

ATTACHMENT BOOKLET

ORDINARY COUNCIL MEETING
26 JUNE 2019

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Planning Proposal

Draft Amendment to Liverpool Local Environmental Plan 2008 to rezone and amend development standards for certain land subject to Basin 14 and Bernera Road, Edmondson Park

April 2019

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Background

The Edmondson Park precinct was rezoned from 1(e) Rural – Future Urban to 2(e) Residential – Developing Communities by Amendment 83 to the *Liverpool Local Environmental Plan 1997* on the 31st March 2006. Following the adoption of the *Liverpool Local Environmental Plan 2008* (LLEP 2008) the precinct was primarily zoned R1 (General Residential). Since the initial rezoning, the precinct has been undergoing urbanisation. This rezoning formed part of an extensive planning exercise, which was informed by numerous investigations including a variety of flooding studies. Since this time, the forecasted growth for Edmondson Park has increased, particularly with the development of Edmondson Park South under the *State Environmental Planning Policy (State Significant Precincts) 2005*. It is anticipated that Edmondson Park will accommodate approximately 30,000 new residents living in approximately 8,200 homes over the next 10 to 15 years. This has placed increased pressure on existing and proposed infrastructure in Edmondson Park.

Land subject to this planning proposal contains an area known as ‘Basin 14’, which is to be acquired by Liverpool City Council for the purposes of stormwater infrastructure and flood mitigation measures. A basin is necessary to cater for the current and forecasted growth of this area. Quality open space is also in high demand in Edmondson Park due to rapid residential development, and the basin will have a secondary function of providing land for open space and recreation purposes. Consultation with Storm Consultants regarding the development of a basin design began in December 2017 and the detailed basin design is to be finalised in 2019. The LLEP 2008 zoning and development standards currently reflect Council’s preliminary conceptual design for the basin. The basin is no longer being constructed in accordance with the preliminary concept design as there is an access driveway to a house of worship bisecting the site, and the arrangements and costs involved to move this access driveway are undesirable. Given that the detailed concept design has proposed a modified footprint, a planning proposal has been prepared to address the following matters:

1. The revised design of Basin 14 extends the basin further south, resulting in additional land to be acquired by Council. This extension has resulted in a long narrow parcel of residential zoned land that is unfeasible to develop due to its current size;
2. The revised design has resulted in land currently zoned R3 Medium Density Residential identified as being required for the basin footprint;
3. The revised design has resulted in RE1 Public Recreation land identified as surplus to Councils initial requirements for the basin footprint. This land is no longer required for acquisition by Council and can be rezoned to assist in the orderly development of the area surrounding the basin;
4. The revised basin design has resulted in amendments to the indicative layout plan (ILP) within Part 2.11 of the Liverpool Development Control Plan 2008 (LDCP 2008). This is to reflect a new road layout and pedestrian access around the site. The development standards for a parcel of land south of the basin are to be altered to rationalise the boundaries of its standards in accordance with the amended road layout; and

5. The detailed design and construction of Bernera Road (adjacent to the basin), has resulted in inconsistencies between LEP mapping, the new road alignment and adjacent lot boundaries.

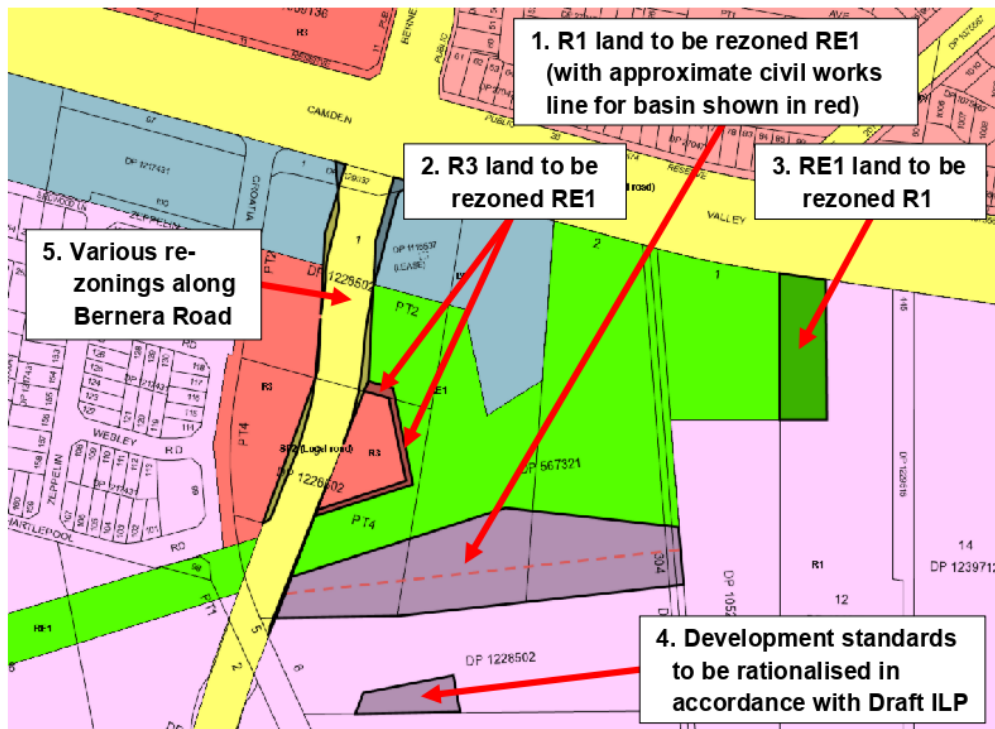


Figure 1: Matters addressed within the planning proposal

It is noted that one of the subject lots (Lot 12 DP 1239712) is currently subject to two development applications (DA-665/2018 and DA-561/2016/A), for the construction of a multi dwelling housing development comprising 11 dwellings and including strata subdivision, and for the modification of stormwater easements and lot sizes, respectively. The planning proposal is not required to support these developments, nor will this planning proposal alter any planning controls which will influence the development applications.

The proposal has been drafted in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* ('the Act') and the Department of Planning and Environment's 'A Guide to Preparing Planning Proposals'.

Site Identification

The planning proposal relates to ten lots accessible from Camden Valley Way, Bernera Road and Croatia Avenue, which contain a variety of land use zones and are largely undeveloped. One of these lots form part of the recently re-aligned Bernera Road and one lot is also accessible from Manchuria and Poziers Road. The subject site is located within the South West Growth Centre within the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (Growth Centres SEPP) and has been biodiversity certified.

Lot 12 DP 1239712 is subject to two development applications (DA-665/2018 and DA-561/2016/A) for the construction of a multi dwelling housing development, and for modifications to stormwater easements and lot sizes. Residential subdivision and the recent development of low density residential dwellings is occurring to the east, west and south of the site, whilst established residential areas are located north of Camden Valley Way. High density residential development is proposed to be concentrated further south of the site, near Edmondson Park station.

In addition to its stormwater infrastructure use, Basin 14 is to provide a public recreation function. The subject land contains a tributary of Maxwells Creek and also contains 'Maxwells Creek North Riparian Park', which is one of three riparian parks identified under Part 2.11 Edmondson Park of the Liverpool Development Control Plan 2008 (LDCP 2008). This park is forecasted to contain passive open space and a children's play area in accordance with Items 10 and 11 within Section 6.4 of the Edmondson Park Contributions Plan 2008 (the Contributions Plan). It is noted that a transmission easement for electrical lines runs through the site.

The addresses and legal descriptions of the subject lots are detailed within Table 1 below and identified in Figure 2. Note that the planning proposal does not intend on rezoning the entirety of all of the subject lands, rather part of some land parcels are proposed to be rezoned.

Table 1: Subject lot addresses and legal descriptions

Address	Legal Description	Current Zoning	Proposed Zoning
N/A	Lot 1 DP 1129337	B6	SP2
Lot 1 Bernera Road	Lot 1 DP 1228502	B6	SP2
		R3	SP2
No. 10 Croatia Avenue	Lot 2 DP 1228502	SP2	B6
		SP2	R3
		SP2	RE1
		R3	RE1
No. 30 Croatia Avenue	Lot 4 DP 1228502	SP2	R3
		SP2	RE1
		R1	RE1
		R3	RE1
No. 50 Croatia Avenue	Lot 6 DP 1228502	SP2	R1
No. 2072 Camden Valley Way	Lot 1 DP 567321	R1	RE1
No. 2082 Camden Valley Way	Lot 2 DP 567321	R1	RE1
Lot 12 Camden Valley Way	Lot 12 DP 1239712	RE1	R1
Lot 304 Dagoon Road	Lot 304 DP 1238463	R1	RE1
Lot 164 Manchuria Road	Lot 164 DP 1218597	R1	RE1

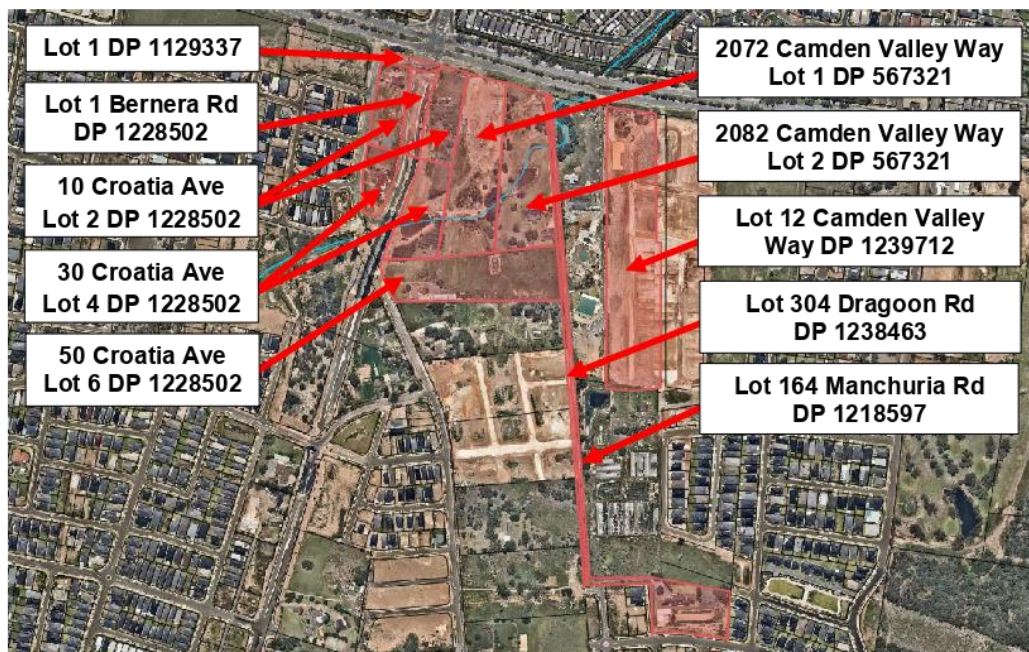


Figure 2: Aerial view of the subject lots

The portions of land subject to the planning proposal are outlined in Figure 3. Land to be rezoned for the facilitation of Basin 14 include approximately 14,000m² of R1 General Residential zoned land, 3,200m² of RE1 Public Recreation zoned land and 400m² of R3 Medium Density Residential zoned land. Miscellaneous zonings along Bernera Road, and development standards for a portion of land south of the basin are to also be amended.

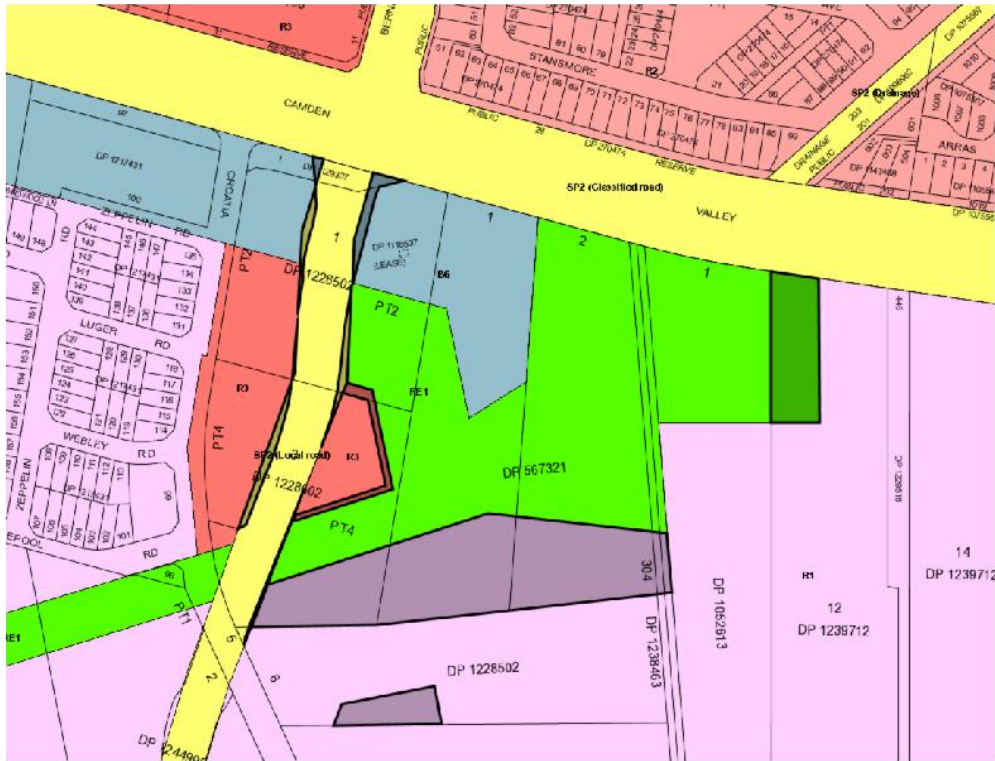


Figure 3: Parcels of land subject to the planning proposal

Delegation of plan making functions

This planning proposal seeks to amend the *Liverpool Local Environmental Plan 2008*. As such, Council is seeking authority of plan making functions pursuant to Section 3.36 of the *Environmental Planning and Assessment Act 1979* ("EP&A Act").

Part 1 – Objectives

The objective of this planning proposal is to facilitate the development of the revised design for Basin 14, which will provide much needed stormwater infrastructure and public open space to the rapidly growing suburb of Edmondson Park. The planning proposal seeks to enable the appropriate acquisition of land by Council, as well as the rationalisation of land use zones and development standards to reduce undevelopable parcels of land, and assist in the orderly development of land adjacent to the basin. Additionally, the planning proposal is to amend LLEP 2008 mapping inconsistencies along Bernera Road resulting from the re-alignment of the road.

Part 2 – Explanation of provisions

The objectives of the planning proposal will be achieved through changes to land identified in Figures 4 to 8 and their corresponding planning controls listed in Tables 2 to 7. Draft maps are provided in Part 4.

To facilitate the proposed changes, the following LLEP 2008 maps are to be amended:

Land Zoning

- 4900_COM_LZN_009_020_20160628

Minimum Lot Size

- 4900_COM_LSZ_009_020_20160217

Floor Space Ratio

- 4900_COM_FSR_009_020_20160217

Maximum Height of Buildings

- 4900_COM_HOB_009_020_20160217

Land Reservation for Acquisition

- 4900_COM_LRA_009_020_20160217

Minimum Dwelling Density

- 4900_COM_DWD_009_020_20160217

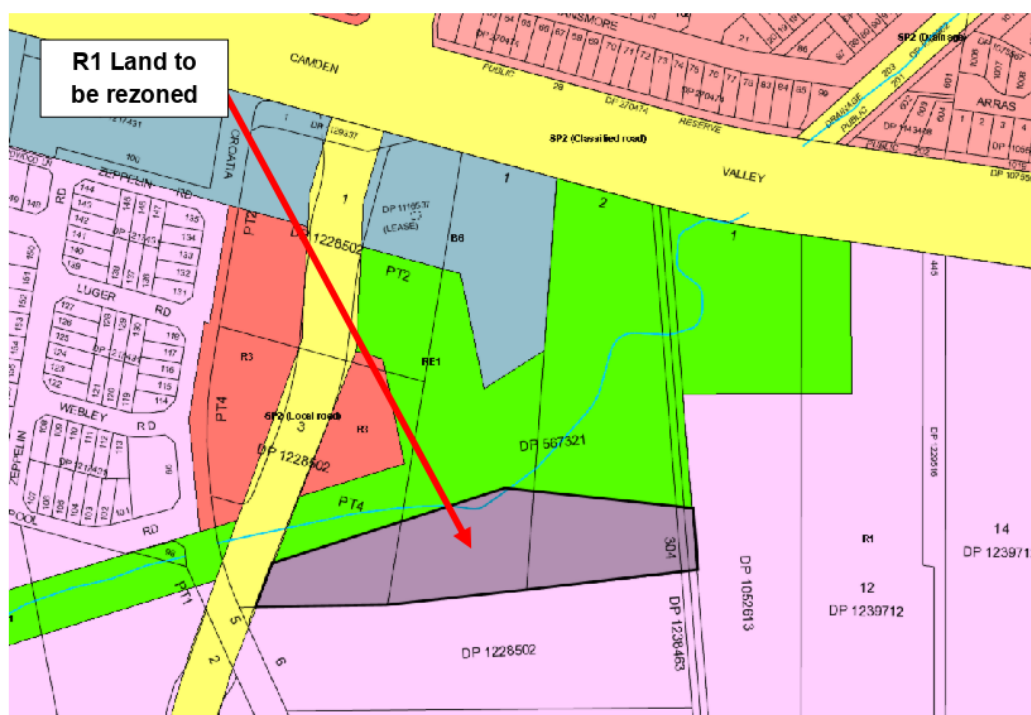


Figure 4: R1 General Residential land to be rezoned

Table 2: Current and proposed standards for land zoned R1 General Residential at: 30 Croatia Avenue (Lot 4 DP 1228502), 2072 Camden Valley Way (Lot 1 DP 567321), 2082 Camden Valley Way (Lot 2 DP 567321), Lot 304 DRAAGON Road (DP 1238463) and Lot 164 Manchuria Road (DP 1218597)

Control	Current	Proposed
Zoning (LZN)	R1 General Residential	RE1 Public Recreation
Minimum Lot Size (LSZ)	240m ² (Area 3), 450m ² & no standard	No standard
Floor Space Ratio (FSR)	1.0:1, 0.65:1 & no standard	No standard
Maximum Height of Buildings (HOB)	15m, 8.5m & no standard	No standard
Land Reservation Acquisition (LRA)	No standard	RE1 Local Open Space
Minimum Dwelling Density (RDN)	17 and 14 dwellings/ha & no standard	No standard

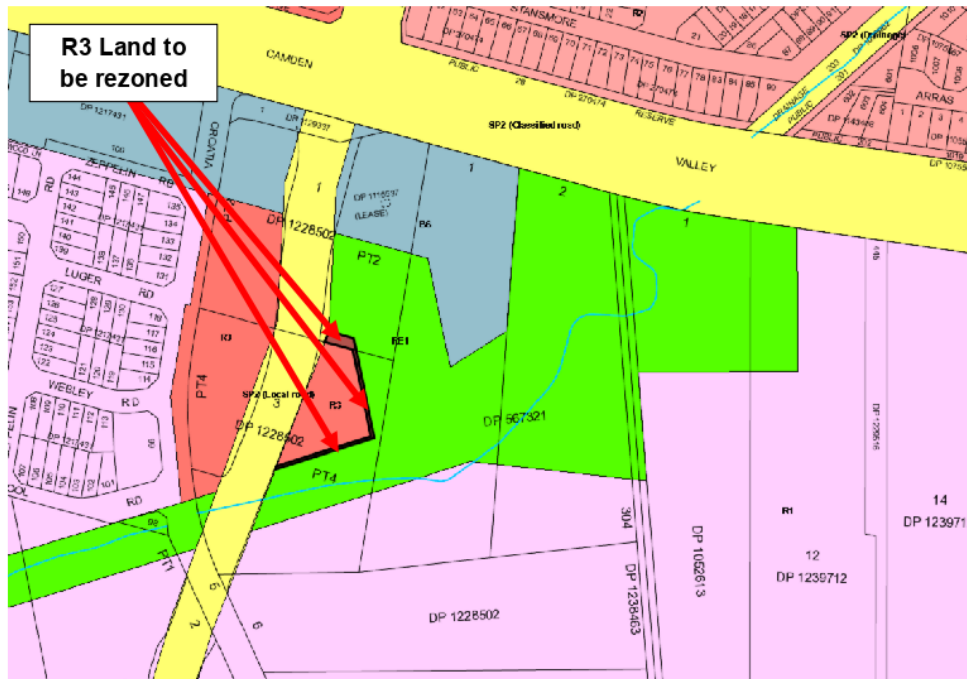


Figure 5: R3 Medium Density Residential land to be rezoned

Table 3: Current and proposed standards for land zoned R3 Medium Density Residential at: 10 Croatia Avenue (Lot 2 DP 1228502) and 30 Croatia Avenue (Lot 4 DP 1228502)

Control	Current	Proposed
Zoning (LZN)	R3 Medium Density Residential	RE1 Public Recreation
Minimum Lot Size (LSZ)	240m ² (Area 3)	No standard
Floor Space Ratio (FSR)	1.0:1	No standard
Maximum Height of Buildings (HOB)	15m	No standard
Land Reservation Acquisition (LRA)	No standard	RE1 Local Open Space
Minimum Dwelling Density (RDN)	17 dwellings/ha	No standard

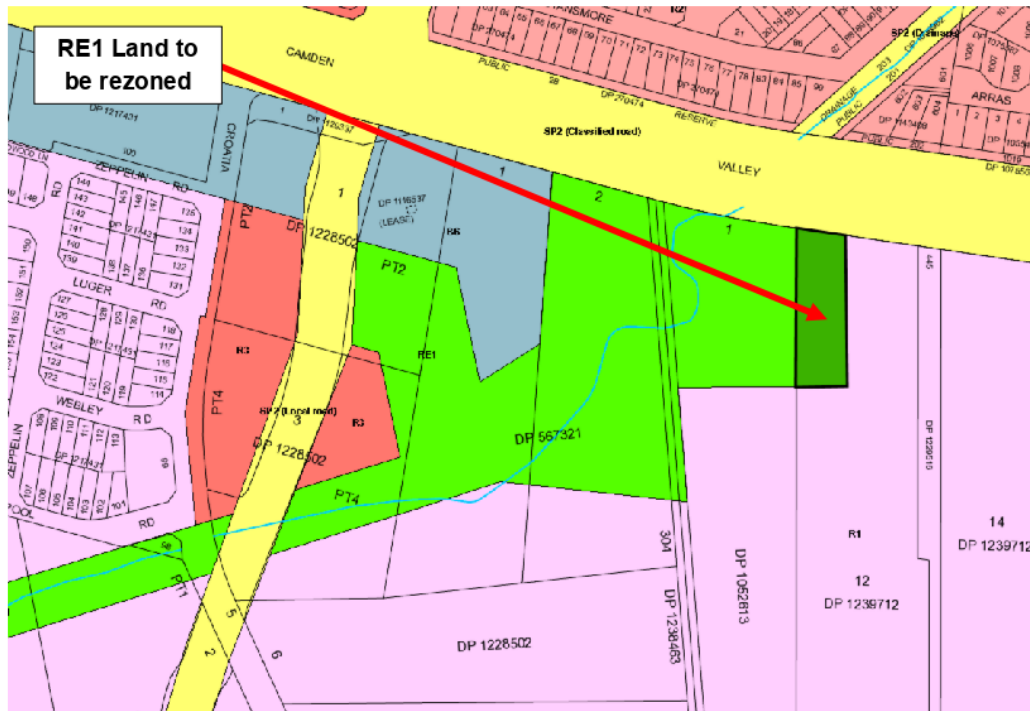


Figure 6: RE1 Public Recreation land to be rezoned

Table 4: Current and proposed standards for land zoned RE1 Public Recreation at: Lot 12 Camden Valley Way (DP 1239712)

Control	Current	Proposed
Zoning (LZN)	RE1 Public Recreation	R1 General Residential
Minimum Lot Size (LSZ)	No standard	450m ²
Floor Space Ratio (FSR)	No standard	0.65:1
Maximum Height of Buildings (HOB)	No standard	8.5m
Land Reservation Acquisition (LRA)	RE1 Local Open Space	No standard
Minimum Dwelling Density (RDN)	No standard	14 dwellings/ha

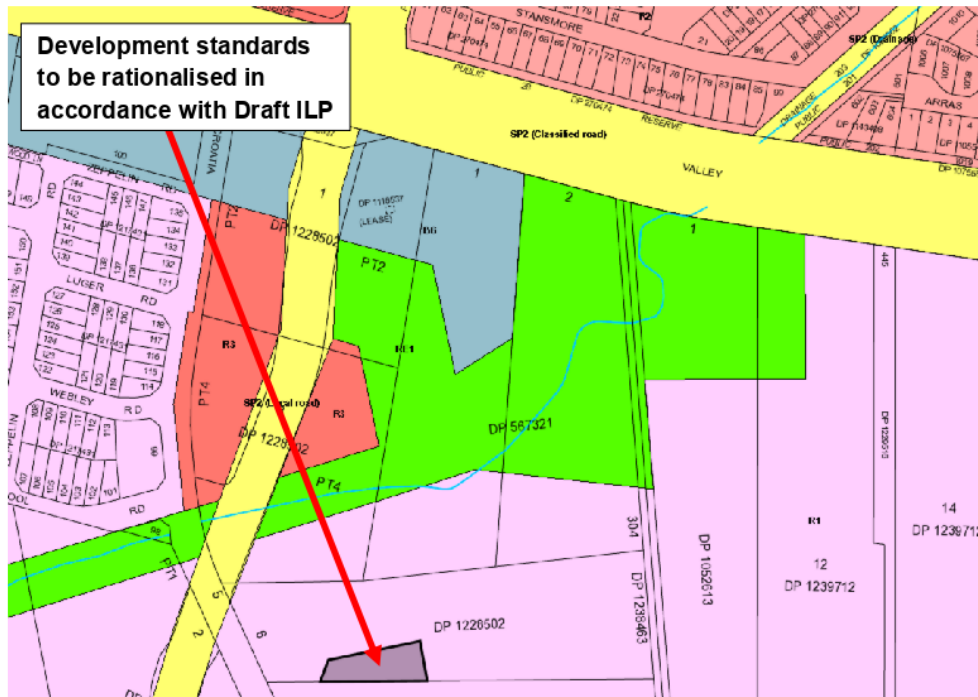


Figure 7: Parcel of land subject to amended development standards

Table 5: Current and proposed standards for land at: 50 Croatia Avenue (Lot 6 DP 1228502)

Control	Current	Proposed
Zoning (LZN)	R1 General Residential	No change
Minimum Lot Size (LSZ)	450m ²	240m ² (Area 3)
Floor Space Ratio (FSR)	0.65:1	1.0:1
Maximum Height of Buildings (HOB)	8.5m	15m
Land Reservation Acquisition (LRA)	No standard	No change
Minimum Dwelling Density (RDN)	14 dwellings/ha	17 dwellings/ha

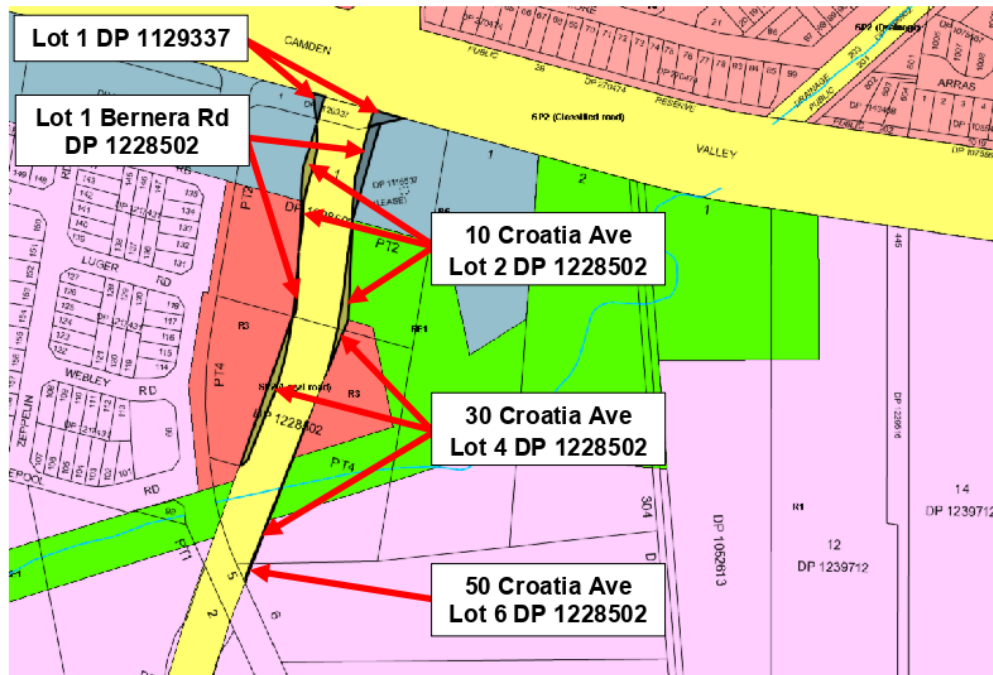


Figure 8: Miscellaneous zoned land adjacent to Bernera Road to be rezoned

Table 6: Current and proposed land use zones for land to be rezoned in accordance with their lot boundaries along Bernera Road, at: Lot 1 DP 1129337, Lot 1 Bernera Road (DP 1228502), 10 Croatia Avenue (Lot 2 DP 1228502), 30 Croatia Avenue (Lot 4 DP 1228502), 50 Croatia Avenue (Lot 6 DP 1228502)

Address	Legal Description	Current Zoning	Proposed Zoning
N/A	Lot 1 DP 1129337	B6	SP2
Lot 1 Bernera Road	Lot 1 DP 1228502	B6	SP2
		R3	SP2
No. 10 Croatia Avenue	Lot 2 DP 1228502	SP2	B6
		SP2	R3
		SP2	RE1
No. 30 Croatia Avenue	Lot 4 DP 1228502	SP2	R3
		SP2	RE1
No. 50 Croatia Avenue	Lot 6 DP 1228502	SP2	R1

Table 7: Current and proposed development standards for land to be rezoned in accordance with their lot boundaries along Bernera Road, at: Lot 1 DP 1129337, Lot 1 Bernera Road (DP 1228502), 10 Croatia Avenue (Lot 2 DP 1228502), 30 Croatia Avenue (Lot 4 DP 1228502), 50 Croatia Avenue (Lot 6 DP 1228502)

Control	Current	Proposed
Minimum Lot Size (LSZ)	Various	Alignment of lot size standards with their lot boundaries
Floor Space Ratio (FSR)	Various	Alignment of floor space ratio standards with their lot boundaries
Maximum Height of Buildings (HOB)	Various	Alignment of height of building standards with their lot boundaries

Land Reservation Acquisition (LRA)	Various	Alignment of acquisition requirements with their lot boundaries
Minimum Dwelling Density (RDN)	Various	Alignment of dwelling density standards with their lot boundaries

Part 3 – Justification

Section A – Need for the planning proposal

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

No. The proposal has been driven by alterations to the design of the footprint for Basin 14. The basin is broadly identified within the Cabramatta Creek Basin Strategy which was developed in the 1980's to ensure forecasted development would not increase flooding impacts to the creek and locality. Storm Consultants were engaged by Council in 2015 to develop a plan for Basin 14. A report was prepared in 2018 which provided basin design options, with the preferred option being recommended based on hydrology, hydraulics and water quality principles. The preferred option has been drafted and is currently being finalised. Whilst the redesign results in the optimal configuration and performance of the basin, it also results in a required change to the land use zoning and acquisition standards to facilitate its development.

The alteration of development standards at 50 Croatia Avenue (Lot 6 DP 1228502) and rezoning of land to amend inconsistencies regarding zone boundaries along Bernera Road, is not the result of a strategic study or report. The planning proposal will facilitate the resulting changes in land zoning, land acquisition and planning standards.

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

Yes. The planning proposal is the best means of achieving the intended outcomes. The subject land is currently zoned in accordance with the concept basin footprint and concept road alignment. As the basin footprint has been extended south, the LLEP 2008 zoning and development standards maps are required to be amended to enable the development of this revised basin design.

If the land is not rezoned, the land-use zoning will not reflect the intended use of the site. This may hinder property acquisition should Council be forced to enter a compulsory acquisition process. Construction of the basin is considered necessary so that a number of temporary detention basins on privately owned land can be decommissioned and redeveloped for other uses, as per the zoning of those lands. Additionally, due to reconfiguration of the basin footprint, land has been identified which is now surplus to requirements. As the land will not be required for drainage or open space purposes, the planning proposal will remove the land acquisition from Council and will allow the land to be developed in an orderly fashion. The quantum of open space land will be balanced by the gain of additional open space land towards the south of the basin area.

Furthermore, the planning proposal is to amend development standards at 50 Croatia Avenue (Lot 6 DP 1228502) to rationalise standards in accordance with the Draft ILP within Part 2.11 of the LDCP 2008, as well as amend inconsistencies in LLEP 2008 mapping around the recently re-aligned Bernera Road. A planning proposal facilitating the necessary amendments to the LLEP 2008 is therefore the best means of achieving the objectives and intended outcomes.

Section B – Relationship to strategic planning framework

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

a. Strategic Merit

The planning proposal is considered to be consistent with relevant regional, sub-regional or district plan or strategies. The objective of the planning proposal is not to increase residential, commercial or industrial development, rather it is to amend land use zones and relevant development standards to enable the provision of essential stormwater and community infrastructure, as well as to correct mapping errors. The infrastructure is necessary to accommodate the planned growth of the Edmondson Park area and will further assist in the provision of open space and recreational facilities to the community. The proposal rationalises land uses and development standards to enable the orderly development of surrounding land.

Greater Sydney Region Plan – A Metropolis of Three Cities

The planning proposal is broadly consistent with Objective 6: Services and infrastructure meet communities' changing needs. The rezoning of R1 General Residential land to RE1 Public Recreation is in accordance with the revised design for Basin 14 to accommodate the forecasted growth of the area. This proposal will enable the provision of much needed recreation areas in the rapidly growing locality. It also creates the potential for passive recreation and a children's play area to be developed on non-flood affected land, thereby optimising the use of public land for social infrastructure.

The planning proposal is broadly consistent with Objective 7: Communities are healthy, resilient and socially connected. The revised basin design allows for the optimal development of public open space which can be designed to include recreation facilities such as walkways, seating, cycle ways and a children's play area. Although not part of this proposal, the planning proposal will result in amendment to Part 2.11 Edmondson Park of the LDCP 2008, to improve connectivity to the public open space.

The planning proposal is consistent with Objective 10: Greater housing supply. The planning proposal facilitates the best and most efficient use of land, as it provides stormwater infrastructure and public open space to cater for growth of housing supply in Edmondson Park. The planning proposal will enable the decommissioning of several temporary on-site detention basins scattered throughout the suburb that are currently withholding the development of residential zoned land. The planning proposal results in the following:

- Approximately 14,000m² of R1 General Residential land being rezoned to RE1 Public Recreation and in return, approximately 3,200m² of RE1 Public Recreation being rezoned to R1 General Residential. It is noted that significant portions of this land is identified as a Flood Planning Area under the LLEP 2008. Despite the proposal resulting in an approximate loss of 10,800m² R1 General Residential land, some of the land is restricted by flood constraints as well as a transmission easement for electrical lines limiting its development potential;
- The rezoning of R3 Medium Density Residential land to RE1 Public Recreation, to facilitate the footprint of the basin. This includes approximately 150m² of land at 10 Croatia Avenue (Lot 2 DP 1228502) which is too small to develop independently. Approximately 250m² of land has been removed from the outskirts of R3 Medium Density Residential land at 30 Croatia Avenue (Lot 4 DP 1228502) to facilitate the development of the basin. Despite this, the remaining area is considered to contain an acceptable level of development potential; and

- The amendment of development standards on a portion of land at 50 Croatia Avenue (Lot 6 DP 1228502) will rationalise standards in accordance with the Draft ILP. This amendment will slightly improve development yield of the lot, as height, floor space ratio and dwelling density standards are increased, and minimum lot size standards are reduced, to correspond with the current development standards on the western part of this lot.

The planning proposal is broadly consistent with Objective 12: Great places that bring people together. The proposal will rezone residential land to allow for the implementation of a revised basin design. The basin will include public open space in its design, featuring walkways, seating, and a children's play area on non-flood affected land.

The planning proposal is broadly consistent with Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced. The proposal results in an approximate gain of 11,200m² of land for the use of the basin and public open space. The development of the basin will require substantial earthworks which will result in the removal of existing vegetation. Despite this, the basin and public open space will provide an area where native trees can be established and grow to maturity. The co-location of the basin with the open space will enhance the relationship between vegetation, habitat and riparian land.

The planning proposal is broadly consistent with Objective 30: Urban tree canopy is increased. As previously mentioned, the development of the basin will require the removal of existing vegetation. Despite this, the future use of this land as a basin and area of public open space will create potential for the establishment of urban tree canopy within Edmondson Park.

The planning proposal is broadly consistent with Objective 31: Public open space is accessible, protected and enhanced. The rezoning to facilitate the development of stormwater infrastructure, integrated with public recreation, is an innovative way to implement open space in conjunction with local waterways. Whilst not a part of this proposal, these amendments will result in changes to the indicative layout plan of the Edmondson Park locality in Part 2.11 of the LDCP 2008, improving accessibility and connectivity to the public open space.

The planning proposal is broadly consistent with Objective 37: Exposure to natural and urban hazards is reduced. The proposal ensures the stormwater infrastructure, as specified within the revised design of Basin 14, will meet the needs of the growing Edmondson Park area and will limit flooding impacts in the locality.

Western City District Plan

The planning proposal is to facilitate the development of the improved design for Basin 14. This will provide flood mitigation infrastructure to Edmondson Park and social infrastructure in the form of quality open space, including a children's play area. Despite requiring the removal of vegetation for the basins' development, the proposal will result in the protection of the tributary of Maxwells Creek which traverses through the site, and will provide an area for the establishment and growth of native vegetation. This is considered to be consistent with the following priorities:

- W1: Planning for a city supported by infrastructure;
- W3: Providing services and social infrastructure to meet people's changing needs;
- W12: Protecting and improving the health and enjoyment of the District's waterways;
- W15: Increasing urban tree canopy cover and delivering Green Grid connections;
- W18: Delivering high quality open space; and
- W20: Adapting to the impacts of urban and natural hazards and climate change.

Local Strategy

Assessment of the proposal with regards to Council's Community Strategic Plan is detailed in Section 3.4.

b. Site Specific Merit

The planning proposal will enable Council to acquire land for a stormwater detention basin, which will result in the protection of the existing and future built environment, as well as the enhancement of the natural environment and provision of passive recreation facilities. The proposal includes the rezoning of flood prone land, from residential uses to public recreation uses.

A portion of land at Lot 12 Camden Valley Way (DP 1239712) will be rezoned to enable residential development. This land is flood prone, however the remainder of Lot 12 Camden Valley Way is already zoned for residential uses. The DCP provides controls to ensure that the land can be made flood free appropriately, preventing harm to life and property in the event of a flood.

The planning proposal is not drastically altering the existing or future uses of the precinct; rather the rezoning will rearrange these existing uses, which will facilitate the development of the basin, repurpose land zoned for public open space which Council is not seeking to acquire, rationalise development standards in accordance with the Draft ILP, and amend the mapping inconsistencies along Bernera Road. The subject lands have all utility infrastructure available. Any additional yield from the development of Lot 12 Camden Valley Way (DP 1239712) or 50 Croatia Avenue (Lot 6 DP 1228502) will be captured by the existing contributions plan, which will ensure contributions for infrastructure and services are collected.

3.4 Is the planning proposal consistent with a council's local strategy or other local strategic plan?

The Planning Proposal is generally consistent with Council's Community Strategic Plan: *Our Home, Liverpool 2027*. Council's strategy adopts a quadruple bottom line approach, being Creating Connection (Social), Strengthening and Protecting Our Environment (Environment), Generating Opportunity (Economic), and Leading through Collaboration (Civic Leadership).

The planning proposal is consistent with the following desires of the community:

- Creation of more green spaces
 - The planning proposal increases the extent of land to be zoned for public open space. Continued residential development within Edmondson Park has resulted in an increased demand for quality open space.
- Creation of well-planned, attractive and people-friendly urban environments
 - The planning proposal will enable the LLEP 2008 to facilitate the development of the redesigned basin. This will ensure that down-stream flooding impacts are mitigated, and that temporary detention basins can be decommissioned. The provision of a more regular shaped space for the basin and public open space allows Council to provide synergies between these two spaces. The basin footprint is to be embellished with footpaths and landscaping providing passive recreation opportunities.
- Well managed use of their resources
 - The planning proposal results in the well managed use of Council resources as it will facilitate the optimal design of the basin and public open space. The rezoning of land at Lot 12 Camden Valley Way (DP 1239712) to residential uses means that Council does not have to acquire land which is surplus to the requirements of the new basin design, thereby

optimising Council resources. Although the revised basin design requires Council to acquire additional land, the new design ensures the optimal performance of the basin to best meet the stormwater and social infrastructure needs of Edmondson Park.

The planning proposal is consistent with the following actions for Council:

- Protect and enhance bushland, rivers and the visual landscape
 - o The proposed rezoning to facilitate the development of Basin 14 will result in the provision of public open space surrounding the North Tributary of Maxwells Creek. The addition of land currently zoned for residential uses, to land dedicated for the basin, will result in the increased protection of the creek.
- Exercise planning controls to create high-quality, inclusive, urban environments
 - o In addition to the facilitation of Basin 14, the planning proposal seeks to rationalise planning controls on the site to align development standards with the Draft ILP, amend mapping inconsistencies, ensure the orderly development of land and remove isolated land zonings resulting in undevelopable land.

3.5 Is the planning proposal consistent with applicable State Environmental Planning Policies?

Compliance with any SEPP which applies to the land is given in Table 8 below. Note: any SEPP which does not apply to the land, or for which the planning proposal will not preclude the operation of, is not listed.

Table 8: Compliance with SEPPs

SEPP	Complies	Justification
No 19 Bushland in Urban Areas	Yes	The planning proposal is not inconsistent with the SEPP. The rezoning of land from residential uses to RE1 Public Recreation will facilitate the development of the basin. Whilst this will require the removal of existing vegetation, the completed development will result in an area where native vegetation can be established and grow to maturity.
No 44 Koala Habitat Protection	Yes	This planning proposal will not undermine any Koala Habitats to a greater extent than for which is already permitted. The rezoning results in the reduction of land zoned for residential purposes and increases land zoned for public open space. In the case of land to be rezoned at Lot 12 Camden Valley Way (DP 1239712), the remainder of the lot is already zoned for urban purposes.
No 55 Remediation of Land	Yes	This planning proposal will not undermine the need for any future development to undergo a Phase 1 Contamination Assessment.
No 65 Design Quality of Residential Flat Development	Yes	Land zoned for recreation uses at Lot 12 Camden Valley Way (DP 1239712) is to be rezoned to R1 General Residential, in accordance with the remainder of the lot. This zone allows for the development of Residential Flat Buildings. Where applicable, any amended or future Development Application on this lot will be assessed in accordance with this SEPP.
Exempt and Complying Development Codes 2008	Yes	It is proposed that the land reservation acquisition maps are amended in accordance with the revised land-use zoning maps to ensure exempt and complying development can be carried out in accordance with the zone objectives.

Infrastructure 2007	Yes	<p>The planning proposal seeks to enable flood mitigation works as part of Basin 14. This is classified as development permitted without consent under Part 3, Division 7 of the SEPP. Part 3, Division 12 contains provisions for development within parks and public reserves, and Part 3, Division 17, Subdivision 2 contains provisions for development adjacent a classified road. The proposal is not inconsistent with these clauses.</p> <p>The proposal also includes the change of the zoning of land adjacent to Bernera Road, both to and from SP2 Infrastructure. This is for the purposes of amending mapping inconsistencies only.</p> <p>The proposal does not seek to intensify or enable further development which would interfere with operation of, or delivery of infrastructure. Council expects a condition of Gateway would be to consult with public utility providers.</p>
Sydney Region Growth Centres	Yes	<p>The subject site is located within the South West Growth Centre and is biodiversity certified under this SEPP. Despite this, land-use zoning under the LLEP 2008 applies to the site. The proposal is consistent with the aims of the SEPP as it facilitates infrastructure for the orderly development of the growth centre.</p>
Vegetation in Non-Rural Areas 2017	Yes	<p>The planning proposal is not inconsistent with the SEPP. Whilst the development of the basin will result in the removal of existing vegetation, it will provide an area for vegetation to be established and grow to maturity. Additionally, Council's DCP provides controls for the removal of any vegetation.</p>

3.6 Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

The planning proposal seeks an amendment to the Liverpool Local Environmental Plan 2008. Compliance with Ministerial Directions is provided in Table 9 below. Note: any Direction which does not apply to the planning proposal is not listed.

Table 9: Compliance with s.9.1 Directions

S.9.1 Directions	Complies	Justification
Employment and Resources		
1.1 Business and Industrial Zones	Yes	<p>The proposal includes changes to land containing B6 Enterprise Corridor zoning. The proposed changes are to the zone realignment adjacent to Bernera Road and are not inconsistent with the objectives of this Direction. The proposed changes to and from the B6 zoning are minor in nature, are not considered to reduce the development potential of these zones and are to amend mapping inconsistencies only.</p>
Housing, Infrastructure and Urban Development		
3.1 Residential Zones	Yes	<p>The inconsistency with the Direction is justified under Part (6)(d) of Direction 3.1, as the changes to residential land use zones are considered to be of minor significance.</p> <p>The proposal includes to the rezoning of approximately 14,400m² of residential land that is partially burdened with an easement for transmission lines. The revised design for the basin is extended south to envelop R1 General Residential land and also encroaches on R3 Medium Density Residential</p>

		<p>land. This will provide for the stormwater needs of the surrounding urban area, as well as allow for the provision of a children's play area on non-flood affected land. Despite the net loss of residential zoned land, the proposed use results in the optimal use of land for the site and locality.</p> <p>The proposal compensates for the loss of this residential zoned land by adding approximately 3,200m² of R1 land to Lot 12 Camden Valley Way (DP 1239712) and increasing development standards on a portion of land at 50 Croatia Avenue (Lot 6 DP 1228502).</p> <p>The addition and removal of residential land adjacent to Bernera Road is for the purposes of amending LLEP 2008 mapping inconsistencies.</p>
3.4 Integrating Land-Use and Transport	Yes	<p>This planning proposal amends the zoning and development standards of land zoned for residential and business purposes. The proposed changes are minor in nature, as the objective of the planning proposal is to facilitate the development of the revised basin design and is not for the uplift or downzoning of residential or urban uses. Whilst not part of this proposal, the planning proposal will result in amendments to the LDCP 2008 seeking to improve traffic and pedestrian access to and from the public open space. In turn, this has required the amendment of development standards at 50 Croatia Avenue (Lot 6 DP 1228502) as the current development standard boundaries do not align with the draft road layout.</p> <p>The proposal is also to amend mapping inconsistencies resulting from the re-alignment of Bernera Road.</p>
Hazard and Risk		
4.3 Flood Prone Land	Yes	<p>Land to be rezoned from RE1 Public Recreation to R1 General Residential is identified as being within a flood planning area under the LLEP 2008. However, the land can be made flood free if developed in accordance with controls within Council's DCP and the flood development manual, and therefore Council believes this change is of minor significance and satisfies Part (9)(b) of the Direction.</p> <p>The planning proposal is to facilitate the development of a basin for stormwater infrastructure. This will mitigate the effects of flooding on several downstream properties.</p> <p>Despite this minor inconsistency, the planning proposal is considered to result in positive changes to flood management within the subject site and the locality.</p>
Regional Planning		
5.10 Implementation of Regional Plan	Yes	The regional strategy in effect is the Western City District Plan. Consistency with this plan is demonstrated in section 3.3 of this report.
Local Plan Making		
6.1 Approval and Referral Requirements	Yes	The planning proposal does not contain provisions requiring additional concurrence, consultation, or referral to a Minister or public authorities.

6.2 Reserving Land for Public Purposes	Yes	<p>The proposal seeks to include the acquisition of certain land within the LLEP 2008 land reservation acquisition maps. The planning proposal seeks to remove the acquisition of land at Lot 12 Camden Valley Way (DP 1239712). The proposed inclusion and exclusion of land is in accordance with the redesign of the basin footprint and amendments to mapping inconsistencies adjacent to Bernera Road.</p> <p>The redesign of the basin footprint includes approximately 14,400m² of land to be zoned RE1 Public Recreation, and approximately 3,200m² of land to be zoned R1 General Residential, as it is surplus to the revised design requirements. The land acquisition maps are proposed to be amended to match the revised zoning extent.</p> <p>Council is nominated as the acquisition authority for any additional lands to be acquired as per the LLEP 2008. The proposed changes result in a net gain of land reserved for public purposes, which will result in a preferred outcome as the optimal basin design can be realised.</p>
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Metropolitan Planning

7.1 Implementation of A Plan for Growing Sydney	Yes	Consistency with <i>Greater Sydney Region Plan – A Metropolis of Three Cities</i> is demonstrated in section 3.3 of this report.
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Section C – Environmental, social, and economic impact

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

No. The planning proposal seeks to rezone land from predominately residential uses to public recreation uses to facilitate the development of the basin, which will result in an increase to the extent of land zoned for public open space. The RE1 Public Recreation zone objectives aim to enhance, maintain and protect the natural environment. Land subject to the planning proposal has been biodiversity certified and the LLEP 2008 and LDCP 2008 contain provisions in relation to native vegetation retention in these areas.

As land at 50 Croatia Avenue (Lot 6 DP 1228502) is already zoned for residential uses, the alteration of development standards will not result in additional environmental impacts. Similarly, the realignment of zone boundaries adjacent to Bernera Road to amend the mapping inconsistencies, will not change or intensify the existing use of land, and therefore will not result in additional environmental impacts.

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

No. The rezoning of certain lands and alterations of development standards is not likely to have any significant environmental impacts on the site or locality. Whilst the development of the basin will involve substantial earthworks and the removal of existing vegetation, it will result in an area where native vegetation can be established, grow to maturity and potentially provide habitat for native fauna. The rezoning of land to recreation uses for the development of Basin 14 will reduce any impact upon existing vegetation and habitats. It is noted that the proposal results in a net increase of land to be zoned for recreation uses.

In relation to Lot 12 Camden Valley Way (DP 1239712), the rezoning of land to residential uses is not likely to cause negative environmental effects, as the land has already been cleared and developed for the purpose of a temporary on-site detention basin. Additionally, land subject to flooding is addressed by the LLEP 2008 and the LDCP 2008. As the rezoning of land adjacent to Bernera Road is for the purposes of amending mapping inconsistencies, and land at 50 Croatia Avenue (Lot 6 DP 1228502) is already zoned for residential uses, the proposed changes will not result in any significant environmental effects.

3.9 *Has the planning proposal adequately addressed any social and economic effects?*

The most likely economic effects of the planning proposal would be to the owners of land being rezoned from R1 General Residential or R3 Medium Density Residential to RE1 Public Recreation. This is to facilitate the essential redesign of Basin 14, which will cater for the growth of Edmondson Park and also provide an area of non-flood affected land for the development of an area of open space, including a children's play area. Council's acquisition of this land will be subject to the *Land Acquisition (Just Terms Compensation) Act 1991*.

The rezoning will result in both positive social and economic effects to Edmondson Park as it will ensure the timely delivery of flood mitigation infrastructure, which will serve to protect the existing and proposed built environment. Additionally, the rezoning will result in an increased area of open space for the community, ensuring adequate recreational facilities are provided for current and future residents.

An objective of this proposal is to rationalise the development of land surrounding the basin. This includes the rezoning of land at Lot 12 Camden Valley Way (DP1239712) to R1 General Residential. As this land has been identified as surplus to the revised basin design requirements, the rezoning removes the obligation for Council to acquire this land. This will remove the economic burden for Council for acquisition, which can otherwise be focused on acquiring land required for the basin.

The planning proposal has resulted in amendments to the Edmondson Park ILP within the LDCP 2008. In turn, the development standards for a parcel of land at 50 Croatia Avenue (Lot 6 DP 1228502) are to be altered so the development standard boundaries align with the draft road layout. This change will increase the dwelling density, height and floor space ratio standards, whilst reducing the minimum lot size standard, resulting in a slight improvement in development potential for the lot.

The amendment of mapping inconsistencies along Bernera Road is likely to result in positive social and economic effects for Council and land owners. Rezoning these lots will allow land that is zoned SP2 Infrastructure, but is not needed for the road, to be rezoned for other purposes (R1, R3 and B6), whilst ensuring land that is needed for the road is zoned SP2 Infrastructure.

The overall zoning amendments will provide for the efficient use of the land for the stormwater network, public open space facilities and vehicular and pedestrian access, thereby having a positive impact to the economic activities in the business zoned land. Public exhibition of the planning proposal will provide an opportunity for Council to engage with property owners if they have any concerns as to what impact the proposal may have upon their property.

Section D – State and Commonwealth interests

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

The planning proposal is not considered to demand any additional public infrastructure. The planning proposal may result in a marginal increase in development yield for Lot 12 Camden Valley Way (DP1239712) due to a portion of land being rezoned to residential uses, and 50 Croatia Avenue (Lot 6 DP 1228502) due to amended development standards. It is considered that the extinguishment of development

in land being rezoned to RE1 will off-set this marginal increase. The proposal seeks to facilitate the delivery of flood mitigation infrastructure adjacent to an area of public open space. Given the current and forecasted growth of Edmondson Park, there is increased demand for both stormwater infrastructure and quality open space.

3.11 What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The views of State and Commonwealth public authorities will be considered following a Gateway determination. The following government agencies, or utility owners, have been identified as potentially interested parties for reasons given below:

- NSW Department of Primary Industries: A tributary of Maxwells Creek runs through the subject site;
- Ausgrid & Transgrid: An easement for a transmission line runs through the subject site;
- Roads and Maritime Services: The subject site is adjacent to Camden Valley Way, which is a classified road;
- APA Gas & Jemena: A gas pipeline is located under Camden Valley Way, which places the subject site within the asset notification zone; and
- NSW Office of Environment and Heritage: The subject site contains riparian land, flood-prone land, and vegetation.

Part 4 – Mapping

The existing standards and the proposed changes to the LLEP 2008 are shown in the maps below.

Land Use Zoning Maps

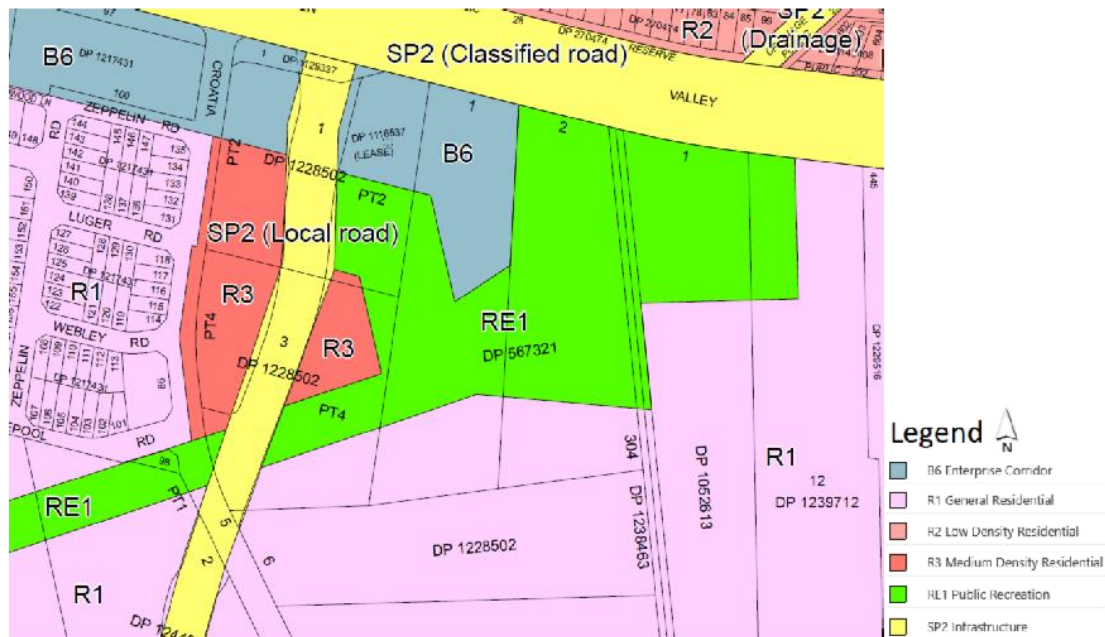


Figure 9: Existing land use zoning map for the subject site

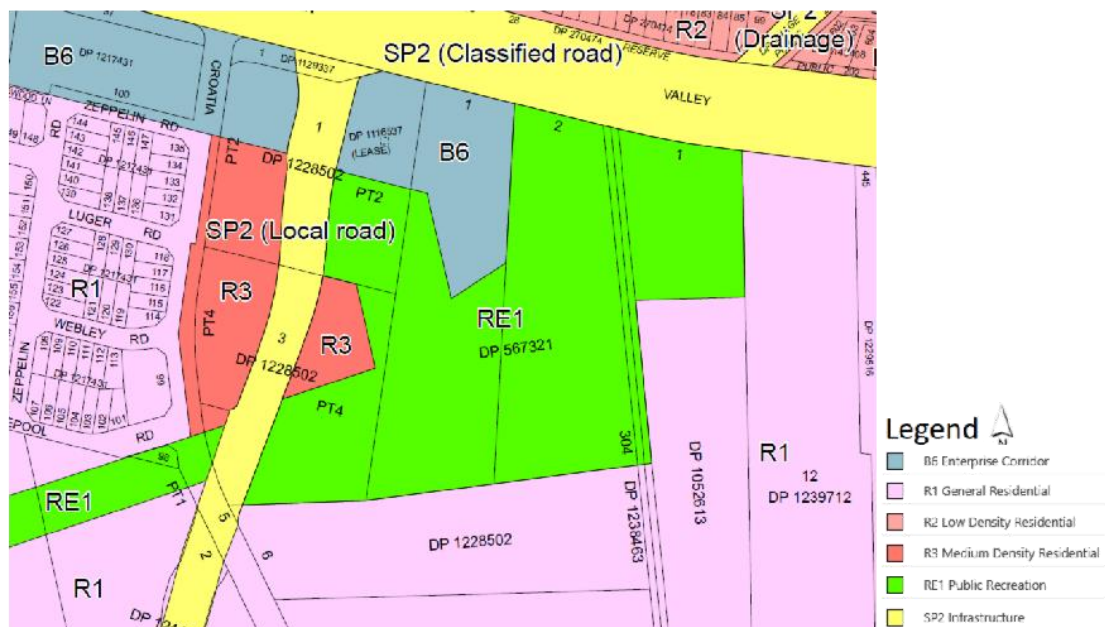


Figure 10: Proposed land use zoning map for the subject site

Minimum Lot Size Maps

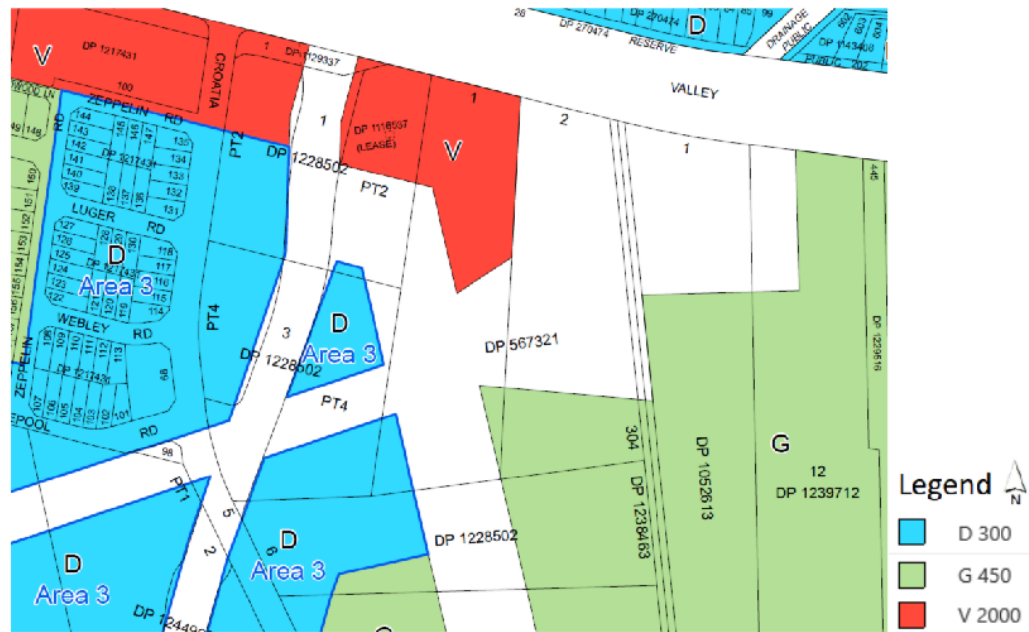


Figure 11: Existing minimum lot size map for the subject site

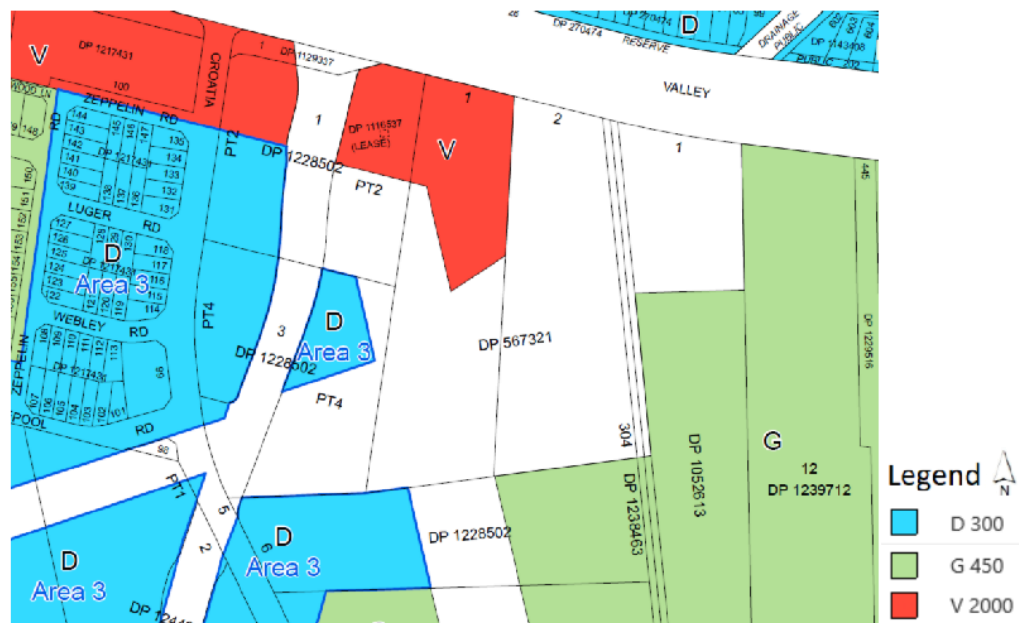


Figure 12: Proposed minimum lot size map for the subject site

Floor Space Ratio Maps

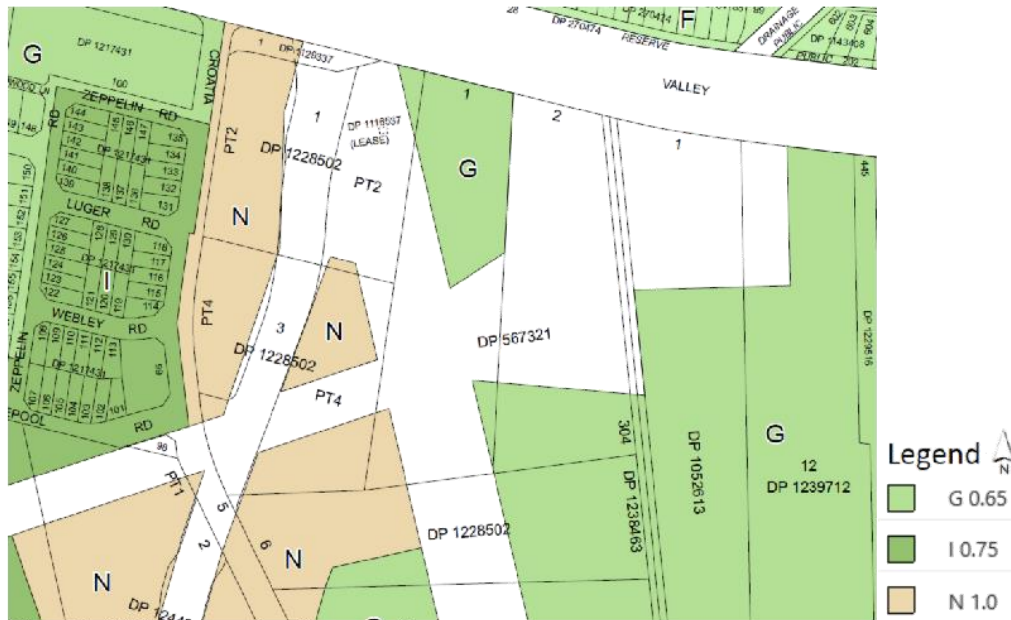


Figure 13: Existing floor space ratio map for the subject site

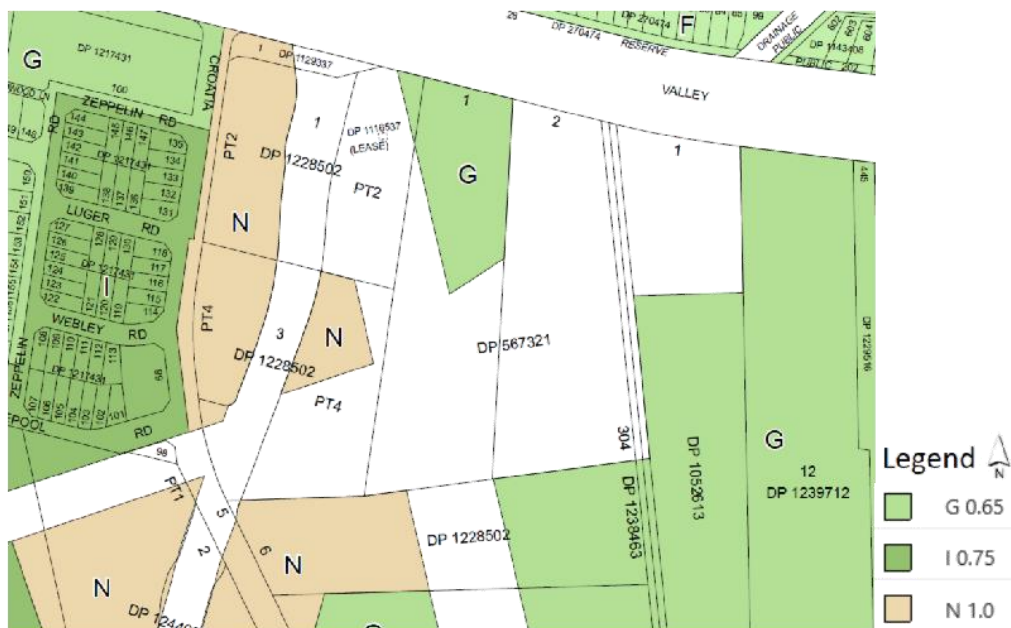


Figure 14: Proposed floor space ratio map for the subject site

Height of Buildings Maps

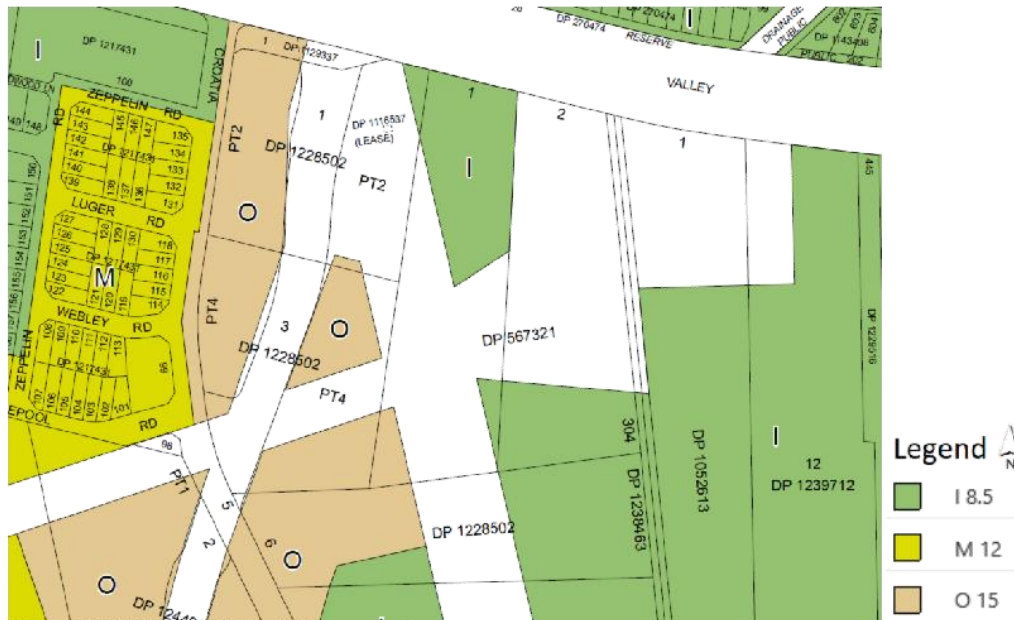


Figure 15: Existing height of building map for the subject site

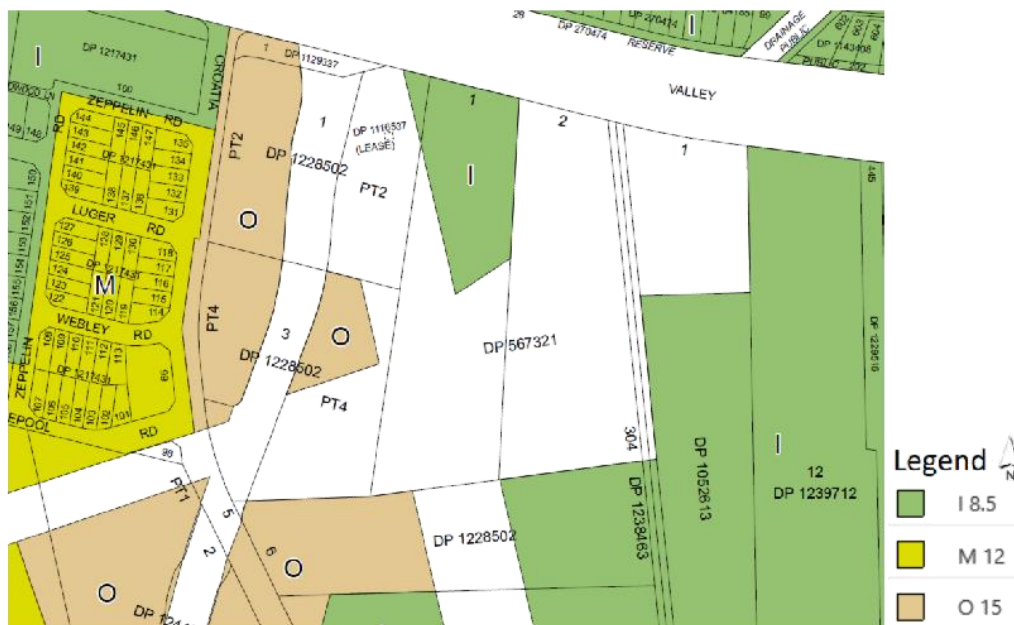


Figure 16: Proposed height of building map for the subject site

Land Reservation Acquisition Maps

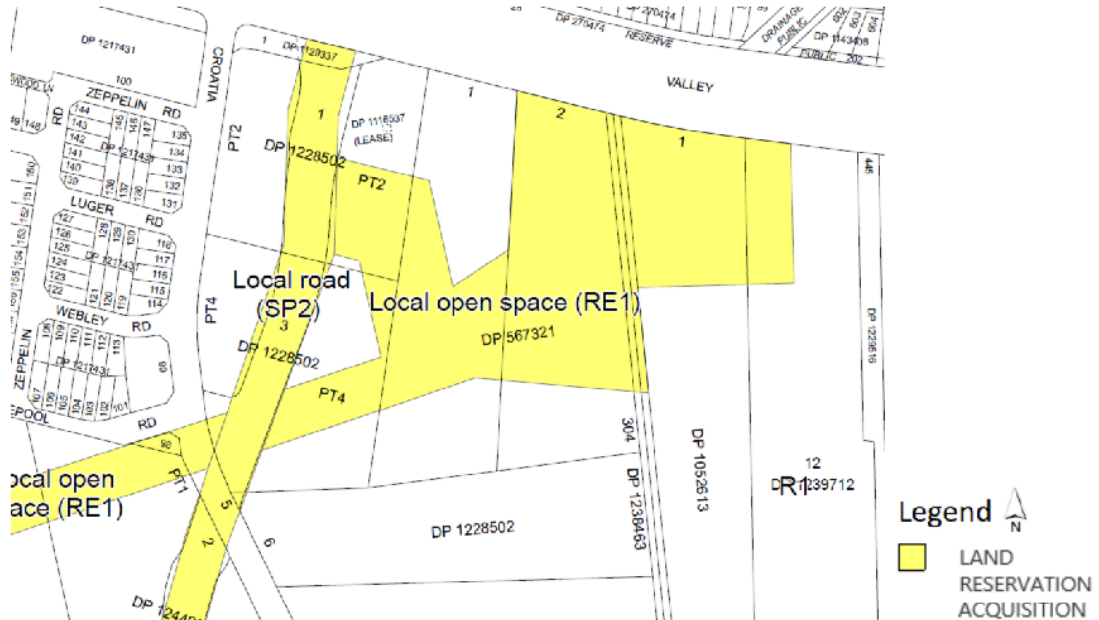


Figure 17: Existing land reservation acquisition map for the subject site

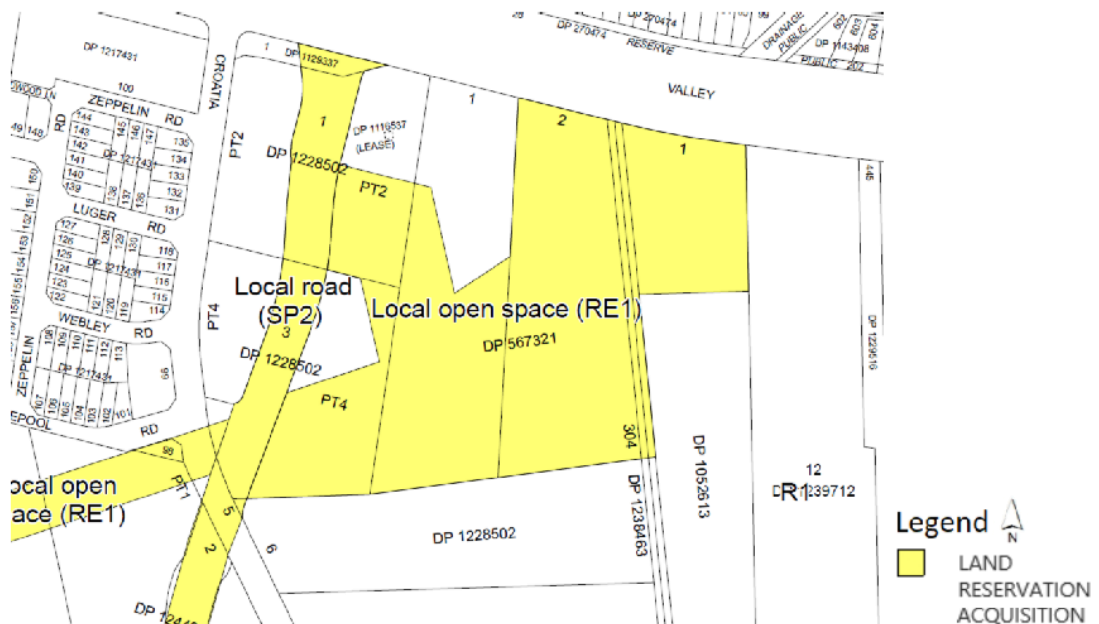


Figure 18: Proposed land reservation acquisition map for the subject site

Minimum Dwelling Density Maps

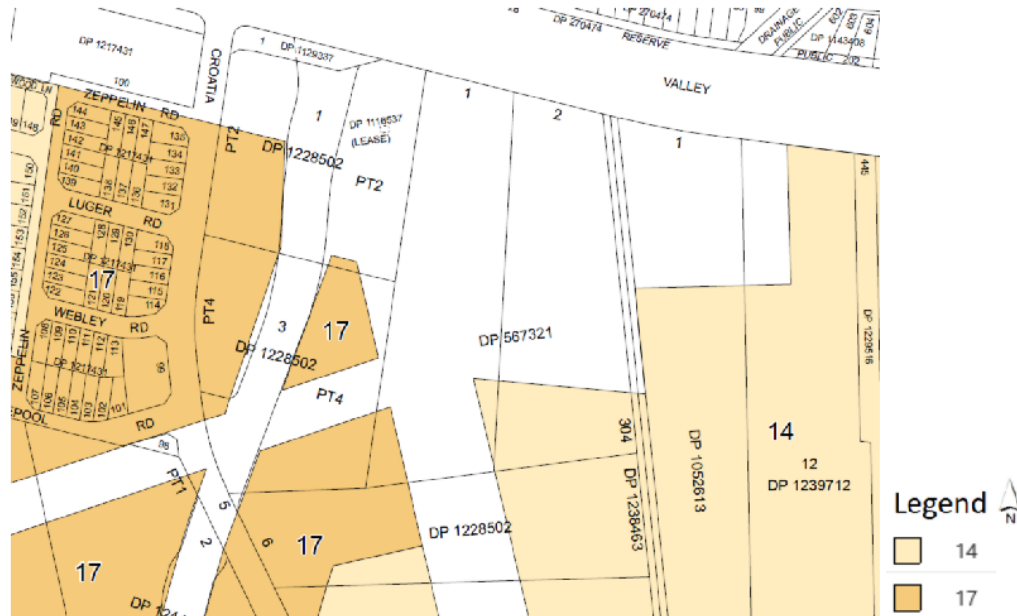


Figure 19: Existing minimum dwelling density map for the subject site

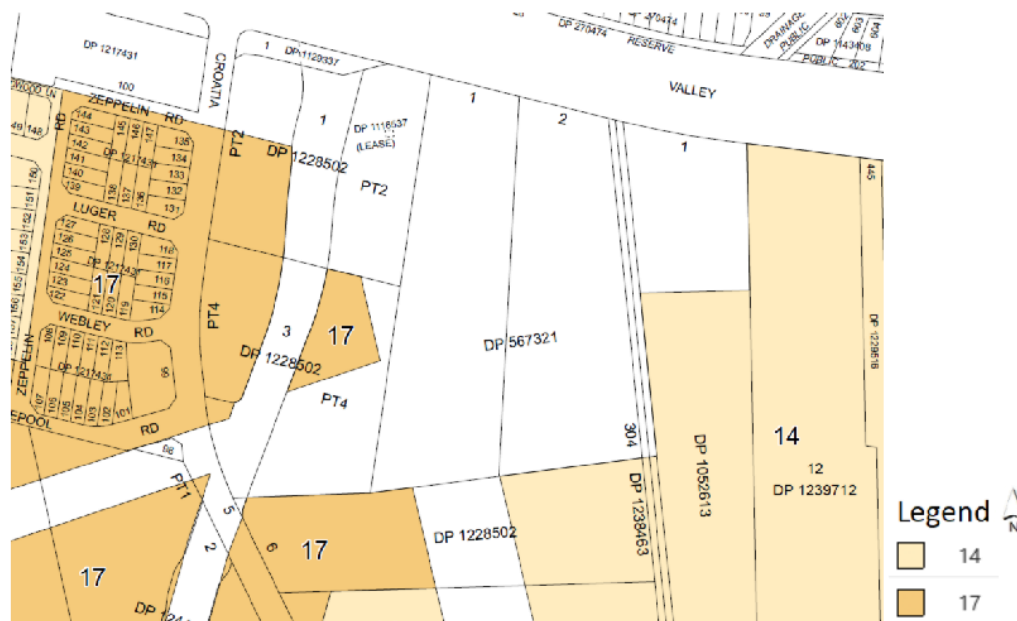


Figure 20: Proposed minimum dwelling density map for the subject site

Part 5 – Community Consultation

Community consultation will be undertaken in accordance with the Gateway determination. It is anticipated that the proposal will be exhibited a period of at least 28 days through:

- Newspaper advertisements in the Liverpool Leader;
- Notification on Liverpool City Council's public exhibition website; and
- Letters to the affected landowners.

Part 6 – Project Timeline

An anticipated project timeline is shown in Table 10 below.

Table 10: Anticipated project timeline

Timeframe	Action
June 2019	Submission of Planning Proposal to DP&E
July 2019	Gateway Determination issued
August 2019	Completion of required technical information
September 2019	State agency consultation
October 2019	Community consultation
November 2019	Public hearing if required
December 2019	Consideration of submissions and proposal post-exhibition
January 2020	Post-exhibition report to Council
February 2020	Drafting and making of the plan

**Amending
Liverpool Development Control Plan 2008
Part 2.11
Land Subdivision and Development in
Edmondson Park**

June 2019

Part 2.11 must be read in conjunction with Part 1

**LIVERPOOL
CITY
COUNCIL**



Note that text which is to be inserted is shown in green and underlined, text which is to be deleted is shown in ~~red with strikethrough~~ and explanatory notes are shown in *blue italics*.

Liverpool Development Control Plan 2008

Part 2.11 Edmondson Park

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1. Preliminary

Applies to

1. Part 2.11 applies to the land, shown in Figure 1.
2. Part 1 also applies to the land shown in Figure 1.
3. Part 3.8 also applies for non-residential development on the land.
4. Parts 3.1 – 3.7 do not apply to the land.

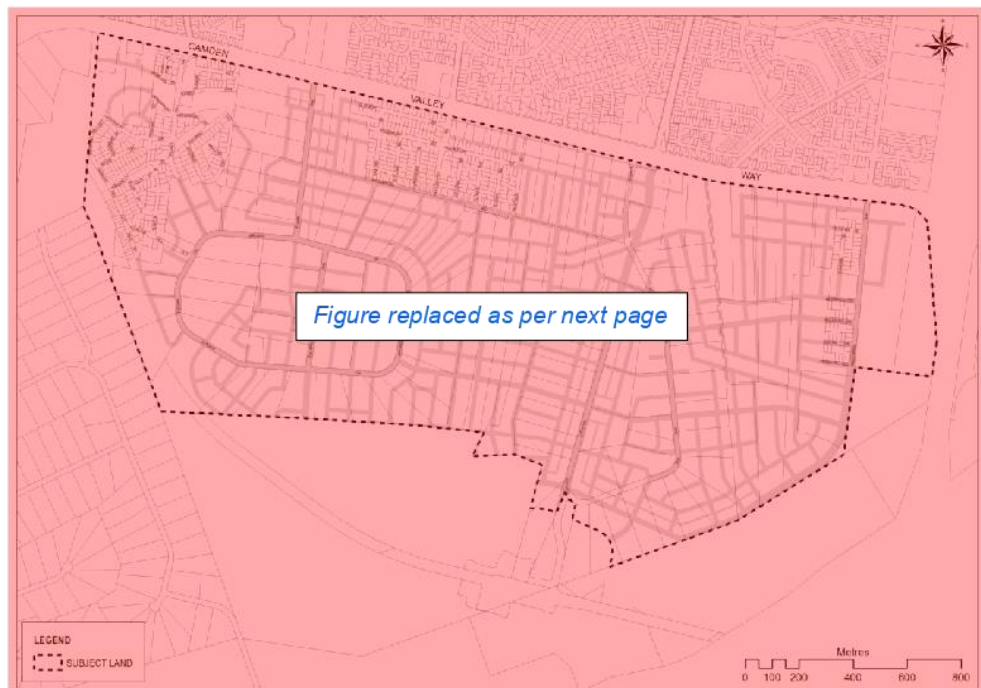




Figure 1: Land to which this part applies *This figure has been amended to reflect the new indicative road layout in the vicinity of Maxwells Creek North Riparian Park, as detailed in Council report dated 26 June 2019.*

Background

1. Edmondson Park has been master planned to achieve current public policy objectives in terms of meeting the future housing needs for the changing community, reducing the environmental impact and enabling greater social interaction. The proposed development will be characterised by a greater mix of housing types, higher residential densities, vibrant communities, active streets and environmentally responsible development.
2. The vision of Edmondson Park is to create a primarily residential neighbourhood located and focused around neighbourhood centres or the Town Centre. The neighbourhood centres will provide a central node and will accommodate a mix of convenience retail, limited commercial uses and residential development. The Town Centre will be located centrally within the release area, supported by the Edmondson Park train station, part of the South West Rail Link. The Town Centre will provide a full range of retail, commercial and high density residential uses and development will be orientated around a main street. This vibrant development is to be set in a context of high value natural habitat, which is both a visual backdrop and a usable open space amenity to the residents.
3. A primary precursor to success of the development, as an attractive and vibrant place to live, will be the controls of the built form and the consideration given to safety and security, the quality of the public open space and the provision of public transport services, both bus and rail.
4. The need to respond to the potential for integrated uses, higher residential densities and higher public transport use at this location and at this time is a critical responsibility when considered in the context of:
 - Limited land resources;
 - Minimisation of the development footprint; and
 - The environmental damage caused to water systems, ecological communities and decreasing air quality by current suburban development.
5. The specific qualities of Edmondson Park provide the opportunity to create an environment that addresses future community needs while being sustainable and urban.

Objectives

- a) To facilitate urban design that responds to the physical, cultural and urban heritage of the area;
- b) To facilitate urban development that meets environmental sustainability objectives;
- c) To ensure all development achieves a high standard of urban and architectural design quality;
- d) To ensure housing density targets are met through the provision of a range of housing types that offer greater diversity and affordability;
- e) To create walkable neighbourhoods, with good access to public transport;
- f) To ensure vehicular, pedestrian and cycle ways link efficiently within and between all land uses;
- g) To accommodate access for all people throughout Edmondson Park;
- h) To maximise opportunities for local employment and business in appropriate locations;
- i) To create a compact, vibrant and successful town and village centres;
- j) To provide cultural, recreational and social infrastructure that is flexible, adaptable and accessible;
- k) To protect and enhance riparian corridors, significant trees and vegetation;

- l) To ensure the timely delivery of critical infrastructure and efficient use of land and existing infrastructure;
- m) To deliver quality places of learning to service the future educational demands of the precinct; and
- n) To provide opportunities to reduce water consumption and manage stormwater runoff.

1.1 Indicative Layout

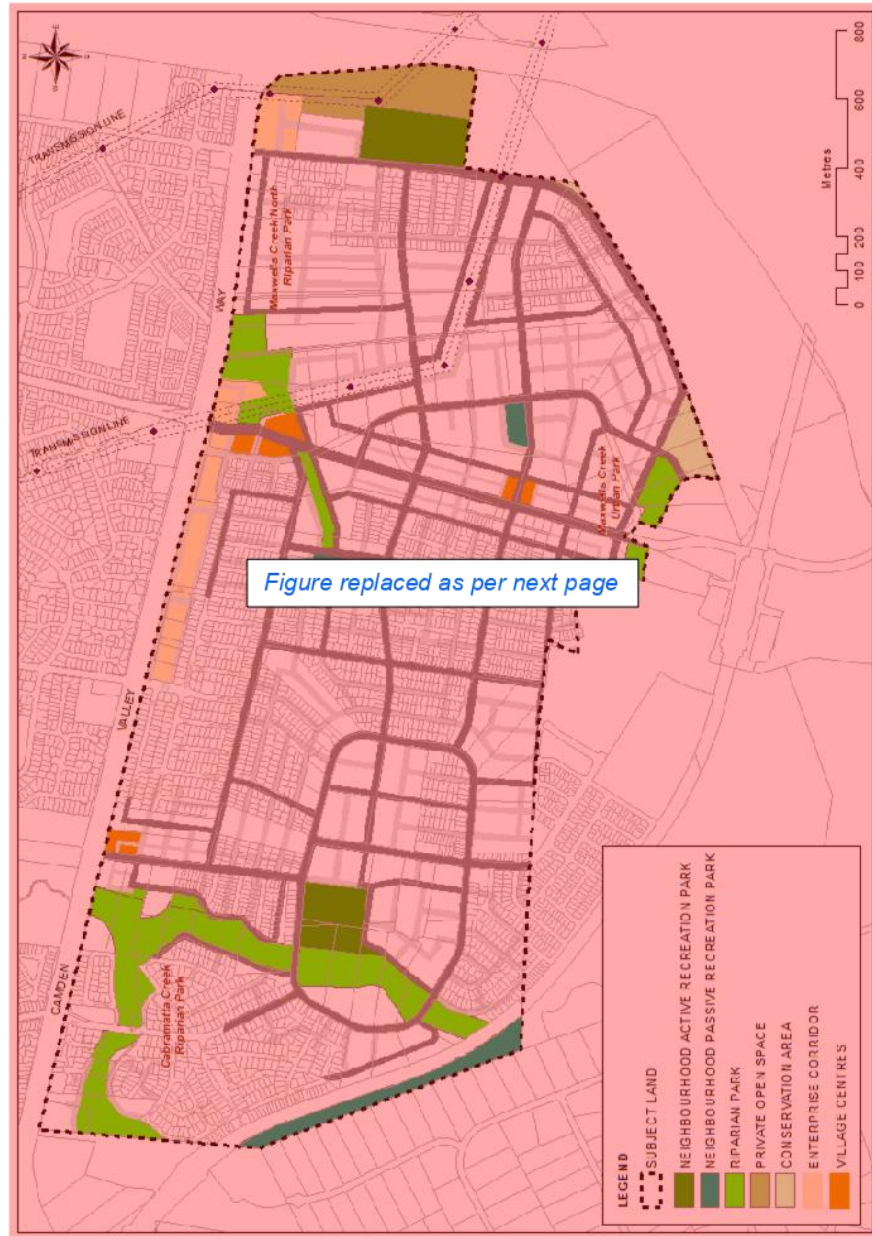
The Indicative Layout Plan (ILP) at Figure 2 illustrates the broad level development outcomes for Edmondson Park. It outlines the development footprint, land uses, density ranges, open space and riparian corridors, heritage areas, major transport linkages and location of community facilities and schools.

Objectives

- a) To ensure that development of the precinct is undertaken in a co-ordinated manner consistent with the South West Structure Plan and the DCP.

Controls

1. All development is to be undertaken generally in accordance with the Indicative Layout Plan at Figure 2 subject to compliance with the objectives and development controls set out in this Part;
2. Where variation from the ILP is proposed, the applicant is to demonstrate that the proposed development is consistent with the Vision and Development Objectives for the precinct set out within this Part.



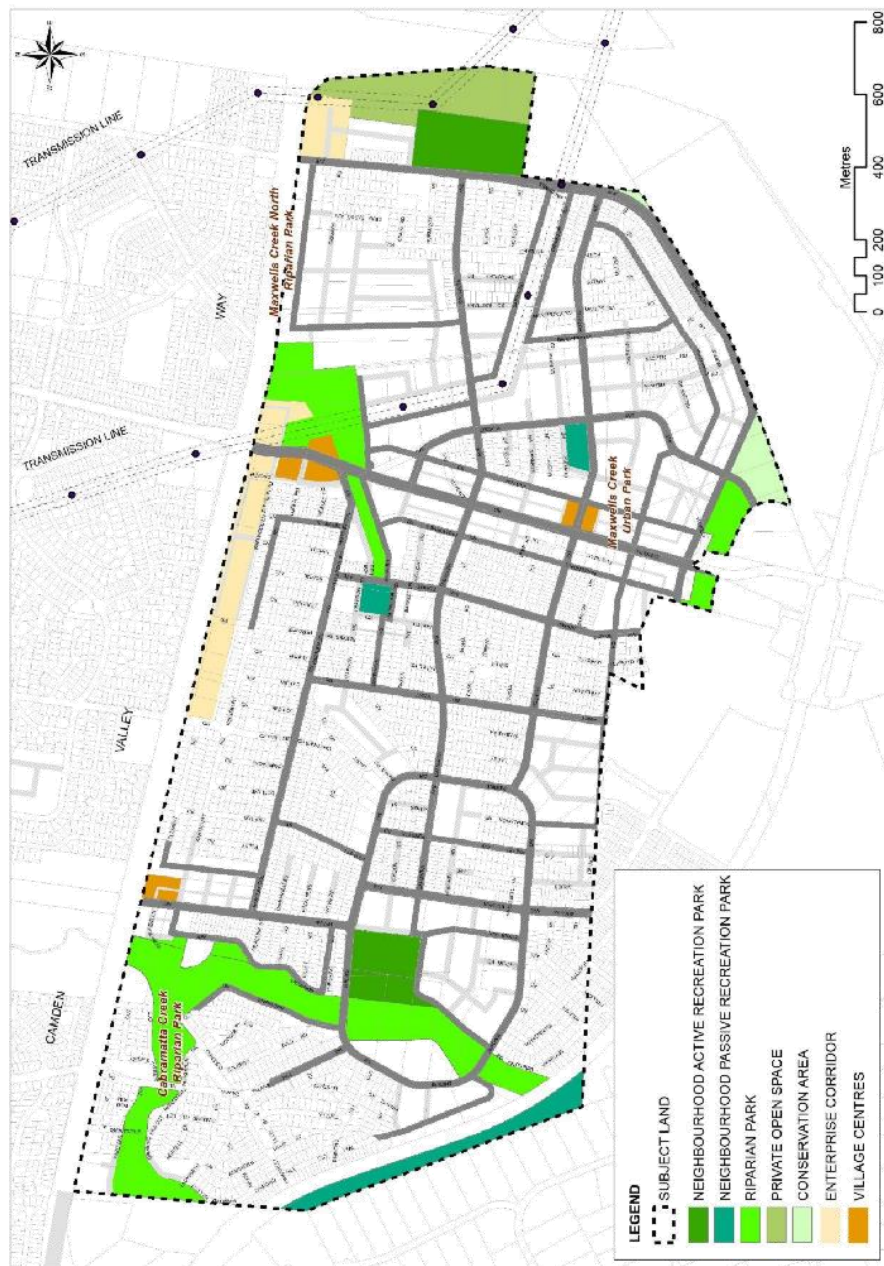


Figure 2: Indicative Edmondson Park Layout Plan *This figure has been amended to reflect the revised footprint of Maxwells Creek North Riparian Park and the new road layout in the vicinity of this park, as detailed in Council report dated 26 June 2019.*

1.2 Development within Sub Precincts

Sub-Precincts are defined by the main fixed streets as show in Figure 3. While the boundary streets to the sub-precincts are fixed, there is flexibility to make layout changes to the internal streets except those identified as 'Fixed Roads' in Figure 7, subject to meeting the Objectives and Controls below.

Objectives

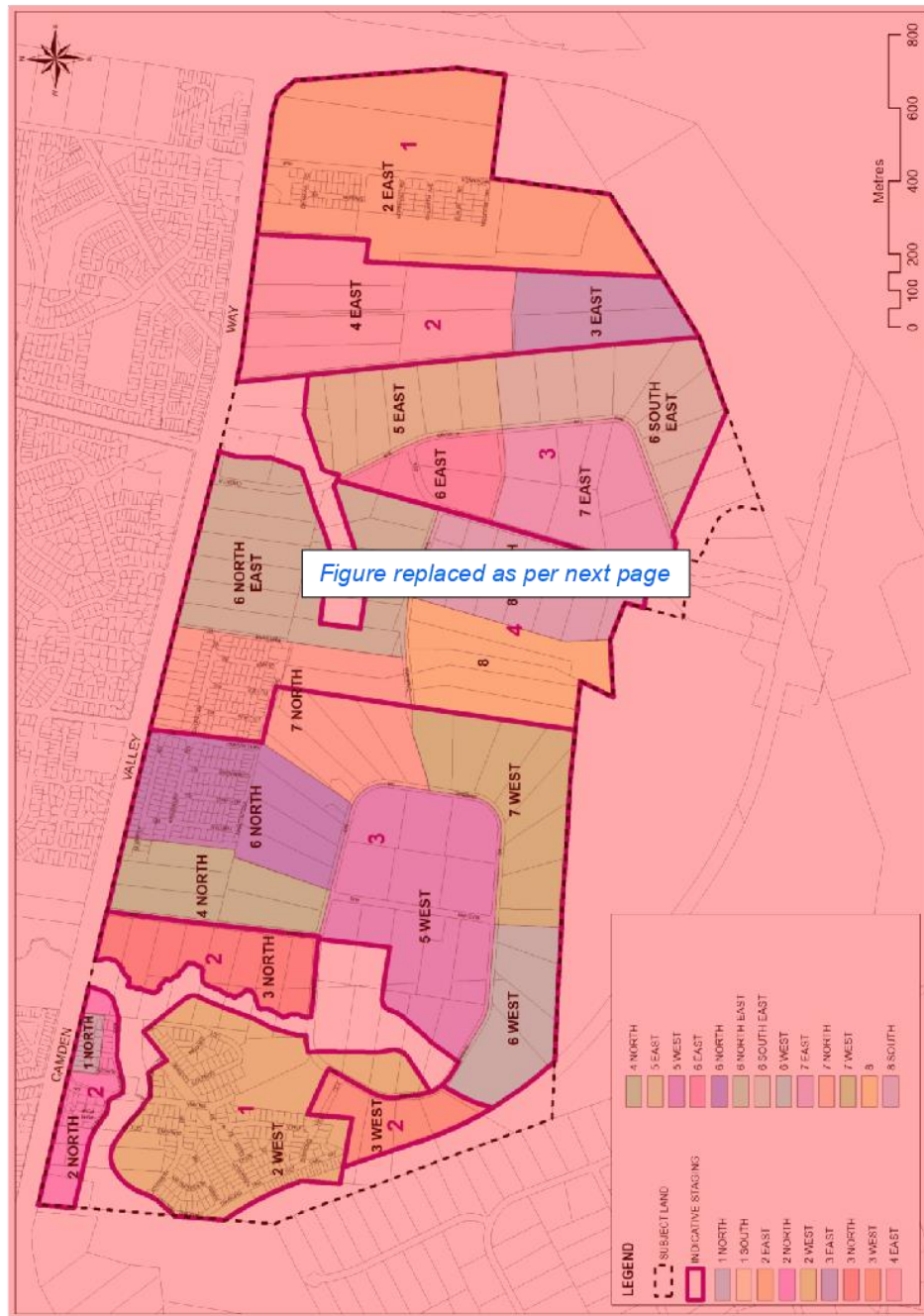
- a) To allow departure from the Indicative Layout Plan should a demonstrated development and community benefit be achieved; and
- b) To ensure that access, drainage and servicing is appropriately provided

Controls

An applicant may depart from the subdivision layout within a sub-precinct provided that it is demonstrated that:

- 1. The block layout and subdivision objectives and controls outlined in Figure 3 are met.
- 2. The level of access to fixed roads is retained.
- 3. The provision of drainage and service infrastructure is retained.
- 4. There is no adverse impact on adjoining sub-precincts.

Figure 3 also shows an indicative staging of development based on the location of existing infrastructure. Development can proceed outside of this indicative staging should access to services, drainage & roads be resolved to the satisfaction of Council.



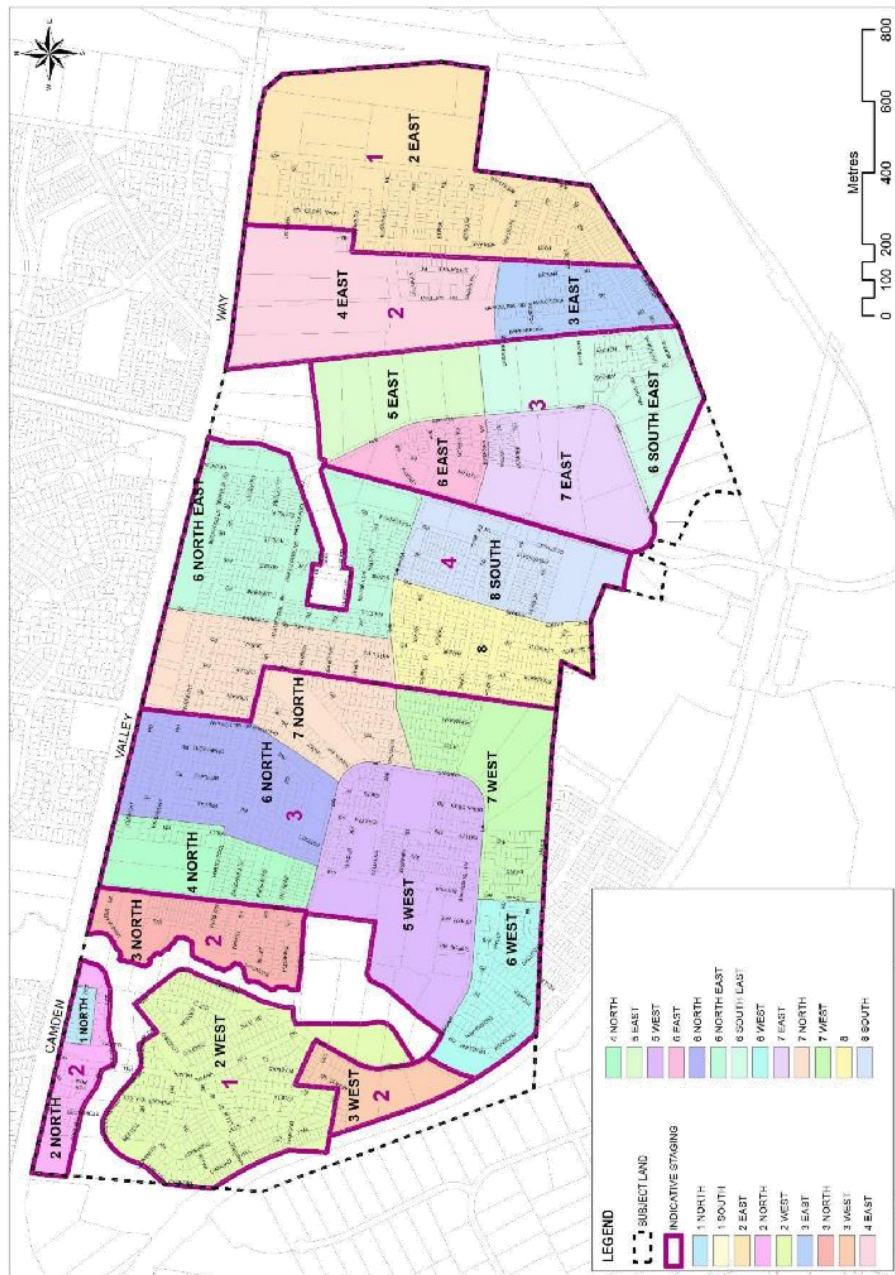


Figure 3: Sub-precincts *This figure has been amended to show the new boundary of 'Indicative Stage: 5 East' in response to the revised footprint of Maxwells Creek North Riparian Park.*

1.3 Hierarchy of Centres

Objectives

- a) To ensure an appropriate supply, distribution, and mix of retail, commercial and employment floor space across the precinct.
- b) To ensure that the retail floor space within Edmondson Park does not undermine the potential of existing and proposed centres within the region.
- c) To create a compact, vibrant and successful town centre and village centres.
- d) To encourage the early investment and delivery of employment generating development and retail uses to serve the population.

Controls

Development is to be consistent with the characteristics detailed as follows.

Edmondson Park Town Centre

1. Development in the Edmondson Park Town Centre is facilitated by the SEPP (State Significant Precincts) 2005 and is not subject to this Part.

Village Centres

1. Village Centres (up to 1000sqm of retail space) are not intended to act competitively with the proposed Edmondson Park Precinct town centre. Rather they provide a convenient alternative for residents who would otherwise have to invest more time and money to visit a larger centre.
2. The following criteria have been used to determine the location of the village centres:
 - 750 - 1,000 housing lots within a 500m catchment of the village centre.
 - The proximity of key destinations such as parks, water bodies and schools.
3. It is envisaged that Edmondson Park will have 3 mixed-use village centres that respond to various qualities of the site, such as environmental amenities or access routes. The character envisaged for the village centres are described in Section 6.

1.4 Character Area Statements

As the Edmondson Park Release Area will create a new town centre with large areas of surrounding residential neighbourhoods and village centres. It is important that there is variety, diversity and choice in living, working and recreational environments. There is more to development than land use and density. It is important that the built form, layout, style and public domain reinforce the desired character for each area, and gives an identity and sense of place to different areas within Edmondson Park. The character areas are:

- The Town Centre,
- Village Centres,
- Enterprise Corridor,
- Urban,
- Urban Transition,
- Suburban, and
- Residential Large Lot.

The character areas are loosely tied to the minimum dwelling density maps (LLEP 2008), refer to Figure 5 for the locations of Character Areas.

Town Centre

1. The Edmondson Park Town Centre is situated on land in Edmondson Park South and is not subject to this Part. For development controls relating to the Edmondson Park Town Centre refer to the Edmondson Park South DCP 2012.

Village Centres (Zone R3)

1. The Village Centres will form a **node** within a walkable and cycling catchment of the majority of new and existing residents. The centres will provide for daily conveniences within a pedestrian friendly setting and have a maximum of 1,000sqm of retail space. The centres are located at the confluence of community facilities to enhance the village experience and life of the centre. The Village Centre will contain small businesses at ground level that encourage a mix of small scale convenience retail uses with shop-top housing above. Medium density attached housing and apartments surrounding the village centres will reinforce the urban character.
2. The **urban form** of the villages will be compact with narrow shopfronts. Architecturally, the buildings will be urban in character reflecting the character of traditional village centres. Convenience retail uses are to front directly onto the footpath. It is envisaged that there will be a number of small shops of less than 80sqm gross floor area each. Total retail/commercial gross floor space will be 1,000sqm max. per village centre.
3. The Rynan Avenue village centre is characterised by 2 - 3 storey attached buildings. The village centre at the intersection of Camden Valley Way and the Bus Priority Corridor (Bernera Road) is characterised by 3 - 4 storey attached buildings, while the village centre at the intersection of the Bus Priority Corridor and Poziers Road is characterised by 4 - 6 storey attached buildings with a large component of shop-top housing.
4. The **public domain** of the centres is to be characterised by formal and well framed streetscapes containing formally and regularly spaced, 6 – 8m apart, large deciduous trees in hard verges and tree wells, street furniture and wide paved footpaths capable of holding outdoor café seating. Ease of pedestrian and cyclist movement and access is to be prioritised over vehicle movement, and the streetscape is to be designed to incorporate subtle urban design led traffic calming elements.



Figure 4: Artistic view of Village Centre – Neighbourhood park and community facilities

Enterprise Corridor (Zone B6)

1. The Enterprise Corridor character area is located at the northern end of the locality along Camden Valley Way and at the northern end of Ardenne Avenue. It will service passing trade travelling along Camden Valley Way. A service road will run

parallel to Camden Valley Way with 45 degree parking to provide access to all properties and businesses fronting Camden Valley Way. Rear lane access is to be provided to service these businesses. The area is characterised by up to 2 storey retail and commercial premises built to the street alignment. To maximise active frontages and to minimise the scale of individual buildings, each retail unit will have a maximum street frontage of 30m and a maximum gross floor area of 1,000 sqm.

Urban (Zone R1, 28dw/Ha)

1. The Urban Character Area is a **dense, urban, but predominately residential** zone that provides a transition between the Town Centre and the medium to lower density residential areas. The character area helps define the main avenue, the Bus Priority Corridor, that leads into the Town Centre and helps frame the Urban Parkland and Maxwell's Creek Urban Park.
2. Housing types that reinforce the urban character and need for well-located higher densities predominate including apartment buildings and small lot/attached housing. A minimum net residential density of **28 dwellings per hectare is required**. Building setbacks are relatively shallow, and there is a close interaction of buildings to the surrounding streets.
3. Taller buildings are encouraged to frame the Bus Priority Corridor and the Maxwells Creek Urban Park. Buildings are predominantly between 3 - 6 storeys and massed towards the public realm.
4. The **public streetscape** is formal in arrangement consisting of wide footpaths, large deciduous trees spaced evenly every 8m max., placed in a hard landscaped verge and forming a large street canopy. To minimise the visual and physical impact of vehicle access to properties on the public streetscape, including footpath crossovers and garages, vehicle access and servicing is via side/secondary streets or rear lanes.

Urban Transition (Zone R1, 17 & 21dw/Ha)

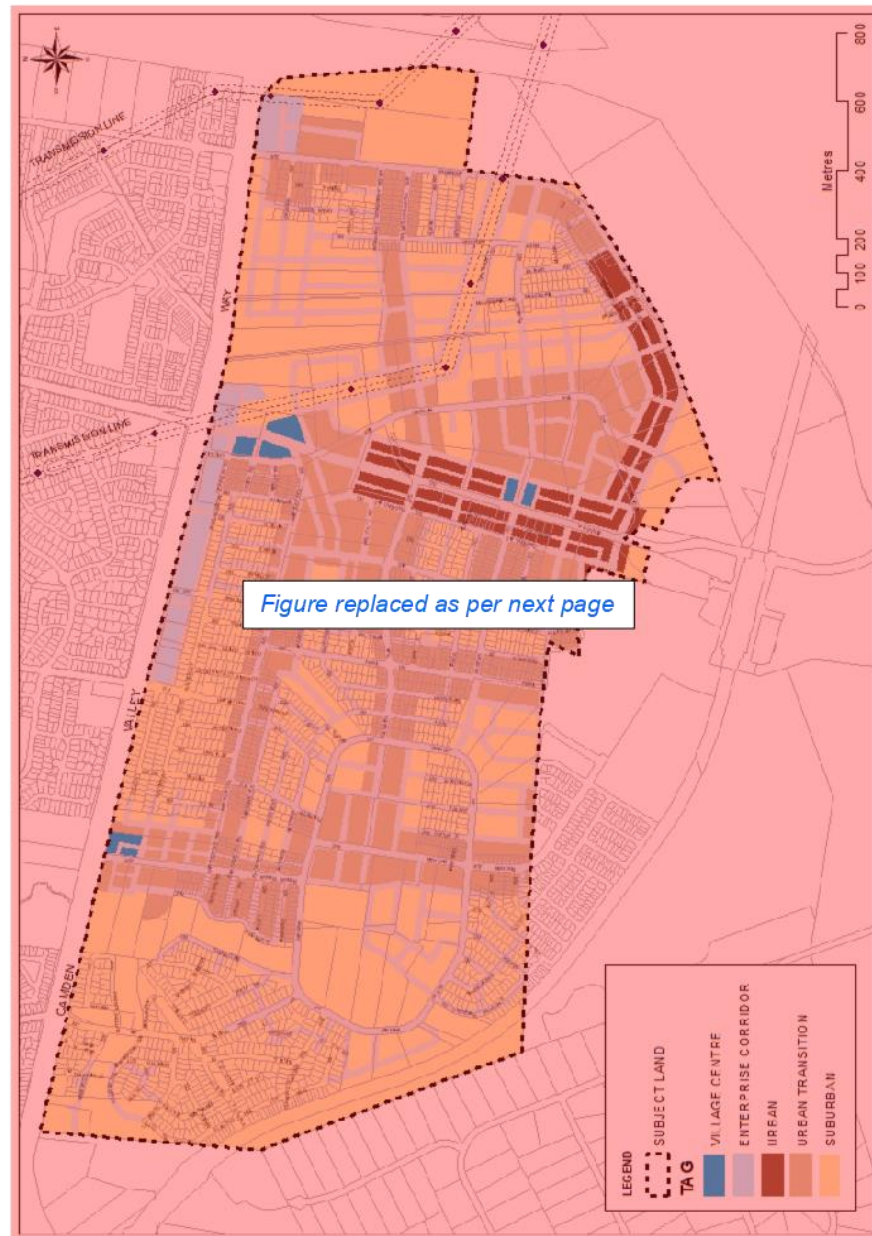
1. The Urban Transition Character Area is a predominantly **residential zone** that provides a transition between the more urban higher density and the more suburban lower density character areas. Urban Transition reinforces the legibility and structure of Edmondson Park through the framing of the secondary routes, village centres and parkland.
2. It comprises a range of housing to cater for varying household needs including low rise apartments, attached, semi-detached and detached housing. A minimum net residential density of **17 or 21 dwellings per hectare** is required. Lots for detached residential dwellings are typically between 250 and 400sqm.
3. Buildings are predominantly 2 storeys, with potential for 3 storeys along parks, adjacent to 'Urban' Character Area, and to reinforce corners. Buildings will contain medium setbacks and good landscaping.
4. The **public streetscape** is formal in arrangement and transitional in character, containing large trees in soft verges spaced 8m apart.

Suburban (Zone R1, 14dw/Ha)

1. This predominantly **low density residential** area is characterised by 1 - 2 storey detached and semi-detached homes in a rich landscaped setting. A minimum net residential density of **14 dwellings per hectare** is required. Housing typically features verandahs fronting onto the street, overhanging eaves. Lots are typically between 400 and 700sqm.
2. The public and private domain features informal native and non-native planting that requires little watering, and attracts native flora and fauna. Verges in the public streetscape are soft landscaped, containing low level ground cover and multiple tree species spaced 8 – 12m apart.

Residential Large Lot

1. Residential Large Lot zoned land is situated on land in Edmondson Park South and is not subject to this Part. For development controls relating to the Residential Large Lot zoned land refer to the Edmondson Park South DCP 2012.



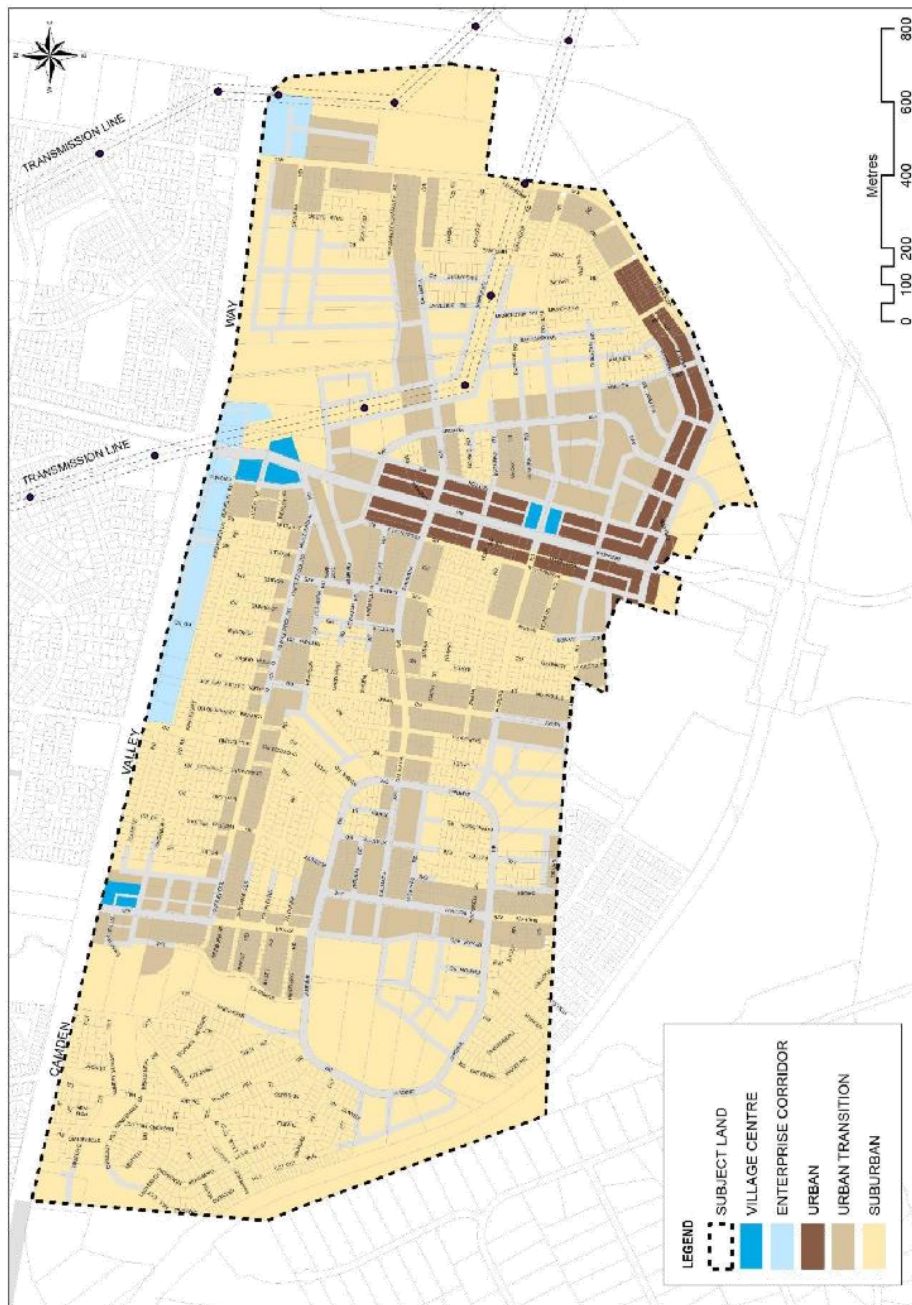


Figure 5: Locations of Character Areas *This figure has been amended to reflect the revised footprint of Maxwells Creek North Riparian Park and the new road layout in the vicinity of this park. The western part of no. 50 Croatia is now identified as being 'Urban Transition', instead of 'Suburban', to rationalise character areas in accordance with the revised road layout, as detailed within the Council report dated 26 June 2019.*

1.5 Public Transport

The construction of the train station and the bus priority corridor will provide an opportunity to integrate public transport with residential areas and the town centre in order to promote public transport usage.

Placing bus stops and providing a frequent bus service where there is a concentration of retail, commercial activity, medium density residential development, schools and community centres will encourage people to use the public transport system.

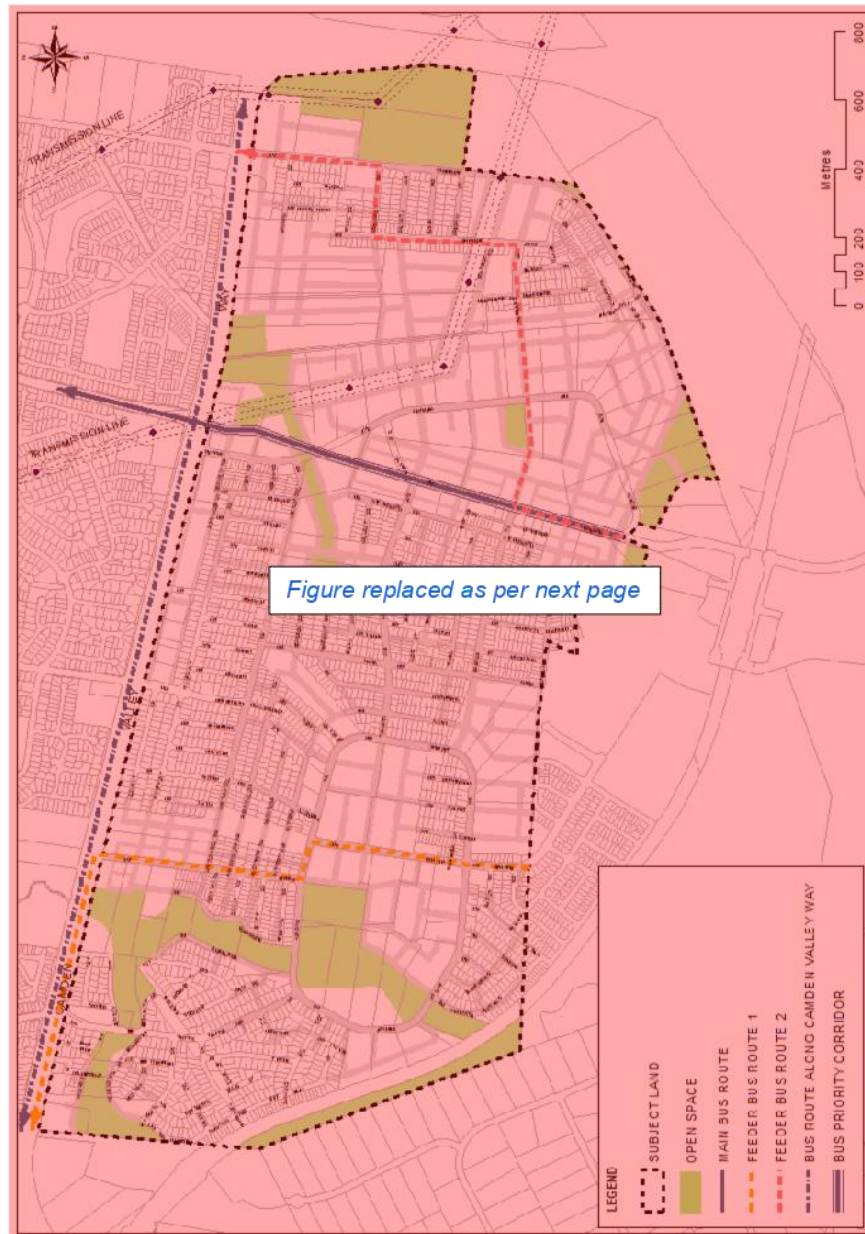
Increased availability of public transport reduces car dependency. A convenient and safe pedestrian network and the provision of attractive facilities are central to encouraging public transport use.

Objectives

- a) To provide and promote public transport that is accessible to all residents and village or town centre users and visitors.
- b) To locate public transport stops close to retail, offices, community facilities, schools, community facilities and areas of medium density residential development.
- c) To ensure clear, safe pedestrian links to all public transport stops.

Controls

1. Optimal distances between bus stops outside the town centre will be determined in consultation with the relevant bus service provider (stops in the order of every 400m).
2. Ensure bus stops and mixed use activities are co-located to provide security and activity.
3. Provide two local feeder bus routes through the release area as indicated in Figure 6. The location of feeder bus stops will serve people's travel patterns and be located in consultation with the bus service provider.
4. Public transport is to be easily accessible and located close to focal points (i.e. parks, schools, village centres etc).
5. Bus shelters are to be located at every bus stop (except within the village centres where bus stops are incorporated into the built form of the buildings, by elements such as covered walkways and awnings).
6. All roads that are bus routes are to have a minimum carriageway width of 7m.



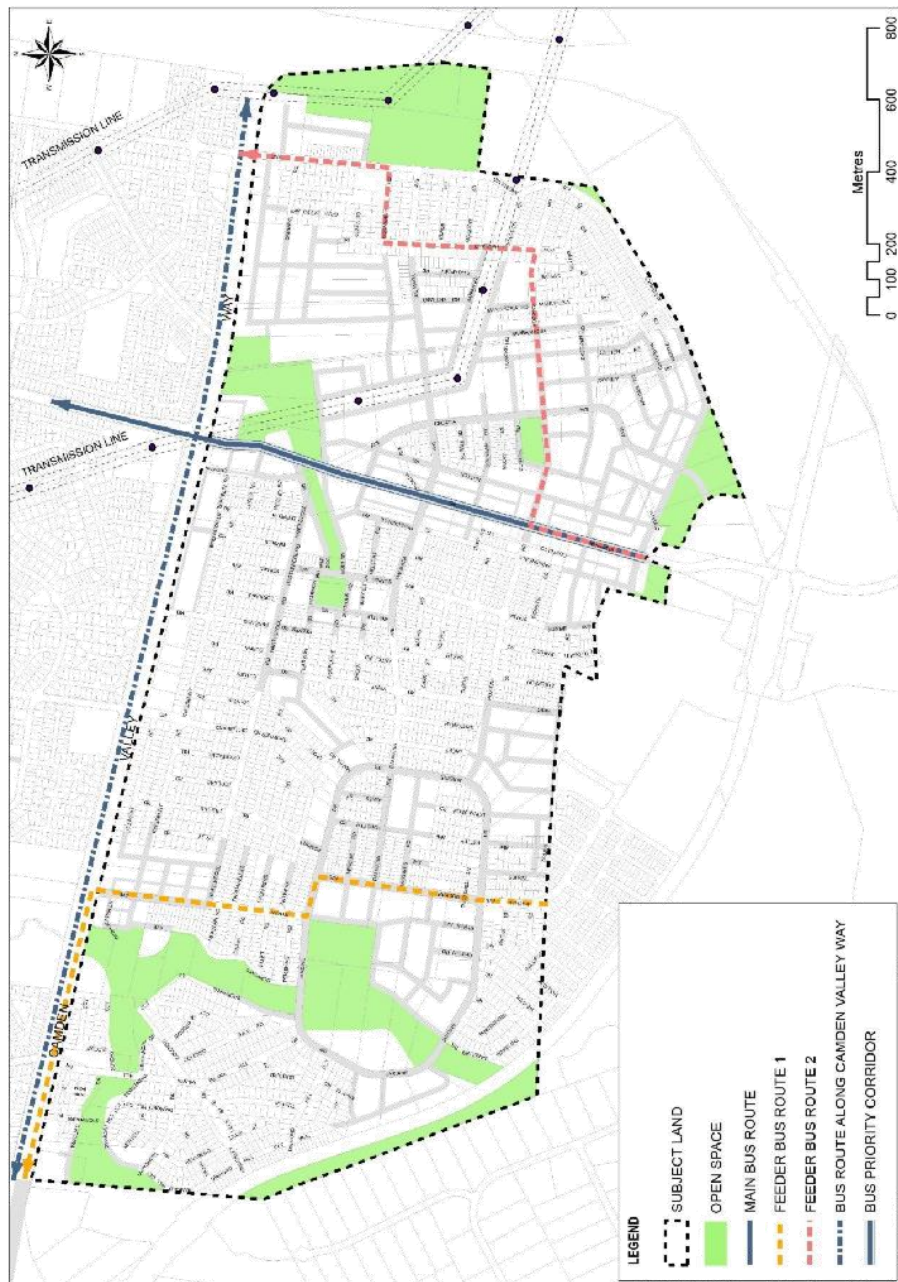


Figure 6: Possible Public Transport Routes *This figure has been amended to reflect the revised footprint of Maxwells Creek North Riparian Park and the new road layout in the vicinity of this park.*

2. Controls for the Public Domain

The controls in this part relate to the subdivision of land. Controls on land within allotments created in this locality are located in Section 3 and 4 of this chapter.

The public domain is the part of the release area which is not privately owned and which is accessible to the public.

The design, management and safety of elements within the public domain such as public streets, parks and spaces, paving, street furniture, street trees, and gardens should be coordinated so that the character and image of the location is enhanced.

2.1 Street Network and Access

Objectives

- a) To provide an attractive residential street environment.
- b) To provide for the safe and efficient circulation of traffic.
- c) To provide for the safe and efficient movement of pedestrians with particular regard to the provision of clear and safe access routes for people who have a disability.
- d) To provide for efficient movement of local bus services and direct pedestrian access for all members of the community including those with disabilities.
- e) To provide regional district and local transport access with clear vehicular, pedestrian and cycle connections to the surrounding areas.
- f) To integrate the development with bus priority corridor and the South-West Rail Link.
- g) To ensure safe efficient and direct access to retail and commercial areas.
- h) To improve air quality by reducing local vehicular trips.

Controls

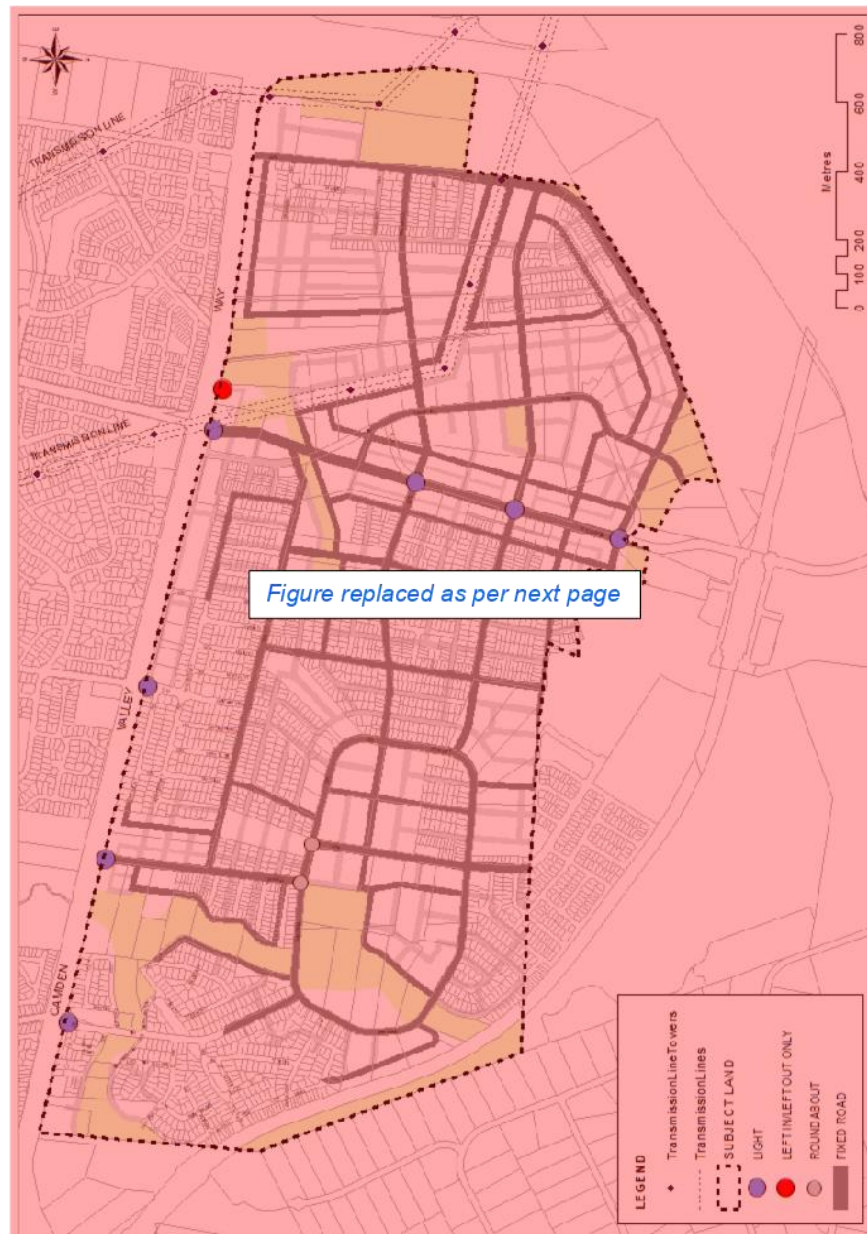
Regional Network Connections

1. Left and right in-out turns to and from Edmondson Park will be provided at the signalised intersections shown in Figure 7.
2. In addition to these intersections, a left in-out turn is permitted from Edmondson Park onto Camden Valley Way as indicated in Figure 7.

Local Street Network

1. With applicable Development Applications, a subdivision plan is to be submitted highlighting the street network. All plans must indicate street types and intersection treatments.
2. Council may require additional traffic calming measures to be incorporated into four-way intersections where traffic volumes necessitate controls in addition to signage. Measures may include roundabouts, carriageway narrowing or realignment, pedestrian islands or raised platforms. In circumstances where traffic volumes require traffic calming measures in excess to that provided in the section 94 plan, these are to be provided by the developer.
3. Subdivision plans are required to comply with the fixed roads identified in Figure 7.
4. The proposed local street networks detailed within Figure 8 are to provide a clear hierarchy for roads in the form of a modified grid road pattern.
5. Retain and incorporate existing streets into the road network where possible and practical.
6. Provide a grid-like street network pattern to facilitate walking and cycling and enable direct local vehicle trips within the neighbourhood. Cul-de-sacs will not be supported other than where alternative street patterns are not achievable.

7. Design safe pedestrian crossing points to the satisfaction of Council.
8. All intersections are to be designed in accordance with the RMS Austroads standards.
9. Street sections are to comply with Chapters 2.2 and 2.3 of this Part.
10. Streets planned to accommodate bus routes are to have a minimum carriageway width of 7m.



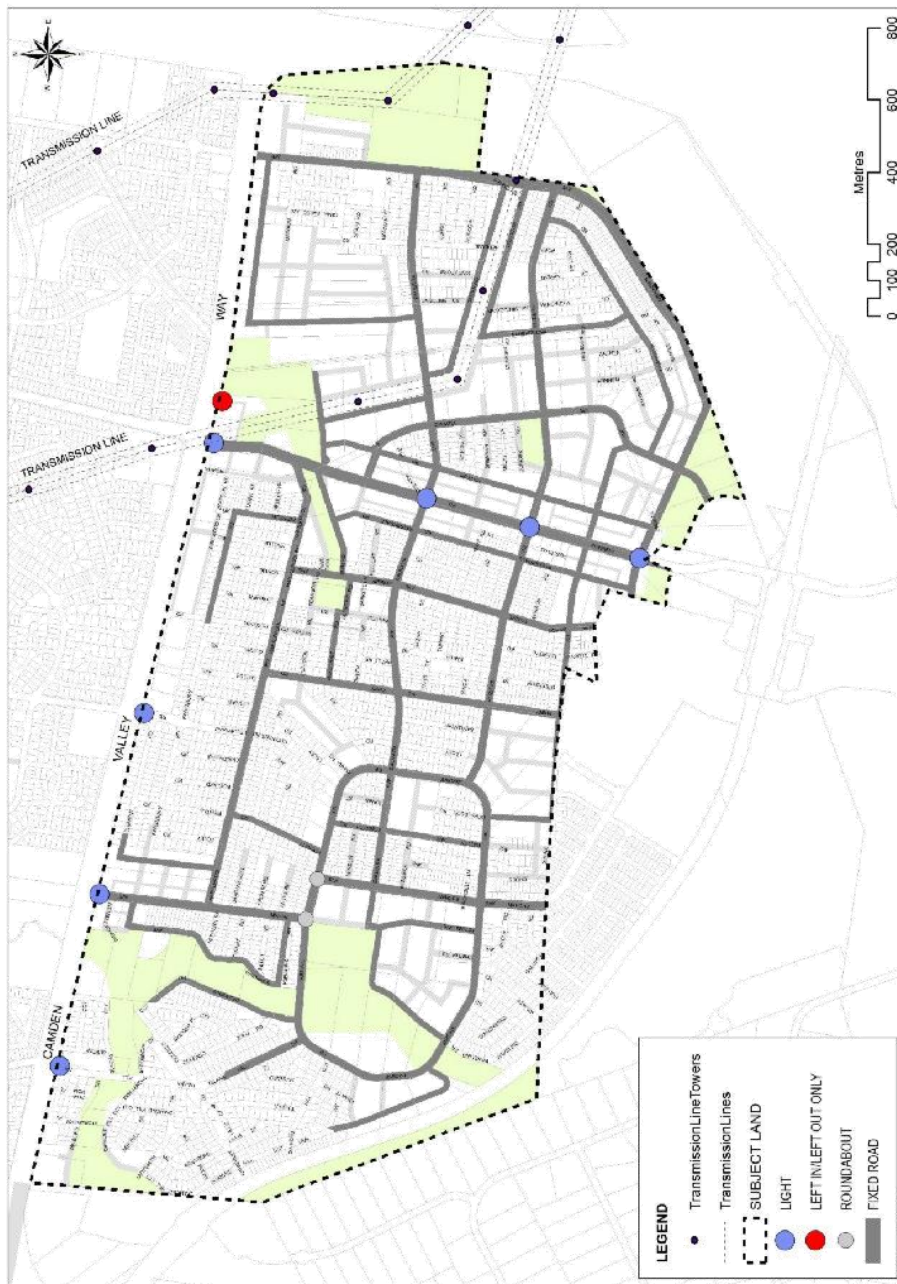


Figure 7: Fixed Roads *This figure has been amended to reflect the revised footprint of Maxwells Creek North Riparian Park and the new road layout in the vicinity of this park. A fixed road has been located adjacent to the southern boundary of the park. This will promote residential amenity and safety, as dwellings will not back onto the park.*

Street Types**Background**

The proposed development comprises a network and hierarchy of streets that link the site with the surrounding urban fabric.

The location of the train line and the bus priority corridor connection to the Liverpool - Parramatta Bus Transit Way provides a good opportunity to increase the accessibility of the site through the public transport system.

A pedestrian and cycle network linking residential areas, villages and the town centre provides the opportunity to discourage the use of private vehicles and promotes exercise and enjoyment of the environment.

Objectives

- a) To encourage a low-speed traffic environment.
- b) To develop a comprehensive street network that links the site to the surrounding residential, commercial and employment areas.
- c) To provide a comprehensive pedestrian and cycle network linking residential areas with parks, recreation areas, and town and village centres.
- d) To create a high quality safe environment for walking and cycling.
- e) To provide dignified and equitable disabled access to public places, streets, public / commercial buildings and residential areas.
- f) To enhance the existing landscape character of Campbelltown Road.
- g) To improve the landscape character of Camden Valley Way.
- h) To provide highly accessible neighbourhoods with clear linkages to employment, retail and recreation areas both within and external to the suburb.
- i) To provide access to bus and rail services from commercial, residential and neighbouring areas.

Controls

1. Two main streets are to link the town centre with Camden Valley Way.
2. The extension of Bernera Road generally along a realigned Croatia Avenue will provide the main road based public transport access. This road will have a bus priority corridor linking with the train station at an interchange in the south and the Liverpool – Parramatta Bus Transitway in the north; and
3. Buchan Avenue, a diagonal north-west spine road linking the western part of the site to the town centre.
4. Edmondson Park must provide:
 - A secondary system of north-south streets, linking Camden Valley Way with the villages and the town centre,
 - A secondary system of east-west streets, and
 - A former asset protection road following the northern boundary of the conservation area. Refer to Figure 8.
5. Curved roads are to be provided along the Maxwell's Creek Riparian Park.
6. All central road medians are to be low maintenance.
7. The street network is to retain a predominantly grid-like form, facilitating walking and cycling and enabling direct local vehicle trips within the neighbourhood.
8. All streets are to be legibly signposted with streets names and property numbers.
9. All intersections are to be designed in accordance with the RMS Austroads Road Design Guide.
10. There is to be no vehicular access to properties directly from Camden Valley Way or Campbelltown Road. Access to these lots will be from a service road or alternative road.
11. Footpaths are to be provided on both sides of all streets.

12. All Development Applications for subdivision are to detail the proposed kerb type.

13. Barrier kerbs are to be used:

- On all streets within the B6 Enterprise Corridor or R3 Medium Density Residential.
- Along The Bus Propriety Corridor, Rynan Avenue, and the Park Avenues.
- In all areas with a density of 28 dw / ha.
- On any street frontage to open space.
- On any street that is a bus route.
- Along and adjacent to schools and community facilities.
- At all intersections (between the potential driveway location on one frontage to the potential driveway location on the alternative street frontage). Driveways are not to be located within 6m of the tangent point of any intersection.
- Barrier kerb shall be installed for the entire length of bus zones and for 10m on the approach of the bus stop.

14. Roll kerbs may be used in other locations to the above.

Street Hierarchy

The following types of streets are provided in Edmondson Park.

Camden Valley Way

Access to businesses along Camden Valley Way on the Edmondson Park side is via a service road located parallel to Camden Valley Way within the development area. Refer to Figure 10.

Bus Priority Corridor (Bernera Road)

This road provides the main public transport access through Edmondson Park to the train station. The road will follow Bernera Road (formally known as Croatia Avenue) into the town centre. The width of this corridor gives definition to the high density larger scale development (potentially 3 to 6 storey buildings) located on both sides of the corridor. The Bus Priority Corridor has a 3m median strip allowing for tree planting and a dedicated bus lane at the intersections with Camden Valley Way and Campbelltown Road. Access to properties along the corridor should be primarily from side streets or rear laneways. Refer to Figure 11.

Buchan Avenue/Rynan Avenue

This is a main neighbourhood street that links the north-western access of Edmondson Park to the town centre. Medium density developments are encouraged along this street. Refer to Figure 12.

Collector Streets

These streets connect the outlying localities to the town centre. These streets will have a 19 / 20m wide road reserve. Some Collector Streets may have a 7m wide travel-way for buses with restricted parking and narrow verges. Refer to Figure 13.

Park Streets

This network of streets allows for pedestrian links to neighbourhood parks, schools, riparian and conservation areas. These streets have an off-road cycleway located at the edge of the verge. Refer to Figure 14.

Local Streets

These streets are designed for slow residential traffic. The road reserve is 15.2m wide. Refer to Figure 15.

Former Asset Protection Road

This road is situated between the proposed urban areas and adjoining conservation areas that may be prone to bush fires. Pedestrian and cycle paths will encourage

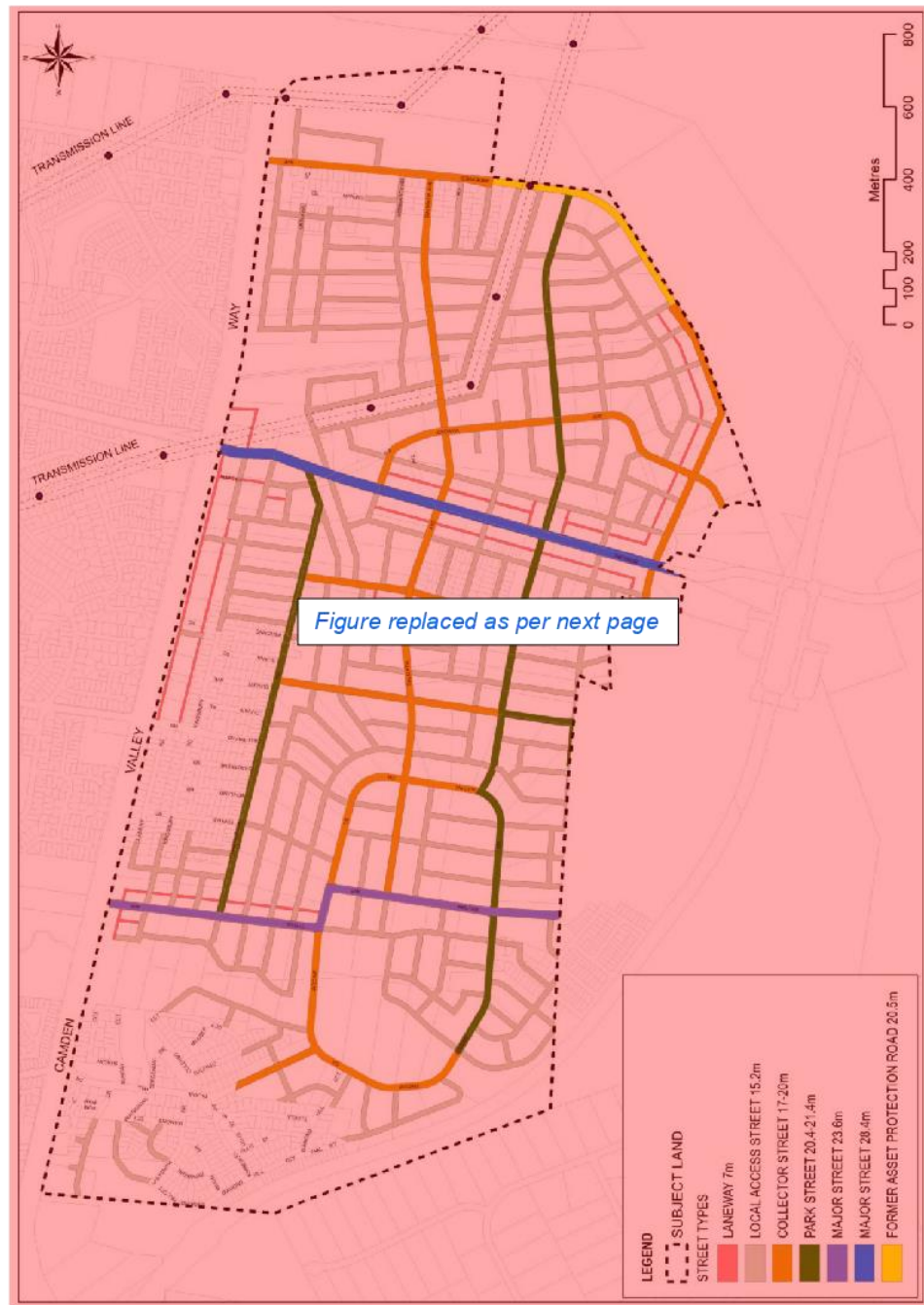
recreational use in what will be a scenic environment. The Former Asset protection roads will have a road reserve of 20.5m, 11.2m of which is taken by the carriageway. Refer to Figure 17.

Residential Laneways

Lanes assist in providing service vehicle access in residential areas. These are two-way carriageways 5.5m wide, with a 0.3m verge on one side and 1.2 m verge on the other side (to support street-lighting and services) with setbacks to rear garages. Small splays will be needed to cater for vehicle manoeuvring needs. Refer to Figure 16.

Pedestrian Access Way

All pedestrian access ways are to be designed in accordance with the 10m wide access way detailed in Figure 18. Any other through site links, pedestrian access paths or overland flow paths that continue the desire line of a road corridor are to be the same width of that corridor. *Figure 8: Street Types has been amended to include two pedestrian access ways leading to Maxwells Creek North Riparian Park. These are to be designed in accordance with cross section at Figure 18.*



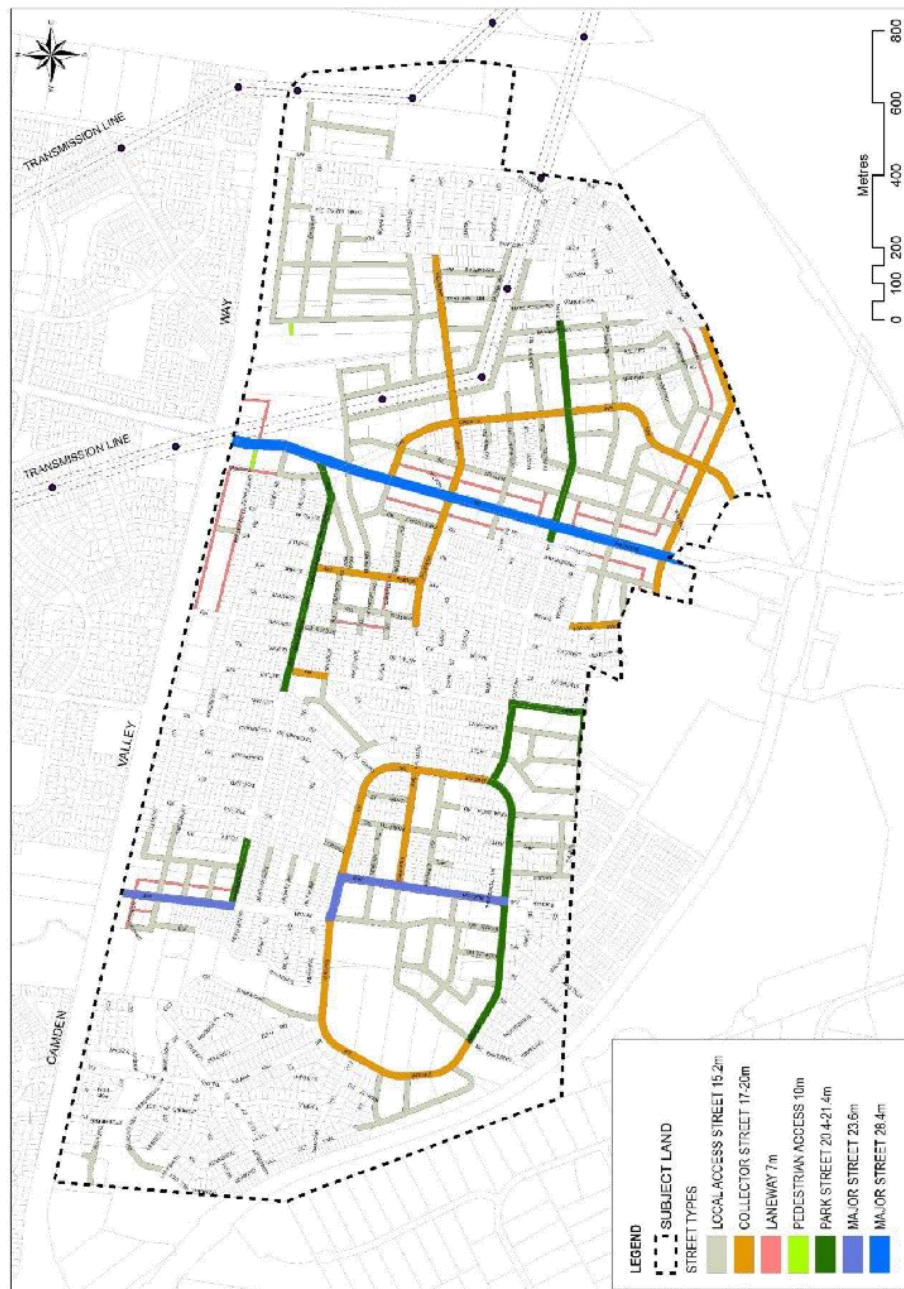


Figure 8: Street Types *This figure has been amended to reflect the new road layout in the vicinity of Maxwells Creek North Riparian Park. This includes the addition of two 10m wide pedestrian access ways leading to the park, as detailed within Council report dated 26 June 2018.*

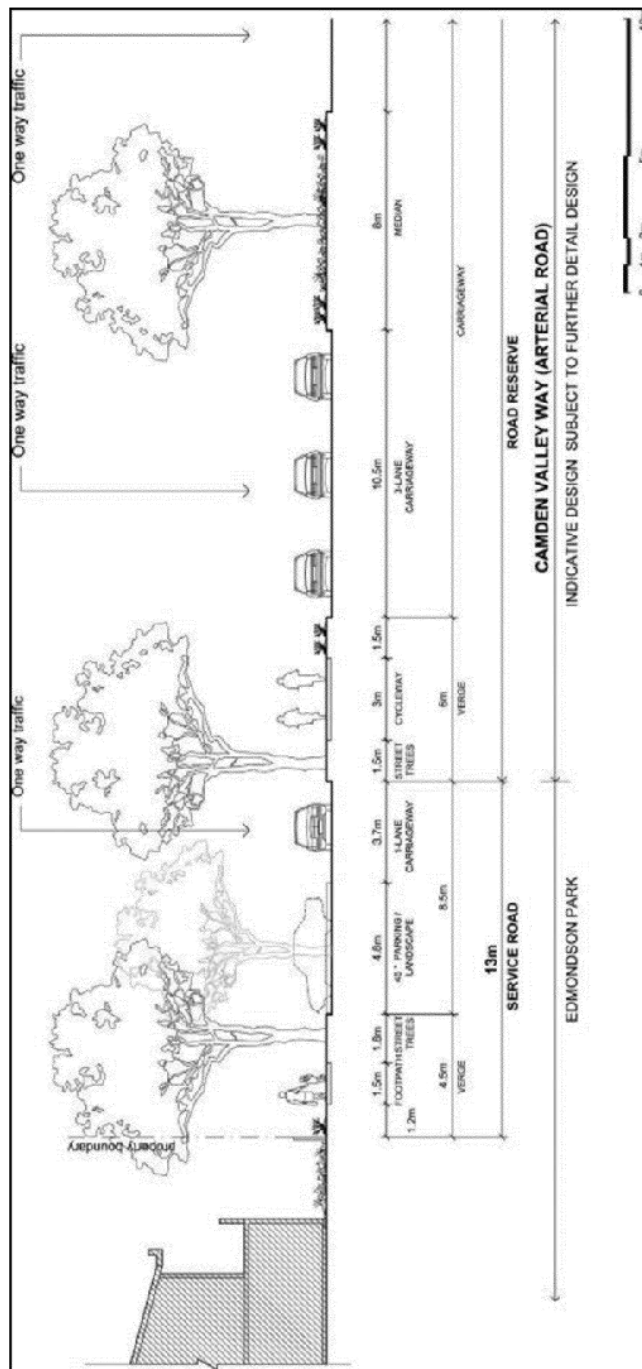


Figure 9: Camden Valley Way

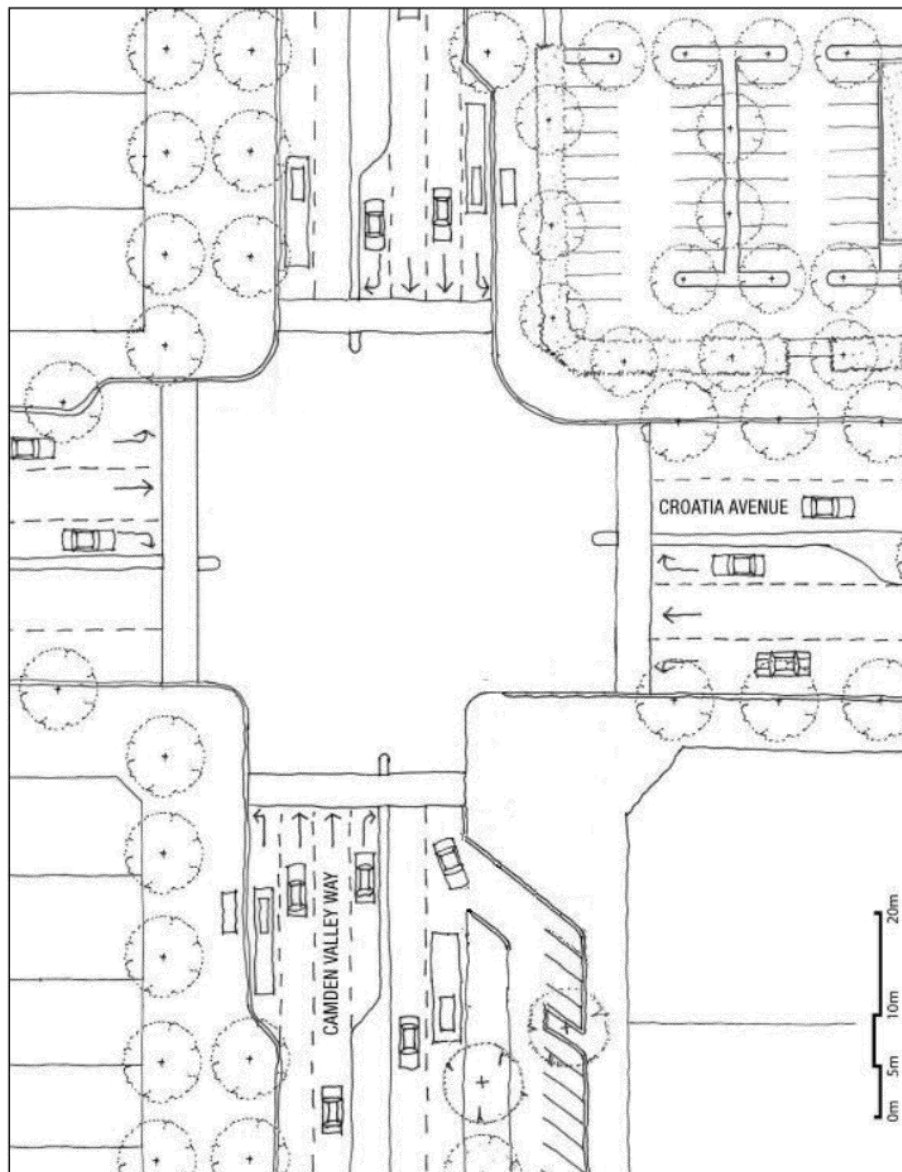


Figure 10: Camden Valley Way – Indicative Intersection and Service Road Treatment

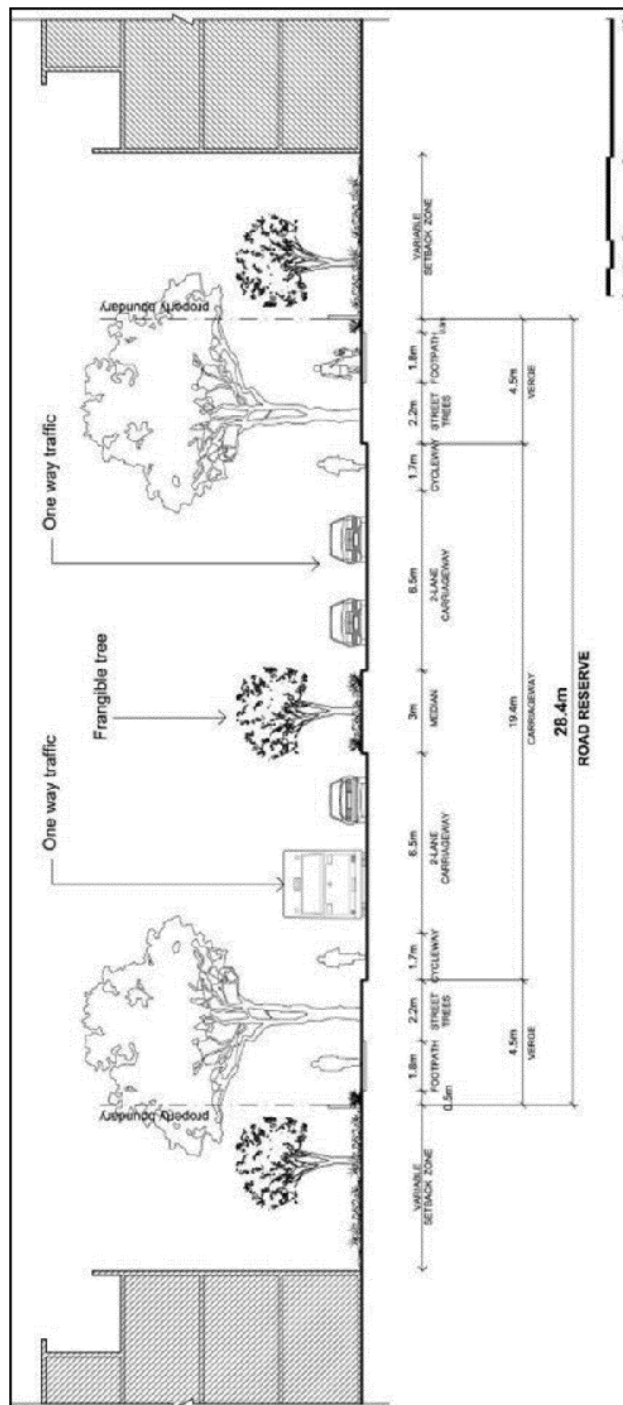


Figure 11: Bus Priority Corridor

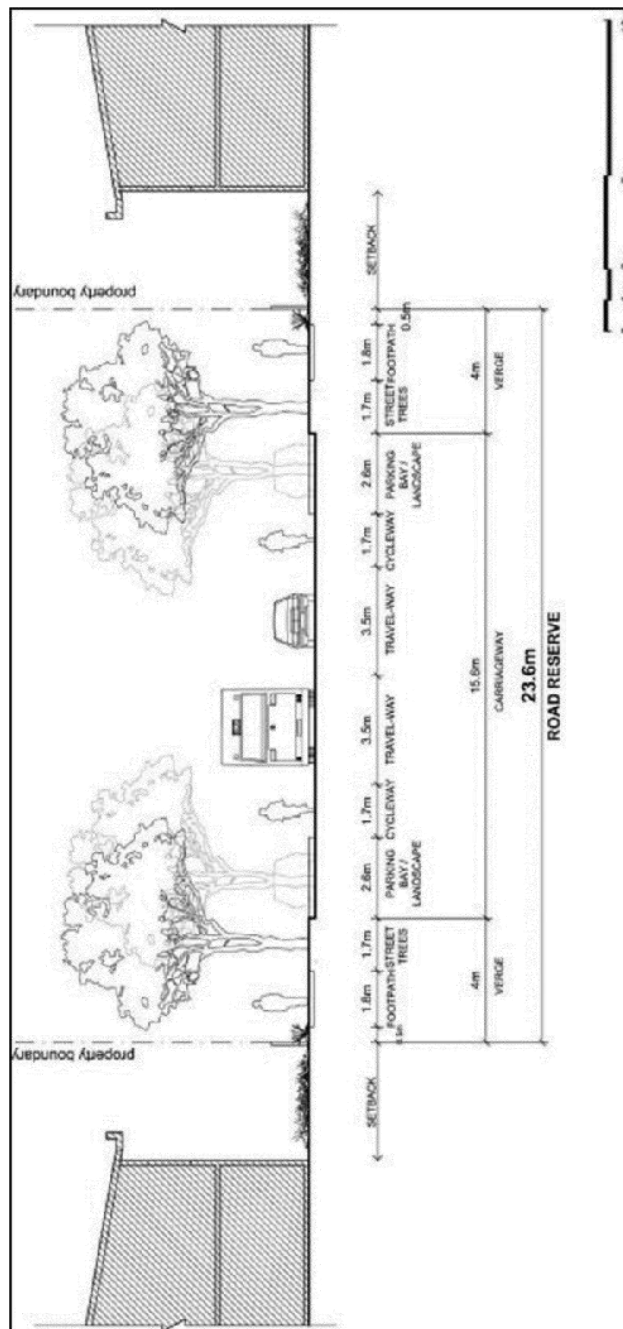


Figure 12: Buchan Ave/Rynan Ave

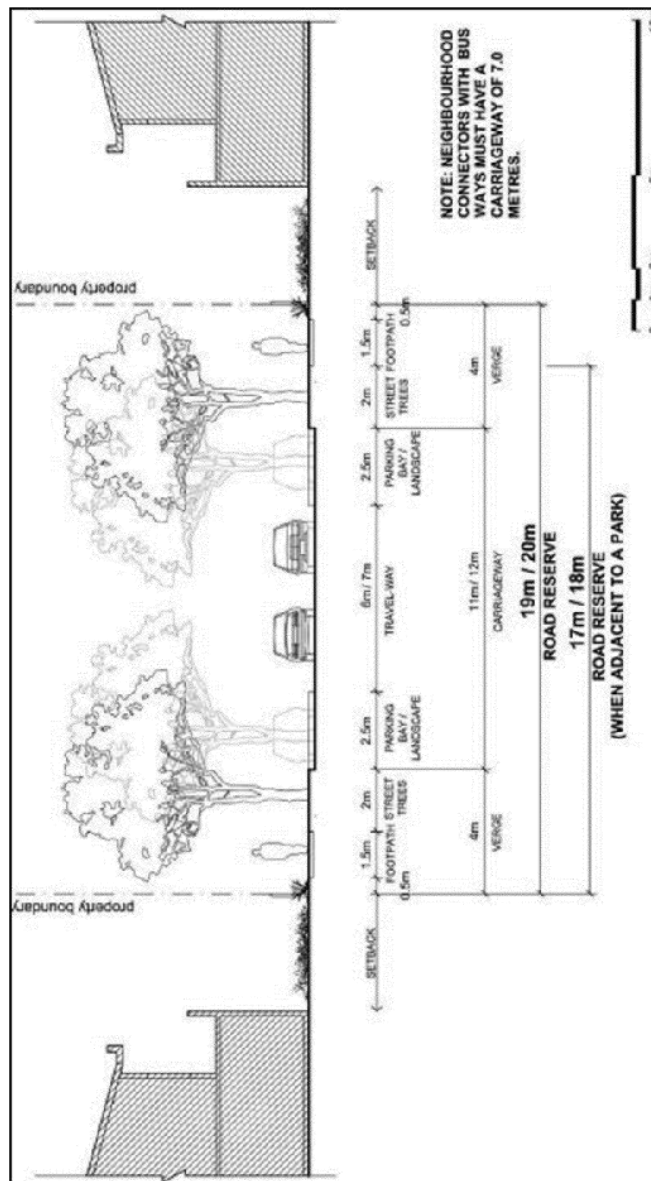


Figure 13: Collector Street

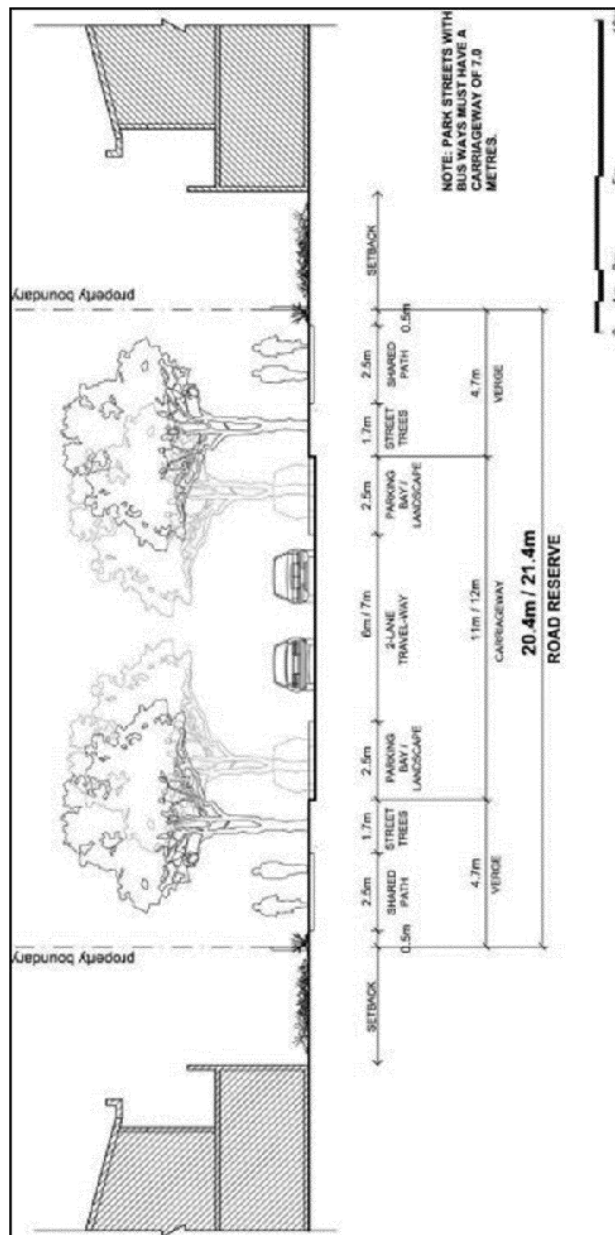


Figure 14: Park Street

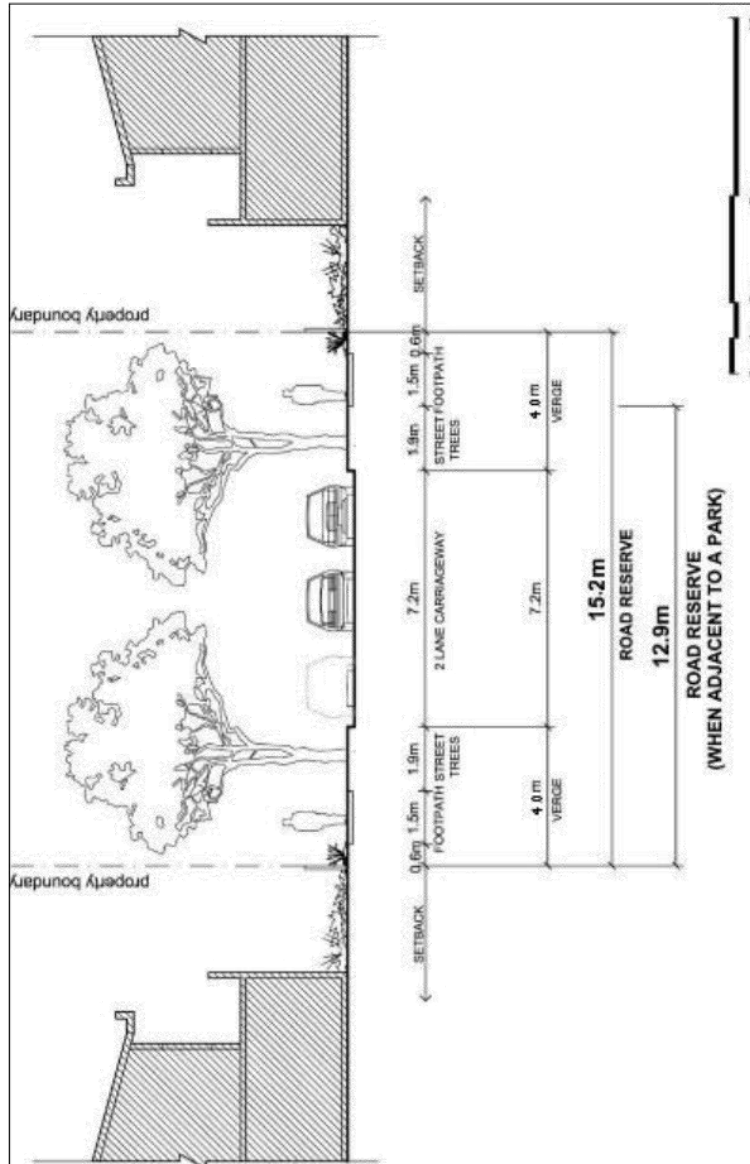


Figure 15: Local Street

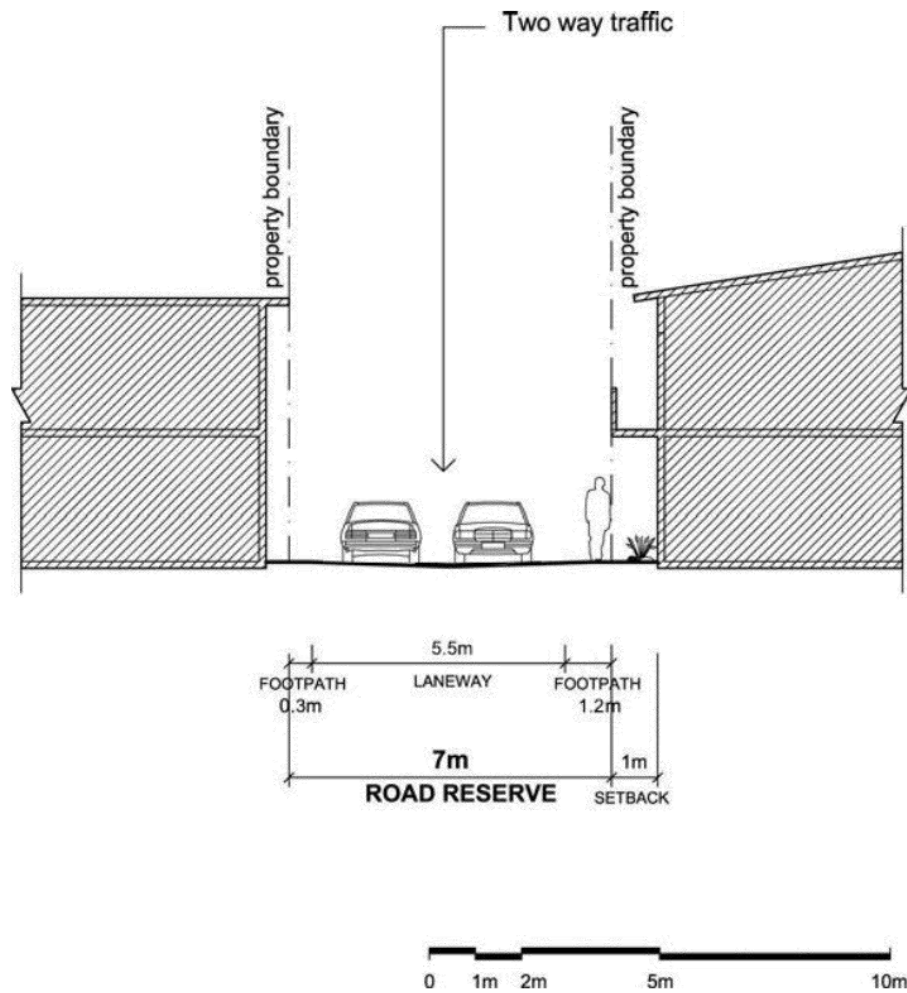


Figure 16: Residential Laneway

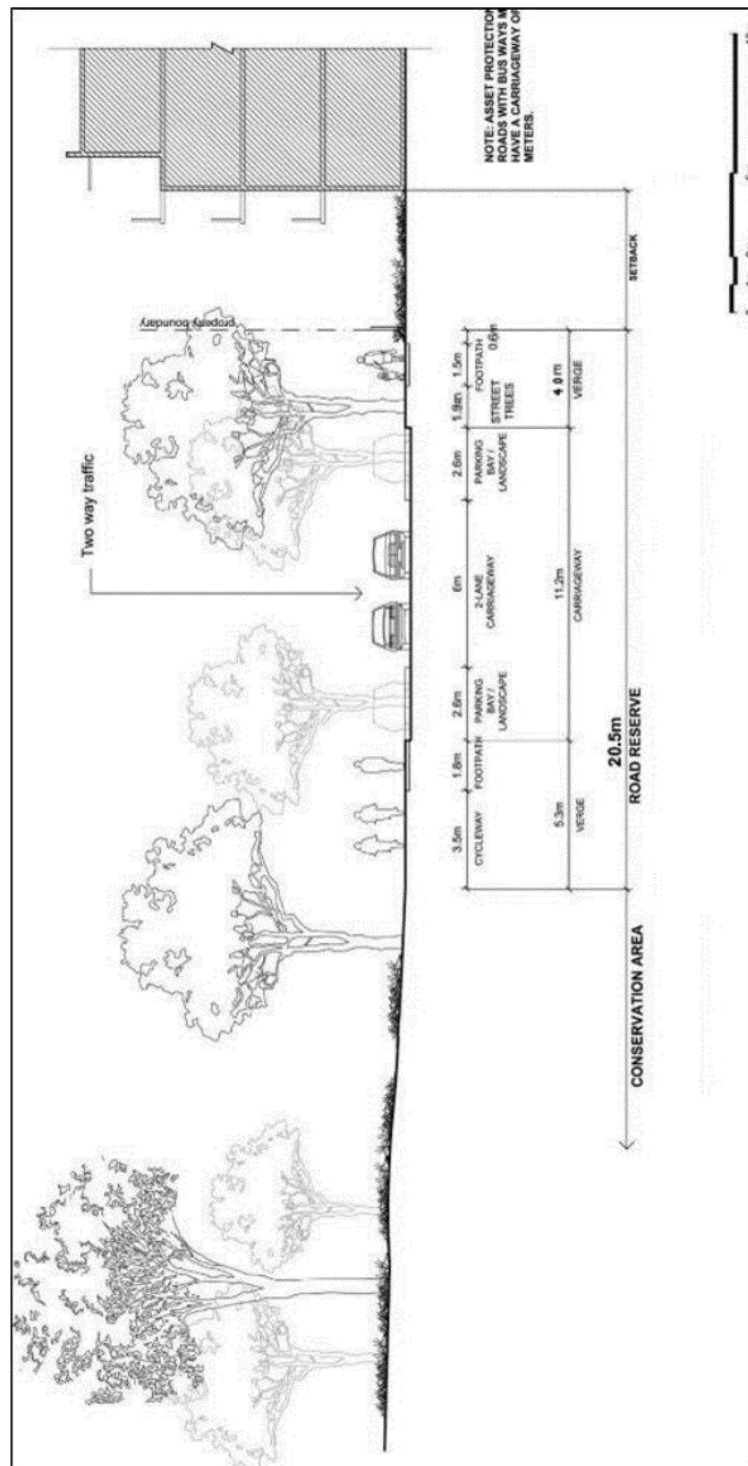


Figure 17: Former Asset Protection Road

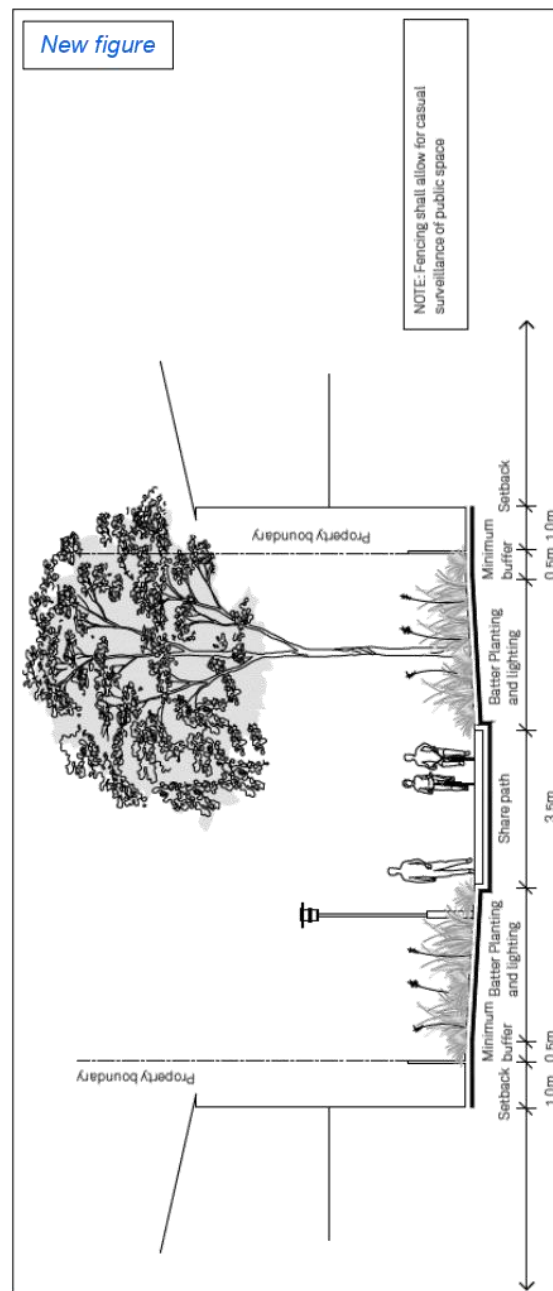


Figure 18: Pedestrian Access Way This cross section will be applicable to the pedestrian access ways leading to Maxwells Creek North Riparian Park, from the east and west, as marked within Figure 8: Street Types. These corridors will provide pedestrian access to public open space and also improve pedestrian permeability within Edmondson Park. Additionally, the corridor is sufficiently wide to prevent opportunities for concealment and other crime related activities.



Bus Priority Corridor

Former Asset
Protection Street

Residential Street

Figure 48 19: Artistic views of street types

Laneways and Garage Connections

The location, type and design of vehicle access points to dwellings can have significant impacts on the streetscape, the site layout and the building façade design.

Objectives

- a) To minimise the impact of vehicle access points on the quality of the public domain.
- b) To minimise the impact of driveway crossovers on pedestrian safety and streetscape amenity.
- c) To provide safe and convenient access to garages, carports and parking areas.
- d) To clearly define public and private spaces, such that driveways are for the sole use of residents.
- e) To permit casual surveillance of private driveways from dwellings and from the street.
- f) To minimise conflict between pedestrians and vehicles at the junction of driveways and footpaths.

Controls

- 1. Where possible, vehicular access is to be integrated with site planning from the earliest stages of the project to eliminate or to reduce potential conflicts with the streetscape requirements and traffic patterns and to minimise potential conflicts with pedestrians.
- 2. The driveway crossing the verge between the property boundary and the kerb is to have a maximum width of 2.7m.
- 3. Private driveways are to have the smallest configuration possible to serve the required parking facilities and vehicle turning movements.
- 4. Communal driveways are to be constructed as one of three general types, depending on block geometry and garages to be accessed. Refer to Figure 19 20.
- 5. Access to allotments in the vicinity of roundabouts and associated splinter islands shall not be provided within 10m of the roundabout.
- 6. On corner allotments, driveways are not to be within 6m of the tangent to the kerb return.
- 7. Driveways are not to be within 0.5m of any drainage facilities on the kerb and gutter.
- 8. Where possible, medium and higher density developments fronting Buchan Avenue, Rynan Avenue, the Park Streets or the Collector Streets are to have vehicular access via the side streets, rear laneways, or communal driveways.
- 9. Rear lane access is to be provided for dwellings as indicated on the Indicative Layout Plan, including dwellings in Character Area 'Urban' and adjacent to Village Centres.
- 10. Where possible, rear lane access is to be provided to dwellings that front parks.
- 11. Corner lots on collector streets are to have access from the street perpendicular to the collector street.
- 12. Planting and walls adjacent to driveways must not block lines of sight for pedestrians, cyclists and vehicles.
- 13. Driveways are to have soft landscaped areas on either side, suitable for infiltration.
- 14. Driveways must be in accordance with the relevant Australian Standards for vehicular turning circles, visibility distances and gradients.

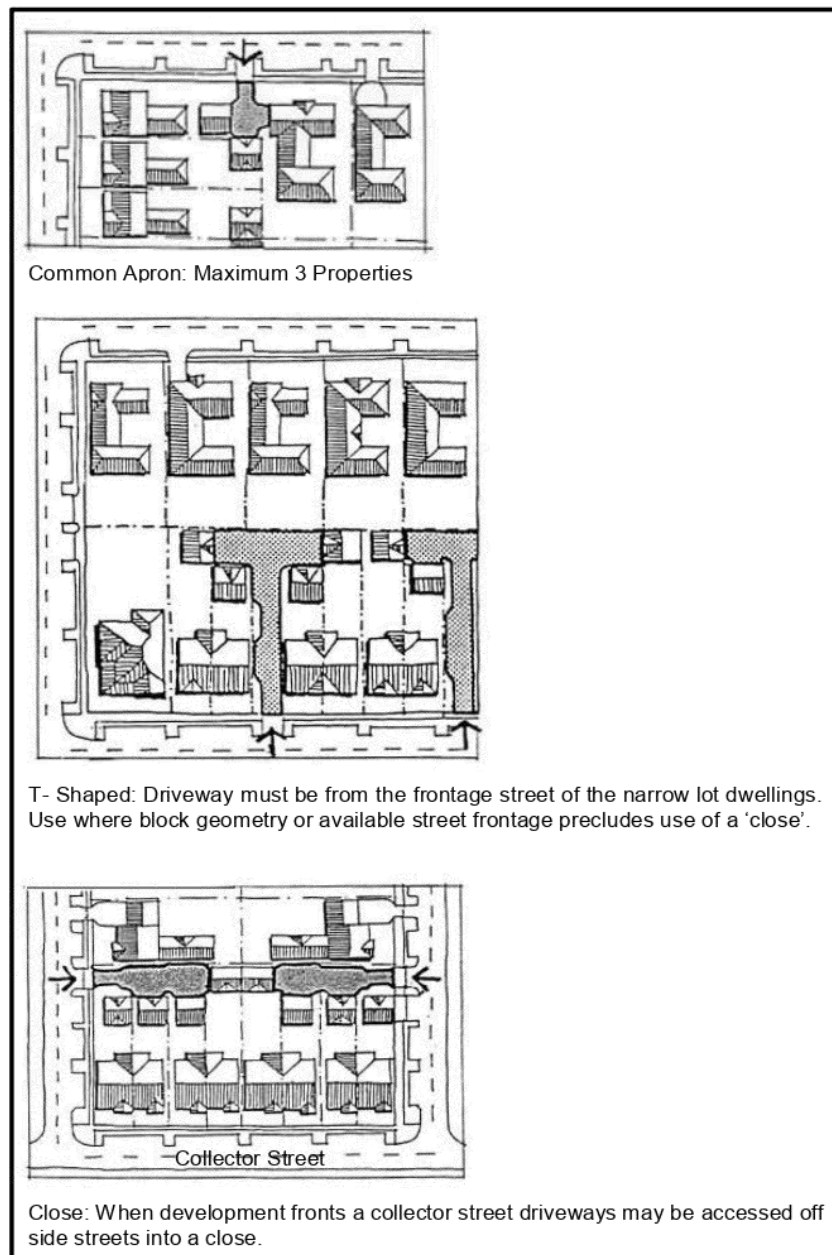


Figure 49 20: Communal Driveways

Carports and Garages

The provision of on-site parking is required for all residential allotments. Carports and garages are to be visually recessive and must not compromise the appearance of the dwellings from the street.

Objectives

- a) To provide sufficient and convenient parking for residents and visitors.
- b) To ensure that parked vehicles do not create traffic hazards.
- c) To reduce the visual impact of garages, carports and parking areas on the streetscape and improve dwelling presentation.

Controls

1. Minimise the visual impact of garages, as illustrated in Figure 20 21.
2. Front access double garages (6m max. width) are generally only permitted on lots with a street frontage* of 15m and above. Front access double garages may be considered on lots 12m or above subject to meeting all of the following criteria in addition to the primary objectives and controls:
 - Garages are not to exceed 45% of the building frontage width.
 - Garage doors are to be visually recessive and made of high quality materials such as treated timber.
 - Garages are to be designed as an integral part of the architecture of the dwelling, and must be well articulated with features such overhanging verandahs and pergolas etc.
 - The dwelling frontage is to contain a front door and a window to a habitable room, in addition to the garage.
 - No more than three dwellings in a row can have a double garage on the narrower lots (12 m+).
 - The total number of narrower lot dwellings (12.5 m+) with double garages are not to exceed 40% of any street / block frontage.
3. The maximum width of a front access garage on lots with a street frontage below 15m is 3m (a single garage). Additional parking may be provided in carports or in hard stand areas. Stacked or tandem car parking spaces are acceptable, provided that at least one space is located 5.5m min. from the front property boundary.
4. Garages and carport entries are to be setback a min. of 1m from front setback.
5. Garage design, form and materials must be compatible with the dwelling character. Garage dominance can be reduced by use of shadows, setbacks, coloured porticos or entry roof features.
6. All parking spaces for adaptable housing units are to comply with AS 2890:1 for disabled parking.

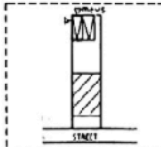
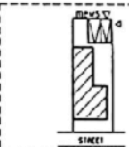
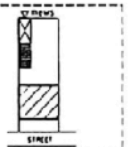
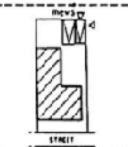
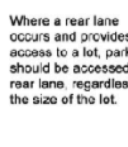
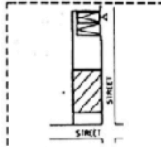
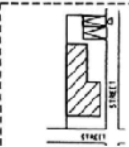
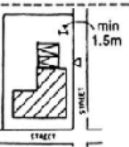
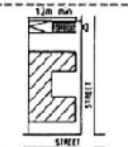
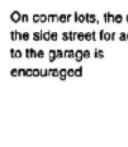
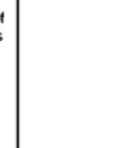

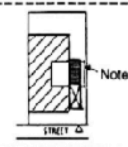
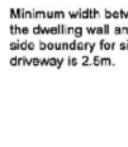
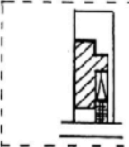
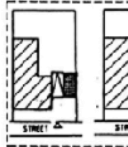
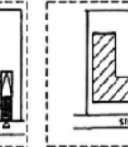






Garage Location and Access	7.5m (nominal) Lot Width Townhouse	10m-12m Lot Width House	12m-15m Lot Width House	15m-18m Lot Width House	Notes
Rear Garage Mews Access		 OR 			Where a rear lane occurs and provides rear access to a lot, parking should be accessed from rear lane, regardless of the size of the lot.
Rear Garage Side Access (on corner lot)		 OR  OR 			On corner lots, the use of the side street for access to the garage is encouraged
Rear Garage Front Access	N/A	N/A	 OR 		Minimum width between the dwelling wall and side boundary for side driveway is 2.6m.
Front Garage Front Access	N/A		 OR 		
Key	 Primary Garage Location  Garage Door at One End  Garage Door at Both Ends				 Secondary Garage Location  Carport or Hardstand Space Note 1: Garage not permitted in the courtyard area of this type of house

Figure 20 21: Garage Location and Access

Private Driveways

Objectives

- To provide safe and convenient access to garages, carports and parking areas.
- To clearly define public and private spaces, such that driveways are for the sole use of residents.

Controls

- Private driveways shall have the smallest configuration possible to serve the required parking facilities and vehicle turning movements.
- Private driveways shall be constructed as one of three general types, depending on block geometry and garages to be accessed, as in Figure 20 21.
- Higher density development fronting to collector streets shall have rear access through laneways, car courts and the like.
- Development on corner lots on collector streets shall have access from the street perpendicular to the collector street.

2.2 Pedestrian and Cycleway Network

The aim is to establish a non-vehicular (pedestrian and cyclist) system, which connects major activities and open spaces in a direct, safe and legible manner. Pedestrian and cycle ways should provide links from predominantly residential areas to social and cultural activities and educational facilities.

Objectives

- a) To provide a clear pedestrian and cycle way system that provides links between:
 - Residential areas,
 - Open spaces and conservation areas,
 - Educational facilities,
 - Social and cultural facilities, and
 - Town centre and the villages.
- b) To create an interconnected pedestrian and cycle network comprising streets and paths that are clear, safe, legible, and comfortable.

Controls

Location

1. The pedestrian and cycle way circulation system must provide linkages between major activity areas and streets within as well as outside the release area, such as schools, the town centre, and the open space network.
2. Provide cycle ways as illustrated in Figure 24 22.
3. Provide designated cycle lanes on streets in the form of on-street cycle lanes as illustrated in Figure 24 22.
4. Pedestrian and cycle paths must be provided as part of parks and recreation areas. However these should be provided outside the core riparian corridor areas where practical.

Safety

1. Ensure designated cycle lanes are clearly identified on streets by line-markings / surface treatment on the street surface and / or by signs beside the street.
2. Design and locate vehicular access to all developments to minimise conflicts with pedestrians and cyclists.
3. Ensure a high level of activities and surveillance is provided to off-street pathways.
4. Ensure pedestrian and cycle facilities in public spaces are safe, well lit, clearly defined, functional and accessible to all users.
5. Locate pedestrian paths and cycle ways in open spaces close to the streets to take advantage of street lighting to allow casual surveillance by residents and motorists. Where this is not practical, paths must be well lit and visible from the street.
6. Wherever practicable, provide single vehicle access to developments, perpendicular to the kerb alignment.
7. Clearly and frequently signpost shared pedestrian / cycle links, as well as cycle lanes on public streets and lanes to indicate their shared status.

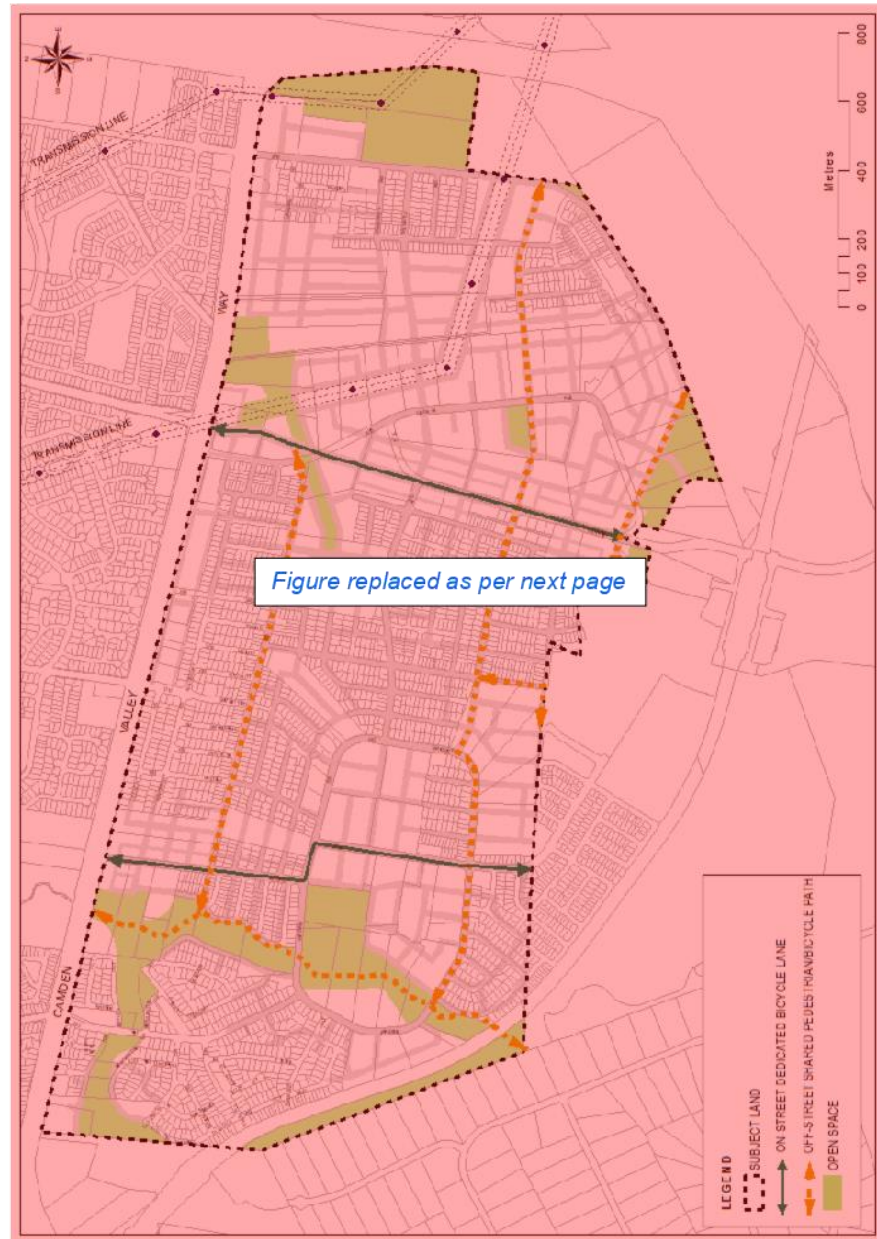
Design

1. Provide shared pedestrian paths and cycle ways to a minimum of 2.5m wide. Refer to Figure 24 22.
2. Provide designated pedestrian pathways with a minimum width of 1.5 m, or greater as indicated in relevant street sections, on both sides of all streets.
3. Design pedestrian and cycle ways, as well as pedestrian refuge islands so that they are fully accessible by all users in terms of access points and gradients, in accordance with AS 1428 (Part 1 to 4 Design for access and mobility).

4. Pedestrian footpaths along the main school frontage are to be full verge width. Pedestrian footpaths along secondary school frontages are to be a minimum of 2.5m wide.
5. Pedestrian footpaths within the village centres are to be full verge width and paved with a Council approved paver.
6. Pram ramps are to be provided at all street corners.

Provision

1. Bicycle racks shall be provided in appropriate numbers at villages, sporting grounds, parks, community facilities and schools.



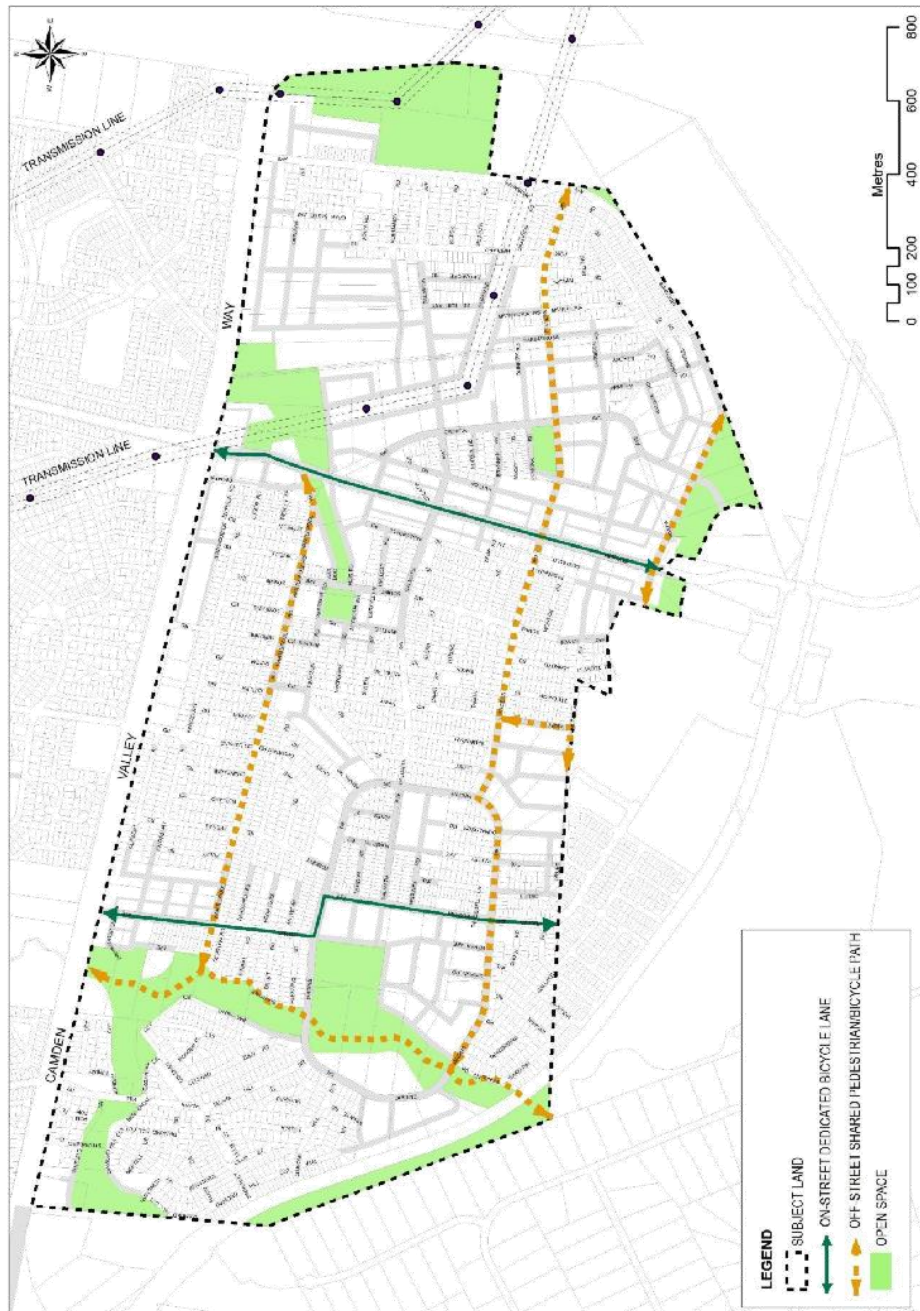


Figure 24 22: Bicycle Network *This figure has been amended to reflect the revised footprint of Maxwells Creek North Riparian Park and the new road layout in the vicinity of this park.*

2.3 Streetscape and Street Trees

Background

Street furniture should maximise pedestrian comfort, convenience and amenity, create visual harmony and be used to define spaces, streets, paths and gateways. Opportunities for public art in significant public domain locations should be explored as part of the development process.

Objectives

- a) To create a sense of identity for the area.
- b) To enhance public spaces so that they are vibrant, safe and welcoming.
- c) To facilitate cultural identity through art and design in public places.
- d) To create quality streetscapes that are visually attractive and integrate with surrounding street layout.

Controls

Street Furniture

- 1. Street furniture is to be incorporated into the design of all public spaces and should be consistent in design and style.
- 2. Street furniture is to be located so as not to impede mobility, generally in accordance with AS 1428:1 - 4.
- 3. The location and detailing of all proposed street furniture is to be indicated on the Landscape Plan, to be submitted with the DA.

Street Tree Planting

- 1. Street trees shall be required to be planted in conjunction with the creation of a new street or the extension of an existing street.
- 2. A minimum of two trees is to be provided for every 6m of street frontage. These are to reach at least 4m at mature height.
- 3. The street trees shall be planted prior to the release of the subdivision certificate.
- 4. The trees shall be provided with protection to ensure their survival during the construction of buildings in the street. Refer to Figure 22 23 for details.
- 5. Trees and shrubs on individual streets must be of a uniform species. On streets adjacent to bushland, species indigenous to the area must be planted.

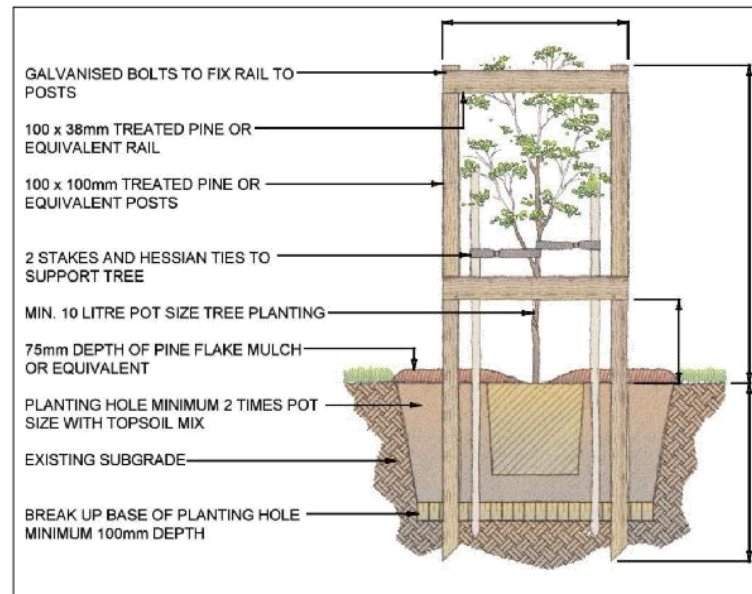


Figure 22 23: Tree Guard and Planting Details

2.4 Open Space

Background

1. A key element of this Part is to ensure the provision of an open space system which caters for and supports the development of Edmondson Park. Edmondson Park provides for three levels of open space plus pocket parks and conservation areas. These include:
 - Level 1 – District Park,
 - Level 2 – Neighbourhood Parks (passive and active),
 - Level 3 – Passive Parks (Riparian Parks and asset protection zones), and
 - Conservation Areas.
2. Each level of open space provides various recreational facilities for the community. Level 1 open space is centrally located and provides civic uses and active and passive recreation for the release area. Level 2 open space is neighbourhood orientated and facilitates active and passive recreation. Level 3 parks comprise Riparian Parks and asset protection zones and serve as passive recreational areas. Additionally, conservation areas of approximately 150 hectares contain areas of significant Cumberland Plain Woodland vegetation. Access to the conservation areas for passive recreational activities is an essential component of the strategy.
3. It is predicted that a higher proportion of small lot / attached housing is likely to attract first home buyers, young renters and older members of the community, hence an increased proportion of the population in the 0 - 4 year, 25 - 34 year age and in the over 50s groups is predicted.
4. Recreation requirements for the 0 - 4 year age group is predominantly private garden area, which is familiar, safe and secure and either communal open space or small parks close to the home. For the 25 - 34 year olds and the over 50s age groups, involvement in organised sports becomes less important, and there is a greater emphasis on family orientated activities and watching sports.

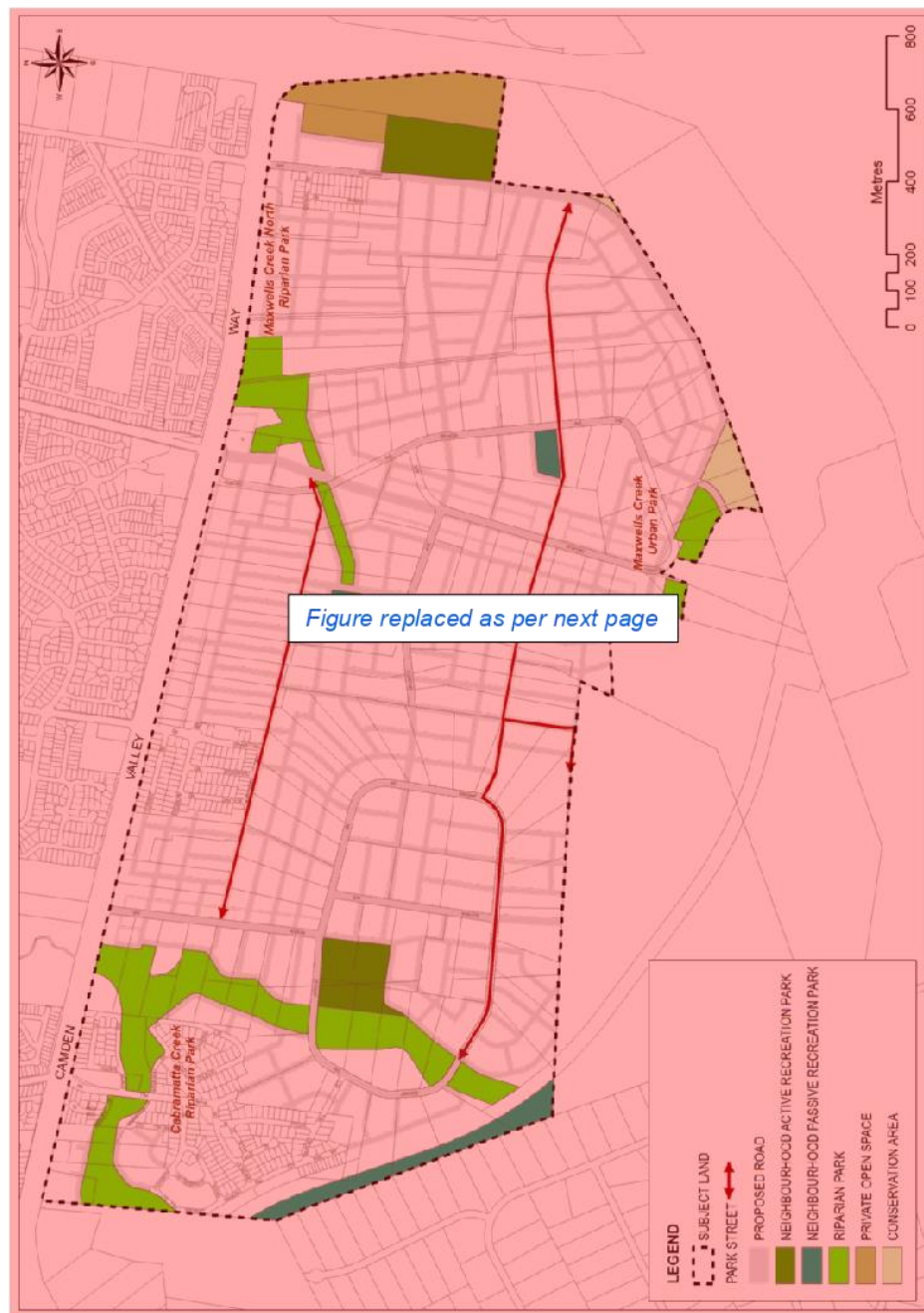
5. The open space provision for Edmondson Park has therefore been designed to cater for these predicted demographics. Importantly, it is intended that the Edmondson Park Release Area be seen as a whole entity, and that people from both Campbelltown and Liverpool LGAs can share facilities. Furthermore, it is envisaged that there will be a co-use of the school playing fields, to maximise the use of these facilities and encourage a community feeling for the area.

Objectives

- a) To ensure adequate provision and distribution of public open space to meet the needs of the residents.
- b) To retain and integrate existing landscape elements, such as vegetation and topographic features, in the design of new development.
- c) To provide links between the open space areas and community and retail facilities.
- d) To establish open spaces as an interconnected network incorporating conservation areas, parks, squares and streets, rather than a series of unrelated, unconnected spaces.
- e) To provide centrally located open space with a range of uses and activities in each village, which will assist in casual surveillance and promote user safety.
- f) To incorporate environmentally sensitive areas such as riparian land, bushland, and archeologically sensitive sites into the open space network and provide appropriate protection and management mechanisms.
- g) To ensure that open space is of a high quality and promotes local character and identity.
- h) To ensure that open space design is flexible and responds to changes in demand and opportunity.
- i) To ensure that the location of open space promotes equality of access and opportunity and is readily accessible by a range of transport modes.

Controls

1. The open space network for Edmondson Park must be provided in accordance with Figure ~~23~~ 24.
2. Link the open spaces using streets, riparian corridors, pedestrian paths and cycle ways.
3. Parks within villages are to be a focal point for development and community activities.
4. Provide a street frontage on all sides of parks within the village centres.
5. Ensure the design of parks can accommodate the desired activities and that they can be adapted for a variety of potential future uses.
6. Ensure that development which surrounds open space is orientated towards the park to offer casual surveillance.
7. Perimeter streets should be provided to all parks on at least three sides of the park. Where a street frontage is not provided the development must front the park to provide surveillance.



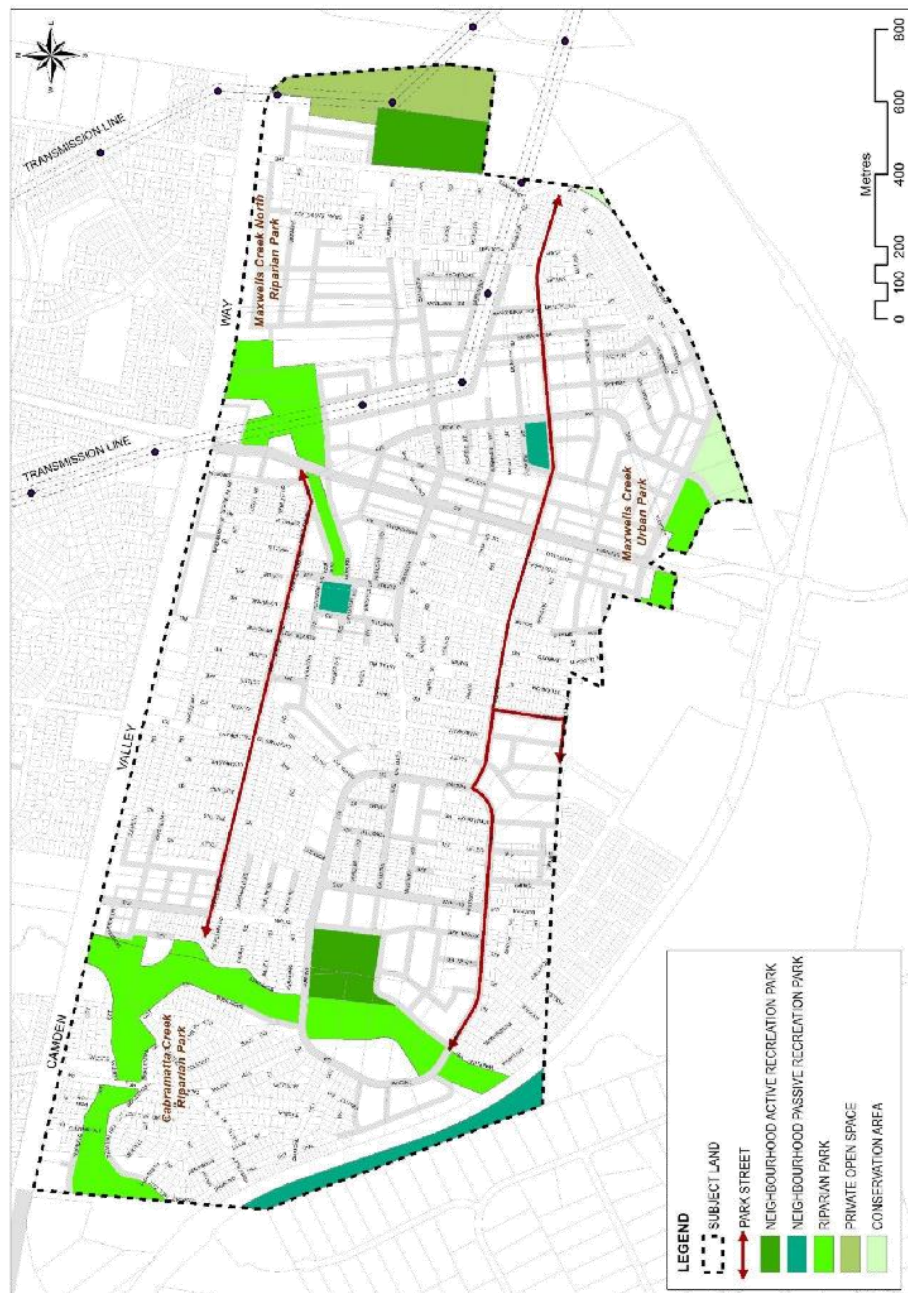


Figure 23 24: Open Space Network *This figure has been amended to reflect the revised footprint of Maxwells Creek North Riparian Park and the new road layout in the vicinity of this park.*

Conservation areas

There are 3 conservation areas within Edmondson Park, which are located within Edmondson Park South. These areas are not subject to this Part.

Riparian Parks

Riparian parks provide for stormwater drainage and flood storage areas. By being enhanced and retained in a natural state they also protect native vegetation and archaeological sites, and act as natural habitat corridors outside the conservation areas. Access to watercourses, patches of high quality vegetation and any archaeological sites will be controlled in these areas. Riparian parks will have water quality swales as part of their landscape design.

There are three riparian parks in the Edmondson Park (Refer to Figure 23 24):

- Cabramatta Creek Riparian Park: This comprises the corridor along Cabramatta Creek north of the rail line and the tributary that runs eastward and joins Cabramatta Creek. The riparian park joins with an active recreation neighbourhood park west of Rynan Avenue.
- Maxwells Creek North Riparian Park: This park is located in the northern area adjacent to Camden Valley Way along the tributary of Maxwells Creek. The riparian park joins with a passive recreation neighbourhood park west of the Bus Priority Corridor.
- Maxwells Creek Urban Park: This park is the main landscape feature at the northern end of the town centre. The park will be a more formally landscaped urban park reflecting its relationship with the town centre and higher density residential areas.

Objectives

- a) To integrate stormwater detention basins and water quality detention basins as part of the landscape of the open space network.
- b) To manage, protect and enhance ecosystems and their biodiversity, including water quality, soil stability, fauna habitat and aquatic habitat.
- c) To ensure that important watercourses are integrated into the open space network.
- d) To maintain and promote the regeneration of native vegetation adjacent to creek lines.
- e) To protect and enhance native vegetation, archaeological and cultural values.
- f) To restore and enhance the degraded riparian remnant vegetation.
- g) To provide a landscaped passive open space area associated with riparian areas that improves amenity and provides a focus to surrounding development where appropriate.
- h) To encourage a sense of ownership over the riparian parks.
- i) To encourage educational, social and cultural opportunities and interpretation within riparian corridors.

Controls

1. Development, other than low impact recreational facilities and detention basins, is to be excluded from the CRC, including buildings, streets and car parks. Low impact recreational facilities include pathways, picnic shelters, seating, educational and interpretative features. Special attention is to be given to the location and type of facility in the core riparian corridor to minimise impact on existing vegetation and the ecological integrity.
2. Provide access to the water course at locations where the ecological integrity of the existing riparian vegetation and stream bed and bank stability will not be significantly compromised.

3. Provide educational and interpretative features and information in riparian corridors at key locations.
4. Retain aquatic connectivity through use of crossing structures consistent with the NSW Department of Primary Industries – Fisheries guidelines.
5. Remnant vegetation along the creeks is to be protected and enhanced.
6. Perimeter streets are to be provided between riparian parks and development.
7. Outer asset protection areas may be located within riparian parks. Inner protection areas must be located fully outside of riparian parks. Refer to Figure 17.

Neighbourhood Parks

Neighbourhood parks have been designed for either passive or active recreational uses.

Neighbourhood passive recreation parks are small in scale in order to create intimate spaces adjacent to residential areas. Edmondson Park has three neighbourhood passive recreation parks, two located in close proximity to the village centres, and one to the west of Maxwell's Creek North Riparian Park and Croatia Avenue.

Active recreation parks contain a mix of competition standard sporting fields and passive recreation spaces. Edmondson Park has two neighbourhood active recreation parks, one to the east of Ash Road adjacent to Maxwell's Creek North Conservation Area, and one to the west of Rynan Avenue adjacent to Cabramatta Creek Riparian Park.

Objectives

- a) To provide open space areas for the enjoyment of the local population.
- b) To ensure that open space is of a high quality and, where appropriate, promotes local character and identity.
- c) To provide open space which can be used by a range of users, linked with other activities and services.

Controls

1. Neighbourhood parks are to be provided as illustrated in Figure 23 24.
2. Neighbourhood active recreation parks are to have a mix of the following activities:
 - Car parking,
 - Collection of competition standard specialised playing fields,
 - Kick-about areas,
 - Informal recreation areas,
 - Play equipment,
 - Footpaths and cycle ways,
 - Electric or gas BBQ facilities,
 - Planting / formal gardens, and
3. Retain, wherever possible and practical, existing endemic vegetation.

District Park

The Edmondson Park Release Area includes a district park which is located in Edmondson Park South and not subject to this Part.

Safety and Security

For Edmondson Park to be a desirable place to live, work and visit, it will need to be perceived as a safe place. A safe and secure environment encourages activity, vitality and therefore viability. Two major principles are involved in achieving a secure environment, casual surveillance of public space and the avoidance of physical threats to safety.

Objectives

- a) To provide personal and property security for residents and visitors in the public domain.
- b) To enhance perceptions of community safety.
- c) To provide pedestrians with safe, clear and direct routes of travel.
- d) To provide clear views of the street by adjoining buildings and passing traffic, providing a high level of passive surveillance.

Controls**Design**

- 1. Landscape planting should not obscure visibility, and should avoid opportunities for concealment.
- 2. Appropriate evening and night-time lighting is to be provided in all streets, public spaces and parks, particularly along pedestrian and cyclist routes.
- 3. In parks, provide pedestrian pathways that are direct with clear sightlines. This will be particularly important to join the residential areas across Maxwell's Creek Urban Park to the town centre.
- 4. Provide adequate signage describing pathways and facilities.
- 5. The design of streets and location of street furniture is to allow adequate sight lines for motorists.
- 6. The design and maintenance of paving and other ground plane treatments is to ensure the avoidance of trip hazards and be approved by Council.
- 7. Driveway entry-exits are to provide adequate sight lines to adjacent footpaths, streets and cycle ways. Shared driveways are to be used wherever possible.

Casual Surveillance

- 1. All public spaces including streets, parks, squares and plazas must be directly overlooked by adjacent development.
- 2. Active uses must be orientated to streets in commercial or mixed-use areas. In residential areas, living rooms, verandahs and / or kitchens are encouraged to be orientated to the street.
- 3. Locate perimeter streets to each neighbourhood park. Where a street frontage is not provided the development is to front the park to provide surveillance.

2.5 Environmental Management**Vegetation within Riparian Corridors**

- 1. Provide for the protection of the riparian environment, including water quality, soil stability and creek bed habitat.
- 2. Regenerate vegetation using local provenance Alluvial Woodland and Shale Plains Woodland species.
- 3. Bush fire asset protection zones to be incorporated into boundary street design and outside the conservation areas and riparian zones. Refer to Figure 17.
- 4. Maximise opportunities for the public to experience remnant native bushland.

Vegetation in Developable Areas

- 1. Require that canopy trees where possible and some saplings are retained through the Development Application process.
- 2. Avoid tree root damage to retained trees throughout development.
- 3. Avoid the removal of existing trees in the following zones:
 - R5 – Large Lot Residential
 - RE1 - Recreation - Public,
 - RE2 - Recreation - Private,
 - W1 – Natural Waterways

- E1 – National Parks and Nature Reserves, and
- E2 – Environmental Conservation.

Core Riparian Corridors

Core Riparian Corridors (CRCs) are areas of protected land along both sides of a creek that allows for the protection of riparian vegetation, water quality and bed and bank stability.

To create an interface between the CRCs and developable areas, it is necessary to provide an additional buffer area which forms the outer protection zone part of the Asset Protection Zone.

Objectives

The objectives of this Part with regard to Core Riparian Corridor (CRC) management are:

- a) To maximise opportunities for stream / creek restoration and enhancement that mimics natural stream processes.
- b) To conserve, protect and enhance riparian corridors and biological connectivity through the provision of continuous, vegetated riparian protection zones along either side of the creeks.
- c) To enable existing watercourses to contribute to and be enhanced by a coordinated approach to development within the area.
- d) To provide for appropriate traffic cycle and pedestrian circulation throughout the release area while providing for the protection of the riparian zone and its environmental functions.
- e) To ensure the rehabilitation of creek corridors is integrated into floodplain management planning.
- f) To encourage a sense of ownership over riparian corridors.
- g) To encourage educational, social and cultural opportunities and interpretation within riparian corridors.

Controls

Stream and Riparian Management Plan

1. A Stream and Riparian Management Plan (SRMP) is to be prepared as part of the Water Cycle Management Plan and submitted with the subdivision Development Application for the full extent of each creek corridor within the subdivision being developed. These SRMPs are to be prepared in consultation with Council and Department of Natural Resources, and require the approval of Council.
2. The SRMPs are to include the following:
 - Plans showing, in detail, the existing creek channels, riparian vegetation (including remnant native vegetation), geomorphic features and aquatic habitats (reed beds, snags etc).
 - Detailed plans of any channel modification and stabilisation works.
 - A longitudinal stream survey section (if stream works are proposed) of the existing and proposed creek channel bed in sufficient detail to identify changes in bed level and hydraulic features (i.e. pools and riffles).
 - Details on the staging and sequencing of any works within the riparian zone.
 - Recommendations on how to address the modified drainage system and reaches.
 - A vegetation management plan is to be incorporated into the SRMP for the establishment of riparian corridors. It must use natural and assisted regeneration and planting of locally native vegetation (trees, shrubs and groundcover species).

3. Proposed crossings to creeks must be designed to facilitate the movement of aquatic and terrestrial species, and are to incorporate features that allow for light penetration beneath the structure.
4. The design of the 3 structures crossing Cabramatta Creek and Maxwell's Creek are to ensure the following:
 - 1% AEP flood conveyance.
 - Flora and fauna connectivity.
 - Scour protection.

Core Riparian Corridors in Edmondson Park Creeks

Controls

1. The following describes the Core Riparian Corridor (CRC) and inner protection zone to be provided for each creek. The CRC will be measured from the top of the existing creek's embankment as identified by appropriate survey plans. The minimum requirements to be provided adjacent to each creek.

Cabramatta Creek:

- Provide an average 20m wide CRC on each side of the creek (measured from the top of the bank).
- Provide a minimum 10m wide buffer from the CRC to developable land. This area can include the outer protection zone.

North western tributary to Cabramatta Creek:

- Provide an average 20m wide CRC on each side of the creek (measured from the top of the bank),
- Provide a minimum 10m wide Inner Protection Zone from the CRC to developable land.

Maxwell's Creek:

- Provide a 20m wide CRC on each side of the western tributary of Maxwell's Creek (measured from the top of the embankment).
- Provide a 10m wide buffer zone from the CRC to developable land.
- Develop a formal urban park open space for passive and active recreational use by the adjacent residents and workers from the town centre.
- Drainage channel to be re-engineered. Soft engineering solutions are preferred. Stream bed and bank stabilisation to be utilised as appropriate. Permanent water bodies to be "off stream" where possible.

Northern tributary of Maxwell's Creek:

- Establish an urban drainage corridor within the zoned open space,
- Re-engineer the entire corridor to Camden Valley Way. Soft engineering solutions are preferred. Stream bed and bank stabilisation to be utilised as appropriate, and
- Locate water quality treatment facilities "off stream" but within the open space zoned corridor.

2. All remnant vegetation along the CRC must be protected and enhanced unless required to be removed as part of the re-engineering works to improve the system.
3. Development, other than low impact recreational facilities and detention basins, is to be excluded from the CRC, including buildings, streets and car parks. Low impact recreational facilities include pathways, picnic shelters, seating, educational and interpretative features. Special attention is to be given to the location and type of facility in the core riparian corridor to minimise impact on existing vegetation and the ecological integrity.
4. Provide access to the water course at locations where the ecological integrity of the existing riparian vegetation and stream bed and bank stability will not be significantly compromised.

5. Provide educational and interpretative features and information in riparian corridors at key locations.
6. Any bank stabilisation measures are to use soft engineering techniques that promote sustainability and naturalness.
7. Perimeter streets are to be provided between the riparian corridor and residential / commercial development.
8. Any assessment of flood impacts and flood modelling must take into account the establishment of a fully structured vegetated riparian corridor along the CRCs. The Manning "n" roughness coefficients are to be such that they represent a diverse and fully structured riparian corridor (trees, shrubs and groundcover) for discharge determinations.
9. Any hydraulic assessment must consider not only the initial vegetation density in CRCs but also the final growth, with due allowance for debris build up before and during flooding.
10. Service utilities can only be provided within CRC's if no other practical or feasible opportunity exists to cross the corridor at designated crossing points, such as streets and pedestrian crossings.

2.6 Water Cycle Management

The stormwater quantity and quality management seeks to reduce the impact of rapid stormwater conveyance on streams and wetlands, remove pollutants to improve water quality, retain habitats, conserve water, integrate landscape and recreational opportunities and protect downstream development from inundation. Water quality detention / bio-retention basins will be an integral part of stormwater management.

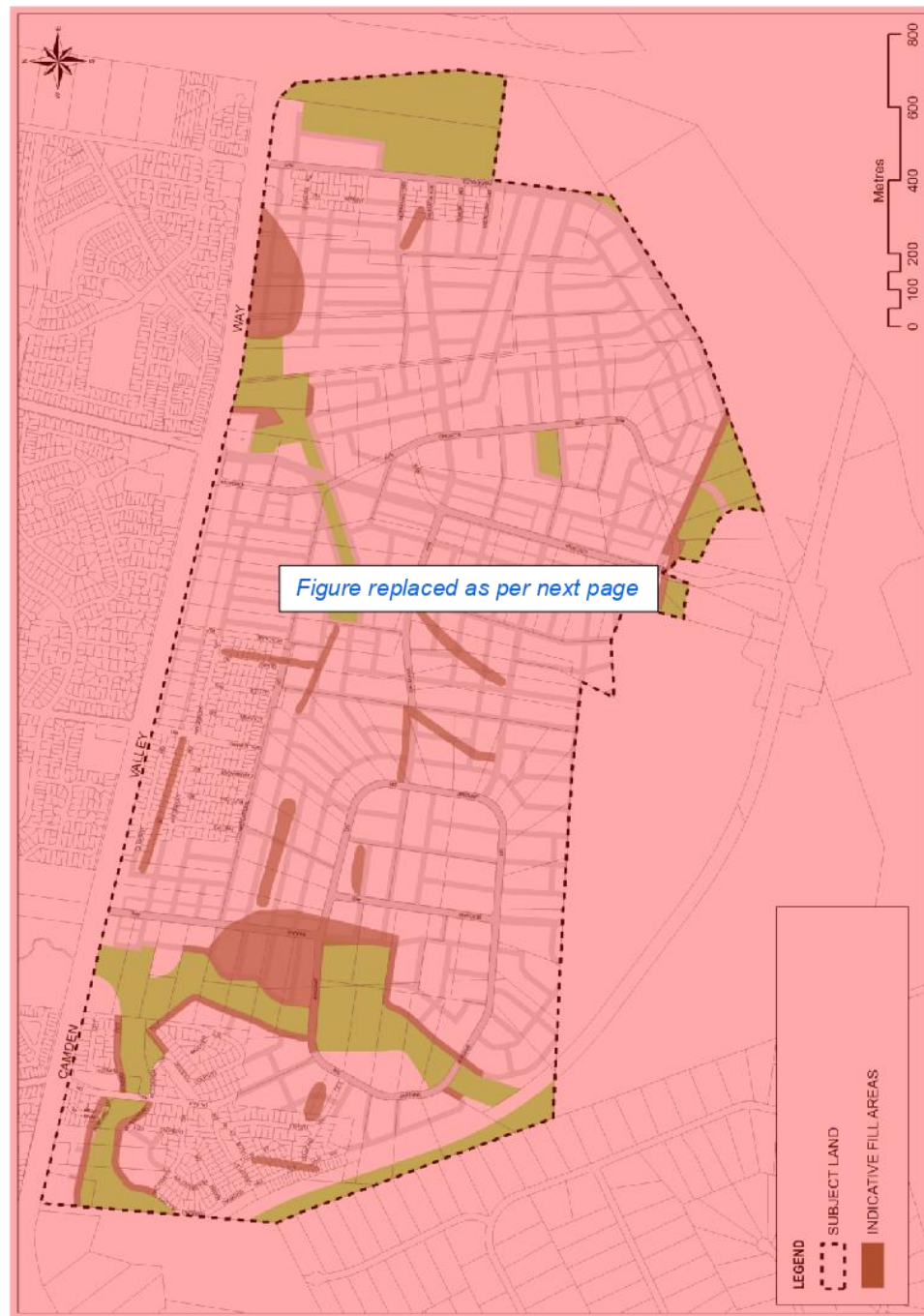
Objectives

- a) To integrate water management measures with innovative urban design.
- b) To ensure that there are no adverse impact on existing flood regimes in the surrounding areas, as a result of the proposed development.
- c) To provide an urban water management system for both stormwater quantity and quality
- d) To minimise hydrological impacts on the environment.
- e) To protect and enhance the natural water systems and water quality.
- f) To ensure no net increase in peak discharges.
- g) To mitigate flood damage to the built environment, inundation of dwellings and stormwater damage to properties.
- h) To provide for urban water management through multiple use systems where feasible and where efficient use of urban land and structuring principles are met.
- i) To ensure that the quality of stormwater discharge from the site complies with the Georges River Stormwater Management Plan and the Growth Centres Commission Development Code.
- j) To provide an urban water management system that will be economically maintained and to ensure that arrangements are in place for on-going maintenance.

Controls

1. Provide off line water quality control bio-retention systems to trap pollutants and fine sediment.
2. Provide structural water quality management devices, including, gross pollutant and sediment traps and litter management devices.
3. Provide bio-retention systems in accordance with the Water Sensitive Urban Design Strategy. Provision of swales, buffer strips, storage tanks, and rooftop planting is also encouraged where appropriate.

4. Encourage areas of deep soil planting in the design of external areas and landscaping.
5. Create water efficient landscape design through the selection of tolerant plant species and efficient irrigation technology.
6. Where any construction adjacent to a creek, natural watercourse, drainage depression, or an enclosed drainage system is proposed, the DA should be consistent with the SRMP and is to be accompanied by a full hydrologic and hydraulic assessment. The assessment is to include:
 - External and internal catchment hydrology for rainfall events including the 1.5, 5, 20 and 100 year ARI (Average Recurrence Interval) design event.
 - An estimation of the capacity of the existing drainage system.
 - Predicted extents of flood inundation, depths, and velocities of predicted flood flows to allow effective hazard categorisation.
7. The trunk drainage system shall be designed to convey the 1% AEP flood. Streets adjacent to trunk drains or utilised as part of the drainage system shall meet the safety requirements of the current flood plain development manual for vehicles and pedestrians (normally depth x velocity < 0.4). Where the street system is used as part of the drainage system a minimum of 3.5m of the width of the street shall be above the 1% flood level.
8. Native vegetation is preferred, particularly in saline areas where deep-rooted vegetation can assist with salinity hazard reduction.
9. Where drainage routes pass through a property, adequate provision must be made for the passage of stormwater runoff with adequate freeboard to building floor levels. In the event of Council being requested to approve the location of a piece of infrastructure on its land, it will require:
 - Documentation that such an activity will not prejudice the use of the land for the purpose for which it exists.
 - A possible preparation or amendment to the Plan of Management for the land, and if this action is necessary a fee may be required.
10. Fill is permitted with Council consent in flood plains in the areas shown in Figure [24](#) [25](#).



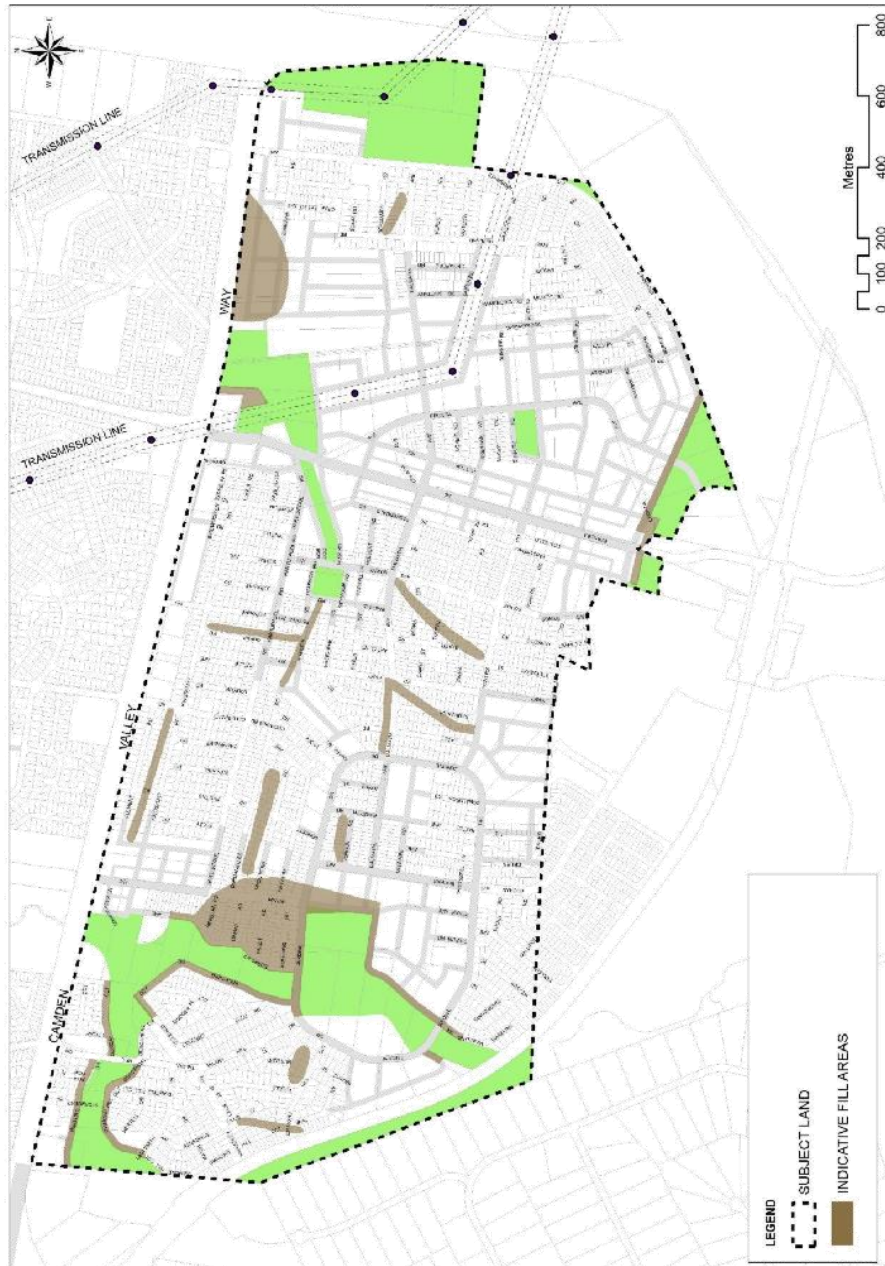


Figure 24 25: Areas which may be filled with Council Consent *This figure has been amended to reflect the revised footprint of Maxwells Creek North Riparian Park and the new road layout in the vicinity of this park. The indicative fill area at no. 2072 and no. 2082 Camden Valley Way has been removed it is no longer required, due to the revised road layout.*

2.7 Contamination

In the consideration of any Development Application, Council must consider whether the land is likely to be contaminated. Refer to Contaminated Land Risk in Part 1 for controls. Refer to Figure 25 26.

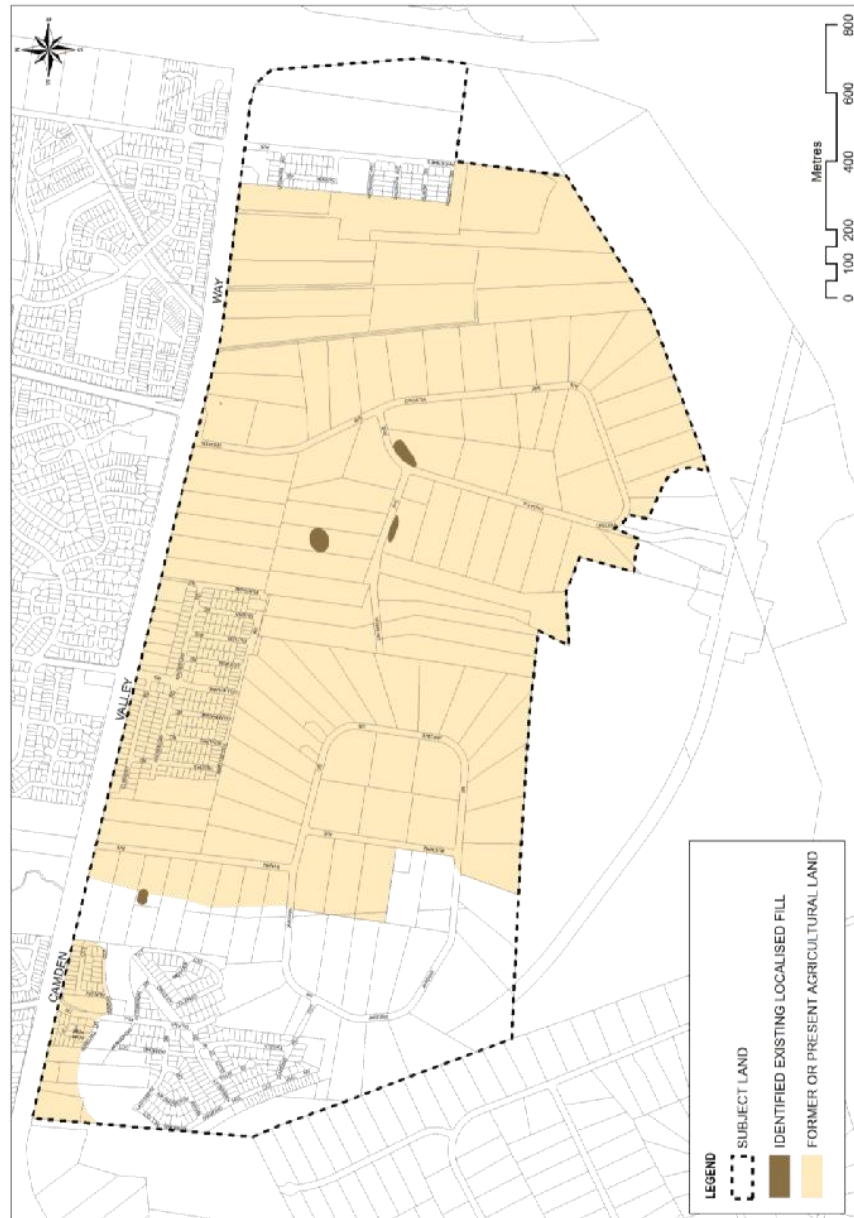


Figure 25 26: Contamination

3. Controls for Residential Development in Urban areas (28 Dwellings/Hectare) and Residential Flat Buildings

3.1 Preliminary

Applies to

This section applies to land identified in Liverpool LEP 2008 Dwelling Density Map as having a minimum density of 28 Dwellings / Hectare.

Background

Development within the 28 dwellings/hectare area is primarily intended for the Residential Flat Buildings and Multi Dwelling Housing. Development for detached dwellings is strongly discouraged within this area. However detached dwellings are permitted if desired on lots that do not front or back onto the bus priority corridor, any parks or parkland (the E1, E2, E3, RE1 or RE2 zones).

3.2 Site Planning

Objectives

- a) To ensure that the residential flat buildings or dwellings(s) are sensitive to site attributes, such as streetscape character, natural landform, drainage, existing vegetation, land capability, slope, solar access and if relevant, heritage items.
- b) To ensure privacy for residents and neighbours.

Controls

1. The dwelling layout must be designed around the site attributes such as slope, existing vegetation, land capability and/or solar access (See Figure 26 27 for a site analysis plan).
2. Basement car parking (if applicable) should be unobtrusive and blend into the general façade of the building.
3. There must be a direct link from at least one living area to the principal private open space, which for residential flat buildings is the balcony or terrace.
4. The siting of windows of habitable rooms on the first floor shall minimise overlooking to the principal private open space of neighbouring properties.
5. Stormwater from the site must be able to be drained satisfactorily. Where the site falls away from the street, it may be necessary to obtain an easement over adjoining property to drain water satisfactorily to a Council stormwater system. Where stormwater drains directly to the street, there may also be a need to incorporate on-site detention of stormwater where street drainage is inadequate. Refer to Water cycle management in Part 1.

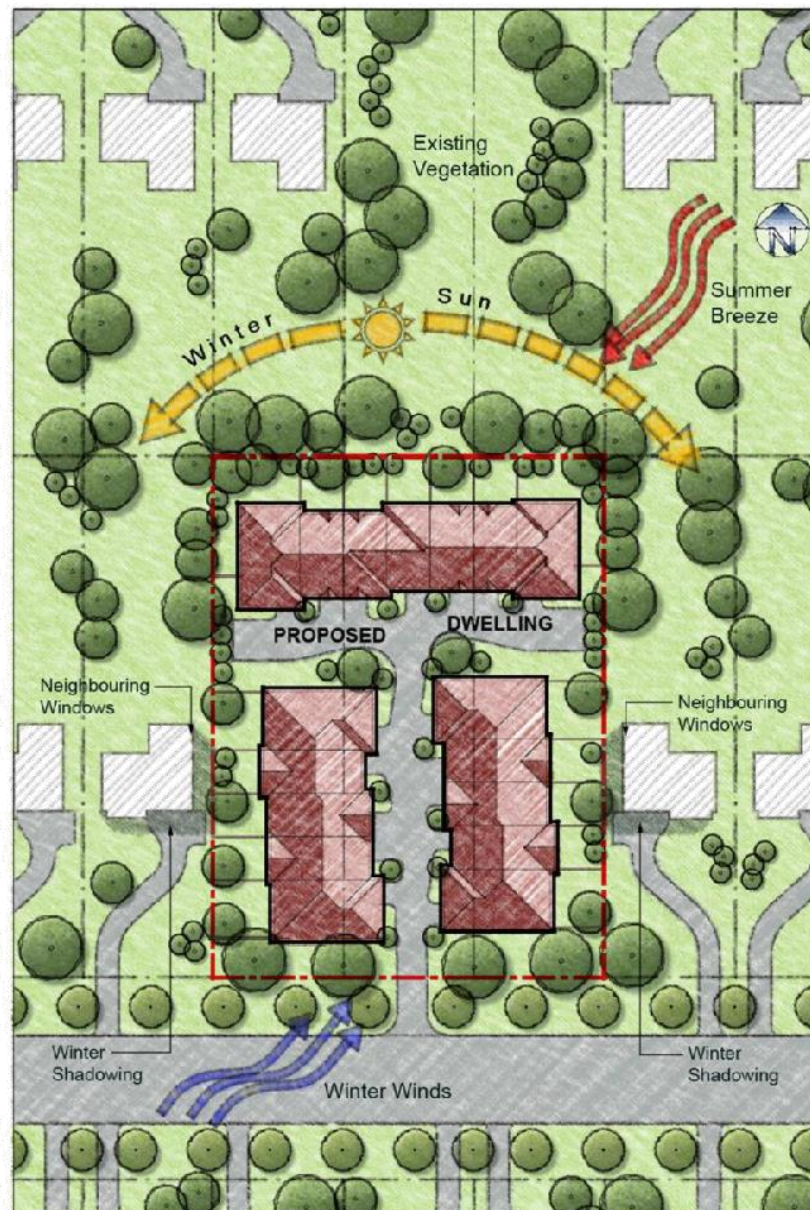


Figure 26 27: Example of a Site Analysis Plan

3.3 Setbacks

Objectives

- To set dwellings back from the street and adjacent properties to provide reasonable space for landscaping, private open space and solar access.
- To set dwellings back from each other to provide visual and acoustic privacy.
- To create a streetscape that provides a desirable and safe environment.
- To establish a streetscape of a scale and sense of enclosure appropriate to the locality.
- To maximise the amount of area capable of allowing the growth of trees and shrubs.

Controls

Front and Secondary Setbacks

- Buildings shall be setback in accordance with Table 1.

Table 1: Setbacks within the 28 dw / ha area

Front Setback	Secondary Setback
4.5 m	2.5 m

- For lots containing a dwelling house, the secondary setback is generally along the longest length boundary. For multi-dwelling housing or residential flat buildings, the secondary setback faces the secondary road, which is likely to be the shorter boundary(s).
- Garages shall be setback 5.5m from any street frontage, or 1.0m from a secondary boundary when consistent with a typology shown in Figure 20 21.
- Articulation features such as verandahs, eaves and other sun control devices may encroach on the front and secondary setback by up to 1m.
- Corner sites shall provide a frontage to both streets and should articulate their corner location with an architectural feature such as a wraparound verandah, bay window, corner entry or roof feature. The maximum distance for articulation is 1m.

Side and Rear Setbacks

- Buildings shall be setback from the side and rear boundaries in accordance with Table 2.

Table 2: Side and Rear setbacks within the 28 dw / ha area

Item	Side Setback			Rear Setback		
	Residential Flat Building	Multi Dwelling Housing	Dwelling house Attached dwelling Semi-detached dwelling	Residential Flat Building	Multi Dwelling Housing	Dwelling house Attached dwelling Semi-detached dwelling
Party Wall	0m	0 m	0 m	n/a	n/a	n/a
1 storey	3 m	0.9 m	0.9 m	6 m	4 m	4 m

2 storey	3 m	1.2 m	1.2 m	6 m	6 m	6 m
3 storeys and above	Refer to Apartment Design Guide (or equivalent)	1.4 m	1.4 m	Refer to Apartment Design Guide (or equivalent)	7 m	6 m

Note: In a terrace style attached dwelling development the upper storey setbacks do not apply to the terraces unless by having the zero lot line will create unreasonable solar shading - (that the adjacent lot's dwelling will not receive the minimum 3 hours sunlight to 50% between 9am and 3pm on the 21st June)

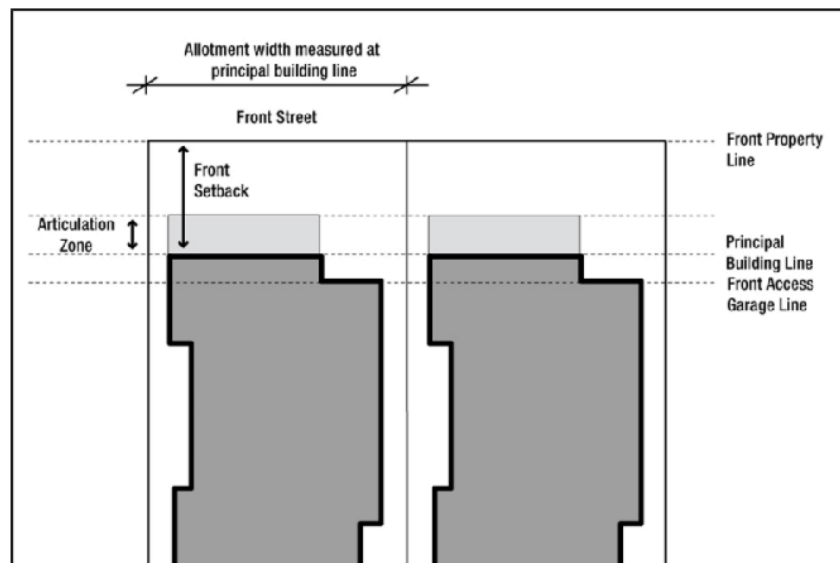


Figure 27-28: Front Setback Line

Zero lot lines for attached and semi-detached dwellings

This zero lot line control only applies to the end dwellings, in a multi-zero lot line multi dwelling development, such as terraces. It also applies to dwellings that have a zero lot lines. It does not apply to Residential flat buildings.

1. Walls are generally to be 180 mm clear of the side boundary to allow for gutter and eaves overhang.
2. The length of a zero lot line wall is limited to 50% of the lot length.
3. No windows are permitted in a zero lot line wall.
4. A maintenance easement of at least 0.9m shall be provided on the adjoining boundary. This is shown in Figure 28-29.

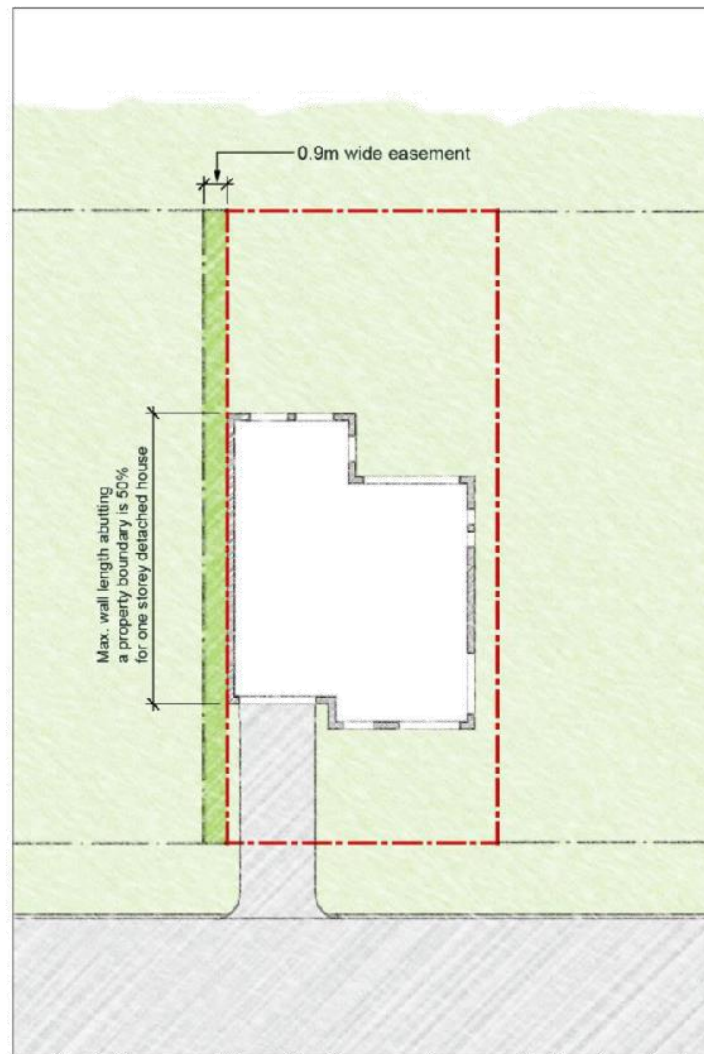


Figure 28 29: Zero Lot Lines

3.4 Landscaped Area and Private Open Space

Landscaped area is defined in Liverpool LEP 2008.

Landscaped Area (deep soil area)

Objectives

- a) To provide an area to allow vegetation to mature.
- b) To assist with management of the water table.
- c) To assist with management of water quality.
- d) To enhance the existing streetscape and soften the visual appearance of the buildings.

Controls

1. A minimum of 20% of the site area shall be landscaped area.
2. Optimise the provision of consolidated landscaped area within a site by:
 - The design of basement and sub-basement car parking, so as not to fully cover the site.
 - The use of side and rear setbacks.
 - Optimise the extent of landscaped area beyond the site boundaries by locating them contiguous with the landscaped area of adjacent properties.
3. Promote landscape health by supporting for a rich variety of vegetation type and size.
4. Increase the permeability of paved areas by limiting the area of paving and/or using pervious paving materials.

Open Space

Open space includes Landscaped Areas and hard paved areas such as footpaths and barbeque areas. It does not include driveways, drying areas or waste storage areas.

Objectives

- a) To provide residents with passive and active recreational opportunities.
- b) To provide an area on site that enables soft landscaping and deep soil planting.
- c) To ensure that communal open space is consolidated, configured and designed to be useable and attractive.
- d) To provide a pleasant outlook.

Controls

1. Provide communal open space, which is appropriate and relevant to the context and the building's setting.
2. Where communal open space is provided, facilitate its use for the desired range of activities by:
 - Locating it in relation to buildings to optimise solar access to dwellings.
 - Consolidating open space on the site into recognisable areas with reasonable space, facilities and landscape.
 - Designing its size and dimensions to allow for the range of uses it will contain.
 - Minimising overshadowing.
 - Carefully locating ventilation duct outlets from basement car parking.
3. Locate open space to increase the potential for residential amenity.

Private Open Space**Objective**

- a) To ensure that private open space is clearly defined, usable and meets user requirements for privacy, solar access, outdoor activities, accessibility and landscaping.
- b) To provide all dwellings with private open space.

Controls

1. Private open space for residential flat buildings shall be consistent with the Apartment Design Guide (or equivalent document).
2. Private open space shall be provided for in accordance with Table 3 for Multi Dwelling Housing, Attached dwellings, Semi-detached dwellings and Dwelling houses.

Table 3: Private open space in the 28 dw / ha area for all other dwellings

Dwelling Size	Private Open Space Area	Minimum Width
Less than 65 m ²	30sqm	3m
Between 65 and 100	40sqm	3m
Between 101 and 150	50sqm	4m
Between 151 and 200	60sqm	4m
Greater than 200 m ²	70sqm	4.5m

3. Private open space may be provided as a courtyard for ground floor dwellings or as balconies for dwellings above the ground floor.
4. Private open space areas should be an extension of indoor living areas and be functional in size to accommodate seating and the like.
5. Private open space should be clearly defined for private use.

For balconies refer to Building Design, Streetscape and Layout for controls on their design.

Drying areas**Objective**

To provide adequate clothes drying areas for residents.

Controls

1. Clothes drying facilities must be provided. Clothes drying areas should not be visible from a public place.

3.5 Building Design and Streetscape**Dwelling Houses and Dual Occupancies****Building Envelopes**

1. A Dwelling House, Semi-detached dwelling or attached dwelling shall have a maximum of three storeys plus an attic.
2. Attics do not constitute a storey if they are included in a roof space and having a roof slope not greater than 36 degrees pitched from the ceiling level of the uppermost floor; provided that:

- All windows face the street.
- Access to the attic must be via permanent stairs.
- Attics are to be provided with skylights, or a dormer window. A dormer window shall be a maximum of 1.5m wide and must maintain the privacy of the adjoining residents.

Building Design

The built form must be uniform in bulk and scale but seek some variety in terms of building elements such as balconies, entrances, carports and roof forms.

The controls aim to ensure that a level of consistency is maintained in those building elements.

Objectives

- a) To promote an architectural style that is contemporary and innovative
- b) To encourage designs that will enhance the character of the neighbourhood.
- c) To promote variation of building facade and design.
- d) That the building enhances the streetscape through the use of suitable built form design and landscaping.
- e) To ensure buildings address all street frontages.
- f) To discourage garages and in particular garage doors, from visually dominating the streetscape.
- g) To ensure that the building design, detailing, colour and finish shall add visual interest to the street and shall compliment the street.
- h) To ensure habitable rooms address the street.
- i) To encourage balconies over garages on two storey dwellings.

Controls

Building Appearance

1. Simply articulated building forms are preferred
2. Dwellings must address the street frontage
3. Mirror imaging of a Semi-detached dwelling is not permitted
4. One building must be set back a minimum of 1m behind the other building in Semi-detached dwellings.
5. Attached dwellings or Semi-detached dwellings are not permitted to zero lot line, except to the other dwelling.
6. Dwellings corner sites must address both street frontages.
7. Use of verandas and balconies are encouraged.
8. Vertically proportioned windows are encouraged.
9. Abutting dwellings within the 28 dwellings / hectare area should provide for a high variety of different building designs, making an eclectic yet coherent streetscape with examples shown in Figure 29 [30](#).

Building Materials

1. External walls of dwellings can be constructed with the following materials:
 - Face brickwork,
 - Rendered brickwork,
 - Stone,
 - Concrete wall,

- Glass, and
 - Lightweight materials such as, weatherboards, timber boarding or fibre cement.
2. External walls are to display a mix of materials.
 3. Lightweight materials are only permitted on upper storey external walls.

Retaining Walls

1. Retaining walls can be either built of masonry or sandstone.

Roofs

1. Simple use of gables and pitched and hipped roofs is encouraged.
2. Pitched and hipped roofs are to have a minimum of 450mm eaves unless the dwelling has zero metre side setbacks.
3. Roof pitch must not be lower than 22.5 degrees or higher than 45 degrees.
4. Skillion and vaulted roofs are permitted.
5. Flat roofs must not dominate the built form.
6. Flat roofs must not occupy more than 50% of the total roof area.

Balconies

1. Decks and balconies can be built to form framed porticos or entrances.
2. Balconies should incorporate simple railing and balustrade detailing.

Levels

1. Dwellings are to follow the slope of the land.

Building Depth**Objectives**

To achieve the development of working and living environments with good internal amenity and that minimise the need for artificial heating, cooling and lighting.

Controls

Maximum building depths for houses are 16m, unless internal courtyards are provided.

Internal Design of Dwellings**Objectives**

- a) The internal design must contribute to personal safety and to the protection of property by permitting casual surveillance of public spaces from private windows and entries.
- b) To provide passive surveillance from rooms addressing the street or any adjoining open space.
- c) To encourage the internal design of the dwelling to take advantage of cross ventilation.
- d) To locate amenity rooms (such as laundries, bathrooms, toilets) to the side and rear of the development.
- e) To ensure that each dwelling shall provide a sufficient amount of storage for elements such as garden and sports equipment.

Controls

1. All dwellings shall have habitable rooms located to the front of the dwelling for security and surveillance to the street.
2. Living rooms should take advantage of northern aspects.

3. Access to private open space must be from at least one living room.
4. The internal layout of the dwelling must incorporate cross ventilation.
5. Bathrooms, ensuites, laundries and walk in wardrobes should be located to the side or rear of the dwelling.
6. Each dwelling must provide a minimum storage area of 8m³.
7. Locate active use rooms or habitable rooms with windows overlooking communal/public areas (e.g. playgrounds, gardens).
8. Dwelling entries must be oriented to the street.



Figure 29 30: Examples of variable attached building design

Multi Dwelling Housing**Building Design****Objectives**

- a) To encourage designs that will enhance the character of the neighbourhood.
- b) To promote variation of building facade and design.
- c) That the building enhances the streetscape through the use of suitable built form design and landscaping.
- d) To ensure buildings address all street frontages.
- e) To discourage garages and in particular garage doors, from visually dominating the streetscape.
- f) To ensure that the building design, detailing, colour and finish shall add visual interest to the street and shall compliment the street.
- g) To ensure habitable rooms address the street.
- h) To encourage balconies over garages in two storey dwellings.
- i) To encourage steep or sloping site to build split level or stepped development.

Controls

- 1. Unit/s with a street frontage shall orientate the main entrance and where possible at least one living area towards the street.
- 2. Entry points shall be enhanced/emphasised to all dwellings especially those facing the street.
- 3. The first floor of the townhouse developments must be no greater than two thirds of the ground floor area.
- 4. Building facades shall be articulated and roof form is to be varied to provide visual variety.
- 5. Walls shall be a mix of masonry, rendered and or bagged, and painted, lightweight clad and painted and/or flush face brick. Justification will be required for 100% face brick facades or 100% rendered and painted brick and will be assessed on merit.
- 6. Facades can be articulated by:
 - The use of different materials and detailing.
 - The inclusion of balconies, verandahs, pergolas and landscaped beds.
- 7. A sidewall must be articulated if the wall has a continuous length of over 10m.
- 8. The entrance of each dwelling shall be emphasised.
- 9. Units built at the rear of the allotment must be single storey.
- 10. Driveways should avoid a 'gun barrel' effect by curving and siting of buildings, which create a driveway form with the divided carriageway separated by soft landscaping.
- 11. Attic floor space may be used when it is contained wholly within the roof pitch and will not be counted as a storey provided that the attic space is part of the dwelling unit.
- 12. Space used for car parking shall be included as a storey if the ceiling of the car parking level exceeds more than 1m above the natural ground level.
- 13. The maximum roof pitch shall be 36 degrees.
- 14. Townhouses built on steep or sloping lots should be built of split-level construction.

15. Row housing dwellings within the 28 dwellings / hectare area should provide for a high variety of different building designs, making an eclectic yet coherent streetscape with examples shown in Figure 29 30.

Internal Design

Objectives

- a) The internal design must contribute to personal safety and to the protection of property by permitting casual surveillance of public spaces from private windows and entries.
- b) To provide natural surveillance from a room addressing the street.
- c) To encourage the internal design of the dwelling to take advantage of cross ventilation.
- d) To locate amenity rooms (such as laundries, bathrooms, toilets) to the side and rear of the development.
- e) To ensure that each unit provides a sufficient amount of storage for elements such as garden and sports equipment.

Controls

1. Townhouses and villa's located on street boundaries shall have habitable rooms located to the front of the dwelling for security and surveillance to the street.
2. Living rooms should take advantage of northern aspects where possible.
3. Access to private open space must be from at least one living room.
4. The internal layout of the dwelling must incorporate cross ventilation.
5. Bathrooms, ensuites, laundries and walk in wardrobes should be located to the side and the rear of the development.
6. Each dwelling must provide a minimum storage area of 8m³.
7. Locate active use rooms or habitable rooms with windows overlooking communal/public areas (e.g. playgrounds, gardens).

Residential Flat Buildings

Building Design

Objectives

- a) To ensure an attractive streetscape that is consistent with the environment of residential flat buildings.
- b) To promote high architectural quality in residential flat buildings.
- c) To ensure that new developments have facades which define and enhance the public domain and desired street character.
- d) To ensure that building elements are integrated into the overall building form and facade design.

Controls

1. Residential Flat Buildings shall comply with State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development, and should consider the Apartment Design Guide (ADG) or equivalent.
2. Building facades shall be articulated and roof form is to be varied to provide visual variety.
3. The pedestrian entrance to the building shall be emphasised.
4. A sidewall must be articulated if the wall has a continuous length of over 14m.

5. Driveway walls adjacent to the entrance of a basement car park are to be treated so that their appearance is consistent with the basement or podium walls.
6. Sensitive design of basement car parking areas can assist in ensuring that podiums and vehicle entry areas do not dominate the overall design of the building or the streetscape and optimise areas for deep soil planting.
7. The integration of podium design should be an integral part of the design of the development, and as far as possible should not visibly encroach beyond the building footprint.
8. A master antenna shall be provided for any development of more than three dwellings and be located so that it is not visible from the street or any public open space.
9. Consider the relationship between the whole building form and the facade and / or building elements. The number and distribution of elements across a façade determine simplicity or complexity. Columns, beams, floor slabs, balconies, window openings and fenestrations, doors, balustrades, roof forms and parapets are elements, which can be revealed or concealed and organised into simple or complex patterns.
10. Compose facades with an appropriate scale, rhythm and proportion, which respond to the building's use and the desired contextual character. This may include but are not limited to:
 - Defining a base, middle and top related to the overall proportion of the building.
 - Expressing key datum lines in the context using cornices, a change in materials or building set back.
 - Expressing the internal layout of the building, for example, vertical bays or its structure, such as party wall-divisions.
 - Expressing the variation in floor-to-floor height, particularly at the lower levels.
 - Articulating building entries with awnings, porticos, recesses, blade walls and projecting bays.
 - Selecting balcony types which respond to the street context, building orientation and residential amenity.
 - Cantilevered, partially recessed, wholly recessed, or Juliet balconies will all create different facade profiles.
 - Detailing balustrades to reflect the type and location of the balcony and its relationship to the façade detail and materials.
11. Design facades to reflect the orientation of the site using elements such as sun shading, light shelves and bay windows as environmental controls, depending on the facade orientation.
12. Express important corners by giving visual prominence to parts of the facade, for example, a change in building articulation, material or colour, roof expression or increased height.
13. Co-ordinate and integrate building services, such as drainage pipes, with overall facade and balcony design.
14. Co-ordinate security grills/screens, ventilation louvres and car park entry doors with the overall facade design

Internal design

Objective

To ensure that the internal design of buildings provide a pleasant environment for the occupants and residents of adjoining properties.

Controls

1. All staircases should be internal.
2. Minimise the length of common walls between dwellings.
3. Basement car parking shall be located beneath the building footprint.
4. Where possible natural ventilation shall be provided to basement car parking.
5. Design building layouts to minimise direct overlooking of rooms and private open spaces adjacent to dwellings
6. Minimise the location of noise sensitive rooms such as bedrooms adjoining noisier rooms such as bathrooms or kitchens or common corridors and stairwells.
7. Where a site has boundary to a Classified Road, locate bedrooms away from that boundary.
8. Where common walls are provided they must be carried to the underside of the roof and be constructed in accordance with Part F5 of the Building Code of Australia.
9. Locate active use rooms or habitable rooms with windows overlooking communal/public areas (e.g. playgrounds, gardens).

Ground Floor Dwellings**Objectives**

- a) To contribute to the desired streetscape of an area and to create active safe streets.
- b) To increase the housing and lifestyle choices available in dwelling buildings.

Controls

1. Design front gardens or terraces, which contribute to the spatial and visual structure of the street while maintaining adequate privacy for dwelling occupants. This can be achieved by animating the street edge, for example, by promoting individual entries for ground floor dwellings.
2. Create more pedestrian activity along the street and articulate the street edge by:
 - Balancing privacy requirements and pedestrian accessibility.
 - Providing appropriate fencing, lighting and/ or landscaping to meet privacy and safety requirements of occupants while contributing to a pleasant streetscape.
 - Utilising a change in level from the street to the private garden or terrace to minimise site lines from the streets into the dwelling for some dwellings.
 - Increasing street surveillance with doors and windows facing onto the street.
3. Planting along the terrace edge contributes to a quality streetscape.
4. Ground floor dwellings are special because they offer the potential for direct access from the street and on-grade private landscape areas. They also provide opportunities for the dwelling building and its landscape to respond to the streetscape and the public domain at the pedestrian scale. Ground floor dwellings also support housing choice by providing accessibility to the elderly and/or disabled and support families with small children.
5. Optimise the number of ground floor dwellings with separate entries and consider requiring an appropriate percentage of accessible units. This relates to the desired streetscape and topography of the site.
6. Provide ground floor dwellings with access to private open space, preferably as a courtyard.

Natural Ventilation

Objectives

- To ensure that dwellings are designed to provide all habitable rooms with direct access to fresh air and to assist in promoting thermal comfort for occupants.
- To provide natural ventilation in non-habitable rooms, where possible.
- To reduce energy consumption by minimising the use of mechanical ventilation, particularly air conditioning.

Controls

- Utilise the building layout and section to increase the potential for natural ventilation. Design solutions may include:
 - Facilitating cross ventilation by designing narrow building depths and providing dual aspect dwellings, for example, cross through dwellings and corner dwellings.
 - Facilitating convective currents by designing units, which draw cool air in at lower levels and allow warm air to escape at higher levels, for example, maisonette dwellings and two-storey dwellings.
- Select doors and windows (that open) to maximise natural ventilation opportunities established by the dwelling layout.
- Provide narrow building depths to support cross ventilation.
- Avoid single-aspect dwellings with a southerly aspect.
- Design the internal dwelling layout to promote natural ventilation by:
 - Minimising interruptions in air flow through an dwelling.
 - Grouping rooms with similar usage together, for example, keeping living spaces together and sleeping spaces together. This allows the dwelling to be compartmentalised for efficient summer cooling or winter heating.
 - Select doors and operable windows to maximise natural ventilation opportunities established by the dwelling layout.

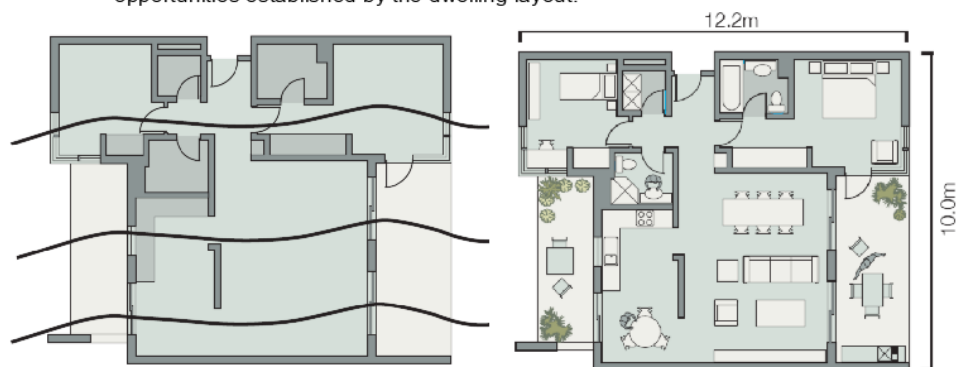


Figure 30 31: Cross Ventilation

Storage Areas

Objective

To provide for the need of residents to be able to store personal items adjacent to the car parking area.

Controls

1. A secure storage space is to be provided for each dwelling with a minimum volume 8m³ (minimum dimension 2m). This must be set aside exclusively for storage as part of the basement or garage.
2. Storage areas must be adequately lit and secure. Particular attention must be given to security of basement and garage storage areas.

All Residential Development**Roof Design****Objectives**

- a) To provide quality roof designs, which contribute to the overall design and performance of residential flat buildings.
- b) To integrate the design of the roof into the overall facade, building composition and desired contextual response.
- c) To increase the longevity of the building through weather protection.

Controls

1. Relate roof design to the desired built form. This may include:
 - Articulating the roof, or breaking down its massing on large buildings, to minimise the apparent bulk or to relate to a context of smaller building forms.
 - Using a similar roof pitch or material to adjacent buildings, particularly in existing special character areas or heritage conservation areas.
 - Minimising the expression of roof forms gives prominence to a strong horizontal datum in the adjacent context, such as an existing parapet line.
 - Using special roof features, which relate to the desired character of an area, to express important corners.
2. Design the roof to relate to the size and scale of the building, the building elevations and three-dimensional building form. This includes the design of any parapet or terminating elements and the selection of roof materials.
3. Design roofs to respond to the orientation of the site, for example, by using eaves and skillion roofs to respond to sun access.
4. Minimise the visual intrusiveness of service elements by integrating them into the design of the roof. These elements include lift over-runs, service plants, chimneys, vent stacks, telecommunication infrastructures, gutters, downpipes and signage.
5. Where habitable space is provided within the roof, optimise residential amenity in the form of attics or penthouse dwellings.

Building Entry**Objectives**

- a) To create entrances which provide a desirable residential identity for the development.
- b) To orient the visitor.
- c) To contribute positively to the streetscape and building facade design.

Controls

1. Improve the presentation of the development to the street by:
 - Locating entries so that they relate to the existing street and subdivision pattern, street tree planting and pedestrian access network.
 - Designing the entry as a clearly identifiable element of the building in the street.
 - Utilising multiple entries-main entry plus private ground floor dwelling entries-where it is desirable to activate the street edge or reinforce a rhythm of entries along a street.
2. Provide as direct a physical and visual connection as possible between the street and the entry.
3. Achieve clear lines of transition between the public street, the shared private, circulation spaces and the dwelling unit.
4. Ensure equal access for all.
5. Provide safe and secure access by:
 - Avoiding ambiguous and publicly accessible small spaces in entry areas.
 - Providing a clear line of sight between one circulation space and the next.
 - Providing sheltered well-lit and highly visible spaces to enter the building, meet and collect mail.
6. Generally provide separate entries from the street for:
 - Pedestrians and cars.
 - Different uses, for example, for residential and commercial users in a mixed-use development.
 - Ground floor dwellings, where applicable.
7. Design entries and associated circulation space of an adequate size to allow movement of furniture between public and private spaces.
8. Provide and design letterboxes to be convenient for residents and not to clutter the appearance of the development from the street by:
 - Locating them adjacent to the major entrance and integrated into a wall, where possible.
 - Setting them at 90 degrees to the street, rather than along the front boundary.

Daylight Access**Objectives**

- a) To ensure that daylight access is provided to all habitable rooms and encouraged in all other areas of residential flat development.
- b) To provide adequate ambient lighting and minimise the need for artificial lighting during daylight hours.
- c) To provide residents with the ability to adjust the quantity of daylight to suit their needs.

Controls

1. Plan the site so that new dwellings are oriented to optimise northern aspect.
2. Ensure direct daylight access to communal open space between March and September and provide appropriate shading in summer.
3. Optimise the number of dwellings receiving daylight access to habitable rooms and principal windows.

4. Ensure daylight access to habitable rooms and private open space, particularly in winter - use skylights, clerestory windows and fanlights to supplement daylight access.
5. Promote two-storey and mezzanine, ground floor dwellings or locations where daylight is limited to facilitate daylight access to living rooms and private open spaces.
6. Ensure single aspect, single-storey dwellings have a northerly or easterly aspect - locate living areas to the north and service areas to the south and west of the development.
7. Avoid south facing dwellings.
8. Design for shading and glare control, particularly in summer, by:
 - Using shading devices, such as eaves, awnings, colonnades, balconies, pergolas, external louvres and planting.
 - Optimising the number of north-facing living spaces.
 - Providing external horizontal shading to north-facing windows.
 - Providing vertical shading to east or west windows.
9. Consider higher ceilings and higher window heads to allow deeper sunlight penetration.
10. On west facing windows, vertical louvre panels or sliding screens protect from glare and low afternoon sun.
11. On north facing windows, projecting horizontal louvres admit winter sun while shading summer sun.
12. Use high performance glass but minimise external glare off windows, by:
 - Avoiding reflective films.
 - Using a glass reflectance below 20%.
 - Considering reduced tint glass.
13. Limit the use of lightwells as a source of daylight by limiting their use as the primary source of daylight in habitable rooms. Where they are used:
 - Relate lightwell dimensions to building separation, for example, if non-habitable rooms face into a light well less than 12m high, the lightwell should measure 6 x 6m.
 - Conceal building services and provide appropriate detail and materials to visible walls.
 - Ensure light wells are fully open to the sky.
 - A combination of louvres provides shading for different times of the day.

3.6 Car Parking and Access

Residential Flat Buildings

Objectives

- a) To provide convenient, accessible and safe on site car parking for residents and visitors.
- b) To minimise driveway crossings to maximise on street parking and landscaped nature strips.
- c) To integrate the location and design of car parking with the design of the site and building without compromising street character, landscape or pedestrian amenity and safety.
- d) To integrate the location and design of car parking with the design of the site and the building.

Controls

1. Visitor car parking shall be clearly identified and may not be stacked or tandem car parking.
2. Visitor car parking shall be located between any roller shutter door and the front boundary.
3. Pedestrian entries and driveways shall be separated.
4. Driveways shall be designed to accommodate removalist vehicles.
5. Where possible vehicular entrances to the basement car parking shall be from the side of the building. As an alternative a curved driveway to an entrance at the front of the building may be considered if the entrance is not readily visible from the street.
6. Give preference to underground parking, whenever possible by:
 - Retaining and optimising the consolidated areas of deep soil zones.
 - Facilitating natural ventilation to basement and sub-basement car parking areas, where possible.
 - Integrating ventilation grills or screening devices of car park openings into the facade design and landscape design.
 - Providing safe and secure access for building users, including direct access to residential dwellings, where possible.
 - Providing a logical and efficient structural grid. There may be a larger floor area for basement car parking than for upper floors above ground. Upper floors, particularly in slender residential buildings, do not have to replicate basement car parking widths.
7. Where above ground enclosed parking cannot be avoided, ensure the design of the development mitigates any negative impact on streetscape and street amenity by:
 - Avoid exposed parking on the street frontage.
 - Hiding car parking behind the building facade. Where wall openings (windows, fenestrations) occur, ensure they are integrated into the overall facade scale, proportions and detail.



Figure 34-32: Car parking at ground level

Pedestrian Access

Objectives

- a) To promote residential flat development and multi dwelling housing that is well connected to the street and contributes to the accessibility of the public domain.
- b) To ensure that residents, including users of strollers and wheelchairs and people with bicycles, are able to reach and enter their dwelling and use communal areas via minimum grade ramps, paths, access ways or lifts.

Controls

1. Utilise the site and it's planning to optimise accessibility to the development.
2. Provide high quality accessible routes to public and semi-public areas of the building and the site, including major entries, lobbies, communal open space, site facilities, parking areas, public streets and internal streets.
3. Promote equity by:
 - Ensuring the main building entrance is accessible for all from the street and from car parking areas.
 - Integrating ramps into the overall building and landscape design.
 - Design ground floor dwellings to be accessible from the street, where applicable, and to their associated private open space.
4. Maximise the number of accessible and adaptable dwellings in a building by:
 - Providing more than one accessible entrance where a development contains clusters of buildings.
 - Separating and clearly distinguish between pedestrian accessways and vehicle accessways.
 - Locating vehicle entries away from main pedestrian entries and on secondary frontages.

Dwelling Houses, Attached dwellings or Semi-detached dwellings**Objectives**

- a) To provide car parking facilities on site that are convenient, safe and have sufficient space for vehicular manoeuvrability, whilst being visually unobtrusive.
- b) To minimise the need for on street car parking from new dwellings.

Controls

- 1. Two car parking spaces shall be provided for each dwelling.
- 2. At least one car parking must be provided behind the front setback.
- 3. A car parking space is to have a minimum dimension of 2.5 x 5.5m.
- 4. A single garage is to be a minimum of 3m wide internally and unobstructed.

3.7 Amenity and Environmental Impact**Overshadowing****Objective**

To minimise overshadowing of neighbouring dwellings and their private open space.

Controls

Adjoining properties must receive a minimum of three hours of sunlight between 9am and 5pm on 21 June to at least:

- One living, rumpus room or the like; and
- 50% of the private open space.

Privacy**Objectives**

- a) To locate and design buildings to meet projected user requirements for visual and acoustic privacy and to protect privacy of nearby residents.
- b) To avoid any external impacts of a development, such as overlooking of adjoining sites.
- c) To provide reasonable levels of visual privacy externally and internally, during the day and at night.
- d) To maximise outlook and views from principal rooms and private open space.

Controls

- 1. Building siting, window location, balconies and fencing should take account of the importance of the privacy of on site and adjoining buildings and outdoor spaces.
- 2. Windows to habitable rooms should be located so they do not overlook such windows in adjoining properties, other dwellings within the development or areas of private open space.
- 3. Landscaping should be used where possible to increase visual privacy between dwellings and adjoining properties.
- 4. Where possible the ground floor dwellings should be located above ground level to ensure privacy for occupants of the dwellings.

5. Design building layouts to minimise direct overlooking of rooms and private open spaces adjacent to dwellings by:
 - Balconies to screen other balconies and any ground level private open space.
 - Separating communal open space, common areas and access routes through the development from the windows of rooms, particularly habitable rooms.
 - Changing the level between ground floor dwellings with their associated private open space, and the public domain or communal open space.
6. Use detailed site and building design elements to increase privacy without compromising access to light and air by:
 - Offsetting windows of dwellings in new development and adjacent development windows.
 - Recessed balconies and/or vertical fins between adjacent balconies.
 - Solid or semi-solid balustrades to balconies - louvres or screen panels to windows and/or balconies.
 - Fencing.
 - Vegetation as a screen between spaces.
 - Incorporating planter boxes into walls or balustrades to increase the visual separation between areas.
 - Utilising pergolas or shading devices to limit overlooking of lower dwellings or private open space.

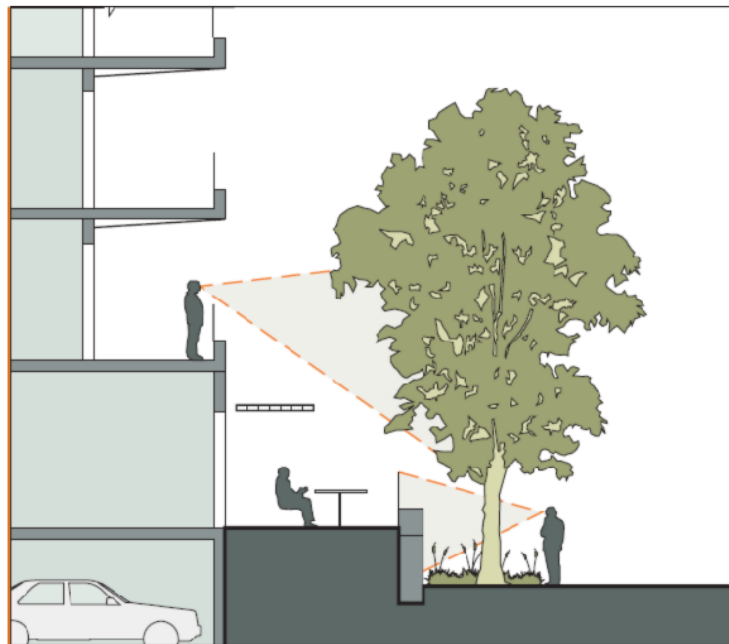


Figure 32 33: Screening and lower level balconies

Acoustic Impact**Objective**

To ensure a high level of amenity by protecting the privacy of residents within residential flat buildings.

Controls

1. Noise attenuation measures should be incorporated into building design to ensure acoustic privacy between on-site and adjoining buildings.
2. Buildings having frontage to a Classified Road or a railway and impacted upon by rail or traffic related noises must incorporate the appropriate noise and vibration mitigation measures into the design in terms of the site layout, building materials and design, orientation of the buildings and location of sleeping and recreation areas.
3. The proposed buildings must comply with the Environment Protection Authority criteria and the current relevant Australian Standards for noise and vibration and quality assurance.
4. Arrange dwellings within a development to minimise noise transition between dwellings by:
 - Locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms with living rooms, bedrooms with bedrooms.
 - Using storage or circulation zones within an dwelling to buffer noise from adjacent dwellings, mechanical services or corridors and lobby areas.
 - Minimising the amount of common walls with other dwellings.
 - Design the internal dwelling layout to separate noisier spaces from quieter spaces by grouping uses within an dwelling - bedrooms with bedrooms and service areas like kitchen, bathroom, and laundry together.

3.8 Site Services**Objectives**

- a) To ensure that the required services are provided.
- b) To ensure that the services provided are easily protected or maintained.

Controls**Letterboxes**

1. Letterboxes shall to be provided for each dwelling on site, easily accessible from the street, able to be securely locked and provided in accordance with Australia Post's requirements.
2. Freestanding letterbox structures should be designed and constructed of materials that relate to the main building.
3. Residential numbering should be attached to the letterbox so that it is clearly visible from the street frontage. Numbers should be 75mm in height, reflective and in contrast to the backing material.

Waste management

1. Waste disposal facilities shall be provided for development. These shall be located adjacent to the driveway entrance to the site.
2. Any structure involving waste disposal facilities shall be located as follows:
 - Setback 1m from the front boundary to the street.
 - Landscaped between the structure and the front boundary and adjoining areas to minimise the impact on the streetscape.
 - Not be located adjacent to an adjoining residential property.
 - Details of the design of waste disposal facilities are shown in Part 1 of the DCP.

Frontage works and damage to Council infrastructure

1. Where a footpath, road shoulder or new or enlarged access driveway is required to be provided this shall be provided at no cost to Council.
2. Council must be notified of any works that may threaten Council assets. Council must give approval for any works involving Council infrastructure.
3. Where there are no existing street trees in front of the site and contributions have not been collected for street tree planting it may be a condition of consent that street trees be provided in the footpath area immediately in front of the site.

Electricity Sub Station

1. In some cases it may be necessary to provide an electricity substation at the front of the development adjacent to the street frontage. This will involve dedication of the area as a public street to allow access by the electricity provider. The front boundary treatment used elsewhere on the street frontage.

3.9 Residential Choice and Mix for Apartment Buildings

A mix of apartment types and sizes is proposed to cater for a variety of socio-economic groups. A range of dwelling sizes and types creates a housing mix that will cater for a diverse population, as well as provide for changing use over time.

Objectives

- a) To ensure development provides a mix of apartment types and sizes to accommodate a range of household types and needs.
- b) To ensure apartment sizes and room proportions are adequate to meet the needs of the occupants and to afford a range of changing activities over time.
- c) Ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents.
- d) Ensure the provision of housing that will, in its adaptable features, meet the access and mobility needs of any occupant.

In addition to the provisions for apartment mix as per Part 4 of the Apartment Design Guide (ADG) or equivalent, the following additional controls apply.

Controls

1. Provide a variety of residential unit mix, sizes, and layouts within each residential development, particularly in larger buildings. It is recognised that the dwelling mixes may not be possible in smaller developments of less than six dwellings.
2. To achieve a mix of living styles, sizes and layouts within each residential development, comply with the following:

- Provide a mix of studio, 1 bedroom, 2 bedroom and 3 bedroom units.
 - Studios and 1 bedroom units are not to be greater than 25% and not less than 5% of the total mix of apartments within each development.
 - Two bedroom units are not to be more than 75% of the total mix of apartments within each development.
3. Provide apartments that are flexible enough to support a change in their use. The applicant will be required to demonstrate that a studio unit can be combined with other units to enable this to occur.
 4. 10% of all apartments are to be designed to be capable of adaptation for disabled or elderly residents. Dwellings must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299-1995), which includes 'pre-adaptation' design details to ensure visit ability is achieved.
 5. Where possible, adaptable dwellings are to be located on the ground floor, for ease of access. Dwellings located above the ground level of a building may only be provided as adaptable dwellings where lift access is available within the building. The lift access must provide access from the basement to allow access for people with disabilities.
 6. The development application must be accompanied by certification from an accredited Access Consultant confirming that the adaptable dwellings are capable of being modified, when required by the occupant, to comply with the Australian adaptable Housing Standard (AS 4299-1995).
 7. Car parking and garages allocated to adaptable dwellings must comply with the requirements of the relevant Australian Standard for disable parking spaces.

3.10 Studio dwellings

Studio dwelling means a small self-contained dwelling that is erected above a garage facing a rear lane or a secondary road.

For the purpose of definition under the Liverpool Local Environmental Plan 2008, a Type 1 studio dwelling is a secondary dwelling.

For the purpose of definition under the Liverpool Local Environmental Plan 2008, a Type 2 studio dwelling is a dual occupancy or multi-dwelling housing.

Objectives

- a) To provide an alternate form of housing in master planned neighbourhoods that include community facilities.
- b) To provide for a variety of housing types to cater for varied socio-demographic households.
- c) To provide for passive surveillance to laneways and private accessways.

Controls

Type 1 Studio

Type 1 Studios are a room or rooms constructed above a detached garage associated with the main dwelling on the lot. The studio is primarily designed to be used by the occupants of the main dwelling. The studio shall comply with the following:

1. The studio shall be located on corner blocks or addressing secondary streets and on laneway entries and bends to improve surveillance.
2. Located on lots with a minimum size of 300sqm.
3. Must be detached from other studios.
4. Maximum gross floor area: 45sqm.

5. No additional car parking space is required.
6. The studio shall be located above the garage, carport or like structure for the principal dwelling on the land.
7. There may be no subdivision of the studio from the principal dwelling on the land.
8. Windows are not permitted on elevations which directly face the adjoining lots private open space.
9. Garages with studios above are to be constructed 1.5m from the rear boundary and may have a zero lot setback to one side boundary.
10. A studio must have a minimum separation of 4m from the first floor of the principal dwelling on the lot.
11. Studios shall not reduce the minimum required amount of solar access to any dwelling's (adjoining or on the principal dwelling) private open space as stipulated in Section 3.5 of this Part.

Type 2 Studio

Type 2 Studios are a room or rooms constructed above a detached garage that is intended to be separately strata titled to allow for independent living from the principal dwelling on the lot. The studio shall comply with the following:

1. The studio shall be located on corner blocks with laneway vehicle access.
2. Located on lots with a minimum size of 350sqm.
3. Maximum gross floor area: 75sqm.
4. Studio to be located above the garage, carport or like structure for the principal dwelling on the land and are to be detached from other studios.
5. One additional dedicated on-site car parking space is required to be associated with the Type 2 studio.
6. Car parking space is not to be located in front building setback of the principal dwelling.
7. Car parking space is not to be in a stacked configuration.
8. The studio must include provision of a balcony accessed directly off living space having minimum size of 6sqm, plus a minimum 10sqm ground level service yard with space for clothes drying facilities. The balcony shall not protrude over any property boundary.
9. Type 2 studios may be strata subdivided from the principal dwelling, or dwellings on the land.
10. Garages with studios are to be constructed 1.5m from the rear boundary and may have a zero lot setback to one side boundary.
11. A studio must have a minimum separation of 4m from the first floor of the principal dwelling on the lot.
12. Pedestrian access to studios is to be from the street frontage and not the laneway.
13. Provision for separate services and an on-site garbage storage area e.g. separate letter box.
14. Studios shall not reduce the minimum amount of solar access to any dwelling's (adjoining or on the principal dwelling) private open space as stipulated in Section 3.5 of this Part.
15. Windows are not permitted on elevations which directly face the adjoining lots private open space. Windows may be permitted on the elevation facing the principal dwelling on the lot where they have a minimum sill height of 1.7m.
16. Screened access ways (e.g. staircases) for studios to prevent viewing into adjoining private open space areas.

4. Controls for Residential Development Urban Transition areas (17&21 Dwellings/Hectare)

4.1 Preliminary

Applies to

This section applies to land identified in Liverpool LEP 2008 Dwelling Density Map as having a minimum density of 17 or 21 Dwellings / Hectare.

Background

Development within the 17 and 21 dwellings/hectare areas are primarily intended for Multi Dwelling Housing, Semi-detached dwellings and Detached dwellings. Residential Flat Buildings are not preferred in the 17 or 21 dwellings/hectare areas (however, if proposed, they are subject to objectives and controls for the urban 28 dwellings/hectare area).

4.2 Site Planning

Objectives

- a) To ensure that the dwelling(s) are sensitive to site attributes, such as streetscape character, natural landform, drainage, existing vegetation, land capability, slope, solar access and if relevant, heritage items.
- b) To ensure privacy for residents and neighbours.

Controls

1. The dwelling layout must be designed around the site attributes such as slope, existing vegetation, land capability and/or solar access (See Figure 33 34 for a site analysis plan).
2. Basement car parking (if applicable) should be unobtrusive and blend into the general façade of the building.
3. There must be a direct link from at least one living area to the principal private open space.
4. The siting of windows of habitable rooms on the first floor shall minimise overlooking to the principal private open space of neighbouring properties.
5. Stormwater from the site must be able to be drained satisfactorily. Where the site falls away from the street, it may be necessary to obtain an easement over adjoining property to drain water satisfactorily to a Council stormwater system. Where stormwater drains directly to the street, there may also be a need to incorporate on-site detention of stormwater where street drainage is inadequate. Refer to Water cycle management in Part 1.

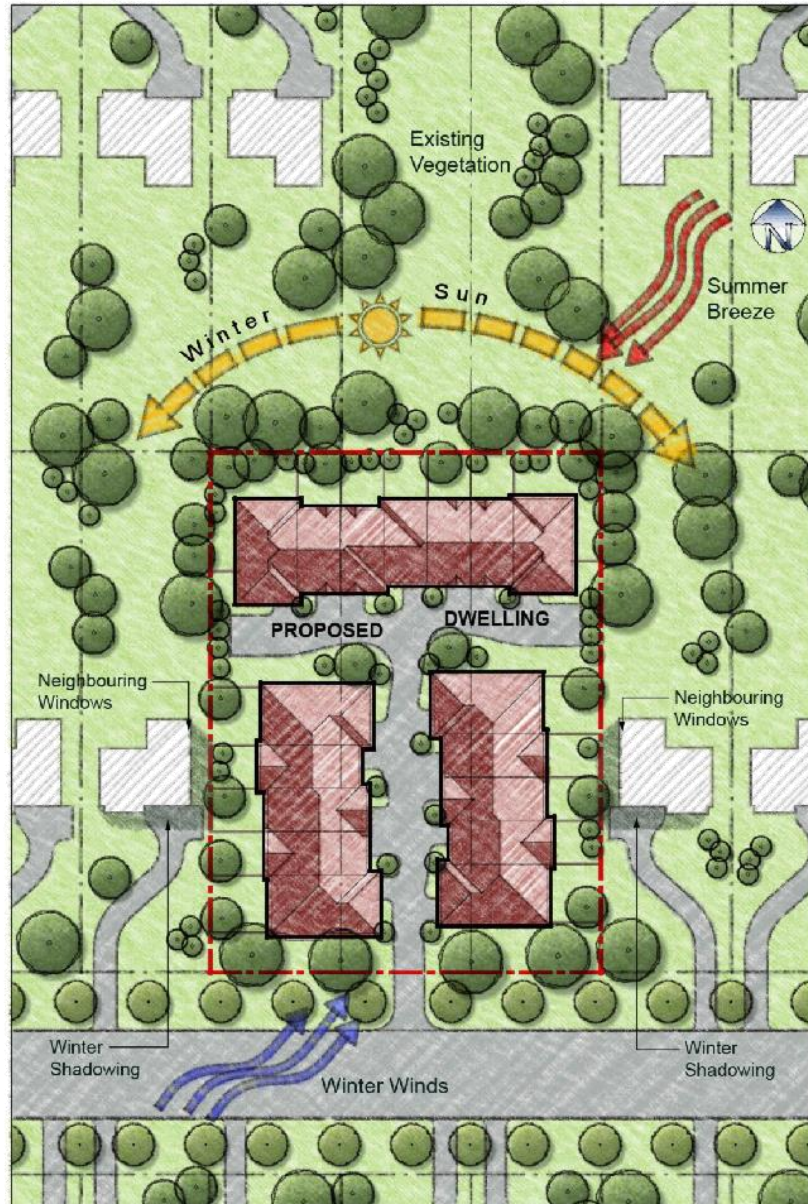


Figure 33 34: Example of a Site Analysis Plan

4.3 Setbacks

Objectives

- a) To set dwellings back from the street and adjacent properties to provide reasonable space for landscaping, private open space and solar access.
- b) To set dwellings back from each other to provide visual and acoustic privacy.
- c) To create a streetscape that provides a desirable and safe environment.
- d) To establish a streetscape of a scale and sense of enclosure appropriate to the locality.
- e) To maximise the amount of area capable of allowing the growth of trees and shrubs.

Controls

Front and Secondary Setbacks

1. Buildings shall be setback in accordance with Table 4.

Table 4: Setbacks within the 17 dw/ha area

Front Setback	Secondary Setback
4.5 m	2.5 m

2. For lots containing a dwelling house, the secondary setback is generally along the longest length boundary. For multi-dwelling housing, the secondary setback faces the secondary road, which may be the shorter boundary(s).
3. Garages shall be setback 5.5m from the street frontage, or 1.0m from a secondary boundary when consistent with a typology shown in Figure 20 21.
4. Articulation features such as verandahs, eaves and other sun control devices may encroach on the front and secondary setback by up to 1m.
5. Corner sites shall provide a frontage to both streets and should articulate their corner location with an architectural feature such as a wraparound verandah, bay window, corner entry or roof feature.



Figure 34 35: Small lot housing corner lot articulation

Side and Rear Setbacks

- Buildings shall be setback from the side and rear boundaries in accordance with Table 5.

Table 5: Side and rear setbacks within the 17 & 21 dw/ha areas

Item	Side Setback		Rear Setback	
	Multi Dwelling Housing	Dwelling House, Attached dwelling and Semi-detached dwelling	Multi Dwelling Housing	Dwelling House, Attached dwelling and Semi-detached dwelling
Party Wall	0 m	0 m	n/a	n/a
1 storey	0.9 m	0.9 m	5 m	4 m
2 storey	1.2 m	1.2 m	8 m	8 m
3 storeys and above	1.4 m	1.4 m	8 m	8 m

Note: In a terrace style attached dwelling development the upper storey setbacks do not apply to the terraces unless by having the zero lot line will create unreasonable solar shading - (that the adjacent lot's dwelling will not receive the minimum 3 hours sunlight to 50% between 9am and 3pm on the 21st June)

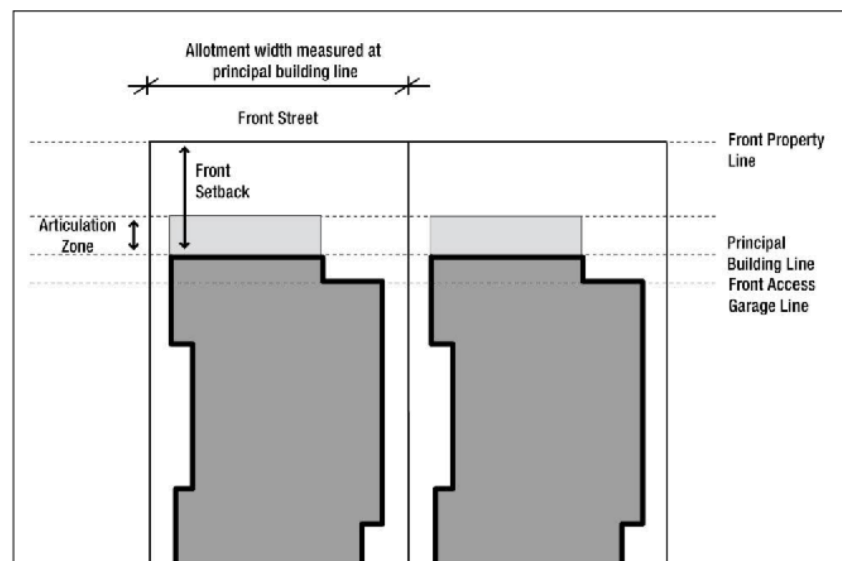


Figure 35 36: Front Setback

Zero lot lines for attached and semi-detached dwellings

This zero lot line control only applies to the end dwellings, in a multi-zero lot line multi dwelling development, such as terraces. It also applies to dwellings that have a zero lot line.

- Walls are generally to be 180mm clear of the side boundary to allow for gutter and eaves overhang.
- The length of a zero lot line wall is limited to 50% of the lot length.

3. No windows are permitted in a zero lot line wall.
4. A maintenance easement of at least 900mm shall be provided on the adjoining boundary.
5. This is shown in Figure ~~37~~ 38.

Zero Lot Lines

Objectives

- a) To allow flexibility in the distribution of side setbacks in residential areas in order to achieve varying dwelling types and to maximise solar access.
- b) To create attractive and cohesive streetscapes and the efficient use of land.
- c) To maintain appropriate amenity between dwellings.

Controls

1. Zero lot line dwellings are not permitted on an ad-hoc basis. They must form part of a subdivision plan for at least one complete block/street frontage so that a consistent streetscape is achieved and that the privacy and solar access of adjoining dwellings are not adversely impacted upon.
2. Zero lot line dwellings are to provide a side setback on the non zero lot line side that equals to at least twice the minimum side setback requirement in Table 5 Side Setbacks.
3. Zero lot line development is to follow the lot orientation principles as shown in Figure ~~36~~ 37 to maximise solar access.
4. Zero lot line development is not permitted on lots that are 15m wide or greater.
5. An easement for maintenance of the zero lot line walls (and any services along the side of the dwelling) is to be provided on the adjoining property. No overhanging eaves or services will be permitted within the easement. The S88b instrument supporting the maintenance easement is to be worded so that Council is removed from any dispute resolution process.

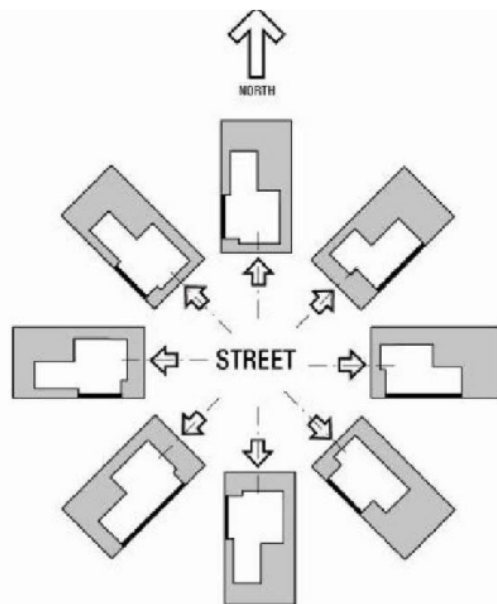


Figure ~~36~~ 37: Lot orientation principles

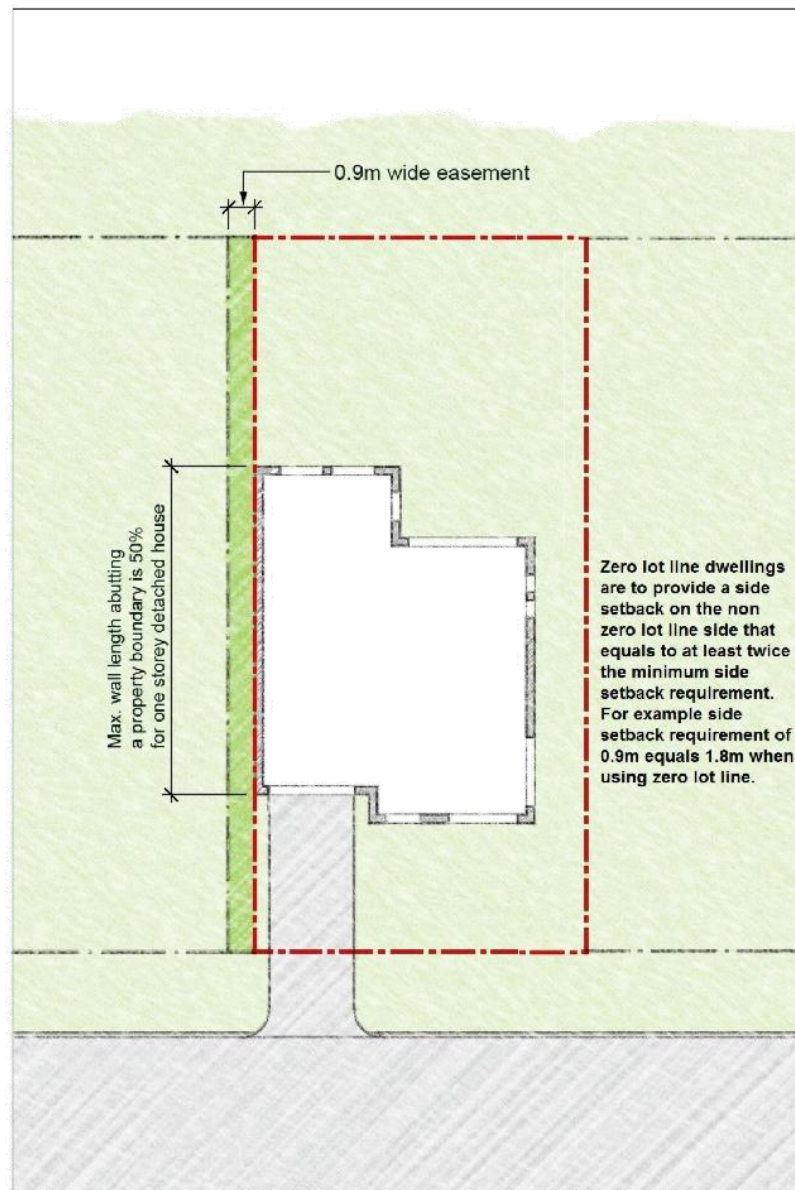


Figure 37 38: Zero Lot Line

4.4 Landscaped Area and Private Open Space

Landscaped area is defined in Liverpool LEP 2008.

Landscaped Area (deep soil area)

Objectives

- a) To provide an area to allow vegetation to mature.
- b) To assist with management of the water table.
- c) To assist with management of water quality.
- d) To enhance the existing streetscape and soften the visual appearance of the buildings.

Controls

1. A minimum of 20% of the site area shall be landscaped area.
2. Optimise the provision of consolidated landscaped area within a site by:
 - The design of basement and sub-basement car parking, so as not to fully cover the site.
 - The use of side and rear setbacks.
 - Optimise the extent of landscaped area beyond the site boundaries by locating them contiguous with the landscaped area of adjacent properties.
3. Promote landscape health by supporting for a rich variety of vegetation type and size.
4. Increase the permeability of paved areas by limiting the area of paving and/or using pervious paving materials.

Open Space

Open space includes Landscaped Areas and hard paved areas such as footpaths and barbeque areas. It does not include driveways, drying areas or waste storage areas.

Objectives

- a) To provide residents with passive and active recreational opportunities.
- b) To provide an area on site that enables soft landscaping and deep soil planting.
- c) To ensure that communal open space is consolidated, configured and designed to be useable and attractive.
- d) To provide a pleasant outlook.

Controls

1. Provide communal open space, which is appropriate and relevant to the context and the building's setting.
2. Where communal open space is provided, facilitate its use for the desired range of activities by:
 - Locating it in relation to buildings to optimise solar access to dwellings.
 - Consolidating open space on the site into recognisable areas with reasonable space, facilities and landscape.
 - Designing its size and dimensions to allow for the range of uses it will contain.
 - Minimising overshadowing.
 - Carefully locating ventilation duct outlets from basement car parking.
3. Locate open space to increase the potential for residential amenity.

Private Open Space**Objective**

- a) To ensure that private open space is clearly defined, usable and meets user requirements for privacy, solar access, outdoor activities, accessibility and landscaping.
- b) To provide all dwellings with private open space.

Controls

1. Private open space shall be provided for in accordance with Table 6 for Multi Dwelling Housing, Attached dwellings and Semi-detached dwellings and Dwelling houses.

Table 6: Private open space in the 17 & 21 dw/ha area

Dwelling Size	Private Open Space Area	Minimum Width
Less than 65 m ²	30sqm	3m
Between 65 and 100m ²	40sqm	3m
Between 101 and 150m	50sqm	4m
Between 151 and 200m	60sqm	4m
Greater than 200m ²	70sqm	4.5m

2. Private open space areas should be an extension of indoor living areas and be functional in size to accommodate seating and the like.
3. Private open space should be clearly defined for private use.

Drying areas**Objective**

To provide adequate clothes drying area for residents.

Controls

1. Clothes drying facilities must be provided. Clothes drying areas should not be visible from a public place.

4.5 Cut and Fill, Building Design and Streetscape**Cut and Fill of Land****Objectives**

- a) To reduce the incidence of change in natural ground levels.
- b) To encourage the architectural designs of dwellings which suit the contours of the land.
- c) To provide controls for cut and fill of land designed to minimise the incidence of soil erosion and subsequent sedimentation of waterways.
- d) To ensure that development on adjoining properties is not threatened or prejudiced by proposed cut and fill practices.
- e) To discourage and eliminate, where possible, the construction of retaining walls on allotment boundaries.
- f) To minimise overshadowing of neighbouring dwellings, their private open space or any solar panelling.

Controls

1. The maximum cut on a site must not exceed 600mm.
2. All retaining wall structures shall be masonry construction and designed by a suitably qualified person, or constructed as specified by the manufacturer of the product. The retaining wall shall be constructed wholly inside (within) the boundary of the site.
3. All slab constructions for dwellings that are above natural ground level are to be constructed using dropped edge beams to retain fill. The maximum fill within the confines of the slab must not exceed 1m. All fill must be contained within the dwelling footprint.
4. Contaminated fill, either imported or found on site is not permitted.

Note: In the event of approval being granted to the erection of retaining wall(s) to contain proposed cut, Council will require the completion of such retaining wall(s) PRIOR TO the release of the occupation certificate.

5. Where an applicant considers that an allotment has characteristics which warrant exemption from this policy, an application for exemption may be made by the submission of a development application to Council for consideration. In addition to normal requirements the submission should include:
 - A plan showing existing contours (at 0.5m intervals) of the subject site and all adjoining sites.
 - A plan showing future contours (after proposed cut and fill) of the subject site and all adjoining sites.
 - Full details of any proposed retaining wall(s).

Note: In the event of approval being granted to the erection of retaining wall(s) to contain proposed cut and fill, Council will require the completion of such retaining wall(s) PRIOR TO the commencement of any building works.

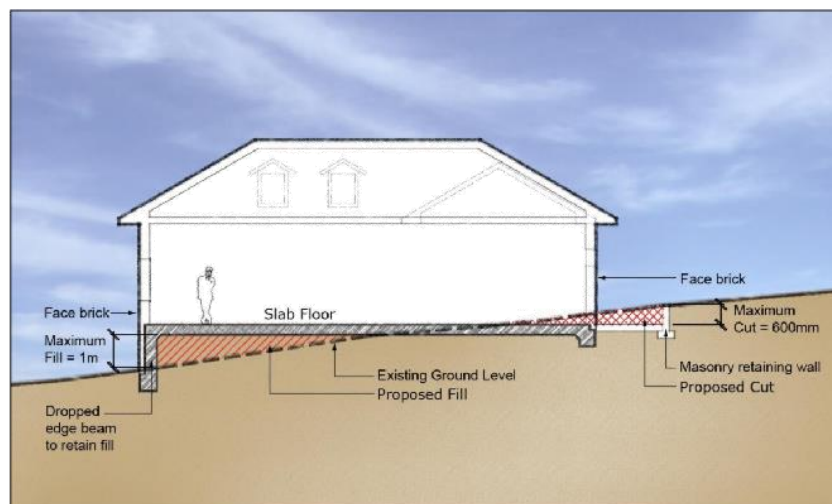


Figure 38 39: An example of Cut and Fill

Dwelling Houses and Semi-detached dwellings and Detached dwellings**Building Envelopes**

1. A Dwelling House, Semi-detached dwellings and attached dwellings may have a maximum of three storeys plus an attic, where building height limits permit.
2. Attics do not constitute a storey if they are included in a roof space and having a roof slope not greater than 36 degrees pitched from the ceiling level of the uppermost floor; provided that:
 - All windows face the street.
 - Access to the attic must be via permanent stairs.
 - Attics are to be provided with skylights, or a dormer window. A dormer window shall be a maximum of 1.5m wide and must maintain the privacy of the adjoining residents.

Building Design

The built form must be uniform in bulk and scale but seek some variety in terms of building elements such as balconies, entrances, carports and roof forms.

The controls aim to ensure that a level of consistency is maintained in those building elements.

Objectives

- a) To promote an architectural style that is contemporary and innovative
- a) To encourage designs that will enhance the character of the neighbourhood.
- b) To promote variation of building facade and design.
- c) That the building enhances the streetscape through the use of suitable built form design and landscaping.
- d) To ensure buildings address all street frontages.
- e) To discourage garages and in particular garage doors, from visually dominating the streetscape.
- f) To ensure that the building design, detailing, colour and finish shall add visual interest to the street and shall compliment the street.
- g) To ensure habitable rooms address the street.
- h) To encourage balconies over garages on two storey dwellings.

Controls**Building Appearance**

1. Simply articulated building forms are preferred
2. Dwellings must address the street frontage
3. Mirror imaging of Attached dwellings is not permitted
4. One building must be set back a minimum of 1m behind the other building in an Attached dwelling.
5. Attached dwellings must only be attached to one other dwelling.
6. Dwellings corner sites must address both street frontages.
7. Use of verandas and balconies are encouraged.
8. Vertically proportioned windows are encouraged.

Building Materials

1. External walls of dwellings can be constructed with the following materials:
 - Face brickwork,

- Rendered brickwork,
 - Stone,
 - Concrete wall,
 - Glass, and
 - Lightweight materials such as, weatherboards, timber boarding or fibre cement.
2. External walls are to display a mix of materials.
 3. Lightweight materials are only permitted on upper storey external walls.

Retaining Walls

Retaining walls can be either built of masonry or sandstone.

Roofs

1. Simple use of gables and pitched and hipped roofs is encouraged.
2. Pitched and hipped roofs are to have a minimum of 450mm eaves unless the dwelling has zero metre side setbacks.
3. Roof pitch must not be lower than 22.5 degrees or higher than 45 degrees.
4. Skillion and vaulted roofs are permitted.
5. Flat roofs must not dominate the built form.
6. Flat roofs must not occupy more than 50% of the total roof area.

Balconies

1. Decks and balconies can be built to form framed porticos or entrances.
2. Balconies should incorporate simple railing and balustrade detailing.

Levels

Dwellings are to follow the slope of the land.

Building Depth**Objectives**

To achieve the development of working and living environments with good internal amenity and that minimise the need for artificial heating, cooling and lighting.

Controls

Maximum building depths for houses are 16m, unless internal courtyards are provided.

Internal Design of Dwellings**Objectives**

- a) The internal design must contribute to personal safety and to the protection of property by permitting casual surveillance of public spaces from private windows and entries.
- b) To provide passive surveillance from rooms addressing the street or any adjoining open space.
- c) To encourage the internal design of the dwelling to take advantage of cross ventilation.
- d) To locate amenity rooms (such as laundries, bathrooms, toilets) to the side and rear of the development.
- e) To ensure that each dwelling shall provide a sufficient amount of storage for elements such as garden and sports equipment.

Controls

1. All dwellings shall have habitable rooms located to the front of the dwelling for security and surveillance to the street.
2. Living rooms should take advantage of northern aspects.
3. Access to private open space must be from at least one living room.
4. The internal layout of the dwelling must incorporate cross ventilation.
5. Bathrooms, ensuites, laundries and walk in wardrobes should be located to the side or rear of the dwelling.
6. Each dwelling must provide a minimum storage area of 8m³.
7. Locate active use rooms or habitable rooms with windows overlooking communal/public areas (e.g. playgrounds, gardens).
8. Dwelling entries must be oriented to the street.

Multi Dwelling Housing**Building Design****Objectives**

- a) To encourage designs that will enhance the character of the neighbourhood.
- b) To promote variation of building facade and design.
- c) That the building enhances the streetscape through the use of suitable built form design and landscaping.
- d) To ensure buildings address all street frontages.
- e) To discourage garages and in particular garage doors, from visually dominating the streetscape.
- f) To ensure that the building design, detailing, colour and finish shall add visual interest to the street and shall compliment the street.
- g) To ensure habitable rooms address the street.
- h) To encourage balconies over garages in two storey dwellings.
- i) To encourage steep or sloping site to build split level or stepped development.

Controls

1. Dwellings with a street frontage shall orientate the main entrance and where possible at least one living area towards the street.
2. Entry points shall be enhanced/emphasised to all dwellings especially those facing the street.
3. The first floor of the townhouse developments must be no greater than two thirds of the ground floor area.
4. Building facades shall be articulated and roof form is to be varied to provide visual variety.
5. Walls shall be a mix of masonry, rendered and or bagged, and painted, lightweight clad and painted and/or flush face brick. Justification will be required for 100% face brick facades or 100% rendered and painted brick and will be assessed on merit.
6. Facades can be articulated by:
 - The use of different materials and detailing and / or.
 - The inclusion of balconies, verandahs, pergolas and landscaped beds.
7. A sidewall must be articulated if the wall has a continuous length of over 10m.

8. The entrance of each dwelling shall be emphasised.
9. Dwellings built at the rear of the allotment must be single storey.
10. Driveways should avoid a 'gun barrel' effect by curving and siting of buildings, which create a driveway form with the divided carriageway separated by soft landscaping.
11. Attic floor space may be used when it is contained wholly within the roof pitch and will not be counted as a storey provided that the attic space is part of the dwelling.
12. Space used for car parking shall be included as a storey if the ceiling of the car parking level exceeds more than 1m above the natural ground level.
13. The maximum roof pitch shall be 36 degrees.
14. Multi dwelling housing built on steep or sloping lots should be built of split-level construction.

Internal Design

Objectives

- a) The internal design must contribute to personal safety and to the protection of property by permitting casual surveillance of public spaces from private windows and entries.
- b) To provide natural surveillance from a room addressing the street.
- c) To encourage the internal design of the dwelling to take advantage of cross ventilation.
- d) To locate amenity rooms (such as laundries, bathrooms, toilets) to the side and rear of the development.
- e) To ensure that each dwelling provides a sufficient amount of storage for elements such as garden and sports equipment.

Controls

1. Townhouses and villa's located on street boundaries shall have habitable rooms located to the front of the dwelling for security and surveillance to the street.
2. Living rooms should take advantage of northern aspects where possible.
3. Access to private open space must be from at least one living room.
4. The internal layout of the dwelling must incorporate cross ventilation.
5. Bathrooms, ensuites, laundries and walk in wardrobes should be located to the side and the rear of the development.
6. Each dwelling must provide a minimum storage area of 8 m³.
7. Locate active use rooms or habitable rooms with windows overlooking communal/public areas (e.g. playgrounds, gardens).

All Residential Development

Roof Design

Objectives

- a) To provide quality roof designs, which contribute to the overall design and quality of the subdivision;
- b) To integrate the design of the roof into the overall facade, building composition and desired contextual response;
- c) To increase the longevity of the building through weather protection.

Controls

1. Relate roof design to the desired built form. This may include:

- Articulating the roof, or breaking down its massing on large buildings, to minimise the apparent bulk or to relate to a context of smaller building forms.
 - Using a similar roof pitch or material to adjacent buildings, particularly in existing special character areas or heritage conservation areas.
 - Minimising the expression of roof forms gives prominence to a strong horizontal datum in the adjacent context, such as an existing parapet line.
 - Using special roof features, which relate to the desired character of an area, to express important corners.
2. Design the roof to relate to the size and scale of the building, the building elevations and three-dimensional building form. This includes the design of any parapet or terminating elements and the selection of roof materials.
 3. Design roofs to respond to the orientation of the site, for example, by using eaves and skillion roofs to respond to sun access.
 4. Minimise the visual intrusiveness of service elements by integrating them into the design of the roof. These elements include lift over-runs, service plants, chimneys, vent stacks, telecommunication infrastructures, gutters, downpipes and signage.
 5. Where habitable space is provided within the roof, optimise residential amenity in the form of attics or penthouse dwellings

Building Entry**Objectives**

- a) To create entrances which provide a desirable residential identity for the development.
- b) To orient the visitor.
- c) To contribute positively to the streetscape and building facade design.

Controls

1. Improve the presentation of the development to the street by:
 - Locating entries so that they relate to the existing street and subdivision pattern, street tree planting and pedestrian access network.
 - Designing the entry as a clearly identifiable element of the building in the street.
 - Utilising multiple entries-main entry plus private ground floor dwelling entries-where it is desirable to activate the street edge or reinforce a rhythm of entries along a street.
2. Provide as direct a physical and visual connection as possible between the street and the entry.
3. Achieve clear lines of transition between the public street, the shared private circulation spaces and the dwelling.
4. Ensure equal access for all.
5. Provide safe and secure access by:
 - Avoiding ambiguous and publicly accessible small spaces in entry areas.
 - Providing a clear line of sight between one circulation space and the next.
 - Providing sheltered well-lit and highly visible spaces to enter the building, meet and collect mail.
6. Generally provide separate entries from the street for:
 - Pedestrians and cars.

- Different uses, for example, for residential and commercial users in a mixed-use development.
 - Ground floor dwellings, where applicable.
7. Design entries and associated circulation space of an adequate size to allow movement of furniture between public and private spaces.
 8. Provide and design letterboxes to be convenient for residents and not to clutter the appearance of the development from the street by:
 - Locating them adjacent to the major entrance and integrated into a wall, where possible.
 - Setting them at 90 degrees to the street, rather than along the front boundary.

Daylight Access

Objectives

- a) To ensure that daylight access is provided to all habitable rooms and encouraged in all other areas of the dwelling(s).
- b) To provide adequate ambient lighting and minimise the need for artificial lighting during daylight hours.
- c) To provide residents with the ability to adjust the quantity of daylight to suit their needs.

Controls

1. Plan the site so that new dwellings are oriented to optimise northern aspect.
2. Ensure direct daylight access to communal open space between March and September and provide appropriate shading in summer.
3. Optimise the number of dwellings receiving daylight access to habitable rooms and principal windows.
4. Ensure daylight access to habitable rooms and private open space, particularly in winter - use skylights, clerestory windows and fanlights to supplement daylight access.
5. Ensure single aspect, single-storey dwellings have a northerly or easterly aspect - locate living areas to the north and service areas to the south and west of the development.
6. Avoid south facing dwellings.
7. Design for shading and glare control, particularly in summer, by:
 - Using shading devices, such as eaves, awnings, colonnades, balconies, pergolas, external louvres and planting.
 - Optimising the number of north-facing living spaces.
 - Providing external horizontal shading to north-facing windows.
 - Providing vertical shading to east or west windows.
8. Consider higher ceilings and higher window heads to allow deeper sunlight penetration.
9. On west facing windows, vertical louvre panels or sliding screens protect from glare and low afternoon sun.

10. On north facing windows, projecting horizontal louvres admit winter sun while shading summer sun.
11. Use high performance glass but minimise external glare off windows, by;
 - Avoiding reflective films.
 - Using a glass reflectance below 20%.
 - Considering reduced tint glass.
12. Limit the use of lightwells as a source of daylight by prohibiting their use as the primary source of daylight in habitable rooms. Where they are used:
 - Relate lightwell dimensions to building separation, for example, if non-habitable rooms face into a light well less than 12m high, the lightwell should measure 6 x 6m.
 - Conceal building services and provide appropriate detail and materials to visible walls.
 - Ensure light wells are fully open to the sky.
 - A combination of louvres provides shading for different times of the day.

4.6 Car Parking and Access

Multi Dwelling Housing

Objectives

- a) To provide convenient, accessible and safe on site car parking for residents and visitors.
- b) To minimise driveway crossings to maximise on street parking and landscaped nature strips.
- c) To integrate the location and design of car parking with the design of the site and building without compromising street character, landscape or pedestrian amenity and safety.
- d) To integrate the location and design of car parking with the design of the site and the building.

Controls

1. Visitor car parking shall be clearly identified and may not be stacked or tandem car parking.
2. Visitor car parking shall be located between any roller shutter door and the front boundary.
3. The extent of paved area for driveways shall be kept to a minimum. Driveways abutting dwellings shall be kept to a minimum.
4. Avoid large expanses of driveways, including concentrating double garages adjacent to each other.
5. Land that is unlikely to be used for manoeuvring shall be used for landscaping or for pedestrian areas and be distinguished by different materials and levels.
6. Refer to Figure 39 [40](#).

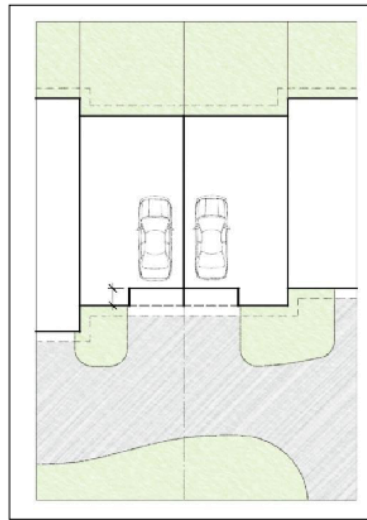


Figure 39 40: Garage and Driveway design

Basement Car parking

1. Basement car parking is permitted but will be included as a storey if the ceiling is located more than 1m above the natural ground level.
2. On sites that slope away from the street, underground car parking structures that protrude more than 1m above the natural ground level towards the rear will not be included as a storey where topographical features warrant and the streetscape is not adversely affected. The car parking area should be adequately obscured from visible sight by the screen planting.

Access Driveways

1. Driveways to the street shall be kept to a minimum.
 2. Driveways may be permitted to individual dwellings provided that the streetscape is not adversely affected and the application complies elsewhere with the DCP.
 3. Kerbs shall be provided along the edge of all internal driveways. All traffic must be able to enter and exit the site in a forward direction.
- Refer to Part 1 for other controls on Access Driveways

Pedestrian Access

Objectives

- a) To promote multi dwelling housing that is well connected to the street and contributes to the accessibility of the public domain.
- b) To ensure that residents, including users of strollers and wheelchairs and people with bicycles, are able to reach and enter their dwelling and use communal areas via minimum grade ramps, paths, access ways or lifts.

Controls

1. Utilise the site and it's planning to optimise accessibility to the development.
2. Provide high quality accessible routes to public and semi-public areas of the building and the site, including major entries, lobbies, communal open space, site facilities, parking areas, public streets and internal streets.

3. Promote equity by:
 - Ensuring the main building entrance is accessible for all from the street and from car parking areas.
 - Integrating ramps into the overall building and landscape design.
4. Maximise the number of accessible and adaptable dwellings in a building by:
 - Providing more than one accessible entrance where a development contains clusters of buildings.
 - Separating and clearly distinguish between pedestrian accessways and vehicle accessways.
 - Locating vehicle entries away from main pedestrian entries and on secondary frontages.

Dwelling Houses, Attached dwellings and Semi-detached dwellings

Objectives

- a) To provide car parking facilities on site that are convenient, safe and have sufficient space for vehicular manoeuvrability, whilst being visually unobtrusive.
- b) To minimise the need for on street car parking from new dwellings.

Controls

1. Two car parking spaces shall be provided for each dwelling.
2. At least one car parking must be provided behind the front setback.
3. A car parking space is to have a minimum dimension of 2.5 x 5.5m.
4. A single garage is to be a minimum of 3m wide internally and unobstructed.

4.7 Landscaping and Fencing

Landscaping

Objectives

- a) To retain existing mature trees within the site in a way which ensures their ongoing health and vitality.
- b) To provide privacy, summer shade and allow winter sun.
- c) To enhance the existing streetscape and visual appearance of dwellings.
- d) To encourage landscaping that is appropriate to the natural, cultural and heritage characteristics of its locality.
- e) To ensure the visual impact of development is minimised and integrated into the streetscape.

Controls

1. The front and rear setback areas of development are to be utilised for canopy tree planting. The landscape design for all development must include canopy trees that will achieve a minimum 8m height at maturity within the front and rear setback areas.
2. At least one tree shall be planted in the landscaped areas. The tree must reach a mature height of over 8m.
3. Landscape planting should be principally comprised of native species to maintain the character of Liverpool and provide an integrated streetscape appearance. However, Council will consider the use of deciduous trees in small private open space areas such as courtyards for control of local microclimate and to improve solar access.

4. Any tree with a mature height over 8m should be planted a minimum distance of 3m from the building or utility services.

Note: It is important to retain significant vegetation to maintain an existing streetscape and enhance the visual appearance of new dwellings.

Fencing

Objectives

- a) To provide a clear transition between public and private areas.
- b) To provide a visual element within the streetscape.
- c) To ensure fencing enhances the streetscape.

Controls

1. Wall finishes must have low reflectivity.
2. Where noise insulation is required, consider the installation of double-glazing or other noise attenuation measures at the front of the building rather than construction of a high solid form fence.

Primary Frontage

1. The maximum height of a front fence is 1.2m.
2. The front fence may be built to a maximum height of 1.5m if the fence is setback 1m from the front boundary with suitable landscaping in front of the proposed fence.
3. Fences should not prevent surveillance by the dwelling's occupants of the street or communal areas.
4. The front fence must be 30% transparent.
5. Front fences shall be constructed in masonry, timber, metal pickets and/or vegetation and must be compatible with the proposed design of the dwelling.
6. The front fence may be built to a maximum of 1.8m only if:
 - The primary frontage is situated on a Classified Road.
 - The fence is articulated by 1m for 50% of its length and has landscaping in front of the articulated portion.
 - The fence does not impede safe sight lines from the street and from vehicles entering and exiting the site.

Secondary Frontage

1. Side fences and walls must be a maximum of 1.8m in height, and constructed of masonry, timber and/or landscaped (See Figure 40 41).
2. For side walls or fences along the secondary frontage, a maximum height of 1.2m is required for the first 9m measured from the front boundary, the remaining fence / wall may then be raised to a maximum of 1.8m (See Figure 40 41). The secondary setback is generally the longest length boundary for detached dwelling houses.
3. Side fencing facing a public street or open space must not be constructed of sheet metal.

Boundary Fences

1. The maximum height of side boundary fencing within the setback to the street is 1.2m.
2. Internal boundary fences shall be lapped and capped timber, masonry or metal sheeting.



Figure 40 41: Fence treatments on secondary frontage

4.8 Amenity and Environmental Impact

Overshadowing

Objective

To minimise overshadowing of neighbouring dwellings and their private open space.

Controls

Adjoining properties must receive a minimum of three hours of sunlight between 9am and 5pm on 21 June to at least:

- One living, rumpus room or the like; and
- 50% of the private open space.

Privacy

Objectives

- a) To locate and design buildings to meet projected user requirements for visual and acoustic privacy and to protect privacy of nearby residents.
- b) To avoid any external impacts of a development, such as overlooking of adjoining sites.
- c) To provide reasonable levels of visual privacy externally and internally, during the day and at night.
- d) To maximise outlook and views from principal rooms and private open space.

Controls

1. Building siting, window location, balconies and fencing should take account of the importance of the privacy of on site and adjoining buildings and outdoor spaces.
2. Windows to habitable rooms should be located so they do not overlook such windows in adjoining properties, other dwellings within the development or areas of private open space.
3. Landscaping should be used where possible to increase visual privacy between dwellings and adjoining properties.
4. Where possible the ground floor dwellings should be located above ground level to ensure privacy for occupants of the dwellings.
5. Design building layouts to minimise direct overlooking of rooms and private open spaces adjacent to dwellings by:
 - Balconies to screen other balconies and any ground level private open space.
 - Separating communal open space, common areas and access routes through the development from the windows of rooms, particularly habitable rooms.
 - Changing the level between ground floor dwellings with their associated private open space, and the public domain or communal open space.
6. Use detailed site and building design elements to increase privacy without compromising access to light and air by:
 - Offsetting windows of dwellings in new development and adjacent development windows.
 - Recessed balconies and/or vertical fins between adjacent balconies.
 - Solid or semi-solid balustrades to balconies - louvres or screen panels to windows and/or balconies.
 - Fencing.
 - Vegetation as a screen between spaces.

- Incorporating planter boxes into walls or balustrades to increase the visual separation between areas.
- Utilising pergolas or shading devices to limit overlooking of private open space.

4.9 Site Services

Objectives

- a) To ensure that the required services are provided.
- b) To ensure that the services provided are easily protected or maintained.

Controls

Letterboxes

1. Letterboxes shall to be provided for each dwelling on site, easily accessible from the street, able to be securely locked and provided in accordance with Australia Post's requirements.
2. Freestanding letterbox structures should be designed and constructed of materials that relate to the main building.
3. Residential numbering should be attached to the letterbox so that it is clearly visible from the street frontage. Numbers should be 75mm in height, reflective and in contrast to the backing material.

Waste management

1. Waste disposal facilities shall be provided for development. These shall be located adjacent to the driveway entrance to the site.
2. Any structure involving waste disposal facilities shall be located as follows:
 - Setback 1m from the front boundary to the street.
 - Landscaped between the structure and the front boundary and adjoining areas to minimise the impact on the streetscape.
 - Not be located adjacent to an adjoining residential property.
 - Details of the design of waste disposal facilities are shown in Part 1 of the DCP.

Frontage works and damage to Council infrastructure

1. Where a footpath, road shoulder or new or enlarged access driveway is required to be provided this shall be provided at no cost to Council.
2. Council must be notified of any works that may threaten Council assets. Council must give approval for any works involving Council infrastructure.
3. Where there are no existing street trees in front of the site and contributions have not been collected for street tree planting it may be a condition of consent that street trees be provided in the footpath area immediately in front of the site.

Electricity Sub Station

In some cases it may be necessary to provide an electricity substation at the front of the development adjacent to the street frontage. This will involve dedication of the area as a public street to allow access by the electricity provider. The front boundary treatment used elsewhere on the street frontage.

4.10 Studio dwellings

Studio dwelling means a small self-contained dwelling that is erected above a garage facing a rear lane or a secondary road.

For the purpose of definition under the Liverpool Local Environmental Plan 2008, a Type 1 studio dwelling is a secondary dwelling.

For the purpose of definition under the Liverpool Local Environmental Plan 2008, a Type 2 studio dwelling is a dual occupancy or multi-dwelling housing.

Objectives

- a) To provide an alternate form of housing in master planned neighbourhoods that include community facilities.
- b) To provide for a variety of housing types to cater for varied socio-demographic households.
- c) To provide for passive surveillance to laneways and private accessways.

Controls

Type 1 Studio

Type 1 Studios are a room or rooms constructed above a detached garage associated with the main dwelling on the lot. The studio is primarily designed to be used by the occupants of the main dwelling. The studio shall comply with the following:

1. The studio shall be located on corner blocks or addressing secondary streets and on laneway entries and bends to improve surveillance.
2. Located on lots with a minimum size of 300sqm.
3. Must be detached from other studios.
4. Maximum gross floor area: 45sqm.
5. No additional car parking space is required.
6. The studio shall be located above the garage, carport or like structure for the principal dwelling on the land.
7. There may be no subdivision of the studio from the principal dwelling on the land.
8. Windows are not permitted on elevations which directly face the adjoining lots private open space.
9. Garages with studios above are to be constructed 1.5m from the rear boundary and may have a zero lot setback to one side boundary.
10. A studio must have a minimum separation of 4m from the first floor of the principal dwelling on the lot.
11. Studios shall not reduce the minimum required amount of solar access to any dwelling's (adjoining or on the principal dwelling) private open space as stipulated in Section 4.4 of this Part.

Type 2 Studio

Type 2 Studios are a room or rooms constructed above a detached garage that is intended to be separately strata titled to allow for independent living from the principal dwelling on the lot. The studio shall comply with the following:

1. The studio shall be located on corner blocks with laneway vehicle access.
2. Located on lots with a minimum size of 350sqm.
3. Maximum gross floor area: 75sqm.
4. Studio to be located above the garage, carport or like structure for the principal dwelling on the land and are to be detached from other studios.

5. One additional dedicated on-site car parking space is required to be associated with the Type 2 studio.
6. Car parking space is not to be located in front building setback of the principal dwelling.
7. Car parking space is not to be in a stacked configuration.
8. The studio must include provision of a balcony accessed directly off living space having minimum size of 6sqm, plus a minimum 10sqm ground level service yard with space for clothes drying facilities. The balcony shall not protrude over any property boundary.
9. Type 2 studios may be strata subdivided from the principal dwelling, or dwellings on the land.
10. Garages with studios are to be constructed 1.5m from the rear boundary and may have a zero lot setback to one side boundary.
11. A studio must have a minimum separation of 4m from the first floor of the principal dwelling on the lot.
12. Pedestrian access to studios is to be from the street frontage and not the laneway.
13. Provision for separate services and an on-site garbage storage area e.g. separate letter box.
14. Studios shall not reduce the minimum amount of solar access to any dwelling's (adjoining or on the principal dwelling) private open space as stipulated in Section 3.5 of this Part.
15. Windows are not permitted on elevations which directly face the adjoining lots private open space. Windows may be permitted on the elevation facing the principal dwelling on the lot where they have a minimum sill height of 1.7m.
16. Screened access ways (e.g. staircases) for studios to prevent viewing into adjoining private open space areas.

5. Controls for Residential Development in Suburban areas (14 Dwellings/Hectare)

5.1 Preliminary

Applies to

This section applies to land identified in Liverpool LEP 2008 Dwelling Density Map as having a minimum density of 14 Dwellings / Hectare.

Background

Development within the 14 Dwellings / Hectare area is primarily intended for Dwelling houses, Semi detached dwellings and Attached dwellings. . Whilst multi-dwelling housing and residential flat buildings are permitted in the R1 zone, they are not favoured in the 14 dwellings/Hectare area. Refer to controls in the Urban (28dw/Ha) section for multi-dwelling housing and residential flat buildings

5.2 Site Planning

Objectives

- a) To ensure that the dwelling is sensitive to site attributes, such as streetscape character, natural landform, drainage, existing vegetation, land capability, slope, solar access and if relevant, heritage items.
- b) To ensure privacy for residents and neighbours.

Controls

1. The dwelling layout must be designed around the site attributes such as slope, existing vegetation, land capability and/or solar access (See Figure 41 42 for a site analysis plan).
2. Basement car parking (if applicable) should be unobtrusive and blend into the general façade of the building.
3. There must be a direct link from at least one living area to the principal private open space.
4. The siting of windows of habitable rooms on the first floor shall minimise overlooking to the principal private open space of neighbouring properties.
5. Stormwater from the site must be able to be drained satisfactorily. Where the site falls away from the street, it may be necessary to obtain an easement over adjoining property to drain water satisfactorily to a Council stormwater system. Where stormwater drains directly to the street, there may also be a need to incorporate on-site detention of stormwater where street drainage is inadequate. Refer to Water cycle management in Part 1.

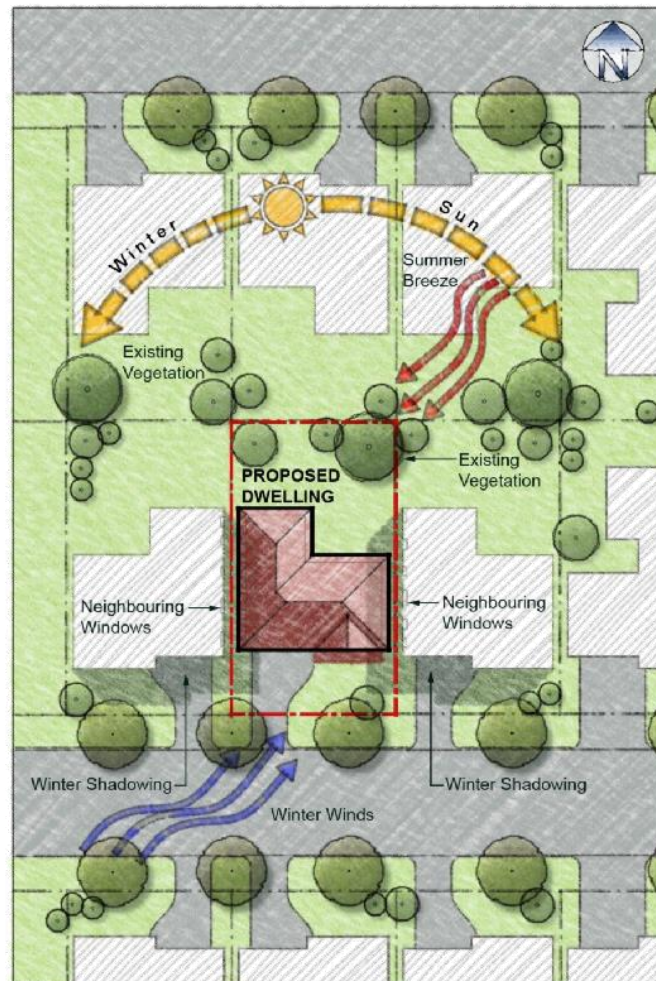


Figure 41 42: Example of a Site Analysis Plan

5.3 Setbacks

Setbacks

Objectives

- To set dwellings back from the street and adjacent properties to provide reasonable space for landscaping, private open space and solar access.
- To set dwellings back from each other to provide visual and acoustic privacy.
- To create a streetscape that provides a desirable and safe environment.
- To establish a streetscape of a scale and sense of enclosure appropriate to the locality.
- To maximise the amount of area capable of allowing the growth of trees and shrubs.

Controls

Front Setbacks

1. Buildings shall be setback in accordance with Table 7.

Table 7: Setbacks within the 14 dw/ha area

Front Setback	Secondary Setback
4.5m	2.5m

2. The secondary setback is along the longest length boundary.
3. Garages shall be setback 5.5m from any frontage, or 1.0m from a secondary boundary when consistent with a typology shown in Figure 20 21.
4. Articulation features such as verandahs, eaves and other sun control devices may encroach on the front and secondary setback by up to 1m.
5. Corner sites shall provide a frontage to both streets and should articulate their corner location with an architectural feature such as a wraparound verandah, bay window, corner entry or roof feature.

Side and Rear Setbacks

Buildings shall be setback from the side and rear boundaries in accordance with the Table 8.

Table 8: Side and rear setbacks within the 14 dw/ha area

Item	Side Setback	Rear Setback
1 storey	0.9m	4m
2 storey	1.2m	8m

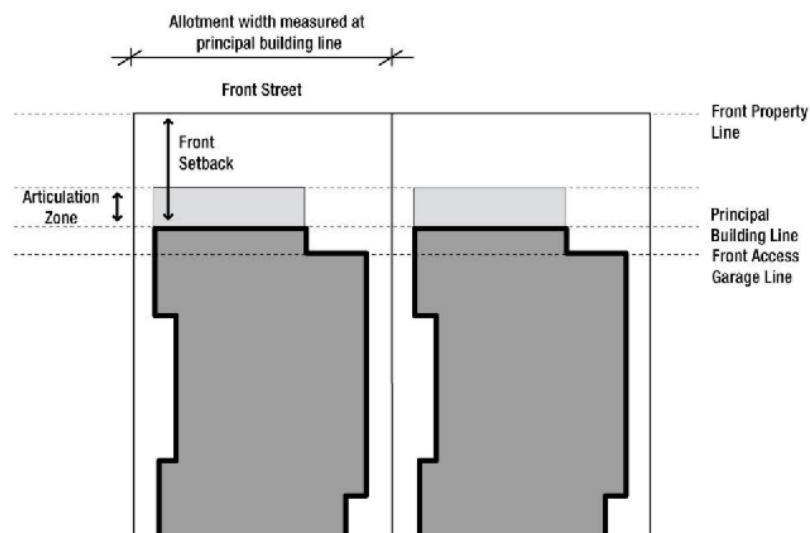


Figure 42 43: Front Setback

Zero Lot Lines**Objectives**

- a) To allow flexibility in the distribution of side setbacks in residential areas in order to achieve varying dwelling types and to maximise solar access.
- b) To create attractive and cohesive streetscapes and the efficient use of land.
- c) To maintain appropriate amenity between dwellings.

Controls

- 1. Zero lot line dwellings are not permitted on an ad-hoc basis. They must form part of a subdivision plan for at least one complete block/street frontage so that a consistent streetscape is achieved and that the privacy and solar access of adjoining dwellings are not adversely impacted upon.
- 2. Zero lot line dwellings are to provide a side setback on the non zero lot line side that equals to at least twice the minimum side setback requirement in Table 8 Side Setbacks.
- 3. Zero lot line development is to follow the lot orientation principles as shown in Figure 36 37 to maximise solar access.
- 4. Zero lot line development is not permitted on lots that are 15m wide or greater.
- 5. An easement for maintenance of the zero lot line walls (and any services along the side of the dwelling) is to be provided on the adjoining property. No overhanging eaves or services will be permitted within the easement. The S88b instrument supporting the maintenance easement is to be worded so that Council is removed from any dispute resolution process.

5.4 Landscaped Area and Private Open Space

Landscaped area is defined in Liverpool LEP 2008.

Landscaped Area (deep soil area)**Objectives**

- a) To provide an area to allow vegetation to mature.
- b) To assist with management of the water table.
- c) To assist with management of water quality.
- d) To enhance the existing streetscape and soften the visual appearance of the buildings.

Controls

- 1. A minimum of 20% of the site area shall be landscaped area.
- 2. Optimise the provision of consolidated landscaped area within a site by:
 - The use of side and rear setbacks.
 - Optimise the extent of landscaped area beyond the site boundaries by locating them contiguous with the landscaped area of adjacent properties.
- 3. Promote landscape health by supporting for a rich variety of vegetation type and size.
- 4. Increase the permeability of paved areas by limiting the area of paving and/or using pervious paving materials.

Open Space

Open space includes Landscaped Areas and hard paved areas such as footpaths and barbeque areas. It does not include driveways, drying areas or waste storage areas.

Objectives

- a) To provide residents with passive and active recreational opportunities.
- b) To provide an area on site that enables soft landscaping and deep soil planting.
- c) To ensure that communal open space is consolidated, configured and designed to be useable and attractive.
- d) To provide a pleasant outlook.

Controls

1. Provide communal open space, which is appropriate and relevant to the context and the building's setting.
2. Where communal open space is provided, facilitate its use for the desired range of activities by:
 - Locating it in relation to buildings to optimise solar access to dwellings.
 - Consolidating open space on the site into recognisable areas with reasonable space, facilities and landscape.
 - Designing its size and dimensions to allow for the range of uses it will contain.
 - Minimising overshadowing.
 - Carefully locating ventilation duct outlets from basement car parking.
3. Locate open space to increase the potential for residential amenity.

Private Open Space**Objective**

- a) To ensure that private open space is clearly defined, usable and meets user requirements for privacy, solar access, outdoor activities, accessibility and landscaping.
- b) To provide all dwellings with private open space.

Controls

1. Private open space shall be provided for in accordance with Table 9 for Multi Dwelling Housing, Attached dwellings, Semi detached dwellings and Dwelling houses.

Table 9: Private open space in the 14 dw / ha area

Dwelling Size	Private Open Space Area	Minimum Width
Less than 65m ²	30sqm	3m
Between 65 and 100m ²	40sqm	3m
Between 101 and 150m ²	50sqm	4m
Between 151 and 200m ²	60sqm	4m
Greater than 200m ²	70sqm	4.5m

2. Private open space may be provided as a courtyard for ground floor dwellings or as balconies for dwellings above the ground floor.
3. Private open space areas should be an extension of indoor living areas and be functional in size to accommodate seating and the like.
4. Private open space should be clearly defined for private use.

For balconies refer to Building Design, Streetscape and Layout for controls on their design.

Drying areas

Objective

To provide adequate clothes drying area for residents.

Controls

1. Clothes drying facilities must be provided. Clothes drying areas should not be visible from a public place.

5.5 Cut and Fill, Building Design, Streetscape and Layout

Cut and Fill of Land

Objectives

- a) To reduce the incidence of change in natural ground levels.
- b) To encourage the architectural designs of dwellings which suit the contours of the land.
- c) To provide controls for cut and fill of land designed to minimise the incidence of soil erosion and subsequent sedimentation of waterways.
- d) To ensure that development on adjoining properties is not threatened or prejudiced by proposed cut and fill practices.
- e) To discourage and eliminate, where possible, the construction of retaining walls on allotment boundaries.
- f) To minimise overshadowing of neighbouring dwellings, their private open space or any solar panelling.

Controls

1. The maximum cut on a site must not exceed 600mm.
2. All retaining wall structures shall be masonry construction and designed by a suitably qualified person, or constructed as specified by the manufacturer of the product. The retaining wall shall be constructed wholly inside (within) the boundary of the site.
3. All slab constructions for dwellings that are above natural ground level are to be constructed using dropped edge beams to retain fill. The maximum fill within the confines of the slab must not exceed 1m. All fill must be contained within the dwelling footprint.
4. Contaminated fill, either imported or found on site is not permitted.

Note: In the event of approval being granted to the erection of retaining wall(s) to contain proposed cut, Council will require the completion of such retaining wall(s) PRIOR TO the release of the occupation certificate.

5. Where an applicant considers that an allotment has characteristics which warrant exemption from this policy, an application for exemption may be made by the submission of a development application to Council for consideration. In addition to normal requirements the submission should include:
 - A plan showing existing contours (at 0.5m intervals) of the subject site and all adjoining sites.
 - A plan showing future contours (after proposed cut and fill) of the subject site and all adjoining sites.
 - Full details of any proposed retaining wall(s).

Note: In the event of approval being granted to the erection of retaining wall(s) to contain proposed cut and fill, Council will require the completion of such retaining wall(s) PRIOR TO the commencement of any building works.

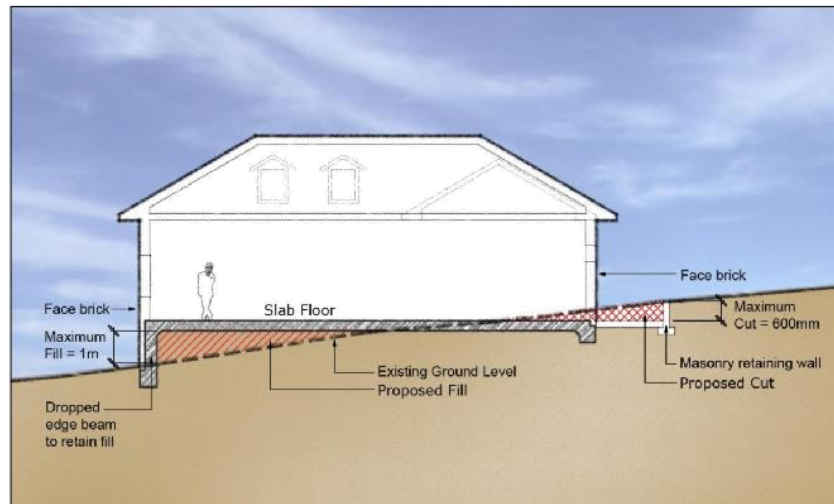


Figure 43 44: An example of Cut and Fill

Building Envelopes

Background

The orientation and site cover of a building has significant implications for residential amenity. Building envelopes determine the orientation and footprint of a dwelling, as well as the total volume of the dwelling.

Objectives

- To facilitate the efficient use of the site area.
- To maximise private amenity within the building.
- To minimise the impacts of development on neighbouring properties in regard to views, privacy and overshadowing.
- To ensure that buildings are sited so as to provide for solar access and both visual and acoustic privacy.

Controls

- The building footprint for detached dwelling houses is not to occupy more than 55% of the site and the total impervious area is not to exceed 70% of the total site area. A minimum of 30% of the site area must be pervious surfaces.
- The building footprint for denser development is not to occupy more than 60% of the site and the total impervious area is not to exceed 80% of the total site area. A minimum of 20% of the total site area must be pervious surfaces.

Building Height

Objectives

- a) To ensure that development minimises the impact on neighbouring properties in terms of building bulk, overshadowing and privacy.
- b) To maintain a scale of development, which is compatible with the existing or likely future character of the locality.

Controls

- 1. A Dwelling House, Attached dwelling or Semi detached dwelling may have a maximum of two storeys plus an attic.
- 2. Attics do not constitute a storey if they are included in a roof space and having a roof slope not greater than 36 degrees pitched from the ceiling level of the uppermost floor; provided that:
 - All windows face the street.
 - Access to the attic must be via permanent stairs.
 - Attics are to be provided with skylights, or a dormer window. A dormer window shall be a maximum of 1.5m wide and must maintain the privacy of the adjoining residents.
- 3. For sloping sites the height of a dwelling house must follow the slope of the land.

Building Depth

Objectives

To ensure working and living environments have good internal amenity that minimises the need for artificial heating, cooling and lighting.

Controls

- 1. Maximum building depths for houses are 16m, unless internal courtyards are provided.

Building Design and Appearance

Objectives

- a) To encourage designs that will enhance the character of the neighbourhood.
- b) To promote variation of building facade and design.
- c) That the building enhances the streetscape through the use of suitable built form design and landscaping.
- d) To ensure buildings address all street frontages.
- e) To discourage garages and in particular garage doors, from visually dominating the streetscape.
- f) To ensure that the building design, detailing, colour and finish shall add visual interest to the street and shall compliment the street.
- g) To ensure habitable rooms address the street.
- h) To encourage balconies over garages on two storey dwellings.

Controls

- 1. All dwelling houses, Attached dwellings and Semi detached dwellings are to be orientated to the street (See Figure 44 45).
- 2. The front pedestrian entrance must be visible from the street.
- 3. The front Building facades shall be articulated, this articulation may include front porches, entries, wall indents, changes in finishes, balconies and/or verandahs.

4. For two storey or greater height developments, the side walls shall be articulated if the wall has a continuous length of over 10m.
5. Eave overhang must provide for sun shading and protect windows and doors. Eaves should have a minimum overhang of 400mm and be provided to a minimum of 70% of the dwelling.
6. Dwelling houses, Attached dwellings or Semi detached dwellings that face two street frontages or a street and public space shall address both frontages by the use of verandahs, balconies, windows or similar modulating elements.
7. Balconies facing the street on two or more storey dwellings are encouraged.

Two storey detached or attached dwellings

To break up the bulk of two or more storey dwellings balconies, built above garages are encouraged (See Figure 44 45).

Garages and Carports

1. The maximum width of garage doors or carports must be no greater than 45% of the building frontage width.
2. Garages and carports must be designed to be the minor element of the façade
3. Garage roofs shall be incorporated into the roof design of the house. Separate roofs for garages are discouraged, unless actually separated from the dwelling.
4. Garages and carports are to be compatible with the building design in terms of height, roof form, detail, materials and colours.
5. Carports may be built in front of the garage only if the carport:
 - Is no larger than 5.5 x 6m.
 - Is built of a similar colour and materials of the house.
 - Is setback 2m from the front property boundary.
 - Is compatible with the local streetscape.
6. The conversion of garages to living space may only be permitted if:
 - At least one car parking space is provided behind the front setback.
 - The additional living area does not result in the building exceeding the maximum permitted floor space ratio.



Figure 44 45: Example of Building Appearance

Internal Design

Objectives

- a) The internal design must contribute to personal safety and to the protection of property by permitting casual surveillance of public spaces from private windows and entries.
- b) To provide natural surveillance from a room addressing the street.
- c) To encourage the internal design of the dwelling to take advantage of cross ventilation.
- d) To locate amenity rooms (such as laundries, bathrooms, toilets) to the side and rear of the development.
- e) To ensure that each dwelling provides a sufficient amount of storage for elements such as garden and sports equipment.

Controls

1. Townhouses and villa's located on street boundaries shall have habitable rooms located to the front of the dwelling for security and surveillance to the street.
2. Living rooms should take advantage of northern aspects where possible.
3. Access to private open space must be from at least one living room.
4. The internal layout of the dwelling must incorporate cross ventilation.
5. Bathrooms, ensuites, laundries and walk in wardrobes should be located to the side and the rear of the development.
6. Each dwelling must provide a minimum storage area of 8m³.
7. Locate active use rooms or habitable rooms with windows overlooking communal/public areas (e.g. playgrounds, gardens).

Roof Design**Objectives**

- a) To provide quality roof designs, which contribute to the overall design and performance of the dwelling(s);
- b) To integrate the design of the roof into the overall facade, building composition and desired contextual response;
- c) To increase the longevity of the building through weather protection.

Controls

1. Relate roof design to the desired built form. This may include:
 - Articulating the roof, or breaking down its massing on large buildings, to minimise the apparent bulk or to relate to a context of smaller building forms.
 - Using a similar roof pitch or material to adjacent buildings, particularly in existing special character areas or heritage conservation areas.
 - Minimising the expression of roof forms gives prominence to a strong horizontal datum in the adjacent context, such as an existing parapet line.
 - Using special roof features, which relate to the desired character of an area, to express important corners.
2. Design the roof to relate to the size and scale of the building, the building elevations and three-dimensional building form. This includes the design of any parapet or terminating elements and the selection of roof materials.
3. Design roofs to respond to the orientation of the site, for example, by using eaves and skillion roofs to respond to sun access.
4. Minimise the visual intrusiveness of service elements by integrating them into the design of the roof. These elements include lift over-runs, service plants, chimneys, vent stacks, telecommunication infrastructures, gutters, downpipes and signage.
5. Where habitable space is provided within the roof, optimise residential amenity in the form of attics or penthouse dwellings

Storage Areas**Objective**

To provide for the need of residents to be able to store personal items adjacent to the car parking area.

Controls

1. A secure storage space is to be provided for each dwelling with a minimum volume 8m³ (minimum dimension 1sqm). This must be set aside exclusively for storage as part of the basement or garage.
2. Storage areas must be adequately lit and secure. Particular attention must be given to security of basement and garage storage areas.

5.6 Car Parking and Access**Objectives**

- a) To provide car parking facilities on site that are convenient, safe and have sufficient space for vehicular manoeuvrability, whilst being visually unobtrusive.
- b) To minimise the need for on street parking from new dwellings.

Controls

1. Two car parking spaces shall be provided for each dwelling.
2. At least one car parking must be provided behind the front setback.
3. A parking space is to be a minimum of 2.5 x 5.5m.
4. A single garage is to be a minimum of 3m wide internally and unobstructed.
5. Kerbs shall be provided along the edge of all internal driveways.

5.7 Landscaping and Fencing**Landscaping****Objectives**

- a) To retain existing mature trees within the site in a way which ensures their ongoing health and vitality.
- b) To provide privacy, summer shade and allow winter sun.
- c) To enhance the existing streetscape and visual appearance of dwellings.
- d) To encourage landscaping that is appropriate to the natural, cultural and heritage characteristics of its locality.
- e) To ensure the visual impact of development is minimised and integrated into the streetscape.

Controls

1. The front and rear setback areas of development are to be utilised for canopy tree planting. The landscape design for all development must include canopy trees that will achieve a minimum 8m height at maturity within the front and rear setback areas.
2. At least one tree shall be planted in the landscaped areas. The tree must reach a mature height of over 8m.
3. Landscape planting should be principally comprised of native species to maintain the character of Liverpool and provide an integrated streetscape appearance. However, Council will consider the use of deciduous trees in small private open space areas such as courtyards for control of local microclimate and to improve solar access.
4. Any tree with a mature height over 8m should be planted a minimum distance of 3m from the building or utility services.

Note: It is important to retain significant vegetation to maintain an existing streetscape and enhance the visual appearance of new dwellings.

Fencing**Objectives**

- a) To provide a clear transition between public and private areas.
- b) To provide a visual element within the streetscape.
- c) To ensure fencing enhances the streetscape.

Controls

1. Wall finishes must have low reflectivity.
2. Where noise insulation is required, consider the installation of double-glazing or other noise attenuation measures at the front of the building rather than construction of a high solid form fence.

Primary Frontage

1. The maximum height of a front fence is 1.2m.
2. The front fence may be built to a maximum height of 1.5m if the fence is setback 1m from the front boundary with suitable landscaping in front of the proposed fence.
3. Fences should not prevent surveillance by the dwelling's occupants of the street or communal areas.
4. The front fence must be 30% transparent.
5. Front fences shall be constructed in masonry, timber, metal pickets and/or vegetation and must be compatible with the proposed design of the dwelling.
6. The front fence may be built to a maximum of 1.8m only if:
 - The primary frontage is situated on a Classified Road.
 - The fence is articulated by 1m for 50% of its length and has landscaping in front of the articulated portion.
 - The fence does not impede safe sight lines from the street and from vehicles entering and exiting the site.

Secondary Frontage

1. Side fences and walls must be a maximum of 1.8m in height, and constructed of masonry, timber and/or landscaped (See Figure 45 46).
2. For side walls or fences along the secondary frontage, a maximum height of 1.2m is required for the first 9m measured from the front boundary, the remaining fence / wall may then be raised to a maximum of 1.8m (See Figure 45 46). The secondary setback is the longest length boundary.
3. Side fencing facing a public street or open space must not be constructed of sheet metal.

Boundary Fences

1. The maximum height of side boundary fencing within the setback to the street is 1.2m.
2. Internal boundary fences shall be lapped and capped timber, masonry or metal sheeting.



Figure 45 46: Fence treatments on secondary frontage

5.8 Amenity and Environmental Impact

Overshadowing

Objectives

To minimise overshadowing of neighbouring dwellings and their private open space.

Controls

1. Adjoining properties must receive a minimum of three hours of sunlight between 9am and 5pm on 21 June to at least:
 - One living, rumpus room or the like; and
 - 50 % of the private open space.

Privacy and Amenity Privacy**Objective**

To site and design buildings to meet projected user requirements for visual and acoustic privacy and to protect privacy of nearby residents.

Controls

1. Building siting, window location and balconies should take account of the importance of the privacy of on site and adjoining buildings and outdoor spaces.
2. Landscaping should be used where possible to increase visual privacy between dwellings and adjoining properties.
3. Windows of habitable rooms facing side boundaries are to be offset by at least 1m from any adjoining facing window.
4. Except where they face a street or public open space, habitable room windows to the side are to avoid unreasonable overlooking by having a minimum sill height of 1.5m.

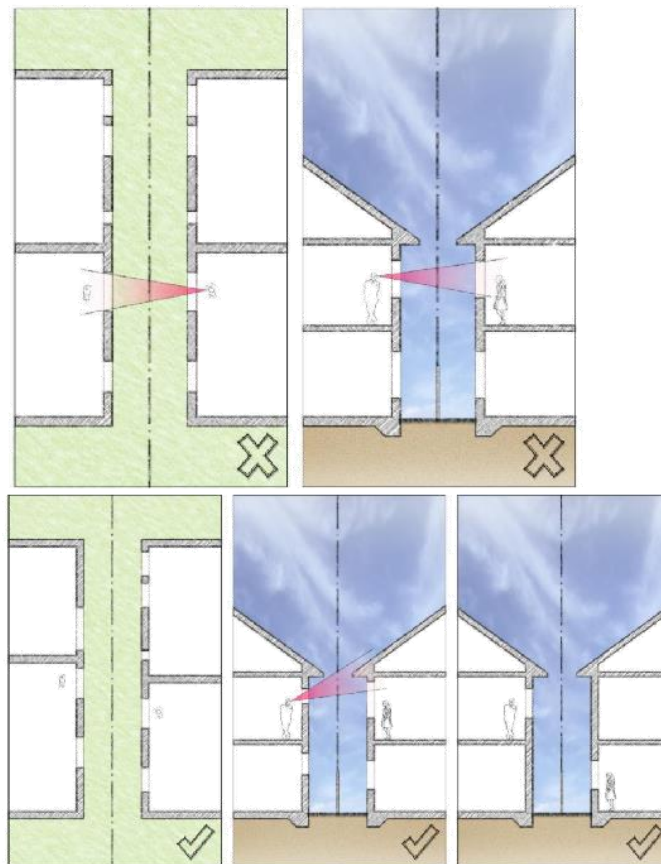


Figure 46 47: Privacy and Amenity Privacy

Acoustic Privacy

Objective

To ensure appropriate noise and vibration attenuation measures are incorporated into residential development.

Controls

1. Noise attenuation measures should be incorporated into building design to ensure acoustic privacy between on-site and adjoining buildings.
2. Developments in areas adversely impacted upon by rail or traffic related noises must incorporate the appropriate noise and vibration mitigation measures into the design in terms of the site layout, building materials and design, orientation of the buildings and location of sleeping and recreation areas.
3. Where party walls are provided they must be carried to the underside of the roof and be constructed in accordance with Part F5 of the Building Code of Australia.
4. The proposed buildings must comply with the Environment Protection Authority criteria and the current relevant Australian Standards for noise and vibration and quality assurance.

5.9 Site Services

Objectives

- a) To ensure that the required services are provided.
- b) To ensure that the services provided are easily protected or maintained.

Controls

Letterboxes

1. Letterboxes shall to be provided for each dwelling on site, easily accessible from the street, able to be securely locked and provided in accordance with Australia Post's requirements.
2. Freestanding letterbox structures should be designed and constructed of materials that relate to the main building.
3. Residential numbering should be attached to the letterbox so that it is clearly visible from the street frontage. Numbers should be 75mm in height, reflective and in contrast to the backing material.

Frontage works and damage to Council infrastructure

1. Where a footpath, road shoulder or new or enlarged access driveway is required to be provided this shall be provided at no cost to Council.
2. Council must be notified of any works that may threaten Council assets. Council must give approval for any works involving Council infrastructure.
3. Where there are no existing street trees in front of the site and contributions have not been collected for street tree planting it may be a condition of consent that street trees be provided in the footpath area immediately in front of the site.

5.10 Studio Dwellings

Studio dwelling means a small self-contained dwelling that is erected above a garage facing a rear lane or a secondary road.

For the purpose of definition under the Liverpool Local Environmental Plan 2008, a Type 1 studio dwelling is a secondary dwelling.

For the purpose of definition under the Liverpool Local Environmental Plan 2008, a Type 2 studio dwelling is a dual occupancy or multi-dwelling housing.

Objectives

- a) To provide an alternate form of housing in master planned neighbourhoods that include community facilities.
- b) To provide for a variety of housing types to cater for varied socio-demographic households.
- c) To provide for passive surveillance to laneways and private accessways.

Controls

Type 1 Studio

Type 1 Studios are a room or rooms constructed above a detached garage associated with the main dwelling on the lot. The studio is primarily designed to be used by the occupants of the main dwelling. The studio shall comply with the following:

1. The studio shall be located on corner blocks or addressing secondary streets and on laneway entries and bends to improve surveillance.
2. Located on lots with a minimum size of 300sqm.
3. Must be detached from other studios.
4. Maximum gross floor area: 45sqm.
5. No additional car parking space is required.
6. The studio shall be located above the garage, carport or like structure for the principal dwelling on the land.
7. There may be no subdivision of the studio from the principal dwelling on the land.
8. Windows are not permitted on elevations which directly face the adjoining lots private open space.
9. Garages with studios above are to be constructed 1.5m from the rear boundary and may have a zero lot setback to one side boundary.
10. A studio must have a minimum separation of 4m from the first floor of the principal dwelling on the lot.
11. Studios shall not reduce the minimum required amount of solar access to any dwelling's (adjoining or on the principal dwelling) private open space as stipulated in Section 5.4 of this Part.

Type 2 Studio

Type 2 Studios are a room or rooms constructed above a detached garage that is intended to be separately strata titled to allow for independent living from the principal dwelling on the lot. The studio shall comply with the following:

1. The studio shall be located on corner blocks with laneway vehicle access.
2. Located on lots with a minimum size of 350sqm.
3. Maximum gross floor area: 75sqm.
4. Studio to be located above the garage, carport or like structure for the principal dwelling on the land and are to be detached from other studios.
5. One additional dedicated on-site car parking space is required to be associated with the Type 2 studio.
6. Car parking space is not to be located in front building setback of the principal dwelling.
7. Car parking space is not to be in a stacked configuration.
8. The studio must include provision of a balcony accessed directly off living space having minimum size of 6sqm, plus a minimum 10sqm ground level service yard with space for clothes drying facilities. The balcony shall not protrude over any property boundary.
9. Type 2 studios may be strata subdivided from the principal dwelling, or dwellings on the land.
10. Garages with studios are to be constructed 1.5m from the rear boundary and may have a zero lot setback to one side boundary.
11. A studio must have a minimum separation of 4m from the first floor of the principal dwelling on the lot.
12. Pedestrian access to studios is to be from the street frontage and not the laneway.
13. Provision for separate services and an on-site garbage storage area e.g. separate letter box.

14. Studios shall not reduce the minimum amount of solar access to any dwelling's (adjoining or on the principal dwelling) private open space as stipulated in Section 3.5 of this Part.
15. Windows are not permitted on elevations which directly face the adjoining lots private open space. Windows may be permitted on the elevation facing the principal dwelling on the lot where they have a minimum sill height of 1.7m.
16. Screened access ways (e.g. staircases) for studios to prevent viewing into adjoining private open space areas.

6. Controls on Land in the R3 Zone “The Village Centres”

6.1 Preliminary

Applies to

This section applies to land in the R3 zone.

Background

The creation of a vibrant centre is essential for the sustainability of the community. The neighbourhood centre shall be a key social focal point and public transport node within the locality. It serves local retail demand without detracting from large nearby centres. The neighbourhood centre incorporates other community facilities such as a primary school, community centre and family and children centre.

The incorporation of appropriate residential uses in commercial/retail developments is desirable.

Objectives

- a) To create a lively focal point for the community, which is economically and socially viable.
- b) To encourage a mix of uses – residential, retail, commercial and community.
- c) To encourage architectural features that creates a distinctive identity and sense of place for the locality.
- d) To create an area that by its scale, street relationship, built form, detailed design and materials, contrasts with the surrounding residential area to create an urban focus.
- e) To encourage upper floor uses in the form of commercial offices, suites and shop-top apartments.
- f) To ensure a uniform approach to signage and street furniture throughout the neighbourhood centre.
- g) To encourage the development of active street frontages to provide a pedestrian friendly environment.

6.2 Subdivision, Frontage and Allotment Size

Background

Development in the village centres may also incorporate shop top housing. A site will need to be wide enough to provide for window space for the occupants of the dwellings. The site will also need to be sufficient size to provide an adequate internal layout and private open space for the dwellings.

Objectives

- a) To ensure that land in village centres can accommodate the use including the car parking and loading provisions.
- b) To ensure that there is sufficient frontage and area for any dwellings in conjunction with the business use.

Controls

Sites must have a minimum street frontage of 20m.

6.3 Site Planning

Objectives

- a) To ensure that the development is compatible with amenity to nearby residential areas and open space.
- b) To ensure that the development is compatible with the adjoining business development.
- c) To ensure that the development reflects the character of the locality and environment.
- d) To ensure that the development contributes to the public domain and attractiveness of the centre for its users.

Controls

The siting of buildings and the development should:

1. Provide safe pedestrian, cycle and vehicle access to and from the public street.
2. Be compatible with nearby residential development in terms of appearance, overshadowing, privacy, views, setbacks and height.
3. Address the street and consider its presentation to the public domain.
4. Consider the impact on existing and potential pedestrian links.
5. Stormwater from the site must be able to be drained satisfactorily. Where the site falls away from the street, it may be necessary to obtain an easement over adjoining property to drain water satisfactorily to a Council stormwater system. Refer to Water Cycle Management in Part 1.

6.4 Setbacks

Objectives

- a) To ensure the height and scale of a development complements neighbouring development, and/or the desired character of a commercial centre.
- b) To ensure a development does not detrimentally affect the amenity of adjoining residential development.

Controls

Street Frontage

Buildings should be built to the front boundary.

Rear Setbacks

1. Where the site has rear lane access the building may be built to the rear boundary, at ground and first floor level. Any floors above the first floor shall be setback equal to the height of the additional floors.
2. Where there is no rear lane access and the site adjoins land that is in a residential zone, the building shall be setback from the rear boundary as follows:
 - 5m for non-residential component of building up to 10m high.
 - 8m otherwise for components of building up to 15m high.

Side Setbacks

1. Where the site adjoins land that is also in a village centres there is no setback requirement.
2. Where the side boundary of the site adjoins land that is in a residential zone, the building may be required to be setback from the side boundary or limited to one storey

near the boundary. Any floors above the ground floor shall be setback equal to the height of the additional floors.

6.5 Landscaped Areas and Pedestrian Areas

Background

Active street and building frontages provide safety and security to a street or shopping centre by enabling casual surveillance. Having access from the street or public areas to as many uses as possible provides active and lively streets and public areas.

Pedestrian areas within the Neighbourhood Centre can provide an attractive meeting place for residents and shoppers. It also has the potential to generate additional business for retailers by providing areas for outdoor eating, display of retailers merchandise and a place for local community group promotions. Public footpaths can also provide a place for outdoor eating.

Objectives

- a) To ensure active street frontages on public streets.
- b) To encourage provision of attractive pedestrian areas.
- c) To encourage linkages between centres and any adjacent public areas such as open space.

Controls

1. Pedestrian areas should minimise any changes in levels and allow wheelchair access to the shops from the car parking area and public footpaths.
2. Pedestrian areas should be separate from loading areas.
3. Sufficient area shall be provided to permit landscaping and tree planting within pedestrian areas and car parking areas.
4. Outdoor Eating Areas may be permitted in public footpath areas. Refer to the section on Outdoor Eating Areas.

6.6 Building Form, Streetscape and Layout

Objectives

- a) To ensure the height and scale of a development complements neighbouring development, and/or the desired character of a village centre.
- b) To provide adequate amenity to the occupants and residents of a development in terms of solar access, visual and acoustic privacy, and natural ventilation.
- c) To ensure a development does not detrimentally affect the amenity of nearby residential development.
- d) To ensure a development is integrated with the public domain and contribute to an active pedestrian-orientated environment.
- e) To maximise natural surveillance so that people feel safe at all times.
- f) To ensure pedestrian entrances and exits are clearly visible from the street.
- g) To promote high quality architectural design.
- h) To ensure corner sites are developed as visually significant elements in order to promote a strong and legible character.
- i) To ensure weather protection to pedestrians.
- j) To ensure roof forms contribute to the proposed character of the centre and residential areas.

- k) To ensure working and living environments have good internal amenity that minimises the need for artificial heating, cooling and lighting.

Controls

Layout of Village Centres

1. Streets are to be public, and organised and designed in order of descending priority for people, bikes and cars.
2. Streets are to be located on the ground and not above car parking.
3. Streets are to be a suitable width for traffic and pedestrians and are to have pavements of sufficient width for awnings and street tree planting.
4. The street network is to:
 - Form a regular grid with dimension related to the proposed densities and building typologies.
 - Be organised to form a street and block pattern that creates:
 - Regular orthogonal patterns for lots and/or building sites (where the existing street pattern allows).
 - Street blocks, lots and/or building sites that relate to the selected building typologies.
 - Be connected and provide a choice of movement for people and cars.
 - Reveal the topography, have clear sight lines and aid legibility.
 - Connect to the existing street pattern in a seamless transition.
 - Provide views and view corridors where possible to open space, special places and/or significant trees.
 - Provide a street frontage for every building and unobtrusive parking for cars, service vehicles, bikes and scooters.
5. The street network is to be designed so as to enable buildings to be located and sited so that:
 - Positive spaces are created with adjacent and neighbouring buildings.
 - Fronts of buildings can face fronts of buildings (usually across a street).
 - Backs of buildings can face backs of buildings (usually at the rear of a street block).
 - Buildings address open spaces and streets both within the site and adjoining the site.
 - Buildings align with the streets.
6. Any variations should be fully justified and will be assessed on merit against the objectives of the precinct.

Building Appearance and Streetscape

1. Buildings shall be modulated to create a vertical rhythm to the street facade. Modules of around 6m are expected which allow for typical construction techniques. No long, unbroken facades will be permitted.
2. Development adjoining open space shall address the open space and avoid blank walls.
3. All buildings to be designed and built to have upper floors. Buildings shall be a minimum of two storeys in height. Single storey buildings are not permitted.

4. Floor to ceiling heights of the ground floor shall be a minimum of 3.5m to allow for adaptive re-use.
5. All residential and mixed use developments shall be at least two storeys with the lowest habitable floor level at least 500mm above the crown of the road. Alternatively, the ground floor shall be above undercroft parking or garages with rear lane or car court access.
6. Shop top housing and Residential Flat Buildings shall comply with State Environmental Planning Policy No 65 [Design Quality of Residential Apartment Development](#) and the Apartment Design Guide (ADG) or equivalent..
7. Building facades shall be articulated and roof form is to be varied to provide visual variety.
8. The pedestrian entrance to shop top housing shall be from the front of the site.
9. Driveway walls adjacent to the entrance of a basement car park are to be treated so that their appearance is consistent with the basement or podium walls.
10. A master antenna shall be provided for any development of more than three dwellings and be located so that it is not visible from the street or any public open space.
11. Consider the relationship between the whole building form and the facade and / or building elements. The number and distribution of elements across a façade determine simplicity or complexity. Columns, beams, floor slabs, balconies, window openings and fenestrations, doors, balustrades, roof forms and parapets are elements, which can be revealed or concealed and organised into simple or complex patterns.
12. Compose facades with an appropriate scale, rhythm and proportion, which respond to the building's use and the desired contextual character. This may include but are not limited to:
 - Defining a base, middle and top related to the overall proportion of the building.
 - Expressing key datum lines in the context using cornices, a change in materials or building set back.
 - Expressing the internal layout of the building, for example, vertical bays or its structure, such as party wall-divisions.
 - Expressing the variation in floor-to-floor height, particularly at the lower levels.
 - Articulating building entries with awnings, porticos, recesses, blade walls and projecting bays.
 - Selecting balcony types which respond to the street context, building orientation and residential amenity.
 - Cantilevered, partially recessed, wholly recessed, or Juliet balconies will all create different facade profiles.
 - Detailing balustrades to reflect the type and location of the balcony and its relationship to the façade detail and materials.
13. Design facades to reflect the orientation of the site using elements such as sun shading, light shelves and bay windows as environmental controls, depending on the facade orientation.
14. Express important corners by giving visual prominence to parts of the facade, for example, a change in building articulation, material or colour, roof expression or increased height.
15. Co-ordinate and integrate building services, such as drainage pipes, with overall facade and balcony design.

16. Co-ordinate security grills/screens, ventilation louvres and car park entry doors with the overall facade design.

Entrances

1. Orientate entrances to buildings towards the public street and provide clear lines of sight between entrances, foyers and the street.
2. The common lobby to shop top housing should face the street.
3. Where the ground floor of a business development, mixed-use development, and shop-top housing faces the street, the ground floor must incorporate shopfront style windows with clear glazing so that pedestrians can see into the premises and vice versa.
4. Provide as direct a physical and visual connection as possible between the street and the entry.
5. Achieve clear lines of transition between the public street, the shared private circulation spaces and the dwelling unit.

Street Frontage

1. All developments must address the street and provide a quality street frontage. Retail and commercial developments must have active street frontages and entries fronting the street.
2. Ground floor uses are to be at the same general level as the footpath and be accessible directly from the street.
3. Provide predominately glazed shop fronts to all ground floor retail areas.
4. Developments on corner sites shall address the corner and the secondary street frontage.
5. Avoid blank or solid walls and the use of dark or obscured glass on street frontages.
6. Roller shutters that obscure windows are not permitted.
7. Provide opportunities for table seating along shop frontages.
8. Any Automatic Teller Machine (ATM) must be located at a highly visible location at street level, and must be well lit at night and incorporate mirrors or reflective materials so that users can observe people behind them.
9. The street number of a building must be visible from the street and made of a reflective material to allow visitors and emergency vehicles to easily identify the location of the building.

Awnings

1. Provide continuous street frontage awnings to all new developments.
2. Wrap awnings around corners on street corner buildings.
3. Awnings must be complementary to each other.
4. Canvas blinds along the street edge are permitted.

Roof Forms

1. Minimise the bulk and mass of roofs and the potential for overshadowing from roofs.
2. Provide eaves with a minimum length of 400mm in dwellings with pitched roofs.
3. Where flat roofs are proposed, lift overruns and rooftop plant and machinery are to be obscured from view by parapets or designed to be incorporated within rooftop activities/features.

4. Incorporate lift overruns and service plant etc into the design of the roof.
5. Wherever possible provide landscaped and shaded areas on roofs to serve as communal private open space for residents of the building.

Building Material and Finishes

1. Avoid expanses of any single material.
2. Utilise high quality and durable materials and finishes, such as face brick with / without coloured render; and plain glass windows.
3. Avoid large wall tiles, rough textured render, polished metal and curtain walls or reflective glass.
4. Highly reflective finishes are not permitted above the ground floor.
5. Colour & materials of the buildings shall be consistent with the existing adjoining development.

Balconies

1. A minimum of 12sqm of open space in the form of a balcony shall be provided for each dwelling. Primary balconies for all dwellings shall have a minimum depth of 2m.
2. Private open space areas should be an extension of indoor living areas and be functional in size to accommodate seating and the like.
3. Balustrades must be compatible with the façade of the building.
4. Ensure balconies are not so deep that they prevent sunlight entering the dwelling below.
5. Design balustrades to allow views and casual surveillance of the street.
6. Balustrades on balconies at lower levels shall be of solid construction.
7. Balconies should where possible be located above ground level to maximise privacy for occupants, particularly from the street.
8. Solid or semi solid louvres are permitted.
9. Primary balconies should be:
 - Located adjacent to the main living areas, such as living room, dining room or kitchen to extend the dwelling living space.
 - Sufficiently large and well-proportioned to be functional and promote indoor/outdoor living. A dining table and two chairs (smaller dwelling) and four chairs (larger dwelling) should fit on the majority of balconies in any development.
10. Consider secondary balconies, including Juliet balconies or operable walls with balustrades, for additional amenity and choice in larger dwellings, adjacent to bedrooms or for clothes drying, site balconies off laundries or bathrooms.
11. Design and detail balconies in response to the local climate and context thereby increasing the usefulness of balconies. This may be achieved by:
 - Locating balconies facing predominantly north, east or west to provide solar access.
 - Utilising sunscreens, pergolas, shutters and operable walls to control sunlight and wind.
12. Design balustrades to allow views and casual surveillance of the street while providing for safety and visual privacy. Design considerations may include:
 - Detailing balustrades using a proportion of solid to transparent materials to address site lines from the street, public domain or adjacent development. Full

glass balustrades do not provide privacy for the balcony or the dwelling's interior, especially at night.

- Detailing balustrades and providing screening from the public, for example, for a person seated looking at a view, clothes drying areas, bicycle storage or air conditioning units.

13. Operable screens increase the usefulness of balconies by providing weather protection, daylight control and privacy screening.

Daylight Access

1. Plan the site so that new shop top housing is oriented to optimise northern aspect.
2. Ensure direct daylight access to communal open space between March and September and provide appropriate shading in summer.
3. Optimise the number of dwellings receiving daylight access to habitable rooms and principal windows.
4. Ensure daylight access to habitable rooms and private open space, particularly in winter use skylights, clerestory windows and fanlights to supplement daylight access.
5. Avoid south facing dwellings.
6. Design for shading and glare control, particularly in summer, by:
 - Using shading devices, such as eaves, awnings, colonnades, balconies, pergolas, external louvres and planting.
 - Optimising the number of north-facing living spaces.
 - Providing external horizontal shading to north-facing windows.
 - Providing vertical shading to east or west windows.
7. Consider higher ceilings and higher window heads to allow deeper sunlight penetration.
8. On west facing windows, vertical louvre panels or sliding screens protect from glare and low afternoon sun.
9. On north facing windows, projecting horizontal louvres admit winter sun while shading summer sun.
10. Use high performance glass but minimise external glare off windows, by:
 - Avoiding reflective films.
 - Using a glass reflectance below 20%.
 - Considering reduced tint glass.
11. Limit the use of lightwells as a source of daylight by prohibiting their use as the primary source of daylight in habitable rooms. Where they are used:
 - Relate lightwell dimensions to building separation, for example, if non-habitable rooms face into a light well less than 12m high, the lightwell should measure 6 x 6m.
 - Conceal building services and provide appropriate detail and materials to visible walls.
 - Ensure that light wells are fully open to the sky.
 - A combination of louvres provides shading for different times of the day.

Internal design

1. All staircases should be internal.
2. Minimise the length of common walls between dwellings.

3. Basement car parking shall be located beneath the building footprint.
4. Where possible natural ventilation shall be provided to basement car parking.
5. Design building layouts to minimise direct overlooking of rooms and private open spaces adjacent to dwellings.
6. Minimise the location of noise sensitive rooms such as bedrooms adjoining noisier rooms such as bathrooms or kitchens or common corridors and stairwells.
7. Where common walls are provided they must be carried to the underside of the roof and be constructed in accordance with Part F5 of the Building Code of Australia.
8. Locate active use rooms or habitable rooms with windows overlooking communal/public areas (e.g. playgrounds, gardens).

Ground Floor Dwellings

1. Design front gardens or terraces, which contribute to the spatial and visual structure of the street while maintaining adequate privacy for dwelling occupants. This can be achieved by animating the street edge, for example, by promoting individual entries for ground floor dwellings.
2. Create more pedestrian activity along the street and articulate the street edge by:
 - Balancing privacy requirements and pedestrian accessibility.
 - Providing appropriate fencing, lighting and/ or landscaping to meet privacy and safety requirements of occupants while contributing to a pleasant streetscape.
 - Utilising a change in level from the street to the private garden or terrace to minimise site lines from the streets into the dwellings.
 - Increasing street surveillance with doors and windows facing onto the street.

Security

1. Entrances to buildings should be orientated towards the front of the site and facing the street.
2. The main entrance to dwellings or other premises should not be from rear lanes and should be designed with clear directions and signage.
3. Reinforce the development boundary to strengthen the distinction between public and private space by:
 - Employing a level change at the site and/or building threshold (subject to accessibility requirements).
 - Signage.
 - Entry awnings.
 - Fences, walls and gates.
 - Change of material in paving between the street and the development.
4. Improve the opportunities for casual surveillance by:
 - Orienting living areas with views over public or communal open spaces, where possible.
 - Using bay windows and balconies, which protrude beyond the main facade and enable a wider angle of vision to the street.
 - Using corner windows, which provide oblique views of the street.
 - Providing casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas and car parks.
5. Minimise opportunities for concealment by:

- Avoiding blind or dark alcoves near lifts and stairwells, at the entrance and within indoor car parks, along corridors and walkways.
- Providing well-lit routes throughout the development.
- Providing appropriate levels of illumination for all common areas.
- Providing graded illumination to car parks and illuminating entrances higher than the minimum acceptable standard.

6. Control access to the development by:

- Making dwellings inaccessible from the balconies, roofs and windows of neighbouring buildings.
- Separating the residential component of a development's car parking from any other building use and controlling car park access from public and common areas.
- Providing direct access from car parks to dwelling lobbies for residents.

Natural Ventilation

1. Utilise the building layout and section to increase the potential for natural ventilation. Design solutions may include:
 - Facilitating cross ventilation by designing narrow building depths and providing dual aspect dwellings, for example, cross through dwellings and corner dwellings.
 - Facilitating convective currents by designing units, which draw cool air in at lower levels and allow warm air to escape at higher levels, for example, maisonette dwellings and two-storey dwellings.
2. Select doors and windows (that open) to maximise natural ventilation opportunities established by the dwelling layout.
3. Provide narrow building depths to support cross ventilation.
4. Avoid single-aspect dwellings with a southerly aspect.
5. Design the internal dwelling layout to promote natural ventilation by:
 - Minimising interruptions in air flow through a dwelling.
 - Grouping rooms with similar usage together, for example, keeping living spaces together and sleeping spaces together. This allows the dwelling to be compartmentalised for efficient summer cooling or winter heating.
 - Selecting doors and openable windows to maximise natural ventilation opportunities established by the dwelling layout.

Building Depth

1. Maximum building depths for ground floor uses is 20m in the neighbourhood centres. Speciality retail shops should not exceed 15m in depth from the street frontage.
2. All points on an office floor should be no more than 12.5m from a source of daylight (e.g. window, atria or light wells).
3. Maximum building depths for houses are 16m, unless internal courtyards are provided.
4. For apartment development, see Apartment Design Guide (ADG) or equivalent for building depth guidance.

Storage Areas

1. A secure storage space is to be provided for each dwelling with a minimum volume 8m³ (minimum dimension 1sqm). This must be set aside exclusively for storage as part of the basement or garage.

2. Storage areas must be adequately lit and secure. Particular attention must be given to security of basement and garage storage areas.

Adjoining Residential Areas

1. Development should minimise impact of the privacy of adjoining and nearby dwellings.
2. Development should be compatible with any adjoining and nearby dwellings.

6.7 Landscaping and Fencing

Objectives

- a) To ensure appropriate landscaping in village centres.
- b) To ensure the protection of existing trees on neighbouring residential zoned land.
- c) To ensure the visual impact of development is minimised and integrated into the streetscape.
- d) To improve the amenity of commercial centres.

Controls

1. Where trees are planted around high use facilities such as car park areas, children's play areas and walkways, they should have clean trunks to height of 1.8m.
2. Landscaping on any podium level or planter box shall be appropriately designed and irrigated.
3. Where landscaping is to be provided a detailed landscape plan shall accompany a development application. A suitably qualified Landscape architect must prepare all Landscape Plans submitted with the development application. Refer to Part 1 for requirements for Detailed Landscape Plans.
4. Landscaped areas within the Village Centres shall generally involve the provision of trees and shrubs in mulched garden beds around car parking areas and where pedestrian areas are provided. In particular the landscaping shall involve the following:
 - Mulched garden beds shall incorporate ground covers that will cover the ground area.
 - Large shrubs shall be used as screen planting where there is a need to screen certain areas such as outside storage.
 - Shrubs shall only be planted in mulched garden beds.

6.8 Car Parking and Access

Objectives

- a) To ensure the provision of appropriate off-street parking for village centres.
- b) To ensure car parking and loading facilities are in the most appropriate location given the urban design needs for the centre.
- c) To ensure that car parking areas are attractive and don't dominate the streetscape.
- d) To locate loading in appropriate locations.
- e) To provide convenient, accessible and safe on-site car parking for residents and visitors.
- f) To minimise driveway crossings to maximise on street parking and landscaped nature strips.

- g) To integrate the location and design of car parking with the design of the site and building without compromising street character, landscape or pedestrian amenity and safety.
- h) To integrate the location and design of car parking with the design of the site and the building.

Controls

1. Car parking and loading areas shall be located at the rear of buildings or in laneways.
2. Visitor car parking shall be clearly identified and may not be stacked or tandem car parking.
3. Visitor car parking shall be located between any roller shutter door and the front boundary.
4. Pedestrian ways and driveways shall be separated.
5. Driveways shall be designed to accommodate removalist vehicles.
6. Give preference to underground parking, whenever possible by:
 - Facilitating natural ventilation to basement and sub-basement car parking areas, where possible.
 - Integrating ventilation grills or screening devices of car park openings into the facade design and landscape design.
 - Providing safe and secure access for building users, including direct access to residential dwellings, where possible.
7. Where above ground enclosed parking cannot be avoided, ensure the design of the development mitigates any negative impact on streetscape and street amenity by:
 - Avoiding exposed parking on the street frontage.
 - Hiding car parking behind the building facade. Where wall openings (windows, fenestrations) occur, ensure they are integrated into the overall facade scale, proportions and detail.

6.9 Amenity and Environmental Impact

Objectives

- a) To provide adequate amenity to the occupants of buildings and to neighbouring residential development in terms of solar access, and visual and acoustic privacy.
- b) To ensure buildings and businesses provide safe and easy access for people.

Controls

Lighting

External lighting to a development must give consideration to the impact of glare on the amenity of adjoining and nearby residents.

Safety

1. Where the hours of operation are after sunset, the car parking areas and any other public areas shall be provided with lighting to provide a safe environment for users of the premises after hours.
2. A Noise Impact Assessment Statement prepared by a qualified Acoustics Engineer may be required to be submitted with the application depending on the scale and location of the proposed use to show that the use can operate satisfactorily in the neighbourhood centre.

6.10 Site Services

Objectives

- a) To ensure that the required services are provided.
- b) To ensure that the services provided are easily protected or maintained.

Controls

Letterboxes and House Numbering

- 1. A common letterbox structure must be located close to the main pedestrian entrance of a building.
- 2. The street number of a building must be visible from the street and made of a reflective material to allow visitors and emergency vehicles to easily identify the location of the building.

Frontage works and damage to Council assets

- 1. All verges within the neighbourhood centre shall be paved by the developer for the full verge width.

Electricity Sub Station

In some cases it may be necessary to provide an electricity substation at the front of the development adjacent to the street frontage. This will involve dedication of the area as a public street to allow access by the electricity provider. The front boundary treatment used elsewhere on the street frontage shall be used at the side and rear of the area.

Waste management

- 1. Development involving dwellings shall provide at least two waste storage areas to separately cater for the dwellings and non-residential uses on an allotment.
- 2. A development must provide a waste storage area inside every food premises, and inside any shop that is capable of accommodating a food premises.
- 3. A development must locate a waste storage area inside the building, or adjacent to a lane where it is convenient and safe for residents, tenants, and waste collection trucks to access the waste storage area and the location and floor level are to the satisfaction of Council.

7. Controls for Land in the B6 Zone – Enterprise Corridor

7.1 Site Planning

Applies to

This section applies to land in the B6 zone.

Objectives

- a) To ensure that the development is compatible with amenity to nearby residential areas and open space.
- b) To ensure that the development is compatible with the adjoining business development.
- c) To ensure that the development reflects the character of the locality and environment.
- d) To ensure that the development contributes to the public domain and attractiveness of the centre for its users.

Controls

The siting of buildings and the development should:

1. Provide safe pedestrian, cycle and vehicle access to and from the public street.
2. Be compatible with nearby residential development in terms of appearance, overshadowing, privacy, views, setbacks and height.
3. Address the street and consider its presentation to the public domain.
4. Consider the impact on existing and potential pedestrian links.
5. Stormwater from the site must be able to be drained satisfactorily. Where the site falls away from the street, it may be necessary to obtain an easement over adjoining property to drain water satisfactorily to a Council stormwater system. Refer to Water Cycle Management in Part 1.
6. Be compatible with existing business development in terms of scale, bulk, setbacks, materials and visual amenity.
7. Address the street and consider its presentation to the Classified road environment

7.2 Setbacks

Objectives

- a) To ensure the height and scale of a development complements neighbouring development, and/or the desired character of a commercial centre.
- b) To ensure a development does not detrimentally affect the amenity of adjoining residential development.

Controls

Rear Setbacks

1. Where the site has rear lane access the building may be built to the rear boundary, at ground and first floor level. Any floors above the first floor shall be setback equal to the height of the additional floors.

2. Where there is no rear lane access and the site adjoins land that is in a residential zone, the building may be required to be setback from the rear boundary or limited to one storey near the boundary. Any floors above the ground floor shall be setback equal to the height of the additional floors.

Side Setbacks

1. Where the site adjoins land that is also in a business zone there is no setback requirement.
2. Where the side boundary of the site adjoins land that is in a residential zone, the building may be required to be setback from the side boundary or limited to one storey near the boundary. Any floors above the ground floor shall be setback equal to the height of the additional floors.

Front Setbacks

1. The minimum setback from the front boundary is 10m for the ground floor and 7.5m for the first floor.
2. Any floors above the ground floor shall be setback equal to the height of the additional floors.

7.3 Landscaped Areas and Pedestrian Areas

Objectives

- a) To ensure active street frontages on public streets.
- b) To encourage provision of attractive pedestrian areas.
- c) To encourage linkages between centres and any adjacent public areas such as open space.

Controls

1. Pedestrian areas should minimise any changes in levels and allow wheelchair access to the shops from the car parking area and public footpaths.
2. Pedestrian areas should link all major activity areas of the centre.
3. Pedestrian areas should be separate from loading areas.
4. Separate pedestrian access should be provided to adjoining public footpaths, community facilities and open space.
5. Sufficient area shall be provided to permit landscaping and tree planting within pedestrian areas and car parking areas.

7.4 Building Form, Streetscape and Layout

Achieving a high amenity of urban design is greatly dependent on the design and appearance of individual buildings. Well-designed new buildings not only enhance character and appearance, but also contribute to the coherence of the public domain. In particular:

- Building corners are important both in terms of "way finding" and "place making". They are often used as markers or signs that contribute to place making and or marking an important intersection.
- The relative consistency in roof height and form assists in defining streets. A range of roof forms and parapets contribute to the skyline.
- The palette of materials contributes to the perceived image of the built environment and assists in creating a unified and memorable streetscape.

Objectives

- a) To ensure that new buildings contribute positively to the streetscape and public domain by means of high quality architecture and robust selection of materials and finishes.
- b) To address the streetscape by providing a consistent and appropriate street frontage in the town and neighbourhood centres.
- c) To ensure corner sites are developed as visually significant elements in order to promote a strong and legible character.
- d) To ensure working and living environments have good internal amenity that minimises the need for artificial heating, cooling and lighting.

Controls

1. External walls are to be constructed of high quality and durable materials and finishes, with low maintenance costs.
2. Articulate facades so that they address and add visual interest. Buildings four storeys and above are to be articulated to differentiate between base, middle and top in design.
3. Buildings on corner sites are to be designed to address the two adjacent streets in a similar way.
4. Limit opaque or blank walls for ground floor uses to 20% of the street frontage.
5. Highly reflective finishes and curtain wall glazing are not permitted above the ground floor.
6. Incorporate changes in level within retail development and civic facilities such that they are accessible to the people with disabilities.
7. Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass.

Roof Forms

1. Minimise the bulk and mass of roofs and the potential for overshadowing from roofs.
2. Roof top structures, such as air conditioning, lift motor rooms and the like are to be incorporated into the architectural design of the building and to be screened from public view.
3. Communication towers, such as mobile phone towers and the like, are not to be located on buildings with a residential component.

Material and Finishes

1. Avoid expanses of any single material.
2. Utilise high quality and durable materials and finishes.
3. The following materials are preferred:
 - Face brick with / without coloured render; and
 - Plain glass windows.
4. The following materials must be avoided:
 - Large wall tiles,
 - Rough textured render,
 - Polished metal and curtain walls, and
 - Reflective glass.

Building Depth

1. Maximum building depths for ground floor uses are 40m for Enterprise Corridor. Speciality retail shops should not exceed 15m in depth from the street frontage.

2. All points on an office floor should be no more than 12.5m from a source of daylight (e.g. window, atria or light wells).

7.5 Landscaping and Fencing

Objectives

- a) To ensure appropriate landscaping in commercial centres; and
- b) To ensure the protection of existing trees on neighbouring residential zoned land.
- c) To ensure the visual impact of development is minimised and integrated into the streetscape.
- d) To improve the amenity of commercial centres.

Controls

1. Where trees are planted around high use facilities such as car park areas, children's play areas and walkways, they should have clean trunks to height of 1.8m.
2. Landscaping on any podium level or planter box shall be appropriately designed and irrigated.
3. Where landscaping is to be provided a detailed landscape plan shall accompany a development application. A suitably qualified Landscape architect must prepare all Landscape Plans submitted with the development application. Refer to Part 1 for requirements for Detailed Landscape Plans.
4. Landscaped areas within Business Development shall generally involve the provision of trees and shrubs in mulched garden beds. In particular the landscaping shall involve the following:
 - The trees shall provide a canopy for the streetscape and soften the appearance of the Enterprise Corridor environment, without unduly concealing approved site signage.
 - Mulched garden beds shall incorporate ground covers that will cover the ground area.
 - Shrubs shall be used to soften appearance of the area but still allow viewing between the street and the development.
 - Large shrubs shall be used as screen planting where there is a need to screen certain areas such as outside storage.
 - Shrubs shall only be planted in mulched garden beds.
 - Grassed areas may be considered in limited areas in conjunction with mulched garden beds.
 - Trees shall only be planted in grass where there is a border around the tree separating it from the grassed area.
 - Figure 47 48 illustrates these requirements.



Figure 47 48: Landscaping around a Local Centre

7.6 Car Parking and Access

Background

Car parking and safe access provision is fundamental for all sites in the business areas. The layout of car parking areas may in the case of Local Centres may reflect the street environment. Refer to Part 1 for additional information about car parking and access requirements.

Objectives

- a) To ensure the provision of appropriate off-street parking for business areas.
- b) To ensure car parking and loading facilities are in the most appropriate location given the urban design needs for the centre.
- c) To ensure that car parking areas that are attractive and don't dominate the streetscape.
- d) To locate loading in appropriate locations.

Controls

1. Car parking shall generally be located toward the front of the site.
2. Car Parking must meet the requirements of Part 1 of this DCP.

7.7 Amenity and Environmental Impact

Background

Business Areas are centres of activity for residents, workers and visitors. The level of activity varies depending on size, location and land uses in the centre. This activity may take for long periods of the day each day of the week. They are also increasingly the location of residential development. While this presents opportunities to add to activity it also presents some potential amenity issues and impacts on transport.

Objectives

- a) To provide adequate amenity to the occupants of buildings and to neighbouring residential development in terms of solar access, and visual and acoustic privacy.
- b) To ensure buildings and businesses provide safe and easy access for people.
- c) To provide useable private open space for dwellings.

Controls

Privacy

Development shall be designed to minimise overlooking of adjoining and nearby residential development.

Access to sunlight

Dwellings above shops shall be designed to maximise solar access.

Acoustic privacy

1. Where an allotment adjoins a Classified Road, dwellings must comply with the requirements of the SEPP (Infrastructure).
2. Dwellings should be located to minimise the impact of noise from car parking and loading areas.

Lighting

External lighting to a development must give consideration to the impact of glare on the amenity of adjoining and nearby residents

7.8 Site Services**Objectives**

- a) To ensure that the required services are provided.
- b) To ensure that the services provided are easily protected or maintained.

Controls**Letterboxes and House Numbering**

- 1. A common letterbox structure must be located close to the main pedestrian entrance of a building.
- 2. The street number of a building must be visible from the street and made of a reflective material to allow visitors and emergency vehicles to easily identify the location of the building.

Frontage works and damage to Council assets

- 1. Where a footpath, road shoulder, new or enlarged access driveway or is required to be provided this shall be provided at no cost to Council.
- 2. Council must be notified of any works that may threaten Council assets. Council must give approval for any works involving Council infrastructure.

Electricity Sub Station

- 1. In some cases it may be necessary to provide an electricity substation at the front of the development adjacent to the street frontage. This will involve dedication of the area as a public street to allow access by the electricity provider. The front boundary treatment used elsewhere on the street frontage shall be used at the side and rear of the area.

Waste management

- 1. Development involving dwellings shall provide at least two waste storage areas to separately cater for the dwellings and non-residential uses on an allotment.
- 2. A development must provide a waste storage area inside every food premises, and inside any shop that is capable of accommodating a food premises.
- 3. A development must locate a waste storage area inside the building, or adjacent to a lane where it is convenient and safe for residents, tenants, and waste collection trucks to access the waste storage area and the location and floor level are to the satisfaction of Council and Part 1.

Storage Facilities

- 1. A multi-unit development must provide a minimum storage area of 8m³ to each dwelling. The storage area may be attached to the car parking space or spaces to each dwelling.

8. Controls for Certain Sites

8.1 North of Maxwell's Creek urban park

Background

Two gateway style buildings are proposed to the northern edge of Maxwell's Creek Urban Park along Bernera Road. Due to the sensitive and highly visible location, special design guidelines are to apply to any buildings proposed on these sites in addition to the applicable objectives and controls already contained in this Plan. It is envisaged that two apartment buildings are proposed, one on each site flanking Bernera Road. A small corner café or other active use will be encouraged on the corner of the parkland and Bernera Road.

Objectives

- a) To provide surveillance over Maxwell's Creek Urban Park and to increase the perception of safety and security in the area.
- b) To shorten the walking distance and increase connections between the Urban and Town Centre Character Areas.
- c) To provide a built form and architectural quality that reflects the special gateway location and parkland setting.

Controls

1. Buildings are to address the Bernera Avenue section of the Bus Priority Corridor, Maxwell's Creek Urban Park and the street running to the north of the site. Site servicing and vehicular access is to be provided from:
 - The western or north-western edge of the site for the western building, or
 - The eastern or north-eastern edge of the site for the eastern building. Refer to Figure 48 49.
2. The gateway buildings are to provide a strong contemporary urban form and be of architectural merit.
3. Minimum street wall heights are 4 storeys. Additional storeys may be set back behind the primary building line up to a maximum height of 6 storeys.
4. Car-parking and servicing is to be predominantly located underground or in semi-basements. Any surface parking areas are to be well integrated into the landscape treatment and be made of semi-pervious paving materials.
5. Sub-basement parking areas are not permitted to be raised greater than 750mm above existing ground level to maximise opportunities for ground floor interface between the public and the private domain and to minimise the negative visual impact of exposed parking and ventilation structures.
6. Landscape features such as terraced planter beds, wall and fence treatments up to 1.2m high are to be used to define the public and private domain.
7. Additional communal open space will be encouraged on the roof top.

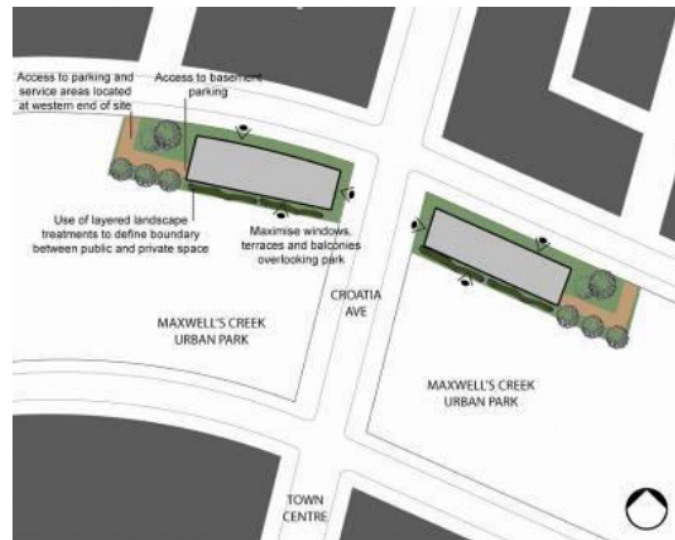


Figure 48 49: Design guidelines for development to the north of Maxwell's Creek Urban Park

8.2 Lots backing onto Camden Valley Way and the Rail Corridor

Background

As a number of properties will back onto Camden Valley Way and the South West Rail Link (SWRL) corridor, the presentation of the back of the lot to the public domain and the travelling public, as well as the amenity of the lot resident, is important to the overall quality of the precinct.

As part of the detailed design for the SWRL, and in accordance with the Conditions of Consent, the Transport Infrastructure Development Corporation (TIC) has investigated all reasonable and feasible noise mitigation options for existing and planned future receivers.

Objectives

- To ensure that a high quality, low maintenance, solid and consistent rear boundary treatment to lots backing onto Camden Valley Way and the rail corridor.
- To minimise the noise impacts to lots backing onto Camden Valley Way and the rail corridor.
- To provide security and privacy to the rear of lots backing onto Camden Valley Way and the rail corridor.
- To encourage a high quality architectural treatment to the rear façade of the property as visible to the public domain and travelling public.

Controls

- Lots are to have a minimum depth of 30m.
- An 8m minimum setback is required from the back of the lot to the rear, or side, façade of the dwelling.

3. Architecturally the rear façade of the building (and side façade if visible from the public domain) are to be articulated and modulated to reduce the bulk of the dwelling and to add visual interest.
4. Internal dwelling layouts should be designed to minimise noise in living and sleeping areas.
5. Double glazed windows are to be used on the rear façade of the dwelling to minimise noise impacts.
6. Where naturally ventilated (windows open) conditions cannot be achieved, due to noise levels, mechanical ventilation or air-conditioning systems are to be provided compliant with AS1668 and the National Construction Code.

Lots backing onto Camden Valley Way only

1. All allotments with a boundary to Camden Valley Way are to provide a wall to limit noise along that boundary. Walls are to be 2m high, of solid masonry construction, and provided along the length of all lots backing or siding onto Camden Valley Way.
2. Rear walls are to be vertically modulated at least every 5m on the side facing Camden Valley Way.
3. A coping is to be provided along the rear wall with a drip edge on the Camden Valley Way side (10 degree slope to coping).
4. The walls and footings are to be constructed on the boundary or entirely within the lot boundary.

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Item no	3
Application Number	RZ-2/2019
Proposal	Planning proposal to rezone and amend development standards for certain land subject to Basin 14 and Bernera Road, Edmondson Park.
Recommendation	Proceed to Gateway determination
Planning Officer	Nancy Norris – Strategic Planner Masud Hasan – Senior Strategic Planner

1. EXECUTIVE SUMMARY

A planning proposal (RZ-2/2019) has been prepared to rezone and amend development standards for certain land subject to Basin 14 and Bernera Road, Edmondson Park.

Land subject to this planning proposal contains an area known as 'Basin 14', which is to be acquired by Liverpool City Council for the purposes of stormwater infrastructure and flood mitigation measures. The area will also have a secondary function of providing land for open space and recreation purposes. Consultation with Storm Consultants for the development of a basin design began in December 2017 and the detailed basin design is to be finalised in 2019.

The *Liverpool Local Environmental Plan 2008* (LLEP 2008) zoning and development standards currently reflect Council's preliminary conceptual design for the basin. The basin is no longer to be constructed in accordance with the preliminary concept design, as there is an access driveway to a house of worship bisecting the site. The arrangements and costs involved to move this access driveway are undesirable.

The planning proposal seeks to facilitate the development of the revised design for Basin 14, which will provide much needed stormwater infrastructure and public open space to the rapidly growing suburb of Edmondson Park. The planning proposal seeks to enable the appropriate acquisition of land by Council as well as assist in the orderly development of land adjacent to the basin. The following matters have been addressed in the planning proposal:

1. The revised design of Basin 14 extends the basin further south, resulting in additional land to be acquired by Council. This extension has resulted in a long narrow parcel of residential zoned land that is unfeasible to develop due to its current size;
2. The revised design has resulted in land currently zoned R3 Medium Density Residential identified as being required for the basin footprint;
3. The revised design has resulted in RE1 Public Recreation land identified as surplus to Council's initial requirements for the basin footprint. This land is no longer required for acquisition by Council and can be rezoned to assist in the orderly development of the area surrounding the basin;
4. The revised basin design has resulted in amendments to the indicative layout plan (ILP) within Part 2.11 of the Liverpool Development Control Plan 2008 (LDCP 2008). This is to reflect a new road layout and pedestrian access around the site. The

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development standards for a parcel of land south of the basin are to be altered to rationalise the boundaries of its standards in accordance with the amended road layout; and

5. The detailed design and construction of Bernera Road (adjacent to the basin), has resulted in inconsistencies between LEP mapping, the new road alignment and adjacent lot boundaries.

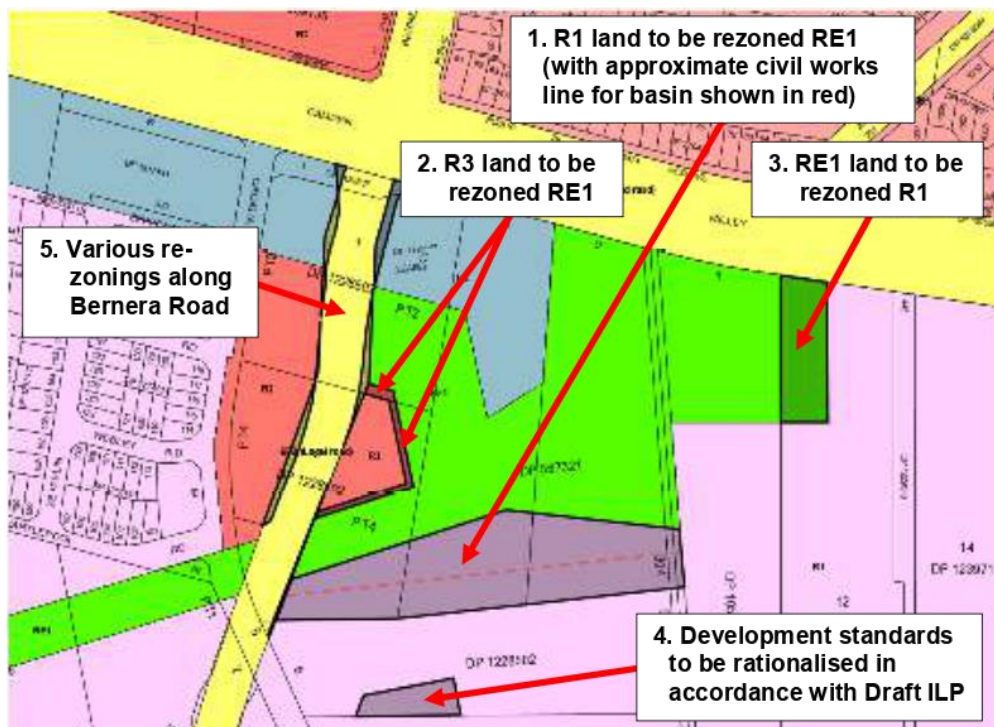


Figure 6: Matters addressed within the planning proposal

The planning proposal has strategic and site specific merit. The planning proposal is not inconsistent with the metropolitan plan, district plan, community strategic plan, ministerial directions and SEPPs.

The application is referred to the Liverpool Local Planning Panel (LLPP) in accordance with cl.2.19 of the *Environmental Planning and Assessment Act 1979* for advice. Council officers recommend that the planning proposal proceeds to Gateway subject to consideration by the elected Council.

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2. SITE AND LOCALITY DESCRIPTION

The Site

The planning proposal relates to ten lots accessible from Camden Valley Way, Bernera Road and Croatia Avenue, which contain a variety of land use zones and are largely undeveloped. One of these lots form part of the recently re-aligned Bernera Road and one lot is also accessible from Manchuria and Poziers Road.

The subject land contains a tributary of Maxwells Creek and also contains 'Maxwells Creek North Riparian Park', which is one of three riparian parks identified under Part 2.11 Edmondson Park of the Liverpool Development Control Plan 2008 (LDCP 2008). This park is forecasted to contain passive open space and a children's play area in accordance with Items 10 and 11 within Section 6.4 of the Edmondson Park Contributions Plan 2008 (the Contributions Plan). It is noted that a transmission easement for electrical lines runs through the site.

The addresses and legal descriptions of the subject lots are detailed within Table 1 below, and are identified in Figure 2. Note that the planning proposal does not intend on rezoning the entirety of all of the subject lands, rather part of some land parcels are proposed to be rezoned.

The parcels of land subject to the planning proposal are outlined in Figure 3. Land to be rezoned for the facilitation of Basin 14 include approximately 14,000m² of R1 General Residential zoned land, 3,200m² of RE1 Public Recreation zoned land and 400m² of R3 Medium Density Residential zoned land. Miscellaneous zonings along Bernera Road, and development standards for a portion of land south of the basin are to also be amended.

It is noted that one of the subject lots (Lot 12 DP 1239712) is currently subject to two development applications (DA-665/2018 and DA-561/2016/A), for the construction of a multi dwelling housing development comprising 11 dwellings and including strata subdivision, and for the modification of stormwater easements and lot sizes, respectively. The planning proposal is not required to support these developments, nor will this planning proposal alter any planning controls which will influence the development applications.

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Table 1: Subject lot addresses, legal descriptions and proposed changes

Address	Legal Description	Current Zoning	Proposed Zoning
N/A	Lot 1 DP 1129337	B6	SP2
Lot 1 Bernera Road	Lot 1 DP 1228502	B6	SP2
		R3	SP2
No. 10 Croatia Avenue	Lot 2 DP 1228502	SP2	B6
		SP2	R3
		SP2	RE1
		R3	RE1
No. 30 Croatia Avenue	Lot 4 DP 1228502	R3	RE1
		SP2	R3
		SP2	RE1
		R1	RE1
		R3	RE1
No. 50 Croatia Avenue	Lot 6 DP 1228502	SP2	R1
No. 2072 Camden Valley Way	Lot 1 DP 567321	R1	RE1
No. 2082 Camden Valley Way	Lot 2 DP 567321	R1	RE1
Lot 12 Camden Valley Way	Lot 12 DP 1239712	RE1	R1
Lot 304 Dragoon Road	Lot 304 DP 1238463	R1	RE1
Lot 164 Manchuria Road	Lot 164 DP 1218597	R1	RE1

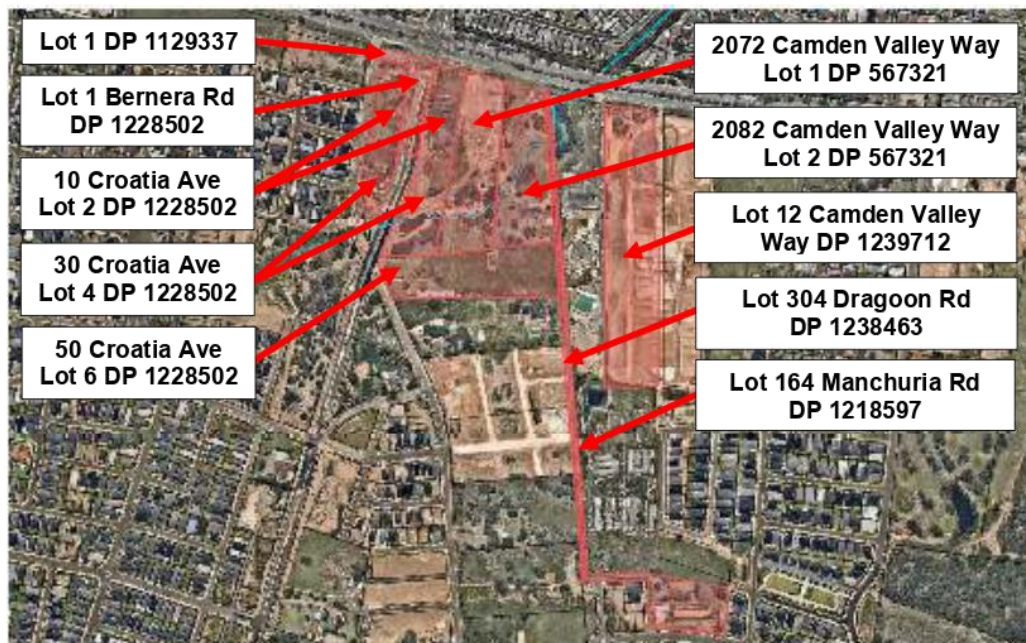


Figure 2: Aerial view of subject lots

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Figure 3: Parcels of land subject to the planning proposal

The site falls from the south towards Camden Valley Way, by approximately 12m. Majority of the site contains a riparian corridor and is identified as predominantly low to medium flood risk, due to the presence of a tributary of Maxwells Creek. Refer to Figures 4 and 5.

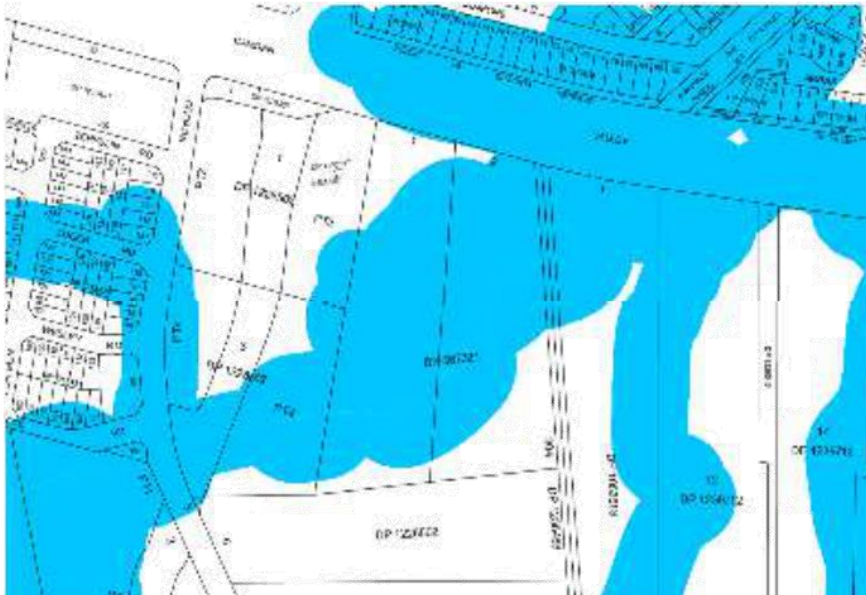


Figure 4: Riparian Corridor

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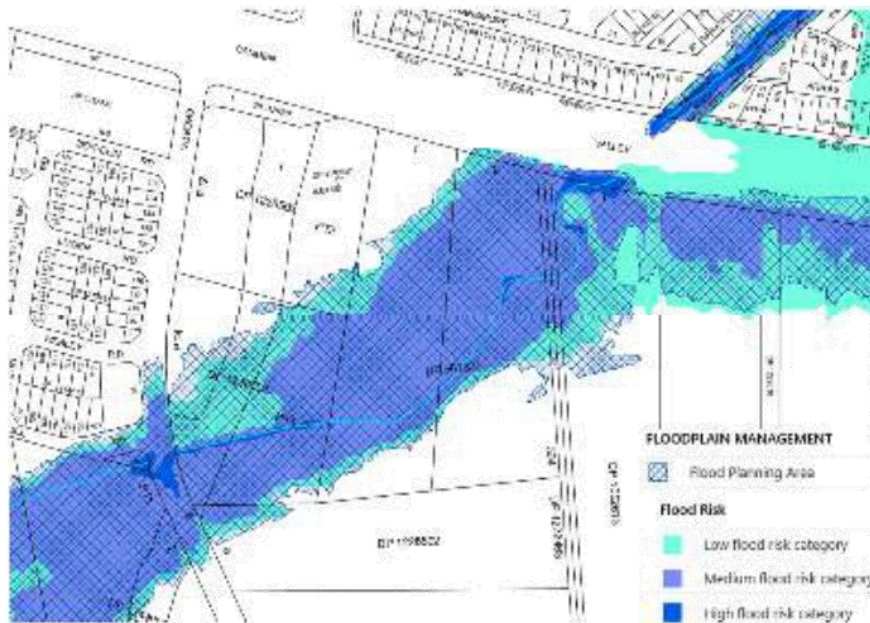


Figure 5: Flood Planning Area and Flood Risk

The site has been biodiversity certified under the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Growth Centres SEPP)*. Land currently zoned R1 General Residential is identified as containing Forest Red Gum vegetation types in both good (canopy cover greater than 10%) and poor (scattered trees) condition. Refer to Figure 6 below.

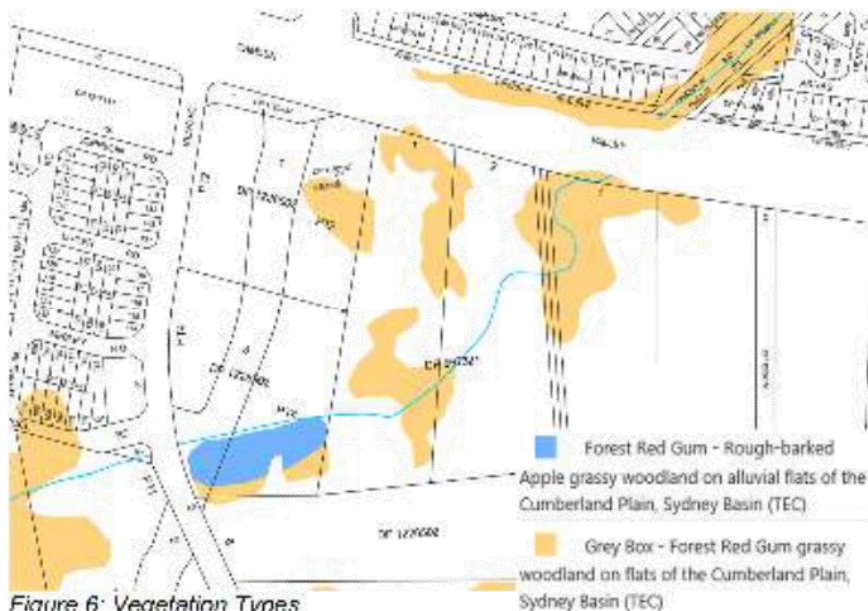


Figure 6: Vegetation Types

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The Locality

The subject site is located within the South West Growth Centre within the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* and is identified in the Edmondson Park Structure Plan in Part 2.11 of LDCP 2008. The locality is predominantly characterised by recently subdivided land and low density residential areas. Established dwelling houses are situated north of Camden Valley Way within the R2 Low Density Residential zone, whilst new low density dwellings are being developed within the R1 General Residential zone to the east and west of the site. High density development is proposed to be concentrated to the south of the site near Edmondson Park station.

The site is adjacent to Camden Valley Way and is approximately 500m west of the M5 and M7 Motorways. Casula Crossroads Homemaker Centre is approximately 700m east and Edmondson Park shops (including ALDI and Woolworths) are approximately 600m west.

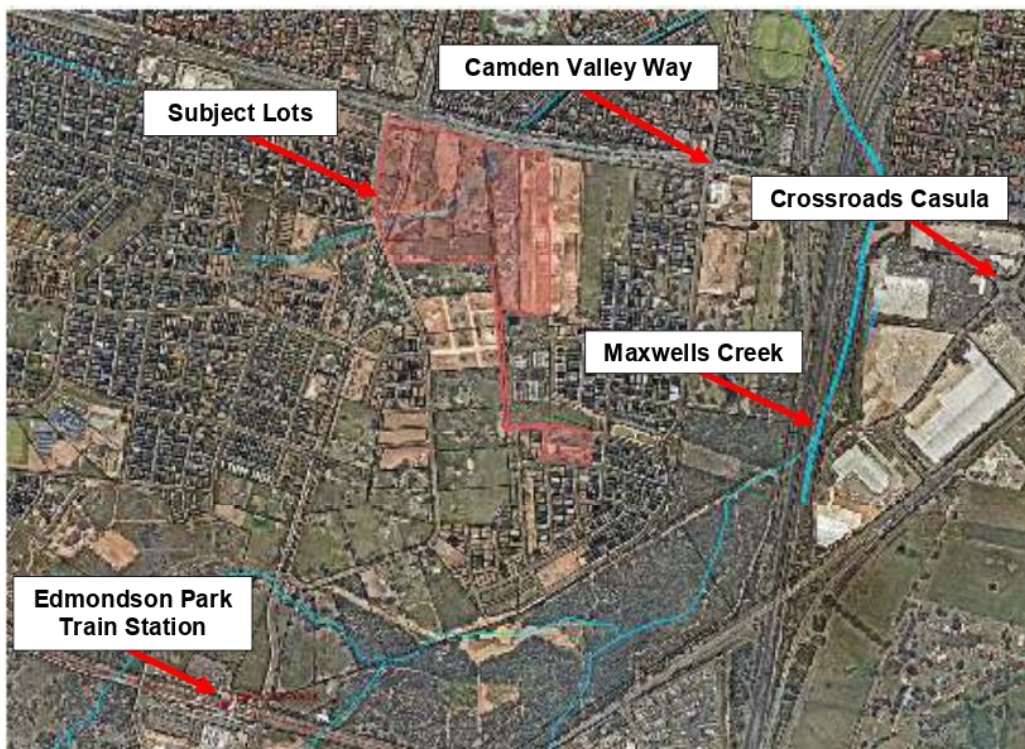


Figure 7: Locality Map

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3. BACKGROUND/HISTORY

The Edmondson Park precinct was rezoned from 1(e) Rural – Future Urban to 2(e) Residential – Developing Communities by Amendment 83 to the *Liverpool Local Environmental Plan 1997* on the 31st March 2006. Following the adoption of the *Liverpool Local Environmental Plan 2008* the precinct was primarily zoned R1 (General Residential). Since the initial rezoning, the precinct has been undergoing urbanisation. This rezoning formed part of an extensive planning exercise, which was informed by numerous investigations including a variety of flooding studies, as discussed below. Since this time, the forecasted growth for Edmondson Park has increased, particularly with the development of Edmondson Park South under the *State Environmental Planning Policy (State Significant Precincts) 2005*. This has placed increased pressure on existing and proposed infrastructure in Edmondson Park.

Flood Studies and Strategies for Edmondson Park

- The *Cabramatta Creek Basin Strategy* was developed in the 1980's to ensure forecasted development would not increase flooding impacts to the creek and locality. This strategy included 19 flood detention basins across urban release areas within the catchment area, with Basin 12 and Basin 14 situated in Edmondson Park;
- Edmondson Park is located in the upper reach of Cabramatta Creek and is traversed by Cabramatta Creek, Maxwells Creek and its tributaries. The rezoning of Edmondson Park for urban development in 2006 included the provision of Basin 12 (across Cabramatta Creek at Jardine Drive) and Basin 14 (across Maxwells Creek tributary, south of Camden Valley Way). These basins are consistent with Council's strategy for Cabramatta Creek;
- A number of flood studies were undertaken from early 2000 to 2008 to inform the rezoning of Edmondson Park for urban development. These studies included the *Water Cycle Management Study* (GHD 2003) and *Edmondson Park Flood Study* (Web McKeon 2007). Both of these studies prepared concept design proposals with different configurations for Basin 14;
- The *Cabramatta Creek Basin Strategy* has been assessed through a number of flood studies and reviews undertaken by Bewsher Consulting for Council in 2004, 2006 and 2011. These concluded that the strategy was performing effectively in achieving its flood mitigation objectives and confirmed the need for the construction of remaining basins identified in the strategy, including Basin 14;
- In 2014, FloodMit and Storm Consultants developed concept designs for Basin 12 and Basin 14. Flood behaviour was assessed through 2D Tuflow hydraulic modelling to ensure increased flows from new development in Edmondson Park would not adversely impact the area. Subsequently, the detailed design and construction of Basin 12 was completed;
- In December 2017, Council engaged Storm Consulting to undertake the detailed design of Basin 14. This design is currently being finalised and has incorporated water quality measures such as rain gardens, as well as recreational facilities such as foot paths and viewing platforms. The scope of works are as follows:
 - Stage 1: Feasibility Assessment
 - Stage 2: Preliminary Concept Design
 - Stage 3: Flood Impact Assessment

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- Stage 4: Detailed Concept Design of the basin
 - Stage 5: Detailed Design of the basin
 - Stage 6: Environmental Assessment and Management
- This planning proposal is required to facilitate the proposed changes to the existing basin footprint to accommodate the detailed design of Basin 14.

4. DETAILS OF THE PROPOSAL

The planning proposal seeks to facilitate the development of the revised design for Basin 14. As discussed, the LLEP 2008 zoning and development standards currently reflect Council's preliminary conceptual design for Basin 14. However, it is no longer desired to construct the basins as per the initial concept design as this would sever the access driveway to an existing house of worship, requiring a new access point which would induce additional traffic onto residential streets. Consequently, a new basin design was developed by Storm Consulting and is to be finalised in 2019. Refer to Attachment 2 for the detailed design for the basin.

This planning proposal seeks to amend the LLEP 2008 to facilitate the development of the revised basin design, as follows:

- The revised design extends Basin 14 further south, resulting in additional land to be acquired by Council. RE1 Public Recreation zone is to be extended to cover the new footprint of the basin. The extension of the basin has resulted in a long narrow parcel of residential zoned land that is unfeasible to develop due to its current size. As quality open space is in high demand in Edmondson Park due to rapid residential development, this land is to also be rezoned from R1 General Residential to RE1 Public Recreation and used as an area of public open space adjacent to the basin.
- The revised design has identified land currently zoned R3 Medium Density Residential as being required for the basin footprint. This land is to be rezoned to RE1 Public Recreation. This includes approximately 150m² of land at 10 Croatia Avenue (Lot 2 DP 1228502) which is too small to develop independently, and approximately 250m² of land at 30 Croatia Avenue (Lot 4 DP 1228502). This land has been removed from the outskirts of the R3 Medium Density Residential land and the remaining area is considered to contain an acceptable level of development yield.
- The revised design has resulted in RE1 Public Recreation zoned land at Lot 12 Camden Valley Way (DP 1239712) identified as surplus to Council's initial requirements for the basin footprint. As this land is no longer required for acquisition by Council, it is to be rezoned to R1 General Residential to assist in the orderly development of the area surrounding the basin.
- The revised basin design has resulted in amendments to the indicative layout plan (ILP) within Part 2.11 of the Liverpool Development Control Plan 2008 (LDCP 2008). This is to provide a new road layout and pedestrian access around the site. The amendment of development standards on a portion of land at 50 Croatia Avenue (Lot 6 DP 1228502) will rationalise standards in accordance with the Draft ILP. The height, floor space ratio and dwelling density standards are to be increased, and minimum lot size standards are to be reduced, to correspond with the current standards on the western part of this lot.

Note: The DCP amendment is not detailed within this report, as the Local Planning Panel does not have a statutory role in providing advice on the DCP under the *Environmental*

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Planning and Assessment Act 1979. The Draft LDCP 2008 will be exhibited alongside the proposed changes to the LLEP 2008.

- The detailed design and construction of Bernera Road (adjacent to the basin), has resulted in inconsistencies between LEP mapping, the new road alignment and adjacent lot boundaries, which are to be corrected as part of this planning proposal.

The Land Use Zoning, Minimum Lot Size, Floor Space Ratio, Maximum Height of Buildings, Land Reservation for Acquisition and Minimum Dwelling Density LLEP 2008 maps are to be amended as part of this proposal.

5. CONSIDERATIONS FOR STRATEGIC MERIT

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

1. Is the planning proposal a result of any strategic study or report?

The proposal has been driven by alterations to the design of the footprint for Basin 14. The basin is broadly identified within the Cabramatta Creek Basin Strategy which was developed in the 1980's to ensure forecasted development would not increase flooding impacts to the creek and locality. Storm Consultants were engaged by Council in 2015 to develop a plan for Basin 14. A report was prepared in 2018 which provided basin design options, with the preferred option being recommended based on hydrology, hydraulics and water quality principles. The preferred option has been drafted and is currently being finalised. Whilst the redesign results in the optimal configuration and performance of the basin, it also results in a required change to the land use zoning and acquisition standards to facilitate its development.

The alteration of development standards at 50 Croatia Avenue (Lot 6 DP 1228502) and rezoning of land to amend inconsistencies regarding zone boundaries along Bernera Road, is not the result of a strategic study or report. The planning proposal will facilitate the resulting changes in land zoning, land acquisition and planning standards.

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

Yes. The planning proposal is the best means of achieving the intended outcomes. The subject land is currently zoned in accordance with the concept basin footprint and concept road alignment. As the basin footprint has been extended south, the LLEP 2008 zoning and development standards maps are required to be amended to enable the development of this revised basin design.

Construction of the basin is considered necessary so that a number of temporary detention basins on privately owned land can be decommissioned and redeveloped for other uses, as per the zoning of those lands. Additionally, due to the reconfiguration of the basin footprint, land has been identified which is now surplus to requirements. As the land will not be required for drainage or open space purposes, the planning proposal will remove the land acquisition from Council and will allow the land to be developed in an orderly fashion. The quantum of open space land will be balanced by the gain of additional open space land towards the south of the basin area.

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Furthermore, the planning proposal is to alter development standards at 50 Croatia Avenue (Lot 6 DP 1228502) to rationalise standards in accordance with the Draft ILP within Part 2.11 of the LDCP 2008, as well as amend inconsistencies in LLEP 2008 mapping around the recently re-aligned Bernera Road. A planning proposal facilitating the necessary amendments to the LLEP 2008 is therefore the best means of achieving the objectives and intended outcomes.

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

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

The planning proposal is considered to be consistent with relevant regional, sub-regional or district plan or strategies. The objective of the planning proposal is not to increase residential, commercial or industrial development, rather it is to amend land use zones and relevant development standards to enable the provision of essential stormwater and community infrastructure, as well as to correct mapping errors. The infrastructure is necessary to accommodate the planned growth of the Edmondson Park area and will further assist in the provision of open space and recreational facilities to the community. The proposal rationalises land uses and development standards to enable the orderly development of surrounding land. Assessment against each of the relevant strategies is provided in the planning proposal attached.

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

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

The Planning Proposal is generally consistent with Council's Community Strategic Plan: *Our Home, Liverpool 2027*. Council's strategy adopts a quadruple bottom line approach, being Creating Connection (Social), Strengthening and Protecting Our Environment (Environment), Generating Opportunity (Economic), and Leading through Collaboration (Civic Leadership).

The planning proposal is consistent with the following desires of the community:

- Creation of more green spaces
 - The planning proposal increases the extent of land to be zoned for public open space. Continued residential development within Edmondson Park has resulted in an increased demand for quality open space.
- Creation of well-planned, attractive and people-friendly urban environments
 - The planning proposal will enable the LLEP 2008 to facilitate the development of the redesigned basin. This will ensure that down-stream flooding impacts are mitigated, and that temporary detention basins can be decommissioned. The provision of a more regular shaped space for a basin and public open space allows Council to provide synergies between these two spaces. The basin footprint is to be embellished with footpaths and landscaping providing passive recreation opportunities.
- Well managed use of Council's resources

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- The planning proposal results in the well managed use of Council resources as it will facilitate the optimal design of the basin and public open space. The rezoning of land at Lot 12 Camden Valley Way (DP 1239712) to residential uses means that Council does not have to acquire land which is surplus to the requirements of the new basin design, thereby optimising Council resources. Although the revised basin design requires Council to acquire additional land, the new design ensures the optimal performance of the basin to best meet the stormwater and social infrastructure needs of Edmondson Park.

The planning proposal is consistent with the following actions for Council:

- Protect and enhance bushland, rivers and the visual landscape
 - The proposed rezoning to facilitate the development of Basin 14 will result in the provision of public open space surrounding the North Tributary of Maxwells Creek. The addition of land currently zoned for residential uses, to land dedicated for the basin, will result in the increased protection of the creek.
- Exercise planning controls to create high-quality, inclusive, urban environments
 - In addition to the facilitation of Basin 14, the planning proposal seeks to rationalise planning controls on the site to align development standards with the Draft ILP, amend mapping inconsistencies, ensure the orderly development of land and remove isolated land zonings resulting in undevelopable land.

Section 9.1 Directions

The planning proposal complies with all relevant directions, pursuant to Section 9.1 of the EP&A Act 1979. Full justification as to how the planning proposal is consistent with these directions is provided for in the planning proposal attached.

6. CONSIDERATIONS FOR SITE SPECIFIC MERIT

- The Department's *A guide to preparing planning proposals* includes the following site-specific merit questions (Section B, Q3b).

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

- *the natural environment (including known significant environmental values, resources or hazards) and*

The planning proposal will enable Council to acquire land for a stormwater detention basin, which will result in the protection of the existing and future built environment, as well as the enhancement of the natural environment and provision of passive recreation facilities. The proposal includes the rezoning of flood prone land, from residential uses to public recreation uses.

A portion of land at Lot 12 Camden Valley Way (DP 1239712) will be rezoned to enable residential development. This land is flood prone, however the remainder of Lot 12 Camden Valley Way is already zoned for residential uses. The DCP provides controls to ensure that the land can be made flood free appropriately, preventing harm to life and property in the event of a flood.

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- *the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal and*

The planning proposal is not drastically altering the existing or future uses of the precinct; rather the rezoning will rearrange these existing uses, which will facilitate the development of the basin, repurpose land zoned for public open space which Council is not seeking to acquire, rationalise development standards in accordance with the Draft ILP and amend the mapping inconsistencies along Bernera Road.

- *the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.*

The subject lands have all utility infrastructure available. Any additional yield from the development of Lot 12 Camden Valley Way (DP 1239712) or 50 Croatia Avenue (Lot 6 DP 1228502) will be captured by the existing contributions plan, which will ensure contributions for infrastructure and services are collected.

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

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The planning proposal complies with, or is not inconsistent with any SEPPs that apply to the land. Further justification can be viewed in Section 3.5 of the Planning Proposal attached.

- The Department's A guide to preparing planning proposals (Section B) includes the following questions for consideration:

Question	Comment
7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?	No. The planning proposal seeks to rezone land from predominately residential uses to public recreation uses to facilitate the development of the basin. This will result in an increase to the extent of land zoned for public open space. The RE1 Public Recreation zone objectives aim to enhance, maintain and protect the natural environment. Land subject to the planning proposal has been biodiversity certified and the LLEP 2008 and LDGP 2008 contain provisions in relation to native vegetation retention in these areas.
8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?	No. The rezoning of certain lands and alterations of development standards is not likely to have any significant environmental impacts on the site or locality. Whilst the development of the basin will involve substantial earthworks and the removal of existing vegetation, it will result in an area where native vegetation can be established, grow to maturity and potentially provide habitat for native fauna. It is noted that the proposal results in a net

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	<p>increase of land to be zoned for recreation uses.</p> <p>The rezoning of land to residential uses at Lot 12 Camden Valley Way (DP 1239712), is not likely to cause negative environmental effects, as the land has already been cleared and developed for the purpose of a temporary on-site detention basin.</p> <p>The rezoning of land adjacent to Bernera Road is to amend mapping inconsistencies, and land at 50 Croatia Avenue (Lot 6 DP 1228502) is already zoned for residential uses, therefore, the proposed changes will not result in any significant environmental effects.</p>
9. Has the planning proposal adequately addressed any social and economic effects?	<p>The intention of the planning proposal is not to uplift or downzone land, rather it is to facilitate flood mitigation infrastructure, which will serve to protect the existing and proposed built environment.</p> <p>Certain land is to be rezoned and development standards are to be amended to facilitate the basin. As detailed further in Section 3.9 of the planning proposal, the most likely economic effects would be to the owners of land being rezoned from R1 General Residential and R3 Medium Density Residential to RE1 Public Recreation. Council's acquisition of this land will be subject to the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>.</p>
10. Is there adequate public infrastructure for the planning proposal?	<p>The planning proposal is not considered to demand any additional public infrastructure. The planning proposal may result in a marginal increase in development yield for Lot 12 Camden Valley Way (DP1239712) due to a portion of land being rezoned to residential uses, and 50 Croatia Avenue (Lot 6 DP 1228502) due to amended development standards. It is considered that the extinguishment of development in land being rezoned to RE1 will offset this marginal increase.</p> <p>The proposal seeks to facilitate the delivery of flood mitigation infrastructure adjacent to an area of public open space. Given the current and forecasted growth of Edmondson Park, there is increased demand for both stormwater infrastructure and quality open space.</p>
11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?	<p>The views of State and Commonwealth public authorities will be considered following a Gateway determination. The following government agencies, or utility owners, have been identified as potentially interested parties for reasons given below:</p>

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	<ul style="list-style-type: none"> • NSW Department of Primary Industries: A tributary of Maxwells Creek runs through the subject site; • Endeavour Energy & Transgrid: An easement for a transmission line runs through the subject site; • Roads and Maritime Services: The subject site is adjacent to Camden Valley Way, which is a classified road; • APA Gas & Jemena: A gas pipeline is located under Camden Valley Way, which places the subject site within the asset notification zone; and • NSW Office of Environment and Heritage: The subject site contains riparian land, flood-prone land and vegetation.
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Next Steps

Following the Panel's consideration, changes may be made to the planning proposal. The proposal would then be reported to Council for endorsement and subsequently forwarded to the Department of Planning and Environment seeking a Gateway determination.

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

7. CONCLUSION

The planning proposal has been prepared to facilitate the revised design of Basin 14 in Edmondson Park. Council considers the planning proposal has strategic and site specific merit, and complies with the broader planning framework, including the metropolitan plan, district plan, community strategic plan, Ministerial Directions and SEPPs. The planning proposal aims to promote positive social, environmental and economic outcomes.

The above discussions of strategic and site merit are presented to the Panel for consideration and advice.

8. RECOMMENDATION

That the planning proposal is supported and be presented to Council at the next available meeting seeking a Gateway determination.

9. ATTACHMENTS

1. **Planning Proposal**
2. **Draft Basin 14 Civil Drawings**

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PAGE 3****27th May 2019**

ITEM No:	3
APPLICATION NUMBER:	RZ-2/2019
SUBJECT:	Planning proposal to rezone and amend development standards for certain land subject to Basin 14 and Bernera Road, Edmondson Park.
LOCATION:	Basin 14 and Bernera Road, Edmondson Park.
AUTHOR:	Nancy Norris – Strategic Planner Masud Hasan – Senior Strategic Planner

ADVICE OF THE PANEL:

The Panel has inspected the site and read the Council officer's report.

The Panel agrees with the Council officer's assessment that the planning proposal request has strategic and site specific merit.

The Panel supports the planning proposal proceeding to gateway determination as outlined in the Council officer's report.

VOTING NUMBERS:

4-Nil

Planning Proposal

Amend Schedule 1 of the Liverpool Local Environmental Plan 2008 to allow car parks as a land use permitted with consent at Collimore Park, Liverpool

6 June 2019

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Introduction

The planning proposal relates to a parcel of land known as Collimore Park that is located on the western edge of the Liverpool City Centre. The majority of the site is zoned RE1 – Public Recreation, with the south-eastern corner (Lot 1 DP 1089398) zoned SP2 – Infrastructure (Electricity Transmission). The proposal seeks an additional permitted use for the site specifically to allow for 'car parks' as permitted with consent under the Liverpool Local Environmental Plan 2008 (LLEP 2008).

The impetus for the planning proposal is to allow for a future multi-storey car parking development on the site despite the RE1 – Public Recreation and SP2 – Infrastructure (Electricity Transmission) zoning that applies. This future multi-storey car park is to be placed on the existing car park area, and retain the valuable recreational facilities on the site. It is noted that the RE1 – Public Recreation portions of the site are classified as community land.

Site description



Figure 1: Location of subject site outlined in red (Nearmap 2019)

The subject site is located on the western edge of the Liverpool CBD area. The total area of the subject site is approximately 38,500m². The site consists of the following lots, and are owned as follows:

- Lot 1 DP 1089398 (Privately owned, Liverpool City Council currently lease this land);
- Lot 2 DP 1089398 (Liverpool City Council);

- Lot 400 DP 1185131 (Liverpool City Council);
- Lot 7009 DP 1027995 (NSW land); and
- The previous creek corridor that traverses through the centre of the site (Crown Land).

The site is bound by Elizabeth Drive to the north, Collimore Avenue to the east, Moore Street to the south, and Brickmakers Creek to the west. The site currently contains the following:

- Outdoor Futsal Soccer field;
- Basketball courts;
- Children's play equipment;
- At-grade public carpark;
- Public, outdoor gym equipment; and
- Brickmakers Creek running along the western edge of the site.

Adjoining the site to the north is Elizabeth Drive and Waddell Brothers Park, with some low density residential dwelling located to the north-east. To the east of Collimore Avenue are a variety of low and medium density residential developments ranging from single storey dwellings to three storey residential flat buildings. A larger residential area is located to the south of Moore Street consisting of a variety of 3-4 storey residential flat buildings. Finally, Brickmakers Creek runs along the western edge of the site, with further low and medium density residential developments located to the west ranging between one and two storeys in height.



Figure 2: Zoning Map from LLEP 2008 (Subject site outlined in black)



Figure 3 Looking at the subject site in a north-westerly direction from the corner of Moore St and Collimore Ave



Figure 4 Looking down the site in a northerly direction from the basketball courts



Figure 5 Looking at the subject site from Collimore Ave in a westerly direction

Background

In 2011, Collimore Park was redeveloped by Council where previous netball courts were converted into an at-grade public car park to provide additional car parking capacity for workers accessing the Liverpool City Centre. This development was completed under State Environmental Planning Policy (Infrastructure) 2007 which allows for the development of single storey car parks on a public reserve as exempt development. Since the completion of this work, additional recreational facilities have been provided in the form of sporting courts, children's play equipment, and outdoor gym equipment.

Following the preparation of the Liverpool City Centre Traffic Study 2017, Council resolved at the 26 July 2017 meeting to receive a further report on implementation plans of the recommended car parking strategies. This draft scoping and implementation plan was then considered at the December Council meeting that year (13 December 2017). Within this study, a recommended improvement identified was to provide additional commuter car parking spaces outside the city centre at the Collimore Car Park. Furthermore, a short-term (0-5 years) project was recommended for scoping, options and design investigation of a multi-storey car park at Collimore Car Park. Council resolved to allocate funding for design investigation of a multi-deck car park at the existing Collimore Car Park, and to move the construction of Collimore Park parking station to the 0-5 year category.

In satisfying these Council decisions and preparing for the future development of a multi-storey car park at Collimore Park, Council has prepared this planning proposal to permit such works in the future under the Liverpool Local Environmental Plan 2008.

Part 1 – Objectives

The objective of this planning proposal is to amend the LLEP 2008 to permit the development of a multi-storey car park at Collimore Park with consent. This objective applies to the subject site only.

Part 2 – Explanation of provisions

The objective of the planning proposal will be achieved through an amendment to Schedule 1 of the LLEP 2008 to allow “car parks” as a land use permitted with development consent at Collimore Park, which is legally defined as follows:

- Lot 1 and Lot 2 within DP 1089398;
- Lot 7009 within DP 1027995;
- Lot 400 within DP 1185131; and
- The Brickmakers Creek Corridor (Crown Land) that traverses through the centre of the site and is bound by Elizabeth Drive to the north and Moore Street to the south.

This amendment to Schedule 1 would require an additional clause that applies specifically to the subject site (Clause 27).

To facilitate the above changes, the following LLEP maps will be amended:

Key Sites

- 4900_COM_KYS_010_020_20170606; and
- 4900_COM_KYS_011_005_20180730.

Part 3 – Justification

Section A – Need for the planning proposal

3.1 *Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?*

No, the planning proposal is not the result of an endorsed local strategic planning statement, strategic study or report. However, it is the result of the Transport Strategy for Liverpool City Centre prepared for Council by GTA Consultants. This report was considered and noted by Council at the 26 July 2017 Council meeting. Additionally, the Liverpool City Centre Traffic Study 2017 – Draft Implementation Plan that was prepared by Council and reported to the Council meeting on 13 December 2017.

Whilst the study and plan have not been formally endorsed, they have been considered and noted by Council and informed the decisions made in regard to the future development of car parking at Collimore Park. Both the study and the plan have demonstrated the need for additional car parking provision within the Liverpool CBD and both identify the expansion of Collimore Car Park as a recommended improvement.

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

Yes. The alternative to the schedule 1 amendment proposed is a rezoning of the site to a zone that permits 'car parks' with consent. It is recognised that this would achieve the intended outcome of enabling the development of a multi-storey car park on the subject site. However, this would also permit additional uses on the site that are not desired, or appropriate given the nature and use of Collimore Park.

The schedule 1 amendment proposed will allow for car parking on the site whilst avoiding any risk of losing the existing recreational uses on the site or introducing inappropriate or incompatible uses.

Section B – Relationship to strategic planning framework.

3.3 *Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?*

A Metropolis of Three Cities

The proposed amendment to schedule 1 of the LLEP 2008 facilitating 'car parks' as a permitted use with development consent will contribute to the function and growth of Liverpool CBD as a Metropolitan Cluster as well as a Health and Education Precinct.

The planning proposal is consistent with the following objectives of the Greater Sydney Region Plan 2018, *A Metropolis of Three Cities*:

- **Objective 12:** Great places that bring people together
 - **Strategy 12.2:** In Collaboration Areas, Planned Precincts and planning for centres:
 - Investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking;
 - Ensure parking availability takes into account the level of access by public transport;
 - Consider the capacity for places to change and evolve, and accommodate diverse activities over time; and

- Incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including charging stations.

To this point, the planning proposal will facilitate the provision of public car parking infrastructure in a strategic location close to the Liverpool CBD and surrounding road network. Collimore Park has the following merits regarding future expansion for public car parking, as identified within the Transport Strategy for Liverpool City Centre:

- The site is located with convenient access to the arterial road network, however separated from the core CBD area.
- The site has convenient pedestrian access to the core CBD area. While walking distance exceeds that typically accepted by long stay users, pedestrian access is available for drivers not seeking to make use of the proposed shuttle service.
- The use of the site for car parking is consistent with its current use, being an at-grade car park. As such the development of a multi-level car park on the site would not be expected to significantly impact on the urban fabric and surrounds. Indeed, a quality car park structure may improve the urban design of the site.

A future design for a multi-level car park as facilitated by this planning proposal should consider and include adaptability in its design and sustainable vehicle infrastructure such as charging stations and car sharing spaces.

- **Objective 22** Investment and business activity in centres
 - **Strategy 22.1** Provide access centres by:
 - Designing parking that can be adapted to future uses.

A future design for a multi-level car park as facilitated by this planning proposal that is outside the core CBD area will reduce the need for parking within the CBD core. This has the potential to free up space for a more sustainable, safe, and human-scale public domain.

Western City District Plan

The planning proposal is also consistent with the following priority and action of the Western City District Plan:

- **Planning Priority W9 Growing and strengthening the metropolitan cluster**
 - **Action 42. In addition to the Collaboration Area process outlined above, carry out the following:**
 - protect and develop the commercial core
 - improve and coordinate transport and other infrastructure to support jobs growth
 - improve public domain including tree-lined, comfortable open spaces and outdoor dining
 - improve connectivity and links to the Georges River and prioritise pedestrian, cycle and public transport facilities

Collimore Park provides an accessible and well-serviced site that adjoins the CBD of Liverpool. Car parking on this site ensures that parking infrastructure is reduced within the commercial core of Liverpool, improves the coordinated transport of the CBD at a precinct level and contributes to an improved public domain within the CBD due to the reduction in car parking infrastructure.

3.4 Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Liverpool Community Strategic Plan – Our Home, Liverpool 2027

The proposal to enable 'car parks' on the site aligns with Liverpool's Community Strategic Plan (CSP) – Our Home, Liverpool 2027, which states:

- Direction 3: Generating Opportunity
 - Council will: Advocate for, and develop, transport networks to create an accessible city.

Liverpool Local Environmental Plan 2008

The planning proposal addresses one of the aims of the LLEP 2008, being:

- (a) to encourage a range of housing, employment, recreation and services to meet the needs of existing and future residents of Liverpool,*
- (d) to strengthen the regional position of the Liverpool city centre as the service and employment centre for Sydney's south west region,*
- (f) to promote the efficient and equitable provision of public services, infrastructure and amenities.*

The zoning is to remain as existing for the subject site. The objectives of the RE1 – Public Recreation zone are as follows:

- *To enable land to be used for public open space or recreational purposes.*
- *To provide a range of recreational settings and activities and compatible land uses.*
- *To protect and enhance the natural environment for recreational purposes.*
- *To provide sufficient and equitable distribution of public open space to meet the needs of residents.*
- *To ensure the suitable preservation and maintenance of environmentally significant or environmentally sensitive land.*

The objectives of the SP2 – Infrastructure zone are as follows:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*
- *To reserve land for the provision of infrastructure.*

The proposal aims to enable 'car parks' as a permissible use with consent within these existing zones. A future multi-level car park will help to improve and consolidate the existing car parking infrastructure on the site, whilst respecting the public recreation infrastructure and the Brickmakers Creek corridor.

3.5 Is the planning proposal consistent with applicable State Environmental Planning Policies?

Table 1 SEPP Consistency

State Environmental Planning Policy	Consistency
State Environmental Planning Policy No 55—Remediation of Land	Yes – given the site is currently developed as a public car park, and recreational park and has been used for recreational purposes historically, no contamination impacts are anticipated.
State Environmental Planning Policy (Infrastructure) 2007	Yes
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	Yes
Greater Metropolitan Regional Environmental Plan No 2—Georges River Catchment	Yes

3.6 Is the planning proposal consistent with applicable Ministerial Directions (Section 9.1 directions)?

Table 2 Section 9.1 Directions Consistency

Section 9.1 Direction	Complies	Justification
Environment and Heritage		
2.1 Environment Protection Zones	Yes	The Brickmakers Creek riparian corridor that traverses the western border of the site is identified as Environmentally Sensitive Land. The proposed amendments will not reduce the environmental protection standards that apply to the land. The protection of this riparian corridor will be further ensured by provisions within the <i>Water Management Act 2000</i> that controls and limits development within 40m of the bank of the creek.
Housing, Infrastructure and Urban Development		
3.4 Integrating Land Use and Transport	Yes	The proposal seeks to facilitate a public car park development within the subject site. The site is serviced by public transport in the form of a bus route to enable access to the Liverpool city centre as well as other surrounding suburbs.
Hazard and Risk		
4.3 Flood Prone Land	No	The subject site is identified as within the flood planning area and having medium to low flood risk. The location of the

		<p>existing car park area is identified as low flood risk, and this is considered acceptable for a public car park development. It is deemed that this inconsistency is of minor significance. Furthermore, additional flood investigations will be undertaken if a Gateway determination is issued for the proposal.</p> <p>Council will ensure that the future development of the land is consistent with the principles of the Floodplain Development Manual 2005 and the relevant provisions of the LLEP 2008 and LDCP 2008.</p>
Regional Planning		
5.10 Implementation of Regional Plans	Yes	Consistency with <i>A Metropolis of Three Cities</i> is outlined in section 2 above.
Local Plan Making		
6.1 Approval and Referral Requirements	Yes	The planning proposal does not contain provisions which require concurrence, consultation or referral to any minister or public authority and does not identify development as designated development.
6.3 Site Specific Provisions	Yes	<p>The proposal seeks to allow the car parking use to be carried out in the existing RE1 – Public Recreation and SP2 – Infrastructure zones applying to the site through a site specific schedule 1 amendment.</p> <p>No drawings or details are provided within this planning proposal detailing a possible future development proposal.</p>
Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	Yes	The proposal seeks to facilitate car parking on the subject site and is therefore consistent with <i>Direction 1.4: Transform the productivity of Western Sydney through growth and investment</i> , <i>Direction 1.9: Support priority economic sectors</i> , and <i>Direction 1.10: Plan for education and health services to meet Sydney's growing needs</i> .

Section C – Environmental, social, and economic impact

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

The planning proposal will not impact critical habitat or threatened species, populations or ecological communities, or their habitats due to an absence of such environmental constraints within the site and in close proximity to the site.

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

The Brickmakers Creek corridor along the western edge of the site is identified as Environmentally Significant Land. It is deemed that the flooding constraints impacting this portion of the site will prevent any

inappropriate development from being located within or in close proximity to this Environmentally Significant Land.

No other likely environmental effects are identified. Where environmental impacts do exist, are deemed to be of minor significance.

3.9 Has the planning proposal adequately addressed any social and economic effects?

The subject site is currently utilised as an at-grade public car park by the community, and this proposed amendment seeks to enable the future development of further public parking in the form of a multi-storey car park. It is deemed that the increase in the intensity of this car park landuse is acceptable given the nature of the existing use and the location of the site. The proposed amendment will help to sustain the function of the Liverpool CBD as a Metropolitan Cluster that provides crucial employment opportunities.

The planning proposal will not create adverse social or economic impacts.

Section D – State and Commonwealth interests

3.10 Is there adequate public infrastructure for the planning proposal?

The planning proposal is of local significance and will itself enable additional public infrastructure provision in the form of a future multi-level public car park. It is noted that the site is currently occupied by a large at-grade public car park that is well serviced by public transport and has excellent access to the surrounding road network.

3.11 What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The views of state and Commonwealth public authorities will be considered following Gateway determination. The following government agencies should be considered:

- Roads and Maritime Services;
- Sydney Water;
- Office of Environment and Heritage;
- Department of Lands and Industry; and
- State Emergency Services.

Part 4 – Mapping

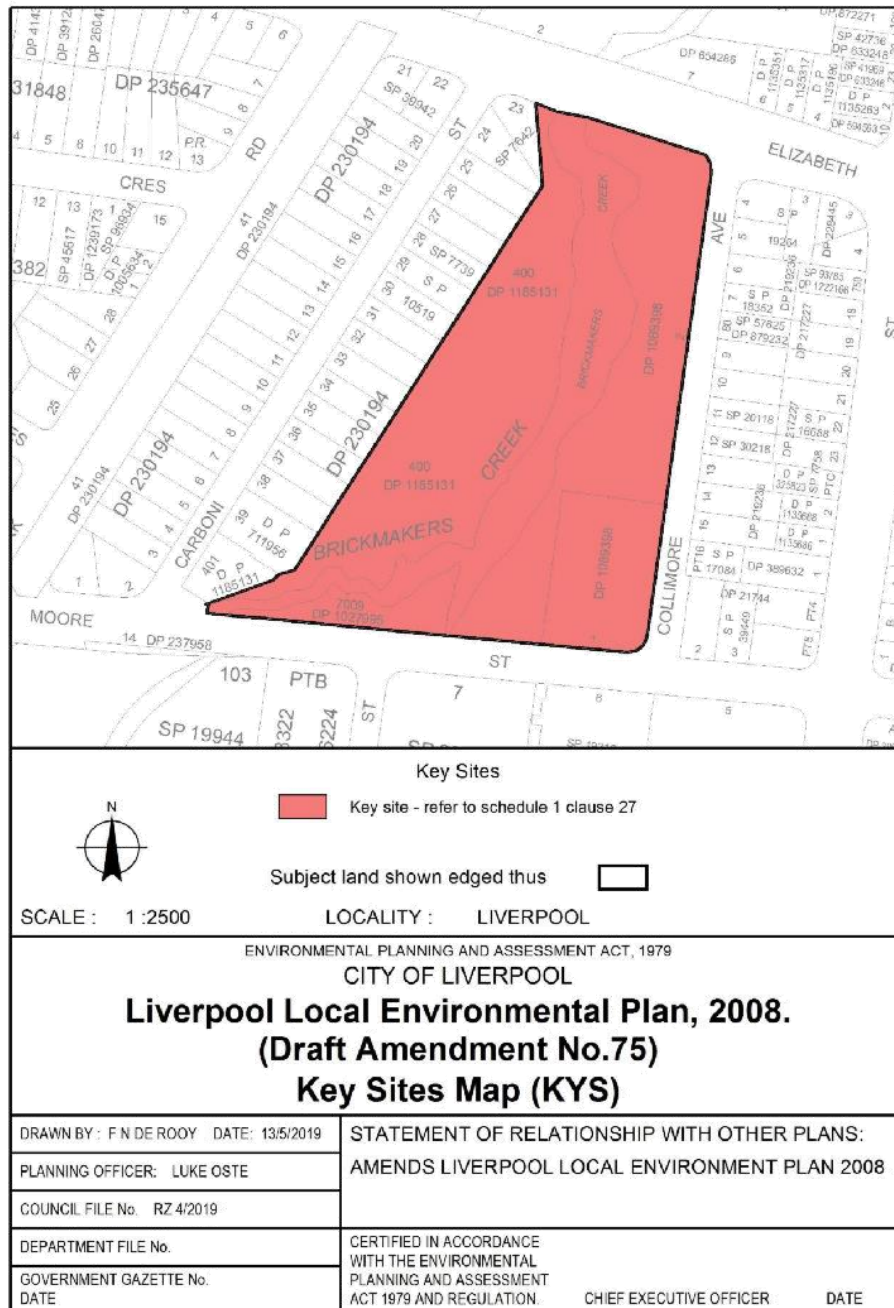


Figure 6: Proposed Key Sites Map

Part 5 – Community Consultation

Community consultation will be undertaken in accordance with the Gateway determination. It is anticipated that the proposal will be exhibited for 14 days through:

- Newspaper advertisements in the Liverpool Leader;
- Notification on Liverpool City Council's planning portal and Liverpool Listens website; and
- Letters to the adjoining landowners.

Additionally, a concept plan for Collimore Park and a future multi-storey car park will be prepared and exhibited concurrently with the planning proposal. This will help to provide clarity to the public in depicting the kind of redevelopment of Collimore Park that will be enabled by the proposed amendment to the LLEP 2008.

Part 6 – Project Timeline

An anticipated project timeline is shown in Table 3.

Table 3: Anticipated project timeline

Timeframe	Action
May 2019	Presented at the Local Planning Panel meeting
Jun 2019	Presented to Liverpool City Council
Jul 2019	Submission of Planning Proposal to DP&E
Aug 2019	Gateway Determination issued
Sep 2019 – Oct 2019	State agency consultation
Sep 2019 – Oct 2019	Community consultation
Oct 2019 – Nov 2019	Consideration of submissions and proposal post-exhibition
Dec 2019	Post-exhibition report to Council
Jan 2019 – Mar 2020	Legal drafting and making of the plan

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Item no:	(Leave blank)
Application Number:	RZ-4/2019
Proposal:	Planning proposal to amend Schedule 1 of the Liverpool Local Environmental Plan 2008 to allow car parking as a land use permitted with consent at Collimore Park.
Property Address	Collimore Park, Moore St, Collimore Ave and Elizabeth Drive, Liverpool
Legal Description:	Lot 1 DP 1089398 Lot 2 DP 1089398 Lot 400 DP 1185131 Lot 7009 DP 1027995 The previous creek corridor that traverses through the centre of the site
Recommendation:	Proceed to gateway review
Assessing Officer:	Luke Oste, Strategic Planner

1. EXECUTIVE SUMMARY

The planning proposal amends Schedule 1 of LLEP 2008 to permit car parking as an additional permitted use with development consent at the subject site. The planning proposal has strategic and site specific merit. It is recommended that the planning proposal be submitted to the Department of Planning & Environment for a Gateway determination.

Collimore Park currently contains an expansive at-grade public car park that was constructed in 2011 as exempt development under State Environmental Planning Policy (Infrastructure) 2007. The site is currently zoned RE1 – Public Recreation and SP2 – Infrastructure (Electricity Transmission) under the *Liverpool Local Environmental Plan 2008* (LLEP 2008). Car parking is not a permissible landuse within these existing zones under the LEP.

Council prepared the *Liverpool City Centre Traffic Study 2017* and a subsequent draft scoping and implementation plan for a new car park at Collimore Park in 2017. This secondary scoping and implementation plan was considered at Council's ordinary meeting of 13 December 2017, where Council resolved:

That Council:

- 1. Notes the draft scoping and implementation plan;*
- 2. Directs the CEO to immediately allocate funding for design investigation for a multideck car park at the existing Collimore Car Park in the 2017/2018 budget;*
- 3. Continues to work with the RMS and TfNSW for design investigations, and upgrade of Hume Highway/Hoxton Park Road/Macquarie Street intersection, whilst seeking the support of the Member for Liverpool & Member for Holsworthy to lobby their respective parties;*

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4. *Continues representations to the State Government to improve regional traffic and transport infrastructure, parking and services in and around the Liverpool City Centre; and*
5. *Move the construction of Collimore Park parking station to the 0-5 year category.*

The planning proposal has been drafted (see **Attachment 1**) as required by the above Council resolution, specifically point 2 and 5 (see **Attachment 2**). This planning proposal represents the first step in facilitating the future construction of a multi-storey car park on the site by enabling car parking as a permitted landuse on the site under the LLEP 2008. It is envisioned that the future development would be located where the existing car park is located, while retaining the valuable recreation infrastructure present within Collimore Park.

In accordance with the requirements of Section 2.19(1)(b) of the *Environmental Planning and Assessment Act 1979*, this proposal has been submitted to the Liverpool Local Planning Panel for advice.

2. SITE DESCRIPTION AND LOCALITY

The Site



Figure 1 Location of subject site outlined in red (Nearmap 2019)

The subject site is Collimore Park and is legally identified as follows:

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- Lot 1 DP 1089398;
- Lot 2 DP 1089398;
- Lot 400 DP 1185131;
- Lot 7009 DP 1027995; and
- The previous creek corridor that traverses through the centre of the site.

The total area of the subject site is approximately 38,500m². The site is bound by Elizabeth Drive to the north, Collimore Avenue to the east, Moore Street to the south, and Brickmakers Creek to the west. The site currently contains the following:

- Outdoor Futsal Soccer field;
- Basketball courts;
- Children's play equipment;
- At-grade public carpark;
- Public, outdoor gym equipment; and
- Brickmakers Creek running along the western edge of the site.

The site is currently zoned RE1 – Public Recreation and SP2 – Infrastructure (Electricity Transmission). Refer to Figure 2 below for the zoning map extract of the subject site.



Figure 2 Zoning Map Extract from LLEP 2008 (subject site outlined in black)

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The Locality

The subject site is located on the western edge of the Liverpool CBD. Adjoining the site to the north is Elizabeth Drive and Waddell Brothers Park, with some low density residential dwellings located to the north-east. To the east of Collimore Avenue are a variety of low and medium density residential developments ranging from single storey dwellings to three storey residential flat buildings. A larger residential area is located to the south of Moore Street consisting of a variety of 3-4 storey residential flat buildings. Finally, Brickmakers Creek runs along the western edge of the site, with further low and medium density residential developments located to the west ranging between one and two storeys in height.

3. DETAILS OF THE PROPOSAL

At its ordinary meeting of 13 December 2017, Council resolved:

That Council:

1. *Notes the draft scoping and implementation plan;*
2. ***Directs the CEO to immediately allocate funding for design investigation for a multideck car park at the existing Collimore Car Park in the 2017/2018 budget;***
3. *Continues to work with the RMS and TfNSW for design investigations, and upgrade of Hume Highway/Hoxton Park Road/Macquarie Street intersection, whilst seeking the support of the Member for Liverpool & Member for Holsworthy to lobby their respective parties;*
4. *Continues representations to the State Government to improve regional traffic and transport infrastructure, parking and services in and around the Liverpool City Centre; and*
5. ***Move the construction of Collimore Park parking station to the 0-5 year category.***

The planning proposal has been drafted as required by the above Council resolution, specifically point 2 and 5 (see **Attachment 1**).

The Proposal

The planning proposal amends Schedule 1 of LLEP 2008 to permit car parking as an additional permitted use with development consent at the subject site to facilitate the future development of a multi-storey car park where the existing commuter car park is located currently.

4. CONSIDERATIONS FOR STRATEGIC MERIT

The Department's *A guide to preparing planning proposals* includes the following questions to justify the proposal (Section A, Q1 – 3).

1. *Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?*

No. The planning proposal is not the result of an endorsed local strategic planning statement, strategic study or report. However, it is the result of the Transport Strategy for

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Liverpool City Centre prepared for Council by GTA Consultants in 2017 and the *Liverpool City Centre Traffic Study 2017 – Draft Implementation Plan*.

Whilst the study and plan have not been endorsed by the Department of Planning & Environment, they have demonstrated the need for additional car parking provision within the Liverpool CBD. Both the study and the plan identify the expansion of Collimore Car Park as a recommended improvement.

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

Yes. A planning proposal seeking car parking as an additional permitted use on the subject site is the most appropriate method of achieving Council's objective of providing an enlarged commuter car park on the site.

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

3. *Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?*

The planning proposal will give effect to the Greater Sydney Region Plan *A Metropolis of Three Cities*, particularly Objective 12: Great places that bring people together; and Objective 22: Investment and business activity in centres. Refer to the table below for an assessment against these identified objectives.

Objective	Strategy	Assessment
Objective 12: Great places that bring people together	Strategy 12.2 In Collaboration Areas, Planned Precincts and planning for centres: <ul style="list-style-type: none"> ▪ Investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking; ▪ Ensure parking availability takes into account the level of access by public transport; ▪ Consider the capacity for places to change and evolve, and accommodate diverse activities over time; and ▪ Incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including charging stations. 	The proposed amendment to permit car parking as an additional permitted use aligns with this strategy in providing public parking at a precinct scale. This public parking provision will be located on a central and accessible site that is serviced by public transport as well as a free shuttle bus for CBD workers. In regard to the adaptability and use of facilities such as charging stations, these elements could be included as part of a future development, however this will need to be considered at the Development Application stage.
Objective 22: Investment and business	Strategy 22.1 Provide access centres by:	A future design for a multi-level car park as facilitated by this planning proposal that is outside

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activity in centres	<ul style="list-style-type: none"> ▪ Designing parking that can be adapted to future uses. 	the core CBD area will reduce the need for parking within the CBD core. This has the potential to free up space for other commercial developments and improvements to the public domain.
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The proposal also references the *Western City District Plan* (WCDP) Planning Priority W9: growing and strengthening the metropolitan cluster. Refer to the assessment in the table below.

Objective	Strategy	Assessment
W9: Growing and strengthening the metropolitan cluster	<p>Action 42 In addition to the Collaboration Area process outlined above, carry out the following:</p> <ul style="list-style-type: none"> ▪ protect and develop the commercial core ▪ improve and coordinate transport and other infrastructure to support jobs growth ▪ improve public domain including tree-lined, comfortable open spaces and outdoor dining ▪ improve connectivity and links to the Georges River and prioritise pedestrian, cycle and public transport facilities 	Collimore Park provides an accessible and well-serviced site that adjoins the CBD of Liverpool. Car parking on this site ensures that parking infrastructure is reduced within the commercial core of Liverpool, improves the coordinated transport of the CBD at a precinct level and contributes to an improved public domain within the CBD due to the reduction in car parking infrastructure.

The Department's *A guide to preparing planning proposals* includes the following question to delineate consistency with the NSW strategic planning framework (Section B, Q4).

4. *Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?*

Liverpool Community Strategic Plan – Our Home, Liverpool 2027

The proposal to enable car parking on the site aligns with Liverpool's Community Strategic Plan (CSP) – Our Home, Liverpool 2027, which states:

- Direction 3: Generating Opportunity
 - Council will: Advocate for, and develop, transport networks to create an accessible city.

The proposal will improve transport networks in relation to Liverpool's CBD, providing an accessible and well-serviced public car park that can contribute to the function and growth of Liverpool's commercial core.

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Section 9.1 Directions

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

Section 9.1 Direction	Complies	Justification
Environment and Heritage		
2.1 Environment Protection Zones	Yes	The Brickmakers Creek riparian corridor that traverses the western boundary of the site is identified as Environmentally Sensitive Land. The proposed amendments will not reduce the environmental protection standards that apply to the land. The protection of this riparian corridor will be further ensured by provisions within the <i>Water Management Act 2000</i> that controls and limits development within 40m of the bank of the creek.
Housing, Infrastructure and Urban Development		
3.4 Integrating Land Use and Transport	Yes	The proposal seeks to facilitate a public car park development within the subject site. The site is serviced by public transport in the form of a bus route to enable access to the Liverpool city centre as well as other surrounding suburbs.
Hazard and Risk		
4.3 Flood Prone Land	No	<p>The subject site is identified as within the flood planning area and having medium to low flood risk. The location of the existing car park area is identified as low flood risk, and this is considered acceptable for a public car park development. It is deemed that this inconsistency is of minor significance. Furthermore, additional flood investigations will be undertaken if a Gateway determination is issued for the proposal.</p> <p>Council will ensure that the future development of the land is consistent with the principles of the Floodplain Development Manual 2005 and the relevant provisions of the LLEP 2008 and LDGP 2008.</p>
Regional Planning		
5.10 Implementation of Regional Plans	Yes	Consistency with <i>A Metropolis of Three Cities</i> is outlined in section 2 above.

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Local Plan Making		
6.1 Approval and Referral Requirements	Yes	The planning proposal does not contain provisions which require concurrence, consultation or referral to any minister or public authority and does not identify development as designated development.
6.3 Site Specific Provisions	Yes	<p>The proposal seeks to allow the car parking use to be carried out in the existing RE1 – Public Recreation and SP2 – Infrastructure zones applying to the site through a site specific schedule 1 amendment.</p> <p>No drawings or details are provided within this planning proposal detailing a possible future development proposal.</p>
Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	Yes	The proposal seeks to facilitate car parking on the subject site and is therefore consistent with <i>Direction 1.4: Transform the productivity of Western Sydney through growth and investment, Direction 1.9: Support priority economic sectors, and Direction 1.10: Plan for education and health services to meet Sydney's growing needs.</i>

Liverpool Local Environmental Plan (LLEP) 2008

The planning proposal addresses some of the aims of the LLEP 2008, being:

- (a) to encourage a range of housing, employment, recreation and services to meet the needs of existing and future residents of Liverpool,*
- (d) to strengthen the regional position of the Liverpool city centre as the service and employment centre for Sydney's south west region,*
- (f) to promote the efficient and equitable provision of public services, infrastructure and amenities.*

The zoning is to remain unchanged for the subject site. The objectives of the RE1 – Public Recreation zone are as follows:

- *To enable land to be used for public open space or recreational purposes.*
- *To provide a range of recreational settings and activities and compatible land uses.*
- *To protect and enhance the natural environment for recreational purposes.*
- *To provide sufficient and equitable distribution of public open space to meet the needs of residents.*

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- *To ensure the suitable preservation and maintenance of environmentally significant or environmentally sensitive land.*

The objectives of the SP2 – Infrastructure zone are as follows:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*
- *To reserve land for the provision of infrastructure.*

The proposal aims to enable car parking as a permissible use with consent within these existing zones. A future multi-level car park will help to improve and consolidate the existing car parking infrastructure on the site, whilst respecting the public recreation infrastructure and the Brickmakers Creek corridor. The intended future use of a portion of the site for public car parking allows for the community use of the site to continue as it supports the residents and visitors of Liverpool within and around the CBD.

5. CONSIDERATIONS FOR SITE SPECIFIC MERIT

The Department's *A guide to preparing planning proposals* includes the following site-specific merit questions (Section B, Q3b).

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

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

The subject site currently contains an expansive at-grade car park that was converted from netball courts. The proposal to permit car parking as an additional permitted use will allow for a future multi-storey public car park to be developed on the subject site. The Brickmakers Creek corridor that runs along the western edge of the site will remain protected, with any future works being required to comply with the *Water Management Act 2000* and be assessed as part of a Development Application. Furthermore, it is considered that the existing RE1 – Public Recreation zoning that is to remain will help to provide further protective measures in ensuring the natural elements of the site are protected and enhanced.

In terms of the existing use of the site, the current public car park use is considered appropriate. The characteristics of the site, its location in respect to the local road network and Liverpool CBD, and the public transport that services the site all contribute to the ongoing and potential future function of the car park.

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

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5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

State Environmental Planning Policy	Consistency
State Environmental Planning Policy No 55—Remediation of Land	Yes – given the site is currently developed as a public car park, and recreational park and has been used for recreational purposes historically, no contamination is predicted to be present on the subject site.
State Environmental Planning Policy (Infrastructure) 2007	Yes. The scale of the development would not trigger a referral to the RMS pursuant to clause 104.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Yes.
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	Yes
Greater Metropolitan Regional Environmental Plan No 2—Georges River Catchment	Yes

The Department's *A guide to preparing planning proposals* (Section B) includes the following questions for consideration:

<i>Question</i>	<i>Comment</i>
7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?	No. The planning proposal will not impact critical habitat or threatened species, populations or ecological communities, or their habitats due to an absence of such environmental constraints within the site and in close proximity to the site.
8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?	No. The site has been developed as a car park, and a recreational public park. Any proposed multi-storey car park would be located where the existing at-grade parking is, and be limited in terms of its scale appropriately through the existing planning provisions that apply to the site, including the RE1 – Public Recreation zoning that is to remain.

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9. Has the planning proposal adequately addressed any social and economic effects?	Social impacts directly related to the proposed amendment would be minimal. Should the proposal proceed, a site specific traffic impact assessment and flood report would need to be prepared subsequent to the issuing of a Gateway determination.
10. Is there adequate public infrastructure for the planning proposal?	Yes, the site is fully serviced with access to bus services, including a free commuter shuttle bus service to and from the Liverpool CBD.
11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway Determination?	The views of state and Commonwealth public authorities will occur during consultation in accordance with the requirements of a Gateway determination issued for the proposal.

Next Steps

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

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

6. CONCLUSION

It is recommended that the planning proposal proceeds to a gateway determination as the proposal has demonstrated strategic and site specific merit and is consistent with the resolution of Council.

7. ATTACHMENTS

1. **Planning Proposal**
2. **Council Resolution**
3. **Plan of Management**

Planning Proposal

**Amend Schedule 1 of the Liverpool Local
Environmental Plan 2008 to allow car parking
as a land use permitted with consent at
Collimore Park, Liverpool**

15 May 2019

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Introduction

The planning proposal relates to a parcel of land known as Collimore Park that is located on the western edge of the Liverpool City Centre. The majority of the site is zoned RE1 – Public Recreation, with the south-eastern corner (Lot 1 DP 1089398) zoned SP2 – Infrastructure (Electricity Transmission). The proposal seeks an additional permitted use for the site specifically to allow for 'car parking' as permitted with consent under the Liverpool Local Environmental Plan 2008 (LLEP 2008).

The impetus for the planning proposal is to allow for a future multi-storey car parking development on the site despite the RE1 – Public Recreation and SP2 – Infrastructure (Electricity Transmission) zoning that applies. This future multi-storey car park is to be placed on the existing car park area, and retain the valuable recreational facilities on the site. It is noted that the RE1 – Public Recreation portions of the site are classified as community land.

Site description



Figure 1: Location of subject site outlined in red (Nearmap 2019)

The subject site is located on the western edge of the Liverpool CBD area. The total area of the subject site is approximately 38,500m². The site consists of the following lots, and are owned as follows:

- Lot 1 DP 1089398 (Privately owned, Liverpool City Council currently lease this land);
- Lot 2 DP 1089398 (Liverpool City Council);
- Lot 400 DP 1185131 (Liverpool City Council);
- Lot 7009 DP 1027995 (NSW land); and
- The previous creek corridor that traverses through the centre of the site (Crown Land).

The site is bound by Elizabeth Drive to the north, Collimore Avenue to the east, Moore Street to the south, and Brickmakers Creek to the west. The site currently contains the following:

- Outdoor Futsal Soccer field;
- Basketball courts;
- Children's play equipment;
- At-grade public carpark;
- Public, outdoor gym equipment; and
- Brickmakers Creek running along the western edge of the site.

Adjoining the site to the north is Elizabeth Drive and Waddell Brothers Park, with some low density residential dwelling located to the north-east. To the east of Collimore Avenue are a variety of low and medium density residential developments ranging from single storey dwellings to three storey residential flat buildings. A larger residential area is located to the



south of Moore Street consisting of a variety of 3-4 storey residential flat buildings. Finally, Brickmakers Creek runs along the western edge of the site, with further low and medium density residential developments located to the west ranging between one and two storeys in height.

Figure 2: Zoning Map from LLEP 2008 (Subject site outlined in black)



Figure 3 Looking at the subject site in a north-westerly direction from the corner of Moore St and Collimore Ave



Figure 4 Looking down the site in a northerly direction from the basketball courts



Figure 5 Looking at the subject site from Collimore Ave in a westerly direction

Background

In 2011, Collimore Park was redeveloped by Council where previous netball courts were converted into an at-grade public car park to provide additional car parking capacity for workers accessing the Liverpool City Centre. This development was completed under State Environmental Planning Policy (Infrastructure) 2007 which allows for the development of single storey car parks on a public reserve as exempt development. Since the completion of this work, additional recreational facilities have been provided in the form of sporting courts, children's play equipment, and outdoor gym equipment.

Following the preparation of the Liverpool City Centre Traffic Study 2017, Council resolved at the 26 July 2017 meeting to receive a further report on implementation plans of the recommended car parking strategies. This draft scoping and implementation plan was then considered at the December Council meeting that year (13 December 2017). Within this study, a recommended improvement identified was to provide additional commuter car parking spaces outside the city centre at the Collimore Car Park. Furthermore, a short-term (0-5 years) project was recommended for scoping, options and design investigation of a multi-storey car park at Collimore Car Park. Council resolved to allocate funding for design investigation for a multi-deck car park at the existing Collimore Car Park, and to move the construction of Collimore Park parking station to the 0-5 year category.

In satisfying these Council decisions and preparing for the future development of a multi-storey car park at Collimore Park, Council has prepared this planning proposal to permit such works in the future under the Liverpool Local Environmental Plan 2008.

Part 1 – Objectives

The objective of this planning proposal is to amend the LLEP 2008 to permit the development of a multi-storey car park at Collimore Park with consent. This objective applies to the subject site only.

Part 2 – Explanation of provisions

The objective of the planning proposal will be achieved through an amendment to Schedule 1 of the LLEP 2008 to allow “car parking” as a land use permitted with development consent at Collimore Park, which is legally defined as follows:

- Lot 1 and Lot 2 within DP 1089398;
- Lot 7009 within DP 1027995;
- Lot 400 within DP 1185131; and
- The Brickmakers Creek Corridor (Crown Land) that traverses through the centre of the site and is bound by Elizabeth Drive to the north and Moore Street to the south.

This amendment to Schedule 1 would require an additional clause that applies specifically to the subject site (Clause 27).

To facilitate the above changes, the following LLEP maps will be amended:

Key Sites

- 4900_COM_KYS_010_020_20170606; and
- 4900_COM_KYS_011_005_20180730.

Part 3 – Justification

Section A – Need for the planning proposal

3.1 *Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?*

No, the planning proposal is not the result of an endorsed local strategic planning statement, strategic study or report. However, it is the result of the Transport Strategy for Liverpool City Centre prepared for Council by GTA Consultants. This report was considered and noted by Council at the 26 July 2017 Council meeting. Additionally, the Liverpool City Centre Traffic Study 2017 – Draft Implementation Plan that was prepared by Council and reported to the Council meeting on 13 December 2017.

Whilst the study and plan have not been formally endorsed, they have been considered and noted by Council and informed the decisions made in regard to the future development of car parking at Collimore Park. Both the study and the plan have demonstrated the need for additional car parking provision within the Liverpool CBD and both identify the expansion of Collimore Car Park as a recommended improvement.

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

Yes. The alternative to the schedule 1 amendment proposed is a rezoning of the site to a zone that permits car parking with consent. It is recognised that this would achieve the intended outcome of enabling the development of a multi-storey car park on the subject site. However, this would also permit additional uses on the site that are not desired, or appropriate given the nature and use of Collimore Park.

The schedule 1 amendment proposed will allow for car parking on the site whilst avoiding any risk of losing the existing recreational uses on the site or introducing inappropriate or incompatible uses.

Section B – Relationship to strategic planning framework.

3.3 *Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?*

A Metropolis of Three Cities

The proposed amendment to schedule 1 of the LLEP 2008 facilitating car parking as a permitted use with development consent will contribute to the function and growth of Liverpool CBD as a Metropolitan Cluster as well as a Health and Education Precinct.

The planning proposal is consistent with the following objectives of the Greater Sydney Region Plan 2018, *A Metropolis of Three Cities*:

- **Objective 12:** Great places that bring people together
 - **Strategy 12.2:** In Collaboration Areas, Planned Precincts and planning for centres:

- Investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking;
- Ensure parking availability takes into account the level of access by public transport;
- Consider the capacity for places to change and evolve, and accommodate diverse activities over time; and
- Incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including charging stations.

To this point, the planning proposal will facilitate the provision of public car parking infrastructure in a strategic location close to the Liverpool CBD and surrounding road network. Collimore Park has the following merits regarding future expansion for public car parking, as identified within the Transport Strategy for Liverpool City Centre:

- The site is located with convenient access to the arterial road network, however separated from the core CBD area.
- The site has convenient pedestrian access to the core CBD area. While walking distance exceeds that typically accepted by long stay users, pedestrian access is available for drivers not seeking to make use of the proposed shuttle service.
- The use of the site for car parking is consistent with its current use, being an at-grade car park. As such the development of a multi-level car park on the site would not be expected to significantly impact on the urban fabric and surrounds. Indeed, a quality car park structure may improve the urban design of the site.

A future design for a multi-level car park as facilitated by this planning proposal should consider and include adaptability in its design and sustainable vehicle infrastructure such as charging stations and car sharing spaces.

- **Objective 22** Investment and business activity in centres
 - **Strategy 22.1** Provide access centres by:
 - Designing parking that can be adapted to future uses.

A future design for a multi-level car park as facilitated by this planning proposal that is outside the core CBD area will reduce the need for parking within the CBD core. This has the potential to free up space for a more sustainable, safe, and human-scale public domain.

Western City District Plan

The planning proposal is also consistent with the following priority and action of the Western City District Plan:

- **Planning Priority W9 Growing and strengthening the metropolitan cluster**

- **Action 42. In addition to the Collaboration Area process outlined above, carry out the following:**
 - protect and develop the commercial core
 - improve and coordinate transport and other infrastructure to support jobs growth
 - improve public domain including tree-lined, comfortable open spaces and outdoor dining
 - improve connectivity and links to the Georges River and prioritise pedestrian, cycle and public transport facilities

Collimore Park provides an accessible and well-serviced site that adjoins the CBD of Liverpool. Car parking on this site ensures that parking infrastructure is reduced within the commercial core of Liverpool, improves the coordinated transport of the CBD at a precinct level and contributes to an improved public domain within the CBD due to the reduction in car parking infrastructure.

3.4 Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Liverpool Community Strategic Plan – Our Home, Liverpool 2027

The proposal to enable car parking on the site aligns with Liverpool's Community Strategic Plan (CSP) – Our Home, Liverpool 2027, which states:

- Direction 3: Generating Opportunity
 - Council will: Advocate for, and develop, transport networks to create an accessible city.

Liverpool Local Environmental Plan 2008

The planning proposal addresses one of the aims of the LLEP 2008, being:

- (a) to encourage a range of housing, employment, recreation and services to meet the needs of existing and future residents of Liverpool,*
- (d) to strengthen the regional position of the Liverpool city centre as the service and employment centre for Sydney's south west region,*
- (f) to promote the efficient and equitable provision of public services, infrastructure and amenities.*

The zoning is to remain as existing for the subject site. The objectives of the RE1 – Public Recreation zone are as follows:

- *To enable land to be used for public open space or recreational purposes.*

- *To provide a range of recreational settings and activities and compatible land uses.*
- *To protect and enhance the natural environment for recreational purposes.*
- *To provide sufficient and equitable distribution of public open space to meet the needs of residents.*
- *To ensure the suitable preservation and maintenance of environmentally significant or environmentally sensitive land.*

The objectives of the SP2 – Infrastructure zone are as follows:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*
- *To reserve land for the provision of infrastructure.*

The proposal aims to enable car parking as a permissible use with consent within these existing zones. A future multi-level car park will help to improve and consolidate the existing car parking infrastructure on the site, whilst respecting the public recreation infrastructure and the Brickmakers Creek corridor.

3.5 *Is the planning proposal consistent with applicable State Environmental Planning Policies?*

Table 1 SEPP Consistency

State Environmental Planning Policy	Consistency
State Environmental Planning Policy No 55—Remediation of Land	Yes – given the site is currently developed as a public car park, and recreational park and has been used for recreational purposes historically, no contamination impacts are anticipated.
State Environmental Planning Policy (Infrastructure) 2007	Yes
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	Yes
Greater Metropolitan Regional Environmental Plan No 2—Georges River Catchment	Yes

3.6 Is the planning proposal consistent with applicable Ministerial Directions (Section 9.1 directions)?

Table 2 Section 9.1 Directions Consistency

Section 9.1 Direction	Complie s	Justification
Environment and Heritage		
2.1 Environment Protection Zones	Yes	The Brickmakers Creek riparian corridor that traverses the western border of the site is identified as Environmentally Sensitive Land. The proposed amendments will not reduce the environmental protection standards that apply to the land. The protection of this riparian corridor will be further ensured by provisions within the <i>Water Management Act 2000</i> that controls and limits development within 40m of the bank of the creek.
Housing, Infrastructure and Urban Development		
3.4 Integrating Land Use and Transport	Yes	The proposal seeks to facilitate a public car park development within the subject site. The site is serviced by public transport in the form of a bus route to enable access to the Liverpool city centre as well as other surrounding suburbs.
Hazard and Risk		
4.3 Flood Prone Land	No	The subject site is identified as within the flood planning area and having medium to low flood risk. The location of the existing car park area is identified as low flood risk, and this is considered acceptable for a public car park development. It is deemed that this inconsistency is of minor significance. Furthermore, additional flood investigations will be undertaken if a Gateway determination is issued for the proposal. Council will ensure that the future development of the land is consistent with the principles of the Floodplain Development Manual 2005 and the relevant provisions of the LLEP 2008 and LDGP 2008.
Regional Planning		
5.10 Implementation of Regional Plans	Yes	Consistency with <i>A Metropolis of Three Cities</i> is outlined in section 2 above.
Local Plan Making		
6.1 Approval and Referral Requirements	Yes	The planning proposal does not contain provisions which require concurrence, consultation or referral to any minister or public authority and does not identify development as designated development.
6.3 Site Specific Provisions	Yes	The proposal seeks to allow the car parking use to be carried out in the existing RE1 – Public Recreation and SP2 – Infrastructure zones applying to the site through a site specific schedule 1 amendment.

		No drawings or details are provided within this planning proposal detailing a possible future development proposal.
Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	Yes	The proposal seeks to facilitate car parking on the subject site and is therefore consistent with <i>Direction 1.4: Transform the productivity of Western Sydney through growth and investment</i> , <i>Direction 1.9: Support priority economic sectors</i> , and <i>Direction 1.10: Plan for education and health services to meet Sydney's growing needs</i> .

Section C – Environmental, social, and economic impact

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

The planning proposal will not impact critical habitat or threatened species, populations or ecological communities, or their habitats due to an absence of such environmental constraints within the site and in close proximity to the site.

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

The Brickmakers Creek corridor along the western edge of the site is identified as Environmentally Significant Land. It is deemed that the flooding constraints impacting this portion of the site will prevent any inappropriate development from being located within or in close proximity to this Environmentally Significant Land.

No other likely environmental effects are identified. Where environmental impacts do exist, are deemed to be of minor significance.

3.9 Has the planning proposal adequately addressed any social and economic effects?

The subject site is currently utilised as an at-grade public car park by the community, and this proposed amendment seeks to enable the future development of further public parking in the form of a multi-storey car park. It is deemed that the increase in the intensity of this car park landuse is acceptable given the nature of the existing use and the location of the site. The proposed amendment will help to sustain the function of the Liverpool CBD as a Metropolitan Cluster that provides crucial employment opportunities.

The planning proposal will not create adverse social or economic impacts.

Section D – State and Commonwealth interests

3.10 Is there adequate public infrastructure for the planning proposal?

The planning proposal is of local significance and will itself enable additional public infrastructure provision in the form of a future multi-level public car park. It is noted that the site is currently occupied by a large at-grade public car park that is well serviced by public transport and has excellent access to the surrounding road network.

3.11 What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The views of state and Commonwealth public authorities will be considered following Gateway determination. The following government agencies should be considered:

- Roads and Maritime Services;
- Sydney Water;
- Office of Environment and Heritage;
- Department of Lands and Industry; and
- State Emergency Services.

Part 4 – Mapping

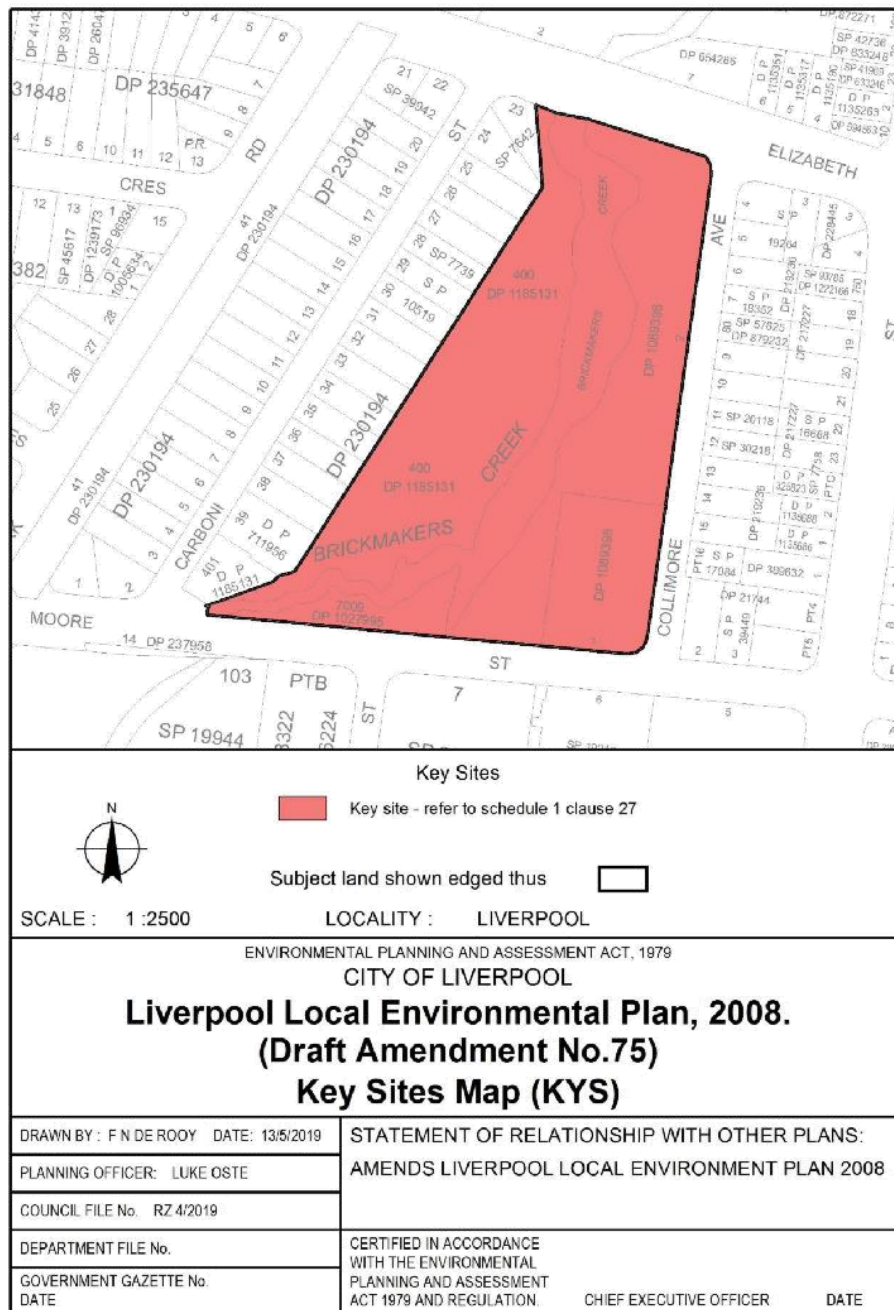


Figure 6: Proposed Key Sites Map

Part 5 – Community Consultation

Community consultation will be undertaken in accordance with the Gateway determination. It is anticipated that the proposal will be exhibited for 14 days through:

- Newspaper advertisements in the Liverpool Leader;
- Notification on Liverpool City Council's planning portal and Liverpool Listens website; and
- Letters to the adjoining landowners.

Part 6 – Project Timeline

An anticipated project timeline is shown in Table 3.

Table 3: Anticipated project timeline

Timeframe	Action
May 2019	Presented at the Local Planning Panel meeting
Jun 2019	Presented to Liverpool City Council
Jul 2019	Submission of Planning Proposal to DP&E
Aug 2019	Gateway Determination issued
Aug 2019 – Sep 2019	State agency consultation
Aug 2019 – Sep 2019	Community consultation
Sep 2019 – Oct 2019	Consideration of submissions and proposal post-exhibition
Nov 2019	Post-exhibition report to Council
Dec 2019 – Jan 2020	Legal drafting and making of the plan

CITY ECONOMY AND GROWTH REPORT

ITEM NO: DPG 01

FILE NO: 303241.2017

SUBJECT: Liverpool City Centre Traffic Study 2017 - Draft Implementation Plan

RECOMMENDATION

That Council:

1. Notes the draft scoping and implementation plan;
2. Considers funding allocation for design investigation for a multi-deck car park at the existing Collimore Car Park in the 2018/2019 budget;
3. Continues to work with the RMS and TfNSW for design investigations, and upgrade of Hume Highway/Hoxton Park Road/Macquarie Street intersection; and
4. Continues representations to the State Government to improve regional traffic and transport infrastructure and services in and around the Liverpool City Centre.

COUNCIL DECISION

Motion:

Moved: Clr Hadchiti

Seconeded: Clr Hadid

That Council:

1. Notes the draft scoping and implementation plan;
2. Directs the CEO to immediately allocate funding for design investigation for a multi-deck car park at the existing Collimore Car Park in the 2017/2018 budget;
3. Continues to work with the RMS and TfNSW for design investigations, and upgrade of Hume Highway/Hoxton Park Road/Macquarie Street intersection, whilst seeking the support of the Member for Liverpool & Member for Holsworthy to lobby their respective parties;
4. Continues representations to the State Government to improve regional traffic and transport infrastructure, parking and services in and around the Liverpool City Centre; and
5. Move the construction of Collimore Park parking station to the 0-5 year category.

8

On being put to the meeting the motion was declared CARRIED.

Councillors voted unanimously for this motion.

COLLIMORE PARK PLAN OF MANAGEMENT adopted December 2000

1.0 Introduction

1.1 What is a plan of management?

The Local Government Act 1993, requires that all public land owned by Council be classified as either community land or operational land. Furthermore, Council must have plans of management for all community land, to ensure that an endorsed framework guides the operation and development of these resources.

Plans of management are public documents, and as such require stakeholders to be involved in their formation. A process of research and community consultation provides opportunities for community participation and involvement, establishing a sense of ownership in stakeholders and contributing to the ongoing success of the plans.

Plans of management assist Council to budget and source funds for the future maintenance and improvement of community land. Each plan provides Council with a current survey of its resources and acts as a guideline for expenditure and development of open space.

1.2 Purpose of this plan

This plan of management seeks to provide a framework for the development for the land resource. The park is Council owned land, and as such is required under the Local Government Act 1993 to have a plan of management.

- This plan of management will inform and guide decisions affecting the site on a day to day basis, as well as establishing a framework for consistent planning over a ten-year period.
- The process of writing the plan involves participation of all the stakeholders and users of the open space and its facilities.
- The plan of management will be consistent with Council's other policies and plans, ensuring a strategic vision and approach to open space across the Liverpool local government area.
- The plan will comply with the Local Government Act (1993) in relation to the preparation of plans of management.
- Additionally, this plan offers design suggestions and directions through the inclusion of a masterplan appearing on page 21 of this document.

1.3 Terms used in this report

LCC	Liverpool City Council
LGA	Local Government Area
PoM	plan of management
the creek	Brickmakers Creek
The Act	the Local Government Act (1993)
ESL	Environmentally significant land
SEPP	State Environmental Planning Policy
DCP	Development Control Plan
LEP	Local Environmental Plan

1.5 Land to which this plan applies

The land to which this plan applies is identified as DP 217227, PT 26. The boundaries of the park are shown in the plan on page 4.

SITE CONTEXT PLAN






Collimore Park • Plan of Management

December 2000

SITE PLAN



 Liverpool City Council	DRAWING TITLE COLLIMORE PARK, Liverpool <i>Site plan</i>	SCALE 	DATE February 2000	DRAWN AL	
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1.4 Categories and core objectives

The park is zoned 6(a) and is reserved for public recreation. The park is classified as community land and is therefore subject to the Local Government Act 1993. The Act requires Council to categorise community land into different uses. This plan identified the park as containing two distinct categories of land. A plan on page 6 shows the location of each category on this site. The categories are:

- a sportsground, and
- a park

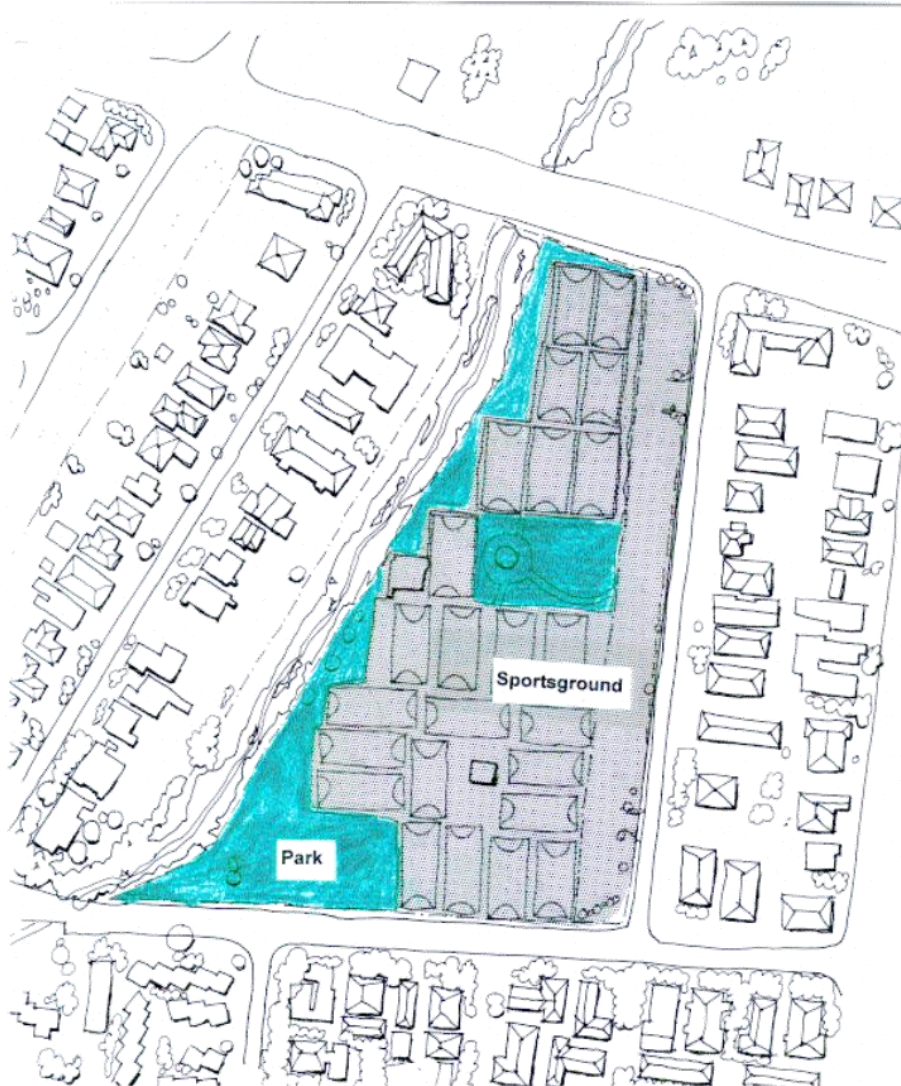
The Act prescribes for each category a set of core objectives for management of community land. The Council must manage land in accordance with the core objectives for that relevant category of land. Council has the responsibility for managing and developing the oval in accordance with the core objectives.


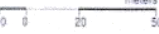

- The core objectives for community land categorised as sportsgrounds are:
 - (a) to encourage, promote and facilitate recreational pursuits in the community involving organised and informal sporting activities and games, and
 - (b) to ensure that such activities are managed having regard to any adverse impact on any nearby residences.
- The core objectives for community land categorised as a park are:
 - (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities,
 - (b) to provide for passive recreational activities or pastimes and for the casual playing of games, and
 - (c) to improve land in such a way so as to promote and facilitate its use to achieve the other core objectives for its management.



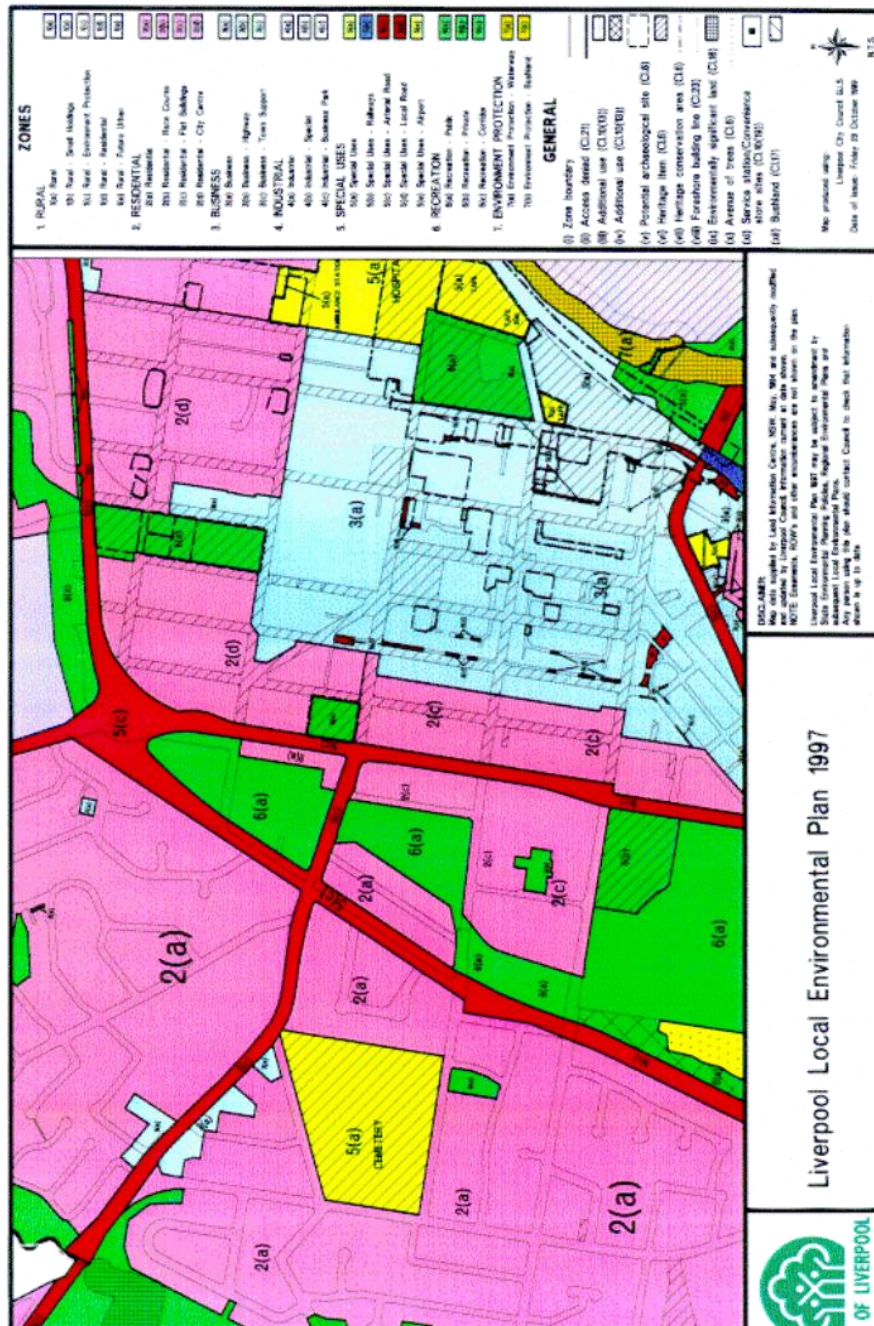
Looking south east over Collimore courts, from the club house

SITE CATEGORIES PLAN



 Liverpool City Council	DRAWING TITLE COLLIMORE PARK, Liverpool <i>Categories</i>	SCALE 	DATE February 2000	DRAWN AL	
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ZONING PLAN



2. Current status

2.1 History and context

The site known as Collimore Park has operated almost exclusively as a netball facility for many years. It was surfaced and developed as netball courts when local schools and players approached Council with a request for netball courts near schools and the CBD in Liverpool. Use of the Park as a netball facility has risen steadily, with current competition levels impacting heavily on the character of the site and the surrounding area.

Collimore Park is surrounded on three sides by medium to high density housing, typically three storey walk-ups. It is located next to Brickmakers Creek, which runs from Warwick Farm at the top of the LGA through Lurnea. A context plan appears on page 3. Council recently rehabilitated the section of Brickmakers Creek that runs alongside Collimore Park by improving the bank stability and water quality. The land is reserved for drainage, and is separated from the park by a fence.



Toilet block on site



The view to Collimore Park along Beale Street

2.2 Facilities and infrastructure

Collimore Park contains the following facilities:

- 24 Netball courts – asphalt surfaced, four courts on the north of the park have a green coloured 'tru flex' surface. Each court has two hoops (fixed).
- Kiosk – operated by the LCNA
- Male and female toilets
- 2 storey brick club house

- Parking area – gravel surface, on the east of the park entered from Collimore Ave.
- Storage shed

2.2.1 Netball and active recreation

Collimore Park has long operated as the home ground of the Liverpool City Netball Association (LCNA) and provided a venue for not just local, but also for regional and state level competitions.

The numbers of players and spectators using the park has reached unprecedented levels in the recent years. Collimore Park is currently operating at optimum capacity, holding staggered games on site each Saturday. The popularity of Saturday netball games has had a huge impact upon the surrounding streets and residences to the park. Indeed, if membership continues to grow and demand for numbers of games increases any further, it would be advisable to look for additional local courts in other areas to hold netball training and competition.



Netball hoops

2.2.2 Casual play

Local children are another important user group of Collimore Park. The asphalt surface of the Courts provides an area ideal for playing ball games, cycling, roller-blading and other informal recreation and pastimes.

There is a demand for pleasant and safe play areas to be located nearby to the apartments and houses in the residential area. The park is easily accessed for local children, it does not require them to cross busy main roads like Elizabeth Drive, the Hume Highway or Memorial Avenue. Surveillance of the park for surrounding housing is high, which also contributes to making it a safe place for children to play.

In its current form, the Park offers little in the way of pleasant passive recreation opportunities for either children or adult users.

2.2.3 Schools

Three local school sports associations regularly use the park for sport lessons and competition: the Bernera School Zone (secondary schools), Liverpool PSS zone and Green Valley PSSA (both primary school associations). The schools usually arrive at the park by coach.

2.2.4 Anti social behaviour

Collimore Park has been a popular site for vandalism, graffiti, loitering after dark and other anti social behaviour. Residents and the sporting clubs complain of the dangers of broken glass on courts and the damage done to property. Reducing the amount and nature of anti social behaviour at the park requires the combined effort of residents, the police and Council. Increasing a sense of ownership for the park amongst residents may reduce the levels of loitering and petty crime that occur in the park. This philosophy is similar to 'Neighbourhood Watch' schemes that operate in many suburban streets.

In any case, in the current climate maintaining clear surveillance across the site is advisable.

2.2.5 Conflict between uses and users

Due to the high levels of use the Park is under, there are some conflicts that invariably occur when a facility is used as heavily as Collimore Park is. The most contentious issue is the lack of parking on the site.

Providing a drop off/pick up area, encouraging the use of public transport amongst netballers and accommodating bus bays will improve the situation to some degree. Increasing the efficiency of the carpark on site with line marking is unlikely to ease the situation, although it is recommended.

If demand on the park increases, Council would do well looking for alternative parks to accommodate netball in Liverpool.

2.3 Access and circulation

2.3.1 Pedestrian access

Collimore Park has a strongly informal, sports focused character. It is separated from the streets and surrounding land by low cyclone wire fences, and logs that act as vehicle barriers. In order to promote the park as a regionally significant sports venue, access and entrances need to be upgraded.

At present, the park is recognised by the netball hoops, the dominant vertical feature on the site. Signage, vegetation and a sense of 'arrival' is lacking. This would be remedied by implementing the landscape masterplan (appearing on page 21 of this plan).

Safer, more inviting entrances to the park should be added. Pedestrians should be allowed a range of options for movement around the site, and not limited to using the single access gates that currently exist on Moore Street.

2.3.2 Disabled access

There is no adequate disabled access to the site at present. This can be remedied by establishing pathways compliant with the relevant Australian standards, and generous enough to cater for a number of users at once, this includes wheelchairs, prams and pedestrians.

2.4 Natural environment

The Park has few natural qualities due to its conversion to a hard surfaced sportsground. Never the less, the opportunity exists to improve the environmental qualities and aesthetics of the site. Adding shade trees, soft surfaces and improving visual links to Brickmakers Creek on the east of the site are a means of furthering

this. The drainage reserve adjacent to the park has been returned to a more natural creekline, and ducks now inhabit the area.

The entire park is located within the 1:100 year flood zone, land around the creek is actually in the flood hazard zone. The flooding plan on page 7 illustrates the extent of flooding in the park.

The park is very flat, contours rise a little towards Collimore Avenue and Elizabeth Drive.



The existing fence along the creekline is a target for vandals, and is ineffective as a safety fence.

2.9 Strategic importance

Due to its proximity to the Liverpool CBD, the railway station and Elizabeth Drive, Collimore Park has been identified by the Olympic Roads and Transit Authority (ORTA) as a possible site for a 'Park and Ride Facility'.

Once a decision has been made within ORTA the park will operate as a transport node for the extent of the Sydney 2000 Olympic Games. Ticket holders to Olympic games events will be able to join buses here, shuttling them to events at Penrith and Homebush Bay.

SEPP# 38 'Olympic Games and Related Projects' is the piece of legislature that entitles the state government to use the land for this purpose. Council policy and planning is overridden by this document.

3.0 Core objectives

The following section outlines how Council proposes to satisfy the core objectives for each category the site contains.

There are two additional objectives that Council is keen to satisfy in the development of the park: the fair provision of leases and licences and the strategic issue of managing the creeklines responsibly.

3.1 Sportsground

Collimore Park will continue to function primarily as a netball facility and to a lesser degree as a park for recreation. In its capacity as a netball facility, it is categorised as a sports ground. By providing a flexible open space equipped with lighting, toilet facilities and car parking the park will satisfy the core objective:

- (a) to encourage, promote and facilitate recreational pursuits in the community involving organised and informal sporting activities and games.

In relation to the next objective:

- (b) to ensure that such activities are managed having regard to any adverse impact on any nearby residences.

The current patterns of use are unlikely to alter as a result of implementing the landscape masterplan attached to this document. Whilst improved parking on site is proposed, little alleviation of the current over parking problems are likely. Considering its history of high use many residents are in fact accustomed to the demands on local streets at peak use times, and accept the situation. Council should consider reducing the burden on this neighbourhood caused the netball courts, and investigate alternative courts in the LGA for competition.

3.2 Park

In its current state, and particularly after landscape improvements have been made to the site, the park will fulfil the core objectives for a park.

By providing an area of open space in the established urban environment nearby the Liverpool CBD, Council has achieved the core objectives:

- (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, through the provision of open space
- (b) to provide for passive recreational activities or pastimes and for the casual playing of games

The landscape masterplan, developed from analysis of the site and consultation with stakeholders aims:

- (c) to improve land in such a way so as to promote and facilitate its use to achieve the other core objectives for its management.

3.3 Development of the creekline corridor

Liverpool City Council staff have met with Fairfield City Council staff to discuss each Council's approach towards watercourse rehabilitation. This was undertaken on the advice of the Environment Protection Authority. The continued discussions and liaison between Councils has led to cooperation and commitment to undertake joint ventures aimed at improving the quality of our common creeklines, as well as sharing of information on best practice.

As the park is located on Brickmakers creek there is an opportunity to implement catchment wide initiatives. Ideally these measures will be continued along the creekline, which travels through the Liverpool LGA.

- < Promotion of a vegetated 40 metre buffer zone along the creek line,
- < Protection of the ESL which is on the site within the 7(a) zone under the LEP (occurs along the creek line and is therefore located within the proposed buffer zone).
- < Regeneration and rehabilitation of Cumberland Woodplain bushland that is indigenous to the area, although none remains on site.
- < Establish wildlife corridors – possible through the provision of buffer zones and bushland rehabilitation of the Creek line generally.
- < Establish links along the Creek line for low impact recreational pursuits. These activities such as cycleways and walking paths should not compromise the environmental and ecological functions of the waterway or its surrounding land.
- < Community involvement through replanting schemes, clean up days, education campaigns and the formation of local action groups along the watercourse. The involvement of local residents and regular users will promote a sense of ownership for the park, also contributing to the health and maintenance of the creekline.

3.4 Leases, licences and hiring

Leases and licences formalise the use of public land by groups such as recreation clubs, community organisations and special interest groups, or by commercial organisations and individuals providing facilities and services for public use.

No leases, licences or estates will be granted over the public land at Collimore Park, unless compliant with the provisions of Section 46 of the Local Government Act.

3.4.1 Hire arrangements

This plan shall authorise the hire of playing fields and facilities at the Reserve, so long as they comply with the LCC 'Hire of Playing Fields Policy'. The terms and conditions of any hiring agreements need to be negotiated and approved by Council and the Management Committee of the land (where one exists).

3.4.2 Events exempt from leases, licences and other estates

No formal arrangements will be required for the use of the Reserve where:

- < The activity is permissible under the objectives identified for that category of land,
- < The event/activity concerned does not run for more than three consecutive days,
- < No significant damage to the reserve is anticipated as a result of the proposed activity,

Collimore Park • Plan of Management**December 2000**

- < There is no anticipated disruption to adjacent properties as a result of the activity or event,
- < The use or occupation does not involve the erection of any permanent buildings or structures,
- < There is no interference with other users,
- < Council obtains proof of suitable insurances,
- < The organisers, in consultation with Council, make arrangements for the provision of extra toilets, waste collection, traffic management, security or other requirements deemed necessary by Council.

4.0 Strategies and Action Plans

Explanation of acronyms used:

- LCC

DLWC

NHT

EPA

DEETYA

DSR

LCNA
- Liverpool City Council

Department of Land and Water Conservation

Natural Heritage Trust

Environmental Protection Authority

Department of Education, Employment, Training and Youth Affairs

Department of Sport and Recreation

Liverpool City Netball Association

4.1 ACCESS AND CIRCULATION

ACTION	RESPONSIBILITY	PERFORMANCE INDICATOR	PRIORITY	FUND SOURCE	GRANTS	INITIAL COST	ONGOING COST
Establish paths around the site	LCC	<ul style="list-style-type: none">Accommodate a range of users including prams, cycles, pedestrians and disabled users.Increased use of open space by residents for passive recreation and exerciseUpgrade the quality of the park as a regional sports venue	high	Council revenue Grants	DSR		
Upgrade access into the park from surrounding streets	LCC	<ul style="list-style-type: none">Introduce a more inviting character to the parkReduce the sense of isolation for the street, this may help to discourage loitering and vandalismIntroduce cohesive signage across the site and in the LGA	high	Council revenue Grants	DSR		

Collimore Park • Plan of Management

December 2000

Surface the existing car park with asphalt and line mark parking spaces	LCC LCNA	<ul style="list-style-type: none"> Accommodate more cars on site Alleviate some of the parking burden on surrounding streets Upgrade the quality of the park as a regional sports venue 	high	Council revenue	—		
Introduce a drop off and pick up area for players	LCC	<ul style="list-style-type: none"> Alleviate some of the parking burden on surrounding streets Upgrade the quality of the park as a regional sports venue 	high	Council revenue	—		
Introduce a bus bay	LCC	<ul style="list-style-type: none"> Alleviate some of the parking burden on surrounding streets Upgrade the quality of the park as a regional sports venue 	high	Council revenue	—		
Retain clear views across the site	LCC	<ul style="list-style-type: none"> Vegetation planted should have a high canopy, and quick growth period Planter beds should be avoided Surveillance of the site from housing opposite and the street should remain. 	high	Council revenue	—		
Replace existing fence Moore Street boundary with a consistent, durable alternative, such as a low wall	LCC	<ul style="list-style-type: none"> Wall would act as informal seating and spectator area Surveillance of the site from housing opposite and the street should remain. 	moderate	Council revenue	—		
Plant vegetation along creepline, eventually replacing the fence.	LCC	<ul style="list-style-type: none"> Vegetation planted should have a high canopy, and quick growth period Natural aesthetic to creepline 	low	Council revenue	—		

4.2 RECREATION OPPORTUNITIES

ACTION	RESPONSIBILITY	PERFORMANCE INDICATOR	PRIORITY	FUND SOURCE	GRANTS	INITIAL COST	ONGOING COST
To maximise the potential of the open space, accommodating and catering for a variety of users and activities, as indicated in the masterplan.	LCC	<ul style="list-style-type: none"> Upgrading and improving the park land quality through design To transform the >left over= areas surrounding the courts into quality open space To improve access around and into the site To increase shade, seating and passive recreation opportunities 	moderate	Council revenue	—	—	—
To continue seasonal hire arrangements at the park	LCC	<ul style="list-style-type: none"> No leases granted, retaining the land for public use 	moderate	—	—	—	—
To enhance the character of the park without introducing any major infrastructure	LCC	<ul style="list-style-type: none"> Improving the aesthetic and functional qualities of the park without adding targets for vandalism and graffiti More vegetation and planting 	moderate	Council revenue	—	—	—
To resurface netball courts as required, and improve drainage from courts	LC LCNA	<ul style="list-style-type: none"> Upgrade the quality of the park as a regional sports venue 	moderate	Council revenue Grants	DSR		

5.0 Appendix

5.1 Funding and grant sources

5.1.1 Environmental Trust Grants

The Environmental Trust is a State Government Trust established to support exceptional environmental projects. It is governed by the Environmental Trust Act 1998, and has been formed to make grants and supervise their expenditure.

After years of not offering grants to Local Government bodies, the Environmental Trust Grants, Councils are once again able to apply for the grants. A particular requirement of the Trust's programs is they generally encourage community involvement and input, making their purpose twofold: providing educational and environmental benefits.

There are two particular grants which Liverpool City Council will be eligible to apply for after 2000:

The Environmental Education Program – provides resources to increase environmental awareness amongst individuals, communities and special interest groups. This grant may be particularly suited to the establishment of an interpretive strategy and signage relating to the Cabramatta Creek Corridor.

The Environmental Restoration and Rehabilitation Program – this program funds projects which restore, protect, enhance and prevent further environmental degradation in natural environments. It requires applicants to include community involvement, cost efficiency and involve qualified people to achieve the restoration, and must broadly benefit the environment of NSW. It would enable Council to implement regeneration and revegetation of the Creek line at Hoxton Park, and potentially incorporate the extent of the Brickmakers Creek buffer zone.

5.1.2 Australia Council for the Arts grants

The Australia Council is an arts advisory and funding body to the Commonwealth Government. It offers a diverse range of grants to individuals and organisations, through which it seeks to promote excellence in the arts and encourage cultural expression. Projects that are successful in achieving grants usually have a strong community focus in their aims and implementation.

In relation Collimore Park, the grants offered by the Australia Council would assist Council to promote physical artistic expression and design in the public domain. The opportunity exists to commission an artwork for the public domain, either by the local community or an artist. Specifically, the grant that Liverpool City Council might apply for is:

Community, Environment, Art and Design Fund (CEAD)

CEAD is another fund available to LCC, supporting one off projects between communities, artists and designers in the planning and design of public open space.

5.1.3 NSW Department of Sport and Recreation

The Department of Sport and Recreation offer grants to local Council's – known as the *Capital Assistance Program*. These programs provide funding for recreational infrastructure – both indoor and outdoor. In the past it has funded schemes as diverse as floodlighting and turf resurfacing.

5.1.4 Private Corporation Grants

A number of grants are available to local communities working in conjunction with Councils, and generally have an environmental focus. Two such grants are:

Collimore Park Plan of Management**December 2000***The BP Conservation Program**The Readers Digest Environmental Awards.*

Both grants would assist Council in implementing revegetation and regeneration of Brickmakers Creek, and Council's application for each would be lent considerable weight by involving local schools, action groups and special interest groups in the planning of and execution of the programs. The particular Corporations should be contacted to find out the status of the grants offered and eligibility.

Collimore Park Plan of Management**December 2000**




 Liverpool City Council	DRAWING TITLE COLLIMORE PARK, Liverpool Landscape masterplan	SCALE 	DATE February 2000	DRAWN AL	
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LIVERPOOL CITY COUNCIL**LIVERPOOL LOCAL PLANNING PANEL MINUTES AND DETERMINATION
PAGE 4****27th May 2019**

ITEM No:	4
APPLICATION NUMBER:	RZ-4/2019
SUBJECT:	Planning proposal to amend Schedule 1 of the Liverpool Local Environmental Plan 2008 to allow car parking as a land use permitted with consent at Collimore Park.
LOCATION:	Collimore Park, Moore St, Collimore Ave and Elizabeth Drive, Liverpool
APPLICANT:	Liverpool City Council
AUTHOR:	Luke Oste

ADVICE OF THE PANEL

The Panel has inspected the site and read the Council officer's report.

The Panel supports a planning proposal to permit "Car parks" as an additional permitted use on the site, however the Panel notes the specific purpose of this planning proposal is to enable a commuter car park which is not entirely consistent with the objectives of the RE1 Public Recreation zone. The Panel's concern is that whilst car parking demands have been assessed and explained, the implications of the proposed parking on the future public recreational use of the park is not as clear. The Panel considers that in order to provide the public with greater understanding of the full range of issues relating to this proposal, prior to public exhibition of the planning proposal, a concept plan for Collimore Park and the proposed car parking should be formulated. Such a plan should demonstrate how the objectives of the zone will be achieved for any future proposal involving commuter car parking on the site.

The Panel agrees with the Council officer's assessment that the planning proposal request has strategic and site specific merit subject to the comments above.

VOTING NUMBERS:

4-Nil

**Future Briefing Report for Early
Childhood Services within Liverpool
APRIL 2019**

SEMANN & SLATTERY

SEMANN & SLATTERY

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EXECUTIVE SUMMARY

Liverpool City Council Position

Liverpool City Council (Council) is a lead provider and benchmark service for the LGA. There is a preference for Council operated services over community based and private services within the community. This is evidenced by comparisons of utilisation data across the local sector and lengthy waitlists for Council services. The consistent high quality of Council operated services, as evidenced by assessment and rating data, is unmatched in the local area and is likely the main driver for demand.

Growth Potential

Whilst an assessment of the current provision of long day care and preschool service provision indicated an oversupply of approved places across the LGA, the situation is expected to change remarkably within the next few years. Driving this growth is the addition of dwellings to the housing stock, particularly within the Austral, Liverpool, and Edmondson Park small areas. Without additional supply of child care services, a shortage of nearly 2000 approved places is predicted within a ten-year period, and OSHC service provision is already recording a deficit of approved places across the LGA.

Consideration of Options for Areas in Deficit

The number of available approved places for long day care and preschool services varies across the Liverpool LGA. Additionally, whilst there are a shortage of OSHC approved places across the whole of the LGA, some areas are better serviced than others. In areas recording a current approved place deficit or providing no approved places at all, Council may wish to investigate options to meet community demand in the short-term. Funding options, including the possibility of leveraging current Government offers of preschool funding commitments with the local school model should also be investigated.

Opportunities for Growth

Council may wish to consider areas which are currently in deficit of approved places and / or those which are underserved as potential areas for growth in service provision.

- Areas with the current largest deficits in long day care and preschool approved places include Edmondson Park (-644), Warwick Farm (-322), Cecil Hills (-253), Liverpool (-248), and Elizabeth Hills (-203). Areas with populations of children aged birth to five years ranging from 187 to 422 children but offering zero approved places include Cecil Hills, Elizabeth Hills, Voyager Point – Pleasure Point.

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- A shortage of approximately 805 OSHC approved places exists across the LGA. Council may wish to consider a number of areas for potential growth in this sector. Currently 10 areas have populations of children aged 5 to 12 years in excess of 400 and zero OSHC approved places offered (Ashcroft-Mount Pritchard, Busby, Elizabeth Hills, Heckenberg, Horningsea Park, Lurnea, Middleton Grange, Sadleir, Warwick Farm, and West Hoxton). A number of other areas indicate they are underserved. The suburb of Liverpool recorded a ratio of 61 children to 1 OSHC approved place, for example. See relevant section for further detail.

Varying Models of Service Provision

In the broadest of terms, a wide range of services are provided under the umbrella of child and family services. Integrated service delivery is now common practice within the child and family services sector. Designed to co-locate a variety of services the integrated services hub model is widely acclaimed through international and national research as having tangible benefits for children and families. There is no one size fits all. Rather, the model of service delivery should be guided by and be responsive to community strengths and needs. The aim of the model is to provide ease of access to a range of educational, health and support services that work to improve the wellbeing of children and their families within a local community. Commonly referred to as a 'one stop shop' the integrated service model is supported by effective social infrastructure.

For social infrastructure to be most effective it needs to be located in a good physical environment and an urban setting that itself encourages social interaction, health, wellbeing, accessibility and works for a diverse range of groups that ideally make up any community.¹

While recognised as supporting a range of child/family/community needs, the 'one stop shop' approach is seen to promote social connectedness and increase awareness of where to go to seek assistance. A key benefit of which is to lessen the anxiety often experienced by families when seeking assistance for children with special needs. It would be to Council's advantage to investigate the integrated hub model as an option to meet the diverse needs of the community across the Liverpool CBD and the broader Liverpool LGA.

¹ Implementation Guide: Planning for Social Infrastructure and Community Services for Urban Growth Areas. Local Government Association, South Australia Feb 2012.

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BACKGROUND

Liverpool City Council engaged Semann & Slattery's research and consultancy services to produce a report around the current and future provision of early childhood services in the Liverpool Local Government Area (LGA). The data provided in this report is provided to assist Council in its responsibility to provide and plan for the needs of all children accessing services within the LGA; noting that Council is one of many child and family service providers in the local community. This report reviews long day care, preschool, and outside of school hours care service provision, and includes a focus on service provision for children with additional needs.

This project's scope of work included:

- Projected future demand for early childhood development services from Council both generally and as to particular regions within the LGA;
- Projected future demand for early childhood development services from other providers both generally and as to particular regions within the LGA;
- The extent to which strategies are in place or are being developed to address such changes in demand;
- Any relevant anticipated changes to the regulatory environment in which Council operates in this regard;
- The extent to which such services are available for children with special needs in the LGA; and
- The suitability and availability of present (and likely future) accommodation for such services.

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METHODOLOGY

Data from surveys, online research methods and Liverpool Council documentation was collected and analysed. Further detail about each method and the types of data gathered are as follows:

■ Surveys

Two surveys aimed at gathering data around utilisation, waitlists, fees, and additional needs service provision were administered to long day care, preschool, and outside school hours care services across the Liverpool LGA between July and September 2018.

The long day care and preschool services survey was administered to 131 services across the Liverpool LGA on 24 July 2018. Reminder invitations were sent on Tuesdays of the following two weeks. The survey achieved a 43% response rate (n=56).

The outside of school hours care (OSHC) services survey was sent to 24 services operating across the Liverpool LGA on 24 September 2018. Two reminder invitations were sent in the following weeks. The survey achieved a 42% response rate (n=10).

■ Online research methods

Online research methods collected publicly available data from the internet relating to:

- existing childcare services, such as the scope of services for inclusion, service contact details, including addresses for mapping, and assessment and rating results (ACEQCA National Registers),
- fees and vacancies data, which utilised mychild.gov.au, careforkids.com.au, and services' own websites and social media pages to supplement survey data
- demographic information, such as population and SEIFA statistics

■ Review and analysis of Council supplied data

Council supplied the following information:

- Council services' fees and vacancies data
- Current childcares services' development approvals
- Access to .id forecast's population statistics
- Scope of services, service contacts, service locations, assessment and rating scores sourced from ACECQA
- Development approvals, council services fees and vacancies sourced from Council representatives

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SURVEY RESPONSE

The sample - LDC and preschool

Almost three quarters of respondents were from long day care services (72%) and another 11% identified as 'stand-alone preschools'. One of the known three additional-needs-specific services replied to the survey.

Respondents were mainly from the private sector (70%). Community-operated services accounted and Liverpool Council-operated services replied accounted for 13% and 6%, respectively.

The views of services from 23 different suburbs have been included in this report (see Appendix 2).

The sample - OSHC

Half of respondents from the OSHC survey worked in private services (50%), whilst community-not-for-profit and school-managed made up 40% and 10%, respectively. Nearly all respondents' services operated before school care programs (90%), after school care programs (90%), and vacation care programs (80%). Just 10% of respondents (n=1) indicated they worked in an 'additional needs' specific early childhood service. Services were located in 9 suburbs across Liverpool LGA.

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SUMMARY OF FINDINGS

LDC AND PRESCHOOLS FINDINGS

Utilisation - Council services

- Council services are operating at maximum capacity with long wait lists.
- The average number of children waiting for an approved place at a Council operated service was 262 compared with 13 for a non-Council service.
- Council are providing superior quality services and this is likely a driver of demand. 100% of Council services have an overall NQS overall rating of 'Exceeding NQS' at each and every assessment and rating since April 2013. This is compared with just 24% for that of non-Council services.

Utilisation - Non-Council services

- The majority of non-Council operated services have vacancies in their programs.
- Survey data indicated just 26% of responding preschools and long day care services were operating at maximum capacity.
- Online research produced similar findings to the survey and indicated 23% of services were at maximum capacity for children aged birth to 2 years, and also for children aged 2 years to 3 years. For children aged 3 years to school aged, online research indicated just 16% of services were full.
- Just under half of services responding to the survey indicated their utilisation rates were 60% or less (20% operating at under 50% and 23% operating at 60%).
- Services were asked about waiting times for a family looking for three days of care. The most commonly selected timeframe for all age groups was 'less than 1 month' (responses ranged from 29% to 37% across the age groups: birth to 12 months; 13 months to 24 months; 25 to 35 months; 36 months to preschool age).

Fees – LDC and preschool

- Council services charge less for their long day care program (\$86.00 per day) than the average daily fees charged by non-Council services (see fees below for three age groups).
- The average daily fee for a long day care program for a child aged birth to 2 years was \$97.02 across the Liverpool LGA.
- The average daily fee for a long day care program for a child aged 2 to 3 years was \$92.09 across the Liverpool LGA.
- The average daily fee for a long day care program for a child aged 3 years to school age was \$88.29 across the Liverpool LGA.
- Council services charge less for their preschool programs (\$47.00 per day) than the average daily fees charged by non-Council services (\$51.00).

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Current Supply of Approved Places – LDC and preschool

- Across the Liverpool LGA, there are 129 long day care and preschool services offering 5,865 approved places.
- **For 2019, a conservative formula found a surplus of 2,207 approved places in long day care and preschool services across the whole of Liverpool LGA.**
- Areas with the largest oversupply, recording more than 200 surplus approved places included:
 - Holsworthy (+698),
 - Austral (+692),
 - Leppington-Denham Court (+504),
 - Prestons (+452),
 - Western areas – Greendale and Surrounds (+428),
 - Hammondville (+352),
 - Green Valley (+240),
 - Ashcroft - Mount Pritchard (+231), and
 - Hoxton Park – Carnes Hill (+213).
- Areas with the largest shortages, recording deficits of 200 approved places or more included:
 - Edmondson Park (-644),
 - Warwick Farm (-322),
 - Cecil Hills (-253),
 - Liverpool (-248), and
 - Elizabeth Hills (-203).
- Three areas have populations of children aged birth to five years ranging from 187 to 422 children but offer zero approved places: Cecil Hills, Elizabeth Hills, Voyager Point – Pleasure Point.
- Among the best-serviced areas were Leppington – Denham Court, Austral, Holsworthy, and Hammondville – each of which recorded a one to one child to approved place ratio.
- The most poorly serviced small areas across Liverpool LGA were Warwick Farm (18 children to 1 approved place) and Sadleir (14 children to 1 approved place).

Future Supply of Approved Places – LDC and preschool

- 15 potential childcare services under development will increase the supply of approved places in seven areas: Ashcroft (+39), Cartwright (+40), Edmondson Park (+254), Liverpool (+104), Lurnea (+79), Middleton Grange (+134), and Hammondville (+60).

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Future Demand for Approved Places – LDC and preschool

- The population of children aged birth to five years is expected to increase by 15% across the LGA in the next five years. In real numbers this equates to an additional 3,188 children by 2024. As a result, **the surplus of approved places across the Liverpool LGA will drop from 2,207 in 2019 to just 294 in 2024.**
- By 2029, the City can expect population figures to grow by an additional 7,008 children (+34%). Without consideration for any additional supply of approved places, these population figures will push approved places figures into a shortage scenario: **a shortage of -1,997 approved long day care and preschool places by 2029.**
- Accounting for 97% of the increase in child population between 2019 and 2029 are Austral and Edmondson Park areas.
 - Austral is expected to swing from having recorded an oversupply of 692 approved places in 2019 to having a deficit of -638 in 2024 and a staggering shortage of -2,234 in 2029.
 - Edmondson Park is also expecting phenomenal growth with an additional 1,923 children forecast for the decade period between 2019 and 2029. Even with the current childcare development approvals considered, Edmondson Park is expected to be short -878 approved places in 2024 and -1,163 in 2029.
- The majority of other small areas (19 of 29 areas or 66%) will experience a decrease in their populations of children aged birth to five years between 2019 and 2029.

OSHC FINDINGS

Fees – OSHC

- For school children aged 5 to 12 years old the average daily fee charged for a before school care program was \$18.52.
- For school children aged 5 to 12 years old the average daily fee charged for an after school care program was \$23.94.
- For school children aged 5 to 12 years old the average daily fee charged for a vacation care program was \$61.20.

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Utilisation - OSHC

- Approximately three-quarters (77%) of before and after school programs were operating at between 80% to 90% capacity.
- The demand for vacation care was less than that of before and after school programs, as just two-thirds (66%) of vacation care programs were operating at between 80% to 90% capacity
- Whilst no service indicated they were operating at 100% of capacity, most services maintained waitlists. More families were on afterschool care waitlists than before school care waitlists.

Current Supply of Approved Places - OSHC

- Across the Liverpool LGA, there are 25 OSHC services offering 1,446 approved places.
- **In 2019, a conservative formula found a shortage of -805 OSHC approved places in across the Liverpool LGA. Without additional supply, the deficit of approved places is expected to increase to 1,495 in 5 years and 2,284 in 10 years.**
- The best-serviced area is Miller with an average of 2 children per 1 approved place. Austral and Hammondville follow, each with a ratio of 5 children per 1 approved place in an OSHC service.
- The most poorly serviced areas in Liverpool (61 children to 1 approved place). The second most underserviced area was Casula with 31 children per 1 approved place.

Future Demand for Approved Places – OSHC

- Without additional supply, the deficit of approved places is expected to increase to 1,495 in 5 years and 2,284 in 10 years.

Rating and Assessments - OSHC

- More than half of all rated services received an overall rating of 'Working Towards NQS' (52%). Another 43% were rated as 'Meeting NQS'.

Supporting Children with Additional Needs

- The average number of enrolled children with an additional need attending a long day care or preschool program was 6

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- Just over half of survey respondents (52%) were not accessing either the Early Childhood Education Disability and Inclusion Support Program available through the NSW Department of Education, or the federally funded Inclusion Support Programme available through the Department of Education and Training.
- Respondents were asked to rate statements in relation to including children with additional needs. The statements covered access to support and resources, the helpfulness of support and resources, addressing barriers, and staff having the confidence, skills and knowledge. All statements attracted between 3.58 and 3.84 out of a maximum of 5. This indicates, on average, respondents sat somewhere between neutral and 'agree' on all statements.

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LEGISLATIVE AND REGULATORY ENVIRONMENT

A number of legislative and regulatory requirements apply to organisations and individuals operating education and care services in New South Wales. This includes federal and state initiatives pertinent to the child and family service sector, as well as those at a more local level, and more specific to the needs and priorities reflected in Council policies and processes.

This section will review the most pertinent of them which cover regulation around the quality and assessment of care, and child protection. Also highlighted are relevant programs which support services in building their capacity and capability to include children with additional needs.

The National Quality Framework

Most education and care services for children around Australia are regulated under the National Quality Framework (NQF). The NQF, introduced in 2012, is the result of an agreement between all Australian governments to work together to provide better educational and developmental outcomes for children.

The Framework includes the Education and Care Services National Law and Regulations under that Law. It also includes two learning frameworks, the Early Years Learning Framework (2009) and My Time Our Place: Framework for School Aged Care (2011). A National Quality Standard (NQS) for services is an important part of the Regulations. Together, these regulate long day care, preschools, family day care, and out of school hours care services.

Changes to the National Quality Framework

Changes to the National Law and Regulations were introduced from 1 October 2017 to ensure the delivery of early childhood education and care services nationally continues to improve in the most efficient and effective way. The changes follow a review of the National Quality Agenda that commenced in 2014.

On 1 February 2018, a revised NQS commenced in all states and territories. The revised NQS aims to strengthen quality through greater clarity, remove conceptual overlap between elements and standards, clarify language and reduce the number of standards and elements from 18 standards to 15, and 58 to 40 elements. All applicable services are now being assessed and rated under the revised NQS.

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Supplementary Provisions Act – Occasional Care

Some service types are regulated under the Children (Education and Care Services) Supplementary Provisions Act 2011 and the Children (Education and Care Services) Supplementary Provisions Regulation 2012. These include home-based services, mobile services, occasional care services, and budget based funded services. However, the Children Supplementary Provisions Act is being updated in 2018 to bring standards into line with the National Law.

Changes to the Supplementary Provisions Act

Mobiles and occasional care services will be required to participate in Assessment and Rating on the same basis as services regulated under the National Law. This process involves each service preparing and implementing a Quality Improvement Plan, with the claims in the Plan and its outcomes assessed by the regulator against the NQS. The process is designed to encourage a continuing focus on best practice and leads to an overall quality-rating for the service at one of five levels.

Support for Children with Additional Needs

Also relevant to Council operating in the early childhood education and care space, are programs which support services to meet the needs of all children. Two programs described below include the Inclusion Support Programme (federally funded) and the Early Childhood Education Disability and Inclusion Program (state funded).

Inclusion Support Programme

The Inclusion Support Programme (ISP) commenced in July 2016, and is a key component of the Australian Government's Child Care Safety Net. It provides support to early childhood and child care services to build their capacity and capability in working with children with additional needs. The program is federally funded and available through the Department of Education and Training.

Legislative authority for the ISP has been established through its inclusion in Schedule 1AB of the Financial Framework (Supplementary Powers) Regulations 1997 (Financial Framework (Supplementary Powers) Amendment (2015 Measures No. 9) Regulation 2015 refers).

In the ISP, eligible services are supported through a state / territory-based Inclusion Agency, and teams of Inclusion Professionals. Inclusion Professionals assist services to increase their capacity to include children with additional needs. Additional support is also available to eligible services through the Inclusion Development Fund

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(IDF) to assist them to address barriers to inclusion that cannot be resolved by support provided by an Inclusion Agency.

Early Childhood Education Disability and Inclusion Program

The 2018 Early Childhood Education Disability and Inclusion Program provides funding and support to enable children with disability and additional needs in community preschools to participate in a quality early childhood education program on the same basis as all children. The program is state funded and available through the NSW Department of Education.

Child Protection

Within the Education and Care Services National Regulations, the approved provider of an early childhood service must ensure that nominated supervisors and staff members at the service who work with children are advised of: (a) the existence and application of the current child protection law; and (b) any obligations that they may have under that law.

Child protection legislation, whilst a national requirement under the NQF, is state specific. Community Services (formerly Department of Community Services) is responsible for overseeing and upholding child protection in NSW. Numerous Acts (laws) help to govern and guide the process of child protection. This includes the principal act: Children and Young Persons (Care and Protection) Act 1998.

Local Government initiatives

Local government (or Councils) are concerned with local issues for residents within their local government area (LGA). This includes building regulations and development, public health, local roads and footpaths, parks and sports fields, libraries, environmental and sustainability issues, waste disposal, and many community services, including early childhood programs (Parliament of NSW, n.d.).

Liverpool Council undertakes a range of measures to ensure the provision of resources, now and into the future, reflects the identified priorities and needs of its constituents. This is evident in the work of the Community Development and Planning team, for example, which is committed to building a strong community services sector in Liverpool that can lead social change. It is also evident through the various consultative committees that provide advice and recommendations to Council. One example is the Liverpool Access Committee, which provides advice to effectively

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improve and alleviate access difficulties experienced by people with disabilities in the Liverpool LGA. Another example is Council's Social Justice Policy (2018), which guides Council's efforts to provide local services in an accessible and equitable manner, particularly in reference to disadvantaged groups.

CHILD POPULATION BIRTH TO FIVE YEARS

Population change – children aged birth to 5yrs 2019 – 2029

The table on the following pages shows the change in the population of children aged birth to five years from 2019 to 2029 for Liverpool LGA and its 29 small areas. The decade examined, 2019 – 2029, has been broken up to highlight the change in child population in the next five and ten-years.

Overall, the number of children aged birth to five years across the Liverpool LGA expected to increase by 3,188 children or 15% in the next five years. These figures are projected to double within 10 years (+7,008 or 34% between 2019 and 2029).

The forecast increases in child population vary across the 29 areas. Just 7 areas are expected to see their child populations increase between 2019 and 2024 (Austral, Cartwright, Edmondson Park, Heckenberg, Leppington-Denham Court, Liverpool, and Miller). The expected increases range from a staggering increase of +869% in Austral (an increase of more than 2000 children) to an increase of just 1% in Heckenberg (an increase of just 2 children). Beyond Austral, other notable increases, where the child population more than doubles in the next five years, are set for Edmondson Park (+134%) and Leppington – Denham Court (+104%).

The growth trend for children aged birth to 5 years will continue into 2029 with nearly the same areas driving the phenomenon. From 2024 to 2029 an additional two areas are expected to see growth in their child populations: Warwick Farms and Western area – Greendale and Surrounds will see an increase of 100 children (+16%) and 198 children (+39%), respectively.

Beyond the growth areas described above, however, the majority of Liverpool LGA small areas are set to experience a decrease in their populations of children in the next five and ten years. In 2024, 76% of Liverpool's small areas will experience a decrease in children aged birth to five years. This ranges from relatively small decreases of just -1% in Warwick Farm to -24% in Elizabeth Hills. A decade from now, 69% of small areas are predicted to see a decrease in the child population. Decreases range from -3% in Sadleir to -35% in Elizabeth Hills.

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Table 1. Population Change 2019 to 2029 – children aged birth to five years Liverpool LGA and small areas

Geography	2019	2024	Change in the next 5 years: 2019 to 2024		2029	Change in the next 10 years: 2019 and 2029	
	No.	No.	No.	%	No.	No.	%
Liverpool City	20,759	23,947	+3,188	+15%	27,766	+7,008	+34%
Ashcroft - Mount Pritchard	411	377	-35	-8%	368	-43	-11%
Austral	255	2,472	+2,216	+869%	5,132	+4,876	+1912%
Busby	394	367	-27	-7%	361	-33	-8%
Cartwright	212	219	+7	+3%	235	+22	+11%
Casula	1,506	1,392	-115	-8%	1,322	-184	-12%
Cecil Hills	422	404	-19	-4%	399	-24	-6%
Chipping Norton	684	620	-63	-9%	594	-90	-13%
Edmondson Park	1,073	2,521	+1,448	+135%	2,996	+1,923	+179%
Elizabeth Hills	339	257	-83	-24%	222	-117	-35%
Green Valley	934	838	-96	-10%	787	-147	-16%
Hammondville	322	315	-7	-2%	308	-14	-4%
Heckenberg	255	257	+2	+1%	259	+5	+2%
Hinchinbrook	921	852	-70	-8%	789	-133	-14%
Holsworthy	549	506	-42	-8%	493	-56	-10%

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Table 1. Population Change 2019 to 2029 – children aged birth to five years Liverpool LGA and small areas

Geography	2019	2024	Change in the next 5 years: 2019 to 2024		2029	Change in the next 10 years: 2019 and 2029	
	No.	No.	No.	%	No.	No.	%
Horningsea Park	344	331	-13	-4%	330	-14	-4%
Hoxton Park - Carnes Hill	728	688	-40	-6%	618	-110	-15%
Leppington - Denham Court	177	361	+184	+104%	513	+336	+190%
Liverpool	3,555	4,221	+666	+19%	4,883	+1,328	+37%
Lurnea	880	804	-76	-9%	777	-103	-12%
Middleton Grange	768	685	-83	-11%	593	-175	-23%
Miller	251	266	+15	+6%	341	+90	+36%
Moorebank	1,052	914	-138	-13%	956	-96	-9%
Prestons	1,347	1,165	-181	-14%	1,123	-224	-17%
Sadleir	273	267	-7	-2%	266	-7	-3%
Voyager Point - Pleasure Point	187	161	-26	-14%	150	-36	-20%
Warwick Farm	703	696	-6	-1%	813	+110	+16%
Wattle Grove	871	790	-81	-9%	753	-118	-14%
West Hoxton	836	715	-122	-15%	681	-156	-19%
Western area - Greendale and Surrounds	508	488	-20	-4%	706	+198	+39%

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CURRENT PROVISION – LDC AND PRESCHOOL

This section examines the current provision of LDCs and preschools across the Liverpool LGA. Information provided relates to the services' fee structure, utilisation and waitlists, the approved places figures, and NQS quality ratings.

Fees – LDC And Preschool

An investigation into long day care and preschool fee structure was carried out. Three sources of data were reviewed: Council supplied data, survey data, and data listed online.

Fees Compared – Council and Non-Council Long Day Care

Council long day care services are charging less for their long day care program than other services, on average. The average daily fee charged for a long day care program for a child aged birth to 2 years was, on average, \$7.00 higher per day in the private and community sectors than in Council run services. For children aged 2 to 3 years, and for children aged 3 to school age, the difference was, on average, approximately \$2.00 higher per day at a non-Council run service for each age group, respectively (see figure below).

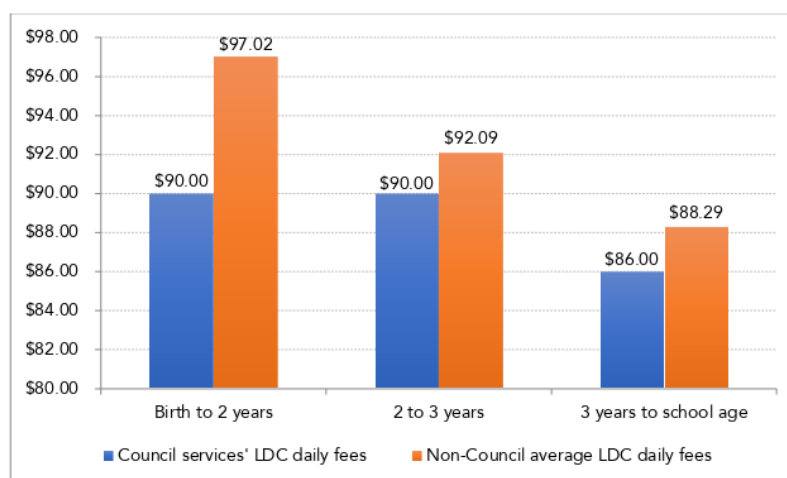


Figure 1. Daily fee comparison - Council and non-Council LDC services

Average fees by suburb - long day care

The table below indicates average daily fees charged for three age groups: birth to 2 years; 2 years to 3 years; and 3 years to school age.

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For children aged birth to 2 years, the average daily fee charged by a Liverpool LDC service ranged from \$80 (Rossmore) to \$120 (Wattle Grove).

For children aged 2 to 3 years, the average daily fee for a LDC service ranged from \$80 (Rossmore) to \$116 (Wattle Grove).

For children aged 3 years to school age, the average daily fee charged by an LDC service ranged from \$76 (Busby) to \$104.50 (Middleton Grange).

Suburbs Offering Lowest Average Daily Fees - LDC

The three lowest average daily fees charged for children aged birth to 2 years were recorded for Rossmore (\$80.00), Holsworthy (\$83.00), and Cartwright and Lurnea, which both charged \$84.00 per day respectively.

The three lowest average daily fees charged for children aged 2 to 3 years were recorded for Rossmore (\$80.00), Busby and Lurnea (both at \$81.00), and Mount Pritchard (\$81.33).

The three lowest average daily fees charged for children aged 3 years to school age were recorded for Busby (\$76.00), Lurnea (\$78.67), and Cecil Hills (\$77.33).

Suburbs Offering Highest Average Daily Fees - LDC

The three highest average daily fees charged for children aged birth to 2 years were recorded for Wattle Grove (\$120.00), Middleton Grange (\$115.00), and Chipping North and Mount Pritchard, which both charged \$110.00 per day respectively.

The three highest average daily fees charged for children aged 2 to 3 years were recorded for Wattle Grove (\$116.00), Chipping North (\$105.00), Middleton Grange (\$104.50).

The three highest average daily fees charged for children aged 3 years to school age were recorded for Middleton Grange (\$104.50), Chipping North (\$100.00), and Horningsea Park (\$97.00).

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Geography	Average LDC daily fee Birth to 2yrs	Average LDC daily fee 2 to 3yrs	Average LDC daily fee 3yrs to school age
Austral	\$92.00	\$90.50	\$85.25
Bringelly	\$93.00	\$93.00	\$90.00
Busby	-	\$81.00	\$76.00
Cartwright	\$84.00	\$80.00	\$80.00
Casula	\$92.50	\$89.70	\$84.9
Cecil Hills	\$93.00	\$82.00	\$77.33
Chipping Norton	\$110.00	\$105.00	\$100.00
Denham Court	\$102.50	\$99.00	\$95.00
Green Valley	\$95.14	\$90.43	\$89.18
Hammondville	\$101.00	\$96.25	\$95.00
Hinchinbrook	\$88.67	\$86.33	\$81.67
Holsworthy	\$83.00	\$90.17	\$87.17
Horningsea Park	\$102.00	\$101.00	\$97.00
Hoxton Park	\$99.75	\$96.42	\$91.98
Kemps Creek	\$103.45	\$97.45	\$94.45
Leppington	\$95.00	\$95.00	\$87.00
Liverpool	\$97.00	\$91.36	\$85.14
Lurnea	\$84.00	\$81.00	\$78.67
Middleton Grange	\$115.00	\$104.50	\$104.50
Moorepark	\$100.00	\$96.00	\$99.50
Mount Pritchard	\$110.00	\$81.33	\$82.50
Prestons	\$90.75	\$89.84	\$87.30
Rossmore	\$80.00	\$80.00	\$80.00
Silverdale	\$93.00	\$87.00	\$84.00
Wattle Grove	\$120.00	\$116.00	\$91.00
West Hoxton	\$100.75	\$94.17	\$91.00

Table 3. Average long day care daily fees, Liverpool LGA suburbs

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Fees Compared – Council and Non-Council Preschool²

Council preschool services are charging less for a standard preschool program than other services, on average. The average daily fee charged for a preschool program was, on average, \$4 higher in the private and community sector than at Council run services (see figure below).

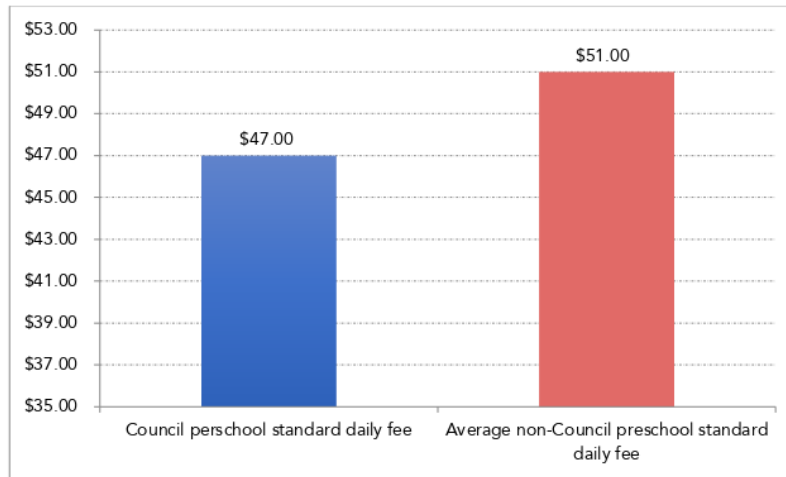


Figure 2. Daily standard fee comparison, Council and non-Council preschool services

² Non-Council preschool daily fee figures were sourced for eight services. Of those eight, one service in Lurnea, charging \$15 per day, has been removed from the analysis.

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Utilisation and Waitlists – LDC And Preschool

An investigation into long day care and preschool utilisation and waitlists was carried out. Three sources of data were reviewed: Council supplied data, survey data, and data listed online (e.g. searches of Careforkids.com.au and Mychildgov.com.au).

Utilisation and Waitlists - Council-Operated Services

All Council operated early childhood services, long day care and preschools, were operating at or above 96% capacity. The average utilisation rate was 99% across all Council services. Of the seven Council operated services, five indicated they were at maximum capacity (100%) (See table below).

All Council operated services indicated they maintained waitlists. In July, the total number of children on Council service waitlists was 1,831. The average number of children waiting for an approved place at a Council service was 262. The number of children waiting for a place ranged from 120 for the Hinchinbrook service to 412 for the Wattle Grove service.

Centre Name	Utilisation	Waitlist (No. of children)
Casula Preschool	100%	205
Cecil Hills	100%	241
Hinchinbrook	95.6%	120
Holsworthy	99.4%	357
Prestons	97.2%	249
Warwick Farm	100%	247
Wattle Grove	100%	412
TOTAL	98.7% (average)	1,831

Table 3. Council services' utilisation and waitlist – July 2018

Utilisation and Waitlist – Non-Council Services

Data sourced from online research

Online research was able to indicate whether approved places were available. The specific utilisation rate, however, was unavailable. Just 23% of non-Council long day care programs were full for children aged birth to 2 years and for children aged 2 years to 3 years. For children aged 3 years to school aged, the proportion of services operating at maximum capacity was lower, at 16%.

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Just six services listed specifics of their waitlists online. For four of these services, the length of time waiting to access an approved place was between 6 and 12 months. The other two services indicated the wait would be between 1 and 3 months (see table below).

Age of Child	Utilisation	Waitlist
Birth to 2yrs	23% Full	<ul style="list-style-type: none"> 6 – 12 months for 4 services 1 – 3 months for 2 services
2yrs to 3yrs	23% Full	
3yrs to school age	16% Full	

Table 4. Non-Council services' utilisation rates and waitlist lengths – July 2018

Survey data

Data sourced from the survey was similar to that gleaned from online research in terms of the proportion of services operating at maximum occupancy.

As can be seen from the figure below, just 26% of non-Council long day care survey respondents indicated they were full. Another 20% were operating at between 80% and 90%. A considerable proportion (43%), however, said their utilisation rates were 60% or less (with 20% operating at under 50% and 23% operating at 60%).

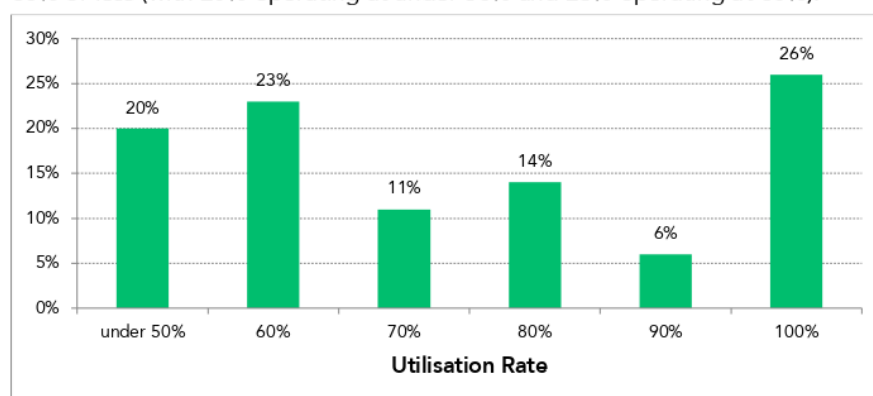
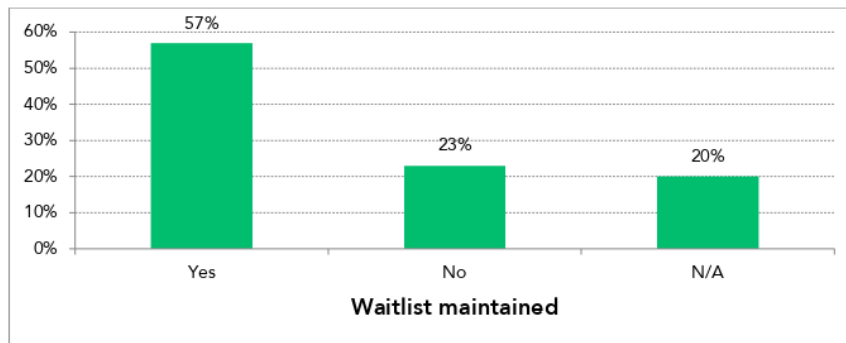


Figure 3. Service utilisation rate, non-Council, LDC respondents.

Survey respondents from long day care services were asked to indicate whether they maintained a waitlist, and if they were full or near full. As can be seen in the figure below, just over half of all respondents (57%) indicated they did maintain a waitlist of families seeking an approved place.

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Figures 4. Waitlist maintained, non-Council LDC services

Of the long day care services with waitlists, a total of 329 children were on a list. The average number of children on a waitlist was 13 and the number of children on the waitlist ranged from 2 (private Prestons service) to 143 (private service in same suburb).

Approximate time on waitlist – survey data

Survey respondents were asked how long families typically wait to access care if considering a family looking for three days. The largest proportion of responses for all age groups was 'less than 1 month' (29% for children aged birth to 12 months; 33% for children aged 13 months to 24 months; 37% for children aged 25 to 35 months; and 32% for children aged three to school age).

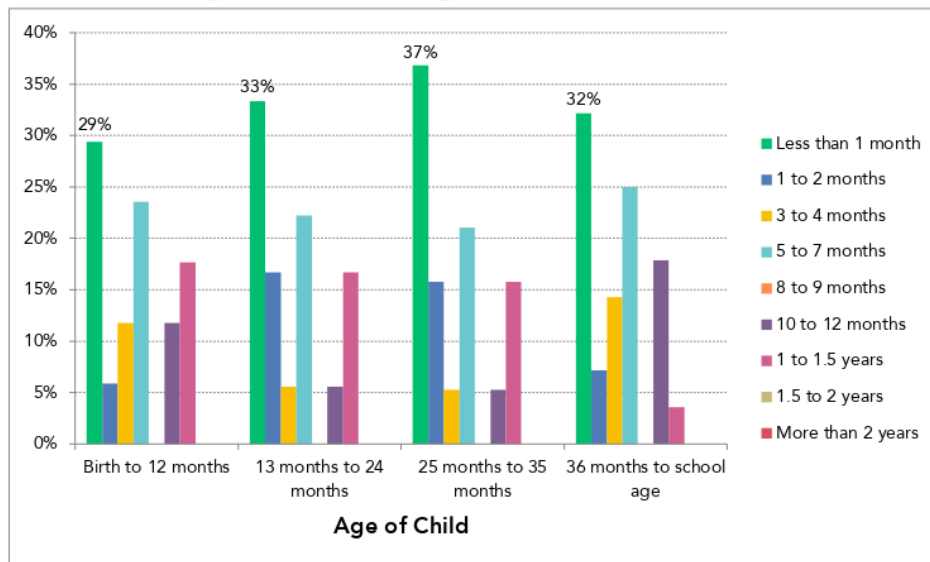


Figure 5. Approximate time on waitlist, non-Council services – survey data

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Approved Places Figures – LDC And Preschool

This section examines the current provision of long day care and preschool programs across the Liverpool LGA.

Number of Approved Places by Area

Across the Liverpool region, there are 129 long day care and preschool services offering 5,865 approved places across 29 small areas.

Areas Offering Zero Approved Places

Areas offering zero approved places for children aged birth to five, but with considerable child populations (ranging from 187 to 1,073 children), included Cecil Hills, Elizabeth Hills, Voyager Point – Pleasure Point. While Edmondson Park recorded zero places, childcare services were under development in the area at the time of writing.

Children to Approved Places Ratio

The table below provides an indication of how well serviced an area is in terms of children to approved places. The figure in the final column of Table X can be read as the average number of children per one approved place. The lower the figure in the final column, the better serviced it is. Conversely, the higher the figure, the more underserved it is.

The best-served areas are Leppington – Denham Court, Austral, Holsworthy, and Hammondville – all experiencing a one to one child to approved place ratio. Also well serviced, recording two children to every one approved place, were Western area – Greendale and Surrounds, Ashcroft – Mount Pritchard, Heckenberg, and Horningsea Park.

The most poorly serviced small areas in Liverpool LGA were Warwick Farm (18 children to 1 approved place) and Sadleir (14 children to 1 approved place).

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Geography	No. children (2019)	No. approved places (long day care and preschool)	No. children per 1 approved place
Leppington - Denham Court	177	244	1
Austral	255	338	1
Holsworthy	549	411	1
Hammondville	322	218	1
Western area - Greendale and Surrounds	508	293	2
Ashcroft - Mount Pritchard	411	191	2
Heckenberg	255	117	2
Horningsea Park	344	142	2
Prestons	1,347	504	3
Busby	394	143	3
Hoxton Park - Carnes Hill	728	260	3
Green Valley	934	320	3
West Hoxton	836	267	3
Cartwright	212	59	4
Chipping Norton	684	190	4
Casula	1,506	412	4
Moorebank	1,052	265	4
Miller	251	56	4
Wattle Grove	871	185	5
Liverpool	3,555	754	5
Hinchinbrook	921	176	5
Lurnea	880	150	6
Middleton Grange	768	110	7
Sadleir	273	20	14
Warwick Farm	703	40	18
Cecil Hills	422	0	-
Edmondson Park	1,073	0	-
Elizabeth Hills	339	0	-
Voyager Point - Pleasure Point	187	0	-

Table 5. Average number of children per 1 approved place (LDC and preschool), Liverpool LGA

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Current Approved Places Surpluses and Shortages – Liverpool LGA

This section attempts a conservative estimate of approved places surpluses and shortages across the Liverpool LGA.

The formula applied involves taking the average of required care as 2.5 days per week³, and assuming 60% of children aged birth to five years attend formal care⁴.

These assumptions, along with current population and approved places data, indicate a surplus of 2,207 approved places for the Liverpool LGA in 2019:

Adjusted Approved Places formula:

Approved places $5,865 * 2.5 = 14,663$ adjusted approved places

Surplus / Shortage formula:

Adjusted approved places (14,663) – number of children ($20,759 * 60\%$) = **+2,207**

These surpluses appear to be confirmed by survey response data. The final question of the online survey invited respondents to share anything further that they had not been asked about. Five comments entered in the comment box related to the supply and demand of approved places. Four of five respondents with services in the Liverpool, Ashcroft, and Chipping Norton areas, felt there were too many services in existence / under development in their local areas. One service thought Council had a role in increasing their enrolments. Direct quotations are provided in Appendix 3.

Whilst the analysis here indicates a considerable number of approved places in surplus in 2019, population forecasts indicate the supply scenario will change greatly within the next five year period.

³ ABS. June 2017. 4402.0 *Childhood Education and Care*. Australia.

Based on NSW figures for mean hours of long day care accessed

⁴ Based on mean proportions of children aged birth to 5 years attending formal care across NSW (*ibid*)

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Future Approved Places Shortages / Surpluses – Liverpool LGA

Data indicates a considerable surplus of long day care and preschool approved places across the Liverpool LGA in 2019; 17 areas recorded a surplus of approved places totalling 2,207 approved places.

In just five years, however, the population of children aged birth to five years is expected to increase by 15% across the LGA. In real numbers this equates to an additional 3,188 children by 2024. **As a result, the surplus of approved places across the Liverpool LGA will drop from 2,207 in 2019 to just 294 in 2024.**

By 2029, the City can expect population figures to grow by an additional 7,008 children (+34%). **Without considering any additional supply of approved places, these population figures will push approved places figures into a shortage scenario: a shortage of -1,997 approved long day care and preschool places by 2029.**

However, the expected growth in the child population is not a story shared across the Liverpool LGA. In fact, just two areas' growth, Austral and Edmondson Park, account for 97% of the increase in children between 2019 and 2029. The majority of other areas are experiencing a decline in the number of children, and, for many areas, this is happening in the context of an oversupply of approved places.

These 2024 and 2029 figures account for current development approvals for childcare services across the LGA (see relevant section for further details). It is important to note, however, that the future supply-demand scenario does not account for any other future increases in supply.

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Current and Future Approved Places Shortages / Surpluses – Small Areas

The following table indicates the number of approved place shortages / surpluses across Liverpool LGA and its small areas in 2019, 2024, and 2029.

Driving the demand for approved places over the next decade are two areas in particular: Austral and Edmondson Park. Austral is expected to swing from having recorded an oversupply of 692 approved places in 2019 to having a deficit of -638 in 2024 and a staggering shortage of -2,234 in 2029. Edmondson Park is also expecting phenomenal growth with an additional 1,923 children forecast for the decade period between 2019 and 2029. Even with the current childcare development approvals considered, Edmondson Park is expected to be short -878 approved places in 2024 and -1,163 in 2029.

The majority of small areas across Liverpool LGA, however, are likely to experience a surplus of approved places for at least the next 10 years. In 2019, 59% (17 of the 29 areas) were experiencing an oversupply of approved places ranging from a surplus of just 20 approved places in Cartwright to a sizeable 698 in Holsworthy. In 2024, the proportion of areas with surpluses is set to increase to 66%, ranging from 90 approved places in Lurnea to 724 in Holsworthy. In 2029, 69% of Liverpool small areas exist in a surplus scenario. The smallest surplus is expected for Wattle Grove (+11 approved places), whilst Holsworthy is expected to be in oversupply by 732 places.

It is important to note, however, that families may access childcare services outside of the place they live. For example, families who live in Austral or Edmondson Park, where shortages of childcare supply are forecasted, may access childcare services elsewhere. For example, they may access care near their place of employment rather than near their place of residence. Unfortunately, hard data indicating exact figures across areas is not known to be collected.

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Geography	Current shortages / surpluses approved places ⁵ 2019	Future shortages / surpluses approved places ⁶ 2024	Future shortages / surpluses approved places 2029
Liverpool City	2,207	294	-1,997
Ashcroft - Mount Pritchard	231	349	354
Austral	692	-638	-2,234
Busby	121	137	141
Cartwright	20	116	107
Casula	126	195	237
Cecil Hills	-253	-242	-239
Chipping Norton	65	103	119
Edmondson Park	-644	-878	-1,163
Elizabeth Hills	-203	-154	-133
Green Valley	240	297	328
Hammondville	352	506	510
Heckenberg	140	138	137
Hinchinbrook	-113	-71	-33
Holsworthy	698	724	732
Horningsea Park	149	156	157
Hoxton Park - Carnes Hill	213	237	279
Leppington - Denham Court	504	393	302
Liverpool	-248	-388	-785
Lurnea	-153	90	106
Middleton Grange	-186	199	254
Miller	-11	130	85
Moorebank	31	114	89
Prestons	452	561	586
Sadleir	-114	-110	-110
Voyager Point - Pleasure Point	-112	-97	-90
Warwick Farm	-322	-318	-388
Wattle Grove	-60	-12	11
West Hoxton	166	239	259
Western area - Greendale and Surrounds	428	440	309

Table 6. Approved places surpluses and shortages, Liverpool small areas 2019 - 2029

Figures devised using the 'adjusted approved places' and 'surplus/shortage formulas' from the previous section. Population data is sourced from forecast id.

⁵ Formula applied: (adjusted approved places) – (60% of children)

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Development Approvals – LDC And Preschool

A review of development approvals for new childcare services was carried out to gain insight into the future provision of childcare services across the LGA.

Liverpool Council supplied data for 22 development approvals going back to 2013. Additional research was carried out to determine whether any of these approvals had already been completed: six services had already opened. Those service's approved places numbers have been accounted for in the analysis of approved places elsewhere in this report. At the time of writing, a remaining 15 properties were still under development.

The 15 potential childcare services under development will increase the supply of approved places in seven Liverpool LGA suburbs: Ashcroft (+39), Cartwright (+40), Edmondson Park (+254), Liverpool (+104), Lurnea (+79), Middleton Grange (+134), and Hammondville (+60).

Geography	No. additional childcare services	No. additional approved places	Current Shortages / Surpluses of Approved Places ⁷	Future Shortages / Surpluses of Approved Places
Ashcroft	+1	+39	-174	-77
Cartwright	+1	+40	20	120
Edmondson Park	+4	+254	-174	461
Liverpool	+3	+104	259	519
Lurnea	+3	+79	-180	18
Middleton Grange	+2	+134	200	135
Hammondville	+1	+60	349	499

Table 7. Future shortages / surpluses after completion of potential developments

⁷ (Adjusted approved places) – (Number of children * 60%)

SEMMANN & SLATTERY**Existing and Potential Services Map**

A map of existing and potential long day care and preschool services has been developed. This map allows for a visual of the concentration of services in given areas. An online and interactive version of this map is also available for Council viewing – click here:

<https://fortress.maptive.com/ver4/act1c5d403801f9da2d9ab9dfad908585>

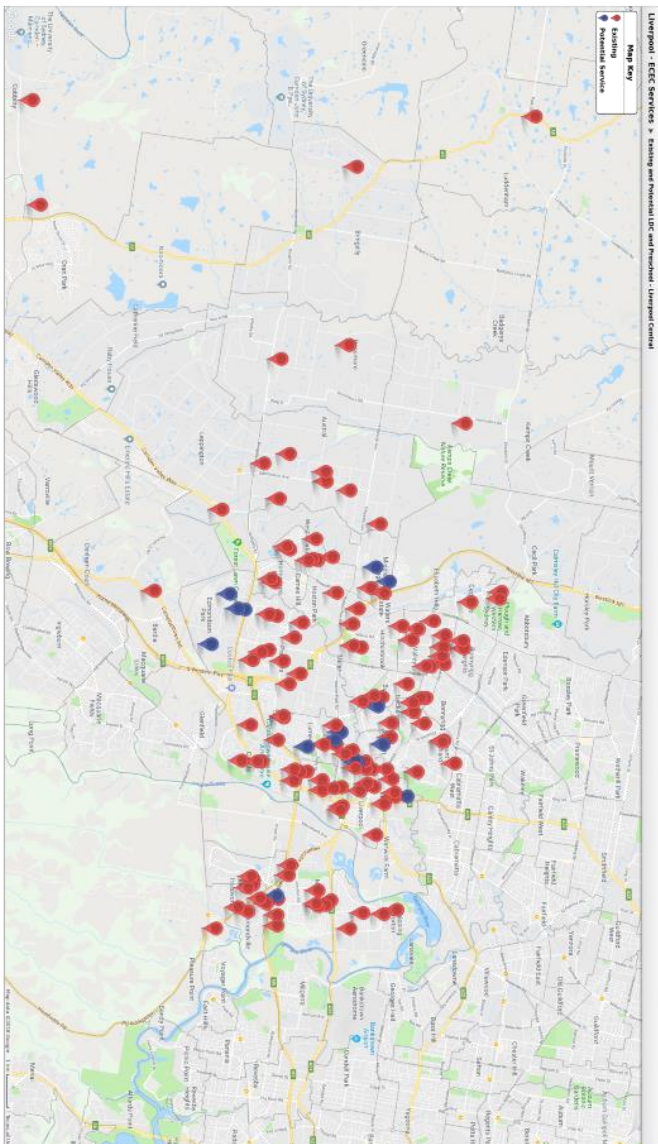


Figure 6. Map of existing long day, existing preschool, and development approvals, Liverpool LGA, 2013 – 2018

SEMANN & SLATTERY**Existing and Potential Services Map – heat map**

The same data as on the previous page, existing and potential childcare services, has been presented in a heat map format. The heat map is a representation of the locations data that allows another view of the locations of higher concentrations of services as compared to the lower concentration of services.

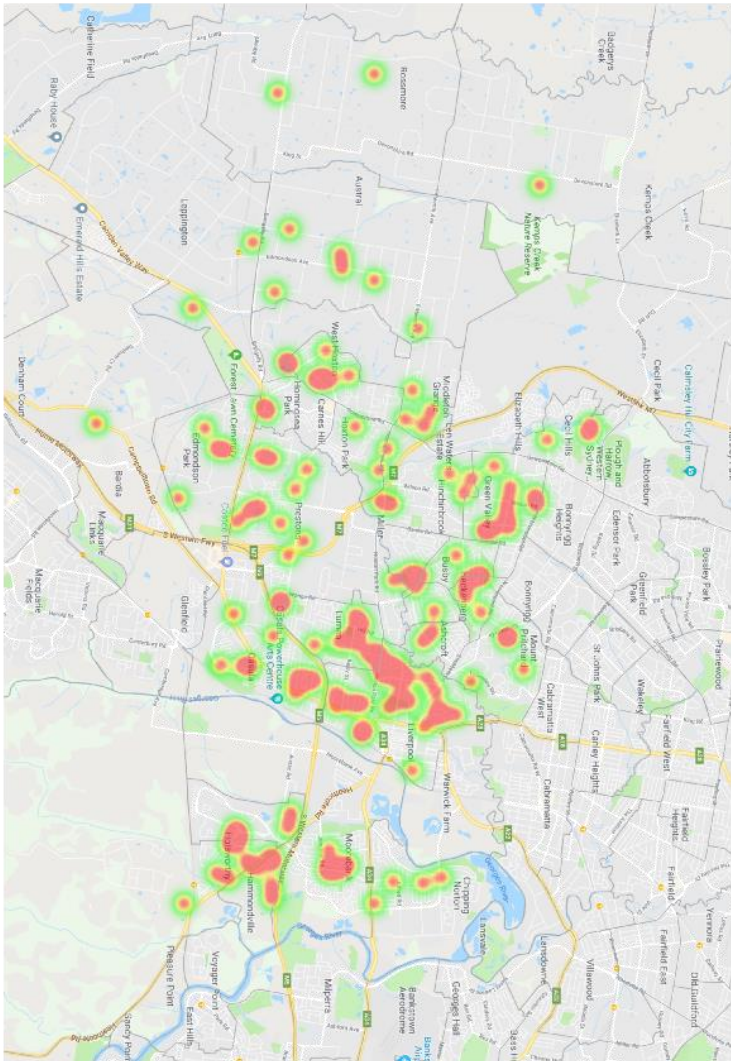


Figure 7. Heat map of existing long day, existing preschool, and development approvals, Liverpool LGA, 2013 – 2018

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NQS Quality Ratings – LDC And Preschool

A key focus of the National Quality Framework is to promote continuous quality improvement of early childhood education and care services through the national quality assessment and rating process. The purpose of the process is to determine the rating level services meet the National Quality Standard (NQS).

The NQS includes 7 quality areas that are important outcomes for children. For services to be rated as Exceeding NQS overall, all quality areas must be at least Meeting NQS, and four or more Quality Areas must be Exceeding NQS, with at least two of those being quality areas 1, 5, 6, or 7.

NQS Overall rating – Council services

Council services have succeeded in achieving an NQS overall rating of 'Exceeding NQS' at each and every assessment and rating since April 2013 (see Table below).

Centre Name	Previous Rating and Issue Date	Most Recent Rating and Issue Date
Casula Preschool	NA	Exceeding NQS – Dec 2015
Cecil Hills	NA	Exceeding NQS – Aug 2015
Hinchinbrook	Exceeding NQS - April 2013	Exceeding NQS – July 2018
Holsworthy	NA	Exceeding NQS – July 2015
Prestons	NA	Exceeding NQS – Jan 2015
Warwick Farm	NA	Exceeding NQS – Jan 2014
Wattle Grove	Exceeding NQS - June 2013	Exceeding NQS – July 2018

Table 8. Council services' NQS overall ratings and dates issued

NQS Overall rating – non Council services

Of the 127 non-Council Liverpool long day care and preschool services listed on the ACECQA register, all had been through the assessment and rating process.

Over 40% of all rated long day care and preschool services received an overall rating of 'Working Towards NQS' (41%). Another third were rated as 'Meeting NQS' (33%), and less than a quarter of services had achieved the 'Exceeding NQS' quality rating (24%).

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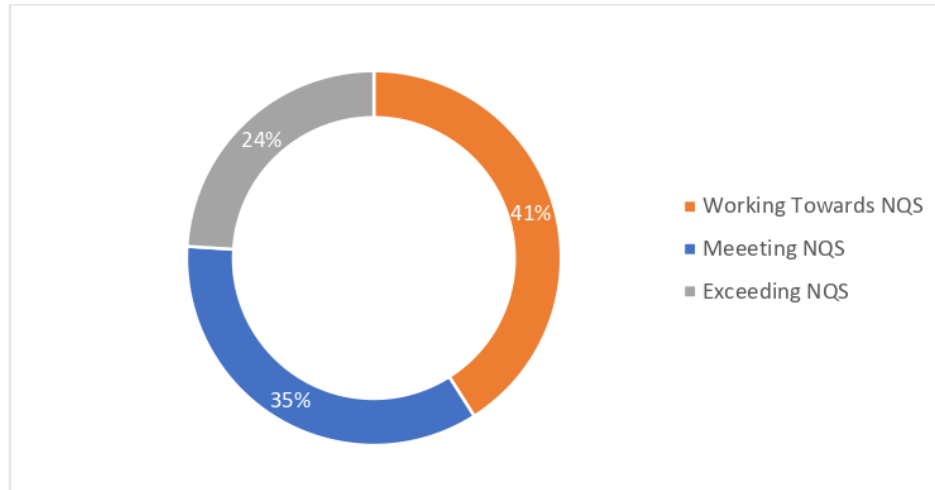


Figure 8. Non-Council preschool and long day care services' overall NQS ratings

NQS Overall 'Exceeding NQS' – Council and non-Council services compared

The figure below compares the proportion of Council services with that of non-Council services in terms of having achieved the NQS overall rating of 'Exceeding NQS'. As can be seen, 100% of Council services have achieved the 'Exceeding NQS' rating, compared with just 24% for that of non-Council services.

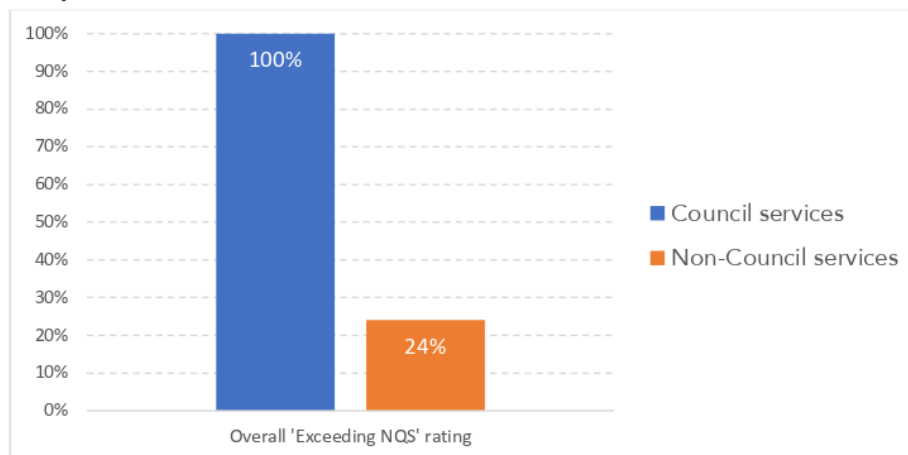


Figure 9. Council and non-Council preschool and long day care services' overall 'Exceeding NQS' ratings

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OUTSIDE SCHOOL HOURS CARE (OSHC) - CURRENT PROVISION

This section examines the current provision of OSHC across the Liverpool LGA. Information provided relates to the population of children aged five to twelve years, the number of approved places, fee structure, utilisation, and NQS quality ratings.

Fees Data – OSHC

An investigation into OSHC fee structures was carried out. Two sources of data were reviewed: survey data and data listed online.

Fees - Before school care

For school children aged 5 to 12 years old the average daily fee charged for a before school care program was \$18.52.

The highest daily fee charged for a before school care program was \$25.00 (Green Valley), whilst the lowest was \$13.62 (Prestons).

Fees - After school care

For school children aged 5 to 12 years old the average daily fee charged for an after school care program was \$23.94.

The highest daily fee charged for an after school care program was \$35.00 (Green Valley), whilst the lowest was \$17.65 (Prestons).

Fees - Vacation care

For school children aged 5 to 12 years old the average daily fee charged for a vacation care program was \$61.20.

The highest daily fee charged for a vacation care program was \$100.00 (Green Valley), whilst the lowest was \$50.00 (Carnes Hill).

Geography ⁸	Average LDC daily fee before school care	Average LDC daily fee after school care	Average LDC daily fee vacation care
Austral	\$22.25	\$28.00	\$62.00
Carnes Hill	\$19.00	\$22.50	\$50.0

⁸ Only areas in which an OSHC service exists are listed. Where '-' is noted, data was unavailable.

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Geography ⁸	Average LDC daily fee before school care	Average LDC daily fee after school care	Average LDC daily fee vacation care
Casula	\$18.00	\$22.00	-
Cecil Hills	-	-	-
Chipping Norton	-	-	-
Edmondson Park	\$15.00	\$19.00	-
Green Valley	\$25.00	\$35.00	\$100.00
Hammondville	\$18.00	\$24.00	\$55.00
Hinchinbrook	\$20.00	\$25.00	--
Holsworthy	\$18.00	\$24.00	\$54.00
Horningsea Park	--	--	\$27.00
Hoxton Park	\$17.00	\$24.00	-
Kemps Creek	-	\$24.95	-
Liverpool	\$17.00	\$24.00	\$55.00
Luddenham	-	-	-
Miller	\$24.00	\$26.00	\$85.00
Moorebank	\$15.58	\$21.28	\$64.60
Prestons	\$15.40	\$20.31	\$62.60
Wattle Grove	-	-	-

Table 9. Average OSHC program daily fees, Liverpool LGA

Utilisation and Waitlists - OSHC

An investigation into OSHC utilisation and waitlists was carried out. Data cited here has been sourced from the online survey (n=10).

Utilisation – before and after school care

Approximately three-quarters (77%) of before and after school programs were operating at between 80% to 90% capacity. Just 20% of services indicated they were operating at 60% capacity.

Utilisation – vacation care

The demand for vacation care was less than that of before and after school programs. Two-thirds (66%) of vacation care programs were operating at between 80% to 90% capacity. Another quarter (25%) were operating at 60% capacity.

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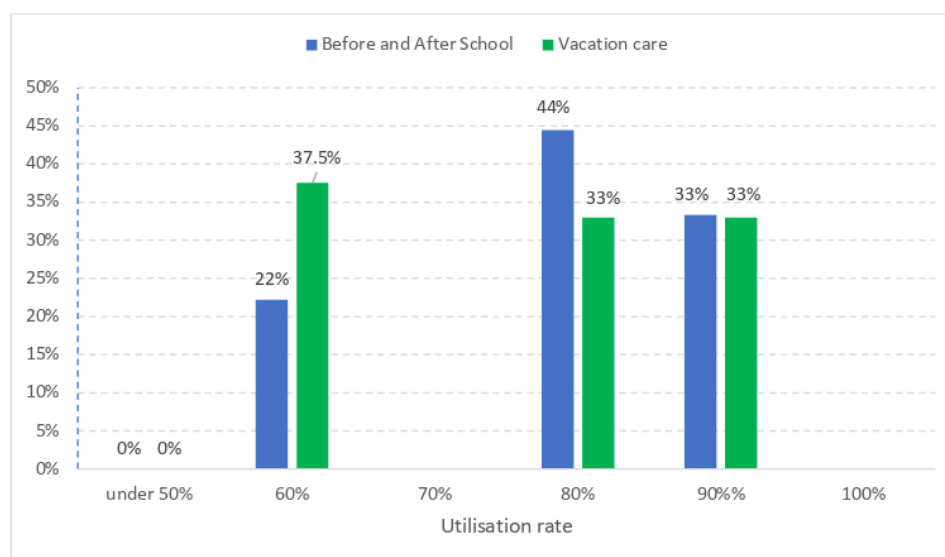


Figure 10. Service utilisation rate, OHSC before and after school and vacation care services

Waitlist – before and after school care

Whilst no service indicated they were operating at 100% of capacity, most services maintained waitlists. This is likely due to the particular needs of families. Not all families can be flexible and take whatever days are available. If the particular days needed are not available, a family will likely need to be waitlisted until others cancel or change days.

More families were on afterschool care waitlists than before school care waitlists. Just 10% of services indicated they had a waitlist for their before school program: 5 families were on their list.

For after school care programs, 40% of services indicated they had waitlists. For 30% of these services, the waitlists were small, ranging from 2 to 5 families. However, one service indicated a long waitlist for their after school care program: 60 families waitlisted and an approximate time frame of 12 months.

Waitlist – vacation care

Whilst no service offering vacation care indicated they were operating at 100% capacity, 88% of services maintained a waitlist. At the time of writing, just two services had families on waitlists. One service had just 5 families, whilst another had 27 families waiting to access vacation care.

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Current provision – OSHC

Across the Liverpool region, there are 27 OSHC services offering 1,446 approved places to 27,284 school children aged 5 to 12 years old across 15 of Liverpool LGA's 29 small areas. The other 14 small areas did not provide for any OSHC places.

Children to Approved Places Ratio

Figures here should be read and used with caution. Using a ratio calculation of this nature is more helpful when considering long day care and preschool demand as users often access care close to their place of residence, and there is a far greater supply of long day care and preschool services than there is of OSHC services per suburb area. With OSHC, many are located on / near school sites with catchment areas. School catchment areas often do not follow suburb lines and multiple suburbs, or parts thereof, can exist in a single school catchment area.

The following table provides an indication of how well serviced an area is in terms of children to OSHC approved places. The figure in the final column of Table X can be read as the average number of children per one approved place. The lower the figure in the final column, the better serviced an area is. Conversely, the higher the figure, the more underserved it is.

The best-served area is Miller with an average of 2 children per 1 approved place. Austral and Hammondville follow, each with a ratio of 5 children per 1 approved place in an OSHC service.

The most poorly serviced areas is Liverpool (61 children to 1 approved place). The second most underserved area was Casula with 31 children per 1 approved place.

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Geography	No. children 5 – 12 years	No. approved places (OSHC)	No. children per 1 approved place
1. Miller	389	164	2
2. Austral	324	64	5
3. Hammondville	387	75	5
4. Prestons	2,108	289	7
5. Western area - Greendale and Surrounds	770	90	9
6. Hoxton Park - Carnes Hill	1,069	110	10
7. Holsworthy	686	70	10
8. Moorebank	1,465	135	11
9. Cecil Hills	754	69	11
10. Green Valley	1,430	100	14
11. Hinchinbrook	1,310	90	15
12. Chipping Norton	973	65	15
13. Edmondson Park	1,125	58	19
14. Casula	1,888	60	31
15. Liverpool	3,647	60	61
16. Ashcroft - Mount Pritchard	547	-	-
17. Busby	669	-	-
18. Cartwright	318	-	-
19. Elizabeth Hills	434	-	-
20. Heckenberg	415	-	-
21. Horningsea Park	502	-	-
22. Leppington - Denham Court	190	-	-
23. Lurnea	1,229	-	-
24. Middleton Grange	973	-	-
25. Saddleir	415	-	-
26. Voyager Point - Pleasure Point	268	-	-
27. Warwick Farm	625	-	-
28. Wattle Grove	1,059	-	-
29. West Hoxton	1,313	-	-
Total	27,284	1,446	--

Table 10. Average number of children per 1 approved place (OSHC), Liverpool LGA small areas

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Current Approved Places Surpluses and Shortages – OSHC Liverpool LGA

This section attempts a conservative estimate of OSHC approved places surpluses and shortages across the Liverpool LGA.

The formula applied involves taking the average of required care as 2.5 days per week, and assuming 16.2% of children aged birth to five years attend formal care⁹. **These assumptions, along with current population and approved places data, indicate a shortage of 805 approved OSHC places for the Liverpool LGA in 2019:**

Adjusted Approved Places formula:

Approved places 1,446 * 2.5 = 3,615 adjusted approved places

Surplus / Shortage formula:

Adjusted approved places (3,615) – number of children (27,283 * 16.2%) = **-805**

Without additional supply, the deficit of approved places is expected to increase to 1,495 in 5 years and 2,284 in 10 years.

⁹ ABS. June 2017. 4402.0 *Childhood Education and Care*. Australia.

Figure based on NSW proportion of children attending before and/or after school care aged 6 – 12 years

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NQS Overall rating – OSHC

Of the 27 OSHC services across the Liverpool LGA, 21 had been through the assessment and rating process at the time of writing.

More than half of all rated services received an overall rating of 'Working Towards NQS' (52%). Another 43% were rated as 'Meeting NQS', and just one service had achieved the 'Exceeding NQS' rating (5%) (see Figure X).

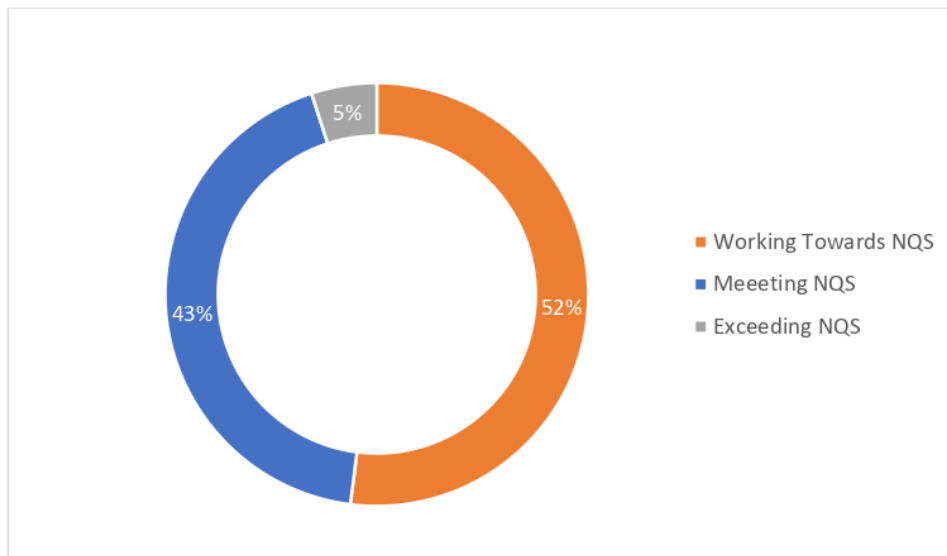


Figure 11. Liverpool LGA OSHC services' overall NQS ratings

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SERVICE PROVISION TO CHILDREN WITH ADDITIONAL NEEDS

The current study also focussed on service availability of early childhood services to children with additional needs.

The online survey presented respondents with a number of questions around supporting children with additional needs in their long day care and preschool programs.

For clarity, the following definition of additional needs, adapted from the Department of Education and Training's Inclusion Support Programme Guidelines (2017), was provided for within the survey:

For the purposes of this survey, the definition of additional needs relates to children with learning and development issues and includes:

- *children with a disability including those undergoing assessment for disability;*
- *children with serious medical condition/s;*
- *children presenting with language and speech delays; and*
- *children presenting with disruptive behaviour.*

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Survey analysis – supporting children with additional needs

The online survey administered to services across Liverpool LGA contained four questions relating to service availability to children with additional needs. This section contains the analysis of that data.

Number of children with an additional need

Respondents were asked to indicate the number of children with an additional need attending their service. Just 16% (n=7) indicated they did not have any children enrolled with an additional need. The average number of enrolled children with an additional need attending a long day care or preschool program was 6.

Accessing of state / federal ISP

Services were asked if they were currently accessing inclusion support services from either the state funded Early Childhood Education Disability and Inclusion Support Program available through the NSW Department of Education or from the federally funded Inclusion Support Programme available through the Department of Education and Training.

Just over half of respondents selected 'N/A'. Respondents selecting this response include those with no additional needs enrolments. The remaining 36% likely do not access either. It is unclear as to why they are not accessing these supports. It is possible that services are unaware of their eligibility for either of these programs.

Of the two programs, more services were accessing support from the Inclusion Support Programme (35%) available through the Department of Education and Training. Just 18% of services accessed the state funded program, Early Childhood Education Disability and Inclusion Program available through the NSW Department of Education.

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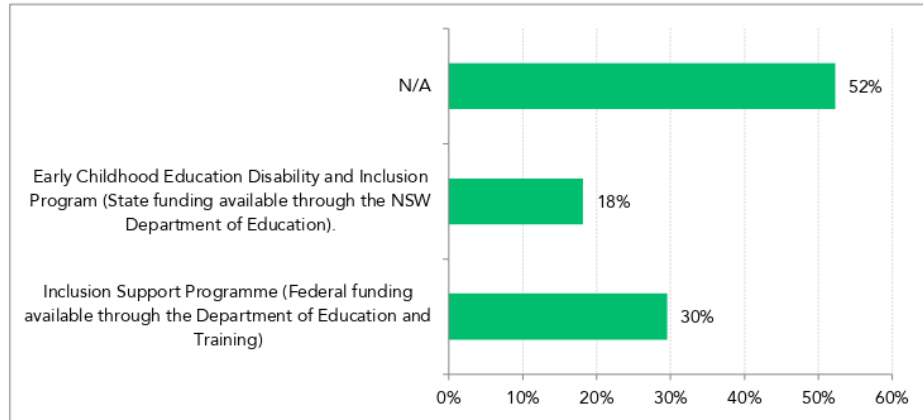


Figure 12. Accessing of state and federal ISP programs, all respondents

Other inclusion supports

Services were asked about what other supports they might be accessing to assist them in their inclusion of children with additional needs. Seven options and an 'other' comment box were available. Respondents were able to select all applicable answer options.

As can be seen from the figure below, the vast majority of services are using partnerships with families (80%) to support their inclusion of children with additional needs. A majority proportion of services also accessed 'professional development, such as conferences, training programs, and professional learning events' (57%). Half of all respondents indicated accessing support from allied health professionals (e.g. speech pathologists, occupational therapists). 'Early childhood intervention organisations and services' and 'information sourced from the internet' attracted 41% and 45% respectively.

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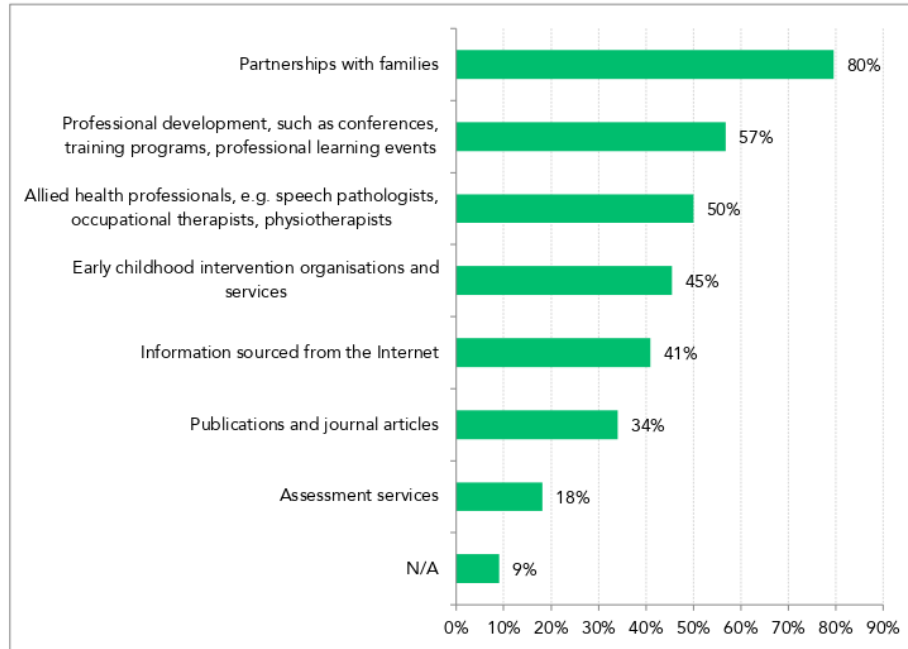


Figure 13. Accessing of other inclusion support services

Please indicate your level of agreement with the following statements.

Respondents were asked to indicate their level of agreement with six statements around supporting children with additional needs. Responses were measured using a 5-point rating scale where 1 = strongly disagree and 5 = strongly agree. A weighted average for each question was produced which charted the average rating for each answer choice.

All statements attracted a similar weighted average ranging from 3.58 and 3.84 out of a maximum score of 5. The weighted average statistic indicates respondents, on average, sat somewhere between 'neither agree nor disagree' and 'agree'. An examination of percentages (not displayed here) indicated the point attracting the largest response in all statements was 'agree'. Overall, very few respondents felt confident enough to select the higher point of the scale for any of the statements.

The statement with the lowest weighted average, indicating the least on average level of agreement, was, *'We can easily access resources and support to include children with additional needs'* (3.58).

Respondents indicated the most agreement with the statement, *'We are confident in our ability to include children with additional needs'* (3.84).

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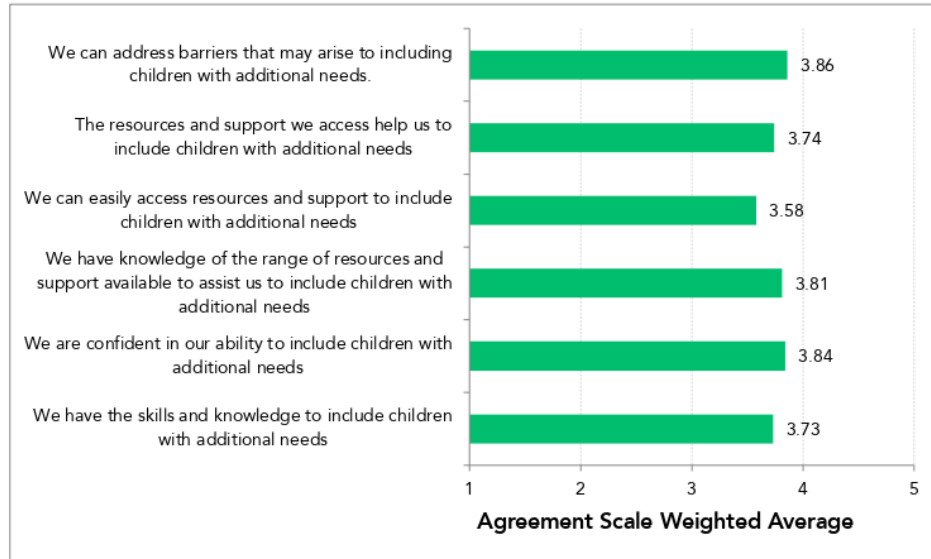


Figure 14. Q12 - Please indicate your level of agreement with the following statements.

Additional Needs Specific Services

An attempt to collect the view of additional-needs specific services was carried out. A phone conversation with the director of one Liverpool service took place on 2 August 2018.

A director of an additional needs specific service shared some thoughts in addition to her survey response. In regard to supporting children with additional needs, she expressed interest in the following:

- having a community of network and support
- accessing professional development and 'in-service'
- having ongoing communication about things happening in this space, such as the provision of a regular calendar of events.

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APPENDICES

Appendix 1. Data Analysis Notes

Fees data

- Non-Council long day care fees data uses the online research data set. The reason for this is that the online research recorded approximately double the number of services' fees and utilisation data as did the survey. The online review also included services from nearly all suburbs, whilst the survey collected data from 23 Liverpool suburbs.
- Non-Council preschool fees - Non-Council preschool daily fee figures were sourced for just eight services (online research and survey data). Of those eight services, one service in Lumea, charging \$15 per day, was removed from the analysis.

Survey Response

- The survey was not incentivised in anyway, and private and community services were under no obligation to participate.

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Appendix 2. Survey Respondents on Current Supply of Childcare

The final question of the online survey invited respondents to share anything further that they had not been asked about. Five comments entered in the comment box related to the supply and demand of approved places. Four of five respondents with services in the Liverpool, Ashcroft, and Chipping Norton areas, felt there were too many services in existence / under development in their local areas. One service thought Council had a role in increasing their enrolments. Direct quotations are provided below.

Survey question:

Is there anything else you would like to share that we have not already asked?

'Yes, too many child care centres are being built in Ashcroft Liverpool area, the council needs to stop approving more centres, as there is not enough children to fill these centres.'

– private Ashcroft long day care service

'There are too many centres in close proximity of each other.'

– private Chipping Norton long day care service

'Yes, stop the number of applications that are being approved for long daycare centres in Liverpool! Centres are not full and with additional centres being built/approved, this is forcing existing centres to close down!'

– private Liverpool long day care service

'Liverpool to stop approving new childcare centres in the area. They're too many as it is.'

– private Liverpool long day care service

'Need Council support to get more enrolment.'

– private Mount Pritchard long day care service

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Appendix 3. SEIFA

About SEIFA's IRSD

Socio-Economic Indexes for Areas (SEIFA) is a product developed by the ABS that ranks areas in Australia according to relative socio-economic advantage and disadvantage. The SEIFA Index of Relative Socio-Economic Disadvantage (IRSD) measures the relative level of socio-economic disadvantage based on a range of Census characteristics. It is derived from attributes that reflect disadvantage such as low income, low educational attainment, high unemployment, and jobs in relatively unskilled occupations.

A higher score on the index means a *lower* level of disadvantage. A lower score on the index means a *higher* level of disadvantage.

The percentile column indicates the approximate position of this small area in a ranked list of Australia's suburbs and localities. This is meant to give an indication of where the area sits within the whole nation. A higher number indicates a higher socio-economic status. For example, Moorebank recording a percentile of 70 indicates that approximately 70% of Australia's suburbs have a SEIFA index lower than this area (more disadvantaged), while 30% are higher, and thus faring better.

SEIFA - Liverpool

Liverpool City has a SEIFA rating of 952, which places it in the 22nd percentile. This ranking indicates 78% of Australia's other localities are faring better. Of Liverpool City's small areas, 59% rank below the 50th percentile. The level of disadvantage, however, does differ across the LGA.

Ten small areas within Liverpool City rank lower than the wider LGA. Nine of the ten are amongst some of the most disadvantaged in all of Australia ranking in the 5th percentile and lower: Liverpool (5th), Lurnea (4th), Warwick Farm (3rd), Busby (3rd), and Ashcroft – Mount Pritchard, Heckenberg, Sadleir, Cartwright, and Miller all rank in the 2nd percentile.

Conversely, Liverpool LGA also has communities characterised by extremely low levels of disadvantage. Five small areas in particular sit above the 75th percentile: Leppington – Denham Court (78th), Edmondson Park (87th), Holsworthy (90th), Wattle Grove (94th), and Voyager Point – Please Point (100th).

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Index of Relative Socio-economic Disadvantage		
Liverpool City's small areas and benchmark areas		
Area	2016 index	Percentile
Voyager Point - Pleasure Point	1125.5	100
Wattle Grove	1088.4	94
Holsworthy	1077.1	90
Edmondson Park	1069.9	87
Leppington - Denham Court	1053.4	78
Horningsea Park	1043.0	73
Middleton Grange	1042.5	72
Moorebank	1039.8	70
Chipping Norton	1036.4	68
Cecil Hills	1036.0	67
West Hoxton	1032.3	66
Elizabeth Hills	1029.0	63
Prestons	1024.9	60
Greater Sydney	1018.0	56
Hoxton Park - Carnes Hill	1005.8	49
Australia	1001.9	46
New South Wales	1001.0	45
Hammondville	999.5	45
Bringelly	986.0	37
Casula	976.6	32
WSROC Region	970.7	29
Hinchinbrook	967.1	28
Austral	960.2	25
Liverpool City	952.0	22
Green Valley	930.6	16
Liverpool	844.7	5
Lurnea	838.6	4
Warwick Farm	818.5	3
Busby	779.3	3
Ashcroft - Mount Pritchard	777.3	2
Heckenberg	767.7	2
Sadleir	732.2	2
Cartwright	731.2	2
Miller	699.3	2

Table 10. SEIFA Index of Relative Socio-Economic Disadvantage, Liverpool 2016

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Appendix 4. SEIFA IRSD Map

The map below provides a visual representation of the IRSD data for most small areas across Liverpool LGA. A darker colour indicates a higher level of disadvantage.

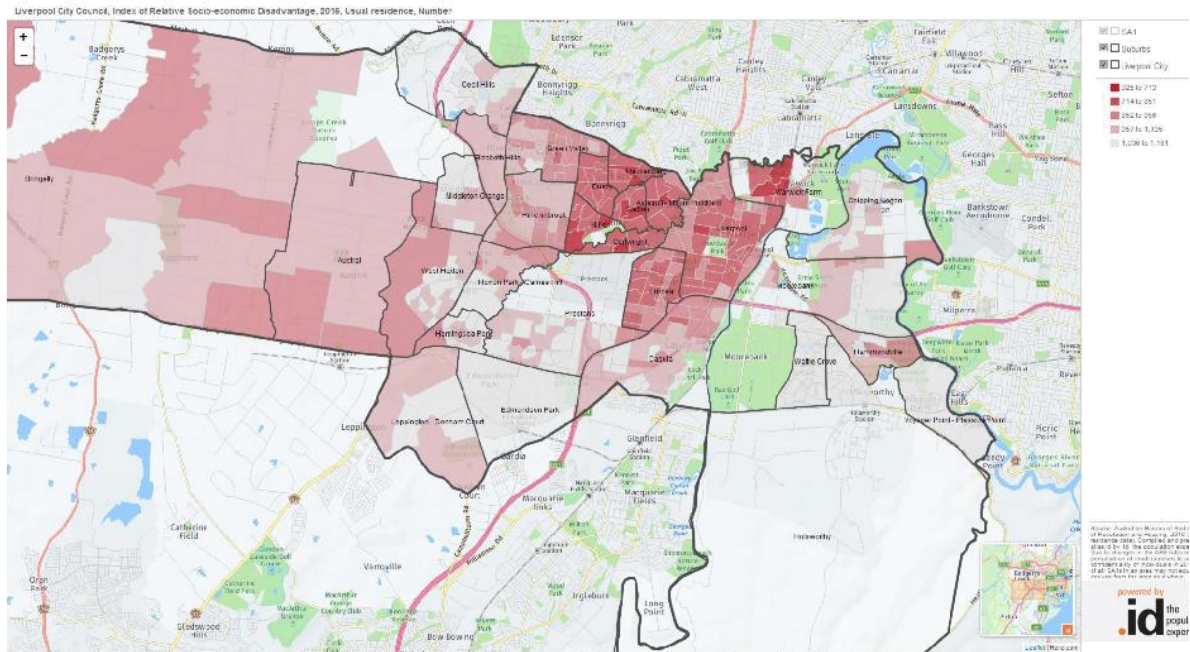


Figure 15. SEIFA IRSD Map, Liverpool 2016

Local Government Remuneration Tribunal

Annual Report and Determination

*Annual report and determination under sections 239 and
241 of the Local Government Act 1993*

**15 April
2019**

Local Government Remuneration Tribunal

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Local Government Remuneration Tribunal

Executive Summary

The Local Government Remuneration Tribunal (the Tribunal) is required to report to the Minister for Planning and Public Spaces by 1 May each year as to its determination of categories of councils and the maximum and minimum amounts of fees to be paid to mayors, councillors, and chairpersons and members of county councils.

Categories

The Tribunal did not undertake a broad review of the categorisation of councils and considered only those requests where an individual submission was made. The Tribunal found that the current allocation of councils into the current categories is appropriate.

The Tribunal will next consider the model, the criteria applicable to each group and the allocation of councils in detail in 2020. The criteria applicable to each of the categories are published in Appendix 1 of the determination and are unchanged from 2018.

Fees

The Tribunal has determined that the minimum and maximum fees applicable to each category will be increased by 2.5 per cent which is consistent with the government's policy on wages.

Local Government Remuneration Tribunal

Section 1 Introduction

1. The role of Assessor assisting the Local Government Remuneration Tribunal (the Tribunal), pursuant to section 236 (1) (b) of the *Local Government Act 1993* (the LG Act) was undertaken by Mr Ian Reynolds from 1 July 2015 until the expiration of his appointment on 27 November 2018. The Tribunal thanks Mr Reynolds for his contributions over those years.
2. On 28 November 2018, Dr Robert Lang was re-appointed as the Tribunal and Mr Brian Bell PSM was appointed to the role of Assessor assisting the Tribunal pursuant to section 236 (1) (b) of the LG Act. The role of Assessor assisting the Tribunal pursuant to 236 (1) (a) continues to be undertaken by Mr Tim Hurst, CEO, Office of Local Government, Department of Planning and Environment.

Section 2 Background

3. Section 239 of the LG Act provides for the Tribunal to determine the categories of councils and mayoral offices and to place each council and mayoral office into one of those categories. The categories are to be determined at least once every 3 years.
4. Section 241 of the LG Act provides for the Tribunal to determine, not later than 1 May in each year, for each of the categories determined under section 239, the maximum and minimum amount of fees to be paid to mayors and councillors of councils, as well as chairpersons and members of county councils.
5. In determining the maximum and minimum fees payable in each of the categories, the Tribunal is required, pursuant to section 242A (1) of the LG Act, to give effect to the same policies on increases in remuneration as those of the Industrial Relations Commission. The current policy on wages is that public sector wages cannot increase by more than 2.5 per cent, and this includes the maximum and minimum fees payable to councillors and mayors and chairpersons and members of county councils.
6. The Tribunal is however able to determine that a council can be placed in another existing or a new category with a higher range of fees without breaching the government's wage policy pursuant to section 242A (3) of the LG Act.

Local Government Remuneration Tribunal

7. The Tribunal's determinations take effect from 1 July in each year.

Section 2 2018 Determination

1. The Tribunal considered ten requests for re-categorisation having regard to the case put forward and the criteria for each category. A multi variable approach was adopted in assessing each council against all the criteria (not only population) for the requested category and the relativities within the categories.
2. The Tribunal noted that at the time of making the determination only the population data as of 2016 was available.
3. The Tribunal found that the current categorisation for the ten councils was appropriate and noted that some of those councils seeking to be moved are likely to meet the criteria for re-categorisation in future determinations in the medium term.
4. The Tribunal's 2018 Determination was made on 17 April 2018 and provided a general increase of 2.5 per cent which was consistent with the Government's policy on wages.

Section 3 2019 Review

5. The Tribunal wrote to all mayors in December 2018 advising of the commencement of the 2019 Annual Review. In doing so the Tribunal noted that it is only required to review the categories every three years and will next consider the model, the criteria applicable to each group and the allocation of councils in detail in 2020.
6. The Tribunal also stated that it does not intend to alter the groups that apply to individual councils unless there is a very strong case to do so. Any requests for a review should be supported by evidence which would indicate that the council is more appropriately allocated in another category based on the criteria.
7. The Tribunal also wrote to the President of Local Government NSW (LGNSW) in similar terms, and subsequently met with the President and Chief Executive of LGNSW. The Tribunal thanks the President and Chief Executive for making the time to meet with the Tribunal.
8. In response to this review the Tribunal received 20 submissions from individual councils and a submission from LGNSW. Those submissions addressed the allocation of councils into

Local Government Remuneration Tribunal

those categories and fees. The Tribunal also received a submission from a joint organisation requesting that the Tribunal determine the fees for members of the boards of joint organisations. A summary of the matters raised, and the Tribunal's consideration of those matters is outlined below.

Categorisation

9. Ten submissions received from councils requested re-categorisation now and two submissions requested re-categorisation when the Tribunal considers the categories in detail in 2020. Each of the ten requests for re-categorisation now were considered having regard to the case put forward and the criteria for each category.
10. At the time of making the determination the Tribunal had available to it the 30 June 2018 population data released by the Australian Bureau of Statistics (ABS) on 27 March 2019. In reviewing the submissions received the Tribunal also applied a multi variable approach assessing each council against all the criteria (not only population) for the requested category and the relativities within the categories.
11. The Tribunal finds that the allocation of councils into the current categories is appropriate but again notes that some of those councils seeking to be moved are likely to meet the criteria for re-categorisation in future determinations.
12. A few submissions have suggested alternative categorisation models. The Tribunal will consider this in detail in the 2020 review. The Tribunal intends to commence the 2020 annual review earlier than usual to ensure there is time to review the existing model and to examine alternatives. The Tribunal is of the preliminary view that a case may exist to revise the number of categories, and their applicable criteria, particularly for regional and rural councils.
13. A summary of the Tribunal's findings for each of the 2019 applications for re-categorisation is outlined in the following paragraphs.

Metropolitan Large

14. Canterbury-Bankstown and Penrith have sought re-categorisation to new categories noting that no changes to the categories of councils are planned until 2020. Canterbury-Bankstown has proposed a new categorisation model for consideration in the 2020 review. The proposed model would provide different categories for metropolitan councils. Penrith

Local Government Remuneration Tribunal

has again sought to be re-categorised to a new category - 'Metropolitan Large – Growth Centre'.

15. Both councils may wish to provide further details for consideration in the 2020 annual review.

Metropolitan Medium Councils

16. Inner West has again sought to be re-categorised to Metropolitan Large. The Tribunal outlined in the 2018 determination that Inner West did not demonstrate enough additional criteria to warrant re-categorisation at that time, but with population growth the council would likely be more comparable with other Metropolitan Large councils in the short to medium term.
17. The Tribunal has again considered in detail the features of Inner West having regard to the other criteria for Metropolitan Large councils. The Tribunal finds that Inner West does not provide the same degree of regional servicing or have an equivalent sphere of economic influence as other Metropolitan Large councils. This is supported by development and planning information published by the Greater Sydney Commission.
18. Inner West's June 2018 population of 198,024 is below the indicative population of other Metropolitan Large councils. Based on existing growth predictions it is likely Inner West will meet the minimum population threshold for inclusion in Metropolitan Large in 2020.

Metropolitan Small Council

19. Willoughby and Camden have sought to be re-categorised to Metropolitan Medium.
20. Willoughby's June 2018 population of 80,339 is below the indicative population of Metropolitan Medium Councils. The Tribunal outlined in the 2018 determination that Willoughby sought recognition of its scale of operations and businesses and regional significance of its centres and high percentage of non-resident visitors and workers. The Tribunal found the characteristics of the council were more appropriately aligned with those of other Metropolitan Small councils and found no case for it to be re-categorised at that time.
21. Willoughby's 2019 submission argues there is an over emphasis on resident population and no recognition of the complexity or burden on high volumes of non-resident populations.
22. As previously stated, the Tribunal considers a range of factors (not only population) in determining categories as required under section 240 of the LG Act. The Tribunal has again considered in detail the features of Willoughby having regard to the other criteria for other

Local Government Remuneration Tribunal

Metropolitan Medium councils and finds that Willoughby has not demonstrated the criteria to warrant inclusion in the Metropolitan Medium group at this time.

23. Camden's 2018 population of 94,159 is below the indicative population of Metropolitan Medium councils. The Tribunal has considered the features of Camden having regard to the other criteria for Metropolitan Medium councils. The Tribunal finds that Camden does not provide the same degree of regional servicing or have an equivalent sphere of economic influence as Metropolitan Medium councils. The Tribunal notes however that the ABS identifies that Camden has the largest and fastest population growth in NSW. Based on existing growth predictions it is likely Camden will meet the minimum population threshold for inclusion in Metropolitan Medium in 2020.

Regional Strategic Area Councils

24. Central Coast has sought to be re-categorised to Regional City. The council submits that its characteristics are more like Newcastle and Wollongong (Regional City) and substantially different to Lake Macquarie (Regional Strategic Area). The Tribunal finds that Central Coast has not demonstrated the additional criteria to warrant inclusion in the Regional City group.

Regional Rural Councils

25. Shellharbour and Port Macquarie have sought re-categorisation to Regional Strategic Area.
26. Shellharbour's June 2018 population of 72,240 is significantly below the indicative population of Regional Strategic Area councils. In addition, the submission was not supported by evidence which would indicate that the council is more appropriately allocated in another category based on the criteria.
27. Port Macquarie's June 2018 population of 83,131 is significantly below the indicative population of Regional Strategic Area councils. The Tribunal finds that Port Macquarie has not demonstrated the additional criteria to warrant inclusion in the Regional Strategic Area group.
28. Port Macquarie (as an alternative) and Mid-Coast sought to be re-categorised to a new category between Regional Strategic Area and Regional Rural. Both councils may wish to provide further details for consideration in the 2020 annual review.

Rural Councils

29. Muswellbrook and Federation have sought to be re-categorised to Regional Rural.

Local Government Remuneration Tribunal

30. Muswellbrook's June 2018 population of 16,383 and Federation's June 2018 population of 12,462 are well below the indicative population of Regional Rural councils. Both councils have not demonstrated the additional criteria to warrant inclusion in the Regional Rural group.
31. The Tribunal also undertook a review of Hilltops having regard to its 2018 submission and the Tribunal's findings that re-categorisation at that time was not warranted:

"41. Hilltops Council has sought to be re-categorised from Rural to Regional Rural. The new Hilltops Council is an amalgamation of three former councils in the Rural category (Young, Boorowa and Harden). The submission states that the new council has increased complexity of business and should be recognised as Regional Rural.

42. The Tribunal notes that Hilltops has a population of 19,150 (2016) which is just below the indicative population range of Regional Rural councils. The category of Regional Rural currently includes one council – Broken Hill – which has a population similar to that of Hilltops. Broken Hill warrants categorisation as Regional Rural in recognition of the degree of regional servicing it provides to far western NSW. It is not considered that Hilltops provides the same degree of regional services and on that basis re-categorisation is not warranted at this time."

32. Hilltops' June 2018 population of 18,782 is below the indicative population range of Regional Rural councils. The Tribunal has reviewed the additional criteria and finds no reason to alter its findings as outlined in the 2018 determination.

Fees

33. The LGNSW submission requested that the Tribunal increase fees by the allowable maximum of 2.5 per cent. The submission also repeated its view that the current arrangement for setting fees is inadequate and does not compensate elected members for the significant workload and range of responsibilities which are expanding. Comparative information was presented in respect to board fees, fees paid to mayors and councillors of councils in Queensland, and salaries for members of Parliament. A report detailing the findings of an independent review conducted on current remuneration paid to councillors and mayors was also provided. The LGNSW submission

Local Government Remuneration Tribunal

also requested that the Tribunal make a recommendation in support of the payment of superannuation.

34. Several submissions sought an increase to the allowable maximum of 2.5 per cent and raised similar issues to LGNSW in respect to the current fees not being adequate compensation for increased responsibilities and workload required to carry out mayoral and councillor duties and non-payment of superannuation. Several submissions also sought an increase significantly higher than the allowable 2.5 per cent or that fees be increased by benchmarking them to Principal CBD fees or population per councillor or using the base salary and allowances for Members of Parliament in the relevant region.
35. Two submissions also raised the matter of fees for deputy mayors. The Tribunal addressed this matter in the 2018 determination and will make no further comment.
36. The Tribunal has considered the submissions received. The Tribunal is mindful that the roles and responsibilities of councillors and mayors in NSW are outlined in the LG Act and notes that they are not necessarily comparable to the roles and responsibilities of councillors and mayors in other states, members of Parliament or members of boards and committees.
37. The Tribunal again notes that some of the other matters raised by submissions are more appropriately dealt with in the context of the current Local Government reform agenda and are outside the Tribunal's powers.
38. The Tribunal is required to have regard to the Government's wages policy when determining the increase to apply to the maximum and minimum fees that apply to councillors and mayors. The public sector wages policy currently provides for a cap on increases of 2.5 per cent.
39. The Tribunal has reviewed the key economic indicators, including the Consumer Price Index and Wage Price Index, and had regard to budgetary limitations imposed by the Government's policy of rate pegging, and finds that the full increase of 2.5 per cent is warranted. The 2.5 per cent increase will apply to the minimum and the maximum of the ranges for all existing categories.

Local Government Remuneration Tribunal

Other matters

40. The submission from LGNSW and several councils have again raised the matter of the non-payment of superannuation. The Tribunal addressed this matter in the 2018 determination as outline below and will make no further comment:

“54. The matter of the non-payment of superannuation has been previously raised in submissions to the Tribunal and is not a matter for the Tribunal to determine. Section 251 of the LG Act confirms that councillors are not employees of the council and the fee paid does not constitute a salary under the Act. The Tribunal notes that the Australian Tax Office has made a definitive ruling (ATO ID 2007/205) that allows councillors to redirect their annual fees into superannuation on a pre-tax basis and is a matter for councils (Ref: Councillor Handbook, Oct 2017, Office of Local Government p.69).”

41. The Tribunal also received a submission from the Canberra Region Joint Organisation (CRJO) although no invitation to do so was issued by the Tribunal. The CRJO has requested that the Tribunal set chair and member fees for joint organisations in the 2019 annual determination.
42. The Tribunal is constituted under Chapter 9, Part 2, Division 4 of the LG Act. The Tribunal’s determinations apply to Councils, Mayors and Councillors within the meaning of Chapter 9 of the LG Act.
43. Joint organisations, including the Board of a joint organisation, are constituted under Chapter 12, Part 7 of the LG Act. The Tribunal’s jurisdiction does not apply to joint organisations, as provided for in section 400ZH(3)(e) of the LG Act.
44. On that basis the Tribunal has no power to consider the CRJO submission and it is a matter that the CRJO may wish to raise with the Minister for Planning and Public Spaces who is the Minister responsible for the LG Act. The Tribunal has written to the CRJO in the above terms.

Conclusion

45. The Tribunal’s determinations have been made with the assistance of the two Assessors - Mr Brian Bell and Mr Tim Hurst. The allocation of councils into each of the categories,

Local Government Remuneration Tribunal

pursuant to section 239 of the LG Act, is outlined in Determination No. 1. The maximum and minimum fees paid to councillors and mayors and members and chairpersons of county councils, pursuant to section 241 of the LG Act, are outlined in Determination No. 2.

The Local Government Remuneration Tribunal

(Signed)

Dr Robert Lang

Dated: 15 April 2019

Local Government Remuneration Tribunal

Section 4 Determinations

Determination No. 1- Determination Pursuant to Section 239 of Categories of Councils and County Councils Effective From 1 July 2019

Table 1: General Purpose Councils - Metropolitan

Principal CBD (1)	Major CBD (1)
Sydney	Parramatta
Metropolitan Large (8)	Metropolitan Medium (9)
Blacktown	Bayside
Canterbury-Bankstown	Campbelltown
Cumberland	Georges River
Fairfield	Hornsby
Liverpool	Ku-ring-gai
Northern Beaches	Inner West
Penrith	Randwick
Sutherland	Ryde
	The Hills
Metropolitan Small (11)	
Burwood	
Camden	
Canada Bay	
Hunters Hill	
Lane Cove	
Mosman	
North Sydney	
Strathfield	
Waverley	
Willoughby	
Woollahra	

Local Government Remuneration Tribunal

Table 2: General Purpose Councils – Non-Metropolitan

Regional City (2)		Regional Strategic Area (2)	
Newcastle		Central Coast	
Wollongong		Lake Macquarie	

Regional Rural (37)		Rural (57)	
Albury		Balranald	Kyogle
Armidale		Bellingen	Lachlan
Ballina		Berrigan	Leeton
Bathurst		Bland	Liverpool Plains
Bega		Blayney	Lockhart
Blue Mountains		Bogan	Moree Plains
Broken Hill		Bourke	Murray River
Byron		Brewarrina	Murrumbidgee
Cessnock		Cabonne	Muswellbrook
Clarence Valley		Carrathool	Nambucca
Coffs Harbour		Central Darling	Narrabri
Dubbo		Cobar	Narrandera
Eurobodalla		Coolamon	Narromine
Goulburn Mulwaree		Coonamble	Oberon
Griffith		Cootamundra-Gundagai	Parkes
Hawkesbury		Cowra	Snowy Valleys
Kempsey		Dungog	Temora
Kiama		Edward River	Tenterfield
Lismore		Federation	Upper Hunter
Lithgow		Forbes	Upper Lachlan
Maitland		Gilgandra	Uralla
Mid-Coast		Glen Innes Severn	Walcha
Mid-Western		Greater Hume	Walgett
Orange		Gunnedah	Warren
Port Macquarie-Hastings		Gwydir	Warrumbungle
Port Stephens		Hay	Weddin
Queanbeyan-Palerang		Hilltops	Wentworth
Richmond Valley		Inverell	Yass
Shellharbour			
Shoalhaven			
Singleton			
Snowy Monaro			
Tamworth			
Tweed			
Wagga Wagga			
Wingecarribee			
Wollondilly			

Local Government Remuneration Tribunal**Table 3: County Councils**

Water (4)	Other (6)
Central Tablelands	Castlereagh-Macquarie
Goldenfields Water	Central Murray
Riverina Water	Hawkesbury River
Rous	New England Tablelands
	Upper Hunter
	Upper Macquarie

Local Government Remuneration Tribunal**Determination No. 2- Determination Pursuant to Section 241 of Fees for Councillors and Mayors**

Pursuant to s.241 of the *Local Government Act 1993*, the annual fees to be paid in each of the categories to Councillors, Mayors, Members and Chairpersons of County Councils effective on and from 1 July 2019 are determined as follows:

Table 4: Fees for General Purpose and County Councils

Category		Councillor/Member Annual Fee		Mayor/Chairperson Additional Fee*	
		Minimum	Maximum	Minimum	Maximum
General Purpose Councils - Metropolitan	Principal CBD	27,640	40,530	169,100	222,510
	Major CBD	18,430	34,140	39,160	110,310
	Metropolitan Large	18,430	30,410	39,160	88,600
	Metropolitan Medium	13,820	25,790	29,360	68,530
	Metropolitan Small	9,190	20,280	19,580	44,230
General Purpose Councils - Non-metropolitan	Regional City	18,430	32,040	39,160	99,800
	Regional Strategic Area	18,430	30,410	39,160	88,600
	Regional Rural	9,190	20,280	19,580	44,250
	Rural	9,190	12,160	9,780	26,530
County Councils	Water	1,820	10,140	3,920	16,660
	Other	1,820	6,060	3,920	11,060

*This fee must be paid in addition to the fee paid to the Mayor/Chairperson as a Councillor/Member (s.249(2)).

The Local Government Remuneration Tribunal
(Signed)

Dr Robert Lang

Dated: 15 April 2019

Local Government Remuneration Tribunal

Appendices

Appendix 1 Criteria that apply to categories

Principal CBD

The Council of the City of Sydney (the City of Sydney) is the principal central business district (CBD) in the Sydney Metropolitan area. The City of Sydney is home to Sydney's primary commercial office district with the largest concentration of businesses and retailers in Sydney. The City of Sydney's sphere of economic influence is the greatest of any local government area in Australia.

The CBD is also host to some of the city's most significant transport infrastructure including Central Station, Circular Quay and International Overseas Passenger Terminal. Sydney is recognised globally with its iconic harbour setting and the City of Sydney is host to the city's historical, cultural and ceremonial precincts. The City of Sydney attracts significant visitor numbers and is home to 60 per cent of metropolitan Sydney's hotels.

The role of Lord Mayor of the City of Sydney has significant prominence reflecting the CBD's importance as home to the country's major business centres and public facilities of state and national importance. The Lord Mayor's responsibilities in developing and maintaining relationships with stakeholders, including other councils, state and federal governments, community and business groups, and the media are considered greater than other mayoral roles in NSW.

Major CBD

The Council of the City of Parramatta (City of Parramatta) is the economic capital of Greater Western Sydney and the geographic and demographic centre of Greater Sydney. Parramatta is the second largest economy in NSW (after Sydney CBD) and the sixth largest in Australia.

As a secondary CBD to metropolitan Sydney the Parramatta local government area is a major provider of business and government services with a significant number of organisations relocating their head offices to Parramatta. Public administration and safety has been a growth sector for Parramatta as the State Government has promoted a policy of moving government agencies westward to support economic development beyond the Sydney CBD.

The City of Parramatta provides a broad range of regional services across the Sydney Metropolitan area with a significant transport hub and hospital and educational facilities. The City of Parramatta is home to the Westmead Health and Medical Research precinct which represents the largest concentration of hospital and health services in Australia, servicing Western Sydney and providing other specialised services for the rest of NSW.

The City of Parramatta is also home to a significant number of cultural and sporting facilities (including Sydney Olympic Park) which draw significant domestic and international visitors to the region.

Local Government Remuneration Tribunal

Metropolitan Large

Councils categorised as Metropolitan Large will typically have a minimum population of 200,000.

Other features may include:

- total operating revenue exceeding \$200M per annum
- the provision of significant regional services to greater Sydney including, but not limited to, major education, health, retail, sports, other recreation and cultural facilities
- significant industrial, commercial and residential centres and development corridors
- high population growth.

Councils categorised as Metropolitan Large will have a sphere of economic influence and provide regional services considered to be greater than those of other metropolitan councils.

Metropolitan Medium

Councils categorised as Metropolitan Medium will typically have a minimum population of 100,000.

Other features may include:

- total operating revenue exceeding \$100M per annum
- services to greater Sydney including, but not limited to, major education, health, retail, sports, other recreation and cultural facilities
- industrial, commercial and residential centres and development corridors
- high population growth.

The sphere of economic influence, the scale of council operations and the extent of regional servicing would be below that of Metropolitan Large councils.

Metropolitan Small

Councils categorised as Metropolitan Small will typically have a population less than 100,000.

Other features which distinguish them from other metropolitan councils include:

- total operating revenue less than \$150M per annum.

While these councils may include some of the facilities and characteristics of both Metropolitan Large and Metropolitan Medium councils the overall sphere of economic influence, the scale of council operations and the extent of regional servicing would be below that of Metropolitan Medium councils.

Local Government Remuneration Tribunal

Regional City

Councils categorised as Regional City will typically have a population above 150,000. These councils are metropolitan in nature with major residential, commercial and industrial areas. These Councils typically host government departments, major tertiary education and health facilities and incorporate high density commercial and residential development.

These councils provide a full range of higher order services and activities along with arts, culture, recreation and entertainment facilities to service the wider community and broader region. These councils typically also contain ventures which have a broader State and national focus which impact upon the operations of the council.

Newcastle City Council and Wollongong City Councils are categorised as Regional City.

Regional Strategic Area

Councils categorised as Regional Strategic Area are differentiated from councils in the Regional Rural category on the basis of their significant population. Councils categorised as Regional Strategic Area will typically have a population above 200,000. These councils contain a mix of urban and rural settlements. They provide a range of services and activities including business, office and retail uses, along with arts, culture, recreation and entertainment facilities to service the wider community. These councils host tertiary education campuses and health facilities.

While councils categorised as Regional Strategic Area may have populations which exceed those of Regional City, they would not typically provide the same range of regional services or have an equivalent sphere of economic influence.

Central Coast Council and Lake Macquarie Council are categorised as Regional Strategic Area.

Regional Rural

Councils categorised as Regional Rural will typically have a minimum population of 20,000.

Other features which distinguish them from other non-metropolitan councils include:

- a major town or towns with the largest commercial component of any location in the surrounding area
- a significant urban population existing alongside a traditional farming sector, and are surrounded by smaller towns and villages or may be located on or close to the coast with high levels of population and tourist facilities
- provide a full range of higher-order services including business, office and retail uses with arts, culture, recreation and entertainment centres
- regional services to the wider community through principal referral hospitals, tertiary education services and major regional airports
- these councils may also attract large visitor numbers to established tourism ventures.

Local Government Remuneration Tribunal

Rural

Councils categorised as Rural will typically have a population below 20,000.

Other features which distinguish them from other non-metropolitan councils include:

- one or two significant townships combined with a considerable dispersed population spread over a large area and a long distance from a major regional centre
- a limited range of services, facilities and employment opportunities compared to Regional Rural councils
- local economies based on agricultural/resource industries.

County Councils - Water

County councils that provide water and/or sewerage functions with a joint approach in planning and installing large water reticulation and sewerage systems.

County Councils - Other

County councils that administer, control and eradicate declared noxious weeds as a specified Local Control Authority under the *Noxious Weeds Act 1993*.



Office of
Local Government

Circular to Councils

Circular Details	19-07 / 20 May 2019 / A646892
Previous Circular	18-18
Who should read this	Councillors / General Managers
Contact	Council Governance / (02) 4428 4100 / olg@olg.nsw.gov.au
Action required	Council to Implement

2019/20 Determination of the Local Government Remuneration Tribunal

What's new or changing?

- The Local Government Remuneration Tribunal (the Tribunal) has determined an increase of 2.5% to mayoral and councillor fees for the 2019/20 financial year, with effect from 1 July 2019.
- The Tribunal did not undertake a broad review of the categorisation of councils and considered only those requests where an individual submission was made. The Tribunal found that the current allocation of councils into the current categories is appropriate.
- The Tribunal will next consider the model, the criteria applicable to each group and the allocation of councils in detail in 2020.

What this will mean for your council

- Sections 248 and 249 of the *Local Government Act 1993* require councils to fix and pay an annual fee based on the Tribunal's determination of 2.5% for the 2019/20 financial year.

Key points

- The level of fees paid will depend on the category the council is in.
- A council cannot fix a fee higher than the maximum amount determined by the Tribunal.
- If a council does not fix a fee, the council must pay the minimum fee determined by the Tribunal.

Where to go for further information

- The Tribunal's report and determination is available on the Office of Local Government's website www.olg.nsw.gov.au and on the NSW Remuneration Tribunal's website www.remtribunals.nsw.gov.au.

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CIVIC EXPENSES AND FACILITIES POLICY

Adopted: 6 February 2019

TRIM: 066168.2019



CIVIC EXPENSES AND FACILITIES POLICY

1. PURPOSE/ OBJECTIVES

- 1.1 The purpose of the policy is to ensure that there is accountability and transparency in the reimbursement of expenses incurred or to be incurred by Councillors. The policy also ensures that the facilities provided to assist Councillors to carry out their civic duties are reasonable.
- 1.2 The objectives of this policy are to:
- a) Give guidance to the Mayor and Councillors as to what facilities and resources are available to them;
 - b) Provide a public statement as to how Council sets the payment of fees, and other support allowances, for the Mayor and Councillors when they carry out their role as an elected member;
 - c) Implement Council's legislative responsibility in adopting a policy concerning the payment of expenses and the provision of facilities to the Mayor and Councillors.

2. LEGISLATIVE AND GOVERNANCE REQUIREMENTS**2.1 Local Government Act 1993**

- 2.1.1 The *Local Government Act* 1993 (the Act) requires that Council adopt a policy concerning the payment of expenses and the provision of facilities to the Mayor and Councillors.
- 2.1.2 This policy is made in accordance with sections 252, 253 and 254 of the Act and clause 403 of the *Local Government (General) Regulation* 2005 (the Regulation).
- 2.1.3 Section 252 (1) of the Act requires that, within the first 12 months of each term of a council, a council must adopt a policy concerning the payment of expenses incurred or to be incurred by, and the provision of facilities to, the mayor, the deputy mayor (if there is one) and the other councillors in relation to discharging the functions of civic office.
- 2.1.4 Section 252(3) of the Act states that a council must not pay any expenses incurred or to be incurred by, or provide any facilities to, the mayor, the deputy mayor (if there is one) or a councillor otherwise than in accordance with a policy under this section.
- 2.1.5 Section 252 also provides for a Council to reduce the amount payable to the Mayor and Councillors by the amount representing any private benefit of a facility provided by the Council to them. It also requires that the policy be made under the provisions of the Act, the Regulation and any relevant guidelines issued under section 23A of the Act.
- 2.1.6 Section 253 specifies actions that Council must undertake before a policy concerning expenses and facilities can be adopted or amended.
- 2.1.7 Section 253 states:
- 1) *A council must give public notice of its intention to adopt or amend a policy for the payment of expenses or provision of facilities allowing at least 28 days for the making of public submissions.*

CIVIC EXPENSES AND FACILITIES POLICY

- 2) *Before adopting or amending the policy, the council must consider any submissions made within the time allowed for submissions and make any appropriate changes to the draft policy or amendment.*
- 3) *Despite subsections (1) and (2), a council need not give public notice of a proposed amendment to its policy for the payment of expenses or provision of facilities if the Council is of the opinion that the proposed amendment is not substantial.*
- 4) *(Repealed)*
- 5) *A council must comply with this section when proposing to adopt a policy each year in accordance with section 252 (1) even if the council proposes to adopt a policy that is the same as its existing policy.*

2.1.8 Section 254 requires that a part of a Council or committee meeting which considers the adopting or amending of such a policy must not be closed to the public.

2.1.9 The *Government Information (Public Access) Act 2009* provides that the public is able to inspect during office hours at Council, and at no charge, the current version and the immediately preceding version of the Council's expenses and facilities policy. The public is also entitled to a copy of the policy, either free through Council's website, or on payment of a reasonable copying charge. (For details see Council's Agency Information Guide.)

2.1.10 Section 23A of the Act provides for the Chief Executive of the Office of Local Government to prepare, adopt or vary guidelines that relate to the exercise by a council of any of its functions. It also requires that a council must take the relevant guidelines into consideration before exercising any of its functions.

2.2 Local Government (General) Regulation 2005

2.2.1 Clause 217 (Additional information for inclusion in annual reports) states in part:

- (1) *For the purposes of section 428 (4(b)) of the Act, an annual report of a Council is to include the following information:*
 - (a) *Details (including the purpose) of overseas visits undertaken during the year by councillors, council staff or other persons while representing the Council (including visits sponsored by other organisations),*
 - (a1) *Details of the total cost during the year of the payment of the expenses of, and the provision of facilities to, councillors in relation to their civic functions (as paid by the Council, reimbursed to the councillor or reconciled with the councillor), including separate details on the total cost of each of the following:*
 - i. *The provision during the year of dedicated office equipment allocated to councillors on a personal basis, such as laptop computers, mobile telephones and landline telephones and facsimile machines installed in councillors' homes (including equipment and line rental costs and internet access costs but not including call costs),*

CIVIC EXPENSES AND FACILITIES POLICY

- ii. *Telephone calls made by councillors, including calls made from mobile telephones provided by the council and from landline telephones and facsimile services installed in councillors' homes,*
- iii. *The attendance of councillors at conferences and seminars,*
- iv. *The training of councillors and the provision of skill development for councillors,*
- v. *Interstate visits undertaken during the year by councillors while representing the council, including the cost of transport, the cost of accommodation and other out-of-pocket travelling expenses,*
- vi. *Overseas visits undertaken during the year by councillors while representing the council, including the cost of transport, the cost of accommodation and other out-of-pocket travelling expenses,*
- vii. *The expenses of any spouse, partner or other person who accompanied a councillor in the performance of his or her civic functions, being expenses payable in accordance with the Guidelines for the payment of expenses and the provision of facilities for mayors and councillors for local councils in NSW prepared by the CEO from time to time,*
- viii. *Expenses involved in the provision of care for a child of, or an immediate family member of, a councillor, to allow the councillor to undertake his or her civic functions.*

2.2.2 Clause 403 (Payment of expenses and provision of facilities) states:

A policy under section 252 of the Local Government Act 1993 must not include any provision enabling a council:

- a) *To pay any councillor an allowance in the nature of a general expense allowance, or*
- b) *To make a motor vehicle owned or leased by the council available for the exclusive or primary use or disposition of a particular councillor other than a mayor.*

2.3 Guidelines for the payment of expenses and the provision of facilities for mayors and councillors for local councils in NSW

2.3.1 In October 2009, the former Division of Local Government issued updated guidelines to assist councils review and prepare policies on the payment of expenses and provision of facilities for mayors and councillors in local councils in NSW.

2.4 Guidelines issued by the Office (formerly Division) of Local Government

2.4.1 This Policy takes into account the following Circulars:

- a) Circular 08/03 Findings from review of councillor expenses and facilities policies;
- b) Circular 08/24 Misuse of council resources;
- c) Circular 08/37 Council decision making prior to ordinary elections;
- d) Circular 09/36 Release of revised councillor expenses and facilities guidelines;
- e) Circular 10/26 Misuse of council resources.

CIVIC EXPENSES AND FACILITIES POLICY

2.5 The Model Code of Conduct for Local Councils in NSW

2.5.1 This policy is consistent with the Model Code of Conduct for Local Councils in NSW, Division of Local Government March 2013. The following clauses of Council's Code of Conduct are particularly relevant to section 252 policies:

7.12 You must use council resources ethically, effectively, efficiently and carefully in the course of your public or professional duties, and must not use them for private purposes (except when supplied as part of a contract of employment) unless this use is lawfully authorised and proper payment is made where appropriate.

7.14 You must be scrupulous in your use of council property including intellectual property, official services and facilities and should not permit their misuse by any other person or body.

7.15 You must avoid any action or situation which could create the impression that council property, official services or public facilities are being improperly used for your own or any other person or body's private benefit or gain.

7.16 You must not use Council resources, property or facilities for the purpose of assisting your election campaign or the election campaign of others unless the resources, property or facilities are otherwise available for use or hire by the public and any publicly advertised fee is paid for use of the resources, property or facility.

7.17 You must not use Council letterhead, Council crests and other information that could give the appearance it is official Council material for:

- a) The purpose of assisting your election campaign or the election campaign of others; or*
- b) For other non-official purposes.*

7.18 You must not convert any property of the council to your own use unless properly authorised.

2.6 ICAC Publication: No excuse for misuse, preventing the misuse of council resources

2.6.1 This policy takes into account the Independent Commission Against Corruption (ICAC) publication, *No excuse for misuse, preventing the misuse of council resources* (Guidelines 2) November 2002. This publication is available on the ICAC website at www.icac.nsw.gov.au

3. DEFINITIONS

Act means *the Local Government Act 1993*.

Guidelines refer to the Office of Local Government Guidelines for the payment of expenses and the provision of facilities for mayors and councillors for local councils in NSW.

Policy means the Civic Expenses and Facilities Policy.

Regulation refers to the *Local Government (General) Regulation 2005*.

Remuneration Tribunal refers to the Local Government Remuneration Tribunal.

CIVIC EXPENSES AND FACILITIES POLICY

4. POLICY STATEMENT**4.1 Remuneration to Councillors and the Mayor**

4.1.1 All Councillors (including the Mayor) will be paid an annual fee according to determinations made by the Remuneration Tribunal. Under the Act, the Tribunal's role is limited to determining the categories of councils (section 239) and determining the minimum and maximum fee range for councillors and mayors in each of those categories.

4.1.2 In accordance with section 249 of the Act, the annual fee paid to the Mayor is in addition to the fee payable to the Mayor as a Councillor.

4.1.3 In accordance with Section 248 of the *Local Government Act 1993* and the determination by the Tribunal, the Council will determine on an annual basis the fee to be paid to the Mayor and Councillors.

4.1.4 In accordance with section 254A of the Act, Council may resolve that an annual fee will not be paid to a Councillor or that the Councillor will be paid a reduced annual fee determined by the Council:

- a) For any period for which the Councillor is absent with or without prior leave from an ordinary meeting or ordinary meetings of the Council; or
- b) In any other circumstances prescribed by the regulations.

4.1.5 If a Councillor is absent with or without leave of Council, from ordinary meetings of Council for any period of more than three months, Council must not pay any annual fee, or part of an annual fee, to that Councillor that relates to the period of absence that is in excess of three months.

4.2 Dispute resolution

4.2.1 Any disputes that arise in relation to this policy will be resolved as follows:

- a) With the Councillor and the CEO; if unresolved;
- b) With the Mayor, if unresolved;
- c) The Full Council will be asked to review the dispute.

4.3 General allowance

4.3.1 It is not appropriate or lawful for Council to pay general allowances unrelated to actual expenses incurred and which are designed to supplement Councillors' annual fees (DLG Guidelines 2009 page 6). All expenses provided under this policy will be for a purpose specific to the functions of holding civic office.

4.4 Support to Mayor

4.4.1 Council is recognised as the third regional city after Sydney and Parramatta. It is experiencing rapid growth and development and is being serviced by a full-time Mayor. In the light of these circumstances, Council will provide the Mayor with a range of support and resources so the Office of the Mayor can function properly and the Mayor can adequately represent the City at policy, civic and ceremonial levels. In addition to payment of the Mayoral allowance, the following facilities are additional to those outlined elsewhere in this policy and provided to Councillors.

4.4.2 Council will provide to the Mayor at its cost:

CIVIC EXPENSES AND FACILITIES POLICY

- a) A dedicated vehicle of a type deemed suitable to the position of Mayor of Liverpool which will be equivalent to the range of vehicles to which Council directors are entitled under Council's Fleet Management Policy:
 - i. The vehicle provided for the Mayor is for use on official duties and functions of the Office of Mayor and for private use in accordance with Council's Fleet Management Policy;
 - ii. Council shall meet the fortnightly cost of cleaning (wash and vacuum) the Mayoral vehicle;
 - iii. Council shall supply and meet the usage costs associated with an electronic tag in the Mayoral vehicle;
- b) An allotted parking space at 33 Moore Street Liverpool;
- c) A fully furnished Mayoral office;
- d) Dedicated personal assistant;
- e) Ceremonial clothing including Mayoral robes and chains of office to be worn at civic and ceremonial functions;
- f) Secretarial, research and public relations services relating to the discharge of his/her civic functions, including use of official stationery and postage of official correspondence;
- g) Administrative assistance associated with civic functions, meetings and the like;
- h) Office refreshments;
- i) Meals or refreshments in conjunction with Council related business;
- j) A credit card to facilitate payment of incidental expenses such as attendance at functions, parking and entertainment in conjunction with the discharging of the functions of the Mayoral office:
 - i. The credit card will have limit of \$5,000;
 - ii. The account is to be in the name of Liverpool City Council;
 - iii. The credit card is not to be used for personal expenses; and
 - iv. The account is to be reconciled with receipts on a monthly basis.
- k) Personal computer, facsimile and photocopying machine at Mayoral Office;
- l) An appropriate mobile phone including usage costs;
- m) Where required to attend civic functions (e.g. Business Awards, Mayoral Ball), as civic leader of the City, no charge to be incurred for attendance;
- n) The use of the Council crest on Mayoral stationery, or other formats of communication such as email, website etc.;

4.5 Support to Councillors

4.5.1 In addition to the payment of an annual fee, Council will provide Councillors with a range of support and benefits which allow Councillors to discharge their public duty. The Councillors, including the Deputy Mayor, are entitled to receive the following benefits:

- a) Use of the Councillors' Room, telephone and limited hospitality facilities;
- b) Meals or refreshments in conjunction with Council meetings, briefings sessions, committee meetings and planning and training sessions and non-alcoholic refreshments in the Councillors' Room;
- c) Secretarial services subject to specific approval of the CEO;
- d) An allowance of \$6,000 per Councillor per calendar year for mailing and stationery

CIVIC EXPENSES AND FACILITIES POLICY

to assist Councillors in performing their duties as per section 232 (2) of the *Local Government Act*. These duties include organisation of community meetings and responding to inquiries. (This allowance is reduced to \$50 per month per Councillor for April-September prior to an election.);

- e) Meeting room facilities at 33 Moore Street Liverpool when meeting regarding Council business. The meeting room is to be booked through the CEO;
- f) When deputising for the Mayor (at his or her request), transport to official functions (if needed), together with the cost of attendance at such functions, where a fee is payable;
- g) When required to attend functions as part of civic duties (e.g. Business Awards), the cost of attendance to be borne by Council. (Note this does not apply to attendance at the Mayoral Ball or other similar functions of a charitable nature.);
- h) Supply of name badges, business cards, diaries, memo books, compendium and official ties or scarves; and
- i) Car parking provision for Councillors at 33 Moore Street Liverpool when performing their duties as a Councillor.

4.6 Access to information technology

- 4.6.1 Council will provide all elected members with the necessary corporate software enabling access to key systems and communication networks. Council will set aside an amount for each elected member, as required, towards the purchase of "hardware" such as personal computers, printers or equivalent, needed in accessing computer systems and networks. A technical standard will be specified for the hardware and the turnover of the hardware. Councillors may choose to obtain equipment of a higher cost at their expense as long as the hardware standard is observed.

4.6.2 Hardware

The options available to Councillors in respect of hardware are as follows:

- a) An Ipad Pro, Microsoft Surface or Laptop with wireless and mobile internet connection be provided;
- b) A combined printer/ copier/ scanner/ facsimile machine be provided in Councillors' homes, fully maintained and owned by Council. The specification for such equipment will be determined by Council's Information Technology Team in consultation with Councillors based on likely business use requirements;
- c) Council will reimburse the cost of associated consumables such as toner, ink cartridges for a Councillor's private computer, if used in the performance of their civic duties, up to \$500 per annum. The appropriate claim form with receipts will need to be completed and submitted for reimbursement to occur;
- d) At the end of the four year term, the equipment may be acquired by the Councillor at the current market value taking account of depreciation and the condition of the equipment. This value will be assessed by Council staff and advised to the Councillor.

4.6.2 Software

All Councillors will be provided with standard software including MS Office.

4.6.3 Support

- a) Councillors will be provided with training as required. The CEO can determine and approve funds for professional development activities.

CIVIC EXPENSES AND FACILITIES POLICY

- b) Council will also provide support services to assist Councillors in resolving operational problems. All support services provided to Councillors will relate only to Council related business and applications. Support will be provided during the Information Technology Team's normal support hours (currently 8.30am to 5.00pm weekdays). Support requests can be logged by calling the Information Technology Help Desk on 9821 9505 or by emailing helpdesk@liverpool.nsw.gov.au.
- c) In the event of hardware failure, equipment owned by Council will need to be returned to Council to enable a warranty call to be placed with the manufacturer. Turnaround time will vary depending upon the equipment involved and the availability of parts.

4.6.3 Consumables

Council will meet the cost of consumables for Council owned equipment and paper for Councillor owned equipment used for undertaking civic duties.

4.7 Telephone expenses

- 4.7.1 Councillors are required to use their own mobile phones and telephone lines for Council business. In recognition of this situation, Council will contribute towards each Councillor's telephone costs as follows:

a) Mobile phones and home telephone/ fax

Upon presentation of a copy of a Councillor's mobile phone and/ or home telephone/ fax bill, Council will reimburse the cost of mobile phone and telephone/ fax calls up to a total maximum of \$120 per month. Reimbursement must be claimed within six months of the date of payment.

b) Additional phone lines

The cost of installation and rental for any additional phone lines required by Councillors for connection to fax machines or modems will not be reimbursed by Council.

- 4.7.2 As an alternative to clause 4.7.1(a) above, Councillors will have an option to be provided with a mobile phone with email capability by Council with calls limited to a maximum of \$120 per month subject to a statement of claim or statutory declaration supplied within three months of payment.

4.8 Attendance at conferences, seminars and courses

- 4.8.1 Conferences, seminars and courses are an important means of learning and maintaining knowledge, as well as contributing to public policy development. Councillors may attend those conferences, seminars and courses listed below if there is a resolution of Council to do so, if Councillors are nominated by Council to attend and if there is a nominated budget. Councillors may attend training courses and seminars related to their duties as a Councillor at their own discretion provided that the cost can be met within Council's budget allocation and attendance at the course or seminar is organised through Council's CEO.

4.8.2 Conference Attendance

The conferences, seminars and workshops to which this policy applies and which require a resolution of Council to attend are the:

- a) Local Government Association Annual Conference;
- b) Australian Local Government Women's Association Annual Conference and Australian Local Government Women's Association meetings for the one year term;

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- c) Special "one-off" conferences called by the Local Government Association on important issues or of an educational nature;
- d) Annual conferences and congresses of the major industry associations and professions in local government (such as LGMA or UDIA and subject to suitable agenda);
- e) Conferences and/ or annual general meetings of organisations for which Council has appointed delegates.

4.8.3 Registration

The Council will pay all normal registration costs which are charged by organisers, including the costs of related official luncheons, dinners and tours which are relevant to the interests of the Council or assist Councillors to discharge the functions of their civic office.

4.8.4 Expenses Incurred

Payment or reimbursement of expenses incurred or to be incurred shall be subject to the requirements that:

- a) Only reasonable amounts are claimed or accepted towards necessary out-of-pocket expenses;
- b) Out-of-pocket expenses for which amounts are claimed relate only to the verified costs of meals, travel, registration fees, accommodation, stationery and the like;
- c) Any time occupied on other than Council business is not included in the calculation of expenses to be paid; and
- d) The claim is made not later than three months after the expenses were incurred, and upon a voucher form for payment.

4.8.5 Payment in advance

- a) Council will normally pay registration fees, accommodation deposits and airline tickets direct in advance. Where this is not appropriate or possible, a cash allowance or cheque equivalent will be paid to the attendee in advance.
- b) Councillors may request payment in advance, up to a maximum of \$100 per day, in anticipation of expenses to be incurred in attending conferences, seminars and training away from home. Councillors may also request an advanced payment for the cost of any other service or facility covered by this policy. However, Councillors must fully reconcile all expenses against the costs of the advance when they return within ten days of the close of the conference, seminar or training etc. and repay any unexpended amount.

4.8.6 Categories of payment or reimbursement

Subject to nomination in accordance with the provisions of this clause, the categories of payment or reimbursement are as follows:

- a) Accommodation
Reasonable accommodation costs (including meals), including the night before and/or after the conference where this is necessary, will be met by the Council.
- b) Out-of-pocket expenses
Reasonable out-of-pocket expenses will be provided or reimbursed for costs associated with attending the conference, seminar, meeting or function including entertainment but excluding expenses of a normal private nature.

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c) Spouse/Partner

Where the attendee is accompanied by his or her spouse/partner, the attendee will be required to pay for any cost supplement involved in the accommodation (room only). All other costs for the spouse/partner (including travel and meals) are to be borne by the attendee.

4.9 Travel expenses

4.9.1 All reasonable travel costs will be met by the Council where the expenses incurred are of the following nature:

- a) Attendance at conferences, seminars and workshops as specified in clause 6(a) of this policy;
- b) Council business such as Council, committee and other meetings where the Councillor is representing Council;
- c) Authorised business, meetings and functions approved by the Mayor where the Councillor is representing the Council and/or the Mayor.

4.9.2 Subject to the approvals required for travel, as set out in clause 4.10 of this policy, economy class travel should be used for all travel within Australia and overseas by the Mayor and Councillors. However, official travel by the Mayor to Western Australia, the Northern Territory or overseas is permissible by premium economy or business class air travel.

Air travel within NSW must be approved by the CEO.

For flights within Australia, the lowest logical fare of the day must be used for all domestic flights. This is the cheapest fare available that meets the traveller's logistical needs.

4.9.3 Travel by motor vehicle may be undertaken by Council vehicle (where available), by private vehicle or by taxi. Persons using private vehicles will be paid the mileage allowance at the then current rate set by the appropriate Local Government State Award, but subject to any such payment not exceeding economy class air fares to and from the particular destination.

4.9.4 Costs to elected members of vehicle hire and/or taxi fares which are reasonably incurred in the performance of their duties will be met by the Council. Cabcharge vouchers will be made available when required. Provision of a wide variety of transport modes is in keeping with access and equity policies.

4.9.5 Any travel incurred, other than approved Council business, will not be included in the calculation of expenses to be paid.

4.9.6 The driver is personally responsible for all traffic or parking fines incurred while travelling in private or Council vehicles on Council business.

4.10 Special requirements for interstate and overseas travel4.10.1 Interstate travel

Any interstate travel is to be approved by the CEO. This includes the reasonable costs of travel and accommodation to attend interstate Australian Local Government Women's Association meetings for the one year term. The application for approval should include full details of the travel, including itinerary, costs and reasons for the travel.

CIVIC EXPENSES AND FACILITIES POLICY

4.10.2 Overseas travel

Councillors should avoid international visits, unless direct and tangible benefits can be established for the Council and the local community.

4.10.3 Overseas travel must be approved by a meeting of the full Council prior to a Councillor undertaking a trip. Travel must be approved on an individual trip basis. Council will not allow the retrospective reimbursement of overseas travel expenses, unless prior authorisation of the travel has been obtained. Travel proposals shall be included in the Council business papers.

4.10.4 After returning from overseas, Councillors must provide a detailed written account to Council on the aspects of the trip relevant to Council business and/or the local community.

4.10.5 Details of overseas travel must also be included in the Council's Annual Report.

4.11 Sister City relationships

4.11.1 The Council has a policy of sending a delegation to its Sister Cities every two years. Council will be represented at such visits by the Mayor (or Mayor's nominee), CEO (or CEO's nominee) and two other delegates as determined by the Council. Council will meet all reasonable costs associated with delegations to and from Sister Cities. Other Councillors may join official delegations (with Mayor's approval) but must meet all their own costs except accommodation or other expenses agreed to by the host Sister City.

4.12 Insurance expenses and obligations

4.12.1 Councillors are to receive the benefit of insurance cover for:

a) Personal injury

Personal injury whilst ever on Council-endorsed business covering bodily injury caused by accidental, violent, external and visible means up to a sub-limit for death total disability and temporary partial disability. The cover does not include medical expenses. Full details of Council's personal accident insurance are set out in Council's Insurance Policy.

b) Professional indemnity

For matters arising out of Councillors' performance of civic duties or exercise of their functions as Councillors, provided the performance or exercise of the relevant civic duty or function is in the opinion of Council, bona fide and/or proper. This provision is subject to any limitations or conditions as set out in the Council's policy of insurance.

c) Public liability

For matters arising out of Councillors' performance of civic duties or exercise of their functions as Councillors, within Australia, subject to any limitations or conditions as set out in the Council's policy of insurance.

d) Councillors' and Council officers' insurance

Insurance will be provided, subject to the terms, conditions and exclusions of the policy of insurance, to cover defence costs relating to common law claims not otherwise insured and those relating to any other actual or alleged breach of trust, breach of duty, breach of contract, neglect, error, misstatement, misleading statement, omission or other act done or wrongfully attempted, provided that it is not a criminal act or a deliberately malicious act.

CIVIC EXPENSES AND FACILITIES POLICY

4.12.2 In the event that a Councillor commences any legal defence or incurs legal fees before any claim under this insurance policy is lodged with the insurer, any subsequent claim for reimbursement will be rejected.

4.12.3 It is the responsibility of each Councillor to notify the Council or the Insurer of any circumstances that may give rise to a claim under this policy as soon as the Councillor becomes aware of any such circumstances. Circumstances that may give rise to a claim are considered to be any knowledge or intimation or any method of communication either within or outside of Council business that indicates that action may be taken against a Councillor, as a result of their conduct in the capacity as a Councillor.

4.13 Legal expenses and obligations

4.13.1 In the event of an enquiry, investigation or hearing into the conduct of a Councillor by:

- a) The Independent Commission Against Corruption;
- b) The NSW Ombudsman;
- c) The Office of Local Government;
- d) The Police;
- e) The Director of Public Prosecutions;
- f) The Local Government Pecuniary Interest Tribunal; and
- g) Other legally constituted investigatory bodies having proper jurisdiction;

Or

In the event of legal proceedings being taken against a Councillor, arising out of or in connection with the Councillor's performance of his or her civic duties or exercise of his or her functions as a Councillor, Council by resolution shall determine whether or not it will reimburse such Councillor, prior to the commencement of the enquiry, investigation, hearing or proceeding, for legal expenses properly and reasonably incurred, given the nature of the enquiry, investigation, hearing or proceeding, on a solicitor/ client basis provided that:

- a) The amount of such reimbursement shall be reduced by the amount of any moneys that may be or are recouped by the Councillor on any basis; and
- b) The Councillor's performance or exercise of the civic duty or function was in the opinion of Council bona fide and/or proper; and
- c) The amount of such reimbursement be limited to the extent that only fees charged at a rate equivalent to the hourly rate then being charged by Council's solicitors will be paid, i.e. any portion of the expenses representing any hourly charge rate higher than the hourly charge rate of Council's solicitors will not be reimbursed;
- d) Any payment for reimbursement of any legal expenses properly incurred is subject to the approval of the Council prior to payment;
- e) The Council may at its discretion, set a limit to the total amount of reimbursement it is prepared to approve in respect of any enquiry, investigation, hearing or proceedings being taken against a Councillor(s);
- f) The Councillor had promptly notified the Council or Council's Insurer as required by any relevant Council Insurance Policy and that the Councillor adheres to the Insurer's requirements where applicable.

CIVIC EXPENSES AND FACILITIES POLICY

4.14 Carer and related expenses

- 4.14.1 Council endeavours to encourage and facilitate community involvement for persons nominating or holding the position of civic office. Accordingly, this policy allows for fair and reasonable reimbursement of carers' expenses in relation to attendance at Council and committee meetings, and other official civic functions. This applies to Councillors who are the principal carer of a child or other elderly, disabled and/or sick immediate family member. Childcare expenses may be claimed for children up until and including the age of 16 years.
- 4.14.2 Councillors who require access to childcare in order to attend Council meetings, events and activities will be provided with childcare through a registered and accredited child care provider, at Council's expense.
- 4.14.3 Should Councillors wish to arrange their own child care, this is permissible and reimbursement will be provided on completion of the appropriate claim form.
- 4.14.4 Councillors will need to provide suitable evidence to the CEO that reimbursement is applicable, such as advice from a medical practitioner in the event of caring for an adult person.
- 4.14.5 Upon submission of receipts and tax invoices and completion of a formal claim (Appendix A) to the CEO within three months of the expense being incurred, reasonable reimbursement may be available.

4.15 Other matters

- 4.15.1 Acquisition and returning of facilities and equipment by Councillors
- a) Councillors must return all equipment and other facilities owned or leased by the Council, to the Council after the completion of their term of office, extended leave of absence or at the cessation of their civic duties.
 - b) The Council will consider the sale of such items to the Councillor at the cessation of their civic duties at an agreed fair market price or written down value. The CEO is authorised to approve all such requests.
- 4.15.2 **Reimbursement of expenses**
- a) All claims for reimbursement of expenses incurred must be submitted on the expense claim form in Appendix A to this policy – this form is available on the Councillor Intranet;
 - b) All claims must be signed by the Councillor and the box ticked declaring that all expenses have been incurred in the course of carrying out Councillor business;
 - c) All receipts must be attached and a brief description outlining the nature of the expenditure;
 - d) All claims must be made within three months of the expenditure occurring.

4.16 Expenses and facilities for Councillors with disabilities

- 4.16.1 In addition to the above provisions, for any Councillor with a disability, Council may resolve to provide reasonable additional facilities and expenses, in order to allow that Councillor to perform their civic duties. Following verification, claims will be authorised by the Manager Financial Services.

CIVIC EXPENSES AND FACILITIES POLICY

4.17 Voluntary contributions from the fees payable to the Mayor and Councillors to complying superannuation funds

- 4.17.1 In accordance with the Australian Taxation Office Interpretative Decision 2007/205, Council may enter into an arrangement with the Mayor or any Councillor under which the Mayor or the Councillor agrees to forego all or part of their annual fee in exchange for Council making contributions to a complying superannuation fund on their behalf.

4.18 Mobile offices

So that the Mayor and Councillors can hold "mobile offices" at locations with a frequency at their discretion, the Mayor and Councillors are to be provided with the resources necessary to assist with holding such mobile offices including but not limited to staffing, mailing and advertising of the mobile office, tables, chairs etc. funded from the Councillor Reserve up to a maximum of \$30,000 per annum.

CIVIC EXPENSES AND FACILITIES POLICY

AUTHORISED BY

Council Resolution

EFFECTIVE FROM

This current policy is effective from 6 February 2019.

DEPARTMENT RESPONSIBLE

Corporate Services (Governance, Legal Services and Procurement)

REVIEW DATE

This policy is to be reviewed at the start of each new Council term.

VERSIONS

VERSION	AMENDED BY	DATE	TRIM NUMBER
1	Council Resolution	21 December 1993	Not applicable
2	Council Resolution	22 April 2002	Not applicable
3	Council Resolution	10 February 2003	Not applicable
4	Council Resolution	29 November 2006	Not applicable
5	Council Resolution	1 December 2008	005329.2009
6	Council Resolution	15 June 2009	099858.2009
7	Council Resolution	30 August 2010	111683.2010
8	Council Resolution	25 July 2011	128406.2011
9	Council Resolution	19 March 2012	221600.2012
10	Council Resolution	5 November 2012	231265.2012
11	Council Resolution	19 December 2012	301088.2012
12	Council Resolution	26 June 2013	185928.2013
13	Council Resolution	28 August 2013	201146.2013
14	Council Resolution	30 October 2013	260518.2013
15	Council Resolution	20 June 2014	121688.2014
16	Council Resolution	29 July 2015	115877.2015
17	Council Resolution	26 August 2015	202387.2015
18	Council Resolution	25 November 2015	288851.2015
19	Council Resolution	25 May 2016	113481.2016
20	Council Resolution	12 October 2016	180948.2016
21	Council Resolution	23 November 2016	277426.2016
22	Council Resolution	27 September 2017	319274.2016
23	Council Resolution	6 February 2019	066168.2019

THIS POLICY HAS BEEN DEVELOPED AFTER CONSULTATION WITH

Corporate Services (Financial Services)

REFERENCES

Office of Local Government:

- Guidelines for the payment of expenses and the provision of facilities for mayors and councillors in NSW October 2009
- Circular 08/03 Findings from review of councillor expenses and facilities policies
- Circular 08/24 Misuse of council resources
- Circular 08/37 Council decision making prior to ordinary elections
- Circular 09/36 Release of revised councillor expenses and facilities guidelines
- Circular 10/26 Misuse of council resources
- Circular 05/08 Legal assistance for councillors and council employees

CIVIC EXPENSES AND FACILITIES POLICY

Independent Commission Against Corruption: No excuse for misuse, preventing the misuse of council resources (Guidelines No 2) November 2009
Liverpool City Council: Agency Information Guide
Liverpool City Council: Code of Conduct
Liverpool City Council: Code of Conduct Procedures
Liverpool City Council: Fleet Management Policy
NSW Government Finance, Services & Innovation: NSW Government Travel and Transport Policy 28 September 2016



REIMBURSEMENT OF EXPENSES – COUNCILLORS/ MAYOR (Appendix A)

TRIM 115877.2015-003

Name of Claimant

Details of Expense	GL Number	Date Incurred	Paid Yes / No	Receipt Attached Yes / No	Sub Amount	GST	Total Amount
Please reimburse me the total amount of \$ for the					TOTALS:		
above expenses incurred whilst carrying out Council business.							

* It is recognised that receipts may not be provided in all cases. If it can be demonstrated that expenditure was incurred and it is not general in nature, then it is acceptable for Councillors to certify that the expenditure was for the purpose intended.

☐ I hereby certify that the expenses outlined above were incurred by me for the purpose provided whilst carrying out Council business as approved above.

Signature of Claimant:

Date:

I have approved the total amount of \$

as reimbursement of expenses for Councillor (name)

Signed:

Manager Financial Services

Date:

CIVIC EXPENSES AND FACILITIES POLICY

Appendix B



AUTHORITY TO PAY COUNCILLOR FEES TO COMPLYING SUPERANNUATION FUND

I Councillor/ Mayor.....hereby request and authorise Liverpool City Council to deduct \$.....monthly from Councillor Fees due to me and pay this amount into my nominated superannuation fund, the details of which are set below. I understand that the Council:

- (a) Will promptly pay the deducted amount into my superannuation account;
- (b) Will facilitate my application for membership to a new complying superannuation fund, if so required;
- (c) Is not in a position to provide any advice on my personal tax matters and will not be responsible for any tax losses and/ or gains that I may incur as a result of exercising this option;

Name of Superannuation fund:

Membership Number: Account Number:
(if different from membership number)

Tax File Number:

Signed: Date.....

Please note:

1. Councillors seeking new membership will be required to complete application forms and provide relevant documents that may be required by their Superannuation Fund.
2. The confidential information contained in this form will be used by Council only in accordance with the provisions of Council's Privacy Management Plan.

TRIM 115877.2015-002



This meeting was recorded for minute taking purposes

MINUTES OF LIVERPOOL PEDESTRIAN, ACTIVE TRANSPORT & TRAFFIC COMMITTEE MEETING of 15 MAY 2019

COMMITTEE FORMAL MEMBERS:

Councillor Charishma Kaliyanda	Liverpool City Council (LCC), Chairperson (entered at 10:20 am)
Sgt Damian Leemon	Liverpool Police
Anushiya Mohandas	Roads and Maritime Services

COMMITTEE TECHNICAL ADVISORS AND INFORMAL MEMBERS:

Charles Wiafe	Service Manager, Traffic & Transport, LCC
Mahavir Arya	Transport & Traffic Engineer, LCC
Anupam Saha	Graduate Civil Engineer, LCC
Rachel Palermo	Road Safety Officer, LCC
Rajendra Kumar	Transport & Traffic Planning Engineer, LCC
Councillor Peter Harle	LCC
Councillor Karess Rhodes	LCC
Michael Pruss	Interline Bus Services
Hannah Shilling	Transit Systems Bus Company

COUNCIL ADMINISTRATIVE SUPPORT:

Rose Koch	Committees Officer, LCC, Minute taker
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APOLOGIES:

Ms Tanya Davies	Local Member of Parliament for Mulgoa
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1. WELCOME, ATTENDANCE, APOLOGIES AND OPENING
Council's Service Manager Traffic & Transport opened the meeting at 9:38am. The Service Manager advised the Committee that Chairperson is running late and is expected after 10am and he will chair the meeting till her arrival. The Chairperson arrived at 10:20am and chaired the meeting afterwards.
2. DECLARATIONS OF INTEREST
Nil
3. CONFIRMATION OF PREVIOUS MINUTES
The Chairperson advised that Council at its meeting of 17 April 2019 adopted the Committee's recommendations of its 13 March, 2019 meeting.
4. AGENDA ITEMS
<ol style="list-style-type: none"> 1. Nuwarra Road and Marshall Avenue intersection, Moorebank – Proposed Roundabout 2. Nuwarra Road, Moorebank – Proposed Signs and Linemarking Scheme 3. The Boulevard, Holsworthy – Proposed Pedestrian Refuge 4. Sandringham Drive and Edinburgh Circuit Intersection, Cecil Hills – Proposed Intersection Treatment 5. Bigge Street, Liverpool - Request for a Pedestrian Crossing Facility 6. Regentville Drive, Elizabeth Hills – Proposed Pedestrian Refuge 7. Falcon Circuit, Green Valley - Proposed Pedestrian Refuge 8. Graham Avenue and McKell Avenue Intersection, Casula – Proposed Linemarking Scheme 9. Viscount Place, Warwick Farm – Proposed Traffic Facilities 10. Items Approved Under Delegated Authority
5. GENERAL ITEMS / GENERAL BUSINESS
<p>GB1 Bugong Street, Prestons – On street parking on road reserve</p> <p>GB2 Carnes Hill Community Precinct – Request for additional disabled parking spaces</p> <p>GB3 Hamilton Avenue, Wattle Grove – Request for extension to permit turning movements</p> <p>GB4 Powerhouse Road, Casula – Inadequate parking near children playing area</p> <p>GB5 Dalmeny Drive, Prestons – St Catherine of Sienna Primary School, Pick-up and set down parking</p> <p>GB6 Hoxton Park Road and Banks Road intersection, Miller – Left slip lane and additional parking</p> <p>GB7 Hoxton Park Road and Ash Road intersection, Prestons – Street name on mast arm</p>
6. CLOSE
Meeting closed at 11:45am.

ITEM 1	NUWARRA ROAD AND MARSHALL AVENUE INTERSECTION, MOOREBANK – PROPOSED ROUNDABOUT
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INTRODUCTION

Council has received a petition and representations for the existing Nuwarra Road and Marshall Avenue intersection treatment to be upgraded.

The existing Nuwarra Road/Marshall Avenue intersection has a seagull island. However, due to significant through traffic along Nuwarra Road, right turn movements out of Marshall Avenue experience significant delays.

To reduce the delays, Council is considering installation of a roundabout. The Committee is requested to support in-principle, the proposed roundabout, as shown in Attachment 1.1 (in the attachment booklet).

ASSESSMENT

The section of Nuwarra Road, between Newbridge Road and Heathcote Road, is an unclassified north-south regional road, under the care and control of Council. The approximately 2.1km long road section has a signposted speed limit of 60km/h and has varying carriageway widths of approximately 11.5m and 12.7m.

In addition to its regional road function, this road section provides direct vehicular access to adjoining residential properties and side streets including a signalised intersection with Brickmakers Drive and a priority control intersection with Marshall Avenue.

Marshall Avenue is a local road providing the only vehicular access to residential properties along the road and Clyde Avenue, a loop road off Marshall Avenue.

The existing Nuwarra Road/Marshall Avenue intersection is a priority control "T" intersection, with Marshall Avenue as the terminating street. The intersection has a seagull island layout but due to significant through traffic along Nuwarra Road, including a high percentage of heavy vehicles, right turn movements out of Marshall Avenue experience significant delays.

Local residents have therefore been making representations for the intersection to be upgraded to reduce traffic delays. Site observations and intersection performance analysis, as indicated in **Table 1 – Intersection Performance Analysis**, show that the right turn movements out of Marshall Avenue is operating with unacceptable Level of Service (LoS) F.

The Nuwarra Road/Marshall Road intersection is approximately 200 metres south of the existing signalised Nuwarra Road/Brickmakers Drive intersection. The intersection has a slip lane for left turn movements from Brickmakers Drive into Nuwarra Road.

The local community has suggested that the slip lane could be signalised to filter the left turn movements and provide gaps for turning movements out of Marshall Avenue. RMS has advised that such a modification would have an adverse impact on left turn movements from Brickmakers Drive into Nuwarra Road, and worsen the existing traffic queue. Hence, the RMS

has not supported this suggestion. As a result, intersection upgrade involving the installation of traffic signals or a roundabout has been considered.

Due to the road function, traffic signals could be an appropriate treatment, subject to RMS approval. Current traffic volumes along Marshall Avenue are low and do not meet the RMS warrant for traffic signals. Hence, the RMS is unlikely to approve traffic signals. Therefore, a roundabout has been assessed as a possible intersection upgrade.

In addition to the existing traffic conditions, Council has assessed and refused a Development Application (DA) for a 60 place Childcare Centre at 53 Clyde Avenue, Moorebank. The applicant has appealed to the Land and Environment Court (LEC) for further assessment of the DA.

The LEC appeal is listed for hearing in August 2019. As part of the appeal, the applicant has proposed installation of a mountable roundabout at the intersection and has submitted a design layout as shown in Attachment 1.1 (in the attachment booklet).

Results of SIDRA intersection performance analysis carried out for a roundabout is as indicated in Table 1 below.

Table 1 – Intersection performance analysis

Road Section	Traffic Flow		Level of Service			
			Existing Priority Control		Proposed Roundabout	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Marshall Avenue (Southeast)	44	37	B	F	A	C
Nuwarra Road (Northeast)	907	1448	A	A	A	A
Nuwarra Road (Southwest)	1183	818	A	E	A	A

The analysis indicates that a roundabout would improve the unacceptable LoS F, for right turn exit movements from Marshall Avenue to LoS C during the peak hours.

Detailed design of the proposed roundabout, carried out in accordance with RMS and Austroads design requirements, will be submitted to the RMS and Police representatives prior to installation.

RECOMMENDATIONS

That:

1. The Committee supports, in-principle, installation of a single lane roundabout at the intersection of Nuwarra Road and Marshall Avenue Intersection, Moorebank.
2. Detailed design of the roundabout is to be submitted to the RMS and Police representatives prior, to installation.

DISCUSSION

The Committee noted the delays experienced by motorists at the intersection of Nuwarra Road and Marshall Avenue. However, the Committee also noted that the north-south traffic flow

along Nuwarra Road is significantly higher than traffic movements along Marshall Avenue. These unbalanced traffic flows would not significantly reduce delays for turning movements into and out of Marshall Avenue if a roundabout were to be installed. Hence, the Committee discussed alternate treatments involving:

- Installation of 'Keep Clear' pavement markings to supplement the existing 'Do Not Queue Across Intersection' signposting; and
- Modification of the traffic signals at the intersection of at Nuwarra Road and Brickmakers Drive to provide gaps in southbound traffic along Nuwarra Road subject to RMS approval.

The RMS representative advised that modification of the traffic signals could increase traffic queues along Brickmakers Drive, but the agency will provide further advice. The Committee agreed that intersection treatment would be considered further subject to RMS' advice.

The Committee noted the significant heavy vehicle movements along this corridor due it previously being an approved B-Double route. To reduce this impact, the Committee suggested that Council investigate the imposition of a 5 tonne load limit along this section of Nuwarra Road.

COMMITTEE RECOMMENDATION

That:

1. Council requests the RMS to:
 - a) Consider modification to the existing traffic signals at the intersection of at Nuwarra Road and Brickmakers Drive to provide gaps in southbound traffic along Nuwarra Road; and
 - b) Approve the installation of 'Keep Clear' pavement marking to supplement the existing 'Do Not Queue Across Intersection' signposting.
2. Council investigates alternate intersection treatment subject to RMS' position on the abovementioned changes.
3. Council investigates the imposition of a 5 tonne load limit along the section of Nuwarra Road between Heathcote Road and Newbridge Road.

ITEM 2	NUWARRA ROAD, MOOREBANK – PROPOSED SIGNS AND LINEMARKING SCHEME
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INTRODUCTION

Council has received representations for the signs and linemarking along the section of Nuwarra Road, between Newbridge Road and Heathcote Road, Moorebank, to be reviewed to clarify on-street parking and improve road safety.

Council is proposing to install edge lines to clearly define traffic and parking lanes in each direction, and demarcate opposing traffic lanes. A copy of the signs and linemarking scheme will be tabled at the meeting.

ASSESSMENT

The section of Nuwarra Road, between Newbridge Road and Heathcote Road, is an unclassified regional road, under the care and control of Council, with a signposted 60km/h speed limit. The road section is approximately 2.1km long and has varying carriageway widths of approximately 11.5m and 12.7m.

The road section passes through a residential area and generally has a single traffic lane in each direction. It provides access to side streets and forms 'T' intersections with a number of side streets including two signalised intersections at Brickmakers Drive and Maddecks Avenue intersections. In addition, it contains pedestrian refuges and centipede for safe pedestrian crossing.

Crash History

The Roads and Maritime Services crash database indicates a number of crashes along this road section. It is noted that most of the crashes are at the signalised intersections and only a few at midblock and unsignalised 'T' intersections.

Traffic Counts

A recent traffic count indicates that the road section is carrying an average daily traffic volume of approximately 13,370 vpd with 85th percentile speed of 60.1 km/h.

The volume includes approximately 7% heavy vehicles, as the road section was previously classified as a B-Double route. This heavy vehicle traffic percentage is quite high for a residential street. This affects residential amenity and Council has been receiving representations to reduce heavy vehicle volumes.

To reduce the heavy vehicle volume, Council is no longer providing approvals to the National Heavy Vehicle Regulator (NHVR) to issue permits to restricted vehicles.

Community Concerns

Council has received representations from local residents and the Local Member for Holsworthy about traffic speeds, traffic noise, pedestrian safety, on-street parking and traffic delays at a number of side streets.

The local community is also requesting for a review of the existing on-street parking restrictions to rationalise and define permissible parking spaces, reduce traffic speed, and improve road safety, and minimise the impact of additional development along the road.

Proposed Signs and Linemarking Scheme

The proposal includes edge linemarking of edge lines to define traffic and parking lanes, maintaining the existing centipede and pedestrian refuges, and demarcate the opposing traffic lanes. The proposal includes uniform 3.3m traffic lanes with variable parking lane widths, separated by double barrier and/or central median line markings.

The existing parking restrictions will be highlighted with C3 yellow linemarking and edge lines. Where possible the existing no-parking or no stopping signs will be replaced or minimised with the C3 yellow linemarking. A copy of the proposed linemarking will be tabled at the meeting.

RECOMMENDATIONS

That:

1. The Committee supports the signs and linemarking scheme within the section of Nuwarra Road, between Newbridge Road and Heathcote Road, Moorebank (to be tabled at the meeting).

DISCUSSION

The Committee was advised that this proposal is aimed to formalise traffic lanes and demarcate segments where on-street parking could be permitted along the section of Nuwarra Road between Newbridge Road and Heathcote Road.

The Committee noted that this road section operates with a single traffic lane in each direction, except at sections close to signalised intersections and intersections with seagull island arrangements. The Committee also noted that the existing 'No Stopping' restriction at the front of Moorebank Library would be maintained.

The Committee discussed and supported the linemarking as presented.

COMMITTEE RECOMMENDATION

That:

1. Council approves the installation of the linemarking scheme as presented in Attachment 2.1 to demarcate the traffic and parking lanes along the section of Nuwarra Road between Newbridge Road and Heathcote Road, Moorebank.

ITEM 3	THE BOULEVARDE, HOLSWORTHY – PROPOSED PEDESTRIAN REFUGE
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INTRODUCTION

At the Committee's meeting on 13 March 2019, the representative for the Member for Holsworthy, requested Council to investigate the provision of a pedestrian crossing facility across the section of The Boulevarde, Holsworthy adjacent to Holsworthy Railway Station.

Council has prepared a concept design for a pedestrian refuge and the Committee is requested to provide in-principal support for the installation of the facility as shown in Attachment 3.1 (in the attachment booklet).

ASSESSMENT

The Boulevarde is a collector road with the default urban speed limit of 50km/h. The road provides direct access to Holsworthy Railway Station along the southern side and residential properties along the northern side.

As indicated above, the need for a pedestrian crossing facility was discussed as a General Business item at the Committee's meeting on 13 March 2019 with a request for Council to investigate. Council has investigated and identified that there is a pedestrian desire line across the section of The Boulevarde east of Wenton Road. This is because there is a paved footpath along the eastern side of Wenton Road.

Site observations indicate that the location would not meet the Roads and Maritime Services (RMS) warrant for a marked pedestrian crossing. Therefore, the alternate crossing facility is a pedestrian refuge.

The pedestrian refuge is proposed immediately east of the intersection of The Boulevarde and Wenton Road, as shown in Attachment 3.1. This road section has a carriageway width of approximately 10.5m and has 2m wide median islands at intermittent intervals to segregate the opposing traffic movements.

Detailed design of the facility will be carried in accordance with RMS and Austroads Guidelines. Copies of the detailed design will be forwarded to the NSW Police and RMS prior to installation.

RECOMMENDATIONS

That:

1. The Committee supports the installation of a pedestrian refuge across The Boulevarde, Holsworthy east of Wenton Road, as shown in Attachment 3.1.

DISCUSSION

The Committee discussed and supported the installation of the proposed pedestrian refuge across The Boulevard, Holsworthy east of Wenton Road noting that this would include modification of the existing median island to provide the pedestrian refuge.

The RMS representative suggested that the kerb be extended to reduce the lengths of the required 'No Stopping' restrictions.

COMMITTEE RECOMMENDATION

That:

1. Council approves the installation of a pedestrian refuge across The Boulevard, Holsworthy east of Wenton Road, as shown in Attachment 3.1.
2. Council forwards a copy of the detailed design to the RMS and NSW Police representatives prior to installation.

ITEM 4	SANDRINGHAM DRIVE AND EDINBURGH CIRCUIT INTERSECTION, CECIL HILLS – PROPOSED INTERSECTION TREATMENT
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INTRODUCTION

Council has received a petition, signed by Edinburgh Circuit residents, requesting installation of a roundabout at Sandringham Drive and Edinburgh Circuit intersection to improve traffic conditions.

The intersection is a T-intersection with a Give Way priority control for turning movements out of Edinburgh Circuit. Council has investigated the request and identified that the existing priority control could be changed to a Stop sign control to improve traffic conditions.

The Committee is requested to support the proposed sign and line marking scheme as shown in Attachment 4.1 (**in the attachment booklet**).

ASSESSMENT

Existing Traffic Conditions

Sandringham Drive is a distributor road and bus route between Elizabeth Drive and Spencer Road. Along with Windsor Road, it provides the key access road link to Cecil Hills including a public school and the Cecil Hills shopping centre, as well as a portion of Elizabeth Hills.

It is a divided road with a single traffic lane in each direction separated by a landscaped median island and has the 50 km/h default urban speed limit.

Edinburgh Circuit is a local road with the 50 km/h default urban speed limit, providing direct vehicular access to adjoining residential properties and side streets. It forms two T-intersections at its eastern and western intersections with Sandringham Drive.

The eastern intersection of Sandringham Drive/Windsor Road/ Edinburgh Circuit has an existing roundabout, which is operating with satisfactory traffic condition. The western intersection of Sandringham Drive/Edinburgh Circuit is the intersection Edinburgh Circuit residents are requesting to be upgraded to a roundabout.

As indicated above, the intersection is a T-intersection regulated by a Give Way sign and associated line markings, with turning movements out of Edinburgh Circuit having to give way.

Crash History

The Roads and Maritime Service crash database indicates that for the three-year period ending June 2018, there has been no recorded crash at the Sandringham Drive/Edinburgh Circuit intersection.

Intersection Performance

Site inspection indicates that there is a 5m wide landscaped buffer along the southern side of Sandringham Drive with overgrown hedge, just east of Edinburgh Circuit, which restricts sight

distance for turning movements out of Edinburgh Circuit into Sandringham Drive. The hedge can be trimmed to increase sight distance marginally.

Morning and afternoon peak hour traffic counts have been carried out and the results have been used in SIDRA intersection performance analysis.

The results of traffic counts and intersection performance analysis are as shown in the Table below:

Road Section	Traffic Flow		Level of Service			
			Priority Control		Roundabout	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Sandringham Drive (Eastbound)	813	324	A	A	A	A
Sandringham Drive (Westbound)	298	647	A	A	A	A
Edinburgh Circuit (Northbound)	83	46	C/D	A	B	B

The results of the intersection performance analysis indicates that all movements at the intersection currently operate at an acceptable Level of Service (LoS) A with the exception of the right turn out of Edinburgh Circuit which is operating at LoS C. The results also indicate that with a roundabout, all turning movements would operate at LoS A.

However, the traffic volume to and from the side street is very low compared to the through traffic along Sandringham Drive. As such, this imbalanced traffic flow would result in the right turn out of Edinburgh Circuit experiencing some delay. In addition, a roundabout is not a cost-effective solution.

It is considered that replacing the existing 'Give Way' sign with a 'Stop' sign including associated linemarking would represent a workable solution and improve road safety to right turn movements out of Edinburgh Circuit into Sandringham Drive.

Furthermore, to enable the right turn to be carried out in two stages, it is recommended that the existing median island be reconfigured at the intersection to accommodate a seagull island arrangement, for right turn movements out of Edinburgh Circuit, as shown in the .

The Committee is requested to support the proposed Stop sign and associated line markings, and modification of the median island.

RECOMMENDATION

That:

1. Committee supports the proposed Stop sign with associated line marking.
2. Committee supports the proposed reconfiguration of the median island to accommodate a seagull island arrangement for exit right movement out of Edinburgh Circuit as shown in Attachment 4.1.

DISCUSSION

The Committee discussed the proposed intersection modification, noting that the existing hedge along the southern side of Sandringham Drive obstructs sight distance for right turn movements out of Edinburgh Circuit and supported the recommendations as presented.

COMMITTEE RECOMMENDATION

That:

1. Council approves the intersection modification involving the replacement of the existing 'Give Way' control with 'Stop' control and reconfiguration of the median island to accommodate a seagull island arrangement for exit right movements out of Edinburgh Circuit, as shown in Attachment 4.1.

ITEM 5	BIGGE STREET, LIVERPOOL - REQUEST FOR A PEDESTRIAN CROSSING FACILITY
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INTRODUCTION

Council has received representations for the provision of a marked pedestrian crossing across the section of Bigge Street fronting All Saints Catholic College, Liverpool. In response, Council has carried out traffic survey and has used the results to assess the request as shown in attachment 5.1 (**in the attachment booklet**).

The assessment indicates that the location does not meet the Roads and Maritime Services warrant for a marked pedestrian crossing. The Committee is requested to discuss whether an alternate crossing facility is required.

ASSESSMENT

Council has received representations for the installation of a marked pedestrian crossing across the section of Bigge Street fronting All Saints Catholic College. This section of Bigge Street is between the signalised intersections of Elizabeth Street and Campbell Street, a distance of approximately 250m.

This road section has a carriageway width of approximately 12.5m which accommodates a single traffic lane and kerbside parking lane in each direction. The road section has a default urban speed limit of 50km/h and 40km/h School Zone (which operates 8-9.30am & 2.30-4pm School Days).

The representations are to improve the safety of pedestrians crossing at this road section to and from the parking spaces along both sides of Bigge Street for school pick-up and set-down.

Time	Pedestrians (P)	Vehicles (V)	Product of Pedestrians and Vehicles (PV)
0745 - 0845	5	1196	5980
1200 - 1300	2	834	1668
1415 - 1515	9	1049	9441

The results indicate that the number of pedestrians crossing this road section is very low and the product of the pedestrian and vehicular traffic does not even meet the reduced warrant for a marked pedestrian crossing (which requires PV of at least 45,000 comprising of at least 30 pedestrians and at least 500 vehicles in two counts of one hour duration immediately before and after school hours).

Site observations also indicate that the predominant pedestrian desire line is at the Bigge Street/Elizabeth Street signalised intersection. This signalised intersection includes appropriate phasing for pedestrian movements.

In addition to the pedestrian crossing facility, the representations have also requested changes to the parking arrangements along the section of Bigge Street fronting All Saints Catholic College and provision of a right turn arrow at the Bigge Street/Elizabeth Street signalised intersection.

Discussion on these two items are as follows.

Request for additional 'No Parking' restrictions

The western side of Bigge Street has existing 'No Parking' and 'Bus Zone' restrictions whilst the eastern side has unrestricted parking except at the frontage of 102 Bigge Street which has 15 minute and disabled parking restrictions.

Council considers that approximately 20m along the eastern side near the signalised intersection of Bigge Street and Elizabeth Street can be signposted as 'No Parking' to increase pick-up and set-down parking spaces. The parking arrangements along the western side will be reviewed in consultation with the bus service providers and the college principal, and, if required, tabled at a future meeting.

Request for modification to traffic signal phasing

The intersection of Bigge Street and Elizabeth Street is a four-way signalised intersection without dedicated right-turn bays. The signals have no dedicated right turn phases, however, do include appropriate pedestrian phasing. The request will be discussed with the RMS for further action.

RECOMMENDATIONS

That:

1. The Committee notes that current counts do not meet the warrant for a pedestrian crossing facility across the section of Bigge Street fronting All Saints Catholic College.
2. The Committee supports the provision of 18m long 'No Parking' restriction along the eastern side of Bigge Street, north of its intersection with Elizabeth Street, as shown in Attachment 5.1.

DISCUSSION

Request for a Pedestrian Crossing

The Committee discussed and agreed that the current traffic and pedestrian volumes do not meet the RMS warrant for a marked pedestrian crossing across the section of Bigge Street, between Elizabeth Street and Campbell Street, Liverpool.

The Interline bus service representative, supported this conclusion and added that a pedestrian crossing at this location will adversely affect safe school bus services.

The Committee also discussed and noted that the existing on-street parking restrictions along this section of Bigge Street (in front of the St Saints College) would be reviewed in consultation with the local bus companies and the school.

Request for right turn arrow at the Elizabeth Street and Bigge Street signalised intersection

The Police representative advised that the existing signalised intersection is operating without right arrows is operating acceptable traffic condition, and right turn arrows are not be required, at this stage.

The Committee was advised that the concerned resident requested and was granted permission to address the Committee. However, she could not attend and requested that the request be discussed again at the next scheduled meeting.

COMMITTEE RECOMMENDATION

That:

1. Council notes that current traffic and pedestrian volumes do not meet the RMS warrant for a marked pedestrian crossing across the section of Bigge Street between Elizabeth Street and Campbell Street
2. Council reviews the existing parking restrictions along the section of Bigge Street between Elizabeth Street and Campbell Street, and if required, recommend changes in consultation with the local bus companies and the school.

ITEM 6	REGENTVILLE DRIVE, ELIZABETH HILLS – PROPOSED PEDESTRIAN REFUGE
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INTRODUCTION

In response to representation from the Federal Member for Werriwa, at its meeting on 19 September 2018, the Committee supported the installation of two additional speed humps across sections of Regentville Drive.

In addition, the Committee recommended that design of a safe pedestrian crossing facility across the section of Regentville Drive, close to the existing playgrounds and walking tracks be presented to the Committee for further consideration.

Council has prepared a design of a pedestrian refuge, and the Committee is requested to support the installation of the pedestrian refuge as shown in Attachment 6.1 and 6.2 (**in the attachment booklet**).

ASSESSMENT

Regentville Drive is a collector road with the 50 km/h default urban speed limit. It is approximately 1km long, a bus route and has variable carriageway widths between 6.5m to 9m. It has four speed humps installed, following representations from the local residents, the Federal Member for Werriwa, and State Member for Mulgoa, to reduce traffic speed and improve road safety.

In response to the Committee's recommendation for the design of a pedestrian crossing facility, Council has investigated and identified that the section across Regentville Drive adjacent to existing playgrounds and walking tracks, has a pedestrian desire line.

However, the number of pedestrians that cross this road section does not meet the warrant for a marked pedestrian crossing. The alternate and appropriate crossing facility is a pedestrian refuge.

Design of the pedestrian refuge has been carried out in accordance with the RMS and Austroads Design requirements and has also been located to minimise its impacts on the existing driveways, as shown in Attachment 6.1.

Property owners likely to be affected by the proposed pedestrian refuge will be consulted prior to installation.

RECOMMENDATIONS

That:

1. The Committee supports the installation of a pedestrian refuge on Regentville Drive, adjacent to playgrounds and walking tracks, as shown in Attachment 6.1.

DISCUSSION

The Committee discussed and supported the pedestrian refuge as presented. Affected residents along Regentville Drive are to be notified, prior to installation.

COMMITTEE RECOMMENDATION

That:

1. Council approves installation of a pedestrian refuge on Regentville Drive, Elizabeth Hills, as shown in Attachment 6.1.
2. Council notifies affected residents along Regentville Drive prior to installation.

ITEM 7	FALCON CIRCUIT, GREEN VALLEY - PROPOSED PEDESTRIAN REFUGE
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INTRODUCTION

At a previous meeting, the Committee considered a Technical Item that was supported in-principle and recommended that detailed design of a pedestrian refuge across a section of Falcon Circuit, close to Ospray Avenue and Winnal Reserve, to be presented to a future meeting for further consideration.

Council has prepared a detailed design of the pedestrian refuge and the Committee is requested to support the installation of the pedestrian refuge, as shown in Attachment 7.1, 7.2 and 7.3 (in the attachment booklet).

ASSESSMENT

Falcon Circuit is a collector and a loop road off Whitford Road, and has the default urban speed limit of 50km/h. It provides direct vehicular access to adjoining residential properties, five side streets, and Valley Plaza.

The discussion as a Technical Item for a pedestrian crossing facility was in response to representations from local residents for a safe crossing facility across the section of Falcon Circuit, close to Ospray Avenue and Winnal Reserve.

This road section has an average carriageway width of approximately 10.1m. It has a pedestrian desire line, and attracts pedestrians including the elderly and children from the northern side of the road to the public reserve and Valley Plaza.

Results of pedestrian and traffic counts indicate that the location does not meet the warrant for a marked pedestrian crossing. An alternate pedestrian facility, a pedestrian refuge is proposed.

This road section carries a traffic volume including delivery vehicles to the Valley Plaza. The pedestrian refuge would enable pedestrians to cross the relatively wide carriageway in two stages, and provide a safe crossing facility.

The Roads and Maritime Services crash database shows that there were two minor recorded crashes in the section of Falcon Circuit between Whitford Road and Valley Plaza driveway, in the last five period ending June 2018.

Design of the pedestrian refuge has been carried out in accordance with RMS and Austroads design requirements, as shown in Attachment 7.1. Property owners likely to be affected by the proposed pedestrian refuge will be consulted prior to installation.

RECOMMENDATION

That:

1. The Committee supports the installation of a pedestrian refuge across the section of Falcon Circuit, between Ospray Avenue and Winnal Reserve, as shown in Attachment 7.1.

DISCUSSION

The RMS representative expressed concern that the proposed pedestrian refuge is close to driveways to the adjacent residential properties, and may affect turning movements in/out of the two adjacent properties to the proposed refuge.

The Committee discussed and supported the proposed refuge. However, the turning paths are to be reviewed and if required, the shape of the proposed concrete islands are to be modified to minimise impacts on the turning movements to/from the adjacent driveways. A copy of the revised drawing is to be forwarded to the RMS prior to installation.

COMMITTEE RECOMMENDATION

That:

1. The Committee supports the installation of a pedestrian refuge across the section of Falcon Circuit, between Ospray Avenue and Winnal Reserve, as shown in Attachment 7.1; and
2. Design drawings with revised turning paths are to be submitted to the RMS prior to installation.

ITEM 8	GRAHAM AVENUE AND MCKELL AVENUE INTERSECTION, CASULA – PROPOSED LINEMARKING SCHEME
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INTRODUCTION

Council has received representations from local residents concerning a truck regularly parking along the southern side of Graham Avenue (close to its intersection with McKell Avenue) and a boat that is regularly parked along the eastern side of McKell Avenue (close to its intersection with Graham Avenue).

Council is proposing to install centre line marking in McKell Avenue and 'No Stopping' restrictions to highlight the statutory no stopping areas at unsignalised intersections as shown in Attachment 8.1 (**in the attachment booklet**).

ASSESSMENT

Graham Avenue is a collector road providing direct vehicular access to adjoining residential properties and side streets including McKell Avenue. McKell Avenue is a local street also providing direct vehicular access to adjoining residential properties and side streets.

The Graham Avenue/McKell Avenue intersection is an uncontrolled 'T' intersection with McKell Avenue as the terminating street. Graham Avenue is linemarked with double barrier linemarking as well as edge lines whilst McKell Avenue has no linemarking.

The truck and boat are regularly parked at the locations mentioned above. Council has been notified by several residents of a crash at the intersection of Graham Avenue and McKell Avenue which they claim was due to limited sight distance caused by the parked truck.

The Roads and Maritime Services crash database shows that there have been two recorded crashes at the intersection.

Site observations indicate that the boat is continuously parked within 10m of Graham Avenue contrary to the NSW Road Rules requirements. To highlight this requirement, it is recommended that double barrier (BB) linemarking in McKell Avenue and 'No Stopping' (C3) linemarking be installed at the intersection.

The truck regularly parks on the road verge (behind the edge line). However, due to its height and length, it affects sight distance for vehicles turning out of McKell Avenue. Due to its dimensions and weight, the truck is not permitted to park for longer than one hour. Council's Community Standards department will be requested to enforce this requirement. In addition, to improve sight distance at the intersection, it is recommended that a 'C1' line be marked along the edge line at the intersection, as shown in Attachment 8.1.

RECOMMENDATION

That:

1. The Committee supports the installation of 'BB' line along McKell Avenue, 'C1' line and No Stopping restrictions at the intersection of Graham Avenue and McKell, as shown in Attachment 8.1.
2. Council notifies the affected residents prior to the installation of the pavement markings.

DISCUSSION

The Committee was advised that a boat is regularly parked, within the 10 m statutory parking restriction zone at the intersection.

The Committee was also advised that the illegal truck parking, has been occurring over recent months, and is affecting sight distance of right turn movements out of McKell Avenue, which residents claim may have contributed to a recent crash.

The Committee discussed and supported installation of 'BB' line along McKell Avenue, 'C1' line and No Stopping restrictions at the intersection of Graham Avenue and McKell, as shown in Attachment 8.1.

COMMITTEE RECOMMENDATION

That:

1. The Committee supports the installation of 'BB' line along McKell Avenue, 'C1' line and No Stopping restrictions at the intersection of Graham Avenue and McKell, as shown in Attachment 8.1.
2. Council notifies the affected residents prior to the installation of the pavement markings.

ITEM 9	VISCOUNT PLACE, WARWICK FARM – PROPOSED TRAFFIC FACILITIES
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INTRODUCTION

As part of additional development at the Liverpool Mega Centre, the developer is required to install additional traffic facilities on the eastern portion of Viscount Place (a private road) to facilitate the development.

The developer has submitted a design layout of proposed traffic facilities including a roundabout, a marked pedestrian crossing and associated signs and linemarking. The Committee has requested to consider and support the proposed roundabout and associated sign and linemarking scheme as shown in Attachment 9.1 (**in the attachment booklet**).

ASSESSMENT

Viscount Place is a private road providing access to the existing Mega Centre. Additional development has been approved on the development site which requires installation of additional traffic facilities on the eastern portion of Viscount Place including reconfiguration of the road to enable safe and efficient traffic and pedestrian movements.

While Viscount Place, is a private road, it is used as a road related area. Therefore the Committee's review of the proposed traffic facilities is required.

The additional development includes is expected to generate additional traffic movements in/out of the existing car park off the eastern section of Viscount Place, to minimise delays for entry and exit movements, an additional roundabout west of an existing roundabout at the eastern end of the road is proposed.

This section of Viscount Place has an existing marked pedestrian crossing across four lanes. To improve pedestrian safety, the approach lanes will be modified to a single lane in the direction and signposted with a 25km/h speed limit.

A design layout of the proposed roundabout, marked pedestrian crossing and associated signs and linemarking is shown in Attachment 9.1.

Detailed design of these traffic facilities, carried out in accordance with RMS and Austroads design requirements, will be submitted to the RMS and Police representatives for review prior to installation.

RECOMMENDATION

That:

1. The Committee supports in-principle, traffic facilities including a roundabout, a marked pedestrian crossing and associated signs and linemarking, as shown in Attachment 9.1.

2. Detailed designs of the roundabout and marked pedestrian crossing are to be submitted to the RMS and Police representatives prior, to installation.

DISCUSSION

The Committee was advised that the developers of the Liverpool Mega Centre, are continuing their developments to the east of the site, including provision of additional parking. Viscount Place is a private road providing access to the centre, off Orange Grove Road. However, the road is a road related area, and the Committee support is required prior to the installation of the proposed traffic facilities.

The Committee discussed and supported the concept design, with a requirement for the developer to be requested to submitted detailed design, before construction. A copy of the detailed design is to be forwarded to the RMS and the police for their review prior to construction.

The Committee also noted the private road section of Homepride Road, (close to the centre) is a poor condition and needs to be reconstructed). Council advised that the developer is required to reconstruction the road section, as a condition of a recent rezoning application.

COMMITTEE RECOMMENDATION

That:

1. Council approves the proposed traffic facilities including a roundabout, a marked pedestrian crossing and associated signs and linemarking, as shown in Attachment 9.1.
2. Council forwards the detailed designs of the roundabout and marked pedestrian crossing to the RMS and Police representatives prior to installation.

ITEM 10 ITEMS APPROVED UNDER DELEGATED AUTHORITY**INTRODUCTION**

This item provides a summary of minor traffic facilities that have been approved under the Liverpool Pedestrian, Active Transport and Traffic Committee Delegated Authority by the RMS and Police representatives over the last two months period, between 5 March 2019 and 8 May 2019.

Delegated Authority No.	Location	Description of Proposal
2018.015	McGirr Parade, Warwick Farm	Installation of 'No Stopping' and 'Bus Zone' restrictions
2019.013	McGirr Parade, Warwick Farm	Installation of 'No Stopping' restrictions at the staggered intersections of Hinkler Avenue and Mannix Lane
2019.014	Maxwells Avenue, Ashcroft	Installation of 'No Stopping, 7am-10am & 3pm-6pm Mon-Fri' restrictions on approach to Elizabeth Drive intersection
2019.015	Kingsford Smith Avenue, Middleton Grange	Installation of 'Bus Zone, 7:30am-9am and 2:30pm-3:30pm School Days' restrictions north of Flynn Avenue
2019.016	Wonga Road, Lurnea	Installation of 'BB' and 'E1' lines between Webster Road and Reilly Street
2019.017	Beech Road, Casula	Installation of 'No Stopping' restriction adjacent to existing pedestrian refuge island
2019.018	Cabramatta Avenue, Miller	Installation of a 'Bus Zone' restriction at frontage of Miller Public School
2019.019	Avalli Road, Prestons	Installation of 'No Parking' restriction along western side of roadway
2019.020	Singleton Street, Horningsea Park	Installation of 'BB' line along curved section of roadway
2019.022	Edmondson Avenue, Austral	Installation of 'No Stopping' restriction and 'BB' lines between Fifth Avenue and Sixth Avenue
2019.023	Powerhouse Road, Casula	Installation of speed humps, angle parking and mobility parking spaces
2019.024	Flame Tree Street, Casula	Installation of 'Give Way' control and 'BB' lines at the intersection of Flame Tree Street, Box Road and Guise Avenue

RECOMMENDATION

That:

1. The Committee notes the above Delegated Authority applications approved by the NSW Police and RMS representatives over the last two months period, between 5 March 2019 and 8 May 2019.

DISCUSSION

The Committee noted the above Delegated Authority applications approved by the NSW Police and RMS representatives over the last two months period, between 5 March 2019 and 8 May 2019.

RECOMMENDATION

That:

1. Council endorses the above traffic facilities approved by the NSW Police and RMS representatives, under Delegated Authority, over the last two months period, between 5 March 2019 and 8 May 2019.

GENERAL BUSINESS ITEMS

Item	Name Location / Issue	Remark
1	Bugong Street, Prestons – On street parking on road reserve	Councillor Rhodes advised the Committee that sections of Bugong Street cannot accommodate on-street parking due to the presence of wide median islands, and requested that Council investigate narrowing the median islands to permit on-street parking. The request would be considered as part of a Council resolution for a trial project that would accommodate on-street parking within road verges.
2	Carnes Hill Community Precinct – Request for additional disabled parking spaces	Councillor Rhodes advised the Committee that she has received representation for additional disabled parking to be provided adjacent to Carnes Hill library. The request would be considered and a response provided.
3	Hamilton Avenue, Wattle Grove – Request for road reconstruction to permit turning movements	Councillor Rhodes advised the Committee that she has received representation to extend the road, including relocation of a stormwater gully pit, to improve access to 4 Hamilton Avenue. The Committee noted that accessibility to the property can be improved through the installation of parking restrictions opposite the subject property. However, the resident has requested a hardstand area to improve turning movements out of the property. Council's Infrastructure and Environment Directorate will investigate and liaise with the property owner to address the concern raised.
4	Powerhouse Road, Casula – Inadequate parking near children playing area	Councillor Rhodes and Councillor Harle advised the Committee that there were insufficient parking spaces available during the opening of an adventure playground at Casula Parklands. Council will investigate and provide a response.
5	Hoxton Park Road and Banks Road intersection, Miller – Left slip lane and additional parking	Councillor Harle inquired whether the State Government has taken into consideration his previous suggestion for the land of a decommissioned substation at the north-western corner of the Hoxton Park Road/Banks Road intersection to be purchased for the provision of a left-turn slip lane from Hoxton Park Road and extension of the existing commuter car park adjacent to the Liverpool-Parramatta Transitway. Council will request the RMS to provide a response.
6	Hoxton Park Road and Ash Road intersection, Prestons – Request for street name signs	Councillor Harle requested the RMS to consider installation of street name signs at the signalised intersection of Hoxton Park Road/Ash Road. Council will request the RMS to provide a response.