. a small garden centres or hardware store, or a vehicle repair station, but these uses could fit within the commonly permitted 'commercial premises' definition.

On the other hand, some uses that are specifically permitted in the B4 zone (e.g. a boarding house, child care, hostel, or medical centre) would be suited at the site, providing facilities suited to, or services for, the surrounding residential catchment south of Hoxton Park Road.

The B6 Enterprise Corridor zone is intended to primarily accommodate large footprint land uses that are not easily located in town centres. Many of these uses are car-dependant and or require on-site loading and unloading space.



For the subject site, the range of smaller footprint land uses that are permitted in the B4 zone are, on the whole, more suited to the subject site as these are likely to serve a walkable catchment and/or not require large vehicle access. They can also benefit from the high exposure levels that are available at the subject site, but do not depend on high traffic levels to generate business.

MacroPlan recommends that the site's best commercial/retail use might involve:

- A 7-Eleven or convenience retail servicing residential development above and/or adjacent walkable catchment including hairdresser, newsagency, café, dry cleaners, etc.
- Other retail outlets including a 'small' lighting, bathware, flooring or carpet store etc – these could well fit a retail premises definition rather than require a 'bulky goods' definition to be allowed.
- A medical centre, allied health, language school or other educational facility (not being a school).
- A new format motor showroom.

In my opinion, these types of uses are more suited to a B4 zoning rather than a B6 zoning and are more likely to be provided in conjunction with the residential development of the site. The alternate range of business/retail uses currently permitted under the B6 zone are, in my opinion, sub-optimal.

The nominated uses could locate at the site without any adverse impact on Liverpool's established retail hierarchy, whether they singularly occupy the full 1,000m<sup>2</sup> that is available, or each occupied a part of it.

I trust that this information informs Council's deliberations in relation to the planning proposal.

Yours sincerely,



Wayne Gersbach  
**General Manager - NSW**



A U S T R A L I A N  
GEOTECHNICAL

**GEOTECHNICAL & ENVIRONMENTAL SERVICES**

PRELIMINARY SITE INVESTIGATION



**Prepared For:** Architecture Design Studio Pty Ltd  
**Address:** 8 Hoxton Park Road, Liverpool  
**Job No:** AG-173\_1  
**Date:** 16-05-17

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**Australian Geotechnical Pty Ltd**

ABN 27 611 088 192

Email: [info@austgeo.com.au](mailto:info@austgeo.com.au)

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## Executive summary

This executive summary presents a synopsis of the Preliminary Site Investigation (PSI) Assessment for 8 Hoxton Park Road, Liverpool.

The object of the PSI was to ascertain whether the site presents a risk to human health and/or the environment arising from any past/present activities at the site or neighboring properties. The scope of work included a documentary review together with preparation of this report.

A PSI was requested by Architecture Design Studio Pty Ltd to determine the potential for onsite contamination. This report shall provide a preliminary assessment of any site contamination and, if required, provide a basis for a more detailed investigation. At the time of the inspection (10<sup>th</sup> May 2017), the site was used for commercial purposes with associated car parking areas. The site is proposed for use as a mixed-use development comprising of residential and commercial spaces together with basement car parking.

Based on historical information reviewed, the site comprised of vacant land until receiving a residential cottage in the 40s, since then the site was developed in the 70s with a commercial structure constructed in conjunction with concrete/asphaltic concrete cover. Since being developed the land is likely to have been used for commercial purposes (motorcycle sales and hire store).

The potential for the site to be contaminated from on-site sources and off-site sources was considered by Australian Geotechnical Pty Ltd (AG). Based on the findings of our site inspection and site history review actual or potential contamination sources were identified as low in relation to the proposed development for the subject site.

The following areas were identified in the conceptual site model as areas of environmental concern;

- ) Potential importation of uncontrolled fill that may contain various contaminants;
- ) Car park areas where leaks and spills from cars may have occurred;
- ) Building degradation which includes potential lead and asbestos contamination.

Based on the finding of this investigation it is considered that the risk to human health and the environment associated with soil and groundwater contamination is low to moderate in relation to the proposed development for the subject site. The site can be made suitable for the proposed development, subject to the following recommendations

- ) Preparation of a Stage 2 (DSI) Environmental Site Assessment.
- ) Undertake council, work cover searches and address data gaps.



## 1.0 INTRODUCTION

### 1.1 Overview

AG have undertaken a Preliminary Site Investigation with as requested by Architecture Design Studio Pty Ltd at the site; 8 Hoxton Park Road, Liverpool. This report has been prepared to determine assess the suitability of the site for development based on its current condition and the findings of this investigation.

## 2.0 SCOPE OF WORK

The scope of works for this PSI includes:

- ) Review of the physical site setting and site conditions based on a site inspection, including research of the location of pits, spills, patches of discoloured vegetation, etc. (where applicable);
- ) Research and review of the information available, including previous environmental investigations, current and historical titles information, review of aerial photographs, groundwater bore searches, EPA notices, council records, anecdotal evidence, site survey and site records on waste management practices;
- ) Development of a preliminary Conceptual Site Model (CSM) to demonstrate the interactions between potential sources of contamination, exposure pathways and human/ecological receptors identified; and
- ) Recommendations for additional investigations should any data gaps be identified or possible strategies for the management of the site, where relevant.

This report was prepared with reference to the NSW Environment Protection Authority (EPA) "Guidelines for Consultants Reporting on Contaminated Sites" (2011).

## 3.0 SITE DESCRIPTION

The subject sites are rectangular, legally defined as Lot 1 (No 8) in Deposited Plan 860799. The site is bounded by Lot 71 DP1004792 to the east and south, Gillespie Street to the west with Hoxton Park Road situated to the north. The site measures approximately 35m along the Hoxton Park Road frontage and up to 47.7m deep, encompassing a total area of approximately 1,682m<sup>2</sup>.

At the time of the site inspection, the following observations were made:

- ) A commercial structure occupies the site, constructed mainly of metal cladding, brick and glass;
- ) Concrete slabs at the site were generally in good condition with minor cracks and heavy staining noticed;
- ) The site is approximately 95% concrete/asphaltic concrete covered;
- ) No access was available to the internals of the existing structure;

- ) No surface standing water was noticed at the site; and
- ) There were no indicators of underground storage tanks within the site.

#### **4.0 SITE GEOLOGY**

The 1:100,000 scale Geological Series Map of the Penrith region indicates that the subject site is underlain by Rwm Minchinbury Sandstone of the Wianamatta Group and generally comprises of *fine to medium grained quartz lithic sandstone*

#### **5.0 SITE HISTORY**

In order to ascertain the site history, a documentary review of past and present land use at the subject site and the surrounding area has been undertaken as follows:

##### **5.1 Previous Land Use and Review of Historical Photographs**

Aerial Photographs were obtained by this office from the NSW Department of Lands Office. The aerial photographs were reviewed to assess the likely past uses of the site with the findings summarised below;

**1947** - A small cottage can be seen at the northern side of the site, Gillespie Street to the east and Hoxton park Road to the north have been formed. The surrounding area is generally being utilised for residential purposes.

**1960s** – No changes to the site. However, the site appears to be utilised as a vehicle storage area.

**1970s** – The current structure appears to have been constructed. Significant development has occurred around the subject site. Residential dwellings can still be seen south of the structure.

**1980s** – No significant changes

**Current** – Significantly more development has occurred around the subject site. The structure appears to have been extended to the south.

##### **5.2 Historic land titles**

A review of historical documents held at the NSW Department of Lands offices was conducted by AG to identify the current and previous land owners, and potential land uses. The results of the title searches are summarised below;

**Table 1 – Land Title Transactions Lot 1 (No 8) in Deposited Plan 860799**

<b>Date of acquisition and held term</b>	<b>Registered proprietor(s) &amp; occupations where available</b>	<b>Title Reference</b>
2013-Current	ZHC Investments Pty Ltd	AH567986
2013	Grattack Pty Ltd	Not available
1988	Highside Motorcycles	X484883
1984-1988	Beaconril Developments Pty Ltd	Volume 15268 Folio 152

### **5.3 Search of Contaminated Land Management Register (NSW EPA)**

A summary of the Liverpool area can be found. No notices have been issued to the subject site. Furthermore, the listed sites on the register are situated at such a distance (greater than 200m), that they are not believed to have provided a potential contamination risk to the subject property.

### **5.4 Search of Protection of the Environment Operations Public Register (POEO) of Licensed and Delicensed Premises**

A search of the POEO public register of licensed and delicensed premises (DECC) indicated that no licensed or delicensed premises were located within the immediate surrounding area of the site (within 200m).

### **5.5 Work Cover NSW Records**

At the time of reporting, this office had not been given authorisation to request a search of the Stored Chemical Information Database (SCID) for licenses to keep dangerous goods at the site from Work Cover NSW.

### **5.6 Product Spill & Loss History**

No external information was provided for any product spill and loss. However, based on the site inspection, minor signs of chemical staining were observed.

### **5.7 Section 149 Certificates**

At the time of reporting, this office could not access The Planning Certificate – Section 149 of the Environmental Planning & Assessment Act 1979.

## 6.0 SITE CONDITION AND SURROUNDING ENVIRONMENT

A site investigation was conducted on 10<sup>th</sup> May 2017. The field observations are summarized in table 2 below:

**Table 2 – Summary of Field Observations**

Parameter	Observation
Visible observations on soil contamination	Small areas of staining within the car parking area was observed. No odours were documented.
Presence of drums, fill or waste materials	None observed. No visible indicators of underground fuel tanks (bowzers or venting pipes).
Presence of fill	Some fill was evident across the site. (Behind retaining walls)
Flood potential	Not evident
Relevant sensitive environments	Not evident

## 7.0 AREAS OF ENVIRONMENTAL CONCERN

Based on historical information reviewed, the site comprised of vacant land until receiving a residential cottage in the 40s, since then the site was developed in the 70s with a commercial structure constructed in conjunction with concrete/asphaltic concrete cover. Since being developed the land is likely to have been used for commercial purposes (motorcycle sales and hire store).

The potential for the site to be contaminated from on-site sources and off-site sources was considered by AG. Based on the findings of our site inspection and site history review actual or potential contamination sources were identified as low to medium. Based on the site inspection, site history, previous reporting and review of available information from the desktop study, the potential Areas of Environmental Concern (AEC) and their associated Contaminants of Concern (CoCs) for the site were identified. These are summarised in the conceptual site model in table 3 below;

**Table 3 – Summary of Conceptual Site Model (CSM)**

Potential AEC	Potentially contaminating activity	Affected Media	Exposure Pathway	Receptors	Potential CoCs	Comments
Entire site	Importation of fill material from unknown origin (behind retaining walls)	Soil and Groundwater	Direct Human Contact, Inhalation of Dust, ingestion of Groundwater	Human and Ecological	Metals, TPH, BTEX, PAH, OCP, PCB, Phenols, Asbestos	Based on observations and site topography, the presence of imported fill material is likely to be minimal

Car parking areas	Leaks from vehicles in car parking areas.	Soil and Groundwater	Direct Human Contact, Inhalation of Dust, ingestion of Groundwater	Human and Ecological	Metals, TPH, BTEX, PAH, Phenols	The car park area was sealed; however, leaks from vehicles are likely to migrate directly into soil materials.
Around the existing structures	Building degradation	Soil and Groundwater	Direct Human Contact, Inhalation of Dust, ingestion of Groundwater	Human and Ecological	Heavy metals & Asbestos	Around the existing structures

## 8.0 DATA GAPS

Based on the CSM, the following data gaps were identified with respect to the pollution linkages identified:

- ) The presence and thickness of imported fill material, if any;
- ) Confirmation if contamination has occurred from current and historical site activities.
- ) The presence and quality of groundwater is currently unknown and may be impacted by contaminated fill, leaks from vehicles and degradation of building structures; and
- ) Undertake Council and WorkCover NSW searches.
- ) Carry out inspection inside the existing structure to confirm conceptual site model.

## 9.0 CONCLUSION AND RECOMMENDATIONS

Based on the finding of this investigation it is considered that the risk to human health and the environment associated with soil and groundwater contamination is low to moderate in relation to the proposed development for the subject site. The site can be made suitable for the proposed development, subject to the following recommendations.

- ) Preparation of a Stage 2 (DSI) Environmental Site Assessment.
- ) Undertake council, work cover searches and address data gaps.



Should you have any queries, please do not hesitate to contact the undersigned.

For and on behalf of  
**Australian Geotechnical Pty Ltd**

A handwritten signature in dark ink, appearing to be 'N. Smith', with a long horizontal stroke extending to the right.

**N. Smith**  
*Principal*

## References

Contaminated Sites – Guidelines for Consultants Reporting on Contaminated Sites. NSW Environment Protection Authority (EPA) 2000.

Contaminated Sites – Sampling Design Guidelines. NSW Environment Protection Authority (EPA) 1995

National Environment Protection (Assessment of Site Contamination) Measure – National Environmental Protection Council 2013.

The 1:100,000 scale Geological Series Map of the Penrith

NSW EPA “Guidelines on the Duty to Report Contamination under the Contaminated Land Management Act 1997” (2009). NSW Environment Protection Authority, Sydney;

ANZECC/NHMRC (1992) – “Australian and New Zealand Guidelines for the Assessment and Management of Contaminated Sites”. Australian and New Zealand Environment and Conservation Council and the National Health and Medical Research Council, Canberra;

NSW DEC, “Guidelines for the Assessment and Management of Groundwater Contamination” (March 2007);

### SUPPORTING DOCUMENTATION











A U S T R A L I A N  
G E O T E C H N I C A L

1970s

8 Hoxton Park Road, Liverpool



A U S T R A L I A N  
G E O T E C H N I C A L

1980s

8 Hoxton Park Road, Liverpool



A U S T R A L I A N  
G E O T E C H N I C A L

Current Image

8 Hoxton Park Road, Liverpool

**Historical Search**

12/05/2017 04:34 PM

LAND AND PROPERTY INFORMATION NEW SOUTH WALES - HISTORICAL SEARCH

SEARCH DATE

12/5/2017 4:34PM

FOLIO: 1/860799

First Title(s): OLD SYSTEM

Prior Title(s): A/157558 VOL 15268 FOL 152

Recorded	Number	Type of Instrument	C.T. Issue
18/7/1996	DP860799	DEPOSITED PLAN EDITION 1	FOLIO CREATED
21/2/2013	AH567986	TRANSFER	
21/2/2013	AH567987	MORTGAGE	EDITION 2
31/8/2016	AK717605	DISCHARGE OF MORTGAGE	
31/8/2016	AK717606	MORTGAGE	EDITION 3

\*\*\* END OF SEARCH \*\*\*

liverpool

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Form: 01T  
Licence: 01-05-025  
Licensee: LEAP Legal Software Pty Limited  
Firm name: OneGroup Legal Pty Limited

## TRANSFER

New South Wales  
Real Property Act 1900



**AH567986F**

**PRIVACY NOTE:** Section 31B of the Real Property Act 1900 (RP Act) authorises the Registrar to collect, use and disclose personal information for the establishment and maintenance of the Real Property Act register. Section 31C of the RP Act states that the Register is made available to any person for search upon payment of a fee, if any.

### STAMP DUTY

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Client No: 109163208	2751
Duty: \$10	Trans No: 6996727
Asst details:	

(A) **TORRENS TITLE**

1/860799

(B) **LODGED BY**

Document Collection Box <b>49R</b>	Name, Address or DX, Telephone, and Customer Account Number if any LLPN: 126043B C/- SAI GLOBAL Property DX 885 SYDNEY 02 9210 0700 Reference: 2890 7868 - ZHC INVESTMENTS	CODES <b>T</b> <b>TW</b>
---------------------------------------	---	--------------------------------

(C) **TRANSFEROR**

Grattack Pty Limited ACN 003 861 023

(D) **CONSIDERATION**

The transferor acknowledges receipt of the consideration of \$1,500,000.00 and as regards

(E) **ESTATE**

the abovementioned land transfers to the transferee an estate in fee simple.

(F) **SHARE**

**TRANSFERRED**

(G)

Encumbrances (if applicable):

(H) **TRANSFEE**

ZHC Investments Pty Limited ACN 161 211 721

(I)

**TENANCY:**

**DATE**

(J) Certified correct for the purposes of the Real Property Act 1900 and executed on behalf of the corporation named below by the authorised person(s) whose signature(s) appear(s) below pursuant to the authority specified.

Corporation: Grattack Pty Limited ACN 003 861 023

Authority: section 127 of the Corporations Act 2001

*"see annexure A"*

Signature of authorised person:

Name of authorised person:

Office held: Director

Signature of authorised person:

Name of authorised person:

Office held: Director

Certified correct for the purposes of the Real Property Act 1900 on behalf of the transferee by the person whose signature appears below.

Signature:

Signatory's name: Karen Watson

Signatory's capacity: Licensed Conveyancer

(K)

The transferee certifies that the eNOS data relevant to this dealing has been submitted and stored under

eNOS ID No. 376314

Full name: Karen Watson

Signature:

Annexure to Transfer

Transferor: Grattack Pty Limited ACN 003 861 023

Transferee: ZHC Investments Pty Limited ACN 161 211 721

Dated:

Certified correct for the purposes of the Real  
Property Act 1900 and executed on behalf of the  
corporation named below by the authorised  
person(s) whose signature(s) appear(s) below  
pursuant to the authority specified.

Corporation: **GRATTACK PTY LIMITED ACN 003 861 023**  
Authority: Section 127 of the Corporations Act 2001



Signature of authorised person

Koji Ozawa

Print Name of authorised person

Director  
Office held



Signature of authorised person

Yoshio Hidaka

Print Name of authorised person

Director  
Office held

NEW SOUTH WALES



# CATE OF TITLE

PROPERTY ACT, 1900



15268152

First Title Old System

Prior Title CA 831



Vol. 15268 Fol. 152

EDITION  
ISSUED 8 10 1984

I certify that the person named in the First Schedule is the registered proprietor of an estate in fee simple (or such other estate or interest as is set out below) in the land described subject to the recordings appearing in the Second Schedule and to the provisions of the Real Property Act, 1900.

**CANCELLED**

*[Signature]*

Registrar General.



SEE ADJ. FOLIO

LAND REFERRED TO

Lots 1 and 2 in Deposited Plan 115830 at Liverpool in the City of Liverpool Parish of St. Luke County of Cumberland.

FIRST SCHEDULE

~~BEACONRIL DEVELOPMENTS PTY LIMITED.~~

SECOND SCHEDULE

1. Reservations and conditions in the Crown Grant.
2. QUALIFIED TITLE. Caution pursuant to Section 28J of the Real Property Act, 1900.
3. LIMITED TITLE. Limitation pursuant to Section 28T(4) of the Real Property Act, 1900.  
The boundaries of the land comprised herein have not been investigated by the Registrar General.
4. ~~Book 3404 No 453 Mortgage to Government Insurance Office of New South Wales. Discharged V737051.~~
5. ~~Book 3600 No 78 Mortgage to National Commercial Banking Corporation of Australia Limited. X484882.~~

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON  
(Page 1) Vol. 15268 Fol. 152

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

FIRST SCHEDULE (continued)	
REGISTERED PROPRIETOR	Registrar General
Highside Motorcycles Pty. Limited by Transfer X484883. Registered 15-4-1988	
SEE AUTO FOLIO	
CANCELLED	

SECOND SCHEDULE (continued)	
PARTICULARS	Registrar General
<div>Highside Lease to Highside Motorcycles Pty. Limited of premises being the premises shown in plan attached in plan X412259 with an option to purchase engines in a motor register 2-8-1988.</div> <div>X412259 Lease to Hurricane Hire Pty. Ltd. of warehouse premises shown hatched in plan X412259. Expires 31-1-1990. Option of renewal for 3 years. Registered 9-3-1988.</div> <div>X484884 Mortgage to Mercantile Mutual Finance Corporation Limited. Registered 15-4-1988</div> <div>X40064 Caveat by Bridge Wholesale Acceptance Corporation (Australia) Limited Registered 8-8-1989</div> <div>X49484 Mortgage 277366 Variation. Registered 2-8-1991.</div> <div>X540064 Caveat. 277366 Variation. Caveat cancelled 2-8-1991</div>	
X412259	Registrar General
X401709	Registrar General

NOTATIONS AND UNREGISTERED DEALINGS

V737051DMK	W561411.L.P.	(Open)	X432581	Registered 20-12-81
X412259	X484884	- 831	- 831	- 831
X401709	X401709	SLR		
X540064	X540064	X		
Z 777366	Z 777366	VM		

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## Contaminated land

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[Guidelines under the CLM Act](#)

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## Search results

Your search for: Suburb: LIVERPOOL

did not find any records in our database.

If a site does not appear on the record it may still be affected by contamination. For example:

- Contamination may be present but the site has not been regulated by the EPA under the Contaminated Land Management Act 1997 or the Environmentally Hazardous Chemicals Act 1985.
- The EPA may be regulating contamination at the site through a licence or notice under the Protection of the Environment Operations Act 1997 (POEO Act).
- Contamination at the site may be being managed under the [planning process](#).

More information about particular sites may be available from:

- The [POEO public register](#)
- The appropriate planning authority: for example, on a planning certificate issued by the local council under [section 149 of the Environmental Planning and Assessment Act](#).

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To search for a specific site, search by LGA (local government area) and carefully review all sites listed.

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## Search results

Your search for: **General Search** with the following criteria

**Suburb - LIVERPOOL**

returned 19 results

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1 of 1 Pages

[Sea](#)

Number	Name	Location	Type	Status	Iss
<a href="#">3096</a>	AMOCO CHEMICALS PTY. LIMITED	28-34 ORANGE GROVE ROAD, LIVERPOOL, NSW 2170	POEO licence	Surrendered	14
<a href="#">1003989</a>	AMOCO CHEMICALS PTY. LIMITED	28-34 ORANGE GROVE ROAD, LIVERPOOL, NSW 2170	s.58 Licence Variation	Issued	20
<a href="#">12233</a>	BAE SYSTEMS AUSTRALIA LOGISTICS PTY LTD	Moorebank Road, LIVERPOOL, NSW 2170	POEO licence	Surrendered	11
<a href="#">12839</a>	HEALTHSCOPE LIMITED	40 Bigge St, LIVERPOOL, NSW 2170	POEO licence	No longer in	15

## APPENDIX B

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### IMAGES



A U S T R A L I A N  
G E O T E C H N I C A L

Images

8 Hoxton Park Rd, Liverpool

<b>Item no:</b>	<b>2</b>
<b>Application Number:</b>	<b>DA-708/2018</b>
<b>Proposed Development:</b>	<b>Temporary use of a Council Depot training room as a Mens Shed</b>
<b>Property Address</b>	<b>99-101 ROSE STREET, LIVERPOOL</b>
<b>Legal Description:</b>	<b>LOT 6, DP 1050036</b>
<b>Applicant:</b>	<b>MARK WILSON</b>
<b>Land Owner:</b>	<b>LIVERPOOL CITY COUNCIL</b>
<b>Cost of Works:</b>	<b>NO COST SPECIFIED</b>
<b>Recommendation:</b>	<b>APPROVAL, SUBJECT TO CONDITIONS</b>
<b>Assessing Officer:</b>	<b>ELISSA MARTINO</b>

## **1. EXECUTIVE SUMMARY**

Council has received a Development Application (DA No.708/2018) seeking consent for the temporary use of a Council depot training room as a Mens Shed at 99-101 Rose Street, Liverpool.

The site is zoned SP2 – Infrastructure pursuant to Liverpool Local Environmental Plan (LLEP) 2008. The proposed development is deemed to be permissible with consent as per Clause 2.8 – Temporary use of land of the LLEP 2008.

The development application was not required to be notified in accordance with the Liverpool Development Control Plan 2008. Hence, no submissions were received.

The application is referred to the Liverpool Local Planning Panel (LLPP) in accordance with its referral criteria and procedural requirements in that the development falls into the category of conflict of interest, as Liverpool Council is owner of the land as well as the Applicant.

The application has been assessed pursuant to the provisions of the Environmental Planning and Assessment (EP&A) Act 1979. Based on the assessment of the application, it is recommended that the application be approved, subject to the imposition of conditions.

## **2. SITE DESCRIPTION AND LOCALITY**

### **2.1 The site**

The site is identified as Lot 6, DP 1050036 and is known as 99-101 Rose Street, Liverpool. The site has an area of approximately 20,197.4sqm and slopes in a westerly direction. The site is located at the end of a cul-de-sac and has an eastern frontage to Rose Street, the rear of the site is situated adjacent to Brickmakers Creek. The site is identified on Council's

mapping system as being affected by low to medium flood risk due to its proximity to Brickmakers Creek.

The site is currently operational as a Council Depot with a number of workshops, buildings and car parking areas situated on the site. The site is located within an established residential area that predominantly comprises of single and two storey dwellings.



**Figure 1: Aerial Photograph of the site**

## **2.2 The locality**

The site is located approximately 850m from the outskirts of the Liverpool city centre. The site is surrounded by R2 – low density residential to the south and R3 – medium density residential to the east with a B1 – neighbourhood centre located approximately 300m to the east of the site. With the sites proximity to Brickmakers Creek a large portion of land to the north and west are zoned as RE1 – public recreation.

## **3. BACKGROUND**

The site is presently being used as a Council Depot with the proposed use to be located within a Depot training room.

## **4. DETAILS OF THE PROPOSAL**

The subject application is seeking development consent for the change of use from a Council Depot training room to a Mens Shed. Men Shed is a non-for-profit organisation that seeks to advance the health of well-being of its members by encouraging social inclusion through working on projects that contribute to the community. The use will be for a temporary period that does not exceed 52 days in a 12 month period.



## 5. STATUTORY CONSIDERATIONS

### 5.1 Relevant matters for consideration

The following Environmental Planning Instruments, Development Control Plans and Codes or Policies are relevant to this application:

#### Environmental Planning Instruments (EPI's)

- Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment; and
- Liverpool Local Environmental Plan 2008.

#### Draft Environmental Planning Instruments

- N/A

#### Development Control Plans

- Liverpool Development Control Plan 2008
  - Part 1 – Controls applying to all development

#### Contributions Plans

- N/A

### 5.2 Zoning

The site is zoned SP2 – Infrastructure pursuant to LLEP 2008 as depicted in the figure below.



Figure 2: Zoning Map with site outlined.

## 6. ASSESSMENT

The development application has been assessed in accordance with the relevant matters of consideration prescribed by Section 4.15 of the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2000* as follows:

### 6.1 Section 4.15 (1)(a)(1) – Any Environmental Planning Instrument

#### (a) Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment (now deemed SEPP).

The subject land is located within the Georges River Catchments and as such The Greater Metropolitan Regional Environmental Plan No. 2 - Georges River applies to the application. The Greater Metropolitan Regional Environmental Plan No. 2 - Georges River Catchment generally aims to maintain and improve the water quality and river flows of the Georges River and its tributaries.

As the proposal involves the use of an existing building with no alteration or additions, it is not considered that the temporary use would have any additional or negative impacts on the Georges River catchment. In that regard, the development is considered to be consistent with the objectives and provision of the SEPP.

#### (b) Liverpool Local Environmental Plan 2008

##### (i) Permissibility

The proposed development is for the temporary use of an existing building at the site as a Mens Shed. Temporary use of land, as proposed, is permitted in any zone with development consent as per Clause 2.8 of the LLEP 2008. The following table provides an assessment of the provisions of Clause 2.8:

Clause	Provision	Comment
<b>Clause 2.8 Temporary use of land</b>	<i>(1) The objective of this clause is to provide for the temporary use of land if the use does not compromise future development of the land, or have detrimental economic, social, amenity or environmental effects on the land.</i>	<b>Consistent</b> The proposed temporary use of a Council training room as a Mens Shed is not considered to compromise any potential for future developments of the site. The temporary use will facilitate a community activity on land that is zoned for SP2 (Depot) and is currently used for that purpose, and which delivers administration and critical services to the LGA. Accordingly, the proposed temporary use is considered to be consistent with the current and envisaged use of the land. Furthermore, due to the temporary nature of the application it is not envisaged that there will be any detrimental economic, social, amenity or environmental impacts as a direct

	<p><i>(2) Despite any other provision of this Plan, development consent may be granted for development on land in any zone for a temporary use for a maximum period of 52 days (whether or not consecutive days) in any period of 12 months.</i></p> <p><i>(3) Development consent must not be granted unless the consent authority is satisfied that:</i></p> <p><i>(a) the temporary use will not prejudice the subsequent carrying out of development on the land in accordance with this Plan and any other applicable environmental planning instrument, and</i></p> <p><i>(b) the temporary use will not adversely impact on any adjoining land or the amenity of the neighbourhood, and</i></p> <p><i>(c) the temporary use and location of any structures related to the use will not adversely impact on environmental attributes or features of the land, or increase the risk of natural hazards that may affect the land, and</i></p>	<p>result of the subject application.</p> <p><b>Consistent</b> The proposal is seeking consent for temporary use of an existing building onsite for a maximum of 52 days in any 12 month period. This is recommended to be imposed as a condition of consent.</p> <p><b>Consistent</b> It is not envisaged that the temporary use will impede on the potential to carry out development on the subject site in accordance with the LEP and any other planning instruments that are applicable.</p> <p><b>Consistent</b> The temporary use is considered unlikely to have adverse impacts on any of the adjoining land or on the overall amenity of the neighbourhood. The applicant has confirmed that there is some provision for onsite parking to mitigate potential traffic and parking impacts and that the maximum attendance onsite should not exceed fifteen persons at any one time. Accordingly, the proposed temporary use of one of the buildings onsite is considered unlikely to create any adverse impacts beyond the existing depot operation. It should be noted that the use an existing building onsite for the purpose of a Mens Shed has the potential to increase the amenity of the neighbourhood by allowing for members of the community to partake in the organisations activities.</p> <p><b>Consistent</b> The building that is proposed to be used is existing and will be repurposed for the use of a Mens Shed, with no building alterations or additions. In that regard, the proposal would not adversely impact any environmental attributes or features of the land beyond the existing use of the site, nor would it</p>
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	<p><i>(d) at the end of the temporary use period the land will, as far as is practicable, be restored to the condition in which it was before the commencement of the use.</i></p> <p><i>(4) Despite subclause (2), the temporary use of a dwelling as a sales office for a new release area or a new housing estate may exceed the maximum number of days specified in that subclause.</i></p> <p><i>(5) Subclause (3) (d) does not apply to the temporary use of a dwelling as a sales office mentioned in subclause (4).</i></p>	<p>increase the risk of natural hazards that may affect the land beyond the existing use of the site.</p> <p><b>Consistent</b> The proposal includes no changes to the existing built form. Therefore at the end of the temporary use period it is considered highly likely that the building can be restored back to its previous use as a training room.</p> <p><b>Not Applicable.</b></p> <p><b>Not Applicable.</b></p>
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As per the above table, it is considered that the proposal is consistent with the objectives and provisions of Clause 2.8 and is an acceptable form of development in the zone and for the site.

## **(ii) Objectives of the zone**

The objectives of the SP2 – Infrastructure zone are as follows:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*
- *To reserve land for the provision of infrastructure.*

The temporary use of the land is considered to be consistent with the above objectives of the zone, as it will facilitate a use that is related to the primary purpose of the site, being a Council depot. The depot allows Council to provide administrative and critical services to the LGA and the use of an existing building onsite for a community organisation is consistent with providing services to the community. It is also considered that due to the temporary nature of the proposal, it will not detract from the provision of any infrastructure on the land and would not compromise its reservation for that purpose.

## **(iii) Principal Development Standards**

The LLEP 2008 contains a number of principal development standards for consideration, however, they are not required as part of the assessment of the subject proposal.

## **6.2 Section 4.15 (1)(a)(ii) - Any Draft Environmental Planning Instrument**

No draft Environmental Planning Instruments applies to the site.

### 6.3 Section 4.15 (1)(a)(iii) - Provisions of any Development Control Plan

The application has been assessed against the controls of the LDCP 2008, particularly Part 1 *General Controls for all Development*.

The table below provides an assessment of the proposal against the relevant controls of the LDCP 2008.

#### LDCP 2008 Part 1: General Controls for All Development

Development Control	Provision	Comment
<b>Section 2. Tree Preservation</b>	Controls relating to the preservation of trees	<b>Not Applicable</b> No trees are proposed to be removed or impacted from the proposed change of use.
<b>Section 3. Landscaping and Incorporation of Existing Trees</b>	Controls relating to landscaping and the incorporation of existing trees.	<b>Not Applicable</b> There are no changes proposed to the current landscaping on the site.
<b>Section 4 Bushland and Fauna Habitat Preservation</b>	Controls relating to bushland and fauna habitat preservation	<b>Not Applicable</b> The subject site is not identified as containing any native flora and fauna.
<b>Section 5. Bush Fire Risk</b>	Controls relating to development on bushfire prone land	<b>Not Applicable</b> The subject site is not identified as being bushfire prone land.
<b>Section 6. Water Cycle Management</b>	Stormwater runoff shall be connected to Council's drainage system by gravity means. A stormwater drainage concept plan is to be submitted.	<b>Considered Acceptable</b> The current stormwater runoff arrangement is not noted to be changed as the application is for a change in use no building works are proposed that would alter the stormwater flows.
<b>Section 7. Development Near a Watercourse</b>	If any works are proposed near a water course, the Water Management Act 2000 may apply, and you may be required to seek controlled activity approval from the NSW Office of Water.	<b>Not Applicable</b> The proposal is only for a change in use no building works are proposed.
<b>Section 8. Erosion and Sediment Control</b>	Erosion and sediment control plan to be submitted.	<b>Not Applicable</b> The proposal is for a change of use no building works are proposed that would otherwise require the implementation of a sediment fence.
<b>Section 9. Flooding Risk</b>	Provisions relating to development on flood prone land.	<b>Complies</b> The subject site is affected by flooding, however, no new building works are proposed as part of the application.



Development Control	Provision	Comment
		Notwithstanding this, comment was received by from Council's Flooding section, who raised no objection to the temporary proposal at the site.
<b>Section 10. Contaminated Land Risk</b>	Provisions relating to development on contaminated land.	<b>Complies</b> The site is considered suitable for the change of use due to the current use of the site as a Council Depot. The proposed use as a Mens Shed is considered to be similar in nature to the current use. Considering that no building works are proposed no further action is required in form of remediation.
<b>Section 11. Salinity Risk</b>	Provisions relating to development on saline land.	<b>Not Applicable</b> The development site is identified as containing a high salinity potential. However, no building works are proposed that would have otherwise triggered the need to impose conditions.
<b>Section 12. Acid Sulphate Soils</b>	Provisions relating to development on acid sulphate soils	<b>Not Applicable</b> The subject site is not identified as being affected by acid sulphate soils.
<b>Section 13. Weeds</b>	Provisions relating to sites containing noxious weeds.	<b>Not Applicable</b> The site is not identified as containing noxious weeds.
<b>Section 14. Demolition of Existing Development</b>	Provisions relating to demolition works	<b>Not Applicable</b> No demolition works required.
<b>Section 15. On Site Sewage Disposal</b>	Provisions relating to OSMS.	<b>Not Applicable</b> OSMS is not proposed.
<b>Section 16. Aboriginal Archaeology</b>	An initial investigation must be carried out to determine if the proposed development or activity occurs on land potentially containing an item of aboriginal archaeology.	<b>Not Applicable</b> Proposal is for the change of use no building works proposed.
<b>Section 17. Heritage and Archaeological Sites</b>	Provisions relating to heritage sites.	<b>Not Applicable</b> The subject site is not associated with any heritage items.
<b>Section 18. Notification of Applications</b>	Provisions relating to the notification of applications.	<b>Not Applicable</b> The application was not required to be notified.
<b>Section 19. Used Clothing Bins</b>	Provisions relating to used clothing bins.	<b>Not Applicable</b> The DA does not propose used clothing bins.

Development Control	Provision	Comment
<b>Section 20. Car Parking and Access</b>	Provisions relating to car parking and access.	<p><b>Considered Acceptable</b></p> <p>The LDCP does not have specific controls for development in the SP2 – infrastructure zone or temporary uses of land. Provisions relating to car parking and access have been assessed on merit.</p> <p>The existing parking onsite is considered to be able to meet the needs of the Council Depot as well as the requirements of the proposed Mens Shed. The applicant has confirmed that three (3) car parking spaces located to the east of the proposed Mens Shed will be able to accommodate parking requirements for the use given that it is limited to be for a temporary period of 12 months with the site only being used a maximum of 52 days in any 12 month period. There is also on street parking that can be utilised by attendees of the Mens Shed if required.</p>

As per the above DCP compliance tables, the development is generally consistent with the relevant development controls. Where the development controls have not been addressed at this stage, conditions of consent are recommended to be imposed.

#### **6.4 Section 4.15 (1)(a)(iiia) - Any Planning Agreement or any Draft Planning Agreement**

No planning agreement relates to the site or proposed development.

#### **6.5 Section 4.15 (1)(a)(iv) – The Regulations**

The Environmental Planning and Assessment Regulations 2000 requires the consent authority to consider the provisions of the Building Code of Australia. If approved appropriate conditions of consent will be imposed requiring compliance with the BCA.

#### **6.6 Section 4.15 (1)(b) – The Likely Impacts of the Development**

##### **(a) Natural and Built Environment**

##### ***Built Environment***

It is considered that the proposed change of use will have minimal impact on the built environment given that there are no proposed changes to the current built form on the subject site.

##### ***Natural Environment***

It is considered that the proposed change of use will have minimal impact on the natural

environment as the proposal includes a changes of use with not building alterations or additions.

#### **(b) Social Impacts and Economic Impacts**

The development is likely to result in a positive social impact within the locality. The Mens Shed will allow for members of the Liverpool community to interact with other that share similar interests thus, promoting social interaction between individuals.

The development is not considered to have any associated negative economic impacts.

#### **6.7 Section 4.15 (1)(c) – The Suitability of the Site for the Development**

The site is considered to be suitable for the proposed change of use. The proposal is generally compliant with the provisions of LLEP 2008, the applicable SEPP's and LDCP 2008 as outlined in this report.

#### **6.10 Section 4.15 (1)(d) – Any submissions made in relation to the Development**

##### **(a) Internal Referrals**

The following comments have been received from Council's Internal Departments:

<b>Department</b>	<b>Comments</b>
<b>Building</b>	Support, subject to conditions.
<b>Community Planning</b>	No objections.

##### **(b) Community Consultation**

Pursuant to the LDCP 2008 a change of use is not required to be notified. Notwithstanding this, no submissions were received.

#### **6.11 Section 4.15 (1)(e) – The Public Interest**

Under Clause 2.8 of the Liverpool Local Environmental Plan 2008 temporary uses are a permissible from of development in any zone, subject to gaining development consent.

The proposed temporary use will provide members of the locality opportunities to engage with individuals that share common interests while also being able to give individuals the opportunity to become more involved in the community. In this regard, the proposal is considered to be in the public interest.

## **7 CONCLUSION**

In conclusion, the following is noted:

- The subject Development Application has been assessed having regard to the matters of consideration pursuant to Section 4.15 of the Environmental Planning and Assessment Act 1979 and is considered satisfactory.
- The proposal is consistent with the objectives of the SP2 Zone and the provisions of Clause 2.8 – Temporary use of land.

- The proposed development is likely to have positive impacts on the community and the LGA, and is considered to be in the public interest.

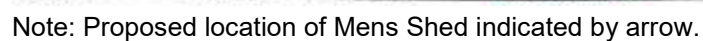
## **8 RECOMMENDATION**

That DA-708/2018, for the temporary use of an existing building at the site as a Mens Shed, is recommended for approval, subject to conditions.

## **9 ATTACHMENTS**

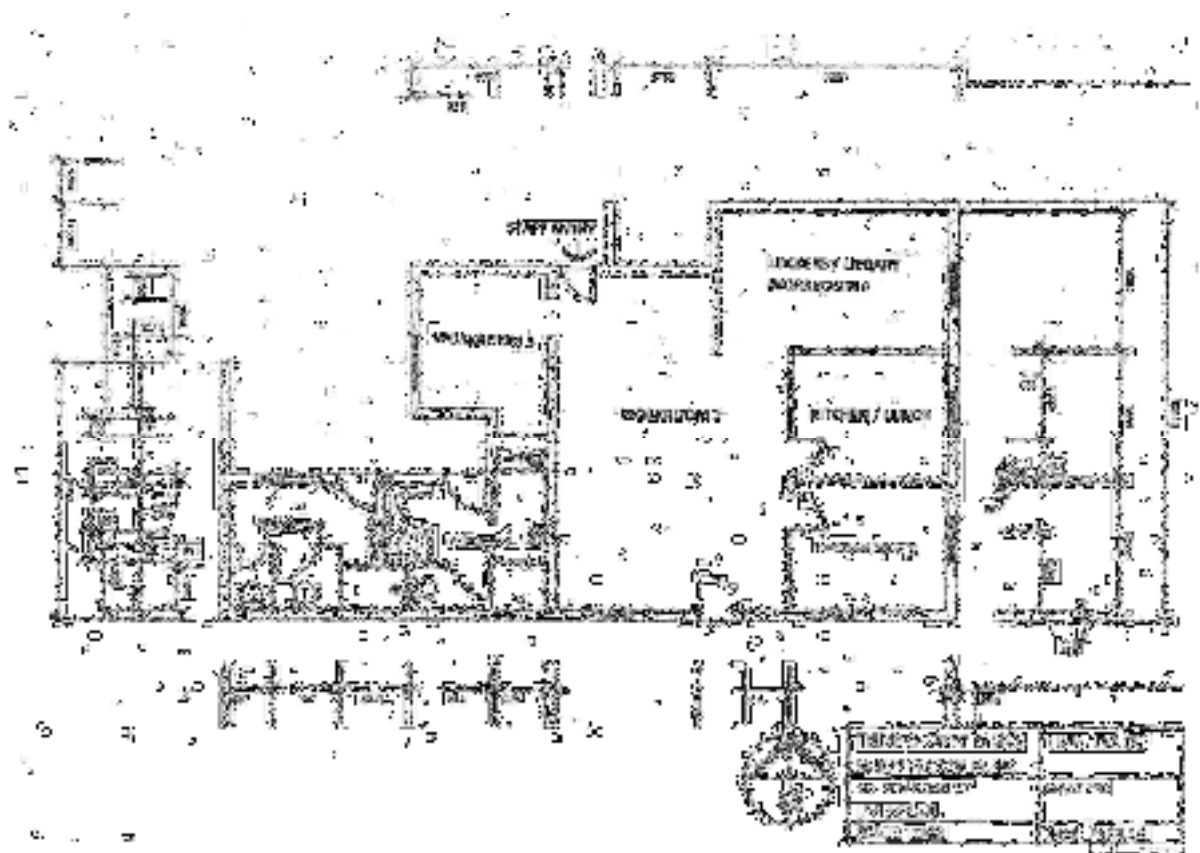
1. Plans of the proposal
2. Recommended conditions of consent

**Survey / Proposed Site Upgrade Plan Showing Existing Features and Levels.**





## Proposed Floor Plan



## Proposed Colours and Finishes

### 1. Location of the Facility

- The Temporary Men's Shed will occupy the old Training Room near to the mechanics work shop, at the LCC Rose St Depot.

### 2. Colours and Finishes

Element	Material	Finish	Colour
<b>Floors and Pavements</b>			
Internal Spaces	Concrete	Carpet	Existing
Storage (external)	Asphalt	Existing	Existing
<b>Doors and Windows</b>			
Aluminium Framed Windows	Aluminium	Anodised	Existing (natural)
Timber Doors	Timber	Existing	Pumpkin
<b>Fences and Gates</b>			
Fences	Chain Mesh	Galvanised	Galvanised
Gates	Steel	Powder Coated	Black
<b>Walls and Structure</b>			
External Masonry Walls	Brickwork	Existing	Existing
Internal Masonry Walls	Brickwork	Rendered/Painted	Cream (existing)
Ceilings	Plasterboard	Paint	White
<b>Roof and Gutters</b>			
Metal Roof Sheeting	Steel	Colorbond	Existing
Gutters and downpipes	Steel	Powdercoated	Existing

### 3. Conclusion.

The Men's Shed materials and colours are generally as existing.

## ATTACHMENT 2 – RECOMMENDED CONDITIONS OF CONSENT

### DEFINITIONS

AEP	Annual Exceedance Probability
NCC	National Construction Code (formerly Building Code of Australia)
Council	Liverpool City Council
DCP	Liverpool Development Control Plan 2008
DECC	Department of Environment and Climate Change and Water
CC	Construction Certificate
1% AEP Flood	The 1 in 100 year flood
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
LPI Service	Land and Property Information Service
OC	Occupation Certificate
PCA	Principal Certifying Authority
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
RMS	Roads and Maritime Services

## A. THE DEVELOPMENT

### Approved Plans

1. Development the subject of this determination notice must be carried out generally in accordance with the following plans/reports marked as follows, except where modified by the undermentioned conditions:
  - (a) **Temporary Mens Shed Floor Plan prepared by applicant, reference no. TMS. DA.02, dated 24.08.18.**
  - (b) **Reports and Documents:**
    - i. **Site Waste Management Plan**  
Prepared by Property & Commercial Development, Liverpool City Council, dated 30 August 2018;
    - ii. **Schedule of Finishes:**  
Prepared by Property & Commercial Development, Liverpool City Council, dated 30 August 2018;
    - iii. **Fire Safety Schedule:**  
Prepared by applicant, dated 7 June 2018;

## B. GENERAL

**The following conditions are to be complied with at all times:**

### Comply with EP&A Act

2. The requirements and provisions of the *Environmental Planning & Assessment Act 1979* and *Environmental Planning & Assessment Regulation 2000*, must be fully complied with at all times.

Failure to comply with these legislative requirements is an offence and may result in the commencement of legal proceedings, issuing of 'on-the-spot' penalty infringements or service of a notice and order by Council.

### Portable Fire Extinguishers

3. Portable fire extinguisher/s shall be provided within the building in accordance with Clause E1.6 of the BCA.

## C. CONDITIONS RELATING TO USE

**The following conditions relate to the ongoing use of the premises:**

### Temporary Use Only

4. The use of the site for the purpose of a Mens Shed is required to comply with all provisions set out in Clause 2.8 of the Liverpool Local Environmental Plan 2008.

The use of the Mens Shed is limited to being used for a maximum per of 52 days (whether or not consecutive days) in any period of 12 months. The operator of the Mens Shed is required to keep a log book of the days the Mens Shed is operating. The log book shall be kept on the premises and shall be made available for inspection by Council at all times.

#### **Maximum Number of Occupants**

5. The number of people at the site at any given time must not exceed fifteen (15) people.

#### **Hours of operation**

6. Hours of operation are to be between the hours of 7:30am and 5pm on Monday to Friday.

#### **Car Parking**

7. Three (3) tandem car parking spaces located to the east of the Mens Shed is to be reserved solely for the use of persons who are involved with the Mens Shed at all times. This it to be clearly sign marked as to prevent any other visitors/staff at the site using these car parking spaces.

### **D. ADVISORY**

- a) If you are dissatisfied with this notice of determination or the conditions contained within this notice of determination, Section 8.2 of the Environmental Planning and Assessment Act 1979 gives you the right to request a review of the determination within 6 months after the date on which the application is taken to have been determined.
- b) If you are dissatisfied with this decision, Section 8.7 of the Environmental Planning and Assessment Act 1979 gives you the right to appeal to the Land and Environment Court within 6 months after the date on which the application is taken to have been determined.
- c) In accordance with Section 4.53 of the Environmental Planning and Assessment Act 1979, unless otherwise stated by a condition of this consent, this consent will lapse unless the development is commenced within five years of the date of this notice.
- d) The approval of this application does not imply or infer compliance with the Disability Discrimination Act and that the developer should investigate their liability under the Act.
- e) The requirements of all authorities including the Environmental Protection Authority and the Work Cover Authority shall be met in regards to the operation of the building.
- f) "DIAL BEFORE YOU DIG" DIAL 1100

Underground assets may exist in the area that is subject to your application. In the interest of health and safety and in order to protect damage to third party assets please contact Dial before you dig at [www.1100.com.au](http://www.1100.com.au) or telephone 1100 before excavating or erecting structures (This is the law in NSW). If alterations are required to the configuration, size, form or design of the development upon contact the Dial before You Dig service, an amendment to the development consent (or a new development



application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via contacting the Dial before you dig service in advance of any construction or planning activities.

g) TELECOMMUNICATIONS ACT 1997 (COMMONWEALTH)

Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution.

Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, you are required to contact: Telstra's Network Integrity Team on Phone Number 1800 810 443.

- h) The obligation to comply with the Category 1 fire safety provisions may require building work to be carried out even though none is proposed or required by other conditions of this consent.
- i) The Liverpool City Council Local Government area soils and ground water may be subject to varying levels of Salinity. Whilst Council may require applicants to obtain Salinity reports relating to some developments, no assessment may be made by Council in that regard. Soil and ground water salinity levels can change over time due to varying factors. It is recommended that all applicants make their own independent inquiries as to appropriate protection against the current and future potential affect of Salinity to ensure the ongoing structural integrity of any work undertaken. Liverpool City Council will not accept any liability for damage occurring to any construction of any type affected by soil and or ground water Salinity.
- j) The cost of any necessary adjustments to utility mains and services shall be borne by the applicant.
- k) Care shall be taken by the applicant and the applicant's agents to prevent any damage to adjoining properties. The applicant or the applicant's agents may be liable to pay compensation to any adjoining owner if, due to construction works, damage is caused to such an adjoining property.

**LIVERPOOL CITY COUNCIL**  
**LOCAL PLANNING PANEL REPORT**

**26 November 2018**

<b>Item no:</b>	<b>3</b>
<b>Application Number:</b>	<b>DA-775/2018</b>
<b>Proposed Development:</b>	<b>Change of use of a Council Depot building into Men's Shed</b>
<b>Property Address</b>	<b>99-101 Rose Street, Liverpool</b>
<b>Legal Description:</b>	<b>Lot 13 DP1089620</b>
<b>Applicant:</b>	<b>Mr M. Wilson</b>
<b>Land Owner:</b>	<b>Liverpool City Council</b>
<b>Cost of Works:</b>	<b>Nil</b>
<b>Recommendation:</b>	<b>Approved subject to conditions of consent</b>
<b>Assessing Officer:</b>	<b>Pradip Adhikari</b>

## **1. EXECUTIVE SUMMARY**

Council has received a Development Application (DA No.775/2018) seeking consent for the use of an existing building at Council's Depot at 99-101 Rose street, Liverpool into a Men's Shed. The proposed Men's shed will operate between 7:30am and 5:00pm, two (2) days per week between Monday and Friday.

The site is zoned SP2 – Infrastructure, but a small portion of which is zoned RE1 - Public Recreation, pursuant to Liverpool Local Environmental Plan 2008. The proposed development is entirely contained within the SP2 zoned part of the land.

The development application was notified for a period of 14 days from 19 October to 5 November 2018 in accordance with Liverpool Development Control Plan 2008. No submissions were received during the public consultation period.

The key issue associated with the proposal relate to permissibility. The proposed development is relying on clause 5.3 of the LLEP 2008 in respect to permissibility. Clause 5.3 relates to development near zone boundaries and provides flexibility where land uses allowed on one side of a zone boundary may be extended onto the adjoining zone. It is considered that the application has sufficiently demonstrated that the proposal is consistent with the provisions of Clause 5.3 of the LLEP and therefore, the proposal is permitted with consent.

The application is referred to the Liverpool Local Planning Panel (LLPP) in accordance with its referral criteria and procedural requirements in that the development falls into the category of conflict of interest, as Liverpool Council is owner of the land as well as the Applicant.

The application has been assessed pursuant to the provisions of the Environmental Planning and Assessment (EP&A) Act 1979. Based on the assessment of the application, it is recommended that the application be approved, subject to the imposition of conditions.

**LIVERPOOL CITY COUNCIL**  
**LOCAL PLANNING PANEL REPORT**

**26 November 2018**

## **2. SITE DESCRIPTION AND LOCALITY**

### **2.1 The locality**

The area is characterised by low to medium density residential and the site is within SP2 - Infrastructure zone.

The adjoining properties to the development site are detailed in the following table.

East (side)	East adjoining site consists of a medium density residential complex.
West (rear)	West of the site is a public reserve.
South (front)	South of the site is Rose Street and contains low density residential dwellings.
North (side)	North of the site is Pearce Park and low density residential dwellings.



Figure 1: Locality Surrounding the Proposed Development (Source: Geocortex)

### **2.2 The site**

The subject site is identified as Lot 13 in DP 1089620 and is known as 99-101 Rose Street, Liverpool. It is regular in shape with a frontage of 122.83 metres to Rose Street and depth of 144.99 metres, with a total area of 145,800m<sup>2</sup>. The site has access to Pearce Street through Lot 1 in DP 10660576, which is owned by Liverpool City Council.

Currently, the subject site is being used as a Council Depot and contains a series of buildings, workshops, and car parks. The existing building that was previously occupied by the State Emergency Services (SES) is located to the northern side of the site (refer to Figure 3 below for details). The proposed Men's shed will occupy the building previously occupied by the SES.



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Figure 2: Aerial view of the site (Source: Geocortex).

### **3. BACKGROUND/HISTORY**

The site is being used as a Council Depot and within the Depot there are a number of detached buildings. The building on the northern extremity of the site was been used by the State Emergency Services (SES), as detailed in Figure 3 below. The proposal seeks to convert the existing SES building into a Men's Shed.

The subject DA was lodged with Council on 10 October 2018.



Figure 3: Aerial view of the site (Source: Geocortex).

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It is to be noted that there is presently a separate Development Application (DA-708/2018) before Council for a temporary use of the Council Depot training room as a Men's shed. That application is seeking approval for a temporary use for up to 52 days in a given 12-month period and is being considered concurrently with the subject application.

DA-708/2018 is located on the south-western corner of the Depot, whilst the subject application is located on the north-eastern corner of the Depot. Both applications are being referred to the LPP for determination.

#### **4. DETAILS OF THE PROPOSAL**

The proposed development consists of the following:

The change of use involves;

- converting the existing front office building facing Pearce Street to an amenities rooms /offices;
- converting the storage warehouse located at the rear of the office building into a Men's Shed; and
- hours of operation will be 7:30am to 5:00pm, two (2) days per week between Monday and Friday

Men's Shed is a not-for-profit organisation that seeks to advance the health and well-being of its members by encouraging social inclusion through working on projects that contribute to the community. It also facilitates the repairs and maintenance of furniture/buildings that includes assistance with Council minor projects.

#### **5. STATUTORY CONSIDERATIONS**

##### **5.1 Relevant matters for consideration**

The relevant planning instruments/policies applicable to the proposed development are as follows:

- Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment (now deemed SEPP);
- Liverpool Local Environmental Plan (LLEP) 2008; and
- Liverpool Development Control Plan (LDCP) 2008;
  - Part 1: General Controls for All Development.

#### **6. ASSESSMENT**

The development application has been assessed in accordance with the relevant matters of consideration prescribed by Section 4.15 Evaluation of the EP&A 1979 and the Environmental Planning and Assessment Regulation 2000, as follows:

##### **6.1 Section 4.15(1)(a)(i) – Any Environmental Planning Instrument**

- (a) **Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment (now deemed SEPP).**

The subject land is located within the Georges River Catchments and as such The Greater Metropolitan Regional Environmental Plan No. 2 - Georges River applies to the application. The



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Greater Metropolitan Regional Environmental Plan No. 2 - Georges River Catchment generally aims to maintain and improve the water quality and river flows of the Georges River and its tributaries.

The proposed development is considered to meet the objectives of the SEPP and is unlikely to have any significant impact on the environmental quality of the Georges River Catchment.

**(b) Liverpool Local Environmental Plan 2008**

**(i) Zoning**

The subject site is zoned SP2 (small portion is zoned RE1) pursuant to the LLEP 2008. An extract of the zoning map is provided in Figure 4 below.



Figure 4: Zoning Map (source: Geocortex)

**(ii) Permissibility**

The proposed Men's Shed is appropriately characterised as “Community facility”. Community Facility is defined by the Liverpool LEP 2008 as follows:

***community facility*** means a building or place:

- (a) owned or controlled by a public authority or non-profit community organisation, and
- (b) used for the physical, social, cultural or intellectual development or welfare of the community,

*but does not include an educational establishment, hospital, retail premises, place of public worship or residential accommodation.*

Community facility is identified as a prohibited development within SP2 Infrastructure zone under the Liverpool LEP 2008.

However, the application has been made under Clause 5.3 of the LLEP 2008. Relevantly, Clause 5.3 of the LLEP reads as follows:

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**5.3 Development near zone boundaries**

*(1) The objective of this clause is to provide flexibility where the investigation of a site and its surroundings reveals that a use allowed on the other side of a zone boundary would enable a more logical and appropriate development of the site and be compatible with the planning objectives and land uses for the adjoining zone.*

*(2) This clause applies to so much of any land that is within the relevant distance of a boundary between any 2 zones. The relevant distance is 10 metres from any zone boundary shared with Zone IN3 Heavy Industrial and 25 metres from any other zone boundary.*

*(4) Despite the provisions of this Plan relating to the purposes for which development may be carried out, development consent may be granted to development of land to which this clause applies for any purpose that may be carried out in the adjoining zone, but only if the consent authority is satisfied that:*

*(a) the development is not inconsistent with the objectives for development in both zones, and*

*(b) the carrying out of the development is desirable due to compatible land use planning, infrastructure capacity and other planning principles relating to the efficient and timely development of land.*

This Clause provides flexibility in respect to development near zone boundaries where it allows land uses on one side of a zone boundary to extend into the adjoining zone. The relevant distance of a boundary between any 2 zones in this case is 25 metres from any other zone boundary, as the site adjoins R3 Medium Density Residential zone. Moreover, sub-section (4) allows development consent to be granted to development of land to which this clause applies for any purpose that may be carried out in the adjoining zone, if the consent authority is satisfied that:

- i. The development is consistent with the objectives for development in both zones, and
- ii. The development is desirable due to compatible land use planning, infrastructure capacity and other planning principles relating to the efficient and timely development of land.

**Objectives of the SP2 Infrastructure and R3 Medium Density Residential Zones**

The objectives of the SP2 – Infrastructure zone are as follows:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*
- *To reserve land for the provision of infrastructure.*

It is considered that the proposed development is consistent with the SP2 zone in that the proposed Men's shed is compatible with and is unlikely to detract from the provision of infrastructure.

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The objectives of the R3 Medium Density Residential zone are as follows:

- *To provide for the housing needs of the community within a medium density residential environment.*
- *To provide a variety of housing types within a medium density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To provide for a concentration of housing with access to services and facilities.*
- *To provide for a suitable visual transition between high density residential areas and lower density areas.*
- *To ensure that a high level of residential amenity is achieved and maintained.*

The proposed development is also considered to be consistent with the objectives of the R3 zone in that the development does not prevent the ability to provide for the housing needs of the community within a medium density residential environment. The proposed development is contained wholly within the SP2 zone and it does not affect any of the R3 zoned land surrounding the site.

On the basis that the proposed development is consistent with the objectives and controls of Clause 5.3 of the LEP, the proposed development would be permitted with consent and the proposed development is within 25m distance from the zone boundary.

**(iii) Principal Development Standards**

LLEP 2008 contains a number of principal development standards which are relevant to the proposal, as detailed below.

<b>Development Provision</b>	<b>Requirement</b>	<b>Proposed</b>	<b>Comment</b>
<b>Part 4 Principal Development Standards</b>			
5.3 Development near zone boundaries	Development is allowed on land that is within the relevant distance of a boundary between any 2 zones that is; 10 metres from any zone boundary shared with Zone IN3 Heavy Industrial and 25 metres from any other zone boundary.	The site is zoned SP2 and it adjoins R3 zone boundary. Thus, the relevant distance is 25 metres.	Complies.

The proposed development is consistent with the provisions of LLEP 2008

**6.2 Section 4.15(1)(a)(ii) - Any Draft Environmental Planning Instrument**

There are no draft Environmental Planning Instruments which apply to the development.

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**6.3 Section 4.15(1)(a)(iii) - Any Development Control Plan**

**(a) Liverpool Development Control Plan (LDCP) 2008**

The application has also been assessed against the relevant controls of the LDCP 2008, particularly *Part 1 General Controls for all Development*.

The table below provides an assessment of the proposal against the relevant controls of the LDCP 2008.

<b>Part 1: General Controls for All Development</b>		
<b>Development Control</b>	<b>Provision</b>	<b>Comment</b>
<b>Section 2. Tree Preservation</b>	Controls relating to the preservation of trees	<b>Not Applicable</b> No trees are proposed to be removed
<b>Section 3. Landscaping and incorporation of Existing Trees</b>	Controls relating to landscaping and the incorporation of existing trees.	<b>Not Applicable</b> There are no changes proposed to the current landscaping on the site.
<b>Section 4 Bushland and Fauna Habitat Preservation</b>	Controls relating to bushland and fauna habitat preservation	<b>Not Applicable</b> The subject site is not identified as containing any native flora and fauna.
<b>Section 5. Bush Fire Risk</b>	Controls relating to development on bushfire prone land	<b>Not Applicable</b> The subject site is not identified as being a bushfire prone land.
<b>Section 6. Water Cycle Management</b>	Stormwater runoff shall be connected to Council's drainage system by gravity means. A stormwater drainage concept plan is to be submitted.	<b>Considered Acceptable</b> The current stormwater runoff arrangement is not noted to be changed as the application is for a change of use with no building works proposed that would alter the existing stormwater drainage system.
<b>Section 7. Development Near a Watercourse</b>	If any works are proposed near a water course, the Water Management Act 2000 may apply, and you may be required to seek controlled activity approval from the NSW Office of Water.	<b>Not Applicable</b> The proposal is only for a change of use, where the applicant does not seek the rebuilding, alteration, enlargement or extension of the building.
<b>Section 8. Erosion and Sediment Control</b>	Erosion and sediment control plan to be submitted.	<b>Not Applicable</b> The proposal is for a change of use with no building works proposed that would otherwise require the implementation of a sediment fence.
<b>Section 9. Flooding Risk</b>	Provisions relating to development on flood prone land.	<b>Complies</b> The subject site is affected by flooding. However no new building works are proposed as part of the application.

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<b>Part 1: General Controls for All Development</b>		
<b>Development Control</b>	<b>Provision</b>	<b>Comment</b>
<b>Section 10. Contaminated Land Risk</b>	Provisions relating to development on contaminated land.	<b>Complies</b> The site is considered suitable for the change of use due to the current use of the site as a Council Depot. The proposed use as a Men's Shed is considered to be similar in nature to the current use. Considering that no building works are proposed no further action is required in the form of remediation.
<b>Section 11. Salinity Risk</b>	Provisions relating to development on saline land.	<b>Not Applicable</b> The development site is identified as containing a high salinity potential. However no building works are proposed that would have otherwise triggered the need to impose conditions.
<b>Section 12. Acid Sulphate Soils</b>	Provisions relating to development on acid sulphate soils	<b>Not Applicable</b> The subject site is not identified as being affected by acid sulphate soils.
<b>Section 13. Weeds</b>	Provisions relating to sites containing noxious weeds.	<b>Not Applicable</b> The site is not identified as containing noxious weeds.
<b>Section 14. Demolition of Existing Development</b>	Provisions relating to demolition works	<b>Not Applicable</b> No demolition works required.
<b>Section 15. On Site Sewage Disposal</b>	Provisions relating to OSMS.	<b>Not Applicable</b> OSMS is not proposed.
<b>Section 16. Aboriginal Archaeology</b>	An initial investigation must be carried out to determine if the proposed development or activity occurs on land potentially containing an item of aboriginal archaeology.	<b>Not Applicable</b> Proposal is for the change of use; no building works proposed.
<b>Section 17. Heritage and Archaeological Sites</b>	Provisions relating to heritage sites.	<b>Not Applicable</b> The subject site is not associated with any heritage items.
<b>Section 18. Notification of Applications</b>	Provisions relating to the notification of applications.	<b>Not Applicable</b> The development application was notified for a period of 14 days from 19 October to 5 November 2018. No submissions were received during the public consultation period.
<b>Section 19. Used Clothing Bins</b>	Provisions relating to used clothing bins.	<b>Not Applicable</b> The DA does not propose used clothing bins.
<b>Section 20. Car Parking and</b>	Provisions relating to car parking and access.	<b>Comply with merit</b> The LDGP does not have specific controls for



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Part 1: General Controls for All Development		
Development Control	Provision	Comment
Access		<p>development in the SP2 – infrastructure zone or the proposed use.</p> <p>However, 9 car parking spaces are allocated for the proposed development, which is considered adequate for the proposal. Also, there are ample off-street parking within the Depot.</p>

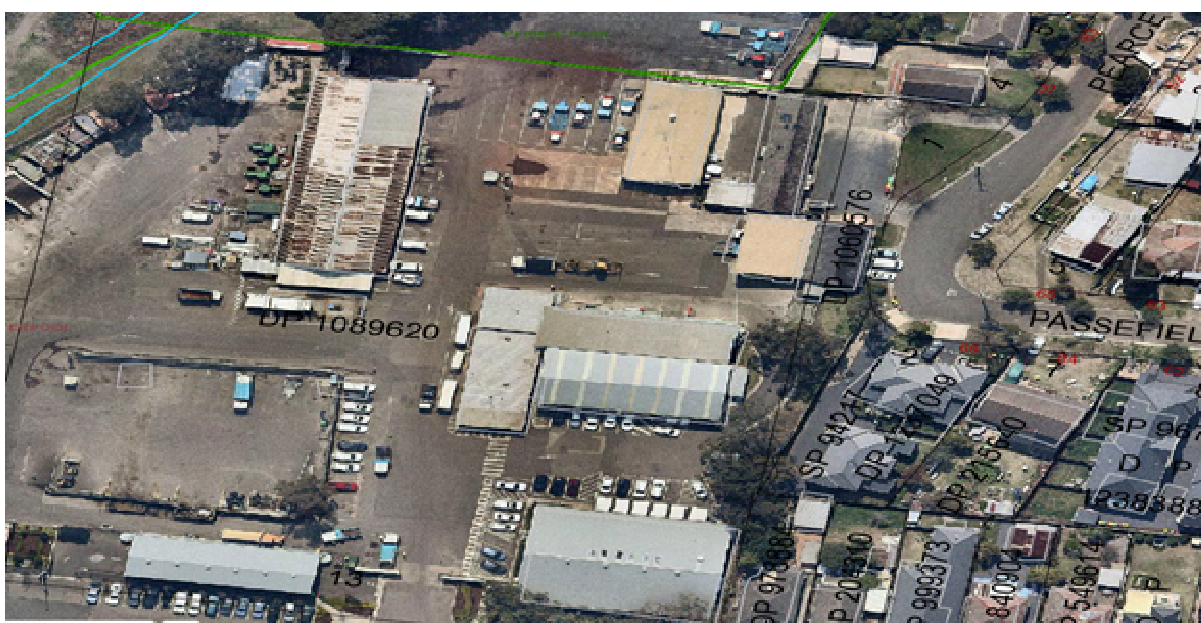


Figure 5: Locality surrounding showing spaces to accommodate parking requirement for the proposed development site (Source: Geocortex)

Overall, the proposal is considered to be consistent with the key controls outlined in the LDCP 2008

#### **6.4 Section 4.15(1)(a)(iiia) - Planning Agreements**

There are no Planning Agreements which apply to the development.

#### **6.5 Section 4.15(1)(a)(iv) - The Regulations**

The Environmental Planning and Assessment Regulation 2000 requires the consent authority to consider the provisions of the BCA and the Safety standards for change of use, even though there are no major building works. Accordingly, appropriate fire safety upgrade works conditions of consent will be imposed.

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**6.6 Section 4.15(1)(b) - The Likely Impacts of the Development**

**Natural and Built Environment**

The proposed development is unlikely to create any adverse impacts on the surrounding built environment. The proposed development is considered to be of an appropriate scale and is unlikely to create any detrimental impacts on the adjoining properties or the locality as a whole.

It is considered that the proposed development is considered to be consistent with the current and future character of the locality.

**Social Impacts and Economic Impacts**

The proposal would result in a positive social and economic impact in the locality. The Men's Shed will allow for members of the Liverpool community to connect with their social network and maintain an active body and mind. Men's Shed will also involve in Council's projects where the member interact with each other that promote social interaction.

It is considered that the development is unlikely to generate any identifiable detrimental social impacts, being consistent with the desired development type in the locality.

**6.7 Section 4.15(1)(c) - The Suitability of the Site for the Development**

The proposal generally complies with the relevant planning controls and the site is considered to be suitable for the proposed development.

**6.8 Section 4.15(1)(d) - Any submissions made in accordance with the Act or the Regulations**

**(a) Internal Referrals**

The following comments have been received from Council's Internal Departments:

DEPARTMENT	COMMENTS
Building Officer	Approval subject to conditions of consent
Flooding	No objection
Development Engineer	No objection
Community Planning	No comments received
Roads and Maritime Services	No objection

**(b) Community Consultation**

The development application was notified for a period of 14 days from 19 October to 5 November 2018 in accordance with Liverpool Development Control Plan 2008. No submissions were received during the public consultation period.

**6.9 Section 4.15(1)(e) - The Public Interest**

The proposed development is considered to be in the public interest.

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**7. CONCLUSION**

The application has been assessed having regard to the provisions of Section 4.15 of the EP&A Act 1979, and the Environmental Planning Instruments, including the applicable State Environmental Planning Policies, Liverpool LEP 2008, LDCP 2008, and the relevant codes and policies of Council.

The proposed development is unlikely to result in any adverse impact upon neighbouring properties and the locality.

Based on the assessment of the application, it is recommended that the application be approved subject to the imposition of conditions.

**8. RECOMMENDATION**

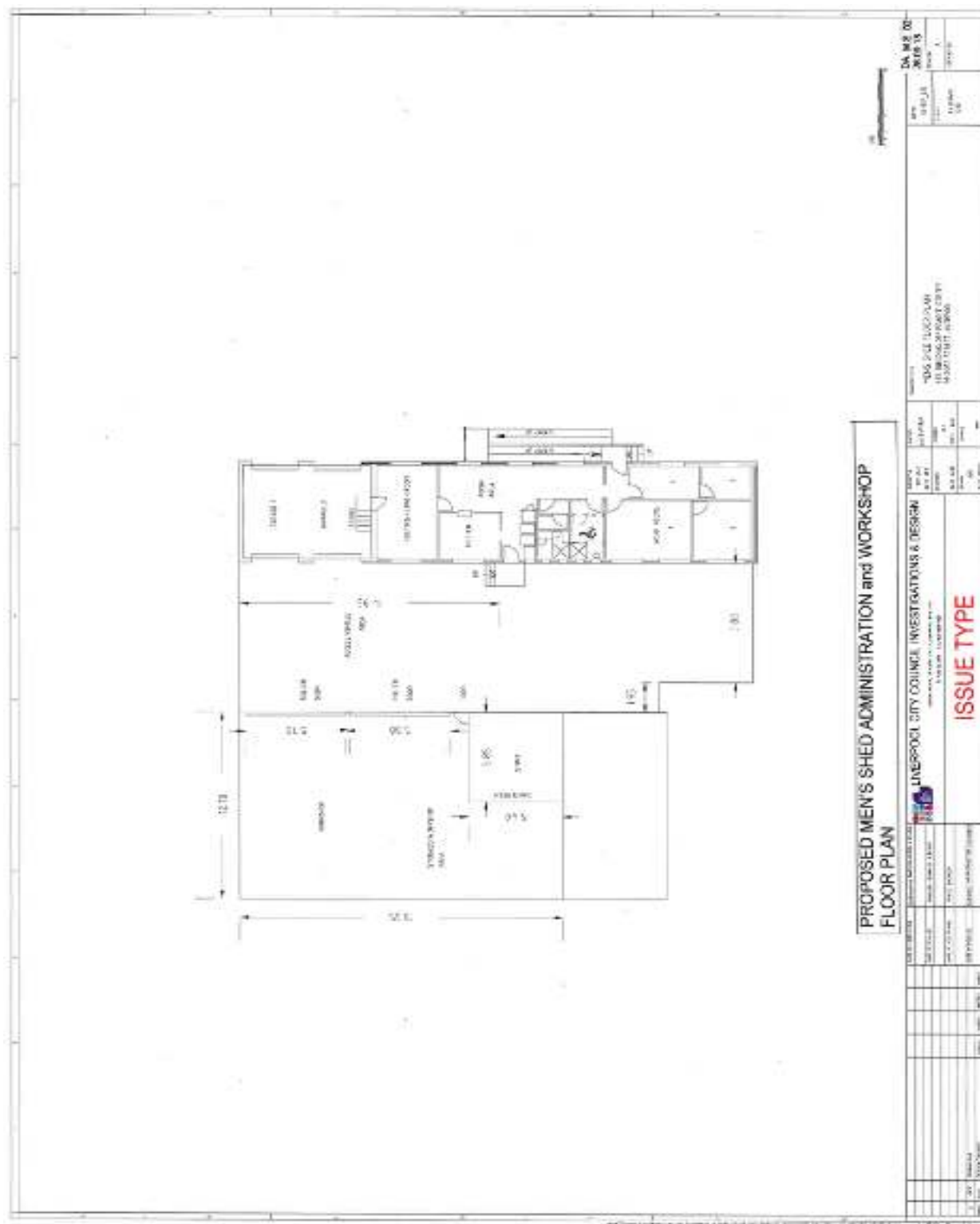
That Development Application DA No 775/2018 be approved subject to conditions of consent.

**9. ATTACHMENTS**

- 1. PLANS OF THE PROPOSAL**
- 2. RECOMMENDED CONDITIONS OF CONSENT**

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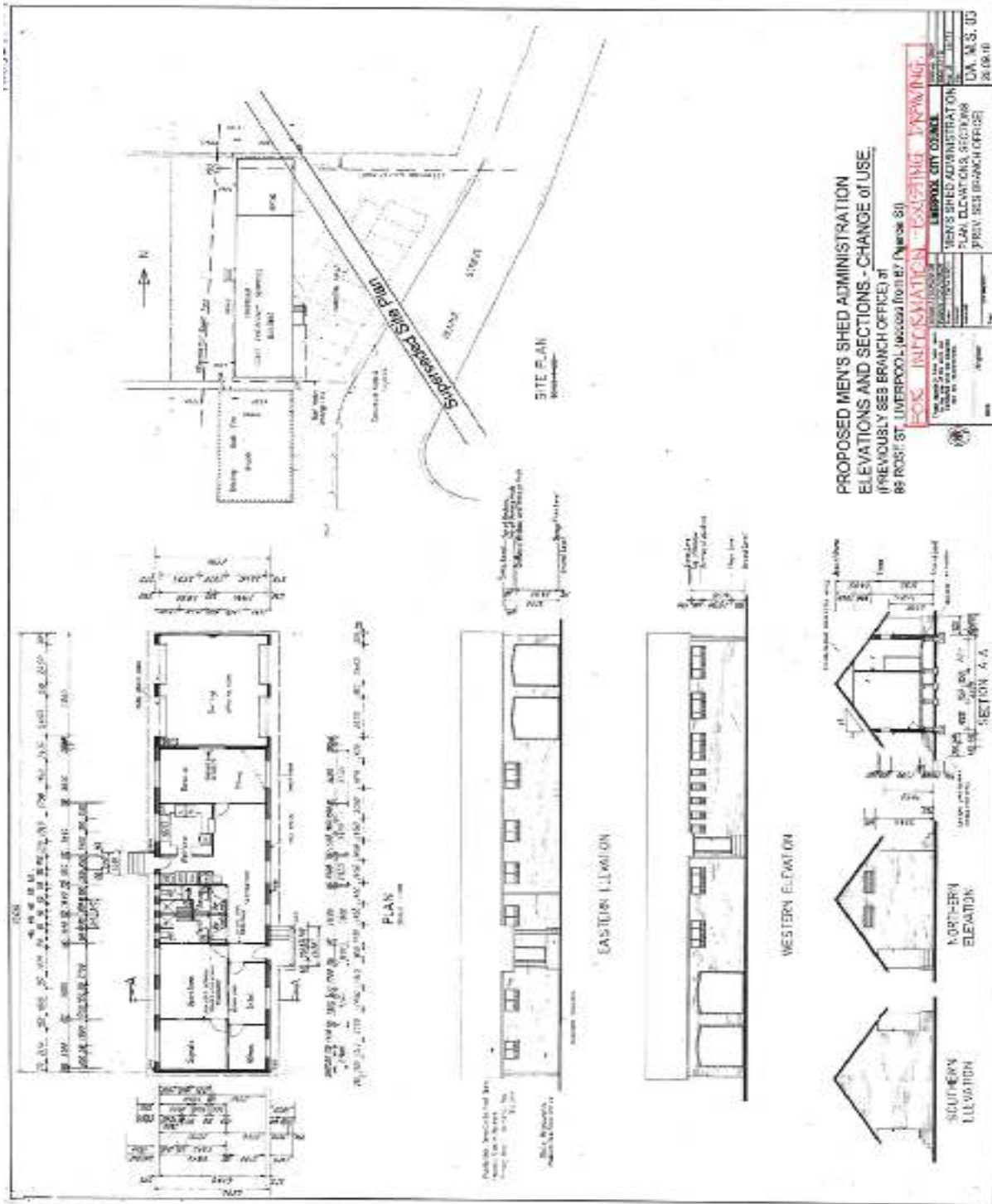
## FLOOR PLAN



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**FLOOR AND ELEVATION PLAN**





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**PROPOSED COLOURS AND FINISHES**

**1. Location of the Facility**

- The Temporary Men's Shed will occupy the old SES Buildings (67 Pearce St) near to the main Depot Training Room, at the LCC Rose St Depot.

**2. Colours and Finishes**

Element	Material	Finish	Colour
<b>Floors and Pavements</b>			
Internal Courtyard and paths	Concrete	Wood Float	Existing
Car Park (forecourt)	Gravel	Existing	Existing
<b>Doors and Windows – Admin. Building</b>			
Aluminium Framed Windows	Aluminium	Powder Coated	Existing
Timber Doors	Timber	Painted	Existing
Roller Shutter Doors (garage)	Steel	Galvanised	Existing
<b>Doors and Windows – Workshop Building</b>			
Timber Door	Timber	Paint	Existing
Roller Shutter Doors (garage)	Steel	Galvanised	Existing
<b>Fences and Gates</b>			
Fences	Chain Mesh	Galvanised	Existing
Gates	Chain Mesh	Galvanised	Existing
<b>Walls and Structure</b>			
External Masonry Walls	Brickwork	Existing	Existing
Internal Masonry Walls	Brickwork	Rendered/Painted	Cream (existing)
	Timber framed	Paint	Cream (existing)
Ceilings	Plasterboard	Paint	White
<b>Roof and Gutters</b>			
Admin Bldg - Roof	Concrete Tile	Existing	Grey (Existing)
Admin Building - Gutters	Steel	Existing	
Metal Roof Sheetting	Steel	Existing	Existing
Gutters and downpipes	Steel	Existing	Existing

**3. Conclusion.**

The Men's Shed materials and colours are generally as existing.

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**ATTACHMENT 2: RECOMMENDED CONDITIONS OF CONSENT**

**DEFINITIONS**

AEP	Annual Exceedance Probability
NCC	National Construction Code (formerly Building Code of Australia)
Council	Liverpool City Council
DCP	Liverpool Development Control Plan 2008
DECC	Department of Environment and Climate Change and Water
CC	Construction Certificate
1% AEP Flood	The 1 in 100 year flood
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
LPI Service	Land and Property Information Service
OC	Occupation Certificate
PCA	Principal Certifying Authority
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
RMS	Roads and Maritime Services

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**A. THE DEVELOPMENT**

**Approved Plans**

1. Development the subject of this determination notice must be carried out generally in accordance with the following plans/reports marked as follows, except where modified by the undermentioned conditions:

**(a) Plans:**

- (i) Proposed Men's Shed Administration and workshop Floor Plan prepared by Liverpool City Council, Job No:DS2017\_020, dated 26.09.18; and
- (ii) Men's Shed administration Plan, Elevations, Section (Prev.SES Branch Office) prepared by Liverpool City Council, dated 26.09.18.

**(b) Reports and Documents:**

- (i) **Schedule of Colour and Finishes:**  
Prepared by Property & Commercial Development, Liverpool City Council;
- (ii) **Waste Management Plan**  
Prepared by Property & Commercial Development, Liverpool City Council;

**B. GENERAL**

**Comply with EP&A Act**

2. The requirements and provisions of the *Environmental Planning & Assessment Act 1979* and *Environmental Planning & Assessment Regulation 2000*, must be fully complied with at all times.

Failure to comply with these legislative requirements is an offence and may result in the commencement of legal proceedings, issuing of 'on-the-spot' penalty infringements or service of a notice and order by Council.

**C. PRIOR TO WORKS COMMENCING**

**The following conditions are to be complied with or addressed prior to works commencing on the subject site/s:**

**Obtain construction certificate**

3. In accordance with provisions of the *Environmental Planning & Assessment Act 1979*, a *Construction Certificate* must be obtained from a certifier prior to commencement of the change in building use and prior to any building works that are required to be carried out to satisfy relevant building and fire safety requirements.

**D. PRIOR TO ISSUE OF OCCUPATION CERTIFICATE**

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**The following conditions are to be complied with or addressed prior to issue of either an Interim or Final Occupation Certificate by the Principal Certifying Authority:**

**Clause 93 Upgrade works**

4. The building must comply with the requirements of Clause 93 of the *Environmental Planning & Assessment Regulation 2000* in relation to the provision of *category 1* fire safety measures (as applicable), prior to commencement of the change of use and issuing of an *Occupation Certificate*.

The following fire safety upgrading work is to be carried out prior to the issuing of an *Occupation Certificate* to ensure that the building is suitable for its new use;

- a) *Exit door must be provided at the side colour bond fence for safe egress for occupants existing the workshop in the event of fire or alternatively install an exit doors through the roller door of the garage leading to the open space at the front of the office building.*
- b) *Provide emergency lighting system in the rear workshop and to the passageway in the office building leading to the front exit door, in accordance with clause E4.2 & E4.4 of the BCA,*
- c) *Provide exit signs to the front exit door in accordance with the relevant requirements of clause E4.5 & E4.7 of the BCA,*
- d) *Provide portable fire extinguisher/s within the workshop area in accordance with clause E1.6 of the BCA,*
- e) *The main entry/exit door is to be provided with a 'hold-open' device, or swing in the direction of egress, to facilitate people seeking egress from the building in the event of an emergency,*
- f) *All the exit doors in the path of travel must have complying door handle openable by a single grip lever handle downward action latch set or pushing action in accordance with the requirement of D2.21 of the BCA.*

**Obtain occupation certificate for change of use**

5. The premises must not be utilised until an *Occupation Certificate* is issued by the Principal Certifier. A single and complete *Fire Safety Certificate* certifying the operation of all of the fire safety measures within the building must be submitted to Council with the *Occupation Certificate*.

**Surrender of Development Consent**

6. Development consent No. DA-708/2018 issued for the temporary use of a Council depot training room as a Men's Shed, shall be surrendered within 60 days following the issue of the *Occupation Certificate* for the subject Development Application.

**E. CONDITIONS RELATING TO USE**

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**The following conditions relate to the ongoing use of the premises:**

7. The Men's Shed is only to be used for a maximum of 2 days per week between the hours of 7:30am and 5pm on Monday to Friday only.
8. The number of people at the site at any given time need not exceed fifteen (15) people.
9. Nine (9) car parking spaces shall be provided on site for the Men's Shed. These car parking spaces shall be solely reserved solely and allocated for the Men's Shed.

**F. ADVISORY**

- a) If you are dissatisfied with this notice of determination or the conditions contained within this notice of determination, Section 8.2 of the Environmental Planning and Assessment Act 1979 gives you the right to request a review of the determination within 6 months after the date on which the application is taken to have been determined.
- b) If you are dissatisfied with this decision, Section 8.7 of the Environmental Planning and Assessment Act 1979 gives you the right to appeal to the Land and Environment Court within 6 months after the date on which the application is taken to have been determined.
- c) In accordance with Section 4.53 of the Environmental Planning and Assessment Act 1979, unless otherwise stated by a condition of this consent, this consent will lapse unless the development is commenced within five years of the date of this notice.
- d) The approval of this application does not imply or infer compliance with the Disability Discrimination Act and that the developer should investigate their liability under the Act.
- e) The requirements of all authorities including the Environmental Protection Authority and the Work Cover Authority shall be met in regards to the operation of the building.
- f) "DIAL BEFORE YOU DIG" DIAL 1100

Underground assets may exist in the area that is subject to your application. In the interest of health and safety and in order to protect damage to third party assets please contact Dial before you dig at [www.1100.com.au](http://www.1100.com.au) or telephone 1100 before excavating or erecting structures (This is the law in NSW). If alterations are required to the configuration, size, form or design of the development upon contact the Dial before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via contacting the Dial before you dig service in advance of any construction or planning activities.

- g) TELECOMMUNICATIONS ACT 1997 (COMMONWEALTH)



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Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution.

Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, you are required to contact: Telstra's Network Integrity Team on Phone Number 1800 810 443.

- h) The obligation to comply with the Category 1 fire safety provisions may require building work to be carried out even though none is proposed or required by other conditions of this consent.
- i) The Liverpool City Council Local Government area soils and ground water may be subject to varying levels of Salinity. Whilst Council may require applicants to obtain Salinity reports relating to some developments, no assessment may be made by Council in that regard. Soil and ground water salinity levels can change over time due to varying factors. It is recommended that all applicants make their own independent inquiries as to appropriate protection against the current and future potential affect of Salinity to ensure the ongoing structural integrity of any work undertaken. Liverpool City Council will not accept any liability for damage occurring to any construction of any type affected by soil and or ground water Salinity.
- j) The cost of any necessary adjustments to utility mains and services shall be borne by the applicant.
- k) Care shall be taken by the applicant and the applicant's agents to prevent any damage to adjoining properties. The applicant or the applicant's agents may be liable to pay compensation to any adjoining owner if, due to construction works, damage is caused to such an adjoining property.

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<b>Item no:</b>	<b>4</b>
<b>Application Number:</b>	<b>DA-788/2017</b>
<b>Proposed Development:</b>	<b>Channel improvement works and site remediation within Brickmakers Creek reserve</b>
<b>Property Address</b>	<b>Brickmakers Creek Between Elizabeth Drive And Campbell Street, Liverpool And Adjoining Properties. 85-87 Elizabeth Drive; 446 Park Road; 1, 5A, 7, 9 and 101 Copeland Street, Liverpool</b>
<b>Legal Description:</b>	<b>Lot 1 DP 710040, Lot 1 DP 588614, Lot 3 DP 631210, Lot 1364 DP 135990, Lot 101 DP 872271, Lot 446 DP 48658, Lot 7 DP 654286 &amp; Lot 2 DP 1135400</b>
<b>Applicant:</b>	<b>Liverpool City Council</b>
<b>Land Owner:</b>	<b>Department of Infrastructure Planning And Natural Resources, Liverpool City Council, Mr R Calarco and Mrs D Calarco, and Gandangara Aboriginal Land Council</b>
<b>Cost of Works:</b>	<b>\$900,000.00</b>
<b>Recommendation:</b>	<b>Approved subject to conditions of consent</b>
<b>Assessing Officer:</b>	<b>Pradip Adhikari</b>

## **1. EXECUTIVE SUMMARY**

Council has received a Development Application (DA-788/2017) seeking consent for channel improvement works and site remediation for part of the Brickmakers Creek open reserve located on the corner of Elizabeth Drive and Copeland Street (Hume Highway), Liverpool.

The proposed channel improvement works are for flood mitigation purposes, creek bank stability and rehabilitation of the contaminated creek bank of Brickmakers Creek.

The site is zoned RE1 - Public Recreation pursuant to Liverpool Local Environmental Plan 2008 and the proposed development is permissible with consent.

The proposal is identified as a Nominated Integrated Development under Section 91 of the Environmental Planning and Assessment Act 1979, which also requires approval from the Department of Primary Industries – Water (DPI). DPI - Water supports the proposal and has provided its General Terms of Approval.

The development application was advertised for a period of 30 days from 28 February 2018 to 30 March 2018 in accordance with *Environmental Planning and Assessment Regulations 2000*. No submissions were received during the public consultation period.

The application is referred to the Liverpool Local Planning Panel (LLPP) in accordance with its referral criteria and procedural requirements in that the development falls into the category of conflict of interest, as Liverpool City Council is the Applicant.

The application has been assessed pursuant to the provisions of the Environmental Planning and Assessment (EP&A) Act 1979 and is found to be satisfactory. Based on the assessment of

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the application, it is recommended that the application be approved subject to the imposition of conditions.

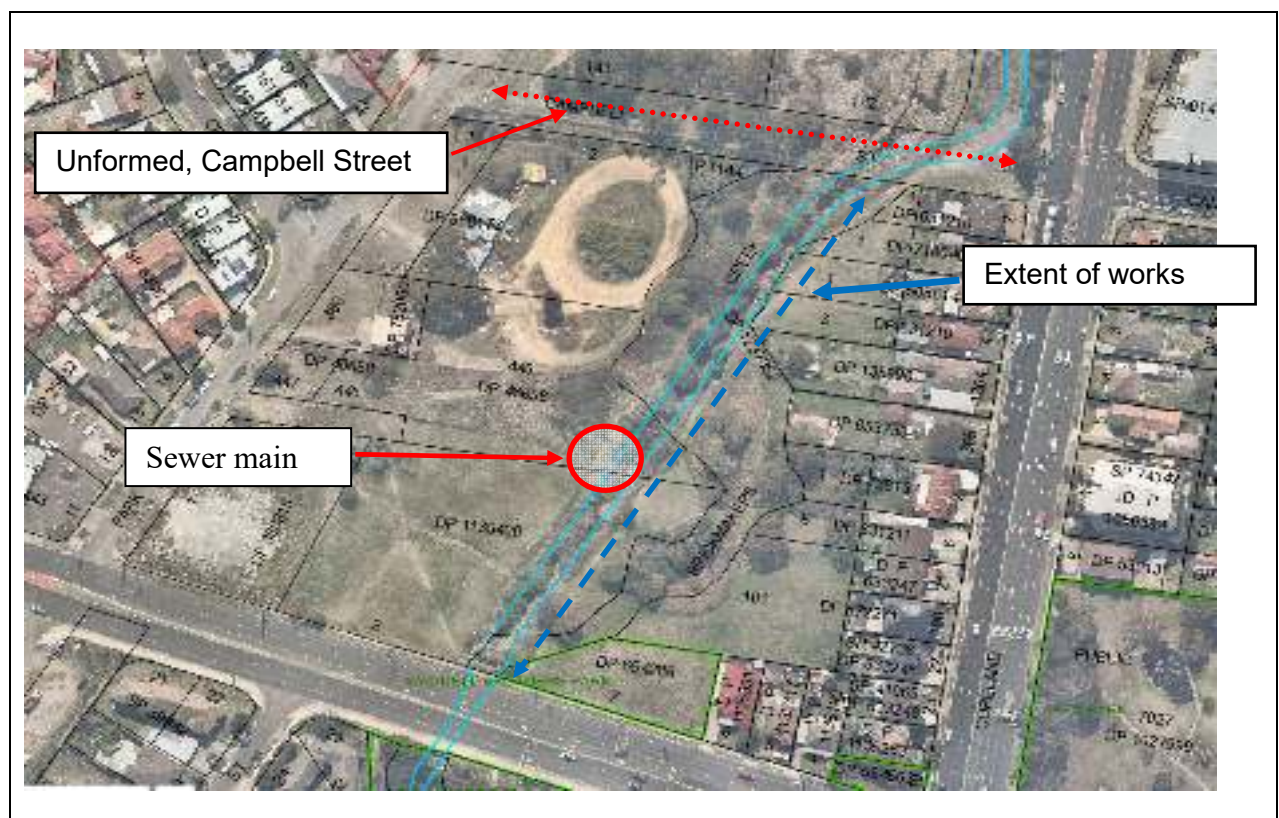
## 2. SITE DESCRIPTION AND LOCALITY

### 2.1 The locality

The site is located on the northern side of Elizabeth Drive and west of Copeland Street that comprises the east and west embankments of waterline and Brickmakers Creek in Liverpool. The proposed works are within the waterline than on actual Brickmakers Creek (refer figure 1 below for details). Waterline divides the land owned by the Gandangara Aboriginal Land Council and land owned by the Department of Infrastructure Planning and Natural Resources.

The development site is adjoined by residential properties and roads, as detailed in the following table.

East of the site	The properties to the east of the site consist of residential properties fronting Copeland Street.
West of the site	The site fronts Park Road to the west, beyond which are residential properties.
South of the site	To the immediate south of the site is Elizabeth Drive. The opposite side of Elizabeth Drive is Collimore Park, a public recreation area containing playing fields, open space and car park, and residential properties.
North of the site	The northern edge of the site is unformed Campbell Street. To the north of which is land owned by the Department of Infrastructure Planning and Natural Resources.



**Figure 1:** Locality of the subject site (Source: Geocortex)

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## **2.2 The site**

The subject site is identified as follows;

LOT & DP	Land Address	Owner
Lot 2 in DP 1135400	87 Elizabeth Drive, Liverpool	Dept of Infrastructure Planning and Natural Resource
Lot 7 in DP 654286	85 Elizabeth Drive, Liverpool	Liverpool City Council
Lot 446 in DP 48658	446 Park Road, Liverpool	Gandangara Aboriginal land Council
Lot 1364 in DP 135990	9 Copeland street, Liverpool	Mr R Calarco and Mrs D Calarco
Lot 3 in DP 631210	7 Copeland Street, Liverpool	Dept of Infrastructure Planning and Natural Resource
Lot 1 in DP 588614	5A Copeland Street, Liverpool	Dept of Infrastructure Planning and Natural Resource
Lot 1 in DP 710040	1 Copeland Street, Liverpool	Dept of Infrastructure Planning and Natural Resource

The site is known as Brickmakers Creek, which is between Elizabeth and Campbell Street. It is irregular in shape with a length of approximately 66 metres and a total area of 0.57 ha.

## **2.3 Site Constraints**

<b>Are there any constraints or affectation on the site:</b> <ul style="list-style-type: none"> <li>• Bushfire</li> <li>• Flooding</li> <li>• Heritage Items</li> <li>• Aboriginal Heritage</li> <li>• Environmentally Significant Land</li> <li>• Threatened Species/Flora/Habitat /Critical Communities</li> <li>• Acid Sulphate Soils</li> <li>• Aircraft Noise</li> <li>• Flight Paths</li> <li>• Railway Noise</li> <li>• Road Noise/Classified Road</li> <li>• Significant Vegetation</li> <li>• Contamination</li> </ul>	<ul style="list-style-type: none"> <li>• The site is in a Flood Planning Area</li> <li>• The site is within an Environmentally Significant Land.</li> <li>• The site is affected by Classified Road noise impacts from Elizabeth Drive</li> </ul> <p>The contamination report accompanying the application identifies the presence of asbestos on the site.</p>
<b>Are there any restrictions on title?</b>	No restriction is registered for the subject site.

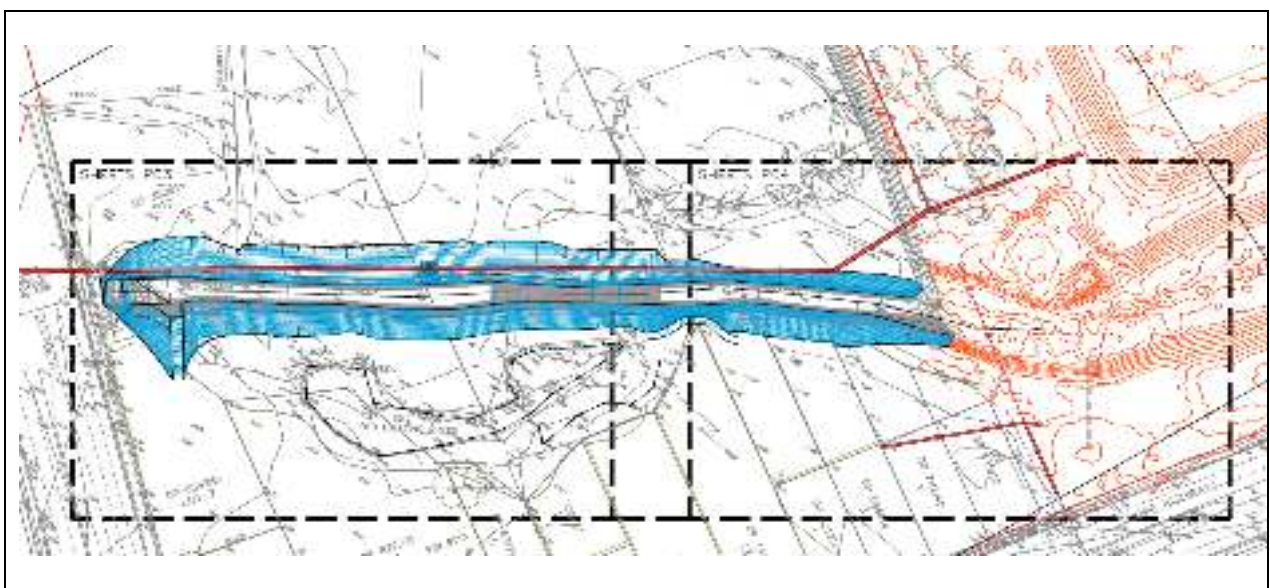
## **3. BACKGROUND/HISTORY**

- The DA-788/2017 was lodged on 28 September 2017 for Channel works and site remediation.

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- Additional Information was requested on 12 October 2017 and 8 November 2017 to provide;
  - a preliminary Aboriginal Impact assessment,
  - Nominated Integrated Development referral fee, which requires approval from Department of Primary Industries – Water (DPI - Water),
  - Advertising fee, and
  - Consent from the Gandangara Local Aboriginal Land Council as the site is under Native Title Claim
- The DA was advertised for 30 days from 28 February 2018 to 30 March 2018;
- The DA was referred to external agencies and internally
  - External Agencies
    - Department of Primary Industries – Water (DPI - Water);
    - Department of Primary Industries – Fisheries (DPI Fisheries); and
    - Sydney Water
  - Internal Departments
    - Land Development Engineer;
    - Traffic;
    - Floodplain Engineer;
    - Sustainable Environmental and Natural Resources;
    - Heritage; and
    - Environmental and Health
- Additional Information was requested on 2 March 2018 and 31 March 2018 requesting following matters be addressed:
  - Updated 'Insitu Waste and VENM Classification assessment;
  - Stage 3 Remedial Action Plan
- On 22 June 2018, Supplementary Investigation was submitted to satisfy the requirement of waste and VENM Classification Assessment;
- Consent from Gandangara Local Aboriginal Land Council received on 19 July 2018;
- On 12 September 2018, Remediation Action Plan submitted; and



**Figure 2:** Site Plan Extract from submitted site plan

**4. DETAILS OF THE PROPOSAL**

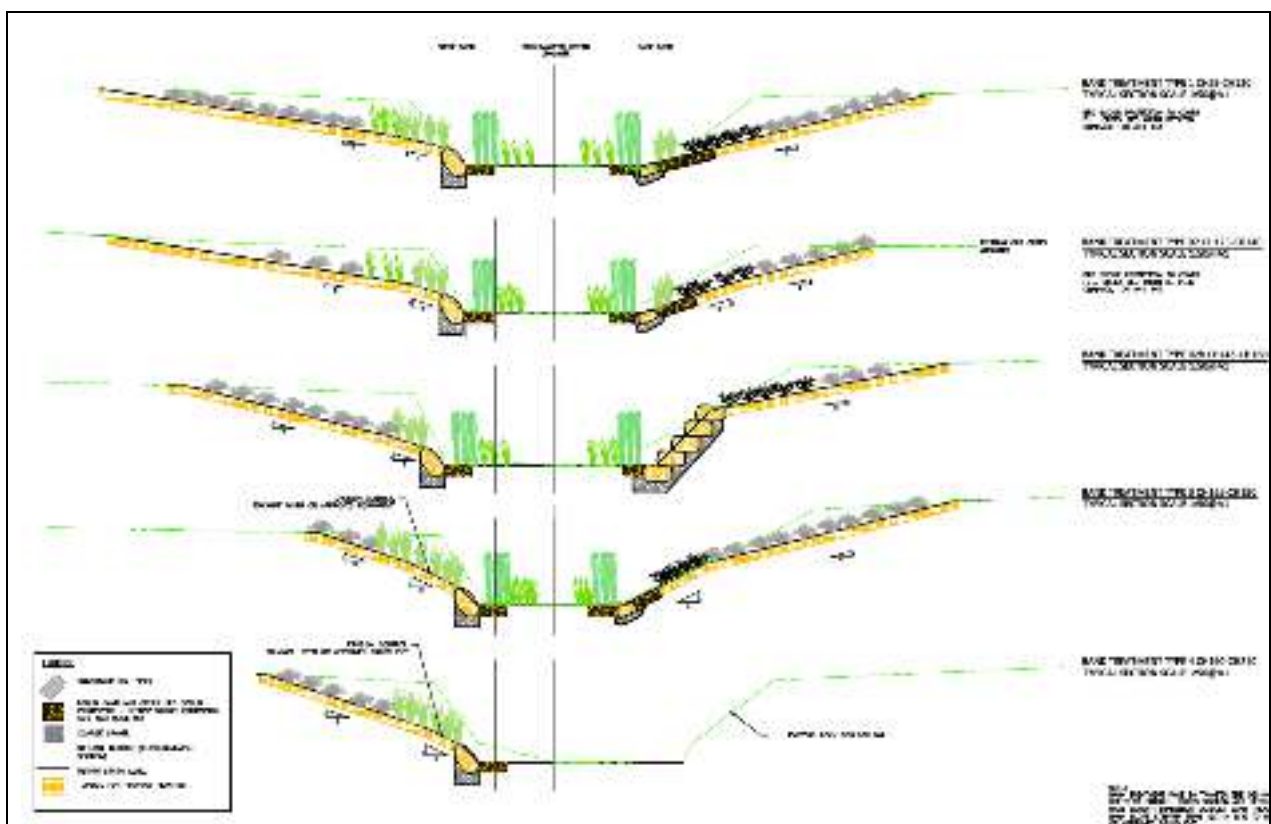


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The proposal seeks consent for channel improvement works and site remediation to part of the Brickmakers Creek bounded by Elizabeth Drive, Copeland Street, Campbell Street and Park Road, Liverpool. The proposed channel works are for flood mitigation purposes. Details of the proposal can be summarised as follows:

- Removal of trees along the channel,
- Excavation of soils along the creek bed, and eastern and western banks of the site to the lateral extents of up to 1.24metres,
- Embankments battered to a gradient steeper of 3:1 and stabilised with turf, jute matting and core mesh,
- Plant vegetation to stabilise the banks,
- Rock work to provide a transition from the pre-existing concrete culvert to a rock culvert in the south of the site,
- Construct protection barrier along the banks of the channel to protect from erosion,
- Construct a rock retaining wall around a sewer manhole and sewer vent located in the centre of the eastern bank,
- Construct a scour protection along the creek bed and lower banks that comprise of rock and soil,
- Remove all filling at the site and construct protection barriers, if filling is found beyond the site, and
- Dispose all excavated filling to a licensed facility.



*Figure 3: Section of channel view after completion*

## **5. STATUTORY CONSIDERATIONS**

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### **5.1 Relevant matters for consideration**

The relevant planning instruments/policies applicable to the proposed development are as follows:

- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy No. 55 – Remediation of Land;
- Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment (now deemed SEPP);
- Liverpool Local Environmental Plan (LLEP) 2008; and
- Liverpool Development Control Plan (LDGP) 2008;

## **6. ASSESSMENT**

The development application has been assessed in accordance with the relevant matters of consideration prescribed by Section 4.15 Evaluation of the EP&A 1979 and the Environmental Planning and Assessment Regulation 2000, as follows:

### **6.1 Section 4.15(1)(a)(i) – Any Environmental Planning Instrument**

#### **(a) State Environmental Planning Policy (Infrastructure) 2007**

The proposed channel improvement works and site remediation within Brickmakers Creek would be defined as flood mitigation work under Division 7 of SEPP Infrastructure.

Flood mitigation work is defined by the ISEPP as follows:

***“flood mitigation work means work designed and constructed for the express purpose of mitigating flood impacts. It involves changing the characteristics of flood behaviour to alter the level, location, volume, speed or timing of flood waters to mitigate flood impacts. Types of works may include excavation, construction or enlargement of any fill, wall or levee that will alter riverine flood behaviour, local overland flooding, or tidal action so as to mitigate flood impacts.***

**Note.**

*Examples of flood mitigation work include levees, barrages, causeways, cuttings, embankments, floodgates and detention basins.”*

Flood mitigation work is identified as a permitted land use without consent, pursuant to Clause 50– Development permitted without consent of the ISEPP, which reads:

- (1) Development for the purpose of flood mitigation work may be carried out by or on behalf of a public authority without consent on any land.*
- (2) A reference in this clause to development for the purpose of flood mitigation work includes a reference to development for any of the following purposes if the development is in connection with flood mitigation work:*
  - (a) construction works,*
  - (b) routine maintenance works,*
  - (c) environmental management works.*

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On the basis of Clause 50 of the ISEPP, the proposed flood mitigation works do not require consent, given that the works will be carried out by or on behalf of Council (public authority).

The site remediation aspect of the proposal, however, require consent.

**(b) State Environmental Planning Policy No. 55 – Remediation of Land**

Pursuant to Clause 7 of SEPP 55, a consent authority is unable to grant development consent unless it has considered whether the land is contaminated and, if so, whether the consent authority is satisfied that the land is suitable in its contaminated state, or can be remediated to be made suitable for the purposes for which the development is proposed to be carried out.

Council is required to consider the likelihood of any contamination on-site and the possible impacts which may arise from any works associated with this proposal.

The objectives of SEPP 55 are:

- *to provide for a state wide planning approach to the remediation of contaminated land.*
- *to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.*

Pursuant to the above SEPP, Council must consider:

- whether the land is contaminated.
- if the land is contaminated, whether it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the proposed use.

The Remediation Action plan along with the supplementary Investigation Report prepared by Douglas Partners indicate contamination along the site. The site is found to contain asbestos impacted fill. Remediation strategies have been proposed which include measures to facilitate the removal of filling, stabilisation and potential battering of the excavation side walls and inspection of underlying clay material.

These reports were reviewed by Council's Environmental Health Section who concurs with their findings and has raised no objection to the proposal, subject to the implementation of preferred removal strategies for the unsuitable materials at the site as recommended within the reports.

Pursuant to Clause 7 of SEPP 55, Council is also required to undertake a merit assessment of the proposed development. The following table summarises the matters for consideration in determining development application (Clause 7).

<b>Clause 7 - Contamination and remediation to be considered in determining development application</b>	<b>Comment</b>
(1) A consent authority must not consent to the carrying out of any development on land unless:	
(a) it has considered whether the land is contaminated, and	The land is contaminated with various materials as identified in the Supplementary Investigation report prepared by Douglas Partners dated 6 September 2017.

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(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and	<p>The land is contaminated with various materials as identified in the Supplementary Investigation report. Land is not suitable for the proposal without appropriate remediation. A RAP was submitted that recommended remediation of the site prior to any channel works</p> <p>The Remediation Action Plan was reviewed by Council's Environment and Health Section where it has no objection subject to recommended conditions to be included in any consent.</p> <p>The site will be made suitable for the proposed work after remediation.</p>
(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.	Conditions of any consent shall require the remediation of the land as per the recommendations in the submitted Remediation Action Plan prepared by Douglas Partners dated September 2018.

Based on the above assessment, the proposal is considered to satisfy the relevant objectives and provisions of SEPP 55, therefore, it is considered that the subject site is suitable for the proposed development.

**(c) Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment (Deemed SEPP)**

The subject land is located within the Georges River Catchments and as such the Greater Metropolitan Regional Environmental Plan No. 2 – Georges River applies to the application.

The Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment generally aims to maintain and improve the water quality and river flows of the Georges River and its tributaries.

When a consent authority determines a development application, planning principles are to be applied (Clause 7(b)). Accordingly, a table summarising the matters for consideration in determining development applications (Clause 8 and Clause 9), and compliance with such is provided within Attachment 2 of this report.

It is considered that the proposal satisfies the provisions of the GMREP No. 2 subject to appropriate sedimentation and erosion controls being implemented during construction.

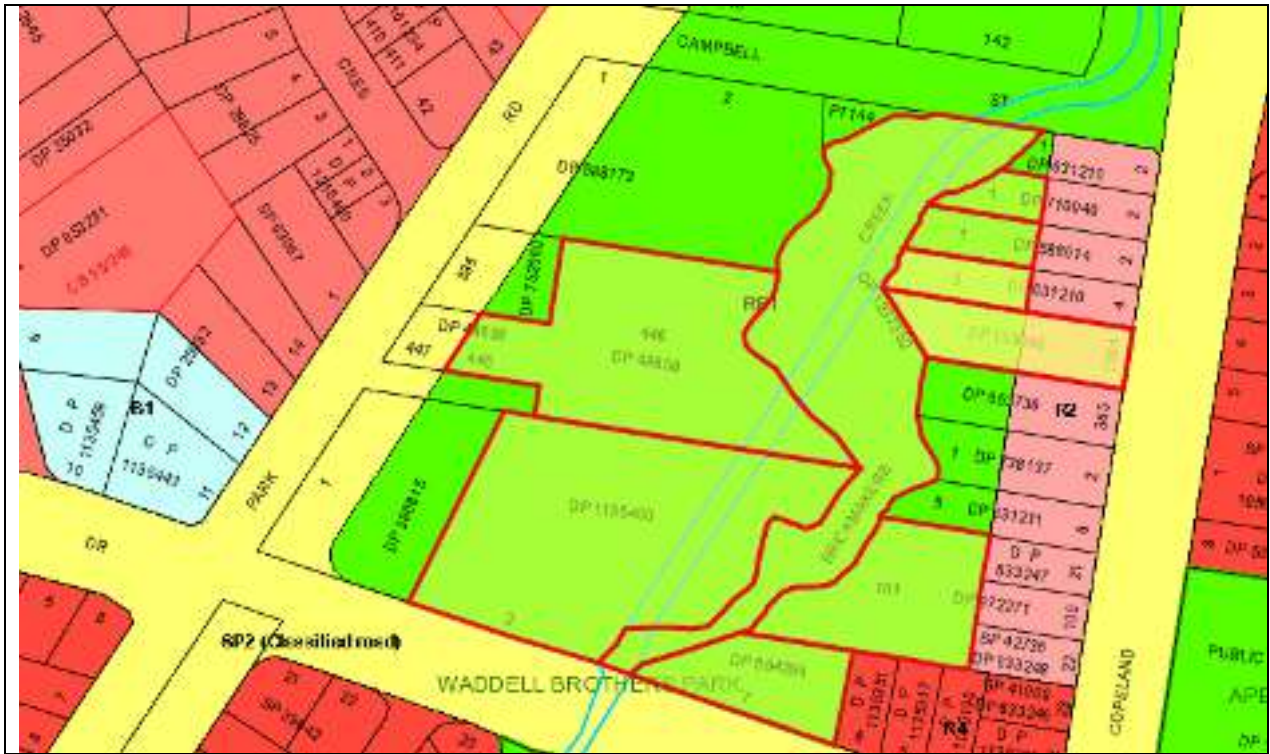
**(d) Liverpool Local Environmental Plan 2008**

**(i) Zoning**

The subject site is zoned RE1 – Public Recreation pursuant to the LLEP 2008. An extract of the zoning map is provided in Figure 4 below.

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**Figure 4:** Zoning Map (source: Geocortex)

**(ii) Permissibility**

The proposed development is appropriately characterised as flood mitigation work, which is defined by the LLEP as follows:

***“flood mitigation work means work designed and constructed for the express purpose of mitigating flood impacts. It involves changing the characteristics of flood behaviour to alter the level, location, volume, speed or timing of flood waters to mitigate flood impacts. Types of works may include excavation, construction or enlargement of any fill, wall, or levee that will alter riverine flood behaviour, local overland flooding, or tidal action so as to mitigate flood impacts.”***

“Flood Mitigation Works” are identified as a permitted land use subject to consent within the RE1 Zone.

**(iii) Objectives of the zone**

The objectives of the RE1 zone are as follows:

- To enable land to be used for public open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.
- To provide sufficient and equitable distribution of public open space to meet the needs of residents.
- To ensure the suitable preservation and maintenance of environmentally significant or environmentally sensitive land.



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The proposed works are considered to be consistent with the objectives of the RE1 – Public Recreation zone by enabling a safe use of the land consistent with the intended use of the existing channel.

Channel improvement works and site remediation works at the site generally meet the objectives of protecting and maintaining the natural environment. In addition, the proposal would allow the land to continue to be used for public open space and recreational purposes, once the site has been satisfactorily remediated.

**(iv) Principal Development Standards**

LLEP 2008 contains a number of principal development standards which are relevant to the proposal, as detailed below.

<b>Development Provision</b>	<b>Requirement</b>	<b>Proposed</b>	<b>Comment</b>
<b>Part 4 Principal Development Standards</b>			
2.7 Demolition	The demolition of a building or work may be carried out only with development consent	The proposal does not involve any demolition work.	Not applicable.
5.10 Heritage conservation	To protect existing items/locations identified as containing significant heritage value	The site is not identified as containing heritage items and is not in the vicinity of a heritage item or conservation area.	Complies by condition.  This application is supported by an Aboriginal Assessment Report and was referred to Council's Heritage Advisor for comments. The Heritage Advisor has no objection to the proposal subject to conditions of consent.
7.6 Environmentally significant land	Council must consider the impact of proposed work on land identified as Environmentally Significant	The proposal is accompanied by a Statement of Environmental Effects, and a Flora and Fauna Ecological Assessment.	Complies by condition.  The proposal has been reviewed by Council's Sustainable Environment Natural Resource Section, who raises no objection subject to conditions of

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			consent.  This application was also referred to DPI Water. DPI considered the Vegetation Management Plan (VMP) submitted and supported the proposal.
7.7 Acid sulfate soils	Council must consider possible impact of the proposed work on affected land	The subject site is not mapped as Acid Sulphate affected land.	Not applicable
7.8 Flood planning	Council must consider appropriate land uses and measures to ensure reductions in risk to affected and adjoining land	The proposed channel improvement works will improve flooding of adjoining properties and provide environmental enhancement of Brickmakers Creek. The proposed development is supported by Council's Flooding Engineers.	Complies with condition
7.9 Earthworks	Before granting development consent, Council to consider matters listed (a)-(g)	The earthworks proposed require the excavation and removal of contaminated soil, and its replacement of non-contaminated soils to the same levels.  Although the work will be within the channel, the impacts can be controlled by conditions of consent to ensure negligible impact on environmental processes.	Complies by condition

As demonstrated in the above compliance table, the proposed development is consistent with the provisions of LLEP 2008.

**6.2 Section 4.15(1)(a)(ii) - Any Draft Environmental Planning Instrument**

There are no draft Environmental Planning Instruments which apply to the development.

**6.3 Section 4.15(1)(a)(iii) - Any Development Control Plan**

**(a) Liverpool Development Control Plan (LDCP) 2008**

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The application has also been assessed against the relevant controls of the LDCP 2008, particularly *Part 1 General Controls for all Development*.

The development is found to achieve full compliance with the provisions of the LDCP 2008 as detailed within the table in Attachment 3 of the report.

Overall, the proposal is considered to be consistent with the key controls outlined in the LDCP 2008.

**6.4 Section 4.15(1)(a)(iiia) - Planning Agreements**

There are no Planning Agreements which apply to the development.

**6.5 Section 4.15(1)(a)(iv) - The Regulations**

The Environmental Planning and Assessment Regulation 2000 requires the consent authority to consider the provisions of the BCA and the Safety standards. Accordingly, appropriate prescribed conditions of consent will be imposed.

**6.6 Section 4.15(1)(b) - The Likely Impacts of the Development**

**(a) Natural Environment**

The site comprises a modified drainage channel surrounded by predominantly grassed area. The proposed development requires removal of trees and weeds. The vegetation on the site is highly degraded. There are small area of eucalypts trees on the northern end of the western bank of the channel and small number of native trees on the eastern bank. The eastern bank of the channel has some native vegetation and the rest of the areas are covered with weeds and shrubs. The channel banks are dominated by weeds, including numerous noxious weeds, the channel bed has a mixture of native sedges and rushes.



**Figure 5:** Showing dense bed and storm and litter



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**Figure 6:** Showing small shrub along the channel bank



**Figure 7:** Showing native sedges area



**Figure 8:** Showing low canopy trees



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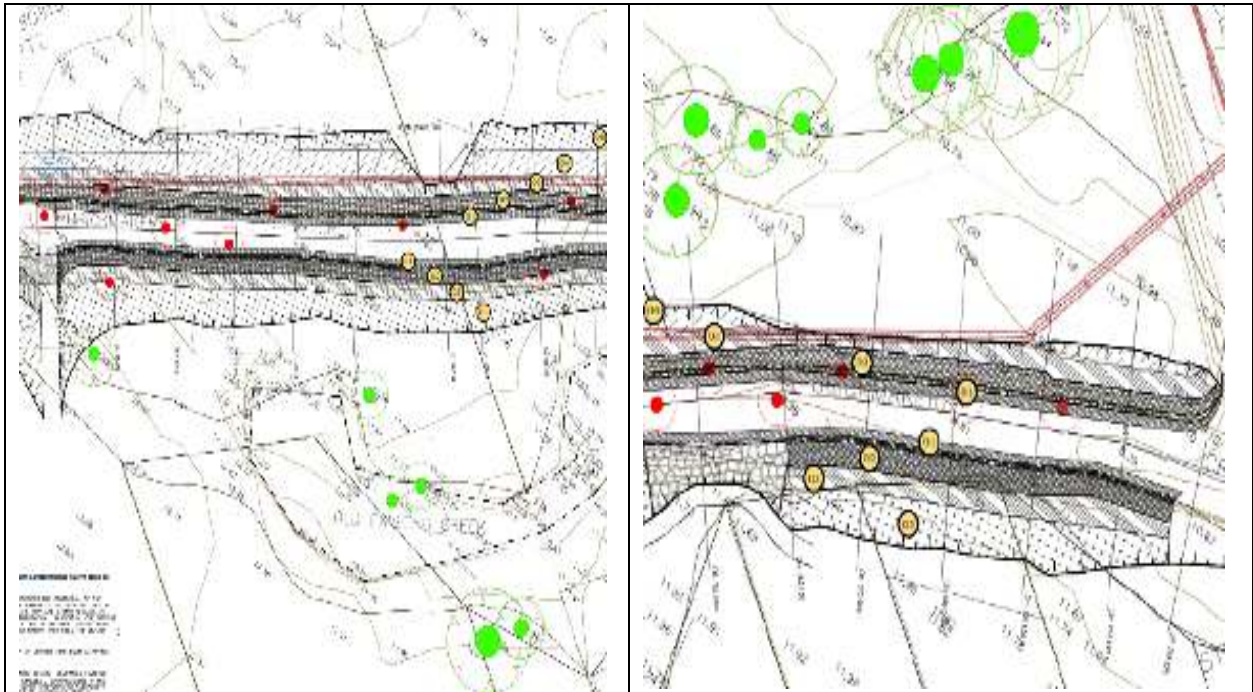
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**Figure 9:** showing weedy shrubs along the top of the bank.

The proposal is supported by an ecological assessment and Vegetation Management Plan (VPM). Both reports are prepared by Applied Ecology, which include recommended planting to the creek bed. The VPM shows satisfactory revegetation planting opportunities not only within the work area but the whole area to replace weeds and to improve overall health of the natural environment.

Vegetation Management Plan also provides recommended sequence methods for planting, site monitoring and vegetation maintenance that includes plant establishment and ongoing maintenance.



**Figure 10:** Showing vegetation planting plan for whole area.

There is evidence of marginal foraging habitat within the site including:

- Aves species like varied sittella, little lorikeet, little eagle, swift parrot, bat and owl.
- Snail



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This application is supported by Review of Environmental Factors prepared by Applied Ecology, dated 17/06/2016 and Vegetation Management Plan prepared by Applied Ecology, dated June 2016. These reports indicate that there are no threatened reptile, amphibian or insect species reported on the proposed site.

Hence, the proposed development is unlikely to create any detrimental impact on the natural environment surrounding the subject site.

**(b) Built Environment**

The proposed channel improvement works will improve flooding of adjoining properties and provide environmental enhancement of Brickmakers Creek.

It is considered that the proposed development has been designed with sufficient regard to surrounding properties to ensure that any adverse amenity impact is minimised, particularly in terms of flooding mitigation measures to downstream properties.

Consideration has been given to site specific and broader issues such as Aboriginal and European Heritage. This application was supported by a comprehensive Review of Environmental Factors (REF) prepared by Mary Dallas Consulting Archaeologists (MDCA) which indicates that it is highly unlikely that there will be any presence of Aboriginal objects within the works area.

The standard aboriginal cultural heritage conditions will be included in the consent in case of unexpected finds of an aboriginal object is identified to follow the standard protocols.

**Social Impacts and Economic Impacts**

The proposal would result in a positive economic impact in the locality through the capital investment value of the development and is unlikely to generate any identifiable detrimental social impacts, being consistent with the desired development type in the locality.

**6.7 Section 4.15(1)(c) - The Suitability of the Site for the Development**

The proposal generally complies with the relevant planning controls and the site is considered to be suitable for the proposed development.

**6.8 Section 4.15(1)(d) - Any submissions made in accordance with the Act or the Regulations**

**(a) Internal Referrals**

The following comments have been received from Council's Internal Departments:

DEPARTMENT	COMMENTS
Development Engineer	Approval subject to conditions
Traffic Engineer	Approval subject to conditions
Sustainable Environment Natural Resource Planner	Approval subject to conditions
Environmental Health	Approval subject to conditions

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<b>Officer</b>	
<b>Floodplain Engineer</b>	Approval subject to conditions
<b>Heritage</b>	Approval subject to conditions

**(b) External Referrals**

The following comments have been received from external Agencies:

<b>DEPARTMENT</b>	<b>COMMENTS</b>
<b>NSW Department of Primary Industries - Water NSW (DPI Water)</b>	The proposal was supported.
<b>NSW Department of Primary Industries - Fisheries NSW (DPI Fisheries)</b>	Consulted with DPI Fisheries. DPI Fisheries advised that the works site is not mapped as key habitat by Fisheries.
<b>Sydney Water</b>	The proposal was supported with conditions

**(c) Community Consultation**

The proposal was advertised for a period of 30 days from 28 February 2018 to 3 April 2018 in accordance with Environmental Planning and Assessment Regulations 2000. No submissions were received in response to the public consultation process.

**6.9 Section 4.15(1)(e) - The Public Interest**

The proposed development is considered to be in the public interest.

**7. DEVELOPMENT CONTRIBUTIONS**

Nil.

**8. CONCLUSION**

The application has been assessed having regard to the provisions of Section 4.15 of the EP&A Act 1979, and the Environmental Planning Instruments, including the applicable State Environmental Planning Policies, Liverpool LEP 2008, LDCP 2008, and the relevant codes and policies of Council.

The proposed development is unlikely to result in any adverse impact upon neighbouring properties and the locality.

Based on the assessment of the application, it is recommended that the application be approved subject to the imposition of conditions

**9. RECOMMENDATION**

That Development Application DA No 788/2017 be approved subject to conditions of consent.

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**10. ATTACHMENTS**

- 1. PLANS OF THE PROPOSAL**
- 2. GREATER METROPOLITAN REGIONAL ENVIRONMENTAL PLAN NO. 2 –  
GEORGES RIVER CATCHMENT (DEEMED SEPP)**
- 3. DCP COMPLIANCE TABLE**
- 4. DRAFT CONDITIONS OF CONSENT**


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**ATTACHMENT 1: PLANS OF THE PROPOSAL**

**BRICKMAKERS CREEK**  
DESIGN OF CHANNEL MODIFICATIONS

**DETAIL DESIGN**  
**FINAL**



Basic Data Table	
1	Site Name
2	Site Address
3	Site Area (m²)
4	Site Zoning
5	Site Use Class
6	Site Description
7	Site History
8	Site Ownership
9	Site Access
10	Site Elevation
11	Site Orientation
12	Site Surroundings
13	Site Features
14	Site Constraints
15	Site Potential
16	Site Risks
17	Site Opportunities
18	Site Recommendations
19	Site Notes
20	Site References

**STORM**  
SOUTH TO THE PACIFIC COAST, CHAMBERLAIN NEW JERSEY 08000-1000  
SOUTH TO THE PACIFIC COAST, CHAMBERLAIN NEW JERSEY 08000-1000

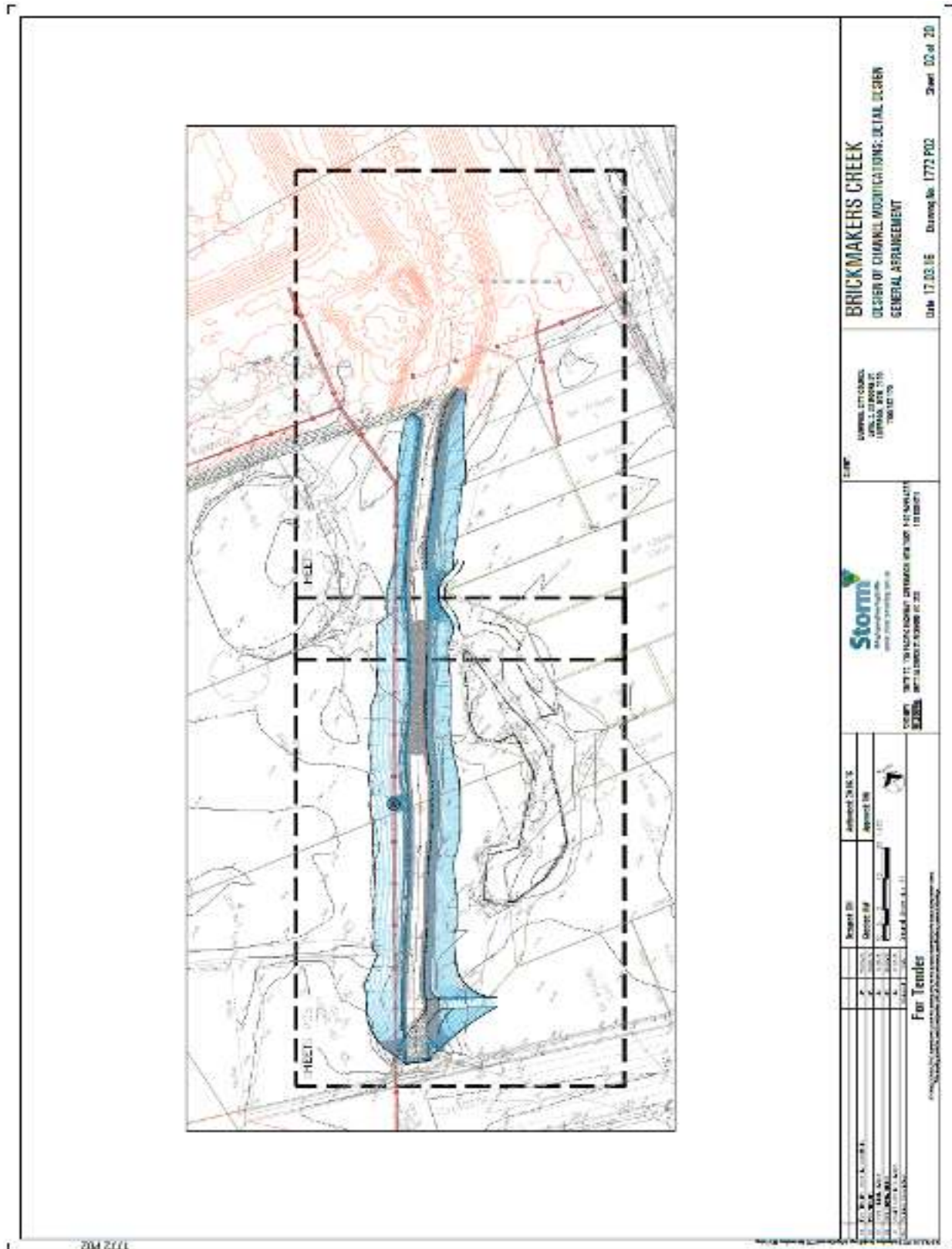
**Storm**  
SOUTH TO THE PACIFIC COAST, CHAMBERLAIN NEW JERSEY 08000-1000  
SOUTH TO THE PACIFIC COAST, CHAMBERLAIN NEW JERSEY 08000-1000

**BRICKMAKERS CREEK**  
DESIGN OF CHANNEL MODIFICATIONS, DETAIL DESIGN  
CONCEPT

Date: 17.03.16 Drawing No: 1772 (01) Sheet: 01 of 20

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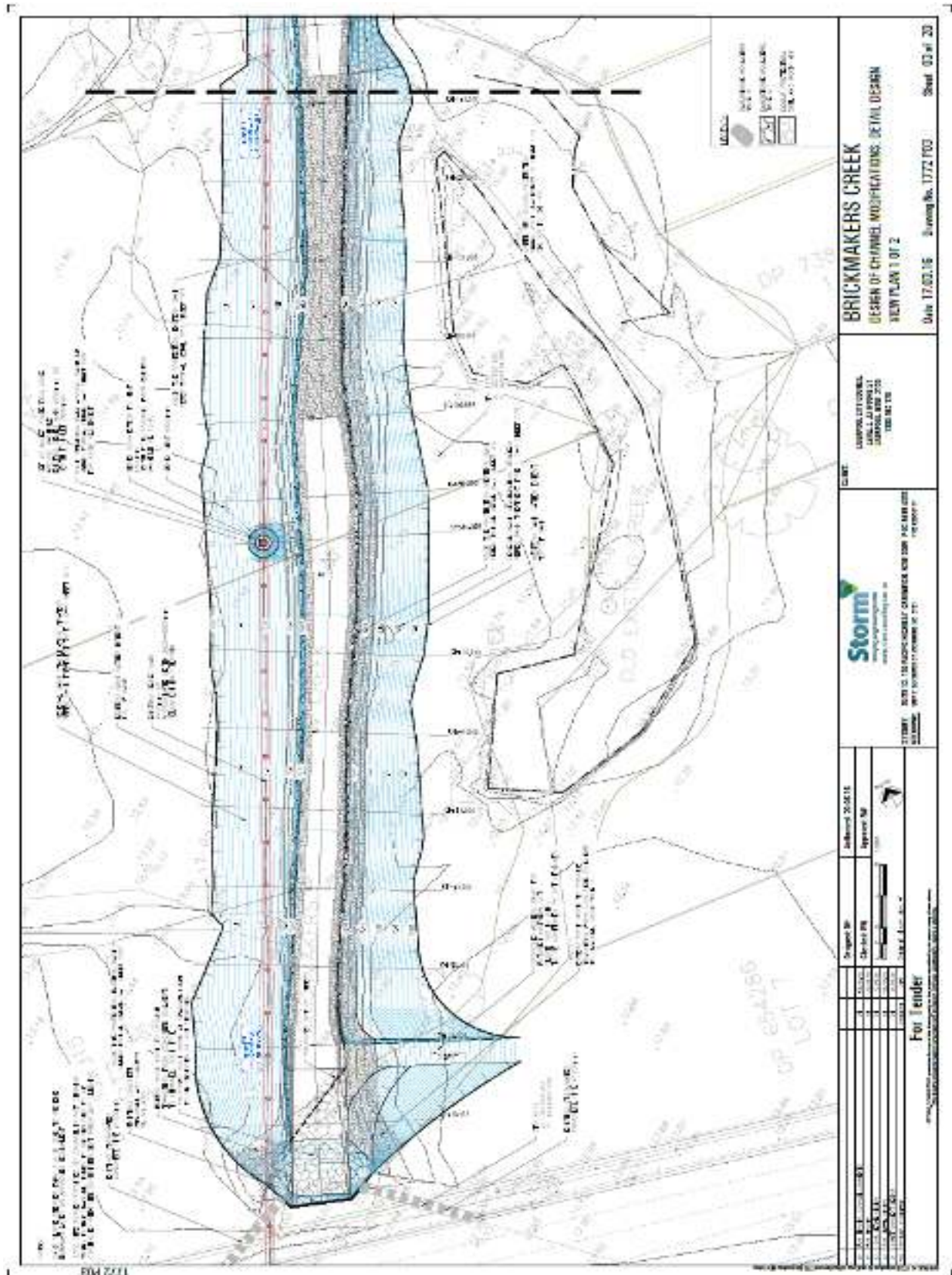
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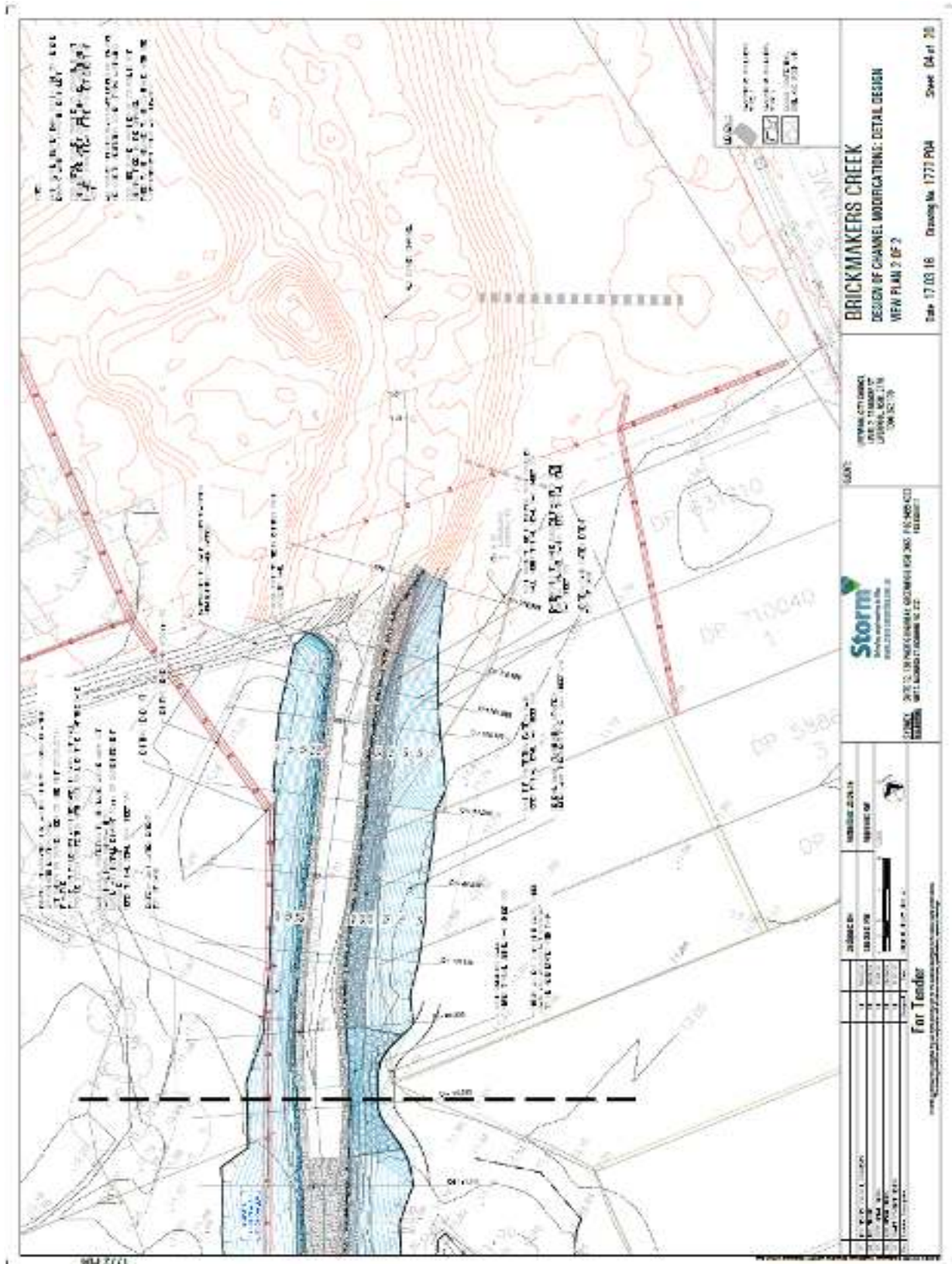
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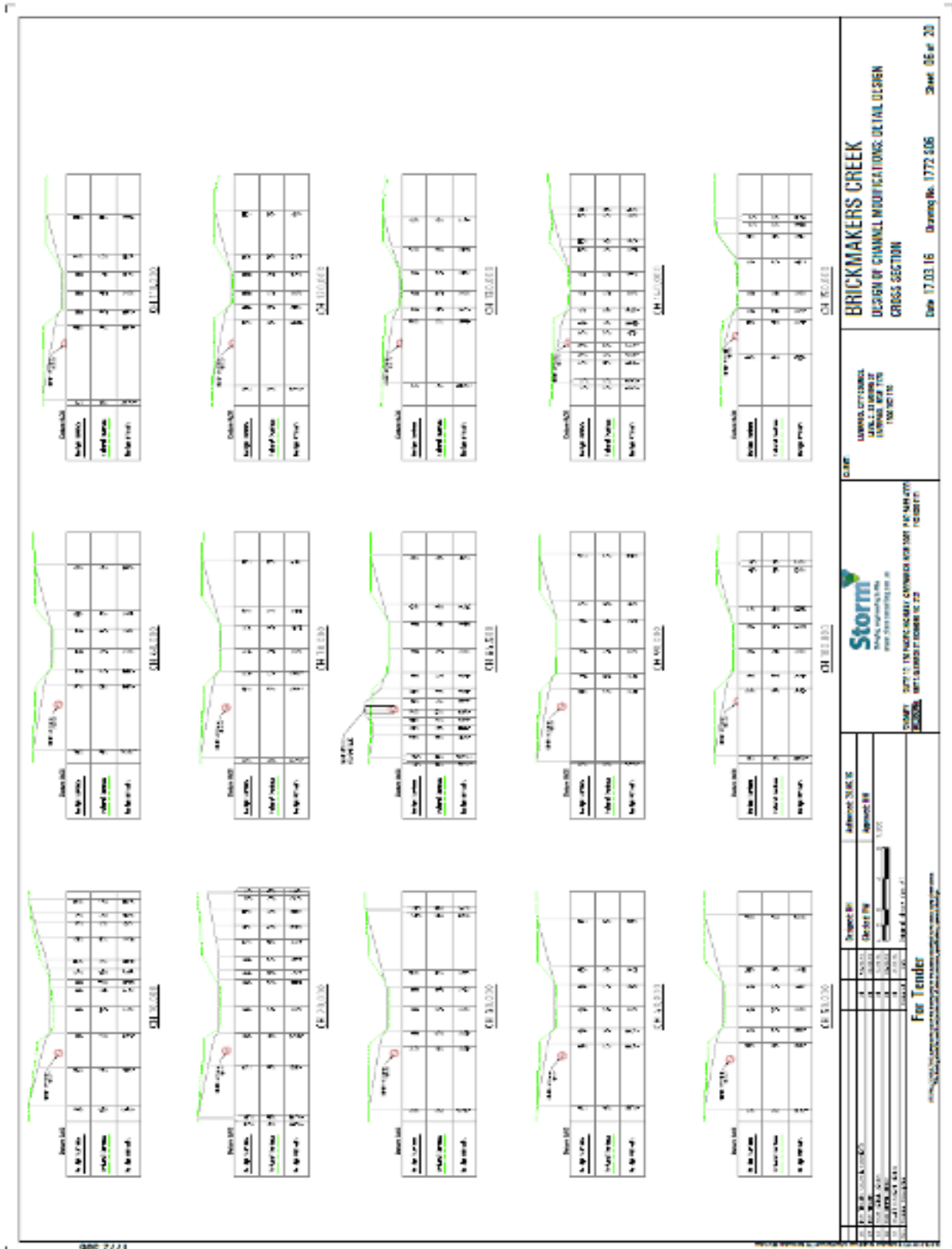
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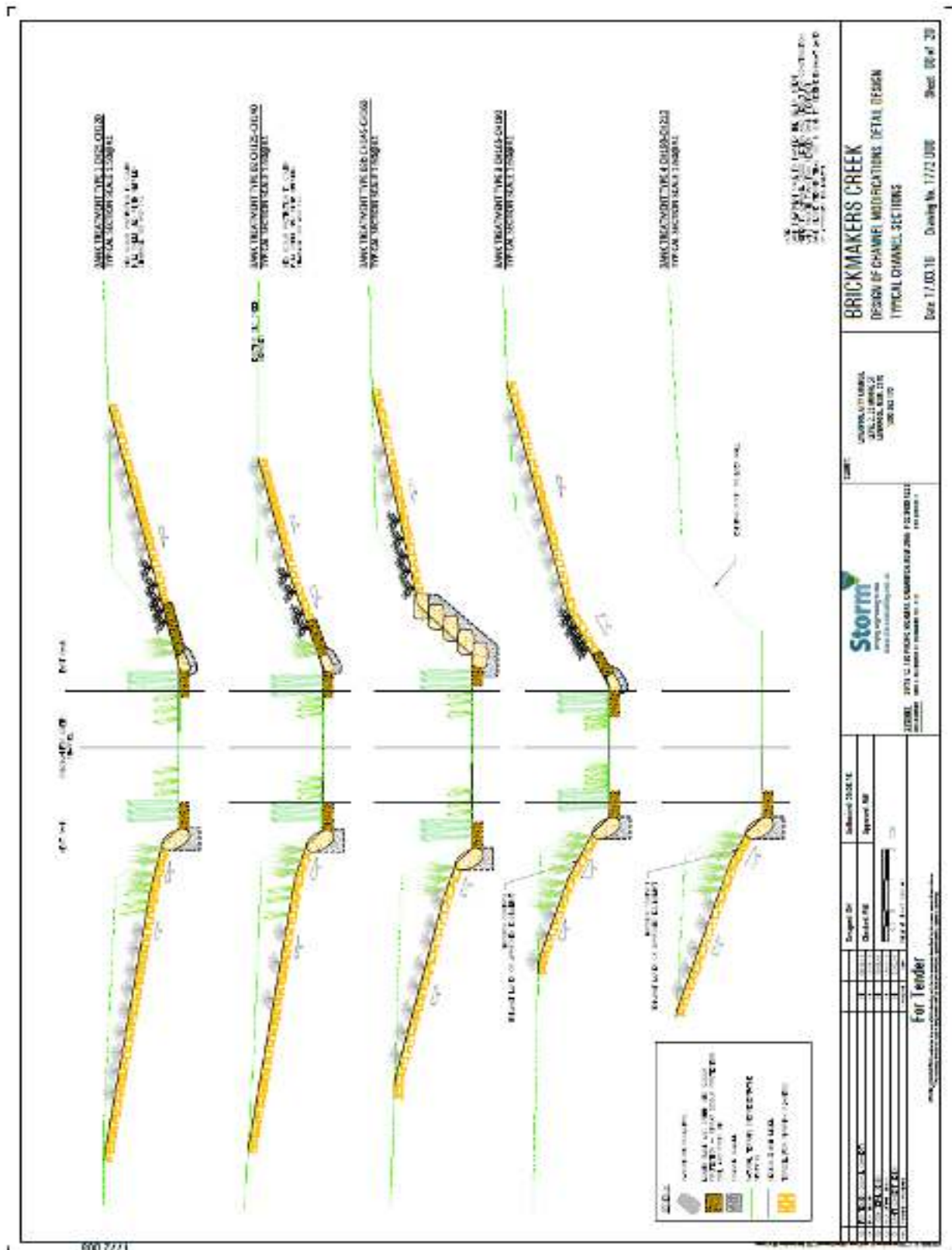
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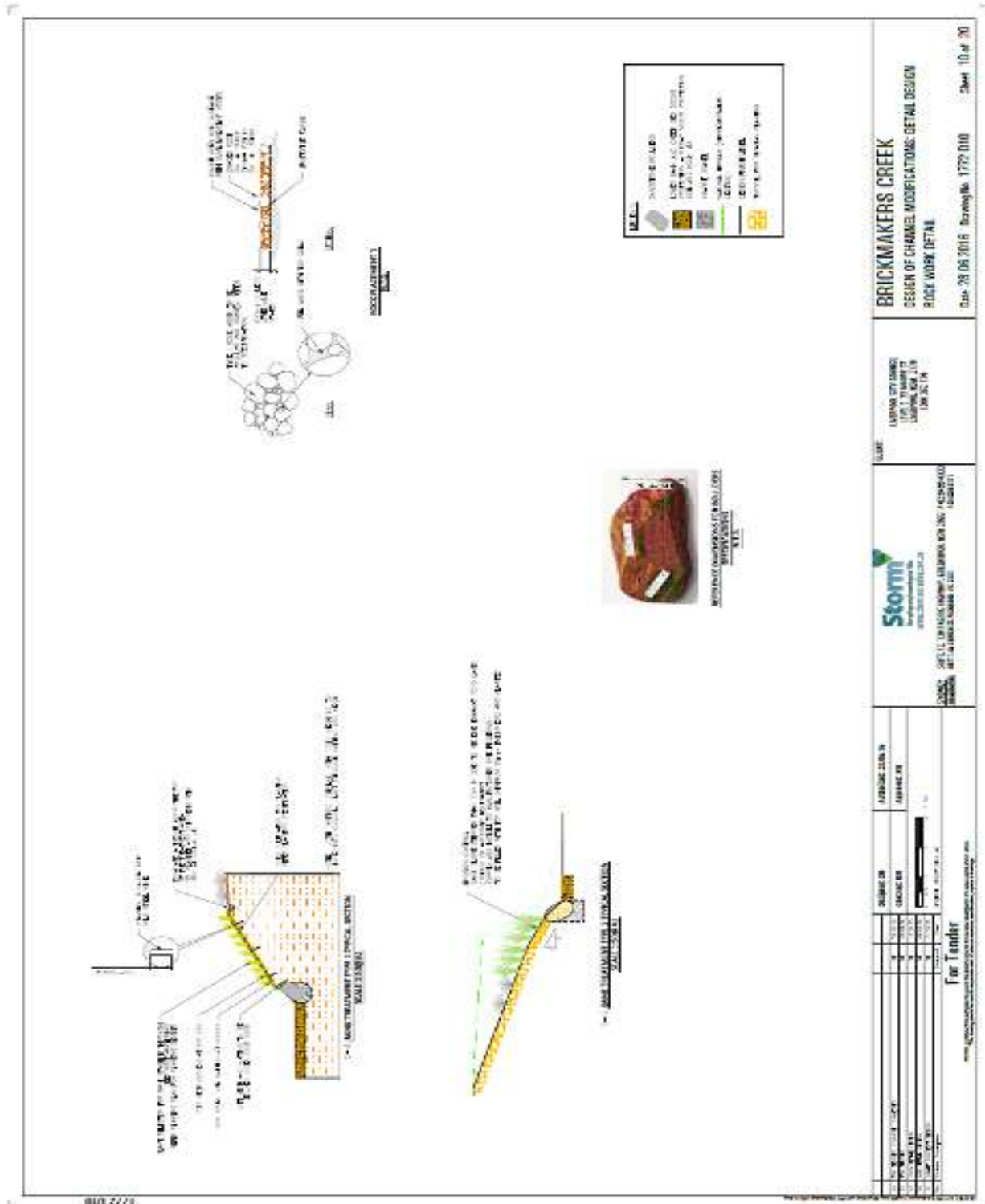


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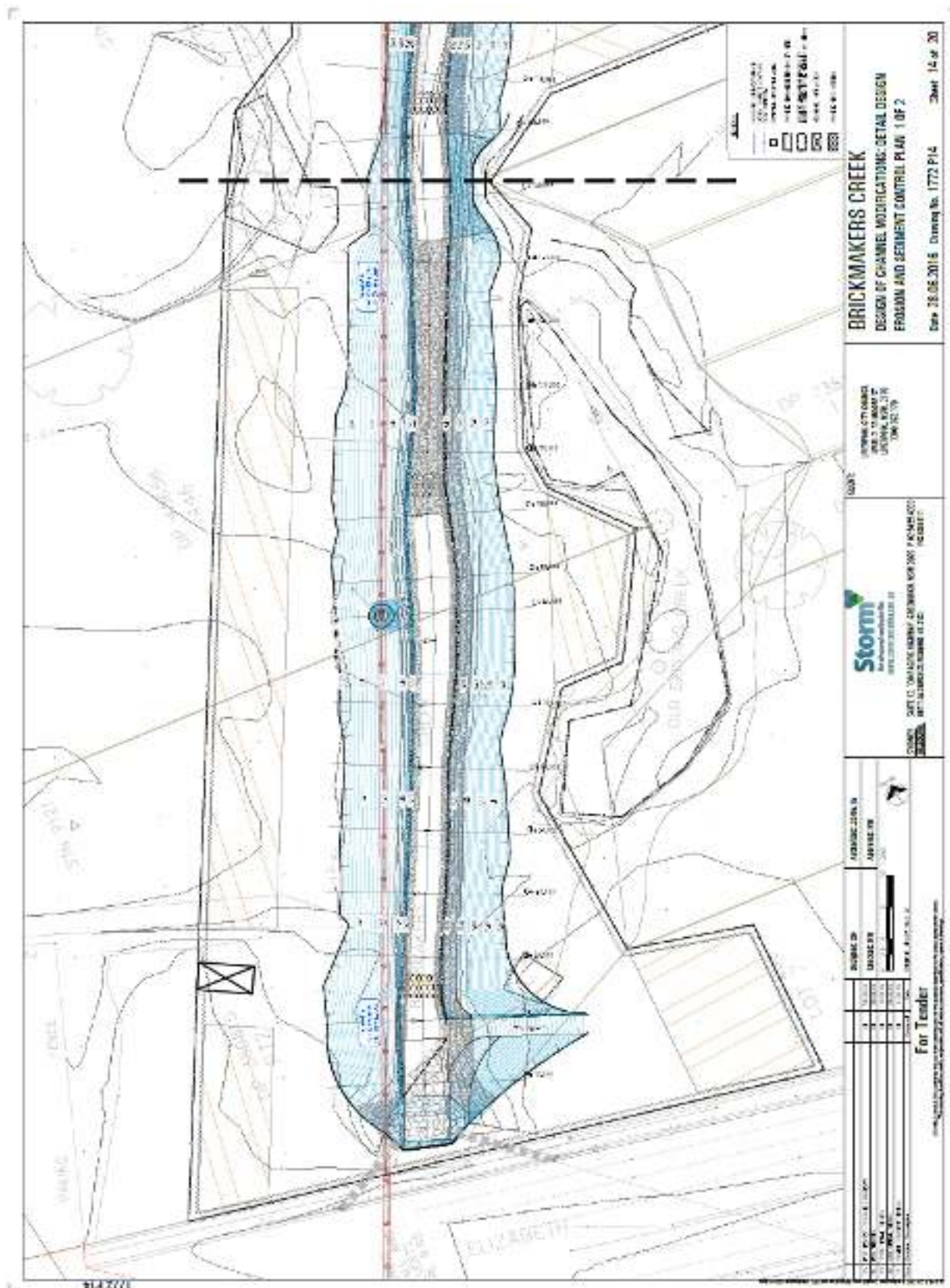


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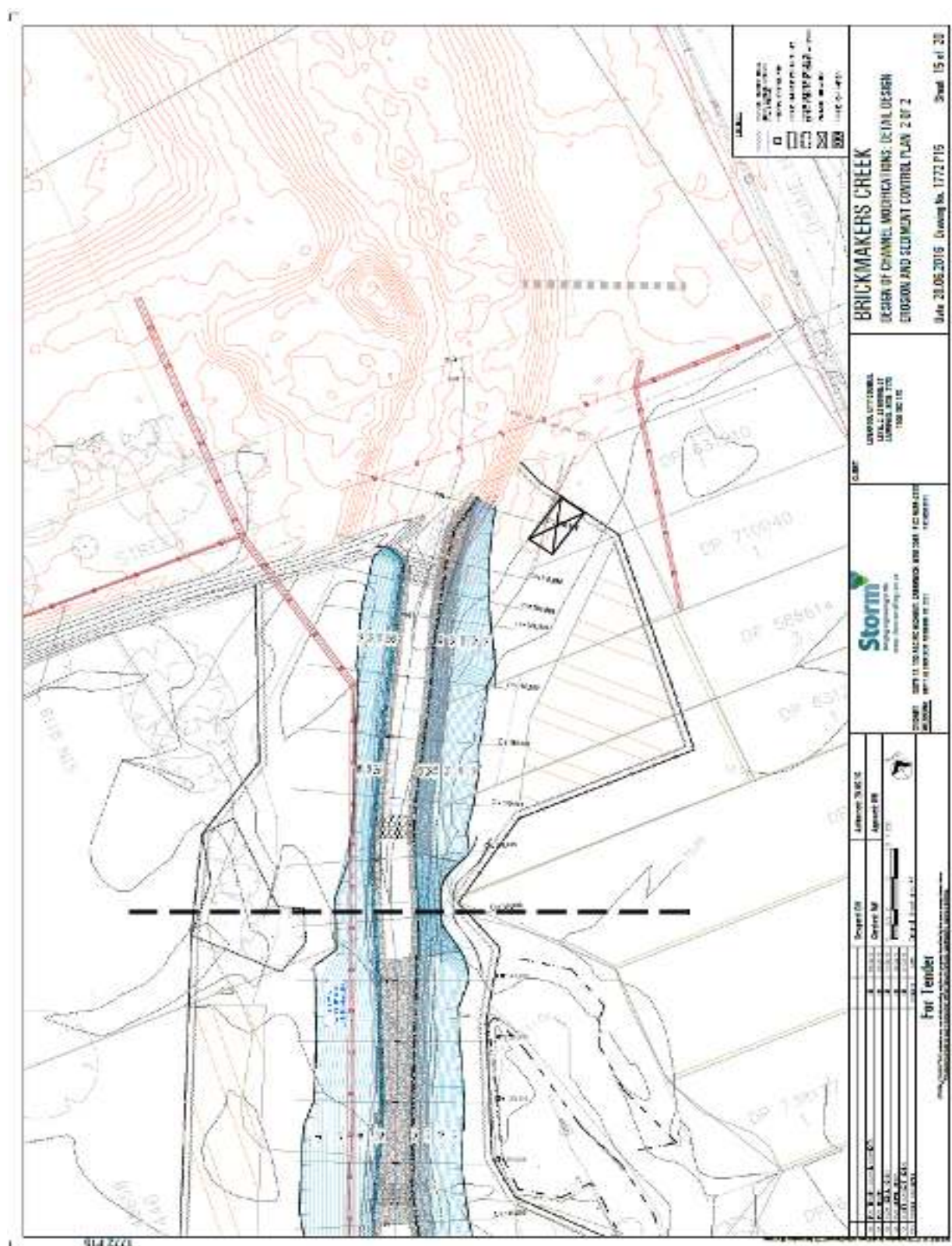
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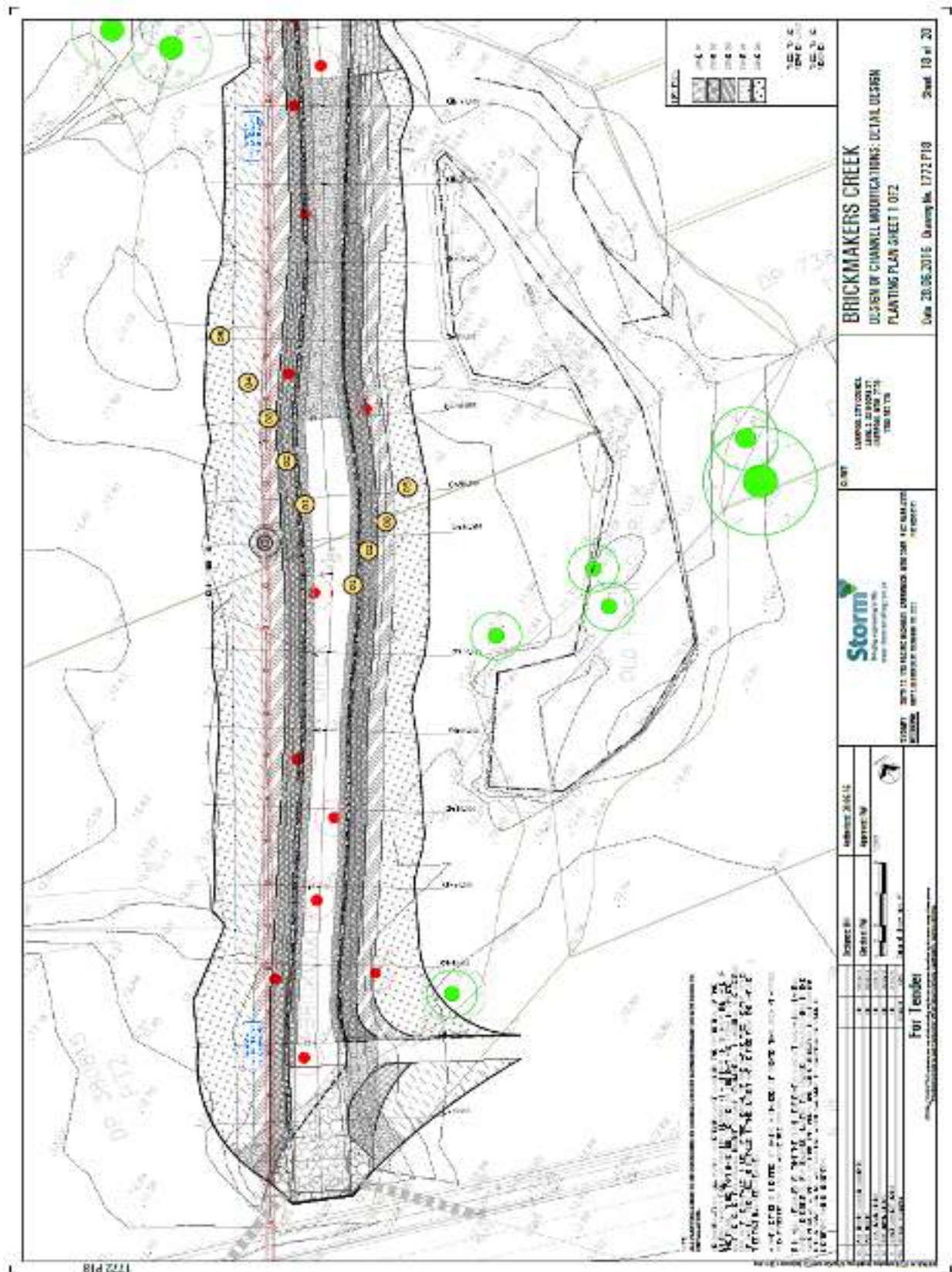
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**ATTACHMENT 2 – GREATER METROPOLITAN REGIONAL ENVIRONMENTAL PLAN NO. 2– GEORGES RIVER CATCHMENT (DEEMED SEPP)**

<b>Clause 8 General Principles</b>	<b>Comment</b>
(a) the aims, objectives and planning principles of this plan,	The plan aims generally to maintain and improve the water quality and river flows of the Georges River and its tributaries.
(b) the likely effect of the proposed plan, development or activity on adjacent or downstream local government areas,	Stormwater concept plan reviewed by Council's Engineers. Minimal affects.
(c) the cumulative impact of the proposed development or activity on the Georges River or its tributaries,	A Stormwater concept plan submitted and reviewed by Council's development engineers. Minimal impact.
(d) any relevant plans of management including any River and Water Management Plans approved by the Minister for Environment and the Minister for Land and Water Conservation and best practice guidelines approved by the Department of Urban Affairs and Planning (all of which are available from the respective offices of those Departments),	The site is located within an area covered by the Liverpool District Stormwater Management Plan, as outlined within Liverpool City Council Water Strategy 2004.
(e) the <i>Georges River Catchment Regional Planning Strategy</i> (prepared by, and available from the offices of, the Department of Urban Affairs and Planning),	Consistent with the strategy.
(f) all relevant State Government policies, manuals and guidelines of which the council, consent authority, public authority or person has notice,	Not required to be referred.
(g) whether there are any feasible alternatives to the development or other proposal concerned.	No.
When this Part applies the following must be taken into account:	Planning principles are to be applied when a consent authority determines a development application.
<b>Clause 9 Specific Principles</b>	<b>Comment</b>
(1) Acid sulfate soils	The land is not identified as containing Acid Sulfate Soils
(2) Bank disturbance	The proposal is for flood mitigation work bank will be disturbance during construction, which consider minimal impact.
(3) Flooding	The land is in a flood-prone area. This application was referred to the Council's Flooding Section and supported.
(4) Industrial discharges	Not applicable.
(5) Land degradation	An erosion and sediment control plan to minimise erosion and sediment loss required prior to CC.
(6) On-site sewage management	Not applicable.

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(7) River-related uses	Not applicable.
(8) Sewer overflows	Not applicable.
(9) Urban/stormwater runoff	Stormwater Concept Plan submitted.
(10) Urban development areas	The site is between Elizabeth Drive and Campbell street, Liverpool
(11) Vegetated buffer areas	Not applicable
(12) Water quality and river flows	Erosion and sediment control to be implemented in construction.
(13) Wetlands	Not applicable.



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Development Control	Provision	Comment
Section 2: Tree Preservation	Controls relating to the preservation of trees	Existing trees within the existing creek channel are to be removed for the flood mitigation work. However, the Vegetation Management Plan provides guidelines on reconstructing, rehabilitating, managing and maintaining the riparian vegetation communities that exist within the proposed development site for a period of three years.
Section 3: Landscaping and Incorporation of Existing Trees	Controls relating to landscaping and the incorporation of existing trees.	Complies with condition.  Reinstatement of existing vegetated areas required as a condition of consent.
Section 4: Bushland and Fauna Habitat Preservation	Controls relating to bushland and fauna habitat preservation	Complies with condition.  Environmentally Significant native vegetation is required to be removed to accommodate the remediation of the site. Council's Sustainable Environment Natural Resources planner has reviewed the submitted Flora and Fauna Assessment and recommends approval subject to conditions of consent and the adoption of the recommendations of that report.
Section 5: Bush Fire Risk	Controls relating to development on bushfire prone land	Not applicable. The site is not identified as bush fire prone.
Section 6: Water Cycle Management	Stormwater runoff shall be connected to Council's drainage system by gravity means. A stormwater drainage concept plan is to be submitted.	Not applicable. No stormwater systems shall be affected.
Section 7: Development Near a Watercourse	If any works are proposed near a water course, the Water Management Act 2000 may apply, and you may be required to seek controlled activity approval from the NSW Office of Water.	Complies.  The proposed works are supported by DPI Water.
Section 8: Erosion and Sediment Control	Erosion and sediment control plan to be submitted.	Complies with condition.  The proposed works are approved subject to the imposition of conditions of consent requiring an erosion and sediment control to be implemented.
Section 9:	Provisions relating to	Not applicable.

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Development Control	Provision	Comment
Flooding Risk	development on flood prone land.	Floodplain Engineers have reviewed the proposal and provided comment to this effect and conditions to be imposed on the consent.
Section 10: Contaminated Land Risk	Provisions relating to development on contaminated land.	Complies with condition.  The site is contaminated and the proposed staged remediation of the site is consistent with the provisions of SEPP 55. Further, Council's Environmental Health Officer has reviewed the contamination assessment and RAP, and supports the recommendations subject to the imposition of conditions of consent.
Section 11: Salinity Risk	Provisions relating to development on saline land.	Complies.  Site is not affected by salinity.
Section 12: Acid Sulphate Soils	Provisions relating to development on acid sulphate soils	Complies.  Site is not identified as affected by Acid Sulfate Soils.
Section 13: Weeds	Provisions relating to sites containing noxious weeds.	Complies with condition.  The patches of Cumberland Riverflat Forest (Figure 9) are heavily weed infested and in poor condition. Condition will be include in consent to remove weed.
Section 14: Demolition of Existing Development	Provisions relating to demolition works	Not applicable.  No demolition proposed.
Section 15: On Site Sewage Disposal	Provisions relating to OSMS.	Not applicable.
Section 16: Aboriginal Archaeology	An initial investigation must be carried out to determine if the proposed development or activity occurs on land potentially containing an item of aboriginal archaeology.	Complies.  The proposal does not impact on any aboriginal heritage. Condition will included as standard protocols for unexpected finds should be followed in the instance that an object is identified.
Section 17: Heritage and Archaeological Sites	Provisions relating to heritage sites.	Not applicable.  The site is not heritage listed.

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Development Control	Provision	Comment
Section 18: Notification of Applications	Provisions relating to the notification of applications.	Complies.  The application was advertised.
Section 19: Used Clothing Bins	Provisions relating to used clothing bins.	Not applicable.
Section 20: Car Parking and Access	Car parking rates to be consider	Not applicable.
Section 21: Subdivision of Land and Buildings	Provisions relating to the subdivision of land and buildings	Not applicable.
Section 22 & Section 23: Water Conservation and Energy Conservation	New dwellings, are to demonstrate compliance with State Environmental Planning Policy – Building Sustainability Index (BASIX).	Not applicable.
Section 24: Landfill	All fill applied should be Virgin Excavated Natural Material (VENM), as defined by the NSW Department of Environment and Climate Change. Any fill involving material other than VENM is subject to referral to the State Government as potential Integrated Development or contaminated land assessment	Complies with condition.  It is proposed to fill with Virgin Excavated Natural Material (VENM), as defined by the NSW Department of Environment and Climate Change.
	Any excavation within the zone of influence of any other building will require a Dilapidation Report	Not applicable.  No buildings or improvements exist on the reserve.
	All filling in the vicinity of native vegetation must be local material (in order to minimise the spread of weeds).	Complies with condition.
	Refer to the section on Salinity if cutting greater 500mm is to be undertaken.	The site is not affected by potential Salinity.
	No retaining wall structures will be permitted within any easements such as drainage easements. Retaining walls located on the boundary of	Complies with merits.  The existing sewer manhole and sewer vent located in the centre of the eastern bank is proposed to be retained.

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Development Control	Provision	Comment
	two allotments or boundary to a public street or public reserve shall be of masonry construction. Other types of retaining wall structure may be permitted if the structure is located wholly within the property.	
Section 25: Waste Disposal and Re-use Facilities	Provisions relating to waste management during construction and on-going waste.	Complies with condition.  Condition will be included to dispose waste according to NSW EPA Waste Classification Guidelines 2014 (NSW EPA 2014).  Further, a comprehensive disposal of material has been outlined in the submitted Remediation Action Plan.
Section 26: Outdoor Advertising and Signage	Provisions relating to signage.	Not applicable.
Section 27: Social Impact Assessment	Provisions relating to Social Impact Assessment	N/A

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**Attachment 4 - Draft Conditions of Consent**

**A. THE DEVELOPMENT**

**Approved Plans**

1. Development the subject of this determination notice must be carried out strictly in accordance with the following plans/reports marked as follows, except where modified by the undermentioned conditions:
  - (a) Architectural plans prepared by Storm Consulting, revision 5, dated 28.06.16, including:
    - i. General Arrangement, Sheet Number 02;
    - ii. View Plan 1 of 2, Sheet Number 03;
    - iii. View Plan 2 of 2, Sheet Number 04;
    - iv. Longitudinal Section, Sheet Number 05;
    - v. Cross Sections, Sheet Number 06 & 07;
    - vi. Typical Channel Sections, Sheet Number 08;
    - vii. Typical Detail, Sheet Number 09;
    - viii. Rock Work Detail, Sheet Number 10;
    - ix. Setout Plan Sheet 1 of 2, Sheet Number 11;
    - x. Setout Plan Sheet 2 of 2, Sheet Number 12;
    - xi. Setout Table, Sheet Number 13;
    - xii. Erosion and Sediment Details 1 of 2, Sheet Number 14;
    - xiii. Erosion and Sediment Details 2 of 2, Sheet Number 15;
    - xiv. Erosion and Sediment Details, Sheet Number 16;
    - xv. Specification; Sheet Number 17;
    - xvi. Planting Plan Sheet 1 of 2, Sheet Number 18;
    - xvii. Planting Plan Sheet 2 of 2, Sheet Number 19; and
    - xviii. Planting Specification, Sheet Number 20.

Report Name	Reference No.	Prepared By	Date
Remediation Action Plan	Project 92218.01	Douglas Partners	September 2018
Report on Geotechnical Investigation	3134-R1	ASSET GEOTECHNICAL engineering Consultants	1 April 2016
Vegetation Management Plan	Project Title- BRICKMAKERS CREEK CHANNEL MODIFICATION	Storm Consulting Pty Ltd	June 2016
Supplementary Investigation	Project 92218.00	Douglas Partners	6 September 2017
Insitu waste and VENM Classification Assessment	Report Number 610.15367-R1	SLR global environmental solutions	30 March 2016

**Utility Services**



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2. All conditions issued by Sydney Water, shall be completed prior, during and at the end of completion of construction, as required in accordance with the conditions detailed in their correspondence as follows:

**Sydney Water Easement**

Where proposed development works are in close proximity to a Sydney Water easement, the developer may be required to carry out additional works to facilitate their development in order to not encroach within the Sydney Water easement. The easement for sewerage and potable water purposes are not to be built over or encroached in without the consent of Sydney Water.

**Building Plan Approval**

The approved plans must be submitted to the Sydney Water [Tap in™](#) online service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met.

*The Sydney Water [Tap in™](#) online self-service replaces our Quick Check Agents as of 30 November 2015.*

The [Tap in™](#) service provides 24/7 access to a range of services, including:

- building plan approvals
- connection and disconnection approvals
- diagrams
- trade waste approvals
- pressure information
- water meter installations
- pressure boosting and pump approvals
- changes to an existing service or asset, e.g. relocating or moving an asset.

Sydney Water's [Tap in™](#) online service is available at:

<https://www.sydneywater.com.au/SW/plumbing-building-developing/building/sydney-water-tap-in/index.htm>

If you require any further information, please contact the Growth Planning and Development Team at [urbangrowth@sydneywater.com.au](mailto:urbangrowth@sydneywater.com.au).

**General Requirements**

3. The requirements and provisions of the Environmental Planning & Assessment Act 1979 and Environmental Planning & Assessment Regulation 2000, must be fully complied with at all times.

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Failure to comply with these legislative requirements is an offence and may result in the commencement of legal proceedings, issuing of 'on-the-spot' penalty infringements or service of a notice and order by Council.

## **B. PRIOR TO ISSUE OF A CONSTRUCTION CERTIFICATE**

**The following conditions are to be complied with or addressed prior to issue of a Construction Certificate by the Principal Certifying Authority:**

### **Fee Payments**

4. Unless otherwise prescribed by this consent, all relevant fees or charges must be paid. Where Council does not collect these payments, copies of receipts must be provided. For the calculation of payments such as Long Service Levy, the payment must be based on the value specified with the Development Application/Construction Certificate.

The following fees are applicable and payable:

- (a) Damage Inspection Fee – relevant where the cost of building work is \$20,000 or more, or a swimming pool is to be excavated by machinery.
- (b) Fee associated with Application for Permit to Carry Out Work Within a Road, Park and Drainage Reserve.
- (c) Long Service Levy – based on 0.35% of the cost of building work where the costing of the CC is \$25,000 or more.

These fees are reviewed annually and will be calculated accordingly.

Long Service Levy payment is applicable on building work having a value of \$25,000 or more, at the rate of 0.35% of the cost of the works. The required Long Service Levy payment, under the Building and Construction Industry Long Service Payments Act 1986, is to be forwarded to the Long Service Levy Corporation or the Council, prior to the issuing of a Construction Certificate, in accordance with Section 109F of the Environmental Planning & Assessment Act 1979.

### **Notification**

5. The certifying authority must advise Council, in writing of:
  - (a) The name and contractor licence number of the licensee who has contracted to do or intends to do the work, or
  - (b) The name and permit of the owner-builder who intends to do the work.  
If these arrangements are changed, or if a contact is entered into for the work to be done by a different licensee, Council must be immediately informed.

### **Construction Certificate for Subdivision Works**

6. Prior to the issue of a Construction Certificate for the development the Certifying Authority shall ensure that engineering plans are consistent with the stamped approved concept plan/s prepared by Storm Consulting, reference number 1772, revision 1 to 20, dated 28.06.16 and that all works have been designed in accordance with conditions of this

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consent, Liverpool City Council's Design Guidelines and Construction Specification for Civil Works, any Roads Act approval issued, Austroad Guidelines and best engineering practice.

The development works may include but are not limited to the following:

- Public and private roads
- Stormwater drainage including water quantity and quality treatment measures
- Interallotment drainage
- Private access driveways
- Sediment and erosion control measures
- Overland flowpaths
- Flood control measures
- Traffic facilities including roundabouts, intersection treatments, car parks, bus stops, cycleways, pathways etc.
- Earthworks
- Bridges, culverts, retaining walls and other structures
- Landscaping and embellishment works

The Construction Certificate must be supported by engineering plans, calculations, specifications and any certification relied upon.

**Construction Management Plan**

7. The applicant is to be requested to submit detailed construction traffic management plan (CTMP) for Traffic and Transport Section review and endorsement prior to the issue of construction certificate.

**Site Notice Board**

8. A sign must be erected in a prominent position on the premises on which work is to be carried out. The sign is to be maintained during work, and removed at the completion of work. The sign must state:
  - (a) The name, address and telephone number of the principal certifying authority for the work; and
  - (b) The name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours; and
  - (c) Unauthorised entry to the premises is prohibited.

**C. PRIOR TO WORKS COMMENCING**

**The following conditions are to be complied with or addressed prior to works commencing on the subject site/s:**

**Construction Certificates**

9. Detailed Civil engineering plans and specifications relating to the work shall be endorsed with a CC, in accordance with Section 81A of the Act, and a copy registered with Council.

**Construction Requirements**

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10. Retaining walls or other approved methods necessary to prevent the movement of excavated or filled ground, together with associated subsoil drainage and surface stormwater drainage measures, shall be designed strictly in accordance with the manufacturers details or by a practising structural engineer. Retaining walls on any boundary are to be of masonry construction.

**Site Notice Board**

11. A sign must be erected in a prominent position on the premises on which work is to be carried out. The sign is to be maintained during work, and removed at the completion of work. The sign must state:
- (a) The name, address and telephone number of the principal certifying authority for the work; and
  - (b) The name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours; and
  - (c) Unauthorised entry to the premises is prohibited.

**Notification of service providers**

12. The approved development must be approved through the 'Sydney Water Tap in' service to determine whether the development will affect any Sydney Water wastewater and water mains, stormwater drains and/or easements, and if any requirements need to be met. A receipt must be provided to Council.

Please refer to the website [www.sydneywater.com.au](http://www.sydneywater.com.au) for more information.

**Sediment & Erosion Control**

13. Prior to commencement of works sediment and erosion control measures shall be installed in accordance with the approved Construction Certificate and to ensure compliance with the Protection of the Environment Operations Act 1997 and Landcom's publication "Managing Urban Stormwater – Soils and Construction (2004)" – also known as "The Blue Book".

The erosion and sediment control measures shall remain in place and be maintained until all disturbed areas have been rehabilitated and stabilised.

**Waste Classification and Disposal of Contaminated Soil and Material**

14. All soils and material(s), liquid and solid, to be removed from the site must be analysed and classified by an appropriately qualified and certified consultant, in accordance with the Protection of the Environment Operations (Waste) Regulation 2014 and related guidelines, in particular the NSW EPA Waste Classification Guidelines, prior to off-site disposal.

All Waste material(s) must be disposed of at an appropriately licensed waste facility for the specific waste. Receipts for the disposal of the waste must be submitted to the Principal Certifying Authority within 30 days of the waste being disposed of.

All waste must be transported by a contractor licenced to transport the specific waste, and in vehicles capable of carting the waste without spillage, and meeting relevant requirements and standards. All loads must be covered prior to vehicles leaving the site.

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**Waste Classification**

15. Prior to the exportation of waste (including fill or soil) from the site, the material shall be classified in accordance with the provisions of the POEO Act and NSW DECCW, (EPA) 'Environmental Guidelines: Assessment, Classification and Management of Non-Liquid Wastes'. The classification of the material is essential to determine where the waste may be legally taken. The POEO Act provides for the commission of an offence for both the waste owner and transporters if waste is taken to a place that cannot lawfully be used as a waste facility for the particular class of waste. For the transport and disposal of industrial, hazardous or Group A liquid and non liquid waste advice should be sought from the DECCW (EPA).

**Site Facilities**

16. Adequate refuse disposal methods and builders storage facilities shall be installed on the site. Builders' wastes, materials or sheds are not to be placed on any property other than that which this approval relates to.

**Toilet Facilities**

17. Toilet facilities must be available or provided at the work site and must be maintained until the works are completed at a ratio of one toilet plus one additional toilet for every 20 persons employed at the site.

Each toilet must:

- (a) be a standard flushing toilet connected to a public sewer, or
- (b) have an on-site effluent disposal system approved under the Local Government Act 1993, or
- (c) be a temporary chemical closet approved under the Local Government Act 1993.

## **D. DURING CONSTRUCTION**

**The following conditions are to be complied with or addressed during construction:**

**Hours of Construction**

18. 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 and 8.00am to 1.00pm on Saturday. No work is permitted on Sundays or Public Holidays.

**Security Fence**

19. A temporary security fence to WorkCover Authority requirements is to be provided to the property during the course of construction. Note: Fencing is not to be located on Council's reserve area.

**Erosion and sediment control**



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20. Erosion and sediment control measures shall remain in place and be maintained until all disturbed areas have been rehabilitated and stabilised.

**Aboriginal Cultural Heritage – Unexpected Finds**

21. As required by the *National Parks and Wildlife Service Act 1974* and the *Heritage Act 1977*, in the event that Aboriginal cultural heritage or historical cultural fabric or deposits are encountered/discovered where they are not expected, works must cease immediately and Council and the Heritage Division of the Office of Environment and Heritage (OEH) must be notified of the discovery.

In the event that archaeological resources are encountered, further archaeological work may be required before works can re-commence, including the statutory requirement under the Heritage Act 1977 to obtain the necessary approvals/permits from the Heritage Division of the OEH.

**Note:** The *National Parks and Wildlife Service Act 1974* and the *Heritage Act 1977* impose substantial penalty infringements and / or imprisonment for the unauthorised destruction of archaeological resources, regardless of whether or not such archaeological resources are known to exist on the site.

**Skeletal Remains**

22. In the event that skeletal remains are uncovered, work must cease immediately in that area and the area secured. NSW Police must be contacted and no further action taken until written advice has been provided by the NSW Police. If the remains are determined to be of Aboriginal origin, the Office of Environment and Heritage must be notified by ringing the Enviroline 131 555 and a management plan prior to works re-commencing must be developed in consultation with relevant Aboriginal stakeholders.

**Proceed with Caution – Aboriginal Cultural Heritage**

23. The National Parks and Wildlife Act 1974 requires anyone who undertakes development or works to exercise a duty of care and to limit the impact on Aboriginal cultural heritage.

Land users must take all reasonable and practicable measures to ensure their activity does not harm Aboriginal cultural heritage and where there is a potential for an impact, undertake the required assessments and apply for an Aboriginal Heritage Impact Permit from the Office of Environment and Heritage.

**Your Obligations**

As a developer or land owner, you have obligations in relation to the management of Aboriginal cultural heritage. Your obligations include:

- a. the protection and conservation of identified Aboriginal object/s
- b. the consultation of Aboriginal land owners and other stakeholders in all matters relating to Aboriginal cultural heritage, and
- c. the notification of the Office of Environment and Heritage upon any discovery of unexpected Aboriginal object/s or skeletal remains.

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**General Site Works**

24. Any runoff entering the areas of vegetation to be retained shall be of an equivalent or better quality, and of a similar rate of flow to present levels.
25. The development, including construction, shall not result in any increase in sediment deposition into any water body, wetland, bushland or environmentally significant land.
26. All existing trees and areas of native vegetation not identified for removal on approved plans of the proposed development shall be protected from damage during site works. This protection shall consist of 1800mm high protective fencing, securely installed beneath the outer canopy of any tree to be retained. Trees may be fenced off in clusters where it is not practical to fence off individual trees. There shall be no storing materials, washing machinery or changes to existing soil levels within the fenced areas.
27. Any works or activities shall adhere to the recommendations outlined in the approved Flora and Fauna Report prepared for the site.
28. A monitoring report on the progress of the Vegetation Management Plan's implementation shall be prepared and submitted to Council upon completion of the primary planting and then at six monthly intervals until the end of the two year maintenance period. A final report shall also be submitted upon completion of the maintenance period.
29. Clearing of bushland in addition to any clearing approved for this development application, whether it be removal of trees, groundcover or understorey, requires development consent.
30. No known environmental or noxious weeds or known invasive plant species shall be included in the landscaping/revegetation.
31. Mulch generated from exotic trees or other weed species cleared shall not be used on site. It shall be removed from the site and disposed of appropriately and in accordance with legislative requirements.
32. Any imported soil and/or mulch shall be free of contaminants, seed and propagules of weeds and undesirable species. Mulch shall not be used on flood liable land.

**Vegetation Management Plan**

33. The Vegetation Management Plan shall be implemented by person or persons with appropriate knowledge, qualifications and experience in current best practices of indigenous vegetation rehabilitation and management.

**Environmental Management**

34. Adequate soil and sediment control measures shall be installed and maintained. Furthermore, suitable site practices shall be adopted to ensure that only clean and unpolluted waters are permitted to enter Council's stormwater drainage system during construction/demolition. Measures must include, as a minimum:
  - (a) Siltation fencing;

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- (b) Protection of the public stormwater system; and
- (c) Site entry construction to prevent vehicles that enter and leave the site from tracking loose material onto the adjoining public place.

**Contamination**

35. The development, including all civil works and demolition, must comply with the requirements of the Contaminated Land Management Act, 1997, State Environmental Planning Policy No. 55 – Remediation of Land, and Managing Land Contamination – Planning Guidelines (Planning NSW/EPA 1998).

**Imported Fill Material**

36. All fill introduced to the site must undergo a contaminated site assessment. This assessment may consist of either:
- (a) a full site history of the source of the fill (if known) examining previous land uses or geotechnical reports associated with the source site to determine potential contamination as per the NSW DECCW 'Waste Classification Guidelines' April 2008; or
  - (b) clearly indicate the legal property description of the fill material source site;
  - (c) provide a classification of the fill material to be imported to the site in accordance with the 'NSW DECCW 'Waste Classification Guidelines' April 2008.
  - (d) a chemical analysis of the fill where the site history or a preliminary contamination assessment indicates potential contamination or contamination of fill material; and
  - (e) must provide Council with copies of validation certificate verifying the material to be used is free of contaminants and fit for purpose re use in residential, commercial or industrial use.

**Record Keeping of Imported Fill**

37. Records of the following must be submitted to the principal certifying authority monthly and at the completion of earth works:
- (a) The course (including the address and owner of the source site), nature and quantity of all incoming loads including the date, the name of the carrier, and the vehicle registration;
  - (b) The results of a preliminary contamination assessment carried out on any fill material used in the development.
  - (c) The results of any chemical testing of fill material.

**Site Remediation Works**

38. The site must be remediated in accordance with;
- a) Remediation Action Plan projection No. 92218.01 prepared by Douglas Partners, dated September 2018
  - b) State Environmental planning Policy No. 55 – Remediation of Land;
  - c) National Environment Protection (Assessment of Site Contamination) Measure (ASC NEPM, 1999 as amended 2013); and

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- d) The guidelines in force under the Contaminated Land Management Act 1997.

The applicant must engage an appropriately qualified and experienced environmental consultant to supervise all aspects of site remediation and validation works in accordance with the approved Remedial Action Plan.

Council must be informed in writing of any proposed variation to the remediation works. Council must approve these variations in writing prior to commencement/recommencement of works.

**Unidentified Contamination**

39. Any new information which comes to light during remediation, demolition or construction works which has the potential to alter previous conclusions about site contamination and remediation must be notified to Council and the accredited certifier immediately after discovery. A Section 96 Application under the EP&A Act shall be made for any proposed works outside the scope of the approved development consent.

**Air Quality**

40. Dust screens shall be erected and maintained in good repair around the perimeter of the subject land during land clearing, demolition, and construction works.
41. Where operations involve excavation, filling or grading of land, or removal of vegetation, including ground cover, dust is to be suppressed by regular watering until such time as the soil is stabilised to prevent airborne dust transport. Where wind velocity exceeds five knots the PCA may direct that such work is not to proceed.
42. All vehicles involved in the delivery, demolition or construction process departing from the property shall have their loads fully covered before entering the public roadway.

**Erosion Control**

43. Erosion and sediment control measures shall remain in place and be maintained until all disturbed areas have been rehabilitated and stabilised.
44. Sediment and erosion control measures are to be adequately maintained during the works until the establishment of grass.
45. Vehicular access to the site shall be controlled through the installation of wash down bays or shaker ramps to prevent tracking of sediment or dirt onto adjoining roadways. Where any sediment is deposited on adjoining roadways is shall be removed by means other than washing. All material is to be removed as soon as possible and the collected material is to be disposed of in a manner which will prevent its mobilisation.

**Water Quality**

46. All topsoil, sand, aggregate, spoil or any other material shall be stored clear of any drainage line, easement, water body, stormwater drain, footpath, kerb or road surface and there shall be measures in place in accordance with the approved erosion and sediment control plan.

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47. Building operations such as brick cutting, mixing mortar and the washing of tools, paint brushes, form-work, concrete trucks and the like shall not be performed on the public footway or any other locations which may lead to the discharge of materials into Council's stormwater drainage system.

**Site Notice Board**

48. A sign must be erected in a prominent position on the premises on which work is to be carried out. The sign is to be maintained during work, and removed at the completion of work. The sign must state:
- a) name, address, contractor licence number and telephone number of the *principal contractor*, including a telephone number at which the person may be contacted outside working hours, or *owner-builder* permit details (as applicable),
  - b) name, address and telephone number of the *Principal Certifying Authority*, and
  - c) a statement stating that 'unauthorised entry to the work site is prohibited'.

**E. PRIOR TO ISSUE OF OCCUPATION CERTIFICATE**

**The following conditions are to be complied with or addressed prior to issue of either an Interim or Final Occupation Certificate by the Principal Certifying Authority:**

**Certificates**

49. All required Compliances Certificates for the critical stage inspections carried out prior, during and at the completion of construction, must be submitted to Council together with the required registration fee payment.

**Restriction as to User and Positive Covenant**

50. Prior to the issue of an Occupation Certificate a restriction as to user and positive covenant relating to the:
- a) Overland flow path works
  - b) Flood control works

Shall be registered on the title of the property. The restriction as to user and positive covenant shall be in Liverpool City Council's standard wording as detailed in Liverpool City Council's Design and Construction Guidelines and Construction Specification for Civil Works.

**Aboriginal Cultural Heritage – Staff and Contractors**

51. All relevant on-site staff and contractors should be made aware of their statutory obligations for heritage under NSW *National Parks and Wildlife Act 1974* and the NSW *Heritage Act 1977*. They are to be informed of what the potential heritage on the site will be and its significance. The site supervisor is to maintain a record of who has completed the heritage induction and this is to be provided to Council prior to Issue of Occupation Certificate.



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**Remediation Works**

52. After completion of the remedial works, a copy of the Validation Report shall be submitted to the PCA. This Report shall be prepared with reference to the EPA guidelines, Consultants Reporting on Contaminated Sites, and must:
- a. describe and document all works performed,
  - b. include results of validation testing and monitoring,
  - c. include validation results of any fill imported on to the site,
  - d. outline how all agreed clean-up criteria and relevant regulations have been complied with, and
  - e. include clear justification as to the suitability of the site for the proposed use and the potential for off-site migration of any residual contaminants.

**G. ADVISORY**

- a) To confirm the date upon which this consent becomes effective, refer to Section 4.20 of the Environmental Planning and Assessment Act, 1979. Generally the consent becomes effective from the determination date shown on the front of this notice. However if unsure applicants should rely on their own enquiries.
- b) To confirm the likelihood of consent lapsing, refer to Section 4.53 of the Act. Generally consent lapses if the development is not commenced within five years of the date of approval. However if a lesser period is stated in the conditions of consent, the lesser period applies. If unsure applicants should rely on their own enquiries.
- c) Section 8.2, 8.3, 8.4 & 8.5 allows Council to reconsider your proposal. Should you wish to have the matter reconsidered you should make an application under that section with the appropriate fee.
- d) Under Section 8.7 & 8.10 of the Act applicants who are dissatisfied with the outcome of a consent authority have a right of appeal to the Land and Environment Court. This right must be exercised within six (6) months from the date of this notice. The Court's Office is situated at Level 1, 225 Macquarie Street, Sydney (Telephone 9228 8388), and the appropriate form of appeal is available from the Clerk of your Local Court.
- e) The requirements of all authorities including the Environmental Protection Authority and the Work Cover Authority shall be met in regards to the operation of the building.

**f) DIAL BEFORE YOU DIG**

Before any excavation work starts, contractors and others should phone "Dial Before You Dig" service to access plans/information for underground pipes and cables.  
[www.1100.com.au](http://www.1100.com.au)

**g) Salinity**

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The Liverpool City Council Local Government Area soils and ground water may be subject to varying levels of Salinity. Whilst Council may require applicants to obtain Salinity Reports relating to some developments, no assessment may be made by Council in that regard. Soil and ground water salinity levels can change over time due to varying factors. It is recommended that all applicants make their own independent enquiries as to the appropriate protection against the current and future potential effect of salinity to ensure the ongoing structural integrity of any work undertaken. Liverpool City Council will not accept any liability for damage occurring to any construction of any type affected by soil and ground water salinity.

**h) Utility Adjustments**

The cost of any necessary adjustments to utility mains and services shall be borne by the applicant.

**i) Rectification of Damage**

Care shall be taken by the applicant and the applicant's agents to prevent any damage to adjoining properties. The applicant or applicant's agents may be liable to pay compensation to any adjoining owner if, due to construction works, damage is caused to such an adjoining property.

**j) TELECOMMUNICATIONS ACT 1997 (COMMONWEALTH)**

Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution.

Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, you are required to contact: Telstra's Network Integrity Team on Phone Number 1800 810 443.