

Director Social and Infrastructure Assessments  
Planning and Assessment  
Department of Planning, Industry and Environment  
Locked Bag 5022  
**PARRAMATTA NSW 2124**

By email: [megan.fu@planning.nsw.gov.au](mailto:megan.fu@planning.nsw.gov.au)

Attention: Megan Fu

**Re: EXHIBITION OF STATE SIGNIFICANT DEVELOPMENT  
APPLICATION SSD-10388**

<b>PROPOSAL:</b>	<b>LIVERPOOL HOSPITAL MULTI-STOREY CARPARK</b>
<b>ADDRESS:</b>	<b>CAMPBELL STREET, LIVERPOOL HOSPITAL</b>

Thank you for the opportunity to comment on the proposed State Significant Development for the Liverpool Hospital Multi-Storey Carpark at Campbell Street, Liverpool Hospital.

Council has reviewed the documentation on the NSW Department of Planning, Industry and Environment's website with respect to this application and request that the following matters are considered in the assessment and determination of the SSD.

## **GENERAL MATTERS FOR CONSIDERATION**

### **1. Adaptable Car Parking**

Council's Local Strategic Planning Statement (LSPS) notes Council's intention to investigate planning control changes to support connected and autonomous vehicles (CAVs) and adaptive reuse of parking infrastructure. There is a need to consider adaptive car parking design to ensure at grade car parking infrastructure can be adaptively reused when demand for parking decreases due to increased use of CAVs expected in the medium to long term.

The site also falls within the Liverpool Collaboration Area. The Liverpool Collaboration Area Place Strategy Action 30 states: "Prioritise low-carbon initiatives in future developments such as adaptive building designs (for example, car park conversion opportunities), prioritisation of public transport

investment, precinct-level car parking strategies and energy-efficient and energy generating precinct design”.

The proposal notes 2.8m expected floor-to-floor heights. Floor heights that would support adaptive reuse into habitable uses should be considered as part of a response to future-proofing.

## **2. Electric vehicle charging stations**

Action 20 of the Western City District Plan states to “incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including charging stations.”

Electric vehicle charge stations should be provided within the development to encourage use, rather than simply the ability for charge stations to be retrofitted. Detail on number of electric vehicle charging stations to be included should be provided.

## **DEVELOPMENT ENGINEERING CONSIDERATION**

3. Appendix A provides conditions of consent relating to development engineering so as to be imposed on any consent granted for the multi-storey carpark associated with Liverpool Hospital.

## **TRAFFIC PLANNING CONSIDERATION**

4. The ‘Traffic Impact Assessment’ (TIA) submitted with the application has estimated traffic generation potential based on the survey of the existing car park in CP2. The trip generation rates are 0.54 and 0.38 trips per space in the AM and PM peak hours respectively.

Based on these traffic generation rates the proposed additional 500 car parking spaces will generate approximately 270 vehicular trips and 190 vehicular trips in AM and PM hours respectively.

The forecast additional traffic movements (and the redevelopment of the hospital) will have noticeable traffic impact on the access road to/from the car park.

To minimise traffic impact of the car park, a local traffic management plan is to be submitted to Council outlining traffic management scheme including signs and line marking, along the access road to/from the car park.

The other traffic related conditions are provided in Appendix B.

## **ENVIRONMENTAL HEALTH CONSIDERATION**

The following matters are to be addressed so as to ensure the proposed development complies with the requirements of relevant environmental planning instruments and policies.

### **5. Hazardous and Offensive Development**

Demonstrate consideration of State Environmental Planning Policy (SEPP) No. 33 Hazardous and Offensive Development and provide a Preliminary Hazardous Analysis if deemed necessary under the SEPP, alternatively provide reasons as to why a SEPP 33 report has not been provided to Council. The submission must be made by a suitably qualified and experienced person/company.

### **6. State Environmental Planning Policy No. 55- Remediation of Land**

In accordance with requirements imposed by the NSW EPA and Council, it is strongly recommended that the Department requires contaminated site reports to be prepared or reviewed and certified by a suitably qualified environmental consultant who is certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme.

It is the responsibility of the consent authority (i.e. Department of Planning and Environment) to consider the requirements of Clause 7 of SEPP 55 prior to granting consent to any development on the land. In particular, the Department must determine whether Clause 7(2) of State Environmental Planning Policy No. 55- Remediation of Land must be addressed.

### **7. Underground Petroleum Storage Systems (UPSS)**

JK Environments Pty Ltd indicated that the hospital contains underground petroleum storage systems. On 1st September 2019, the Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2019 was implemented to minimise risk to human health and the environment by requiring best practice design, installation, maintenance, and monitoring of UPSS in New South Wales.

A significant change resulting from the Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2019 included the transfer of regulatory responsibility for the majority of UPSS in NSW to Local Government. It is requested that the Applicant confirms whether Liverpool Hospital contains UPSS requiring regulation under the Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2019.

## **8. Acoustic Assessment**

Mechanical plant shall be selected in consultation with a suitably qualified acoustic consultant to ensure compliance with the assessment criteria. In addition, a Construction Environmental Management Plan comprising a Noise and Vibration Management Plan (NMP) is required for the proposed development.

In accordance with Council's requirements, it is strongly recommended that the Department requires acoustic reports to be prepared or reviewed and certified by a suitably qualified acoustic consultant who is a member of the Australian Acoustical Society or employed by an Association of Australasian Acoustical Consultants (AAAC) member firm. The report's cover or title page must confirm the consultant's membership with the Australian Acoustical Society or employment by an Association of Australasian Acoustical Consultants (AAAC) member firm.

## **9. Regulated Systems**

The Applicant is requested to confirm whether regulated systems such as warm-water and/or cooling water systems would be installed at the premises in accordance with the Public Health Act 2010, Public Health Regulation 2012 and AS 3666. If so, these systems must be notified to Council and will require regulation under the abovementioned legislation.

## **10. Construction Environmental Management Plan**

A detailed Construction Environmental Management Plan (CEMP) must be prepared for the proposed development. The CEMP must address all environmental aspects of the development's construction phases, and include, where relevant, but not be limited to, the following:

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

## **11. Sewage Management**

It is unclear whether a sewer rising main would be required for the proposal. Section 68 of the Local Government Act 1993 indicates that approval is required to install, construct or alter a waste treatment device and operate a system of sewage management at the premises.

"Operate a system of sewage management" means hold or process, or re-use or discharge, sewage or by-products of sewage (whether or not the sewage is generated on the premises on which the system of sewage management is operated). Therefore, separate approval may be required under Section 68 of the Local Government Act 1993 if the proposal includes infrastructure to hold or process, or re-use or discharge, sewage or by-products of sewage. In these circumstances, the Applicant is required to demonstrate that the system's design and capacity are adequate for its intended purpose taking into consideration maximum load requirements, unforeseen incidents and shutdown contingencies.

## **12. Referral to NSW Health and the NSW EPA**

NSW Health (Public Health Unit) should be encouraged to provide comments in relation to the proposed development to ensure that it addresses all associated human health and environmental risks.

## **BUILDING CONSIDERATION**

The following matters are to be addressed so as to ensure that the proposed is aligned with the provisions of the BCA and Australian Standards.

## **13. Building Code of Australia**

- It is considered that the proposed development can readily achieve compliance with the relevant provisions of the BCA.

It is noted at this stage, development of this nature can be readily addressed at S6.28 Crown Certificate stage.

Therefore, any amendments required to the design documentation in order to comply with the BCA can be addressed in the preparation and assessment of the detailed documentation for S6.28 Crown Certificate without giving rise to significant changes to the proposal as submitted for SSDA.

Detailed assessment of the S6.28 Crown Certificate architectural plans should be undertaken by the Nominated Accredited Certifier prior to issue of the S6.28 Crown Certificate.

## **14.Disabled Access**

- Access must be provided to the building for people with a disability in accordance with the relevant requirements of the Building Code of Australia, Disability (Access to Premises – Buildings) Standard 2010 and Australian Standard – AS1428.1 (2009), Design for Access and Mobility – General requirements for new building work, to the satisfaction of the Certifying Authority.

## **URBAN DESIGN CONSIDERATION**

The following matters are to be addressed so as to ensure the proposed development achieves design excellence in accordance with the objectives of LLEP Clause 7.5 and commensurate with the significance of the project within the Liverpool LGA.

## **15.Context**

- The proposed design of the multi-storey carpark must accommodate the capability of retrofitting the building for a different use in future. Consider increasing the floor to floor height to 3.5m minimum and ensure that the building is engineered to accommodate the flexibility/ease of retrofitting building elements for other uses in future.
- The use of sloping floors should be limited to the vehicular ramp areas only. This would ensure the capability/flexibility of retrofitting the building for other uses as required in future.
- Explore the potential of providing a landscape garden/amenity on the roof top level of the car park building. This would help increase the overall green cover within the city centre and help mitigate the adverse effects of urban heat island.

## **16.Sustainability**

- Incorporate sustainability measures including photovoltaic technology for lighting and incorporate the use of sustainable materials within the selected materials palette.
- The design should include rainwater/stormwater capture zones to collect the stormwater from rooftops and areas around the building and re-use the collected water on site (e.g. provide outdoor stormwater detention tanks within the site).
- Electric vehicle re-charge stations must be provided throughout the building and include the opportunity to increase the number of re-charge stations as demand increases.

- Include mass bicycle storage facilities including electric charging stations for electric bicycles. Include the opportunity to increase storage and electric charging stations as demand increases.

## **17. Landscape**

- Replace some of the parking bays (i.e. within the proposed at-grade carpark), with garden beds that include mature trees, to provide shade and mitigate the impacts of urban heat within the site.
- The proposed southern courtyard will be shaded throughout the day, particularly during the winter months. Consider alternate tree species that will be suitable for these conditions and the microclimate within the courtyard.
- The landscape plans show climbing plant species to be grown on trellises, on the building façade, under the building overhang. Ensure that the species selected will be suitable for the conditions and microclimate of this location.
- Integrate climbing plant species in planters on each level of the car park. Include climbing trellis frame/mesh to the façade design to enable climbing plants to cover the façade and increase the visual amenity of the building.
- Ensure that alternate water sources for irrigation (i.e. from storm/rainwater capture) is provided with timers and soil sensors to ensure longevity of planting areas during dry/drought weather conditions.

## **18. Safety**

- The design needs to ensure that people feel safe around the hospital precinct especially at night. Include Crime Prevention Through Environmental Design (CPTED) principles in the design and detailing of the car park and associated areas.
- Lighting plays an important role in creating a safe and legible environment at night. Ensure adequate lighting is achieved within, and around the proposed car park.

## **19. Amenity**

- The northern façade of the proposed carpark faces Liverpool Boys High School and Liverpool Girls High School. Explore opportunities to include Public Art within the building façade, to improve the visual amenity of the car park building. A public art consultant should be engaged to prepare a public art strategy for the site, which includes consideration to various

forms of art, availability of local artists and key locations where public art may be appropriate for the site. The strategy should ensure that public art is bespoke (i.e. not off-the-shelf) and relevant to the site and its context. Approval is to be sought by Council's Public Arts Officer or their direct supervisor/manager for all public artwork on site.

## **COMMUNITY PLANNING CONSIDERATION**

The following matters are to be addressed so as to ensure the proposed development results in appropriate social impacts in the locality.

### **20. Parking Rates**

The hospital will provide paid parking. As mentioned in the EIS, 'The proposed parking scheme includes the implementation of paid parking, in accordance with NSW Government policy'. During the community consultation sessions, 'paid parking' has been raised as a concern. The response mentioned in the proposal is 'Paid parking is part of the NSW Health policy, implemented state-wide with concessions available' (EIS, 44). However, being a Public Hospital, it is recommended to consider at least 1 (one) hour free parking and following subsidized arrangements for appropriate concession card holders and disadvantaged community members.

### **21. Residential Amenity**

During community consultations, 'Car parking proximity to residential areas' was addressed as a concern. The proposal has responded it through 'Light pollution controls will be provided, and the works will be undertaken to minimise disruption to residents'. The proposal 'is capable of addressing potential environmental impacts, such as sustainable design, overshadowing, visual and acoustic privacy and noise' (EIS, pg 44-50). It is noted that, adequate mitigation measures for protecting construction and operation level impacts on the surrounding community have been included in the proposal. However, an effective monitoring mechanism should be included in the operational plan of management to oversee the impacts in the later stages and update the controls if needed.

### **22. Recreation and Open Space Planning**

- Liverpool City Council is advocating for multi-storey parking stations to be topped with recreation and open space for the public and/or the appropriate user. It is recommended to include a recreation and open space on roof-top of the parking for employees and public.
- It is recommended to use building façade materials that will help reduce heat generation from the building and reduced dependency on artificial ventilation.



## **CITY ECONOMY CONSIDERATION**

The following matters are to be addressed so as to ensure the proposed development results in appropriate economic impacts in the locality.

### **23. Local Jobs**

Liverpool contains a culturally, economically diverse and relatively young population base. The area has experienced significant growth in recent years and can expect to this continued strong growth into the future. Our labour force consequently will also grow considerably.

Recently Council partnered with the Moorebank Intermodal Company to establish a Local Jobs for Local People Project, to further underpin creation of, and support for, more training and employment pathways for local people. A draft Local Employment Strategy, in this context, is currently in development and highlights the opportunities to partner with major project proponents to establish and deliver local employment outcomes.

Liverpool Council is also a part of the Western Sydney City Deal group of Councils, which also sets local (meaning Western Sydney based employees) employment and training objectives and targets.

City Economy is therefore seeking an undertaking from construction companies involved in major projects like the Liverpool Hospital expansion, to adopt a socially responsible policy to local job creation. A “*Local Jobs for Local People*” job creation policy which would support, enhance and harness the skills and potential of the Liverpool workforce and allied workforce agencies in Western Sydney is suggested. Such a policy should reference already established regional initiatives including: [Skillsroad](#), [SW Connect](#), [Busy at Work](#), and [Productivity Bootcamp](#).

Local procurement and jobs targets should be encapsulated in this Policy.

The Western Sydney Airport for example has adopted clear local content requirements within its Procurement Guidelines: <https://westernsydney.com.au/index.php/about/governance>

Following extract is from these Guidelines:

*WSA is committed to ensuring that WSA generates appropriate economic and social benefits for the greater Western Sydney region. WSA has formally committed to the following workforce targets:*

- *Local employment: during the construction phase, 30 per cent of workers being residents of Western Sydney (including the Western Sydney City Deal local government authorities, and Parramatta, Auburn, Bankstown, Blacktown, Holroyd and the Hills District). This commitment will increase to 50 per cent during the operations phase.*
- *Learning Workers: by 2025, 20 per cent of the workforce being made up of learning workers, including apprentices and trainees (1 in 10 in trades positions) and works training to upgrade their qualifications and skills.*
- *Diversity: by 2025, 10 per cent of the total workforce being made up of women in non-traditional roles, women in leadership positions, economically and socially disadvantaged groups, and people with a disability (with this requirement covering 2.4% of the total workforce being indigenous workers).*
- *Indigenous firms: during the construction phase, 3 per cent of all contracts being with indigenous firms.*
- *Given the scale of the WSA project, WSA is also seeking innovative approaches to maximising economic and social benefits within the greater Western Sydney region and involving the local industry in all aspects of WSA development.*

It also commits to certain local procurement targets and indigenous business content targets.

The benefits of implementing a “*Local Jobs for Local People*” policy has significant benefits for local residents and employers alike, such as:

- increase in punctuality due to reduced travel time, distance and congestion
- improved family health outcomes
- better work/life balance
- increased community pride
- reduced local unemployment
- greater staff retention
- increase local economic growth
- increased diversity workforce
- increased workforce collegiality/bonds

There are various means by which Council can assist the proponent and developer of the Liverpool Hospital site to achieve the above targets and therefore the proponent is encouraged to contact City Economy to explore this matter further.

## **24. City Activation Strategy**

The proponent is encouraged to make some reference to or at least consider the opportunity to activate the site and better integrate the precinct with the CBD. Council adopted its City Activation Strategy in 2018. The vision contained within this strategy is 'to foster an 18-hour walkable city with a lively and well-integrated mix of activities, in order to attract private investment and stimulate Liverpool's communities to make greater use of the City Centre and its attributes'.

Activation opportunities around the Hospital development include:

- Aged care targeted activations due to proximity to Uniting Care
- Student targeted activations and engagement opportunities due to proximity to different universities, All Saints Catholic College and Liverpool Boys and Girls High School.

Liverpool City Council has also developed a draft Public Domain Master Plan for the Liverpool city centre.

This is a 10-year plan that will guide the development of public space in the city centre, such as council-owned streets, laneways, entries to the city, car parks, parks and reserves, areas around rivers and creeks, and heritage items. It also includes proposals for the new infrastructure within public spaces such as trees, vegetation, paving, signage, public art and furniture.

The hospital development should be sympathetic to this plan and consider the effects on the Public Domain during and after construction.

## **25. Hoarding Standards**

Liverpool City Council adopted an updated Hoarding Standard in December 2020. The hoarding standard encourages provisions of public art, graphics and images on hoarding. Good imagery is an opportunity for the proponent to show how their development is contributing to the vibrancy and growth of the city. Good graphics and/ or artworks beautify a site and minimise the likelihood of graffiti or vandalism. The proponent is encouraged to work with Council to ensure that the hoardings feature high quality imagery and artwork.

## **26. Smoking**

Council conducted community surveys in 2018 and 2019 in regard to smoking. The surveys were conducted at multiple non-smoking locations across the city centre such as bus stops. Of those surveyed, 63% support the city centre becoming non-smoking. Those surveyed suggested that designated smoking locations need to become more apparent and distanced from other people. Council recommends that Liverpool Hospital explore

opportunities to provide for designated smoking areas (that are appropriately enforced), such as well-ventilated smoking rooms, to reduce the number of patients and visitors smoking in the no smoking area. This can be further supported by regulation and clearer wayfinding signage to smoking areas.

## **27. Medical Tourism**

Liverpool Hospital and the visitors it attracts to the CBD provides unique opportunities to leverage the Liverpool visitor economy. Visitors can be defined as international visitors, overnight visitors spending at least one night at least 40 kilometres away from home or day visitors who travel a round trip of at least 50km away from home and are away from home for at least four hours.

Day tripper visits to Liverpool for medical reasons are 5% of total visitors compared to 2% for Western Sydney and 4% for Sydney. Three percent of all overnight visitors in Liverpool are due to medical reasons compared to 2% for Western Sydney and 3% for Sydney. The average length of stay for medical reasons is 4 days which is greater than business visitors equalling to approximately 40,000 total visitor nights and 15,000 total visitors in 2018. Visitors to Liverpool due to medical reasons has grown over the last three years.

We believe there are opportunities for Liverpool Hospital to support the development of the visitor economy through activations and being an important anchor in the CBD and Liverpool Innovation Precinct.

## **28. Wayfinding**

There are numerous examples of wayfinding technology available that would enhance this development and provide the community and visitors with an interactive tool that connects the hospital precinct, transport and the wider CBD. As this precinct develops more and more people will be attending the site and be interfacing with the CBD. Wayfinding technology may also include digital options such as app developments.

This could also be an opportunity to ensure the safety of patients, staff, students and visitors by implementing a CCTV network with an open data source to allow it to interact with Council's CCTV network.

Also, there may be an opportunity to monitor and report on public health outcomes as a result of this development. e.g. air quality sensors and facilitation of active transport solutions for staff, patients and visitors.

## **FLOODING AND CATCHMENT CONSIDERATIONS**

**29.** The proposed development shall comply with the following requirements:

- i. The finished floor levels of the proposed multi-storey car park shall be in accordance with Flooding and Stormwater SSDA Report, LHAP-CI-TTW-RPT-CP-009009 B for Liverpool Hospital Multi-Storey Car Park, dated March 2020 and prepared by Taylor Thompson Whitting, drawing No A-SSDA\_MSCP-06, A-SSDA\_MSCP-14, A-SSDA\_MSCP-15 and A-SSDA\_MSCP-16 dated 24/04/2020 prepared by Fitzpatrick & Partners.
- ii. Water quality treatment trains shall be incorporated in the stormwater management plan. The water quality treatment system shall be in accordance with Flooding and Stormwater SSDA Report, LHAP-CI-TTW-RPT-CP-009009 B for Liverpool Hospital Multi-Storey Car Park, dated March 2020 prepared by Taylor Thompson Whitting.
- iii. A Flood evacuation plan prepared by appropriately qualified professional shall be maintained for the site. The flood evacuation plan shall include suitable warning systems, signage and exits to ensure the safe evacuation of people during floods up to and including the Probable Maximum Flood.

## **WASTE MANAGEMENT CONSIDERATION**

**30.** The proposed development shall comply with the following requirements:

- i. All waste collections for the new building and refurbished facilities must take place within the private property of Liverpool Hospital, no waste collections are to take place on a public road or kerbside. All drainage points within the waste bin storage area and within 15 metres of the point(s) where the bins will be collected should be fitted with fine grade drain covers, to prevent the entry of gross pollutants into the drainage system. It is recommended that the features provided in the bin storage areas should, as a minimum, align with section 25, 'Waste Disposal and Re-use Facilities', of the Liverpool DCP 2008. Bin area signage should be provided, which reflects the acceptable practices and materials for waste disposal and recycling under the relevant private waste agreements.
- ii. All recyclable materials should be kept separate from general waste, from the point of disposal to the point of tipping into the recycling truck. Recycling bins provided within the new facilities should be clearly identified and accompanied by signage in graphic form that details what materials are considered recyclable. The operational management plan of the building should detail that recyclables must be kept separate, loose and unbagged throughout the waste aggregation and collection process.

- iii. Liverpool Hospital must ensure that the building is serviced with the necessary waste services, including clinical/sharps wastes if such are being produced, at all times while the facilities are occupied, with licenced private waste contractors engaged to remove and legally dispose of all wastes. The waste arrangements must ensure that all waste is collected and tipped at facilities licensed to take that waste and to ensure that waste/litter does not make its way into the environment, waterways, or onto neighbouring properties or public land.
- iv. The demolition contractor must engage a consultant to conduct a Hazardous Materials Register for demolition purposes prior demolition works.
- v. Ozone Depleting Substances should also be included in the Hazardous Materials Register. This is to cover the areas not initially identified with the existent Hazardous Materials Register present in the SSD.

### **HERITAGE CONSIDERATION**

**31.** The proposed development shall comply with the following requirements:

*A Heritage Interpretation Plan (HIP) is to be prepared for the site. The interpretation plan should include, but not be limited to:*

- *Evidence of the archaeological history of the site;*
- *Previous buildings on the site; and*
- *The history of the hospital.*

*Evidence shall be submitted to the PCA that the HIP has been reviewed and endorsed by DPIE.*

### **CONCLUDING REMARKS**

Overall, Council supports the proposed multi-storey car park for the Liverpool hospital as it is considered to align with Council's future vision for the health precinct for which the site is situated. However, it is requested that the advice provided above be taken into consideration in the assessment of the proposed development.

If you have any questions please contact Boris Santana, Principal Planner on 8711 7683.

Yours sincerely,

A handwritten signature in black ink, appearing to read "G. Nehme". The signature is written in a cursive style with a large, sweeping initial "G" and a trailing flourish.

George Nehme  
**Coordinator**  
**Development Assessment**

## **APPENDIX A – DEVELOPMENT ENGINEERING CONDITIONS FOR SSD-10388**

### **General**

1. All roadworks, drainage works and dedications, required to effect the consented development shall be undertaken at no cost to Liverpool City Council.

### **Prior to the issue of a Construction Certificate**

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:
  - a) Vehicular crossings (including kerb reinstatement of redundant vehicular crossings)
  - b) Road opening for utilities and stormwater (including stormwater connection to Council infrastructure)
  - c) 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.

Note: Approvals may also be required from the Roads and Maritime Service (RMS) for classified roads.

3. A stormwater drainage system shall be provided generally in accordance with the concept plan/s lodged for development approval, prepared by Taylor Thompson Whitting (TTW), reference number 181052, Issue P1, dated 20.09.2019.

The proposed development and stormwater drainage system shall be designed to ensure that stormwater runoff from upstream properties is conveyed through the site without adverse impact on the development or adjoining properties.

Engineering plans and supporting calculations for the stormwater drainage system are to be prepared by a suitably qualified engineer and shall accompany the application for a Construction Certificate. The plan shall indicate the method of disposal of all stormwater and must include rainwater tanks, existing ground levels, finish surface levels and sizes of all pipes.

Prior to the issue of a Construction Certificate the Certifying Authority shall ensure that the stormwater drainage system has been designed in



accordance with Liverpool City Council's Design Guidelines and Construction Specification for Civil Works.

4. 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.
5. Prior to the Commencement of Works a dilapidation report of all infrastructure fronting the development in Campbell Street 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 50m either side of the development.

#### **Prior to Commencement of Works**

6. 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.

#### **Prior to the issue of an Occupation Certificate**

7. 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.
8. Prior to the issue of an Occupation Certificate signage which is clearly visible from the public road shall be placed within the development site.
9. Prior to the issue of an Occupation Certificate, directional signage and linemarking shall be installed indicating directional movements and the location of visitors parking to the satisfaction of the Principal Certifying Authority.
10. 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.
11. Any rectification works within Campbell Street will require a Roads Act application. The application is to be submitted and approved by Liverpool City Council prior to such works commencing.

12. Any rectification works required by Council regarding the condition of Council infrastructure shall be undertaken, at full cost to the developer.

**Advisory**

13. 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)

## APPENDIX B – TRAFFIC PLANNING CONDITIONS FOR SSD-10388

### Prior to Issue of Construction Certificate

1. Detailed design drawings of the car park driveway and layout, including gradient, swept path analysis, signs and line markings and pedestrian and cyclist advisory signs demonstrating that the design complies the following requirements - AS 2890.1, AS2890.2 and AS 2890.6 (for disabled parking spaces) and Council's DCP, are to be submitted to the Traffic and Transport Section for review.
2. The detailed design drawings are to include:
  - a) Bicycle facilities located in easy to access, well-lit areas with passive surveillance; in accordance with *AS 2890.3:2015 Parking facilities - Bicycle parking*,
  - b) End-of-trip facilities for staff.
3. Detailed design drawings of the local traffic management scheme including traffic calming devices and signs and line marking, along the access road to/from the car park, endorsed by the Traffic and Transport Section.
4. A Construction Traffic Management Plan detailing construction vehicle routes, number of haulage vehicles, haulages times and routes. hours of construction, parking for construction workers, and mitigation measure to minimise construction impact is to be submitted to Council's Traffic and Transport Section for review and the endorsed CTMP to be implemented during construction.
5. Street Lighting - The applicant is to engage an ASP to assess adequacy of the existing streetlight along access road to the car park and if required design for the provision of street light in accordance with AS 1154 and Council's and Endeavour Energy specifications. The assessment is to include the need for replacement of existing non-LED lamps with multi-function poles and LED lamps, and underground along the access road to the car park.

Public lighting design brief in accordance with Council's and Endeavour Energy specifications for all new public street lightings should be submitted to Council Traffic and Transport Section for review.

### During Construction

6. The approved car park driveway and layout, signs and line markings and pedestrian and cyclist advisory signs in accordance with AS 2890.1, AS2890.2 and AS 2890.6 (for disabled parking spaces) and Council's DCP, are to be constructed.



**Customer Service Centre** Ground floor, 33 Moore Street, Liverpool NSW 2170

**All correspondence to** Locked Bag 7064 Liverpool BC NSW 1871 **Call Centre** 1300 36 2170

**Fax** 9821 9333 **Email** [lcc@liverpool.nsw.gov.au](mailto:lcc@liverpool.nsw.gov.au)

**Web** [www.liverpool.nsw.gov.au](http://www.liverpool.nsw.gov.au) **NRS** 13 36 77 **ABN** 84 181 182 471

7. Street Lighting – If required approved Council and Endeavour Energy street light design is to be installed.
8. The Council endorsed CTMP and Traffic Control Plan details for pedestrian and cyclist access management during construction, prepared in accordance with AS1742.3 “Traffic Control Devices for Works on Roads” and the Roads and Maritime Services publication “Traffic Control at Worksites” and certified by an appropriately accredited Roads and Maritime Services Traffic Controller, shall be implemented during construction in accordance with the certified plan. A copy of the plan shall be available on-site at all times.

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

9. If required the applicant shall seek road occupancy, road opening permits, and works zone approval from Council prior to undertaking any works within public road reserve. Application forms are available on Council’s website or can be requested from the Council’s Customer Services.
10. All construction vehicles (including site personnel vehicles) are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site before stopping.
11. All works within the road reserve are to be at the applicant’s cost and all signage is to be in accordance with the RMS Traffic Control at Worksites Manual and the RMS Delineation Guideline.

**Prior to Issue of the Occupation Certificate**

12. All the required roadworks including signs and linemarking are to be completed to Liverpool Council requirements, at no expense to Liverpool Council or Transport for NSW.
13. Approved street lighting completed, and a compliance certificate issued by Endeavour Energy.