

Courtney Fung
Department of Planning and Environment

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Re: State Significant Development Application SSD-62367962 - Redevelopment of Phase B of Liverpool Civic Place for the purposes of a shop top build-to-rent housing development with ground level retail premises at 52 Scott Street, Liverpool

Dear Courtney,

Liverpool City Council was invited to provide comments on the above development.

Attachment A of this letter provides detailed comments and information that DPIE may wish to consider in relation to the proposed development.

Should you require further information please contact myself on 02 8711 7643.

Yours sincerely,



Tony Hadchiti
Delivery Coordinator

Attachment A – Detailed comments

1. Strategic Context

1.1 Current Development Application Under Assessment:

DA-72/2024 is currently under Assessment. The application will need to be approved prior to the subject SSD.

Council's Development Assessment team is be placed to comment on the status of this DA.

1.2 Build to Rent:

Build to rent housing is large scale, purposed-built rental housing that is held in single ownership and professional managed. Council is supportive of this type of housing within the Liverpool CBD, which has good access to transport, jobs and services.

1.3 Liverpool Local Environmental Plan 2008:

The subject site is zoned MU1 Mixed Use, and the site is mapped as Area 8 on the Floor Space Ratio Map. In order to achieve the bonus, the site must exceed 1,500m² and have two road frontages, along with at least 20% of the gross floor area used for a commercial premises (also including centre-based childcare facilities, educational establishments, entertainment facilities, function centres and or hotel or motel accommodation).

Given the Liverpool Civic Place was approved under DA-836/2020 and the build to rent development is located on the same site, it is considered the SSD is eligible for the bonuses under Clause 7.5a of the Liverpool LEP 2008. However, noting the subject DA under assessment must be considered first.

1.4 Development Control Plan:

The built to rent guidelines lists several non-refusal standards for the land use. However, the Liverpool City Development Control Plan should be considered and applied in all other instances.

2. Waste Management

Mixed use development consisting of Construction and operation of a 29-storey mixed-use build-to rent development. Ground floor which will comprise retail uses, 5 podium commercial levels, 7 podium residential levels, 18 tower residential levels, build-to-rent communal areas, back of house, and rooftop plant. Given build to rent is long term living arrangements and not short term or boarding house style accommodation, Council would be supplying a waste service to the RESIDENTIAL ASPECT ONLY. Given Council only operates a domestic waste service and does not run any kind of commercial waste service, Council would not be expecting to service any retail or commercial sections of the building. In this case all commercial sections of the development

would be required to engage a licensed private waste contractor or contractors, to provide the necessary waste bins and waste collection and disposal services, for all the various waste streams that the proposal will generate when 'in-use'. It would be expected like all developments of this nature, that waste from commercial sections of mixed-use developments is kept segregated from the waste from domestic components at every point from generation to collection.

Waste transfer for residential component consists of a waste room with two chutes on every floor which are discharging into bulk bins in the waste hold on the lower ground floor. However, given Council are implementing a FOGO (Food Organics, Garden Organics) service from July 2025, consideration is required as to how residents will be able to separate and transport this food waste from the residence to the collection point. The Operational Waste Management Plan (OWMP) identifies "The residents will be responsible for walking their own FOGO down to the Communal FOGO Bin Room and placing it into the bins" as the preferred option. Given these units may be up to 29 storeys away from the bin hold such a solution may provide an impediment to residential participation in FOGO. The provision of transfer bins in the chute room on each floor would be a welcome addition, which would be conditioned to be tipped and cleaned on a regular rotation so as to not attract pests or lead to offensive odours. Any transfer bins over 120L would require decanting with a bin lifting device which would be conditioned as a requirement to be provided by the developer and maintained/replaced by the managing company or strata organisation.

Given the size and location of this development all waste bins whether collected by Councils nominated waste collection contractor or by a private waste company, must be collected from within the site, no waste bins are to be collected from a public footpath, roadway, or kerbside any waste collection points must allow for drive in drive out and must meet the size dimensions for access of the vehicle marked as 'REAR'.

Vehicle lift type	Length	Width (at cab and mirror to mirror)	Height (inc. safe clearance)	Weight (loading)	Turning Radius
Side	9.5m	2.5m, 3.0m	3.9m	24.0t	Kerb to kerb 10.3m Wall to Wall 11.0m
Rear	9.9m	2.5m, 3.0m	3.9m	23.5t	Kerb to kerb 10.5m Wall to Wall 11.5m

Bulky waste storage looks to be included with two stores on Basement levels 1 and 2, Prior to bulky waste collections, the Building Manager/Caretaker will transport the bulky waste from the Bulky Waste Room on level Lower Ground Level to the Collection Area on Ground Level.

All drainage points within 15 metres of the waste collection area or areas, must be protected by fine grade gratings or drainage covers, to prevent gross pollutants entering and potentially blocking the drainage system.

All waste is to be stored in lidded bins that are appropriate for the type of waste being stored. For the residential component of this development, these will be supplied by council, for the retail and commercial these bins will be required as per the waste service which is engaged in. Similarly As the residential waste will be collected at a predetermined frequency with the Commercial tenants, waste collection will be conducted dependent and the needs of the tenants. In this case, Council would expect in addition:

a) Bins are to be stored in a designated bin area within the buildings in question. they should be contained within a secure area that ensures that only the staff of the relevant businesses can gain access to the bins, to place waste in them.

b) Bin signage with a high pictorial content is to be provided immediately adjacent to the bins, to give clear guidance as to what materials/items go into each bin.

c) Waste collection frequency is to be such that the bins are not allowed to overflow, generate offensive odours, or act as a breeding ground for insects.

d) Lids of bins are to be kept always closed other than when being emptied, or when waste is being placed into them.

The normal guidance regarding the Construction Waste Management Plan (CWMP), for the demolition/excavation/construction wastes from the development process has been met with a CWMP provided by Elephants Foot PTY LTD dated 15/04/2024. Provided documentation identifies the types and estimated amounts (weight or volume) of wastes that will be generated by the various phases of the development works, nominates whether these will be re-used on site, recycled, or landfilled (with the clear emphasis on minimising waste to landfill), and nominates the facilities, or the range of possible licensed waste facilities to which those materials will be taken.

From a waste management perspective, this DA looks to meet all the planning outcomes expected by Councils Resource Recovery section.

3. Environmental Health

3.1 Stage 1 - Preliminary Site Investigation

The proposed development may be impacted by contaminated soils. The *State Environmental Planning Policy (Resilience and Hazards) 2021 Clause 4.6* requires a consent authority when assessing a development application to consider whether the land is contaminated, it is suitable in its contaminated state for the purpose for which the development is proposed to be carried out, and/or if the land requires remediation, it is satisfied the land will be remediated before the land is used for that purpose.

A suitably qualified and experienced contaminated land consultant is to prepare a Stage 1 - preliminary investigation for the property. The preliminary site investigation is to comply with guidelines made or approved by the NSW EPA under the Contaminated Land management Act 1997 and identify all past and present potentially contaminating activities; identify potential contamination types; discuss the site condition; provide a preliminary assessment of site contamination; and assess the need for further investigations.

If contaminating activities are suspected or known to have occurred, or if the site history is incomplete, it may be necessary to prepare a Stage 2 – Detailed Site Investigation. This

investigation shall give regard to the potential effects of any contaminants on public health, the environment and building structures and shall meet the sampling density outlined in the NSW EPA Contaminated Sites Sampling Design Guidelines (2002).

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. In these circumstances, the Remedial Action Plan shall be referred to Liverpool City Council for review.

Note: 'Suitably qualified and experienced contaminated land consultant' means someone who is certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) Scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) Scheme.

The report's cover or title page of the document shall include a personalised electronic seal for either the CEnvP(SC) or CPSS CSAM scheme.

Council is unable to recommend specific consultants or auditors.

3.2 Construction Noise and Vibration Assessment

Given the location of the proposed development, the inclusion of an underground basement carpark and the close proximity to existing residential dwellings, a site-specific Construction Noise and Vibration Assessment prepared by a suitably qualified acoustic consultant shall be submitted for review. The Construction Noise and Vibration Assessment must include an assessment of expected noise impacts and detail feasible work practices to be adopted to avoid, remedy or mitigate construction noise and vibration impacts.

The Construction Noise and Vibration Assessment shall take into consideration and be consistent with the following documents:

- 'Interim Construction Noise Guideline' published by the Department of Environment and Climate Change NSW (DECC 2009/265) dated July 2009,
- Assessing Vibration: A Technical Guideline published by the Department of Environment and Conservation (NSW EPA), February 2006
- Structural damage criteria as presented in German Standard DIN4150-Part 3 "Structural vibration in buildings – Effects on structures" and British Standard BS7385-Part 2: 1993 "Evaluation and Measurement for Vibration in Buildings.

The assessment is to include, but not necessarily be limited to the following information:

- Identification of nearby residences and other noise sensitive land uses;
- Assessment of expected noise and vibration impacts;
- Detailed examination of feasible and reasonable work practices that will be implemented to minimise noise and vibration impacts;
- Strategies to promptly deal with and address noise and vibration complaints;
- Details of performance evaluating procedures (for example, noise and vibration monitoring or checking work practices and equipment);
- Methods for receiving and responding to complaints;
- Procedures for notifying nearby residents of forthcoming works that are likely to produce noise and vibration impacts; and
- Reference to relevant licence and consent conditions.

Note: 'Suitably qualified acoustic consultant' means a consultant who possesses Australian Acoustical Society membership or are employed by an Association of Australasian Acoustical Consultants (AAAC) member firm.

The report's cover or title page must confirm membership details or include a watermark for the relevant certification body.

Council is unable to recommend specific consultants or auditors.

3.3 Acoustic Assessment

The proposed development may be a source of offensive noise and potentially impact upon human health and amenity. An acoustic report shall be prepared by a suitably qualified acoustic consultant in accordance with the NSW Environment Protection Authority's 'Noise Policy for Industry' (2017). The **cumulative effect of noise** must be considered when assessing the **impact upon receivers**.

Where necessary, the report shall assess potential sleep disturbance and road traffic noise impacts in accordance with the NSW Environment Protection Authority's 'Noise Policy for Industry' (2017) and 'NSW Road Noise Policy' prepared by the Department of Environment, Climate Change and Water NSW (DECCW NSW) dated March 2011. The project noise trigger levels for the proposed development shall be selected according to the most stringent intrusive or amenity criteria. If required, recommendations and noise control measures shall be specified to achieve compliance with the assessment criteria. The assessment shall be representative of all noise generating activities on-site including but not limited to mechanical plant, patrons, deliveries and motor vehicle movements.

When assessing noise levels at commercial or industrial premises, the noise level shall be determined at the most affected point on or within the property boundary. Alternatively, when gauging noise levels at residences, the noise level shall be assessed at the most affected point on or within the residential property boundary. Where necessary, sound levels shall be adjusted in accordance with NSW Environment Protection Authority's guidelines for tonality, frequency weighting, impulsive characteristics, fluctuations and temporal content.

Note: 'Suitably qualified acoustic consultant' means a consultant who possesses Australian Acoustical Society membership or are employed by an **Association of Australasian Acoustical Consultants (AAAC) member firm**.

The report's cover or title page must confirm membership details or include a watermark for the relevant certification body.

Council is unable to recommend specific consultants or auditors.

3.4 Residential Accommodation in or Adjacent to a Classified Road

Council's records indicate that the proposed residential accommodation is located on land in or adjacent to a road corridor for a freeway, tollway, transitway or any other road with an annual average daily traffic (AADT) volume of more than 20,000 vehicles. Consequently, the proposed development may be adversely impacted by noise or vibration. To address Clause 2.119 of State Environmental Planning Policy (Transport and Infrastructure) 2021, the Development Application shall be supported by an acoustic report prepared by a suitably qualified acoustic consultant for the noise sensitive development.

The acoustic report shall take into consideration any guidelines issued by the Director-General including the NSW Department of Planning document titled 'Development Near Rail Corridors

and Busy Roads - Interim Guideline' dated December 2008. The development may generate additional traffic and affect existing residential or other noise-sensitive land uses. If required, road traffic noise impacts must be assessed in accordance with the 'NSW Road Noise Policy' prepared by the Department of Environment, Climate Change and Water NSW (DECCW NSW) dated March 2011.

If required, the report shall specify recommendations and noise control measures to achieve compliance with the project noise trigger levels for the proposed development. In addition, the assessment shall be representative of all noise generating activities on-site including but not limited to mechanical plant, patrons, amplified music, cinema, gymnasium loading dock, service vehicles and motor vehicle movements in accordance with the NSW EPA's 'Noise Policy for Industry' (2017). The project noise trigger levels for the development shall be selected according to the most stringent intrusive or amenity criteria. Where necessary, sound levels shall be adjusted in accordance with NSW Environment Protection Authority's guidelines for tonality, frequency weighting, impulsive characteristics, fluctuations and temporal content.

Note: 'Suitably qualified acoustic consultant' means a consultant who possesses Australian Acoustical Society membership or are employed by an Association of Australasian Acoustical Consultants (AAAC) member firm.

The report's cover or title page must confirm membership details or include a watermark for the relevant certification body.

Council is unable to recommend specific consultants or auditors.

3.5 Air Quality and Odour Assessment – development affected

Council's records indicate that the proposed development may be impacted by poor air quality and odour as a result of surrounding land uses. A suitably qualified and experienced air quality consultant is to undertake an assessment to identify the impacts odour may have on the development.

The air quality and odour assessment is to be undertaken in accordance with the NSW EPA's *Approved Methods for the Modelling and Assessment of Air Pollutants* (revised 2016, published 2017), *Technical Framework for the Assessment and Management of Odour from Stationary sources in NSW* produced by the Department of Environment and Conservation November 2006, administered by the NSW Environment Protection Authority and any subsequent documents. Detailed guidance is also provided in the *Technical Notes: Assessment and Management of Odour from Stationary Sources in NSW* produced by the Department of Environment and Conservation November 2006, administered by the NSW Environment Protection Authority.

The assessment must include modelling of the air quality and odour impact at the nearest affected receptor. Recommendations resulting from the report shall be in accordance with AS/NZS 1668.1-2015, AS 1668.2-2012 (if required) and relevant NSW EPA Guidelines.

Note: A 'suitably qualified and experienced air quality consultant' is a person who is a Certified Air Quality Professional CAQP member administered by the Clean Air Society of Australia and New Zealand (CASANZ) or is a Certified Environmental Practitioner (CEnvP) administered by the Environment Institute of Australia and New Zealand (EIANZ).

The report's cover or title page must include membership details or include a watermark for the relevant certification scheme.

Council is unable to recommend specific consultants or auditors.

3.6 Waste Storage

The garbage/waste storage area shall be clearly identified on the site plan and be located within the proposed building. The designated garbage/waste storage area shall comply with the following requirements:

- a) The room shall be fully enclosed and provided with a concrete floor, and with concrete or cement rendered walls covered to the floor;
- b) The room shall have a floor waste which is to consist of a removable basket within a fixed basket arrestor and is to comply with Sydney Water requirements; and
- c) The door to the room must be tight-fitting, self-closing and fitted with mechanical ventilation.

Please refer to the Liverpool Development Control Plan 2008 for further information regarding the construction standards for waste storage areas.

3.7 Food Premises Construction Details

Detailed floor and section plans of a suitable scale (e.g. 1:50) for the food premises are to be submitted to Council for review. The plans are to demonstrate compliance with the following:

- AS4674-2004 – Design, construction and fit-out of food premises
- Food Standards Code (Australia)
- Building Code of Australia
- Sydney Water Corporation - Trade Waste Section

In this regard, the submitted plans shall make provisions for the following:

- a) Construction details/finishes for the floors (including coving), walls, ceiling, fixtures and fittings in the food preparation area of the premises;
- b) Location and construction details of all light fittings and any floor wastes within the food preparation area;
- c) A designated hand washing facility, accessible and no further than 5 metres, except for toilet hand basins, from any place where food handlers are handling open food, fitted with a single spout capable of delivering a supply of warm running water;
- d) A double-bowl wash sink suitable for cleaning and sanitising food contact surfaces and equipment;
- e) A designated food preparation sink;
- f) Details of proposed cooking appliances and mechanical ventilation system. Please note: In addition to the requirements of AS/NZS 1668.1 and AS 1668.2, an extraction system shall be provided where there is any dishwasher and other washing and sanitising equipment that vents steam into the area to the extent that there is, or is likely to be, condensation collecting on walls and ceilings;
- g) A cleaner's sink for disposal of liquid waste (which is not to be located in areas where open food is handled); and
- h) Details of storage facilities for cleaning equipment and staff personal belongings.
- i) A designated toilet with appropriate hand washing facilities for the use of staff who handle food
- j) Details of storage facilities for cleaning equipment and staff personal belongings in a location where there is no likelihood of contaminating food or food contact surfaces;
- k) The cool room and/or freezer room floor must be finished with a smooth even surface and graded to the door. A sanitary floor waste must be located outside of the cool room and

freezer adjacent to the door. All metal work and shelving in the cool room and freezer room must be treated to resist corrosion;

- l) Condensation from cool rooms and refrigerator motors must discharge to sewer via a tundish with air gap separation in accordance with Sydney Water requirements;
- m) Details regarding whether the premises will require a grease trap in accordance with Sydney Water requirements. If required, details regarding the proposed capacity and location of the system shall be provided.

3.8 Mechanical Ventilation System

Detailed plans and specifications of the mechanical ventilation system servicing the food preparation and dining areas of the premises shall be prepared by an appropriately qualified person. The plans shall certify compliance with *AS/NZS 1668-'The Use Of Ventilation and Air-Conditioning In Buildings'* and include the following:

- a) The location of the mechanical ventilation system outlet including detailed specifications of the stack height and discharge velocity required to service the food preparation and dining area;
- b) Proposed methods to mitigate odour and noise impacts arising from the operation of the mechanical ventilation system; and
- c) The sound output level (Sound Pressure Level at 1 metre) of the mechanical ventilation system.

Please note: In addition to the requirements of AS/NZS 1668.1 and AS 1668.2, an extraction system shall be provided where there is any dishwasher and other washing and sanitizing equipment that vents steam into the area to the extent that there is, or is likely to be, condensation collecting on walls and ceilings.

3.9 Detailed Floor and Section Plans for Vehicle/Equipment Wash Bays

Should any car wash bays be proposed for residents use in the basement or elsewhere on the site, detailed floor and section plans shall be provided for the vehicle/ equipment wash bays. The plans to be submitted with the Application must include the following information:

- a) Environmental safeguards such as trafficable bunds installed at the entry and exits of the vehicle/ equipment wash bays to prevent contamination of the surrounding environment;
- b) The roof covering the vehicle/ equipment wash bays shall contain an overhang of at least 10° to prevent rainwater intrusion. Uncontaminated rainwater shall be directed from the canopy and other roofed areas into stormwater drains;
- c) The location of any oil/water separator or pre-treatment device for the vehicle and equipment wash bays and their connection to Sydney Water's sewer in accordance with a Trade Waste Agreement;
- d) The location of spill kits, stormwater pits and stormwater drainage infrastructure. A detailed drainage diagram shall be submitted with the Application to clearly identify the proposed location of surface drains, sewerage and stormwater infrastructure;
- e) Separate approval is required under the Local Government Act 1993 as the Applicant intends to hold or process sewage that is to be subsequently discharged to the public sewer; and
- f) Manufacturer's specifications for any pre-treatment devices to be installed at the subject premises;

3.10 Separate Application for Use

It is recommended that each separate commercial unit/occupancy shall be subject to submission (and Council approval), of a separate Development Application for fit out and use.

4. Urban Design

4.1 Context

The proposal went to the Liverpool DEP on the 8th of April 2024 and a summary of the DEP Minutes and recommendations were issued to the applicant. It is not evident that the submission has responded to the DEP Minutes and recommendations. The DEP raised critical issues from a deep understanding of the Liverpool LGA, history of the site, vision for the Liverpool CBD, and specifically design resolution of the public domain. **It is paramount for the success of the project for these recommendations are addressed.**

Public Domain Plan

4.1.1 The Public Domain design for the previously approved DA undertook two Public Domain Design Workshops with the Design Excellence Panel, which culminated in a 'Public Domain and Landscape Plan PD8001 Rev 3 (dated 05/21)' approved by the Panel, that accompanied the Development Application (DA-1080/2020) for Phase B with commercial tower. The public domain at ground floor for Phase B has considerably changed since and the differences are addressed throughout this referral. CDPD seeks more information to be able to review the proposed public domain, to ensure it will be delivered at a high standard, with cohesiveness with the Phase A works.

CDPD requires a Public Domain Plan at the same scale and information as the previously approved Public Domain plan, clearly illustrating what has been delivered in Phase A and the Public Domain works proposed in Phase B. The public domain plan should include the following:

- Plans in colour
- Demonstrate the public domain for Phase B will seamlessly tie into the design, landscape and materiality of Phase A
- Include paving treatments, fixtures, tree pits, lighting and furniture for Phase A (delivered) and Phase B (proposed)
- Demonstrate the same specifications and treatments from Phase A will be used in Phase B (where appropriate).
- Similar geometry and design considerations to the public domain design across both phases.
- Clarity of what items are fixed, semi-fixed and permanent
- Clarify the extent of public domain delivery, including beyond the site boundary to the street and all of George Lane
- Paving along Scott Street and Terminus Street must be in accordance with Council's current granite paving details and specifications – bluestone paving and bluestone kerb and gutter on Scott Street. Refer to LCC PDMP
- Include upgrades to the street lighting system within the public domain frontage of the development including to and within George Lane.

4.1.2. CDPD acknowledges tree and plant species have been provided, however both Phase A and B landscape plan should be provided, annotating the species and landscape design for Phase

A (delivered) and Phase B (proposed) demonstrating consistency of the landscape approach between projects (where appropriate).

- 4.1.3. George Lane is identified in the LCC PDMP as a laneway upgrade/activation area. The laneway will be significantly impacted by the construction of this development and its occupants will be high users. CDPD advises the public domain of George Lane be delivered by the applicant as part of this development. Refer to the LCC PDMP for the intended character for Liverpool City Centre laneways (page 200-201) and laneway specific paving, furniture, lighting and fixtures. Paving to be laid in a Herringbone pattern, 45 degrees to street alignment. Public Art should be considered in consultation with Council's Public Art Officer.
- 4.1.4 CDPD is supportive of residential use being introduced for a portion of the development, however, does not support from level 1 onwards being dedicated to residential. The following should be considered:
- Residential plays an important role in promoting the 18-hour economy and will support the activation and overall success of Civic Place plaza beyond typical office hours.
 - Civic Place is envisioned to be a predominantly commercial precinct and it is important this character remains.
 - The residential component is in close proximity and directly overlooking the library, Civic Place public domain and first seven storeys of the Phase A Civic Building creating significant visual privacy issues for both, and detracting from the commercial character.
 - The Liverpool Council DCP Part 4.2.4 Controls for the Midrise Precinct states 'develop at least one level above the ground floor for a commercial use' and Part 4.2.1 notes the podium tower typology should be followed.
- Therefore, CDPD recommends at least the first 3 storeys be a commercial/retail podium, with preference for 7 storeys and residential above.

4.2 Built Form + Scale

- 4.2.1. The activation of Scott Street will play a key role in the vision for the Liverpool City Centre and drawing people to Civic Place. The single storey, small sized Retail/F&B creates a fractured and inactive street frontage, and large, exposed edge to the public space. The street interface in the approved Public Domain and Landscape Plan was a stronger and more appropriate design outcome. In support of this the Liverpool DCP Part 4 - 4.2.4 Controls for Midrise Precinct Objectives state '*Form a contiguous street wall*' in the Midrise Precinct. **CDPD recommends a significant increase of built form and activation along the frontage to Scott Street.**
- 4.2.2. CDPD has concerns regarding the significant change to the east west thru-site link compared to the approved Public Domain and Landscape Plan:
- 4.2.2.1 CDPD recognises the improvement presented through realigning the thru-site link from terminating in the middle of George Lane to the corner, improving ability for pedestrians to be drawn into the precinct from the Corner of George St and Scott Street.
- 4.2.2.2. The link is significantly narrower than shown in the approved Public Domain Plan and appears an unpleasant place to be. **CDPD recommends increasing the**

width of the link to generously accommodate outdoor seating for the F & B/retail, public circulation, and landscaping.

- 4.2.2.3. The link was previously open to the sky, with substantial landscaping and in the current arrangement now has building above. CDPD recommends the thru site link be open to the sky as much as possible, and if small areas are to be covered that they be minimum double height.
- 4.2.2.4. Outdoor dining appears constrained in the thru-site link whereas the lobby has significant open and unprogrammed space in front. CDPD recommends with the current arrangement the lobby should be switched with the F& B, improving passive surveillance and activation of the public space.
- 4.2.3. While the design change in the current proposal to redistribute the public space to a more consolidated area with closer relationship to the heart of the Civic Place precinct has potential, CDPD have several design concerns with how the public space at the north-western corner is presenting. It has two main edges fronting road, is exposed, subject to traffic noise and risk of people spilling out onto the street, all resulting in an undesirable place to occupy. CDPD recommend the applicant provide the following:
 - 4.2.3.1. Adjust the ground floor building footprint to enable the public space to be shifted more inward away from the roads.
 - 4.2.3.2. Provide spatial analysis and usage diagrams of the public spaces throughout the whole Civic Place precinct, the anticipated programs/activities, scenario testing, day and night pedestrian movements and how this overlays with the projected usage by cars and cyclist in the shared zone running down the middle. Demonstrate how the new public spaces tie in with the existing precinct. CDPD notes work was already undertaken as part of previous DAs which will need to be referenced and updated.
 - 4.2.2.3. The car park exhaust locations are at the key entry point to the site, part of the public space and are not supported. CDPD recommends they are moved to a less prominent location.
 - 4.2.4. The Liverpool DCP Part 4.2.7 Nominates a 3m setback along Scott Street however the proposal shows 0m setback. CDPD is only supportive of a 0m setback for retail and commercial use. For residential long stay apartments, the 3m setback is appropriate and should be adhered to. (CDPD acknowledges the Development Application 1080/2020 approved drawings show the Hotel portion of the development with a 0m setback at the boundary however hotel is a short stay use.)
 - 4.2.5. CDPD is supportive of the curved geometry language throughout the development, however notes in some areas the language has not remained consistent, for example on Level 1 the planter and awning edge is curved while also has sharp edges, this will be highly visible from the public domain. CDPD requests a more consistent approach to the design language be applied.

4.3 Density

- 4.3.1. The current floorplate in the reference scheme has up to 15 apartments per core. This does not comply with the ADG requirement for maximum of 8 apartments per circulation core and is especially critical for a tower of this size and number of apartments. While there are four lifts servicing the apartments on each floorplate, they are all part of the same circulation core, resulting in congestion in this central area. **CDPD recommends the proposal is consistent with the ADG, for improved amenity for the residents.** If the applicant is not required to change the lift core arrangement, CDPD recommends the size of the lift foyers is increased to mitigate congestion issues.

4.4. Sustainability

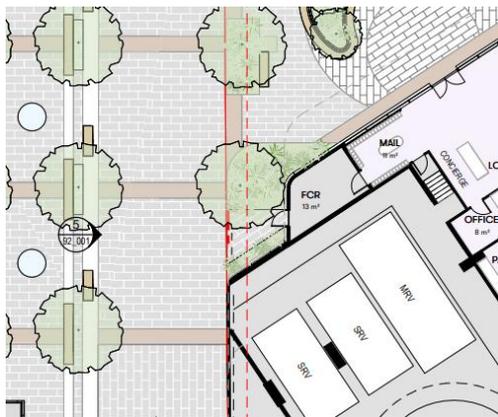
- 4.4.1. There is a proposed off-road cycleway along Scott Street as shown in the Liverpool Bike Plan 2018-2023. CDPD requests the applicant demonstrate ease of connection between the cycleway and bicycle parking, and consider how conflicts with pedestrian and vehicular circulation are managed and in accordance with the Liverpool DCP Part 1 Clause 20.3 Bicycle Parking and Cycling Facilities.
- 4.4.2. The proposal indicates that cyclists are required to enter at the vehicle entry to access the bike store in the basement creating safety issues and reducing the ease of access. **CDPD recommends an independent path of travel for cyclists that safely reaches the bike storage, provides separate access for cyclists to bypass gated vehicle entry points and avoid lobby areas.**
- 4.4.3. The ESD report states End Of Trip facilities will be provided, however they are not shown on the drawings. The applicant should include End of Trip facilities to accommodate staff, residents and visitors in revised drawings, and adjacent to the bike store.

4.5. Landscape

- 4.5.1. The local Indigenous history and culture is of great value to the Liverpool LGA community. This development is a unique opportunity to acknowledge the Aboriginal community and Country and set a precedent for future CBD developments. CDPD supports the applicant's aspirations to bring connection to Country into the proposal and commencement of the Connecting with Country process. The submission states a separate report is being prepared by WSP to detail the First Nations engagement and will be provided at the next submission. CDPD looks forward to reviewing the report in the final submission, and **recommends the applicant demonstrate through updated drawings how the arising initiatives are being incorporated into the design, specifying locations and what is proposed.**
- 4.5.2. There are currently already 8 crepe myrtle trees planted as part of Phase A works along each side of the shared-way in between Phase A and Phase B. These trees were planted as mature species, are well established, and play an important role in the identity of Civic Place. They have generous circulation, seating, offer shade, and people have already formed a connection with seating, dwelling and gathering around these trees. There was a significant consultation process involved in their selection and

location, and they have proven to play an important role in the success of the Civic Place public domain.

- 4.5.3. CDPD is concerned that the landscape plan proposes to remove these eight trees and replace seven with an alternative native species. **CDPD urges the applicant to consider the consultation process already undertaken, and value these trees already contribute to the public domain, and retain the trees in place as is.**
- 4.5.4. CDPD does not support the proposal reducing the number of trees from eight to seven as a result of the revised built form. The eight trees surrounding the shared way was an important element of the approved public domain plan and relationship to public domain and should remain. **The built form is to be adjusted as required to provide enough protection zone around the trees to ensure they can thrive during construction and completion.**
- 4.5.5. The built form around the seventh crepe myrtle tree is constrained and looks unresolved in plan and 3D, with out of place stepping geometry and blank walls. This corner is highly visible from Phase A Civic Space. **CDPD recommends adjustments to the building footprint to enable a more generous thru-site link, adequate space and appropriate built form around the seventh crepe myrtle, and the retention of the eighth crepe myrtle.**



- 4.5.6. The Liverpool City Centre Public Domain Master Plan (LCC PDMP) identifies the crucial need for increased canopy coverage within the city centre, to reduce the effects of urban heat island and establish a more comfortable pedestrian microclimate. **The applicant is to seek opportunities to increase trees and canopy cover as a priority and key driver of the design.** CDPD expects this project to set a precedent for the City Centre and demonstrate canopy cover achievable in an urban CBD environment. CDPD notes the Cabbage Palm provides limited shading and encourages additional trees are incorporated to increase the shading of the public spaces.
- 4.5.7. Ensure street trees along Scott Street George Lane and Terminus Street are delivered as part of this development and consistent with the Phase A works and LCC PDMP requirements. Incorporate passive irrigation for the trees by ensuring all tree pits incorporate the 'Citygreen GLCA150 – Investigate Paver Tree Grate' (or similar, approved by Council's City Design and Public Domain Team) and passive irrigation in accordance with the LCC PDMP 2020 WSUD Tree Pit Detail (Chapter 6.10).
- 4.5.8. The interface to George Lane in the approved Public Domain and Landscape Plan was well considered and highly resolved, showing promise of playing a key contribution to

the revitalisation of the laneway. Greater width provided more relief, circulation, strong arrival points, solar access and generous landscaping with more space and access to light to thrive. CDPD has concerns that in the current design these characteristics have been lost resulting in a poorer design outcome and not in line with the vision for the Liverpool City Centre. The development is an opportunity to revitalise this laneway and set a precedent for future laneways in the Liverpool City Centre and will contribute greatly to the attractiveness of the precinct and experience for the residents. Refer to the LCC PDMP for the intended character for Liverpool City Centre laneways (page 200-201).

CDPD urges the applicant to review the laneway design and provide a strong public domain and urban design response, in keeping with the key characteristics of the approved Public Domain Plan. Suggestions include widening the width of the laneway, increasing landscaping and enhancing arrival points.

4.6. Safety

- 4.6.1. The active frontages along the laneway from the workspace and retail/F&B are supported, however the planting proposed should not prevent passive surveillance. CDPD recommends a softer transition between the active frontages and the laneway, to enable them to feel more integrated rather than separated and improve visual connectivity and passive surveillance.
- 4.6.2. CDPD has major concerns on the impact of the change of use to the functionality and safety of the shared zone and impact to the Civic Place plaza. The significant number of apartments proposed will create substantially different and increased traffic patterns. **CDPD strongly recommends access to the car parking from Terminus Street is investigated, especially all heavy vehicles.**
- 4.6.3. It is important the shared zone is clearly defined, to prevent people accidentally walking into it unaware it is a shared zone and colliding with vehicles. The Approved Public Domain Plan had a defining concrete strip running along each side of the shared zone, creating a contrasted edge to the street. This has already been delivered on the Phase A side, however the currently proposal has removed this strip. **CDPD recommends the strip be reinstated, a shared zone should always have the same treatment on each side to enable clear definition and safety.**

4.7. Amenity

- 4.7.1. The proposal illustrates several areas with inconsistencies with ADG building separation requirements, particularly from level 5 upwards on Georges Lane and on the west façade directly adjacent to the Phase A building. ADG building separation controls are for the benefit of visual privacy, visibility to the sky, to prevent overshadowing, and solar access to lower levels, vegetation and communal open spaces. **The applicant should demonstrate compliance with ADG building separation across floors.** Drawings should annotate setbacks from the Centre of George Lane. Adjacent floor plans and uses labelled of the Phase A building should be shown to understand where habitable spaces are located.

- 4.7.2. CDPD reiterates concerns of visual privacy between the Phase A and Phase B building. The Phase A Building is a Government building, and it is imperative visual privacy and sensitivity is considered. In CDPD's opinion it is unacceptable for ADG building Separation to be compromised in this instance.
- 4.7.3. CDPD is concerned for the apartment at the most western corner of the building – apartment 0101 to 0601, whose balconies is directly facing the Phase A offices. CDPD requests further detail of the screening be applied to this balcony to improve visual privacy between the offices and the residents, however notes due to the balcony only having one side, this will result in an almost enclosed balcony. **CDPD recommends the design resolution for this apartment type be reconsidered to resolve the privacy and amenity issues.**
- 4.7.4. CDPD requests 1:20 façade details are provided demonstrating the design intent, materiality and detailing for the façade ensuring it is captured in the submission. Information demonstrating how visual privacy measures such as screens, façade projections and other solar shading treatments are being integrated should be included. Providing operable screens that enable residents the flexibility to partially enclose balconies is encouraged.
- 4.7.5. There will be significant traffic noise on Terminus Street, particularly at the lower levels. CDPD notes commercial floorplates at the lower levels are more appropriate and will avoid this amenity issue, therefore should be incorporated.
- 4.7.6. The communal open space at level 1 is not a suitable location for residential use, it is subject to a harsh road environment and too close to the Phase A Civic Building, creating visual and acoustic privacy concerns. The previous DA showed a large retail space, generous public space and landscaping, stair connection to Terminus St playing a key role in activating the entry and thru site link between Scott Street and Terminus Street. This area has now been privatised right up to the Phase A ramp and design intent lost. This is an unacceptable change and **CDPD recommends the applicant relocate the communal space and reinstate the retail, public space and activated frontage as per the previous approved DA.**
- 4.7.7. Terminus Street is a major gateway to the city centre and the pedestrian experience needs consideration as part of the overall public domain strategy. CDPD supports substations and other services integrated within built form, however the elevation to Terminus Street presents as poorly considered particularly at the lower levels. **CDPD recommends the applicant review the Terminus Street frontage and provide a larger scale elevation demonstrating high quality street interface, reduced length of blank wall, move plant into the basement where possible and exploring façade articulation, articulation or surface treatments to service walls at ground.** Gateway features (as identified within the LCCPDMP 2020) within the frontage of Terminus Street (e.g. Banners, Art, Seating etc) must be incorporated.
- 4.7.8. The Georges River and surrounding bushland is of high environmental and cultural significance. The Liverpool DCP Part 4 Claus 4.2.12 Public Open Space and Communal Open Space Objectives states '*Open Space must provide an attractive outlook for residents, respond to and enhance site characteristics and context.* **The proposal should seek opportunities for residents to connect with the views on upper floors**

and communal spaces, and for view orientation to inform the spatial arrangements and seating of the communal spaces.

- 4.7.9.** The Wind Impact Assessment notes the wind conditions created through the thru-site link, and proposes the inclusion of 1.5m dining screening throughout. This could result in the thru-site link feel even further constrained in width and is a poor outcome. CDPD requests further clarity from the applicant as to what is proposed in this area and the extent. **CDPD urges adjustments to the built form and the thru-site link are investigated to mitigate wind conditions, rather than adding in temporary building elements that negatively impact the circulation and only temporarily mitigate wind.**



4.8. Housing Diversity and Social Inclusion

- 4.8.1.** As part of amendments to the Liverpool DCP currently under exhibition, Liverpool Council has identified a need for larger, family-friendly apartments in Liverpool City Centre, proposing an increase of 25% 3/4 bedroom apartments in new residential developments. While the proposed changes are still in draft, CDPD requests the applicant consider the needs of the Liverpool community. CDPD acknowledges the Housing SEPP offers flexibility to mix for the Built to Rent typology, and notes it is often assumed BtR is not suitable for families. However, BTR offers many benefits to renters not available to the private rental market, and families take up a significant proportion of the rental market, and of apartment living. **In CDPD's opinion, the 3% mix of 3-bedroom apartments is unacceptable and requests a higher number of 3 bedroom apartments is provided, - a minimum of 10% in response to the needs of the local community.**

4.9. Aesthetics

- 4.9.1. The proposal will serve as a landmark building from all sides, a gateway building from Terminus Street, identity for Civic Place, catalyst for the southern CBD and set a precedent for future significant developments in the Liverpool City Centre. **CDPD requests the applicant demonstrate how the building will present as a landmark and gateway building, particularly from Terminus Street.**
- 4.9.2. Public Art must be delivered as part of the project, integrated into the building and public domain. CDPD notes public art is mentioned throughout the submission as part of the connecting with Country process. **The Applicant is to consult with Council's Public Art Officer.**
- 4.9.3. In accordance with The Liverpool DCP Part 4 Claus 4.3 'Amenity and 4.3.7 Awnings, the applicant is to ensure awnings are provided along the street frontages and designed as an integrated part of the built form and part of the public domain strategy. According to Figure 4-13 awnings shown be located along Terminus, Street George Lane and Scott Street. There appears to be awning missing from George Lane and Terminus Street. In addition, awnings should provide cover to the pedestrian footpath, not just within the site boundary.

5. City Economy

- 5.1. The City Economy Unit supports this development in principle at 52 Scott St, Liverpool-Phase B. The proposed mix of uses is compatible with Council's ambitions for an activated, lively and vibrant city centre, with an 18-hour economy.
- 5.2. Council's *Destination Management Plan* (DMP) has a vision for Liverpool to be 'A place locals are proud to call home; celebrating and sharing our diversity, heritage and nature', with five key strategic directions which are: promote, support, celebrate, attract and leverage. The proponent is encouraged to consider and respond to the DMP's underlying ethos of 'loving local', by exploring how the development, in particular any retail opportunities, can support local businesses and offerings that are reflective of Liverpool's cultural diversity and dynamic demographic make-up. Liverpool has a range of specific cultural characteristics that set it apart from other LGAs in Greater Sydney. These are attractors of visitors like the LGA's significant visiting friends and relatives market and its burgeoning medical and business visitors. Such unique characteristics should be leveraged off, expanded and celebrated in any new development in the city centre.
- 5.3. City Economy would like the proponent to contribute to Wayfinding signage and infrastructure in the CBD to encouraging their visitors to use public transport, in line with the *Liverpool City Centre Public Domain Masterplan*. [Search | Liverpool City Council \(nsw.gov.au\)](#)

6. Heritage

- 6.1. A heritage interpretation strategy is to be prepared for the site based on the archaeological investigations to occur once demolition has been completed.
- 6.2. Heritage interpretation is to be a combination of internal and external elements.

- 6.3. This should include the public display of any artefacts recovered on site in a manner equivalent to a professional museum installation.

7. **Engineering**

No objection to the proposed application. Please add the following conditions to the development consent:

- 7.1. All roadworks, drainage works and dedications, required to effect the consented development shall be undertaken at no cost to Liverpool City Council.
- 7.2. Prior to the issue of a Construction Certificate a S138 Roads Act application/s, including payment of fees shall be lodged with Liverpool City Council, as the Roads Authority for any works required in a public road. These works may include but are not limited to the following:
- Vehicular crossings (including kerb reinstatement of redundant vehicular crossings)
 - Road opening for utilities and stormwater (including stormwater connection to Council infrastructure)
 - Road occupancy or road closures

All works shall be carried out in accordance with the Roads Act approval, the development consent including the stamped approved plans, and Liverpool City Council's specifications.

- 7.3. The applicant/developer shall upgrade street lighting system for entire frontage of the development including any side streets. The street light pole shall be multi-function pole including all necessary accessories. The specification and accessories details are to be obtained from Infrastructure and Environment Group of Council. The applicant/developer shall engage services of Endeavour Energy accredited ASP Level 3 service provider to prepare electrical design and obtain certification from Endeavour Energy. The electrical design shall include undergrounding of existing aerial power lines and communication cables for entire frontage of the development including frontage to side streets. The approved design shall be submitted to Council for review and approval prior to any construction works.
- 7.4. Core Type paving shall be installed along the entire **Scott Street & Terminus Streets** as part of this development. Footpath paving and Landscaping works shall be strictly in accordance with the Liverpool CBD Street Tree and Landscape Strategy 2005 and The Liverpool CBD Streetscape and Paving Guidelines 2005 as amended in Implementation Note 12/2015 – Liverpool CBD Paving.

Detailed plans are required to be submitted to and approved by Council showing the proposed tree locations, species and planting sizes, paving location and layout, including references to the relevant details and specifications as contained in the abovementioned documents.

A Section 138 Roads Act Approval for all works within Council's Road Reserve will be required.

- 7.5. A stormwater drainage system shall be provided generally in accordance with the concept plan/s lodged for development approval, prepared by Warren Smith & Partners, Development Application Report dated 11 December 2020.
- 7.6. Prior to the issue of a Construction Certificate the Certifying Authority shall ensure that the stormwater drainage system for the basement car park has been designed in accordance with the requirements for pumped systems in AS3500.3:2003 and Council's Stormwater Drainage Design Specifications for pump out systems for basement carparks.
- 7.7. Prior to the issue of a Construction Certificate the Certifying Authority shall ensure that details of a stormwater pre-treatment system have been provided on the stormwater plans and that the design meets pollutant retention criteria in accordance Council's Development Control Plan.

The Construction Certificate must be supported by:

- 7.7.1. Specification & installation details of the stormwater pre-treatment system
- 7.7.2. The approval of an operation and maintenance manual/ schedule for the stormwater pre-treatment system.
A copy of the approved operation and maintenance manual/ schedule shall be submitted to Liverpool City Council with notification of the Construction Certificate issue.
- 7.8. Prior to the issue of a Construction Certificate the Certifying Authority shall ensure that vehicular access, circulation, manoeuvring, pedestrian and parking areas associated with the subject development are in accordance with AS 2890.1, AS2890.2, AS2890.6 and Liverpool City Council's Development Control Plan.
- 7.9. Prior to the Commencement of Works a dilapidation report of all infrastructure fronting the development in Scott and Terminus Streets is to be submitted to Liverpool City Council. The report is to include, but not limited to, the road pavement, kerb and gutter, footpath, services and street trees and is to extend 30m either side of the development.
- 7.10. 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.
- 7.11. Prior to commencement of works a Traffic Control Plan including details for pedestrian management, shall be prepared in accordance with AS1742.3 "Traffic Control Devices for Works on Roads" and the Roads and Traffic Authority's publication "Traffic Control at

Worksites” and certified by an appropriately accredited Roads and Traffic Authority Traffic Controller.

Traffic control measures shall be implemented during the construction phase of the development in accordance with the certified plan. A copy of the plan shall be available on site at all times.

A copy of the Traffic Control Plan shall accompany the Notice of Commencement to Liverpool City Council

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

7.13. Prior to the issue of an Occupation Certificate the Principal Certifying Authority shall ensure that the:

- a) Stormwater pre-treatment system/s
- b) Basement Carpark pump-out system

- Have been satisfactorily completed in accordance with the approved Construction Certificate and the requirements of this consent.
- Have met the design intent with regard to any construction variations to the approved design.
- Any remedial works required to been undertaken have been satisfactorily completed

Details of the approved and constructed system/s shall be provided as part of the Works-As-Executed drawings

7.14. Prior to the issue of an Occupation Certificate a restriction as to user and positive covenant relating to the:

- a) Stormwater pre-treatment system/s
- b) Basement carpark pump-out system

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.

7.15. Prior to the issue of an Occupation Certificate, any damage to Council infrastructure not identified in the dilapidation report, as a result of the development shall be rectified at no cost to Liverpool City Council.

Any rectification works within Scott Street & Terminus Street will require a Roads Act application. The application is to be submitted and approved by Liverpool City Council prior to such works commencing.

Advisory Conditions:

- 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
- The cost of any necessary adjustments to utility mains and services shall be borne by the applicant.
- 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.

8. Community Planning

Community Planning has reviewed the planning proposal SSD1-9/2023 for a 29-storey 320 units’ Build-to-Rent residential development at 52 Scott Street, Liverpool. Our review and comments are given below:

Reviewed documents:

- Social Impact Assessment (Ethos Urban, 2; April 2024)
- Architectural Design Report (Arcadia, Rev A, 22 March 2024)
- Environmental Impact Statement (Ethos Urban, 24 May 2024)

Comments:

- **Local Impact:** The proposal has a potential to improve the diversity of housing options in an accessible location. However, it has included significant height increase from the previous proposal on the same site. The bulk and scale may impact on the streetscape and amenity of the neighbourhood. For example, during the Community Engagement of Liverpool Civic Place in June 2019, Traffic and parking were raised as one of the concerns by the localsⁱ. Current proposal may deteriorate the situation further.

We recommend assessing the local impacts of the proposal adequately and develop in an appropriate scale for achieving a sustainable neighbourhood. The SIA didn’t mention anything on these concerns.

- **Scoping of ARH & Co-living:** There is a significant demand for social and affordable rental housing in Liverpool LGA. A research commissioned by the Community Housing Industry Association NSW forecasts that, *net demand for social and affordable housing (SAH) in Liverpool LGA will increase up to 115% by 2036ⁱⁱ*. A recent parliamentary research has identified the LGAs with the highest stress of unmet housing needsⁱⁱⁱ.

We recommend accommodating a certain percentage of affordable rental housing and co-living in the proposed development.

The SIA aligns with the similar suggestions. It states, '*The most significant social benefits of the proposal relate to: The proposal will significantly improve housing choice and increase housing supply in the Liverpool LGA.*

The following recommendations are provided to further manage the potential social impacts, arising from the proposal:

- *Explore provision of short-term accommodation or student housing within the residential component-it is thought that occupants of these dwelling types are less likely to oppose activation and events nearby due to noise.*
- *Investigate opportunities to allocate a proportion of affordable dwellings or subsidised rental apartments (p 45)'.
• **Increased proportion of 3-bedroom apartments:** The proposal has included '64% studio and one-bedroom apartments, 33% two-bedroom apartments, 3% three or more bedroom units, and 10% adaptable units (EIS, p 65). We believe this **does not reflect** emerging needs of the Liverpool Community and comply with the local planning controls.*

LCC DCP Part 4 requires, '*residential apartment buildings and shop-top housing must comply with the following requirements: three or more-bedroom units must not less than 10% of the total mix of unit within each development.*'

On 26 June 2024, Council endorsed an amendment to the Liverpool Development Control Plan to require a minimum of 25% of residential development in the Liverpool City Centre to contain 3 or more bedrooms. Council believes compliance with this control is essential in to ensuring diverse housing for families within the city centre^{iv}.

Demographic analysis indicates that, *families with children are the dominant group among the household types in Liverpool LGA. In 20201, overall, 21.4% of total households with children were couple with young children, and 15.2% were couples with older children, compared with 18.6% and 11.2% respectively for Greater Sydney*^v. As forecasted, this emerging group will remain top in the coming years in the LGA's household composition.

The SIA states likewise, '*Liverpool CBD is an outlier. A high proportion of apartment are occupied by families with children, at a rate approximately **twice** the Greater Sydney. Liverpool CBD demonstrates shifts towards family-friendly apartment living. Increasing family-friendly apartment supply is in Liverpool (and across Sydney more broadly) has been underlined as a housing affordability and liveability imperative*' (p 26).

We recommend to increase the proportion of three or more bedroom units to encourage delivery of more family-friendly apartments, and better align the LDGP with the Apartment Design Guide (ADG).

¹ Liverpool Civic Place Stage 1 and Stage 2 Community Engagement Outcomes Report, Cred Consulting, 7 June 2029

¹ *Demand for social and affordable housing in WSCD area*, September 2018, Community Housing Industry Association NSW, pg 18 <http://communityhousing.org.au/wp-content/uploads/2018/12/20180311-NSW-FHA-WSCD-Social-and-Affordable-Housing-Demand-Report-Variation-Up>, accessed on 28/08/20

¹ Social and affordable housing shortages, Roth L & Gilyana, D, May 2023, Parliamentary Research Service, NSW <https://www.parliament.nsw.gov.au/researchpapers/Documents/Social-and-affordable-housing-shortages.pdf>

¹ Ordinary Council Meeting, 26 June 2024
https://liverpool.infocouncil.biz/Open/2024/06/CO_20240626_AGN_638_AT_WEB.htm

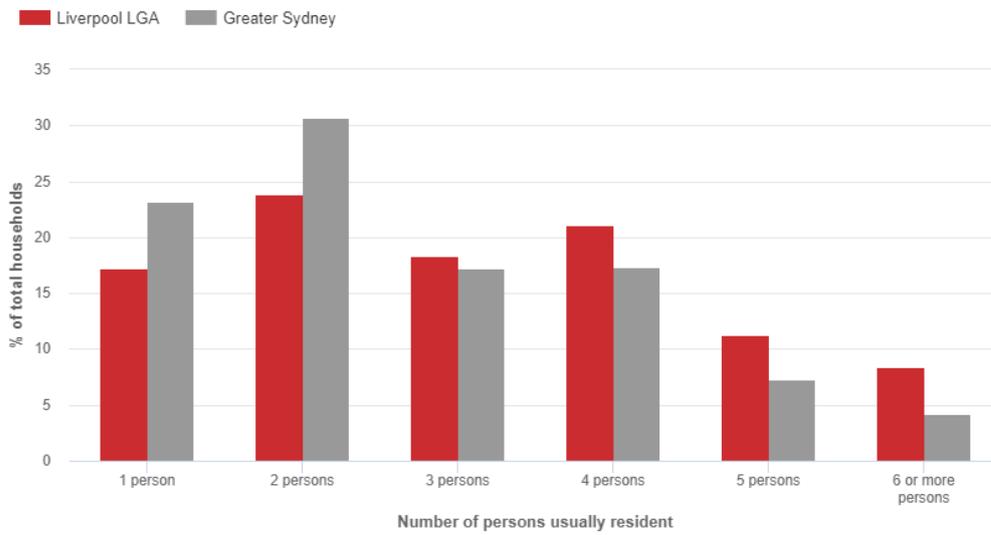
Table 1: Summary of Current, Exhibited and Proposed Dwelling Mix Controls

Type of apartment	Current	Proposed at Exhibition	Proposed post-Exhibition and DEP
Part 3.7 Residential Flat Buildings (applies outside of the City Centre)			
Any number of bedrooms	Nil controls for apartment mix	Same as Part 4 controls below	Same as Part 4 controls below
Part 4 Development in the City Centre			
Studio/One bedroom	Minimum 10%	Minimum 10%	Studio: Min 5% One bedroom: Min10%
Three or more bedrooms	Minimum 10%	Minimum 25%	Minimum 20%
Dual Key Apartments	Maximum 10%	10% (Part 3.7) Optional (Part 4)	No minimum or maximum
Adaptable Apartments	Minimum 10%	Minimum 10%	Minimum 10%

Figure: Proposed changes in the LCC DCP to encourage delivery of more family friendly apartments

¹ Liverpool LGA, Community Profile <https://profile.id.com.au/liverpool/household-size>

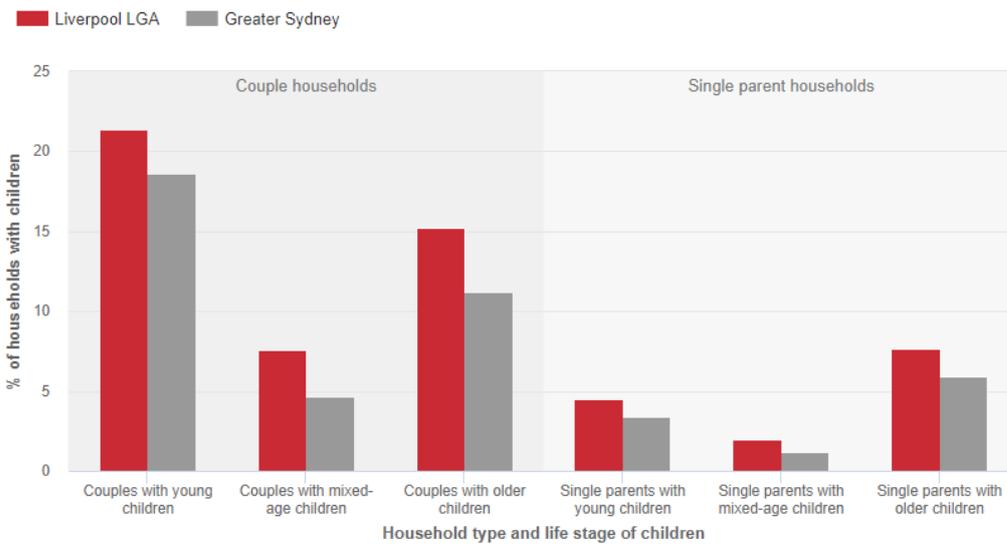
Household size, 2021



Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Enumerated data). Compiled and presented in profile.id by .id (informed decisions).

Households with children, 2021

export



Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Enumerated data). Compiled and presented in profile.id by .id (informed decisions).

Figure: Families with children are the dominant group among the household types in Liverpool LGA and much higher than the Greater Sydney

9. Traffic & Transport

9.1. Parking:

The Liverpool Development Control Plan 2008, part 4, Development in the in Liverpool City Centre stipulates the following requirements for parking provisions:

- 66 x studio apartments require a minimum of 1 space per unit = 66 spaces
- 140 x one-bedroom apartments require a minimum of 1 space = 140 spaces
- 105 x two-bedroom apartments require a minimum of 1 space = 105 spaces
- 9 x three-bedroom apartments require a minimum of 1.5 spaces = 14 spaces

Therefore, in accordance with the Liverpool DCP, the total number of spaces required for the residential component should be 325 spaces.

The development currently proposes 117 spaces over 3 basement levels.

Noting that the units are 'Built to Rent' the 117 spaces are deemed adequate in accordance with the SEPP, however Council Staff are not confident that the number of spaces will be adequate given the nature of car ownership within the Liverpool Local Government Area (LGA).

It is anticipated that, given the likelihood of multiple car ownership, the excess residential parking is going to 'spill' into the southern residential precinct of the Liverpool CBD as there is currently no restricted parking in these streets.

Noting the TfNSW Guide to Residential Parking Schemes (RPS), the area would not be applicable for a RPS, and as such, the overflow of parked cars in the local streets will create concerns in the community.

Council's Traffic and Transport Team would suggest an alternative rate to be adopted that factors in similar developments in a CBD setting resembling that of the Liverpool City Centre.

A rate of at least 1 space per unit would be advised, similar to that required of the DCP, with a 20% reduction permissible due to proximity to public transport.

Council's Traffic and Transport Team therefore recommend a total of 256 spaces.

The application complies with the DCP requirements for both Bicycle and Motorbike parking providing 209 and 7 respectively.

9.2. Traffic Impacts

The original 'Phase B Detailed DA' suggested a total of 81 and 70 vehicle trips (VTPH) in the peak AM and PM respectively.

Under the new proposal, they are estimating 68 and 61 vtpH in the AM and PM respectively.

This represents a reduction of 13 and 9 vtpH in the AM and PM respectively.

Based on the assessment, the traffic generation is deemed minimal on the local network, however due to the proximity of the site to the state road network, the application should be referred to Transport for NSW (TfNSW) for their comments.

9.3. Serviceability

The development proposed 5 Service Vehicle Parking bays accommodating for 1 Medium Rigid Vehicle, 2 Small Rigid Vehicles, and 2 delivery vans.

Noting the significant number of waste bins that are likely to be generated, the placement of these bins on the street would impact on the pedestrian access around the site.

9.4. Car Park Access

The car park appears to be compliant with the relevant AS2890 standards. The circulating aisles are in a preferred arrangement with physical separation of the two-way movements along the ramps.

Council raises no objection to the car park layout. This should be subject to a condition requesting a third party traffic consultant to provide a car park compliance certificate.

The use of the turntable is deemed satisfactory to permit the access into the service area, however an additional condition should be included requiring the building manager to arrange for any repairs within 48 hours. In the event Council is contacted due to the inability to service the site, Council will initiate the repairs and forward all costs associated to the building manager.

9.5. Swept Path Assessment:

Council Traffic and Transport Staff are generally satisfied with the swept paths provided.

These should also be subject to the review undertaken by the Third Party Traffic Consultant in their provision of the Compliance Certificate.
